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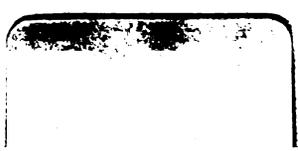
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# ANNUAL REPORT

OF THE

## OPERATIONS

OF THE

# UNITED STATES LIFE-SAVING SERVICE

FOR THE

FISCAL YEAR ENDING JUNE 30, 1884.



WASHINGTON:  
GOVERNMENT PRINTING OFFICE.  
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# ORGANIZATION

## OF THE

# UNITED STATES LIFE-SAVING SERVICE.

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

**SUMNER I. KIMBALL**, General Superintendent.

**WILLIAM D. O'CONNOR**, Assistant General Superintendent.

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

**Capt. GEORGE R. SLICER**, United States Revenue Marine, } Superintendents of Con-  
**Capt. JAMES H. MERRYMAN**, United States Revenue } struction of Life-Sav-  
Marine, } ing Stations.

### ASSISTANT INSPECTORS.

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

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

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

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

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

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

*Seventh District.*— \* \* \*

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

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

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

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

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

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

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

## DISTRICT SUPERINTENDENTS.

*First District.*—JOHN M. RICHARDSON, Portland, Maine.

*Second District.*—BENJAMIN C. SPARROW, East Orleans, Massachusetts.

*Third District.*—HENRY E. HUNTING, Bridgehampton, Long Island, New York.

*Fourth District.*—JOHN G. W. HAVENS, Point Pleasant, New Jersey.

*Fifth District.*—BENJAMIN S. RICH, Onancock, Virginia.

*Sixth District.*—JOSEPH W. ETHERIDGE, Manteo, North Carolina.

*Seventh District.*—CHAMPLIN H. SPENCER, Port Orange, Florida.

*Eighth District.*—WILLIAM A. HUTCHINGS, Galveston, Texas.

*Ninth District.*—DAVID P. DOBBINS, Buffalo, New York.

*Tenth District.*—JEROME G. KIAH, Sand Beach, Michigan.

*Eleventh District.*—NATHANIEL ROBBINS, Grand Haven, Michigan.

*Twelfth District.*—THOMAS J. BLAKENEY, San Francisco, California.

## ASSISTANT DISTRICT SUPERINTENDENT.

*Third District.*—WILLIAM G. CASWELL, Narragansett Pier, Rhode Island.

## BOARD ON LIFE-SAVING APPLIANCES.

Capt. FRANK R. BABY, New York City, *President*.

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

Capt. DAVID A. LYLE, Ordnance Department, United States Army.

Lieut. THOMAS D. WALKER, United States Revenue Marine, Assistant Inspector Life-Saving Stations, *Recorder*.

BENJAMIN C. SPARROW, Esq., Superintendent Second District, Life-Saving Service.

DAVID P. DOBBINS, Esq., Superintendent Ninth District, Life-Saving Service.

JOHN C. PATTERSON, Esq., Keeper Shark River Station, Fourth District, Life-Saving Service.

## LETTER OF TRANSMITTAL.

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TREASURY DEPARTMENT,  
UNITED STATES LIFE-SAVING SERVICE,  
*Washington, D. C., November 28, 1884.*

SIR: I have the honor to submit the following report of the operations of the Life-Saving Service for the fiscal year ending June 30, 1884, and of the expenditures of the moneys appropriated for the maintenance of the Service for that period, in accordance with the requirements of section 7 of the act of June 18, 1878.

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

I have the honor to be, very respectfully,

SUMNER I. KIMBALL,  
*General Superintendent.*

Hon. HUGH McCULLOCH,  
*Secretary of the Treasury.*



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OPERATIONS  
OF THE  
UNITED STATES LIFE-SAVING SERVICE.  
1884.

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# REPORT

OF THE

## UNITED STATES LIFE-SAVING SERVICE.

### OPERATIONS.

There were two hundred and one stations in the Life-Saving Establishment at the close of the last fiscal year. Their distribution upon the sea and lake coasts was as follows:

First District (coast of Maine and New Hampshire) .....	8
Second District (coast of Massachusetts) .....	18
Third District (coast of Rhode Island and Long Island) .....	37
Fourth District (coast of New Jersey) .....	41
Fifth District (coast from Cape Henlopen to Cape Charles) .....	15
Sixth District (coast from Cape Henry to Cape Fear River) .....	27
Seventh District (eastern coast of Florida and coast of Georgia and South Carolina) .....	5
Eighth District (Gulf coast) .....	5
Ninth District (Lakes Erie and Ontario) .....	10
Tenth District (Lakes Huron and Superior) .....	12
Eleventh District (Lake Michigan) .....	16
Twelfth District (Pacific coast) .....	7
<b>Total</b> .....	<b>201</b>

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

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

*Employment of surfmen, season of 1883-'84.*

District.	Stations.	Period of employment.
1	Quoddy Head, Cross Island, Crumple Island, Cranberry Isles, White Head, Fletcher's Neck, and Rye Beach. Hunniwell's Beach.....	6 surfmen at each station from September 1, 1883, to November 30, 1883, inclusive, and 7 at each from December 1, 1883, to April 30, 1884, inclusive. 7 surfmen from January 14, 1884, to April 30, 1884, inclusive.
2	Plum Island, Davis Neck, Fourth Cliff, Gurnet, Manomet Point, Race Point, Peaked Hill Bar, High Head, Highland, Parnet River, Cahoon's Hollow, Naussett, Orleans, Chatham, Monomoy, Surfside, and Muskeget. Coskata.....	6 surfmen at each station from September 1, 1883, to November 30, 1883, inclusive, and 7 at each from December 1, 1883, to April 30, 1884, inclusive. 7 surfmen from January 17, 1884, to April 30, 1884, inclusive.
3	Narragansett Pier, Point Judith, Watch Hill, New Shoreham, Block Island, Ditch Plain, Hither Plain, Napeague, Amagansett, Georgica, Mecox, Southampton, Shinnecock, Tiana, Quogue, Petunk, Moriches, Forge River, Smith's Point, Bellport, Blue Point, Lone Hill, Point of Woods, Fire Island, Oak Island, Gilgo, Jones's Beach, Zach's Inlet, Short Beach, Point Lookout, Long Beach, Far Rockaway, Rockaway, Rockaway Point, Coney Island, and Eaton's Neck.	6 surfmen at each station from September 1, 1883, to November 30, 1883, inclusive, and 7 at each from December 1, 1883, to April 30, 1884, inclusive.
4	Sandy Hook, Sperrmaceti Cove, Seabright, Monmouth Beach, Long Branch, Deal, Shark River, Spring Lake, Squan Beach, Bayhead, Mantoloking, Chadwick's, Tom's River, Island Beach, Cedar Creek, Forked River, Barnegat, Loveladies Island, Ship Bottom, Long Beach, Bond's, Little Egg, Little Beach, Brigantine, Atlantic City, Absecon, Great Egg, Ocean City, Peck's Beach, Corson's Inlet, Sea Isle City, Townsend's Inlet, Tatham's, Hereford Inlet, Holly Beach, Turtle Gut, Cold Spring, and Cape May. Harvey's Cedars.....	6 surfmen at each station from September 1, 1883, to November 30, 1883, inclusive, and 7 at each from December 1, 1883, to April 30, 1884, inclusive. 6 surfmen from September 21, 1883, to November 30, 1883, inclusive, and 7 from December 1, 1883, to April 30, 1884, inclusive.
	South Brigantine.....	7 surfmen from December 15, 1883, to April 30, 1884, inclusive.
5	Cape Henlopen, Rehoboth Beach, Indian River Inlet, Ocean City, Green Run Inlet, Pope's Island, Assateague Beach, Watchapreague, Hog Island, Cobb's Island, and Smith's Island. Lewes and Parramore's Beach.....	6 surfmen at each station from September 1, 1883, to November 30, 1883, inclusive, and 7 at each from December 1, 1883, to April 30, 1884, inclusive. 7 surfmen at each station from March 1, 1884, to April 30, 1884, inclusive.
	North Beach.....	7 surfmen from March 14, 1884, to April 30, 1884, inclusive.
	Wallop's Beach.....	7 surfmen from March 22, 1884, to April 30, 1884, inclusive.
6	Cape Henry, Seatack, Dam Neck Mills, Little Island, False Cape, Wash Woods, Currituck Inlet, Whale's Head, Poyner's Hill, Caffey's Inlet, Paul Gamtel's Hill, Kitty Hawk, Kill Devil Hills, Nag's Head, Bodie's Island, Oregon Inlet, Pea Island, New Inlet, Chicamacomico, Gull Shoal, Little Kinnakeet, Big Kinnakeet, Cape Hatteras, Creed's Hill, Durant's, Ocracoke, and Cape Fear.	6 surfmen at each station from September 1, 1883, to November 30, 1883, inclusive, and 7 at each from December 1, 1883, to April 30, 1884, inclusive.
8	San Luis, Saluria, Aransas, and Brazos....	6 surfmen at each station from September 1, 1883, to April 30, 1884, inclusive.
9	Big Sandy.....	7 surfmen from July 1, 1883, to December 15, 1883, inclusive, and from April 17, 1884, to June 30, 1884, inclusive.
	Salmon Creek.....	7 surfmen from July 1, 1883, to December 15, 1883, inclusive, and from April 16, 1884, to June 30, 1884, inclusive.

*Employment of surfmen, season of 1883-'84—Continued.*

District.	Stations.	Period of employment.
9	Oswego .....	8 surfmen from July 1, 1883, to December 15, 1883, inclusive, and from April 16, 1884, to June 30, 1884, inclusive.
	Charlotte .....	1 surfman from July 1, 1883, to December 15, 1883, inclusive, and from April 15, 1884, to June 30, 1884, inclusive.
	Buffalo .....	8 surfmen from July 1, 1883, to December 15, 1883, inclusive, and from April 19, 1884, to June 30, 1884, inclusive.
	Erie .....	7 surfmen from July 1, 1883, to December 15, 1883, inclusive, and from April 12, 1884, to June 30, 1884, inclusive.
	Fairport and Cleveland .....	8 surfmen from July 1, 1883, to December 15, 1883, inclusive, and from April 11, 1884, to June 30, 1884, inclusive.
	Point Marblehead .....	1 surfman from July 1, 1883, to December 15, 1883, inclusive, and 8 from April 10, 1884, to June 30, 1884, inclusive.
	Louisville .....	6 surfmen from July 1, 1883, to June 30, 1884, inclusive.
10	Sand Beach, Thunder Bay Island, and Middle Island.	8 surfmen at each station from July 1, 1883, to December 10, 1883, inclusive, and from April 10, 1884, to June 30, 1884, inclusive.
	Point aux Barques, Grindstone City, Ottawa Point, and Sturgeon Point.	7 surfmen at each station from July 1, 1883, to December 10, 1883, inclusive, and from April 10, 1884, to June 30, 1884, inclusive.
	Hammond's Bay .....	7 surfmen from July 1, 1883, to December 10, 1883, inclusive, and from April 12, 1884, to June 30, 1884, inclusive.
	Vermillion Point, Two Heart River, and Muskallonge Lake.	7 surfmen at each station from July 1, 1883, to November 30, 1883, inclusive, and from April 27, 1884, to June 30, 1884, inclusive.
	Crisp's .....	7 surfmen from July 1, 1883, to November 30, 1883, inclusive, and from April 28, 1884, to June 30, 1884, inclusive.
11	North Manitou Island .....	6 surfmen from July 1, 1883, to November 30, 1883, inclusive, and from May 5, 1884, to June 30, 1884, inclusive.
	Point Betsy .....	7 surfmen from July 1, 1883, to November 30, 1883, inclusive, and from April 16, 1884, to June 30, 1884, inclusive.
	Manistee, Muskegon, Saint Joseph, Kenosha, Racine, and Sheboygan.	8 surfmen at each station from July 1, 1883, to November 30, 1883, inclusive, and from April 1, 1884, to June 30, 1884, inclusive.
	Grand Point au Sable and Evanston .....	7 surfmen at each station from July 1, 1883, to November 30, 1883, inclusive, and from April 1, 1884, to June 30, 1884, inclusive.
	Ludington, Grand Haven, Chicago, and Milwaukee.	8 surfmen at each station from July 1, 1883, to December 31, 1883, inclusive, and from April 1, 1884, to June 30, 1884, inclusive.
	Two Rivers .....	8 surfmen from July 1, 1883, to December 15, 1883, inclusive, and from April 1, 1884, to June 30, 1884, inclusive.
12	Cape Disappointment .....	8 surfmen from November 1, 1883, to April 30, 1884, inclusive.
	Humboldt Bay and Golden Gate Park .....	6 surfmen at each station from July 1, 1883, to June 30, 1884, inclusive.

The coast of Florida, being without crews, for reasons given in former reports, is excluded from the foregoing statement.

STATISTICS.

The reports of the district officers show that during the year there were three hundred and thirty-seven disasters to documented vessels within the field of station operations. On board these vessels there were four thousand two hundred and fifty-three persons, of whom four

thousand two hundred and thirty-seven were saved, and only sixteen lost. The estimated value of the vessels was \$7,075,975, and that of their cargoes \$3,454,050 making the total value of the property involved \$10,530,025. Of this amount, \$9,090,134 was saved, and \$1,439,891 lost. The number of vessels totally lost was sixty-four. There were, besides, one hundred and two disasters to smaller craft, such as sail-boats, row-boats, &c., on which were one hundred and seventy-nine persons, one hundred and seventy-five of whom were saved and four lost. The value of the property involved in the latter disasters was \$77,915, of which \$71,220 was saved and \$6,695 lost.

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

Total number of disasters .....	439
Total value of property involved .....	\$10,607,940
Total value of property saved .....	\$9,161,354
Total value of property lost .....	\$1,446,586
Total number of persons involved .....	4,432
Total number of persons saved .....	4,412
Total number of persons lost .....	20
Total number of shipwrecked persons succored at stations .....	*532
Total number of days' succor afforded .....	†1,319
Number of vessels totally lost .....	64

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

	Total number of disasters.	Total value of vessels.	Total value of cargoes.	Total amount of property involved.	Total amount of property saved.	Total amount of property lost.	Total number of persons on board.	Total number of persons saved.	Total number of persons lost.	Number of shipwrecked persons succored at stations.	Total number of days' succor afforded.	Number of disasters involving total loss of vessels.
Atlantic and Gulf coasts.	275	\$4,884,225	\$2,187,320	\$7,071,545	\$6,316,834	\$754,711	2,956	2,939	17	359	1,018	49
Lake coasts* . . .	157	1,717,635	733,660	2,451,295	1,995,445	455,850	1,072	1,071	1	170	296	15
Pacific coasts . . .	7	542,100	543,000	1,085,100	849,075	236,025	404	402	2	3	5	—
Total . . . . .	439	7,143,960	3,463,980	10,607,940	9,161,354	1,446,586	4,432	4,412	20	532	1,319	64

\* Including the river station at Louisville, Kentucky.

The apportionment to the several districts is as follows :

*First District.*

Number of disasters .....	52
Value of vessels .....	\$264,540
Value of cargoes .....	\$83,200
Total value of property .....	\$327,740

\* Including 73 persons not on vessels in tables.  
 † Including 103 days' succor to persons not on vessels in tables.

UNITED STATES LIFE-SAVING SERVICE.

15

Number of persons on board vessels.....	346
Number of persons saved.....	346
Number of persons lost.....	None.
Number of shipwrecked persons succored at stations.....	32
Number of days' succor afforded.....	50
Value of property saved.....	\$166,205
Value of property lost.....	\$161,535
Number of disasters involving total loss of vessels.....	5

*Second District.*

Number of disasters.....	40
Value of vessels.....	\$285,935
Value of cargoes.....	\$57,450
Total value of property.....	\$343,385
Number of persons on board vessels.....	239
Number of persons saved.....	239
Number of persons lost.....	None.
Number of shipwrecked persons succored at stations.....	51
Number of days' succor afforded.....	99
Value of property saved.....	\$266,015
Value of property lost.....	\$77,370
Number of disasters involving total loss of vessels.....	9

*Third District.*

Number of disasters.....	46
Value of vessels.....	\$591,730
Value of cargoes.....	\$220,040
Total value of property.....	\$811,770
Number of persons on board vessels.....	348
Number of persons saved.....	344
Number of persons lost.....	4
Number of shipwrecked persons succored at stations.....	99
Number of days' succor afforded.....	238
Value of property saved.....	\$753,254
Value of property lost.....	\$58,516
Number of disasters involving total loss of vessels.....	6

*Fourth District.*

Number of disasters.....	65
Value of vessels.....	\$2,208,170
Value of cargoes.....	\$960,525
Total value of property.....	\$3,168,695
Number of persons on board vessels.....	1,176
Number of persons saved.....	1,163
Number of persons lost.....	13
Number of shipwrecked persons succored at stations.....	34
Number of days' succor afforded.....	188
Value of property saved.....	\$2,960,440
Value of property lost.....	\$208,255
Number of disasters involving total loss of vessels.....	13

*Fifth District.*

Number of disasters.....	45
Value of vessels.....	\$622,250
Value of cargoes.....	\$265,405

Total value of property.....	\$387, 655
Number of persons on board vessels .....	284
Number of persons saved.....	284
Number of persons lost.....	None.
Number of shipwrecked persons succored at stations .....	33
Number of days' succor afforded.....	95
Value of property saved.....	\$794, 580
Value of property lost.....	\$93, 075
Number of disasters involving total loss of vessels.....	8

*Sixth District.*

Number of disasters.....	18
Value of vessels .....	\$275, 400
Value of cargoes .....	\$74, 300
Total value of property .....	\$349, 700
Number of persons on board vessels.....	137
Number of persons saved.....	137
Number of persons lost.....	None.
Number of shipwrecked persons succored at stations.....	51
Number of days' succor afforded.....	221
Value of property saved.....	\$235, 890
Value of property lost.....	\$113, 810
Number of disasters involving total loss of vessels.....	6

*Seventh District.*

Number of disasters.....	1
Value of vessels .....	\$4, 000
Value of cargoes.....	No cargo.
Total value of property.....	\$4, 000
Number of persons on board vessels.....	6
Number of persons saved.....	6
Number of persons lost.....	None.
Number of shipwrecked persons succored at stations.....	None.
Number of days' succor afforded.....	None.
Value of property saved.....	Nothing.
Value of property lost.....	\$4, 000
Number of disasters involving total loss of vessels.....	1

*Eighth District.*

Number of disasters.....	8
Value of vessels .....	\$632, 200
Value of cargoes.....	\$546, 400
Total value of property.....	\$1, 178, 600
Number of persons on board vessels.....	420
Number of persons saved.....	420
Number of persons lost.....	None.
Number of shipwrecked persons succored at stations .....	10
Number of days' succor afforded.....	50
Value of property saved.....	\$1, 140, 450
Value of property lost.....	\$38, 150
Number of disasters involving total loss of vessels.....	1

*Ninth District.*

Number of disasters.....	61
Value of vessels .....	\$575, 610
Value of cargoes .....	\$218, 192

Total value of property .....	\$793, 802
Number of persons on board vessels .....	399
Number of persons saved .....	399
Number of persons lost .....	None.
Number of shipwrecked persons succored at stations .....	39
Number of days' succor afforded .....	43
Value of property saved .....	\$706, 695
Value of property lost .....	\$57, 107
Number of disasters involving total loss of vessels .....	6

*Tenth District.*

Number of disasters .....	35
Value of vessels .....	\$729, 300
Value of cargoes .....	\$329, 848
Total value of property .....	\$1, 059, 148
Number of persons on board vessels .....	334
Number of persons saved .....	334
Number of persons lost .....	None.
Number of shipwrecked persons succored at stations .....	58
Number of days' succor afforded .....	148
Value of property saved .....	\$881, 890
Value of property lost .....	\$177, 258
Number of disasters involving total loss of vessels .....	1

*Eleventh District.*

Number of disasters .....	61
Value of vessels .....	\$412, 725
Value of cargoes .....	\$185, 620
Total value of property .....	\$598, 345
Number of persons on board vessels .....	339
Number of persons saved .....	338
Number of persons lost .....	1
Number of shipwrecked persons succored at stations .....	51
Number of days' succor afforded .....	83
Value of property saved .....	\$406, 860
Value of property lost .....	\$191, 485
Number of disasters involving total loss of vessels .....	8

*Twelfth District.*

Number of disasters .....	7
Value of vessels .....	\$542, 100
Value of cargoes .....	\$543, 000
Total value of property .....	\$1, 085, 100
Number of persons on board vessels .....	404
Number of persons saved .....	402
Number of persons lost .....	2
Number of shipwrecked persons succored at stations .....	1
Number of days' succor afforded .....	1
Value of property saved .....	\$849, 075
Value of property lost .....	\$236, 025
Number of disasters involving total loss of vessels .....	None.

In addition to persons saved from vessels, there were twenty-one persons rescued who had fallen from wharves, piers, &c., and who would have perished without the help of the life-saving crews. The investi-

gations held after each case of loss of life show that the twenty persons who perished were severally beyond human aid, and that in no instance could their loss be attributed to any failure in duty on the part of the life-saving crews. Two of them were men so intoxicated that they instantly drowned from a capsized boat; one was swept from a vessel by the floods which burst over her when she stranded; eight probably perished in a panic-stricken attempt to make their way to shore in the darkness, hand over hand, on the life-lines just sent them by the life-saving crew, whose further action they should have awaited; two were wreckers suddenly drowned by the capsizing of their own boat alongside a stranded vessel; two were fishermen, lost in the same way, two miles from a station; four perished in endeavoring to swim ashore from a wreck which the shot-line had already reached; and one, a woman, on board the same vessel, was killed and knocked overboard by a blow from a swinging gaff.

The number of disasters during the year exceed by twenty-three the number of the year preceding, which was seventy-one more than in any previous year in the history of the service. The amount of property involved was \$3,365,220 greater than in the preceding year, but the amount lost was \$124,434 less than that of the preceding year, while the amount saved was \$3,489,654 more. The number of lives lost was one more than in the preceding year, but the proportionate loss of life between the two years is exactly the same. The assistance rendered during the year in saving vessels and cargoes has been much larger than in any previous year—three hundred and ninety vessels, which is fifty-three more than in the preceding year, having been worked off when stranded, repaired when damaged, piloted out of dangerous places, and similarly assisted by the station crews. There were besides two hundred and forty instances—one hundred and fifteen more than in the preceding year—where vessels running into danger of stranding were warned off by the night signals of the patrols, most of them thus being probably saved from partial or total destruction.

In the year's operations the surf-boat was used four hundred and thirty-four times, making seven hundred and sixteen trips. The self-righting and self-bailing life-boat was used fifty-eight times, making one hundred and fifteen trips. Smaller boats were used one hundred and forty-three times, making two hundred trips. The river life-skiffs at the Louisville Station, Ninth District, were used twenty-eight times, making thirty-five trips. The breeches-buoy was used seventeen times, making one hundred and eighty-six passages. The wreck gun was employed seventeen times, firing thirty-three shots. The rubber life-saving dress was used upon seven occasions. The heaving-stick was used twenty-two times. There were landed by the surf-boat four hundred and seventy-two persons; by the life-boat, two hundred and seventy-two; by the small boats, seventy-seven; by the river life-skiffs, forty-eight, and by the breeches-buoy one hundred and fifty-eight. A boat-

swain's chair was used in landing thirty wreckers who had gone on board to get a vessel afloat. Twelve persons were assisted to land by means of a line which was held by a surfman on patrol. Two persons attempting to land in a dory were assisted ashore by surfmen wading into the surf, while others held fast to lines attached to their bodies. Four were rescued by means of a heaving-line and a hawser, the men sliding down the hawser over the side of the vessel, while two surfmen with lines around their bodies, held by their comrades on shore, received them as they struck the water and assisted them to land. Eight persons were rescued by heaving-lines being attached to their bodies, the surfmen on shore drawing in the lines while others waded in and assisted them through the surf; and one was rescued from a capsized boat by a surfman jumping into the water and assisting him to land.

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

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

GENERAL SUMMARY

*Of disasters which have occurred within the scope of life-saving operations from November 1, 1871 (date of introduction of present system), to close of fiscal year ending June 30, 1884.\**

— Total number of disasters.....	2, 547
➤ Total value of vessels.....	\$31, 665, 600
Total value of cargoes.....	\$15, 463, 714
— Total value of property involved.....	\$47, 129, 314
— Total value of property saved.....	\$32, 898, 346
— Total value of property lost.....	\$14, 230, 968
— Total number of persons involved †.....	23, 217
— Total number of persons saved.....	22, 771
— Total number of lives lost †.....	446
Total number of persons succored §.....	4, 261
Total number of days' succor afforded.....	11, 627

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

† Including persons rescued not on board vessels.

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

§ Including castaways not on board vessels embraced in tables.

## LOSS OF LIFE.

The shipwrecks attended with loss of life during the year, within the field of life-saving operations, have been six in number. A circumstantial narrative of each case is herewith given.

## WRECK OF A SKIFF.

The first fatal disaster of the year took place on July 29, 1883, in the neighborhood of the Watch Hill Station (Third District), Rhode Island. At about 5 o'clock in the afternoon a skiff, with three men on board, belonging at Westerly, Rhode Island, was capsized in Watch Hill Cove about two hundred feet from shore. The weather was clear at the time and the sea smooth, but a fresh northwest wind was blowing with occasional squalls. The men in the skiff were very much intoxicated, and, notwithstanding the state of the wind, were carrying full sail. They were also, owing to their condition, all trying to steer at once, and were in the midst of a wrangle for the possession of the helm, when a puff of wind struck the sails, and the boat went over. Two of the men, probably because so full of liquor, were at once strangled, and sunk to the bottom without an effort. The third was sufficiently master of himself to swim to the wharf and was saved.

The accident took place at a time of year when the stations on the Atlantic coast are closed for the season, and the crews are off duty. Watch Hill, as is well known, is a notable summer resort, and has several hotels, and Keeper John F. Nash, of the Watch Hill Station, who was at his house one-third of a mile distant, had his attention called to what had occurred by seeing the guests running down to the cove wharf. He immediately hurried to the scene, and, learning what had happened, leaped into a boat and pulled out to the spot where the skiff had capsized. There he could see one of the bodies lying at the bottom of the cove, and at once fished it up with a boat-hook and put back with it to the shore. It had then been under water for twelve minutes. The body of the other man was recovered and brought in immediately by other persons, having been submerged a couple of minutes longer. Surfman Edward P. Clark, the first member of the station crew, had meanwhile been attracted by the crowd on the wharf and come upon the scene, and he and the keeper, with the aid of Dr. Collins and some others, at once fell to work to restore the two men by the method of resuscitation practiced by the service. The effort was vigorously made, and continued for an hour and a quarter. It was of no avail. At the expiration of the time named, the physicians present pronounced both men dead, and the coroner, after viewing the bodies, had them removed without inquest. It was quite evident that death in both cases had been immediate.

## WRECK OF THE STEAMER PROTECTION.

The second fatal wreck of the year was that of the steam tug Protection, and took place on the 13th of November, 1883, during a mem-

orable storm on Lake Michigan. The tug was owned by the Vessel Owner's Towing Company of Chicago, Illinois. On the 10th of November, at 7 o'clock in the evening, she started from Saint Joseph, Michigan, with the schooner Arab in tow, intending to take the latter vessel to the west shore of the lake in the vicinity of Racine. The Arab had run ashore near Saint Joseph several days previously and had just been pulled off the beach by the tug. She was loaded with green hemlock lumber, and as she was leaking badly from her recent disaster, she had two steam-pumps forward to keep her free. On board the Protection were the captain, pilot, engineer, two firemen, a deck hand, a cook, and a wrecking master—eight men in all. The people on the Arab consisted of her captain, mate, steward, three seamen, together with two engineers and two firemen who were in charge of the steam-pumps—the whole number being ten.

At the time of starting there was bright moonlight, with light airs and an easy swell of the sea from the westward. The night continued calm and splendid, and the two vessels held their course west by north across the lake without incident until about 4 o'clock in the morning, when suddenly the people on the tug heard cries from the schooner, which was about five hundred feet in the rear, and saw commotion on her decks. The next sight was her sailors rushing aft, while the schooner rolled over and plunged down by the head, sinking in a half perpendicular position, and lying aslant in the water, with only about ten feet of her port quarter sticking up. To this part of the vessel the sailors were presently seen clinging, making the night echo with their cries. In explanation of this astounding spectacle, it came out subsequently that only one of the two steam-pumps on board had been put in use, one having been found sufficient to keep the vessel free. For some reason, however, it became difficult to keep steam on the pump, and a movement was made to put the other one in operation. In the meantime the leak gained on the schooner beyond the calculation of those on board, and before steam could be got up on the second pump, the catastrophe happened, the weight of the two pumps forward aiding to send the bow of the vessel down.

No time was lost on board the tug in moving to the relief of the schooner's crew. The pilot instantly rang to stop and back the vessel; and now ensued another misfortune. In backing, the propeller caught the tow-line and twirled it up like a reel until it stopped and disabled the engine. One can imagine the general amazement. The tug had all at once become perfectly helpless, and could no longer move to the assistance of the schooner's crew. In this exigency, a small boat was launched from her with speed, and rowed to the rescue. It was found on coming up alongside the wreck that one of her men, William Kelly, an engineer of the pumps, had been drowned. He had been standing forward when the schooner made her lurch for the depths, and (probably crushed by the overturning pumps) had gone down with her bows.

Four of the men, clinging to the unsubmerged port quarter, were at once taken to the tug in the boat, which presently returned and delivered the other five.

It is not without some show of reason that the idea of perfidy is attached to the sea. There are times when it seems as if the elements lay in wait to take advantage. Up to the moment when the tug had fouled her propeller with the tow-line, she had been riding through the light swells of a sea rich with moonlight, in a gentle and scarce-felt western wind. The weather could not have been finer. But no sooner did the propeller become snarled up with the line so that it could not move, and the vessel lay helplessly drifting before the sea, than the wind began to blow stiffly and the swells to rise. The men on board, seeing this sinister change, fell to work at once to free the propeller from its tangle, and for four hours steadily worked at it. At the end of that time the sea had grown so large that they were forced to stop. By 10 o'clock in the forenoon it had become a swollen ocean, before which the vessel drove inertly, and the wind had gone to the northwest and was blowing hard.

Amidst this gathering tempest the tug still rode splendidly, although deprived of the use of her engines. At about 11 o'clock (November 11) a large propeller, the H. C. Akeley, of Grand Haven, Michigan, laden with corn and having a crew of eighteen men, surged up on the horizon astern, and in response to the steam whistle of the Protection came plowing down the stormy waste and took her in tow, heading about north, or toward the Manitou Islands. The wind was constantly increasing. By the afternoon it had become a fearful gale, the records of the signal office at Grand Haven giving its velocity at fifty-two miles an hour. The sea was also tremendous, and the Akeley began to make very bad weather. She rolled heavily, and it was evident from her motions that she had shifted her cargo. With every roll the seas washed clean over her. At about 7 o'clock in the evening her steering gear became disabled, her engines stopped, and she fell off helplessly, broadside to the sea. Sail was made upon her, but the wind blew away her mainsail and mizzen, and she could only drift like her consort, the tug, which still continued in her tow. At 4 o'clock the next morning (November 12) one of her boats was swept overboard, and about 10 o'clock in the forenoon her smoke-stack toppled over and was lost. All this time the tug hung on to her tow-line, but by swinging off to leeward, so as to keep her head to the wind, she rode the seas much better than the Akeley. The gale moderated somewhat during the afternoon and the vessels continued to drift. At about 6 o'clock in the evening the Protection found that the line was apparently unwound from her wheel and that her engines would work, and supposing that she was then about thirty miles from South Haven, cast off from her tow and started for Grand Haven, the intention being to coal up and then return to the relief of the Akeley. She ran about 10 minutes, when it was dis-

covered that the rope still clogged the wheel and the engine would work only to back her. The only resource was to let her drift as before, which she did all night. In this way she approached the land, and at about 9 o'clock the next morning (November 13), she dropped her anchor about half a mile off the town of Saugatuck, on the eastern shore of Lake Michigan.

A great throng of people soon swarmed upon the beach, summoned by the screaming of her whistle. She lay some distance north of the harbor piers, under a gloomy sky of driving cloud, riding well, though pitching and tossing fearfully in the tremendous sea. Every other instant her decks and the wind-blown figures of her men were shown to the excited crowd as she rolled. A weft of awning, fastened to an oar stuck upright in her bow, streamed and flapped in the gale as a signal of distress, and the screech of her whistles was never still. It appeared as if nothing could be done for her under the surrounding conditions. The state of the sea prevented any available boat from getting out to her. Her entrance into the passage, forty feet wide between the piers, was equally forbidden, as the harbor mouth was barred by a mass of monstrous breakers. After a hasty conference on the part of some of the leading citizens present, it was decided to send for the nearest life-saving crew.

This was at Grand Haven, but a telegram to that station soon brought the news that the men were at a wreck nine miles to the southward. Another dispatch was then sent to the keeper of the remoter station at Saint Joseph, over sixty miles distant, asking him to come to the assistance of the tug. Upon receiving it, the keeper (William L. Stevens) attempted to open communication with the district superintendent at Grand Haven, but found that he had gone with the crew to the other wreck, and at once decided upon responding to the call from Saugatuck, despite the unusual distance.

After a couple of hours of intense activity, arrangements were effected by Keeper Stevens with the agent of the Chicago and West Michigan Railway for the transportation of the life-saving apparatus. A telegram was then sent to Saugatuck announcing the coming of the life-savers. The station was left in charge of surfman No. 1, and the keeper and the remaining seven men of the crew loaded the wreck ordnance and other appliances, together with the mortar-cart, into a boat for ferriage across the river. The passage was attended with serious risk, for a heavy sea from the outside was bursting into the stream, making it rough and dangerous. As a measure of safety a line was run across, and by this means the boat with its load was pulled over. Upon landing the cart was loaded up and trundled with all speed to the depot. There were but ten minutes to spare before the time for the starting of the train, and all hands fell to work to unload the mortar-cart and take it off its wheels, so as to get it into a baggage car, no flat-car being available. At 12.55 all were aboard and the train raced out of the depot on its way.

By 3 o'clock in the lowering afternoon, the life-saving party reached Richmond, on the banks of the Kalamazoo River, having run a distance of fifty-one miles. The tug Ganges was awaiting them, sent by the people of Saugatuck to transport them thither. In a few minutes the apparatus was lugged on board and the boat steamed off. The distance was thirteen miles down a bending stream, so shallow that several times during the voyage the tug rubbed bottom hard. By 5 o'clock in the afternoon the life-saving party arrived, and landed near the light-house, proceeding thence with the mortar-cart and its load to the beach abreast of the wreck. The latter was still riding at anchor. Two attempts had been made during the afternoon by fishermen and sailors to get out to her in a large Mackinac fishing-boat, but were baffled by the violence of the wind and sea. She was beyond shot-range, and nothing could be done for the present except to keep the apparatus ready for immediate use in case she should part her hawser and drift nearer shore. It was considered that so long as her anchor held she was safe.

At 6 o'clock the wind hauled to the northwest; flurries of snow thickened the air, and there were signs of deepening tempest. The growing force of the storm sharpened the vigilance of the watchers on the beach, and the time passed until 9 o'clock, when all at once the whistles on the tug broke out with shrill continuity in the distress signal. It was the token that the vessel had begun to drag her anchor. To the men on board this was a supreme moment. They had judged, amidst all anxiety, that they were in reasonable security so long as the tug held to her moorings. It was now evident that the hull beneath them would soon be in the rending and shattering breakers, and giving themselves up for lost they shook hands all round and bade each other good bye.

On the beach it went like wild fire that the tug had begun to move. The keeper and his men saw that her drift was to the southward, and that she would fetch up, if anywhere, south of the south pier. It was therefore necessary to cross the river, and the apparatus was at once hauled to the bank, where Captain Kendrick, of the Government tug Graham, received it on board and transported it to the other side. There a force of excited citizens aided the life-saving crew to land and drag it to the beach, abreast of which the drifting vessel was expected to strand. Their aid was of great service, for the way was of the roughest description. A large pond on the inside of the beach compelled the landing of the apparatus on the south pier, which was formed of crib-work—that is, compartments filled to the top with rough stones—and these being uncovered, the crowd had to overlay with a track for the wheels of the mortar cart, which they improvised by tearing up the plank walk made for the use of the light-keeper. The cart was thus hauled along the pier until the beach was reached, which, as usual with the lake beaches, was perfectly corduroyed with drift-wood of every description. Every one that could get at the drag ropes took a hold, and the cart went joggling and plunging, drawn by main force, over the wild strew of obstructions. The

scene in the windy darkness and whirling snow, with the rough figures of the toilers, the monstrous lights and shadows made by the lanterns, and the roar of gale and sea, can be only faintly imagined. The road was so nearly impracticable that, despite herculean labor, progress was slow, and it was fortunate that when about half the destined distance was achieved, a way considerably clearer of obstacles was found near the sand-hills, thus enabling the haulers to make better time. The distance from the south pier to the locality at which it was foreseen the wreck would come in was about half a mile, and the best part of an hour was consumed in reaching it. It was a place where the beach was about one hundred feet wide, rough with stumps and thickly strewn with logs and drift-wood. Backing it was a rampart of white sand-bluffs, rising abruptly, and crested with a dense growth of pines and underbrush. Several fires kindled on the beach by the life-saving party were soon straining in the wind, and the white fronts of the sand-banks, acting as reflectors, threw the glare of the flames far out upon the mass of waters. The same weird light aided the operations of the life-saving crew as they hurriedly got the wreck-gun and appliances ready for action.

Meanwhile the tug had passed the piers and continued to drift on her southward course, gradually working in nearer the excited congregation the lit beach revealed to those on board. She drifted quartering, or half stern foremost, and her whole company were clustered at her bows, watching the shore. They had not known until now of the presence of the life-saving crew, and the first hope they had felt since the dragging of the anchor reanimated them as they saw in the vast fluctuations of light from the beach-fires the files of the life-savers and their allies plunging forward down the sands with the mortar-cart behind them. They were thus braced as they entered their worst danger with the consciousness that organized effort was on foot for their assistance. The storm appeared to augment as they approached the surf. It is certain that the snow fell and whirled around them in increased profusion. The tug lifted and dropped like a dead hulk on the surge of an awful sea, staggering and quivering as she drifted under the shocks of the battering wind. Presently, when about two hundred yards from the beach, she struck the outer bar with a great crash. The sea at once made a clean sweep over her. She continued to rise and fall, striking the bar with shivering shocks, while the floods burst across her from end to end, smashing and rending. In a few moments the pilot house was broken in, the doors of the engine-room and the cabin were beaten down, and the hull was half full of water. One of the firemen, William Grace, who was standing aft, near the fantail, was swept overboard, and instantly perished. The tug continued to pound upon the bar, slowly working over, sea after sea sheeting across her. In the midst of all the hurly-burly, the spectators on shore were astonished to see a young fellow get up quietly out of the surf, and walk coolly, streaming with water, to a neighboring fire.

It was one of the sailors from the tug. He had put on a life-preserver, plunged overboard, and, by one chance in a million, reached the shore.

Before long the vessel had pounded over the bar into deeper water, and at length brought up with her stern solid in the sand. The men on board then slackened away the line which had been bent to her cable to give her scope to ride by, and she swung around with her stern to the sea, which continued now and then to shoot over her. The wreck gun was soon trained upon her, and the shot flew, carrying the line across her stern. The line, however, parted near the shot, and before the men on board could seize it, a sea washed it overboard. A second shot was immediately fired, and the line fell directly amidships, where it was caught. It was now about 10 o'clock. By half-past 10 the hawser and hawling lines had been drawn out and set up between the vessel and the shore; the breeches-buoy had been rigged on, and the hauling home of the men from the wreck began.

The work was attended with no common difficulties. The hawser and the tail-block of the whip-line had both been made fast to the timber-head or pawl-post, so that they interfered with each other, and although thirty-five or forty men were pulling on the whip-line, it worked very hard. The tug, moreover, was rolling heavily and continually forging ahead, which compelled the life-saving crew to constantly shift the crotch and readjust the hawser. As, despite incessant exertion, the hawser could not be wholly kept from sagging, the convulsive roll of the hull alone being sufficient to keep it from being made taut, it followed that the men in the breeches-buoy were more or less dragged home through the water, though with such rapidity that, as the keeper testified, they left a streak of foam behind them. During the whole operation, the snow came down in such a blinding whirl, that the tug was nearly hidden from view, and the weather was bitterly cold. The men landed from the wreck, and the men nearest the water landing them had their clothing freeze upon them at once at the first contact with the air. During the rescue, Keeper Stevens and two of his men, taking the advance post of danger in order to be of the most service, stood waist deep in the surf at the hauling lines, and immediately upon coming out their clothes froze stiff upon them.

It was half-past 10 when the first man was hauled ashore. At half-past 11 the last one of the fifteen on board was safely landed. Each man as soon as rescued was taken to the fire and stimulants given him. As soon as they were all landed, twelve of them were taken in the tug Graham up to the hotel at Saugatuck, where they were sheltered and provided with dry clothing and food. The cook of the vessel got ashore in the worst condition of any, being so exhausted that he was helpless. He was taken, with two others, by the keeper and surfman Lysaght up to the neighboring light-house, where they stripped and rubbed him, and he was supplied with warm clothes by the kind light-keeper. These ministrations ended, the keeper and his man walked

through the wintry night, with their clothes frozen stiff as buckram, up to the hotel at Saugatuck, where they arrived at 2 o'clock in the morning. The next afternoon the life-saving crew returned to the Saint Joseph Station by the way they came, arriving early in the morning of November 15.

In several marked respects, including the distance of sixty-four miles traveled by the life-saving crew to effect their magnanimous purpose, this case of rescue may be considered unparalleled in the annals of the service. But for the gallant aid rendered them it is more than probable the fifteen men on board the *Protection* would have perished. It will be seen that the efforts made by the brave citizens of Saugatuck to get out to them in a boat were baffled by the terrible wind and sea. Adrift in an unmanageable vessel, their places of shelter rapidly breaking away under the shocks of gale and wave, they would in all likelihood have soon frozen to death, or become the prey of the surf, but for the action of the little corps of life-savers.

It is a cause for double regret that the single life lost from the tug was a needless sacrifice, due to the victim's own rashness. He had been repeatedly warned by his comrades of the danger of standing at the stern, a position which eminently exposed him to the onset of the seas breaking over the hull. He was a young man of twenty-five, a favorite with all who knew him, and foremost in the efforts made for the safety of the tug during her perilous voyage. The only relic of him was a mutilated body, supposed to be his, which was found fourteen days after the wreck on the beach ten miles north of Saugatuck.

#### WRECK OF THE BARKENTINE *ELMINA*.

The second wreck of the year which involved fatal consequences within the province of the service took place on the 8th of January, 1884, near the Long Beach Station, Fourth District, New Jersey. The vessel was the barkentine *Elmina*, of Salscombe, England. Her complete destruction, together with the loss of her entire crew, obscured her record at the time, but it was subsequently ascertained that she was bound from Natal, Brazil, to New York, with a cargo of sugar in bags, and that her crew consisted of eight men. The following narrative gives the circumstances of her shipwreck so far as they could be established by the sworn testimony obtained upon official investigation:

At nightfall on the 8th of January a violent east-southeast gale was blowing on the New Jersey coast, the rain was coming down in torrents, and the surf was raging. At about half-past 7 in the evening two brothers, Charles and Thomas Crane, who lived with their father a few hundred yards south of the Long Beach Station, went down upon the beach to haul their fishing skiff out of reach of the tide, and while so engaged saw through the wind-blown deluge the red light of a vessel out in the dusk on the sea. It disappeared almost immediately, and the young men concluded from its proximity to the shore that the craft to which

it belonged had struck upon the bar, which was about two hundred yards from shore. One of them accordingly ran to the life-saving station to give the alarm, while the other hastened home to inform his father, that the team which the latter was under engagement to furnish upon occasion for station use might be harnessed and ready for the call.

The keeper of the station, James Sprague, at once sent for the horses, which in a few minutes were hitched on to the mortar-cart. The two patrolmen out had returned to the station just about the time the keeper had been notified of the wreck, and the entire crew, therefore, together with Mr. Crane and his two sons, started away with the load of wreck-ordnance and apparatus.

In a short time the party arrived opposite the vessel, which was abreast of a point three-quarters of a mile south of the station. The tide was just turning on the flood, and the surf was already so high and dangerous as to preclude boat service. The rain came driven on the strong gale right from the sea, thickening now and then into violent rain-squalls which made the dark air impenetrable. Nothing could be seen beyond the distance of a few feet while these squalls lasted, but in the intervals the vessel could be descried two hundred yards away, apparently on the outer side of the bar, her bows headed toward the beach, her foresail and foretopsail set, and looking, through the downpour, like some large phantom, dark against a deeper darkness. A dim spot of light, low down, vaguely indicated a lamp in her cabin. Some change in her shape shortly after the arrival of the crew upon the ground denoted the clewing up of the foretopsail. The foresail remained set to the last.

No time was lost in beginning operations for the rescue. A red Coston light was burned to let the men on board know that help was at hand, and a cheer, apparently from all hands, responded to the crimson blaze of the signal. Mr. Crane was sent back with his horses to the station for the surf-boat in case a possibility of using it should arise. It being still low water, the apparatus was taken as near the surf as possible, and the gear arranged for setting up. The crew were ranged on the crest of the beach, four or five feet from the water. Before them was a towering rabble of breakers, through which a strong current swept to the southward. Behind them darkened away a level beach, three hundred yards wide, ending in a ridge of beach-hills.

The wreck-gun was speedily placed in position, aim was taken with the aid of the dim light visible on the vessel's hull, and the shot-line flew. There was no doubt that it reached its destination, for in hauling upon it a little, the men felt it sawing across something, but this sense of contact soon ceased, and the line came away, and was hauled back to the beach.

A second and a third shot were fired without result. The fourth shot carried the line over the vessel, but was concluded to have fallen out of reach, as it was not hauled upon. It was now about 10.30, and by this

time it was evident that the ship's company were all aloft, for the heavy seas were visibly tumbling in huge floods over the hull. The rain had somewhat slackened, and the vessel could be descried sharply careened to the northward, her bows to the shore, and her head appearing to be settling. It was a matter for general wonder that she did not work in over the bar nearer the shore. With the wind, sea, and tide all urging her, and all tremendous, she should have driven so near the beach that the rescue of her men would have been swift and easy. The reason was subsequently suggested to the officer who conducted the official investigation, by an examination of the relics of the wreck. The probability, amounting to a moral certainty, is that upon nearing the bar the crew of the barkentine committed the fatal error of dropping the anchor. In this case, the vessel would be held, unable to move forward, an object for the sea to beat to pieces.

Between this time and midnight the patrols from the Ship Bottom Station to the north and Bond's Station to the south appeared successively on the beach and were at once sent back to summon the crews of their respective stations. Keeper Sprague and his men, deeply troubled at the disheartening conditions under which they were working, were yet stung to anxious effort by the consciousness that the rising tide would soon drive them back to the very beach-hills, when with three hundred yards added to the distance between them and the vessel, effort would be impossible. The gun was therefore again carefully trained upon the wreck, aimed at the foretopsail yard, and fired. An instant after, above the stormy roar of the surf, a faint cheer came from the sea. This denoted that the people on board had caught the line.

The life-saving crew at once fell to work like men inspired. Quickly, yet with extreme care, Keeper Sprague strictly superintending the operation lest any mistake should be made, they bent on the tail of the whip-block to the shot-line, widely spreading apart the double line of the whip to prevent the two sections from twisting together as it went from them, hauled off into the darkness by the men of the barkentine. The whip-line crept away slowly and steadily, nearly all of it being taken from the reel before the cessation of its movement denoted that the block had reached the vessel.

Under the hard conditions of the hauling it took the sailors in the rigging an hour to get the whip-line out. Midnight had arrived, and just then Keeper Marshall, of the Bond's Station, came upon the beach with six of his men.

An appalling incident now occurred. Although negative in character, it was at once recognized as savagely sinister, and broke upon the minds of the men with the startling force of catastrophe.

The hawser had been bent on to the whip-line to be hauled out to the wreck, and after waiting a reasonable time to allow the tail-block to be made fast by the sailors, to whom, being invisible, signaling was impossible, both life-saving crews manned the whip and began to pull

away. Suddenly they found the whip-line tense in their hands, with not an inch of give to it. Startled at the unexpected resistance, they strained violently upon the line, but without avail. Instead of circulating through the block, taking out the hawser in its passage, as was expected, it remained stiffly drawn under the tension of the haulers, like a rope made fast at the end. Under the circumstances, hardly any occurrence could have been more dreadful.

The terror of the incident seemed intensified by a degree of quietude which had strangely fallen upon the scene. The wind had suddenly died away to almost a calm. This cessation of the airy tumult induced a sense of stillness, despite the noises of the surf and sea. All effort to start the whip-line had ceased. The men could only stand in a sort of stupor, gazing out into the roaring gloom at that specter, the mere shadow or rough sketch of a vessel, which could be seen through the quietly-descending screen of rain with her masts sharply slanting to the northward from the dark riot of waters on her hull. This was viewed with the awful feeling that in all probability there was no help for the wretched beings clinging invisibly to those black spars.

Presently, Keeper Sprague following the long recession of a sea, rushed down into the edge of the surf as near the wreck as he could get, gave a pealing hail, and asked if they could not clear the line. In the following silence, it was thought by some on the crest of the beach that a faint voice came from the wreck. Of this, there is no certainty, nor indeed likelihood.

The wind now went to the southwest, backed quickly to the south-east, and blew again with frightful violence. The register at the nearest Signal Service station gave its velocity at sixty-eight miles an hour. Driven before it was a flood of rain mingled with volleys of scattered spray from the breakers. The surf was rapidly swelling with the rising tide, and added its menace to the growing fury.

At 1 o'clock Keeper Truax and six men from the Ship Bottom Station arrived upon the beach, together with three men from Beach Haven. The whole group consisted of twenty-eight men. All hands now manned the whip-line in another effort to make it work free. It was useless. From the first, every known means had been employed to clear it, but without avail.

By this time the tide was mounting to full flood and the surf had become horrible. Wind, wave, rain, spray, were all commingled in a vast and disorderly onset of tempest, deafening, blinding, drenching, battering, in a tremendous darkness lit only by livid flashes from the breakers. The great seas were now bounding with terrific uproar upon the crest of the beach where the crews were gathered, bursting far and wide in sheeting foam, and spreading back upon the lower levels to the barrier of sand-hills. Every other minute the men were in imminent peril. Frequently they were washed from their feet, regaining their foothold in the scething flood by desperate struggle. They might have retreated

to the beach-hills for safety, but, faithful to their conceived duty, they braced themselves, hoping that so long as they kept near the surf, they might yet be able to pull from it some struggling sailor. It was felt that the end was near. Through the dreadful chaos of the tempest, the vague shape of the vessel could be half-seen, careened northward, swarmed over with breakers, the masts almost dipping in the sea. It was evident that the hull must soon be smashed to pieces under the weight of the avalanches flung upon it, and no praise is too great for the indomitable men who held their perilous ground so staunchly, obdurate in the resolution to save what dying wretches chance might sweep near the shore. The beach at length became so overswept that to maintain a foothold on it was impossible. Even then, when the necessity of retreat was forced upon them, the yearning to rescue any cast-aways that might get near land kept them from falling back to the beach-hills. There was an old wreck, the remnant of a hull, on the beach near by, upon which the sand had gradually accumulated, forming a sort of huge mound or hummock. To this elevation they betook themselves in a body. The surf-boat was there as a means of escape, and they were still near the breakers, which momentarily hurled sheeting seas of foam around the base of their place of outlook. From this post they still kept watch upon the sea.

About 3 o'clock there was heard through the deafening tumult a faint but ominous crashing of timbers. Every eye was strained upon the gloom. The vessel had disappeared. At the same moment both parts of the whip-line snapped near the shore. All was over.

In the forlorn hope that some of the men from the wreck might still be washed near shore, the brave group held their position. They remained until nearly 4 o'clock. By this time the tide, which was extraordinary, had reached its full height; the whole beach back to the very hills was covered with a furious flood, which was tearing its way through the interspaces into the bay behind; and the old hull on which the crews were gathered, overswept by the seas, began to rock and surge dangerously in its bed. It was as useless as perilous for them to remain longer, and launching the surf-boat they gained the beach-hills with some difficulty, where they staid until 7 o'clock in the morning.

At about that hour the day broke drearily over the miserable scene of shipwreck. The ghastly light revealed a barren waste of plunging waters, from which a shapeless fragment of wreck protruded blackly, and an expanse of beach studded with salt pools left by the ebbing tide, and strewn with fragments of wreck, life-buoys, buckets, and the like, which the sea had washed ashore. The ship's name was discovered from being painted on some of these. It has been mentioned that the barkentine, as was subsequently learned, had a cargo of sugar in bags, and it is an item of curious interest that among the great mass of wreck *débris* of all sorts, widely scattered over the sands for miles, not one of these bags was ever found. The sugar, of course, had dissolved

and washed out of its envelopes, and the whole beach smelled of it for days afterward, but there was not a trace of the gunny-cloth which had covered it.

Some time elapsed before it was discovered that the number of the lost crew was eight. On the day after the wreck five of their bodies were found—three of them near the Ship Bottom Station, one near the Harvey's Cedars Station, and one near the Loveladies Island Station—all to the northward of the place of wreck.

It is probable, as already suggested, that the dropping of the barkentine's anchor as she neared the bar, thus preventing her from driving sheer ashore before wind and sea, was the primary cause of this fatal disaster. The immediate cause was obviously the failure of the whip-line to work in the block, and this failure was a standing mystery to the life-saving crews. But three days afterward, on the 11th of January, Mr. Joseph K. Ridgway, an agent for the underwriters, was at work with his men digging out the remnants of the wreck which had been washed ashore, when he came upon the foremast and yard, and upon clearing away the sand found the whip-line, readily recognizable by the red yarn woven into one of the strands. The secret was at once laid bare. Instead of the whip being attached by the tail of the block, both parts of the line were found to have been gathered together, wound around the yard and tied twice. Of course in this position the line was perfectly immovable. At first it seemed incredible that sailors, who know so well the use of a tail-block, should voluntarily have done such a thing as make fast the line below it. That their action was optional, however, appeared the next day upon the further discovery of the block, perfectly intact, with a piece of its own proper rope still in it. The inability of the life-saving crews to proceed with the operation for sending out the breeches buoy to the relief of the sailors was thus fully accounted for. On the other hand, the conduct of these hapless men in destroying their only chance for deliverance may be conjecturally explained with reference to their situation. The vessel lay canted over on her starboard side, with tons of water momentarily thrown upon her hull. From these incessant fierce burials there was but one place of refuge. This was up in the rigging, whither there is no doubt the sailors betook themselves at an early stage of the disaster. They clung to masts slanting giddily in darkness over the awful tumbling of the seas, swayed to and fro and rocking in their steps with every convulsive roll of the hull, and threatening every minute to topple down. Under the horrors of their condition the men must have become quite unmanned, and it is probable that when the whip-line reached them, afraid that the mast might fall at any moment, and unable through terror to await their rescue when there was a chance, however desperate, of at once gaining the shore, they solidly fastened the line and attempted to come in on it, sailor fashion, hand over hand. This view is confirmed by the fact that be-

yond the cheer which greeted the arrival of the whip-line no voice was heard from the vessel during the couple of hours before she went to pieces. Had they attached the whip by the tail-block and nerved themselves to remain on the swaying spar, a few minutes would have sufficed to bring them safely to land by the breeches buoy. As it was, exhaustion must have soon overtaken them, and they doubtless dropped from the line one by one into the sea.

It will be seen how little is known of this melancholy disaster. The sorrowful story is resolved into the fact that eight men perished in darkness and silence, amidst a doleful monotony of tempest, without availing themselves of the means of escape the life-saving crews had faithfully and ably supplied. All else that can be told relates only to the efficiency of the latter, and it is their record that despite the darkness and the gale, they laid the shot-line three times across the wreck, and established the conditions of rescue. It is not their fault that these conditions were not taken advantage of. The tragic fate of the poor sailors has the offset of the skill brought into play to save them, and the noble constancy which watched over them to the end through a long night of hardship and peril.

#### WRECK OF THE BRIG AUGUSTA.

A third wreck attended with loss of life was that of the British brig *Augusta*, and occurred an eighth of a mile from the Block Island Station, coast of Rhode Island, on March 24, 1884. The brig belonged at St. John, New Brunswick, and was bound from New York for that place with a valuable assorted cargo, mainly of provisions. She had on board a crew of eight men, her captain included, and one passenger. At about twenty minutes of seven in the morning, the weather being thick and rainy, the tide falling, and the surf low, she stranded, owing to the fog, two hundred yards from shore, on the west side of Block Island. She was immediately discovered by patrolman John Ball, who ran to the station with the news, and by 7 o'clock Keeper Samuel Allen and his men had boarded her, the sea then being quite smooth, and there being no appearance of turbulent weather. The captain and crew were brought ashore and cared for at the station, and the captain telegraphed to his owners for orders. At half past four in the afternoon he received instructions to employ wreckers to get the vessel afloat, and the station men reconveyed him and his crew to the vessel, and then returned to the station.

A party of wreckers were engaged from the island by the captain and they ran out a hawser and anchor and endeavored to heave the brig afloat with the rising tide. It would seem that operations had been delayed too long, for between 4 and 5 o'clock the sea, which had been smooth all day, began to rise. By half past 6 the increase was alarming, the brig began to roll until her gunwales nearly dipped into the water, and despite the heavy anchor which held her she was driven in

almost her length, grinding and rasping over the rocks, broadside on. When she finally brought up she lay in her rocky cradle, still rolling fearfully.

Darkness soon began to fall, and the sea appeared to grow heavier. The brig continued to rock and grind, and every now and then a great leaf of water came sheeting over the gunwale. In a few moments her seams began to open under the strain of her motion, and she leaked badly. The wreckers saw that matters were getting worse rather than better, and determined to make for the shore.

They had a large boat alongside and a small boat lying off to seaward at a little distance to prevent her being damaged. The latter was manned by two young wreckers, second cousins, Alfred Dunn and J. A. Dunn, jr. The men on board hailed them to approach, with the intention of landing some of their own number in this boat, and the young boat-keepers at once bent to their oars with the intention of coming up in the brig's lee. They were just rounding the stern, when a wave came rolling in from behind, caught the boat on the broadside, and, quick as light, flirited it over. A number of the wreckers had already got into the large boat, while some were on board the vessel, but the sudden accident so astounded and stupefied them that they could only stand in a sort of paralysis, seeing by the gleams of their lanterns the young men struggling in the swells, but making no movement for their rescue. Only an old man, the father of one of the victims, was roused by the situation, and, frantically leaping into the ship's yawl, which lay alongside half full of water, tried, with a thwart for an oar, to paddle out to them. He failed, and in a few moments the young men drowned before the eyes of the terrified gazers, while the wretched father, exhausted and like one dying, was only saved by throwing himself flat on the thwarts of the boat, which was swept along, sea after sea rolling over it, until it was cast ashore with its half-inanimate burden.

The wreckers, appalled by the catastrophe which had in a manner flashed upon them, hastily sought the refuge of the rocking vessel, while some persons on the beach bounded away for the station.

The keeper at once responded to the summons, and in a short time he and his men were on the beach abreast of the brig with the surf-boat. But noting the wild activity of the breakers which spread before him, he hesitated to order the launch, fearing that once alongside, the crowd of excited men would throw themselves in a mass into the boat, which capsized in such a sea would leave no chance for life to any one. After a few moments' deliberation, he decided to send back for the gun and apparatus.

They were soon brought, the station being not far distant. The first shot from the Lyle gun laid the line across the foretop-gallant braces, and the whip-line and hawser were soon aboard, but on attempting to send out the breeches-buoy, the life-saving crew found to their sudden discomfiture that the lines had fouled and would not move. The people

on board had fastened them so near together that they had become entangled, and every effort to clear them failed. Desperate at this exasperating stroke of fortune, the keeper now ordered the perilous launch, rendered doubly perilous by the rocky shore over which the breakers threw their floods. A torch was burning brightly on board the vessel, and the way of the boat was lighted through the dangerous swells. By 10 o'clock the lee of the wreck was reached, and with prudent management thirteen persons were got on board and safely landed. The remainder appear to have taken heart and effected a landing in their own boat. The brig was filling very fast when the boats left her, and during the night she bilged and became a total wreck.

It is evident that the loss of life in this case was purely accidental—the affair of a moment and wholly unconnected with any action of the life-saving crew.

#### WRECK OF TWO FISHING BOATS.

No further fatal disaster occurred within the limits of the service until the 5th of May, 1884, when the lives of two fishermen were lost by the swamping and capsizing of their boats in the mouth of the Columbia River, half a mile from shore and two miles southeast of the Cape Disappointment Station (Twelfth District) Washington Territory.

The boats appear to have belonged to canning establishments, of which there are a number in this locality, the business of catching and putting up salmon having become considerable on the upper part of the Pacific coast. The work of the catching is conducted in cat-rigged boats, which with their nets and fitments are severally valued at from \$500 to \$700. Each boat is invariably manned by two men, often total strangers, not even knowing each other's names, and commonly changing company every day. In the lower part of the Columbia River there are annually employed at least two thousand of these boats, manned by four thousand fishermen. During the season the fishing goes on day and night, and it is a common sight to see a thousand boats at a time plying their occupation at the mouth of the river. Formerly the men did not fish below Astoria, but gradually, during the last three or four years, tempted by the desire to make large catches, their fleet has crept down lower and lower, until finally the channels below Sand Island, which is in the river's mouth, are thickly studded with its sails, and the daring fishermen even venture over the shoals to the outer edge of the bar at the entrance, where the sea may readily and swiftly become tremendous. Thus it will be seen safe fishing grounds have been exchanged for others terribly perilous. In a clear atmosphere the risk is less, as in the event of the sea beginning to rise the approach of danger may be seen from afar, and the boats can have time to get away, even at the sacrifice of their nets, which are of considerable value. But in thick or foggy weather, or at night, the case is very different. When the tide turns to flood it encounters the strong flow of the river, and instantly, although the sea may have been at dead

calm a moment before, it becomes all feather-white with foam. If at the same time, as frequently happens, a strong west or southwest wind springs with the turn, the ocean heaps up in stupendous ridges and pours in over the bar in undulations as terrific as the eagle of the English estuaries or as a tidal wave. There may be then hundreds of boats outside. Unless the atmospheric conditions are such as to have enabled the fishermen on board to see the change, they find the tranquil waters upon which they were floating, suddenly exchanged for a sea yawning and cleaving in all directions, and their boats thrown in confusion in and out of the troughs of monstrous surges or overcombed by unexpected waves. The effect to the victims is that of an awful transformation scene. They are caught in an immense snare, almost instantaneously created for their destruction, and fortunate, indeed, are they who do not perish. How many are lost annually is not known. There is reason to believe that the number is considerable. Boats and nets, more or less damaged, are frequently picked up on Sand Island or on the river shores, as many as twenty having been discovered at one time. Occasionally one or two bodies are found. It is more than suspected that the annual mortality from this class of wrecks is great, although data in the matter are almost wholly wanting.

This statement explains the disaster of May 5 previously referred to. At about half past 4 o'clock in the afternoon of that date Keeper Alfred T. Harris of the Cape Disappointment Station had ascended, with the purpose of maintaining a good lookout, to a high point of the cape on which the light-house stands. The weather was clear, but a strong westerly wind was blowing and the sea was very high. As the keeper stood, in company with the Signal Service observer, looking over the great expanse of rough water, he saw through his glass, at a distance of about two miles, a fishing boat, with two men in it, swamp in the outer breakers beyond Sand Island, and then capsize. He immediately ran down hill with the observer to the store of the post-trader, where he fortunately found some men, from whose number he got a crew of six volunteers. Without further delay than served to rig this crew in the cork life-belts of the service, the surf-boat was launched from the station and rowed with vigor to the scene of disaster. It was all up hill and down dale across the watery ridges and hollows, the waves being so high that they could not be looked over from the boat when she went down into the troughs, but in thirty minutes the distance of two miles was achieved, and the life-saving crew came upon a capsized boat with a man lashed to it. Every sea swept completely over him. His companion was gone. A fury of excitement went through the crew, and the surf-boat fairly jumped under the oars to the rescue. It was but the work of a minute to cut the man's lashings and he was landed on board. He was no sooner safe than the keeper discovered by the different color in which she was painted that

the wrecked boat was not the one he had seen capsize. As the surf-boat rose to the crest of the wave he looked all around, but could descry no sign of the first disaster; the second had evidently taken place while the surf-boat crew were on their way. Seeing a group of fishermen on the beach at Sand Island, the keeper gave the order to pull ashore, and on arriving gave the rescued man into their care, and learned from them that a boat had just drifted in, which, on a hasty inspection, proved to be the boat that had first been seen to capsize. The surf-boat, which had reached the shore half full of water, was at once hurriedly bailed out, and desperately pulled off again to windward in the direction where the wreck had been seen to take place. The keeper kept his eyes strained upon the sea. Finally, by careful watching, he saw, when about five hundred yards from the shore, a black object weltering on the foam of the breakers. It was a huge net, all tangled into a bunch, sustained by its cork floats, with a man's head in the center of it. The head was only at times above water. Every other moment the surf broke seething over the whole mass, and it is marvelous how the man clung to life as he did under these suffocating inundations. The surf-boat crew understood at a glance the plight he was in, and, with a rousing cheer, bent to the oars, and lifted the boat at almost a stroke over the breakers to his side. Every hand clutched at him and he was dragged on board. He was nearly lifeless and quite unable to speak. The difficulty of disentangling him from the net is quite indescribable. It was found to be snarled up almost inextricably around his limbs and body, and there was not a button of his clothing which was not wound up in its meshes. His rescuers worked with feverish haste, for there was immediate need for getting him ashore, and after some delay they succeeded in freeing him from the net, and headed the boat for the station. The men stripped off their coats to cover him, and all the way one man was employed in chafing his feet and hands to restore the circulation of blood as much as possible. Immediately upon reaching the wharf the port surgeon was sent for, and the nearly lifeless man was carried to the station, where stimulants were given him, and he was stripped and put to bed, rubbed well with flannels, rolled up in hot blankets, and bottles of hot water and hot irons put at his feet. In two hours he was able to talk of his rescue.

The whole adventure lasted from 5 to 7.30 o'clock, a period of the fiercest excitement for the little group of life-savers. Few can realize the intensity of wild passion which goes to the accomplishment of a rescue. In this case the narrowing down of the interest in each successive instance to a single human life created a keener thrill than had ever before visited the station. The name of the second man rescued, as will be seen, from the very brink of death, was William Hunter. He was unable to give the name of the man who had been with him in the boat, and who was drowned. The name of the man first saved was

not obtained, owing to the hurry of re-embarking for the second rescue, nor could the name of his drowned companion be learned. In both cases the disaster was due to the men remaining out too long in the effort to save their nets, and being caught by the inrush of the sea in its powerful first flood, and it manifestly belongs to the category of disasters which might be prevented by the prohibition of the fisheries below Sand Island. Besides the peril to the lives of the men engaged in the work, there is the serious danger to navigation, with another involved hazard to human life, arising from the presence of the nets in the channels beyond the bar. It has been shown a few pages back, in the case of the steamer Protection, how that vessel was lost by her propeller becoming fouled with cordage. We may yet have to deplore the fact that some one of the large steamers plying in and out of the Columbia River had her screw wound up in the meshes of a net, at once became unmanageable, and falling off, broadside to, in the mountain surges of the Pacific, went to utter destruction. Such a calamity can only be averted by prompt legislation.

#### WRECK OF THE SCHOONER L. AND A. BABCOCK.

A rotten vessel which went to pieces within two hours, the schooner L. and A. Babcock, was the last fatal wreck of the year within the scope of life-saving operations. The disaster occurred on the 26th of June, 1884, some time after the stations on the Atlantic coast had closed for the season, and the crews were off duty. It appears that the schooner, which was owned at Absecon, New Jersey, sailed on the 23d of June from Philadelphia for Boston, with a cargo of hard coal, having on board a crew of six men, and one passenger, a woman, the wife of the mate. At about four o'clock in the afternoon of the 26th, when she had reached the Long Island coast between Fire Island and Shinnecock lights, a violent squall came suddenly from the northeast, and the schooner had to be put before the wind to shorten sail. This was accomplished and the pumps were then tried, when it was found that the vessel had sprung a dangerous leak, which rapidly gained despite the efforts of the crew to keep it down. A new trouble was presently added. There was a great accumulation of coal-dust in the bottom of the vessel, the natural deposit of her cargo. The water from the leak soon converted this into a thick black mud of the consistency of paste, which was sucked into the pumps at every stroke, and soon choked them so that they ceased to work. The crew took them out twice and cleared them, but they speedily became choked again, and the effort to work them had to be abandoned.

In this strait the captain determined to run the vessel for Sandy Hook, where the opportunity for beaching her in smooth water offered a prospect for saving her cargo. The squall had now settled into a gale, and the vessel, partially water-logged, and in the same degree unmanageable, must have sagged off to the southward; for when

the New Jersey coast was sighted, it was found that she was so far to the leeward that it was impossible to beat up to the Hook and the only thing to be done was to run her straight for the shore and beach her as soon as possible.

On the way, and while still a considerable distance from land, a steamer was passed, and the mate advised the captain to set signals of distress, and let all on board be taken off. The captain refused, saying that he would only abandon his vessel on the beach. This resolution, dictated by the vain hope of saving the cargo, proved the cause of the subsequent loss of life, the captain's own included.

The schooner continued to plunge along through the heavy sea until about 5 o'clock in the evening, when she struck the outer bar, one mile north of the Forked River Station, coast of New Jersey, between thirty-five and forty miles below Sandy Hook. Her pumps had become useless some time before, and her hold was half full. Being quite rotten, she soon began to break up under the weight of water incessantly thrown upon her. She was no sooner aground than an immense surge swept over her, and this first sea carried away the boat hanging at the davits, and stove in the stern like so much punk. The seas rushed in at the gap, deluged the hold, and soon forced up and tore away the deck, unstepping and carrying off the main-mast at the same time. Amidst the crash of this destruction, the captain and three of his men crawled for refuge out on the end of the jib-boom, the cook clambered up into the starboard fore-rigging, and the mate carried his poor wife aloft into the same rigging on the port side. In these respective situations they remained on the staggering vessel, with the wild waters flying around and beneath them, until nearly three quarters of an hour had passed, when they saw men coming down the beach with the life-saving gear.

Earlier in the afternoon Keeper Allen R. Allgor, of the Forked River Station, a mile north of which the schooner had stranded, had set out to obtain some provisions from Keeper Joseph F. Reed, of the Island Beach Station, about six miles to the northward. He had arrived abreast of the Cedar Creek Station, intermediate between his own and Reed's, when he saw the schooner five miles out to sea, running under a piece of jib directly for the shore. With the experienced eye of a surfman he divined at once that it was the intention of those on board to beach her, and as there was no one but his wife at the station he had left, he hurried on to the Island Beach Station for assistance. He had just arrived, when he met Keeper Reed with his team turning down from the sand-hills to the beach, accompanied by his two boys, and by Charles Tilton, a beachman, who had run in and called his attention to the coming vessel. Uncertain where she would ground, the keeper had merely harnessed up to follow her course, relying upon obtaining apparatus from the station nearest her place of stranding. As the team flew down the beach with the little party, it was presently seen that the schooner had come to a stand a mile

north of Keeper Allgor's Station. A pause was accordingly made at the Cedar Creek Station for the wreck gun and apparatus. On coming out of the house the men saw that the mainmast of the schooner had fallen. The mortar cart, with its load, was quickly hitched on behind, and the team went down the beach at a run until abreast of the wreck. She lay about two hundred yards from the shore, her hull nearly submerged, with great floods every other moment rolling over it from stern to stem, and her people up in the rigging and out on the jib-boom end.

The gun was trained upon her without delay. The first shot carried the line wide, too much allowance having been made for the wind; but the second threw it directly into the hands of the man in the starboard fore-rigging, while its bight struck the headstays, and fell down within reach of the men on the jib-boom. At once the whip-line was bent on and the hauling began.

The effort soon had a tragic ending. Although the tide was low the sea was high, and through it ran an awful current, which carried the slack of the line far down the beach. The unhappy men on the schooner—four of them having only a precarious foothold on the foot-rope of the jib-boom, the other two a stand no better in the fore-rigging, all being obliged to steady themselves with one hand while they hauled with the other, and the sea constantly making a solid break over them—made little progress in drawing the whip aboard. When the line was entirely off the reels the tail-block at its other end was still in the surf a long way from the vessel. The men continued for some time to strain hard at it; but finally found they could not draw it another inch against the strong current, and abandoned the effort in despair. The pale and anxious group on shore saw them make the shot-line fast and begin to strip themselves of their upper clothing. This they knew was the sailors' preparation for casting themselves into the sea in the attempt to gain the shore. In a few moments one of the men on the jib-boom, Harry Orr, by name, was seen to drop into the surf and strike out for the shore. He swam powerfully, but on reaching the lateral set or current was swept by it down the beach. Keepers Reed and Allgor followed him. He succeeded by desperate struggles in getting near, when they bravely rushed in, waist-deep, and dragged him out of the undertow. He was nearly gone when landed, but soon revived, and was sent on to the Forked River Station. Meanwhile the three men on the jib-boom and the man in the starboard fore-rigging had jumped into the sea, but they were less fortunate than their comrade, and were soon drowned. The mate and his poor wife were alone left on board, clinging to their perch in the port fore-rigging. In a few moments the mate conceived the desperate idea of attaching the shot-line to his wife and having her dragged ashore through the water by the life-saving men—a course which he knew might result in her life being saved, even if she arrived half drowned. With this view he was endeavoring to get her down the rigging, when the gaff of the foremast swung swiftly around, striking the

unfortunate woman a violent blow on the head and knocking her into the sea, where she instantly disappeared. The next moment an enormous burst of surf swept up into the rigging and the man was washed overboard.

It is probable that he was able to make a vigorous struggle to reach the shore, and that by these efforts he penetrated the set. All that is known is that he was presently seen near land, tumbled about by the surf like a lifeless body. Charles Tilton immediately rushed down and hauled him out of the breakers. He was perfectly insensible and was at once hurried to the Forked River Station, subjected to the method in use by the service for the resuscitation of the apparently drowned, and finally restored, though with much difficulty. Artificial respiration was practiced upon him fully an hour before normal breathing was established. He was wrapped up in all the warm clothing available, bottles of hot water placed near him, stimulants administered, and everything possible done for his restoration. Keeper Allgor remained up with him the greater part of the night. In all these ministrations the keeper's wife, Mrs. Amanda F. Allgor, was of great service, personally attending to both of the men rescued and preparing beef tea and other nourishments for them.

The mate's name was Edwin Scarborough. He remained at the station, under tendance, for four days. The other man, Harry Orr, was kept at the station for two days.

Within two hours after the schooner struck there was no vestige of her but a mass of rotten fragments strewn all over the beach. But for her unseaworthy condition, it is probable that there would have been little difficulty in saving all on board.

#### SERVICES OF CREWS AT THE WESTERN FLOODS IN 1884.

The floods of the Western rivers were renewed this year with a volume still greater than in the year preceding, and the life saving crews at Cleveland and Louisville again rendered service of great extent and value to the distressed citizens.

By the 1st of February the streams were greatly swollen and had begun to crawl over their margins. On the 11th of that month the Ohio had overflowed enormously and was causing so much danger and suffering, that Mayor Horton, of Newport, Kentucky, and Charles H. Fisk, esq., chairman of the relief committee at Covington, Kentucky, remembering the powerful service rendered by the Cleveland crew the year previous, telegraphed to Keeper Charles C. Goodwin to come on with his boats and men as soon as possible. The telegram was received at about 10 o'clock at night, and the alert keeper at once sent his daughter and two sons around to collect a crew, while he busied himself in procuring transportation. By a little after midnight free passage had been secured from the Cleveland, Columbus, Cincinnati and Indianapolis Railroad Company, and a special train was got ready to

start in a couple of hours. The surf-boat was loaded on a flat-car, and sixteen small boats placed on three other flat-cars. A volunteer crew of ten had meanwhile been mustered, consisting of William Newell, L. Newell, C. C. Goodwin, jr., William Goodwin, N. Tovat, W. R. Caddick, Robert Kelley, A. Carrier, William Allen, and A. G. Regan, and at 3 o'clock in the morning of the 12th, during a dismal rain storm, this sturdy company, with their boats behind them, started on their two hundred and fifty miles journey for Cincinnati.

The train which carried them arrived at 3 o'clock in the afternoon at Chester Park, 10 miles from Cincinnati, the water of the river having backed up that far from the city. They were met by four of the relief committee, who awaited their arrival to pilot them to Covington. The surf-boat, together with two or three of the small boats, was at once launched and manned, the remainder of the boats placed in tow, and the little fleet set out on the stormy river, the wind blowing fresh ahead and the rain falling in torrents. It was half-past 10 o'clock at night when they arrived, after a hard row, at the foot of Eighth street, Cincinnati. The night was so dark and tempestuous that it was decided to call a halt there, the men being drenched to the skin, greatly exhausted, and suffering for want of sleep.

From this time until the 19th of the month the diary of the crew's labors is almost a monotone of hard and heroic service. By 8 o'clock the next morning (February 13) the surf-boat and the sixteen clinkers were across the river at Newport busily engaged in rescuing families from the half-submerged houses. The mayor provided extra men for the small boats, and the crew spent the day until 9 o'clock in the evening in actively rowing families to the hills at the rear of the town, where they found shelter in certain school-houses. Forty families were thus removed that day. The work recommenced at daylight of February 14. The surf-boat and four of the clinkers went over to Covington on the other side of the Licking River, while the remainder of the flotilla remained at Newport. Thirty families were transported to places of safety from both towns, and the distribution of supplies was begun, twenty families being furnished with provisions. The river had risen on that date to the maximum of its flood height, a little over 71 feet. The crew continued their work of succor until relieved by the night patrol at 8 o'clock in the evening, and began again by dawn of the 15th. Forty-three families were that day supplied with food in their half-sunk houses on both sides of the Licking River, and sixty persons taken to and from their dwellings to look after their furniture. At noon the surf-boat, with a crew of six, rowed across the Ohio to Cincinnati, and moved 200 bushels of potatoes to the Covington bridge for the steamer *Champion* to take up the river to distressed people. At 5 in the afternoon they returned to Newport and towed across the river to Covington a house which had gone adrift. Their toils were suspended at half-past 8 in the evening and began again

early in the morning of the 16th. Four of the men crossed the Ohio in two clinkers, and took 5,000 loaves of bread to the steamer *Champion*, accompanying her up the river to distribute this food to families on the banks beyond the shallows the steamer could not enter. The remainder of the crews worked all day until 8 in the evening at Covington and Newport, carrying supplies to forty-seven families. On February 17, fifty-three families were supplied, and forty-one families on the 18th. An incident of the latter date was the rescue of three men in a small boat which capsized in one of the streets of Newport. Not one of the three could swim, and they would all have been drowned but for Surfmen William Goodwin and Robert Kelley, who happened to be not far distant in one of the clinkers, and pulled to their relief. The flood by this time had greatly subsided, and on February 19 Keeper Goodwin and his men were enabled to ship their boats home, the need for their further services having ceased. They left by the train at 9 o'clock that evening, receiving the warm thanks of the citizens of Newport and Covington for what they had done, and arrived at Cleveland the next morning, tired, sore, and proud, having in less than a week rescued from situations of peril, or relieved with food, two hundred and thirteen families, or over eight hundred persons. The surf-boat had become a trophy of their exploits, having three holes stove through her by collision with drifting *débris*, and her stern-post broken. It is gratifying to record that Keeper Goodwin and his ten men were awarded gold medals by the citizens of both towns in commemoration of their service.

It has been already said that the freshets of the year far exceeded those of the year preceding. No place along the great tributaries of the Southwest escaped a full measure of the vast and dismal deluge. The report is necessarily confined to points covered by the action of life-saving crews, chief among which is Louisville, the locality of the famous river station at the Falls of the Ohio, under the charge of Keeper William M. Devan. He and his men were never tasked more severely. By the 3d of February there was twenty feet of water on the falls, which were quite obliterated. By the 5th a height of twenty-six feet and seven inches was reached, two feet and seven inches above the danger line, and the houses on the levee below Fourth street were already flooded. On the 6th it could be fully realized that the flood had come. The water on the falls measured thirty-two feet and six inches. The river was a stupendous torrent hidden from view beyond fifty feet from the shore by a thick mist, but within this limit presenting the appearance of a turbid, yellow, swollen mass, bearing upon its rushing undulations a tumbling multitude of logs, planks, fence-wood, old shanties, barns, odds and ends of furniture and utensils, wefts of bed and table apparel, and *débris* of every conceivable description. The day was one of inexpressible gloom. There was a sky of dark and low-hung clouds from which the rain fell in torrents through a warm and oppressive atmosphere. This sickening temperature and the steady fall of rain weighed down the hearts of the thou-

sands watching on the river banks with miserable anticipations of the increase of the deluge. The river was steadily rising at the rate of over three inches an hour. At the highest places all along the nine or ten miles of the river front, the water was lapping over the tops of the steep inclines which make the banks, while the places less elevated were all under inundation. A great number of the people in the lower suburbs, known as Portland and Shippingport, had already fled from their houses, and the locality presented to view an immense stretch of muddy water, grotesquely relieved here and there with emergent bulks of distilleries and factories, or the roofs of the taller dwellings, those of less height being submerged. The upper river district, known as The Point, comprising about four hundred houses, and protected from the incursions of the stream by the high embankment described in last year's report, and called the Cut-off, presented the aspect of a place swarmed over with a flying population. Bowlesburg, a village on low ground beyond the Cut-off, had been submerged the day before, and the inhabitants of The Point, fearing that the water would pour over and break through the embankment, as it did last year, had resolved upon an immediate and unanimous retreat. The locality, therefore, offered all day the fantastic spectacle, under the gloomy sky and falling rain, of a motley multitude rushing hither and thither in all directions, wagons innumerable, all the diversified activities of loading up, and long moving lines of bristling clumps of household furniture. It was like the flight of a town before an approaching army.

All day and part of the previous night, Keeper Devan and his men were busy in taking people from half-submerged houses. Both of the station boats were out, and about twenty-five families were carried in them to places of safety. At about half past 6 in the morning, Boatman Drazel gave the alarm from the lookout that some barges were adrift. The keeper at once started with a crew in his second boat, the Ready, which was oared with difficulty through the porridge of the drift, but soon came up alongside, when by adroit management the men succeeded in bringing them to land outside of the canal. The barges were seven in number and valued at a thousand dollars apiece. Later in the day the keeper urged upon the Board of Trade the immediate establishment of a relief fund for the flood sufferers. The measure was promptly adopted, a committee was formed, and Captain Devan was appointed custodian of stores and supplies to be sent to the station for distribution by its boats.

The morning of the 7th dawned upon the same scene of picturesque misery. The rain streamed steadily from a low leaden sky over tumultuous stretches of muddy, yellow water, laden with multitudinous wreck and ruin. The river had risen to thirty-six feet and six inches on the falls, and continued to increase hour by hour. Everywhere in the flooded region the people were in the second story of the houses, and the life-saving crew spent the greater part of the day paddling around

among the dwellings and removing such of the occupants as were in the greatest discomfort or danger. About forty families and their household effects were thus boated away. During the day the Board of Trade sent a large quantity of provisions to the station, and the crew were busy a part of the time getting these supplies in order for distribution to the river poor on the morrow.

The great interest of the day centered on the huge embankment called the Out-off, and thousands of people stood patiently in the rain anxious to see whether it would stand the pressure of the flood, or give way, as it did the year before. It was described in last year's report as the construction which protects the houses in the low valley of the Point from the incursions of the river, an immense dam of earth and stone two thousand feet long, one hundred feet thick, and about forty feet high. West of it were the dwellings of the Point; east of it was the swollen and turbulent mass of water, risen almost to its summit and pressing against it with the force and momentum of an arrière of many miles. The breach made in it last year by the river had been repaired, at a cost of about \$15,000, and this was remembered now in the general question whether the wall would stand, a negative answer to which had been already expressed by the vacation the day before of most of the houses on the Point. Early in the afternoon the water was within a foot of the top of the dam, and Keeper Devan and his crew were on hand with both of the station boats, ready to give assistance where it might be needed. Before long the water was level with the summit of the embankment, and the crew dragged the boats down into the hollow and remained on the watch. At 4 o'clock the flood overbrimmed and began to trickle down into the valley. The thin stream gradually increased, until within a couple of hours a score of small torrents were spouting down the embankment. The life-saving crew could only wait until the valley filled sufficiently to enable their boats to float. Darkness came on, and the weariness of the watch was somewhat relieved by a large fire which the men lighted, and also by a repast of coffee and sandwiches brought them by a generous citizen, Mr. Gottlieb Letterle. The water was now roaring copiously in twenty places over the embankment, and it began to seem that the valley would fill by the overflow to the river level without breaking the barrier. Time wore on till a little after 8 o'clock, when the men standing around the camp-fire heard a confused and terrible rumble far up beyond the gloomy wall. In the obscure light and darkness nothing could be seen clearly, and for a few moments it was not understood that the ominous noise denoted the riving of the embankment by the flood. But presently Keeper Devan shouted to the crew that the break had come, and all hands sprang for the two boats. A few oar strokes sent them well out into the filling valley. The spectacle is described by eye-witnesses as terribly magnificent. The great black rampart, looming in the darkness to twice its height, was broadly cloven, and through the chasm a flood, whose huge surges

were darkly surcharged with trees, masses of buildings, logs, and *débris* of all varieties, came bursting with headlong velocity, bellowing like the tempest and sending before it a universal mist of spray. Behind all was a lowering night sky, out of which this breadth of roaring chaos seemed to pour. The grandeur and terror of the scene were enhanced by the comparative solitude and the nocturnal darkness, and by the contrast between the awful speed of the torrent as it burst through the chasm and the weird and silent rising of the waters in the valley on every side. In a few minutes there was a mile's width of deluge all over the point. The life-saving crew held back with their oars on the edge of the rush, finding great difficulty in keeping out of the current, which would have swept them away. Before long, however, the waters below the embankment were nearly equal in height to those on the other side, and the two boats were then rowed out among the half-drowned dwellings, on the search for any one in need of assistance. It was found that the exodus of the day before had been complete. For several hours the boats rowed all over the district, in and out of the maze of houses, many of them damaged, some of them overturned, but the rowers did not find a single creature, and all property of any value had been removed. The only serious damage left for the flood to wreak was among the lumber yards of the region, from which large piles of lumber, worth thousands of dollars, had been swept away. The life-saving crew rowed back to the station near midnight, satisfied that there was no object for their solicitude in the unbroken stretch of miles of dark water which now covered the entire Point.

On the 8th the river had risen to thirty-seven feet eight inches. It was a day of fogs and occasional light rains. At times the sun seemed almost to break through the clouds. The flooded regions presented through the low-lying mists the appearance of vast yellow lagoons, checkered with the roofs of the lower houses and the upper stories of the taller, and covered with a forlorn strew of drift. Central in this stagnant expanse rolled the enormous river. The life-saving crew spent the greater part of the day upon it, distributing provisions to the needy from the Point down to Portland and Shippingport. A large quantity of supplies had been again sent to Keeper Devan's care by the Board of Trade, and the station was besieged very early by a crowd of wretched men and women in search of food and clothing. The greater part of the morning was consumed in supplying their wants. In the afternoon the two boats were hitched to a large flat, on board of which was a committee of citizens, and which was laden with meat, bread, coffee, sugar, potatoes, onions, &c., and proceeded to make the tour of the river front for the purpose of feeding the sufferers. In the swollen condition of the river, with its mill-race current, the voyage down stream and over the falls with the unwieldy barge in tow was an extremely dangerous one, and almost involved a serious accident. Near the approach to Shippingport was a boiling and foaming eddy of large dimensions, through which

the two boats, manned by their skillful oarsmen, shot like fishes, but the heavily laden flat in tow was caught by the eddy and nearly upset, being only saved by the vigor and address of the life-saving men, who pulled it through. After supplying Shippingport the crew rowed down to Portland, where the remainder of the provision load was left at the engine-house for distribution to the needy. The pull back against the current was severe, and the crew did not regain the station till 9 o'clock in the evening. It was early in the morning of this day that the river pirates made their first appearance, several being caught in the act of robbing the deserted and half-submerged houses.

The 9th came with a warm and pleasant air, a cloudy sky, with light rain in the morning and the river still rising, though at a snail's pace. The register showed thirty-eight feet and four inches on the falls. Keeper Devan and his men spent the day in voyaging along nine miles of river, front from the Cut-off to Portland, distributing supplies which they had staid up till after midnight of the night before to arrange into suitable packages. All hands had by this time come to feel the strain of their labors, and were pretty well worn out. Within the past two days they had supplied with food no less than twelve hundred families. This included not only direct sufferers by the flood—that is, people whose houses had been inundated—but a large number thrown out of employment by the suspension of distilleries, factories, and work-shops of all varieties in consequence of the incursion of the water upon their premises.

The morning of the 10th was warm and pleasant but cloudy, and before long a hard and heavy rain set in, which continued without intermission all day and night. The prospect was extremely disheartening, especially to the great number of people who had hoped for the subsidence of the flood to enable them to move back into their deserted dwellings. Instead of abating, the waters, under the continued rains, were steadily rising. There was now thirty-eight feet and ten inches on the falls, and all the houses on the levee along the whole front of the city had their basements full, while in the lower portions the second stories were flooded. The greatest apprehension was now felt for the southeastern part of the city, where the back-water was hourly climbing higher, and where, the region being densely populated, tremendous damage and suffering were imminent upon the rise of the flood a few feet further. The day was Sunday, and large collections were taken up in the churches for the benefit of the sufferers. The earliest part of the day the life-saving crew were out on the river in both boats and the large flat in tow, distributing provisions. When their rounds were made they returned to the station, detached the flat, and set out again to move a number of families from dwellings menaced by the flood. Later the keeper telephoned for a physician and took him in the boat to see some sick people in houses insulated by the waters. Some of the medi-

cements required by these cases were furnished from the station medicine-chest.

A double supply of provisions had been distributed on the 10th, so that no deliveries by boat were made on the 11th, although Keeper Devan made up and sent two wagon-loads of food to Portland and Shipingport. The life-saving crew were variously occupied in moving families from flooded houses, ferrying stores from the shore to the station, and getting the latter into portable form for distribution on the morrow. Both boats by this time were showing serious signs of wear and tear, owing to the heavy loads they had been carrying and their frequent contact with wreckage. The greatest depression and much alarm prevailed throughout the city. The rain continued to fall heavily, adding its quota to the dismal inundation, and the river had risen to thirty-nine feet and four inches on the falls and was steadily rising. Reports had begun to come in from the small towns down the river, all of which were inundated and some wholly submerged, and the stories of the distress and sufferings of their inhabitants had started the idea of sending out to them a relief boat. The gas-works began to be threatened by the invading water, and to the general disquietude was added the apprehension of nights of sinister darkness, with the usual city concomitants of prowling assassins and robbers. In several localities the houses had begun to totter or fall. Many of the frame buildings in the eastern and southeastern districts were shooting up from their foundations like corks from bottles, and turning completely over. The condition of the lumber-yards had begun to be fearful. The huge piles had toppled over, involving a heavy prospective expense for re-stacking, and many yards were only kept from floating away by encircling hawsers, which the strain was liable to part at any moment. Altogether the situation was wretched.

It was no better on the 12th, but worse. The morning was misty and warm, but before noon it grew dark and lowering, and by the afternoon the rain was again pouring down heavily. The river was still rising, the register showing forty feet and eight inches on the falls. Everywhere along the banks the water was steadily making in, hour by hour. In the region of the Point and its vicinity the cottages were submerged to their attics, and it was a feature of the spectacle that the rats were swarming on the roofs. The distress in all places on both sides of the river was deplorable—Jeffersonville, notably, being four-fifths inundated, and over five thousand of the inhabitants driven to seek shelter on higher ground. The dread of the city being left in darkness at night was somewhat mitigated, a large force of men having been employed to throw up a levee around the gas-works, which it was thought would keep back the water. All day long, as usual, the life-saving crew were out on the river in both boats, with the large flat in tow, supplying provisions to the destitute, and moving families and their effects from houses in danger.

The next day, the 13th, they spent in the same way. Five families were removed from tottering houses. A man who was sick was taken from a house in danger of falling, landed, and carried to a hospital. In the afternoon the crew took in tow the flat, on board of which was a committee of the Board of Trade, who wanted to go over the submerged district and see the condition of the people. During the trip the rain fell in torrents, and a battering gale shook the river front. The waves rolled tremendously before the wind from the northwest, striking with furious force the dilapidated houses, and threatening them with destruction. On the Point wind and wave wrought savage havoc among the submerged dwellings. Many of them, though held by moorings, turned upside down, others were twisted all askew, and some broke from their fastenings and went on a shattering passage down stream. The river was still rising, measuring forty-two feet and one inch on the falls, and every heart was darkened with apprehension of something worse to come.

But the next day brought hope. The 14th dawned cold and cloudy and so continued, and although the river rose to forty-three feet and four inches on the falls, there were signs that it would soon begin to recede. The main item of the day was the stopping of the water-works, the flood having risen to the level of the furnaces; but there was still a nine days' supply in the reservoir. About seven families were moved from imperiled houses by the life-saving crew. The greater part of the time was occupied out in the lagoons of the overflow, distributing supplies to the occupants of the half-immersed houses. An incident of the day, which had in it a touch of the idyl, was the rescue of a little boy and girl from a house in an orchard about five miles east of the station. The house was a two-story frame and the lower story was quite under water. The children had been in some unexplained way separated from their parents, and had been living quite contentedly for more than a week in a room on the upper floor, about two feet above the surrounding water, having a good supply of edibles, a large heap of fire-wood, a shotgun and a pistol, and a lot of chickens cooped up in an adjoining apartment. The life-savers rowed up to them through the apple boughs, finding them quite happy and jolly and rather indisposed to be taken away. They yielded, however, after some persuasion, and were conveyed to the station, where they were given a good dinner, and then taken up the city to the place where their mother was.

The prospects of the recession of the flood continued on the 15th, although the river was still rising, with forty-four feet and six inches on the falls. This rise, however, was considered as due to the running out of the tributary streams above the city, aided by the banked-up condition of the waters below. The weather was clear and pleasant, and it was held that only the recurrence of heavy rains could prevent the falling of the river. It was a day of relief to the sad inhabitants, and also to the life-saving crew, it having been decided by the Board of Trade to

establish three stations on shore from whence supplies should be delivered to the needy on call, leaving to Captain Devan and his men only the task of supplying or rescuing people in the water-bound houses. This lightening of their labors was a grateful respite to the aching muscles and worn spirits of the crew, who had toiled terribly, night and day, since the flood first reached the houses. During the day the keeper sent one of the boats to carry a physician among the sick in the submerged district. A shanty-boat was also visited, and a sick woman brought ashore therefrom and taken to the city hospital. The remainder of the day was spent in carrying food to flood-bound dwellings.

The 16th was a day of joy to the homeless, for the ebb had come at last. For a few hours the river was at a stand, then began to slowly go down, and sunk to forty-four feet and one inch on the falls. The prospect of being able to return before long to their houses was therefore open to thousands, although there were hundreds who would have no houses to go to. The destruction in the flooded districts was incredible. There was hardly a house which had escaped injury, while numbers were utterly demolished, and the water and the contiguous land were one thick strew of multiform ruins.

The principal station work of the day was done by Boatmen Gillooley, Trager, and Popp, who were sent by the keeper with one of the boats to assist in a distribution of provisions by the relief steamer Reindeer between Louisville and Madison, Indiana. All the little towns and isolated houses between these points were visited, and hundreds of starving families supplied with food. The work done by the three station boatmen was severe and laborious, the task devolving upon them of landing the provisions at all places where the steamer's draught would not permit her to enter the shallows of the overflow. While thus engaged, Keeper Devan and the other members of his crew were occupied with the other boat and the keeper's own skiff in relieving and assisting the occupants of flooded houses at Louisville.

At 5 o'clock in the morning of the 17th the keeper and three of his men loaded up one of the boats with rations for one hundred and thirty people, which they had sat up late the night before to get ready, and started for a point six miles up the river, where, as they had been informed by telephone, a number of people were in a destitute condition. The voyage was made in a pouring rain, which had begun at sunrise and continued all day, making the miserable scene still more miserable. After a long pull a landing was made opposite a large house on the side of a hill away from the water, in which were found about sixty persons who had been driven from their homes. An ample supply of food was left with them, and the crew departed amidst a chorus of blessings. A mile further up the river an old colored man in a boat was met with, whose wife and children were living, quite famished, in the loft of a half-submerged barn. He was generously provided for, and the crew rowed on. They had heard of some one in distress up

one of the creeks called Muddy Fork, and resolved to make the effort to reach him. The task was one of the worst that could be undertaken, as the stream was thick with driftwood and débris and choked and overgrown with brushwood and vines; but the men forced the boat through, and after going on for half a mile emerged upon a cove where smoke was seen rising from a knoll. Here they found an old man crouched near a feeble fire which struggled in the rain. At a little distance was the top of his cabin sticking out of the water. A few household goods were piled up near him, without covering. Some boards set up like a wigwam, open at the ends, formed his only shelter. He had had a terrible time since the flood, and was now quite out of food. A large supply was left him, and the boat worked its way out of the fork. A pause was made at one of the river landings, and several families, nearly foodless for several days, were furnished with provisions. On the return the boat was overtaken by the steamer Rainbow, and all hands were kindly taken on board and brought to the city, which saved the crew a long, hard pull. The river was still sinking, the register showing forty-three feet and four inches on the falls.

It continued to sink on the next day, the 18th, forty-two feet and one inch being the record on the falls. The day was cloudy but pleasant, and was occupied by the life-saving crew chiefly in distributing food among the dwellers on the river shanty-boats. They also moved one family and their furniture from a house in danger.

The prevailing tone of hope and satisfaction inspired for the past several days by the continued subsidence of the flood was dashed on the 19th with sudden horror and amaze. It was truly a day of wrath for Louisville, all the more that what it brought came almost unheralded. The river was still sinking, there being forty feet and three inches on the falls, and the morning dawned cloudless, with an air like spring. For days past the people had been freely moving back into the second stories of their flooded houses, or had been cleaning out ground floors on the flood's edge which the water had deserted, and the warm atmosphere and sunshine of the morning seemed to give this movement increased activity. The upper river districts were crowded with the returning refugees, cheerily taking advantage of the fine hours. Toward 11 o'clock some shadow began to fall upon these labors, as the sky began to overcloud. The clouds thickened and by noon there was a storm of rain and wind. This lasted for two or three hours, when the weather again became clear and the storm appeared to pass away. But about 5 o'clock in the afternoon a wild mass of cloud, with its crest all torn and bristling, arose in the northwest, the air darkened, and the wind began to moan weirdly. A panic of apprehension fell upon the out-door multitude. For a few moments the scowling pile continued to climb, when suddenly the tempest burst from it with frightful violence. Such a storm had not visited the region within the memory of living men. The roar of the gale was literally deafening. The rain came down, as a witness said, in twisted sheets,

and the river, with all its added breadth of flood, seemed to have become the sea, running in monstrous crested surges, and breaking with the boom of the ocean against the streets which made its margin, and which it showered with froth and spray. The multitude of boats along shore, packets, skiffs, scows, barges, and the like, were wildly dashed about at their anchorages, those least securely moored threatening to break away with every plunge. Down near the flooded region it was all a confusion of wind-blown people rushing hither and thither in the horrible twilight, some in desertion of their dwellings, around whose bases the water was leaping and swirling, others frantic with fear for the fate of relatives who had returned that day to dwellings half submerged. Buildings could be seen straining and quivering and some tottering, shouts and screams were interblent with the howling roar of the gale, and at times the crash of falling houses or the overthrow of lumber piles came from the inundated Point, where the great yellow seas were racing in tumult over the archipelago of roofs or breaking with furious shocks against the walls of the higher structures. Amidst all the uproar and pell mell the blast could be felt steadily growing colder, and presently a blinding snow-storm filled all space with its colossal scurry. What gave its deepest horror to the storm was the sense that hundreds of people who had returned to the flooded region were in deadly peril and had probably perished. None could tell whether the houses which had gone down on the Point had not taken with them scores of human lives, and after the first few minutes following the outbreak of the gale no boat could have lived to reach whoever might be environed by the waters in their frenzy.

A short time before the storm came on, Keeper Devan had his largest boat launched and manned, and, taking on board a physician, started for the Upper Point to visit a man and some children who had been found sick in a flooded house. On the way the tempest broke out, and the keeper at once headed for a fleet of shanty-boats tied to the trees in one of the inundated streets of the Point, which he knew could hardly live in the wild tumble of the waters. These boats, which have been several times mentioned, are a distinctive feature of the Western rivers. Each consists of a scow or flat with a small house on board, in which lives a fisherman or river man of some kind, with his wife and children. The boats are provided with skiffs, in which the men were endeavoring to convey to land their families when the life-saving boat came driving up through the furious whirl of snow, with the tempestuous water flying alternately over her bow and stern as she mounted or descended the slopes of the great waves. The work at once began of endeavoring to help those who could not help themselves. A number of women and children were got on board with considerable difficulty and conveyed to shore, screaming and praying for life on the way as the boat plunged into the troughs or the seas flew over her. All that was possible was also done to secure the shanty-boats in the neighborhood from the on-

sets of the waves. Amidst the din and confusion shouts were presently heard from a flooded lumber-yard not far away, and the crew again took to their oars and found some men who had been saving the lumber and had been prevented by the wind from regaining the city in their skiff. They were carried ashore. The gale and sea had now so increased in violence that further boat service had become impossible, and the daring keeper and his men were forced reluctantly to seek refuge at their station. Meanwhile Boatman Gillooley, with the remainder of the crew, had been out in the second boat among the dwellings of the levee and had saved thirty-eight people. The work was done with bitter toil and peril, in the heart of a scene which the grisly twilight, the fury of snow and sea, the crashing and rending of buildings amidst the bellowing of the gale, and the black phantoms of houses overturned and darting hither and thither as they fled past with the swift current, made to seem like some new and stranger deluge. This part of the life-saving force were also soon compelled to return to the station, where all the crew met under the light of the lanterns, exhausted with their gallant labors, and wearing faces of consternation, less at the frightful violence of the tempest than at the conviction that many people had perished.

Fortunately these gloomy anticipations were not realized. The storm raged with unabated fury until 11 o'clock, and although the wind continued strong till morning, at midnight the weather was clear. The 20th came in fine and cold, the water having fallen to thirty-eight feet and ten inches on the falls, and at 7 o'clock the keeper had both boats manned and launched for a voyage of exploration through the inundated districts. It must have been that most of the people who had returned the day before to the flooded houses had made their escape to *terra firma* at the signs of approaching storm, for upon strict and exhaustive inquiry, continued for hours, it appeared certain that no lives had been lost. The havoc among the buildings was immense. A great number had been torn to pieces and scattered to the wind and sea, and there were few upon the Point that were not irretrievably damaged. Lines of coal-scales along one street were all torn away and their covering sheds carried down the river, and the trestles of a skirting railroad and the main street near the flood were thickly piled with broken roofs, walls, stairways, stables, sheds, and every imaginable form of débris. Among the houses so twisted out of shape as to be uninhabitable was the dwelling of Keeper Devan.

On the 21st the weather was clear and pleasant, and the river had sunk to thirty-six feet and nine inches on the falls and was rapidly going down. With this date the flood labors of the life-saving crew practically ceased, and the keeper turned over to the relief committee the remnant of the stores on hand. He and his men had had a hard siege while the inundation lasted, their labors and hardships having been incessant, night and day, for a fortnight, sometimes lasting forty-eight

hours on a stretch, and with but scant sleep or rest at any time. Their season of repose had come now that the streets and houses were emerging from the flood, and the shallowing waters of the inundated districts were daily all alive with skiff-loads of furniture and people bound for their rapidly draining homes.

#### SERVICES RENDERED TO SCIENTIFIC INQUIRY.

##### MARINE ZOOLOGY.

The life-saving organization has enabled the crews for some time past to render noteworthy assistance to some branches of scientific inquiry, mainly in the province of marine zoology.

This service began at the solicitation of the distinguished head of the Commission of Fish and Fisheries, Prof. Spencer F. Baird, who, in a letter addressed to the General Superintendent of the Life-Saving Establishment, expressed a desire, in the interest of science and of the fishing industry, to obtain a complete collection, for deposit in the National Museum, of illustrations of the various marine animals the occurrence or capture of which is only occasional. Whales, porpoises, blackfish, grampuses, and the various other forms of the whale family were particularly referred to, these being frequently thrown ashore in storms, stranded in shoaling water, or taken in weirs, without any attention being given them other than the passing interest of bystanders. The collection also contemplated the inclusion of the great basking or bone shark, and any unknown or unidentified marine monsters such as may have possibly given rise to the tale of the sea-serpent.

In accordance with the desire expressed by Professor Baird, instructions were given to the keepers and crews of the service to be on the lookout for such animals, and upon the capture of any one of them to telegraph the fact to him, and to endeavor to keep the specimen in proper condition until word could be had from him or an expert agent be sent to prepare it for the Museum. Instructions were also given as to what observations to make of the captured animal, how to secure and preserve it, the manner of packing it when ordered to be forwarded, what specimen should be selected out of several similar, how to prepare a skeleton for transportation, &c. The result of these arrangements was the reception from time to time of a series of specimens every way remarkable and promising signal good to the study of ocean zoology. It is worthy of observation that the plan of operations thus entered into by the Fish Commission and the Life-Saving Service in furtherance of a purely scientific interest, is entirely novel and exists in no other country.

The following is from a communication upon this subject, received from Professor Baird:

“The first specimen received was that of a shark (*Pseudotriakis microdon*) from the Amagansett Station, coast of Long Island, New York, Mr. Joshua B. Edwards being at the time keeper. This species had hith-

erto been captured off the coast of Portugal, and its discovery in our waters was a matter of great interest to American ichthyologists. The only specimen known to be preserved besides this one is the type of the species.

“Shortly after this shark was received, a still more remarkable animal was announced from the Spring Lake Station, New Jersey, Mr. Henry S. Howland, keeper. This was a pigmy sperm whale, which was entirely new to the North Atlantic, and apparently new to science as well. It has been provisionally named *Kogia Goodei* [in honor of Professor Goode]. Few specimens of this genus have ever been collected, and these from the most remote parts of the globe, some from New Zealand, and one from Mazatlan, at the entrance of the Gulf of California. These animals resemble the great sperm whale, to which they are closely related, but do not seem to attain a length of more than nine or ten feet, and are truly the pigmies of their race. The New Jersey specimen was peculiarly interesting in that it was a female with young. In dissecting the animal a fœtus fully three feet long was found, which is probably the first ever seen.

“The enthusiasm aroused by the arrival of this specimen had scarcely abated when the stranding of another cetacean was announced from the Barnegat Station, at Barnegat City, New Jersey, Mr. J. H. Ridgway, keeper. This remarkable animal floated in upon the tide, and was secured by Mr. Ridgway and his crew after considerable exertion. The curator of mammals and an assistant were dispatched from the National Museum, and a cast of the exterior was made and the skeleton prepared for shipment to Washington. As the huge animal lay upon the sand, the question of its identity proved quite a puzzling one to the zoologist who viewed it, but when the skull was cut out it was at once apparent that the animal belonged to the whales known as ziphioids, and probably to the species *Ziphius cavirostris*, an animal for which no common name exists, but which may be termed a bottle-nose whale. It is probably the second specimen ever taken on the coast of the United States. Ziphioid whales have a most interesting history. In ages past they were very abundant, perhaps as much so as the common porpoise of to-day, but at present only stragglers are found in remote quarters of the globe. It would seem as if they were but the surviving relics of a great race, which sprang into existence, reached the maximum of its abundance, and declined long ages before man appeared on the earth.

“From the Fire Island Station, Long Island, New York, Mr. Daniel S. Hubbard, keeper, and the Turtle Gut Station, New Jersey, Mr. Uriah Cresse, keeper, came two specimens of a porpoise, which, unlike the cetaceans which have been already referred to, is of common occurrence on our Atlantic coast, and is probably represented in European waters. The casts, however, which the National Museum was enabled to make are probably the first of the species in any museum in the country, and, with the skeletons, which were preserved, form an excellent basis for

comparison with other forms. The animal is commonly known as the bottle-nose dolphin, and is identical with or closely allied to the species *Tursiops truncatus*.

"In addition to the shark previously mentioned several peculiar and interesting fishes have been received. Among these is a fish known as the 'star gazer' (*Astroscopus anolophus*), from the Wash Woods Station, North Carolina, Mr. Malachi Corbel, keeper. The 'star-gazer' is a southern species, which occasionally strays northward as far as Cape Cod, but it is very rare in museums. A very closely allied species (*Anolophus agræcum*) is said to possess electrical powers in life. From the Point Judith Station, Rhode Island, Mr. Herbert M. Knowles, keeper, was received a specimen of the 'lump-fish.' The 'lump-fish,' as a rule, is an inhabitant of colder waters than that in which it was found. A 'flute-mouth' (*Fistularia senata*), from the same station, is a very rare species on our coast. An angel-fish (*Pomacanthus arcuatus*), taken at Barnegat City, New Jersey, has not been known hitherto north of Florida."

In addition to the above, Professor Baird reports the receipt from Mr. R. F. Longstreet, keeper of the Manisquan Station, New Jersey, of a specimen of seal captured at that station, not new, but interesting as indicating an unusual southern locality for such an animal; also from Surfinan Lewis G. Mitchell, of the Harvey Cedars Station, on the same coast, a specimen of a West Indian fish heretofore only known from South Florida, its presence in New Jersey waters being considered a very remarkable fact to science.

#### SINGING SANDS.

Another service to a curious scientific inquiry has engaged the life-saving crews. At many points on our sea-coast and on the shores of the Great Lakes, the beach sand has, in small tracts, very curious properties. In certain places the dry sand between the water-line and extreme high-tide marks yields a peculiar sound when struck obliquely by the foot, or even when stroked by the hand; at the same time a tingling sensation can sometimes be felt in the toes or in the fingers. The sounds produced by friction, as described, resemble somewhat the distant barking of a dog, and may be represented by the syllable *groosh*. They are unlike and louder than the ordinary grating noise caused by wagon wheels in deep sand, and when once heard are easily recognized. Under favorable circumstances they may be heard one hundred feet. Only dry sand has this property, and hence damp weather obscures the sounds. Sands having this peculiarity are sometimes called "singing sands."

At the request of Prof. H. Carrington Bolton (of Trinity College, Hartford, Connecticut), who is studying the cause of the phenomenon, the several keepers were desired to report to the General Superintendent any localities of such sand in the neighborhood of their stations,

mentioning the situation and the length of these singing beaches, or their size, roughly estimated, in square feet; also any other peculiarity worth reporting. They were also directed to inclose two small samples (say one-half ounce each) of sand selected from those portions of each tract where the sands yield the loudest sounds, and two small samples (say one-half ounce each) of the ordinary non-sounding sand in the neighborhood of the preceding; the samples to be gathered in dry weather, inclosed in folded papers, and carefully labeled.

In obedience to these instructions the keepers have been collecting and forwarding from time to time the desired specimens wherever procurable. In seventeen instances the singing sand has been reported as not existing upon the beaches involved. From fifty-nine beaches samples have been forwarded, and promised, from fourteen others when dry weather makes the collection practicable. The quest meanwhile continues in the neighborhood of the stations not yet heard from, and Professor Bolton is pursuing his inquiry as to the cause of the interesting phenomenon above described.

#### ESTABLISHMENT OF STATIONS.

Since the last report five additional stations have been completed, one at Brenton's Point, Rhode Island; one at Lewes, Delaware; one at North Beach, Maryland; one at Wallop's Beach and one at Parramore's Beach, Virginia. A station is building at the mouth of Portage Lake and Lake Superior Ship Canal, Michigan, and contract has been entered into for five houses of refuge on the Florida coast. Proposals have been invited for the construction of a station on Morris Island, South Carolina, one at Jupiter Inlet and one on Santa Rosa Island, Florida. Titles to sites for stations at North Scituate, Massachusetts; at Grand Marais, Lake Superior; at Frankfort, at Pentwater, at White River, at Holland, at South Haven, and at Sturgeon Bay Canal, Lake Michigan, have been secured, and plans and specifications are in preparation for the construction of stations thereon. It is intended that all these stations shall be built during the next year if sufficient appropriations are provided.

A site for the station at North Scituate, Massachusetts, has been given to the service by Robert Williams, esq., and E. Pomeroy Collier, esq., of Boston, Massachusetts, heirs of Capt. James Collier, deceased; one for the station at Grand Marais, Lake Superior, by Wellington R. Burt, esq., of East Saginaw, Michigan; one for the station at Frankfort, Michigan, by Henry Day, esq., of New York City; one for the station at Pentwater, Michigan, by Charles Mears, esq., of Chicago, Illinois; one for the station at Holland, Michigan, by the Macatawa Park Association, Ottawa County, Michigan; one for the station at South Haven, Michigan, by Mrs. Julia A. R. Dyckman, of South Haven; and one for the station at Sturgeon Bay Canal, Lake Michigan, by the Sturgeon

Bay and Lake Michigan Ship Canal and Harbor Company, Chicago, Illinois. The sincere thanks of the establishment are due to the generous and public-spirited donors in these instances, and the acknowledgment should also include Charles Mears, esq., of Chicago, Illinois, and Edward C. Ferry, esq., executor of the estate of William M. Ferry, esq., of Grand Haven, Michigan, for a lease for thirty years of a site for the station at White River, Lake Michigan.

#### REBUILDING, REPAIR, AND IMPROVEMENT OF STATIONS.

The appropriations have been sufficient to permit the rebuilding of two stations on the coast of New Jersey, one at Barnegat City and one at Chadwick's, and also the much-needed repair and improvement of several others. Twenty-two of these were upon the same coast. They were built at a time when means were limited, and were never as commodious as they should have been. The addition of new apparatus to the station equipment and the employment of another man on each crew, involving the necessity of ampler and more comfortable quarters for the men, made it expedient to enlarge them, and this has been done in each instance of the number specified. For similar reasons the stations at Muskegon, Ludington, and Manistee, Lake Michigan, have also been enlarged, and increased facilities have been added for launching and returning to the station the heavy self-righting and self-bailing life-boat by a new method devised by Keeper Henry J. Woods, of the Muskegon Station. These three stations have also been removed to more advantageous sites which the Government has been able to procure.

The stations at Bayhead and Atlantic City, on the coast of New Jersey, are also in process of rebuilding, and five stations in the Fifth District, between Cape Henlopen and Cape Charles, are undergoing enlargement and improvement.

#### TELEPHONIC COMMUNICATION.

Telephonic communication between nineteen stations on the New Jersey coast has been established through the co-operation of the Signal Service. The subject is receiving much consideration, and measures are being taken to connect all stations wherever practicable as rapidly as means will permit. The establishment of this communication has already been of great advantage and is very desirable. Its most obvious use is to speedily mass several crews for service abreast of any shipwreck should occasion demand the employment of extra force, but there is a great variety of ends which it may serve with almost equal utility. For example, a vessel may be seen passing a station under such conditions as to make it likely that she will eventually fetch up ashore, and the telephone will enable the keeper to instruct a chain of stations further along to be ready for her. By this means, also, should an acci-

dent happen to the apparatus while operating at a wreck, or a deficiency arise through expenditure, as, for instance, of powder or shot-lines, the station next beyond can be promptly called upon for the remedy. Or a message may be sent along the beach to the nearest point of telegraphic communication for a tug to be sent to tow a disabled vessel to port. In short, for a great and diversified variety of purposes telephonic communication between the crews is of signal use, establishing mutuality of action throughout the respective districts, and upon due occasion making forty stations like one.

#### BOARD ON LIFE-SAVING APPLIANCES.

A single meeting during the year sufficed for the dispatch of the business brought before the Board on Life-Saving Appliances. A full report of their proceedings is published herewith.

#### THE WOMEN'S NATIONAL RELIEF ASSOCIATION.

During the year the ladies of the Women's National Relief Association have supplied forty-two stations with boxes of clothing for the use of the shipwrecked, together with stores of cordials and delicate food for such among them as might be landed in an invalid condition. These supplies have proved, as usual, of inexpressible service on many sad occasions of the distress that accompanies marine disaster. They were notably of use at the wrecks of the schooner Dart, at the Two Rivers Station, on the coast of Lake Michigan, on October, 28, 1883; the schooner Trial, at the Muskegon Station, on the same coast, on November 15, 1883; the schooner Effort, at the Chatham Station, on the coast of Massachusetts, on November 26, 1883; the schooner Julia, at the Long Beach Station, on the coast of Long Island, on January 1, 1884; the schooner E. C. Rommell, at the Gull Shoal Station, on the coast of North Carolina, on January 8, 1884; the schooner Lewis A. Rommell, at the Little Island Station, on the coast of North Carolina, on January 15, 1884; the schooner Vienna, at the Little Egg Station, on the coast of New Jersey, on March 16, 1884; the schooner William H. Mailler, at the Peaked Hill Bar Station, on the coast of Massachusetts, on March 30, 1884; the schooner Viking, at the Cahoon's Hollow Station, on the same coast, on April 3, 1884; the schooner Robert B. Smith, at the Peaked Hill Bar Station, on the same coast, same date; the schooner Christie Campbell, at the Cahoon's Hollow Station, on the same coast, on April 21, 1884; and the schooner L. & A. Babcock, at the Forked River Station, on the coast of New Jersey, on June 26, 1884. A man rescued from a capsized flat by the crew of the Louisville Station on May 9, 1884, was also furnished with dry clothing from these supplies. Besides the forty-two stations furnished with them by the association, twenty-one others have been designated, upon request, to receive them.

## AWARDS OF MEDALS.

During the year several medals were bestowed in recognition of acts of heroism in saving life.

The first award was of a silver medal to Lieut. Alfred M. Palmer, of the United States Army, for saving from drowning a private soldier named Austin Grady and his little son Benjamin. The man and child had been fishing on the 19th of August, 1878, from a wharf on Angel Island, San Francisco Bay, when the little boy, in turning to go home, stumbled against one of the stringers and fell overboard. The father, although unable to swim, instantly sprang in after him, and the strong tide swept them both out from the landing. There were a number of persons present, none of them swimmers, except one man named Washington Berry, who bravely leaped in and swam to the rescue, but was seized by the drowning man and narrowly escaped with his life. The soldier, in his dying frenzy, grappled with him in the water, and he only succeeded in gaining the shore alone, perfectly exhausted and with his clothes nearly torn off by the struggle. Meanwhile Chaplain Rayner, of the post, who had seen the man and child go overboard, ran for the quartermaster's storehouse, a hundred yards distant, with the idea of getting a rope, but on arriving saw Lieutenant Palmer, who, on hearing the news, bounded away for the wharf. The chaplain, quickly distanced, but following at the top of his speed, presently passed the coat which the lieutenant had flung off as he ran, and, looking up again in a moment, saw him leap into the water. Arriving the next minute at the beach, he saw him with the struggling soldier and the insensible child gripped at arm's length, pushing them before him. After a few minutes' desperate effort the brave rescuer got them into shoal water, when he threw his arms around them and lugged them ashore. By this time they were both without sense and motion, and lay on the ground apparently dead. A few minutes' vigorous effort sufficed to bring them to. But for the prompt daring of Lieutenant Palmer they would undoubtedly have perished.

The silver medal of the service was also awarded to a brave citizen of Shawneetown, Illinois, Mr. William E. Bowman, for saving from drowning a little boy, six years old, named Herbert Martin. It was on the 22d of February, 1883, at a time when the Ohio was in flood and the streets of the town were fifteen feet deep in water. The little boy was in a small boat near the corner of the main street where a hotel known as the Posey House stands, and in passing under a tree was caught and dragged overboard by an overhanging branch. The current was rushing rapidly, and the child was hurled rudely against the wall of the hotel, where he was held for a few minutes by the force of the water, but finally washed out by a counter-current and hurried down a cross street, rolling over and over and almost suffocated. He was unable to swim and was hurled along at the mercy of the stream for about seventy-five feet, rapidly drowning, when Mr. Bowman sprang from a balcony

on the ell of the Posey House, swam to him, and, seizing him with one hand, made for a tree at a distance of over a hundred feet from where the boy fell in, which he clutched with one arm, holding the child out of the flood with the other, until a boat shot up to the relief of both. The feat was bold and dangerous, as the current was strong and all alive with perilous débris, and the water deep and as cold as midwinter could make it. The preservation of the child's life was due entirely to Mr. Bowman's ready courage and humanity.

Another silver medal was awarded to Sergeant William Wilson, of the United States Army, for saving from drowning, on the 22d of October, 1882, at Angel Island, San Francisco Bay, California, a lad, twelve years old, named Frank Hassaurek, who had fallen overboard from the wharf. It was about half past 4 in the afternoon, at the time when the guard was being changed, and Sergeant Wilson, who was officer of the guard relieved, was suddenly seen to break away, run with headlong speed for the wharf, and leap overboard. He had witnessed young Hassaurek's fall, and rushed to the rescue. The witnesses, on running up, saw him in the water about twenty-five feet distant, holding up the boy and supporting himself on a piece of floating timber. The weather was bitter cold, and the main danger to both rescuer and rescued was of their being chilled through by the icy water, and thus perishing. Fortunately a rope was soon procured, and both were drawn ashore. The instance is understood to be one of a number of rescues from drowning which have been effected by the brave soldiers of the garrison at Angel Island, most of which have unfortunately never been brought to the notice of the Life-Saving Service.

The silver medal of the service was also awarded to Messrs. F. C. Bartholomew, of Branford, Connecticut, and C. A. Harrison, of Wallingford, Connecticut, for a manly and heroic rescue. On the 11th of August, 1883, a party consisting of two gentlemen and six ladies were sailing in the yacht *Prodigal* in Long Island Sound, about two miles off the Connecticut shore, nearly opposite Branford Point. The water became rough and a sudden squall from the shore striking the yacht it capsized. As it turned over slowly, all the members of the party were able to get upon the boat and cling to the hull. The sea meanwhile was running high and washing over them, and as the hull was very slippery, the task of holding on was very difficult, especially to the ladies, whose water-soaked dresses were constantly dragging them down. It was as exhausting as difficult and could not have been long continued. Fortunately Messrs. Bartholomew and Harrison were fishing in a small boat about a mile distant, and concluding from suddenly missing sight of the yacht that she had gone over, bore down with all speed, and in twenty minutes reached the unhappy party. The bravery and skill of the two men were now tasked to the utmost in getting through the heavy waves and lifting the victims of the accident one by one from the water. To the danger of being capsized by the

rough sea was added that of being swamped, the boat being far too small to hold with safety ten persons, and when all were got on board being loaded down nearly to her gunwales. The tasks of the rescue were also greatly increased by the condition of those imperiled, every one of them being far gone, and so much dead weight, with fatigue and cold, one lady immediately swooning away upon being placed in the boat. The return to the shore, though perilous, was, by dint of much caution, safely effected. It is not possible that the endangered people could have held on to the capsized yacht more than a few minutes longer, and but for the gallantry and efficiency of Messrs. Bartholomew and Harrison they would undoubtedly all have perished.

The concluding award of the year was that of a gold medal to a brave policeman, John Sanders, captain of the twenty-third precinct of the police department of New York City, for saving from drowning several persons during the summer of 1883. The most notable of these rescues were accomplished at Jerolemon's bathing pavilion, at the foot of East Eighty-ninth street, East River. One was of a young lady, Miss Emma Terry, who was bathing, in July, in front of the pavilion, and having swam beyond the bathing limits, was prevented by the strong tide from returning. Finding her struggles unavailing, and herself becoming exhausted and in danger of drowning, she cried for help, and was fortunately heard by Captain Sanders, who boldly plunged in and succeeded in bringing her to land at the risk of his own life. At still greater risk he saved, in the following August, a young man, twenty-one years old, named John Siebert, who had got out from the pavilion beyond his depth and was frantically shouting for aid while he struggled for his life. Captain Sanders plunged in and got to him, when the young man, who was very strong and heavy, seized him with the terrible clutch of the drowning, making him perfectly helpless for a few minutes, and putting his life in extreme danger. A desperate grapple for mastery then ensued, and finally, by a violent effort, the captain tore himself free, and after a while succeeded with difficulty in bringing the now exhausted young man to shore. This gallant feat in particular was felt to entitle him to the highest form of recognition known to the Life-Saving Service.

#### CONCLUSION.

The General Superintendent desires, in conclusion, to render cordial thanks to the inspector and assistant inspectors and to the district superintendents for their zealous co-operation with him in the general administration of the service. These acknowledgments must also be extended to the keepers and crews of stations for their uniform fidelity in the discharge of duty, and for the skill and gallantry which in all instances they have brought to the rescue of the shipwrecked. It is felt that seldom in the history of organizations has a body of men been assembled so equal in qualification for the stern tasks set them, and so

splendid in their efficiency. That they can have such a character collectively is clearly attributable to their having been selected for their posts solely on professional and moral grounds, without the slightest reference to their politics. The constant purpose of the officers in charge has ever been to obtain for station duty the ablest and trustiest surfmen. Previous reports of the service have made apparent how difficult it was for years to limit the choice of these agents to the simple tests of their ability and trustworthiness, and how great and absolute a help in this regard has been the statute of 1882, peremptorily exempting the selection from political influences. It can be safely said that in no instance have the requirements of that statute been disregarded either in spirit or letter. On this point the record of the Life-Saving Service is inaccusable.



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**SERVICES OF LIFE-SAVING CREWS**

**DURING**

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*July 1.*—Two young men, residents of New York City, while out in Shinnecock Bay, Long Island, New York, in a small cat-rigged boat, for an afternoon sail, were overtaken by a sudden squall, which dismasted their boat. They managed to cling to the craft until the arrival of Keeper Hand, of the Shinnecock Station (Third District), who hurried to their rescue with a volunteer named N. W. Jackson (the station being closed for the summer), and, after towing their boat ashore and putting it in good order again, sent them on their way rejoicing. But for the timely aid of Keeper Hand and his companion the two young men would probably have been drowned, as neither of them could swim and the boat was rapidly filling with water and would soon have sunk.

*July 1.*—During a heavy squall of wind this day the yacht *Oberon*, of Toledo, which had been at anchor in the outer harbor at Cleveland, Ohio, dragged her anchor and was observed by the lookout of the Cleveland Station (Ninth District), Lake Erie, to be drifting toward the rocks. The life-saving crew proceeded to her at once and let go another anchor, but she was so close to the shore that she commenced pounding on the bottom. A long line was then procured from the station and the vessel hauled out of danger, and when the blow was over she was taken back to her old berth. There was no one on board when the squall struck her and she commenced dragging.

*July 1.*—At 2 o'clock in the afternoon a small boat containing two men, while sailing in the vicinity of the North Avenue Pier, Chicago, was struck by a sudden gust of wind and capsized. The lookout of the Chicago Station (Eleventh District), Lake Michigan, witnessed the accident, and as quickly as possible the crew launched their boat and put off to the men's assistance. Before they could reach them, however, a small boat near by picked the men up. On getting alongside of the capsized boat the station crew bailed the water out and towed it to the shore.

*July 2.*—About half past 8 o'clock in the evening the crew of the Cleveland Station (Ninth District), Lake Erie, were informed that a young man named Fred Shulte had been drowned while bathing off the lake shore near the Breakwater Pier. The men launched a boat provided with grapnels and boat-hooks, and, proceeding to the spot, recovered the body by diving, and, taking it to the station, it was subsequently delivered to the custody of the proper authorities.

*July 2.*—The barge *H. C. Potter*, of Algonac, Michigan, on her way from Thompson's Pier, in the same State, to Chicago, lumber laden, in tow of the steamer *City of New York*, when abreast of the Two Rivers Station (Eleventh District), Lake Michigan, and ten miles out in the lake, at half past 7 in the morning, hoisted a signal of distress and the steamer sounded her whistle for assistance. The surf-boat was immediately

launched and the crew set out, but were overtaken by the tug *Commodore Nutt*, which took them the rest of the way in tow. On arriving on board it was ascertained that she was leaking seriously and the crew completely exhausted from their labors at the pumps. The station crew relieved them at once, and the tug took the barge in tow and steamed for Manitowoc, where the master expected to either get her into a dry-dock or obtain an extra crew to help take the vessel to Chicago. Arriving at Manitowoc at half past 11, the station crew went on shore to get something to eat, as they had set out before breakfast. On their way out of the harbor to return to Two Rivers, some miles distant, they were hailed by the master of the *Potter* and requested to assist him in taking the vessel to Chicago or Milwaukee, as he had been unable to get her on a dock or to obtain extra men to work the pumps. Leaving two of the surfmen to care for the station, the keeper and the remaining five men of his crew again repaired on board, and the steamer *City of New York* having in the mean time coaled up, the *Potter* was again taken in tow, reaching Chicago at 10 o'clock the night of July 3, the men working unremittingly at the pumps all the way thither. The station crew were there relieved, at midnight, by a fresh set of hands, and none too soon, as they had been pumping for forty hours and were nearly exhausted, and on the following day they took passage by steamer back to the station.

*July 3.*—At about 4 o'clock in the afternoon the crew of the Oswego Station (Ninth District), Lake Ontario, were notified that a twelve-year-old boy known as Bennie Brown had fallen into the river. They hastened to the spot and found that the body had been recovered by a diver, and was then in charge of three physicians, who were laboring to effect resuscitation. After the doctors gave up their exertions the surfmen endeavored to restore animation by the methods in vogue in the Life-Saving Service, but without avail, as life was quite extinct.

*July 3.*—On this date also the crew of the Oswego Station (Ninth District), Lake Ontario, were engaged grappling for the body of a man named Miles McCriskin, who had been drowned in the lake some distance from the station. The search was unsuccessful on the 7th, and on the 9th, the weather being favorable, further search was made, but with similar results. The crew went out again on the 16th, but still failed to find the body. On the 18th, however, at noon, the keeper received a telegram informing him that a body had been cast ashore near Stoney Creek, several miles to the northward and eastward, beyond Sandy Creek. The keeper and one of his men accordingly set out in a small boat in tow of the tug *John Navagh*, and upon reaching Sandy Creek the assistance of the station crew at that point was obtained, and in due season the body of the missing man was recovered and taken to Oswego on the tug, where it was delivered to the family.

*July 3.*—The schooner *Edna*, of Chicago, loading gravel from the beach at Kenosha, Wisconsin, just north of the north pier, was caught at 8 o'clock in the evening by a sudden gale from the northeast, and being forced against the pier, would have suffered serious damage, and perhaps gone to pieces but for the prompt arrival and quick work of the crew of the Kenosha Station (Eleventh District). The vessel was extricated from her dangerous position and worked inside the pier to a safe anchorage. The station crew afterwards succeeded in saving a small scow belonging to the *Edna* which had broken adrift and stranded on the beach. They pulled it high up on the shore, clear of the surf.

*July 3.*—At 6 o'clock in the evening a heavy squall from the north swept a small boat from her moorings in the harbor of Two Rivers,

Wisconsin, and she drifted out into the lake. The crew of the Two Rivers Station (Eleventh District), Lake Michigan, being absent assisting the barge *Potter* to port (an account of which is given July 2), the two surfmen left in charge launched their small boat, and upon recovering the drifting craft towed it back to a place of safety and turned it over to the owner, who was very thankful. The boat was picked up about a mile and a half from the harbor.

*July 4.*—At about 3 o'clock in the afternoon the body of a man was found in the surf near the Little Egg Station (Fourth District), coast of New Jersey. The keeper, with the assistance of the Signal Service observer, removed it beyond reach of the surf and notified the coroner, who arrived the following day, and, owing to its decomposed state, ordered its interment on the beach.

*July 4.*—At about noon, during a heavy squall from the westward, the crew of the Oswego Station (Ninth District), Lake Ontario, observed the yacht *Maggie* in distress. The station crew put out at once, and, after landing the two men who were on board, towed the yacht to leeward of the station, where she was safe until the squall had passed, and then took her into the new harbor.

*July 5.*—At 5 o'clock in the evening three of the crew of the Charlotte Station (Ninth District), Lake Ontario, heard cries for help, and hurrying to the spot found a man and a woman in the water. They were immediately rescued and taken to the station, where every care was given them. The two were out rowing on the river, and in making an attempt to land capsized their boat. But for the opportune presence of the life-saving crew the people would probably have lost their lives.

*July 5.*—During the forenoon the crew of the Middle Island Station (Tenth District), Lake Huron, picked up a large number of cedar posts which were found adrift off the north side of the island. They secured about two thousand of them, and hauled them up on the beach above high-water mark to await the claims of the owners, whom they duly notified.

*July 5.*—During the night the patrol from the Grand Point au Sable Station (Eleventh District), Lake Michigan, observing a steamer heading for the beach, burned a Coston light, when she at once stopped, backed and steamed off shore.

*July 7.*—At 4 o'clock in the afternoon, the weather being foggy, with a strong southwesterly breeze, the schooner *William H. Boardman*, of Calais, Maine, whither she was bound from Salem, Massachusetts, in ballast, ran onto Duck Point Ledge, Quoddy Roads, near Campobello Island, and came near being wrecked. The place where she struck is about two miles east-northeast of the West Quoddy Station (First District), Carrying Point Cove, coast of Maine, but owing to the state of the weather it was not until 8 o'clock in the evening that the keeper discovered her, during a short lift in the fog. The crew being off duty for the summer season, he mustered as many of them as possible, and, with one or two volunteers, launched the boat and went off, reaching the schooner at about half past 9. She was in a very dangerous situation, and one of her crew, the mate, had been dispatched in quest of a tug, leaving but three men on board. The keeper saw at once that if she lay there during the flood tide she would thump a hole in her bottom and sink. He therefore lost no time in getting to work with his men, and by planting an anchor off in the channel succeeded, when the tide began to swell, in heaving her off into deep water, it being half past 2 in the morning (July 8) when they left her in a safe anchorage. The circumstances under which the men labored were very trying, as the

night was rainy and foggy, and the frequent outbursts of lightning only served to render the intervals between the flashes more intensely dark.

*July 7.*—At about half past 3 in the afternoon the crew of the Cleveland Station (Ninth District), Lake Erie, launched the surf-boat and towed to a safe anchorage the yachts *Trio* and *Camilla*, the former having run afoul of a raft of logs, while the latter had dragged during a squall and got into an unsafe berth.

*July 7.*—At half past 2 in the afternoon the keeper of the Sand Beach Station (Tenth District), Lake Huron, received a telegram from Forestville, fourteen miles south of the station, stating that a fishing-boat had capsized some distance out in the lake, and that the crew of three men were clinging to the bottom. The life-boat left the station a few minutes later, under sail and with the men at the oars. At 4 o'clock they arrived at Forestville and made inquiries regarding the capsized boat, and were informed that it was last seen about four or five miles out from the shore, and that about one hour previous to the arrival of the station crew a small schooner had been seen to lay to near the boat, and it was thought she had rescued the men. The station crew, however, determined to make further search, and accordingly again hoisted sail and stood off to the southeast. They ran out four miles and then down the lake until ten miles below Forestville, when, seeing nothing of the boat or people, they put into Sanilac, thirty miles south of the station, where they remained during the night. Resuming their search on the morning of the 8th, they could find no tidings or traces of either boat or men, and finally obtaining a tow from the propellor *Oceola*, returned to their station at 9 o'clock that night, having been absent nearly thirty-one hours. It was afterward ascertained that the three men were picked up by the schooner *Chappell* and carried to Port Huron.

*July 7.*—At noon of this date the keeper of the North Manitou Island Station (Eleventh District), Lake Michigan, received information that the schooner *Golden West*, of and from Chicago, Illinois, bound to Buffalo, New York, with a cargo of corn, and having a crew of eight persons and two passengers, was stranded nine miles northwest of the station. The keeper immediately endeavored to procure the services of a steam-tug to accompany him to the vessel, but without success. The station crew then started in their sail-boat, and, after a tedious beat against the head wind, arrived at the schooner at 7 in the evening. After a careful examination of the condition of the vessel and her position it was decided that she could not be released without removing some of the cargo, and it was concluded to wait until daylight next morning before commencing the work. Accordingly, at 9 o'clock on the morning of the 8th the station crew, and as many more men as could be obtained, arrived on board. The cargo was thrown overboard as rapidly as possible, and as the vessel was lightened a constant strain was hove on the hawser attached to an anchor which had been planted off shore, and by 5 in the evening, with the aid of a passing steamer which was engaged to assist in the effort, the vessel was floated with only a damaged rudder. After assisting in raising the anchor and in getting her under way in charge of the steamer, the crew started for their station, which was not reached until 2 o'clock the following morning. The schooner was towed into South Manitou Harbor to repair her rudder.

The keeper received the following testimonial from the captain, viz:

“MANITOU ISLAND, *July 10, 1883.*

“This is to certify that at the time of disaster to the schooner *Golden West* on North Manitou Island, July 7, 1883, the life-saving crew from

the station on the island above mentioned were prompt in rendering all the assistance in their power, and worked night and day until we were released and afloat, and without their assistance our vessel might have become a total loss; and we feel very thankful that there was a life-saving station so near at hand.

"J. B. SULLIVAN,  
"Acting Captain, for myself and owners."

*July 8.*—The crew of the Sand Beach Station (Tenth District), Lake Huron, while at Port Sanilac on this date (after their search for the capsized fish-boat, an account of which is given under date of July 7), received information that a sloop had capsized two and a half miles south of the place and that there were two men on her. The station men immediately made sail on the life-boat, and with a fresh northwest wind were soon alongside of the capsized vessel. She proved to be the sloop *Jennie*, laden with stone, and had been capsized through the cargo shifting during a squall. Her crew of two men had saved themselves by taking to their yawl and landing on the shore.

The station crew first proceeded to relieve the vessel of the weight of her sails, and then, pulling to windward, succeeded in raising the anchors and chains which had been let go. They then towed the sloop into shoal water, and, carrying the life-boat cable (three hundred and fifty feet long) ashore on to a high bank, passed it over the hull of the sloop, with the end made fast to her mast, and with the assistance of volunteer help, righted her up. The water was then pumped out and she was towed to a secure place and anchored.

The owners of the vessel arrived soon afterwards and took charge of their property, and the station crew started for their station, thirty-three miles distant.

*July 8.*—During the day the crew of the Chicago Station (Eleventh District), Lake Michigan, recovered two bodies of persons lost from the schooner *Wells Burt* when that vessel foundered out in the lake.

*July 9.*—The keeper of the Grindstone City Station (Tenth District), Lake Huron, received at 8 o'clock in the morning a letter from the master of the tug *Wilcox*, requesting the assistance of the life-saving crew in recovering his anchor and helping to run lines to a large raft of logs in his charge which had drifted ashore about six miles to the westward of the station. The raft had broken adrift from the steamer on the night of the 7th, and in trying to hold the raft off shore the steamer had been compelled to slip her anchor without properly buoying it. The crew responded to the call for their assistance and succeeded in recovering the anchor and chain. They then piloted the steamer as near to the raft as possible and ran the necessary lines, by means of which the raft was hauled off the beach.

The station crew were engaged on this occasion about twelve hours, and rowed a distance of over twelve miles to and from the scene of their operations. The raft was valued at about \$25,000, and it was being towed from a place called Rifle River, Michigan, to Vicksburg, in the same State.

*July 9.*—At about half past 10 in the forenoon the crew of the Saint Joseph Station (Eleventh District), Lake Michigan, were informed by the watchman at the railroad bridge, Saint Joseph, Michigan, that the body of a boy was floating in the river some distance from the station. They immediately recovered and attempted to resuscitate it, but after working for two and a quarter hours were unsuccessful. The body was identified as that of Emile Henz, of Saint Joseph, aged four years. It was

supposed the body had been in the water about an hour and a half when found.

*July 10.*—At half past 4 o'clock in the morning the crew of the *Two Rivers Station* (Eleventh District), Lake Michigan, discovered a schooner in the offing with her colors at half mast as a signal of distress. They notified the tug *Commodore Nutt* that her services would probably be required, and then put out in the surf-boat, reaching the vessel at half past 5, when she was about four miles from shore. She was the *Eveline Bates*, of Grand Haven, Michigan, carrying a crew of eight men, bound from Little Bay de Noquet, Michigan, to Chicago, Illinois, with a cargo of lumber; the captain reporting that at 2 o'clock in the morning of July 8 the vessel had struck a reef off Plum Island, Lake Michigan, about one hundred and twenty miles northeast of Two Rivers, which caused her to leak so badly that it was found necessary to jettison about fifty thousand feet of lumber to lighten her. He further said that the crew being worn out from long pumping he was anxious to reach port for repairs. The life-saving crew's offer of assistance was gladly accepted and they went at once to the pumps. The *Commodore Nutt* arrived alongside shortly afterwards, but as she had scarcely power enough to handle the schooner, it was agreed, as there was a good breeze, that the vessel should work into the Manitowoc Harbor piers, five or six miles to the westward of Two Rivers, under her canvas, and when close in the tug should take her in tow. This was done and the schooner taken to the dry-dock. The station crew continued at the pumps until she was entirely safe, and they were thanked very heartily by the captain as they shoved off, in the afternoon, to return to Two Rivers.

*July 10.*—During the absence of the *Two Rivers* crew (Eleventh District), on board the schooner *Eveline Bates*, as previously recorded, the schooner *Active*, of Milwaukee, Wisconsin, with a crew of two men, while sailing out of Two Rivers, bound to her home port, laden with tan bark and cedar posts, came in contact with the north pier not far from the station and received some damage. Two of the surfmen had fortunately been left in charge of the station, and they, seeing what had occurred, hurried to the schooner's assistance, and by running a line over to the south pier hauled her to windward, and enabled her, after the necessary repairs had been effected, to depart on her voyage.

*July 11.*—At 3 in the afternoon of this date a small boat containing two men and two boys capsized in Townsend's Inlet, coast of New Jersey. They divested themselves of their clothing and swam to the shore. The boat drifted out of the inlet and up the beach three or four miles to the vicinity of the Sea Isle City Station (Fourth District), and was saved by two of the surfmen who were fortunately present, the station being closed for the summer. The people also proceeded to the station, where they received food and dry clothes with which to reach their homes.

*July 12.*—At about 10 o'clock in the forenoon the lookout of the *Cleveland Station* (Ninth District), Lake Erie, discovered a row-boat drifting out into the lake before the wind, which was blowing brisk from the southwest. The boat was then so far away that it was impossible to tell if any one was in it. Two of the station crew manned the small boat and started out to tow her in. After pulling three-quarters of an hour they overtook the boat, and to their surprise found a man lying at his ease in the bottom of the boat. When apprised of his danger he would not believe it, and it took some persuasion to prevail upon him to permit them to assist him back. They started to return with him

at 11 o'clock, but, the wind increasing all the time, it took them until half past 1 in the afternoon to get into a place of safety.

The man was inexperienced in boating and being an invalid had taken a row for his health. Had it not been for the timely discovery of his position by the life-saving men, and their assistance, he would never have reached the harbor and would probably have been lost.

*July 12.*—At a little before 8 o'clock at night the patrol of the Middle Island Station (Tenth District), Lake Huron, reported a large schooner ashore on the outer reef off the south end of the island, about two miles from the station. The life-boat was manned and the crew pulled to the schooner's assistance, but upon arriving at the reef at about 9 o'clock they found she had swung off and could be seen standing off shore apparently undamaged. The weather was bad at the time, the wind being fresh from the northeast, with rain and quite a heavy sea.

*July 12.*—At a little before 8 o'clock in the evening the lookout of the Louisville Station (Ninth District), Louisville, Kentucky, reported a sail-boat with three men in it in danger of being swept by the current over the falls. The station crew immediately put out in one of their boats, and overtook the party and towed them safely in to the bank. Their situation had been a very critical one, as the wind had died out, leaving their sail of no use, and they had but one oar in the boat.

*July 16.*—The scow schooner *Northwest*, of Sand Beach, Michigan, bound from Whisky Harbor to Sand Beach, with a cargo of stone, and having a crew of three men, was struck by a sudden squall when two miles east of the Pointaux Barques Station (Tenth District), Lake Huron, during which she lost her main-boom and sprung her bowsprit. The vessel was observed at anchor near the shore by the station crew, who went on board as soon as possible and offered their services. They got her under way and took her along side the station dock, where she was secured for the night. The next day (17th) the station crew made a new main-boom and repaired the bowsprit, and after they had got everything in good shape again the schooner set sail for her destination.

*July 17.*—During the forenoon the keeper of the Saint Joseph Station (Eleventh District), Lake Michigan, was informed that the body of a man was floating under the iron ore dock. The station crew were able soon after to notify the coroner that they had secured the body, which was identified as that of Nicholas Scheer, of Saint Joseph, Michigan, who had been missing since the 5th.

*July 19.*—The schooner *Sarah Wooster*, of New York, whither she was bound from Bangor, Maine, with a cargo of lumber, and carrying a crew of four men, in attempting to beat out of Seal Harbor, at daybreak, missed stays in going about off Long Ledge and drifted onto the rocks about three-quarters of a mile to the northward of the White Head Station (First District), coast of Maine. Although the crew of the station were off duty for the summer, and the station closed, one of the surfmen, F. A. Snow, witnessed the mishap and reported it to the keeper, who set out with Snow and two others of the crew to the schooner's relief, and by planting an anchor in the channel succeeded in a few hours in heaving her afloat without damage, when she was piloted back to the anchorage.

*July 20.*—About 8 o'clock in the morning the lookout of the Manistee Station (Eleventh District), Lake Michigan, reported a small boat with four men in it drifting away from the land. The crew at once put out in the surf-boat, and found that the boat was towing a raft of piles which had broken away from the harbor, but that the wind was blowing so strong they could make no headway. The station crew took the boat

and raft in tow, and after two hours of severe labor the tug *Godfrey* came to their assistance and carried them all into the harbor.

July 21.—A party of three ladies and a young gentleman who had gone on an excursion from Plymouth, Massachusetts, down the harbor to Gurnet Point in a small sail-boat (the *Julia*), found, soon after landing at the latter place, that they had anchored too close in, and that the boat had grounded on the rocks when the tide fell. As the young man was unable to get the boat off without help, the keeper of the Gurnet Station (Second District) went to his assistance, and when the tide came in got the craft afloat and saw the party safely on their way back to town. The keeper was the only man present at the station, the crew being off duty for the summer.

July 21.—During the day the crew of the Ludington Station (Eleventh District), Lake Michigan dragged unsuccessfully for the body of a man lost from the steamer *Pond M. No. 2*.

July 21.—About 4 o'clock in the afternoon a man in a state of intoxication fell from the harbor piers at Kenosha, Wisconsin, into the lake. Surfmen Olsen and Hanson, of the Kenosha Station (Eleventh District), Lake Michigan, were fortunately near by, and when he rose to the surface got a line to him and dragged him upon the dock. He visited the station next day and thanked the men for saving his life.

July 21.—Soon after midnight the captain of the schooner *Chandler J. Wells*, of and from Buffalo, New York, for Chicago, Illinois, with a cargo of coal, which had sought shelter in the harbor of Milwaukee, Wisconsin, in a sinking condition, called at the Milwaukee Station (Eleventh District), and requested the assistance of the crew at the pumps, as his own men were nearly worn out. The keeper and surfmen turned out at once, and, taking with them the station force-pump, repaired to the schooner, and after seven hours of steady work succeeded in pumping the water out of her so that the leak could be got at and stopped and the vessel enabled to resume her voyage.

July 22.—At 1 o'clock in the morning the Chicago Station crew (Eleventh District), Lake Michigan, were called by signal from Breakwater, and upon going out there in the surf-boat found the body of an unknown man in the water. It was taken to the shore and delivered to the police authorities.

July 23.—At 5 o'clock in the morning, during a heavy fog, the patrolman of the Sheboygan Station (Eleventh District), Lake Michigan, reported a vessel making distress signals with a fog-horn. The station crew pulled out three miles east, and found the schooner *Lem Ellsworth*, of Oswego, New York, bound from Buffalo to Sheboygan, laden with coal. The master desired the services of a tug to carry her into port, and the station crew returned to the harbor to procure one, which towed her into the harbor by half past 8 in the morning.

July 24.—At about 2 in the afternoon the schooner *R. B. King*, of Chicago, Illinois, while entering that harbor with a cargo of lumber from Grand Haven, Michigan, collided with a canal-boat which was in tow of a steamer, and carried away her head gear. The lookout of the Chicago Station (Eleventh District), Lake Michigan, witnessed the accident, and upon his giving the alarm the crew hastened to the schooner's assistance. A line was run from the vessel to the dock and she was pulled out of the way of passing vessels, after which a part of the crew boarded her and helped to clear away the wreck so she could be taken up the river to her place of discharge.

July 24.—At 7 o'clock in the morning the crew of the Racine Station (Eleventh District), Lake Michigan, received information that the

schooner *Walter Smith*, of South Haven, Michigan, from Muskegon, in the same State, for Racine, Wisconsin, lumber laden, had stranded about six miles north of the station. A northeast gale and a high sea prevailed at the time. The surf boat was manned, and, taking with them the large hawser, the station crew proceeded in tow of a steam-tug to the schooner's assistance. After considerable labor in the surf the hawser was made fast to the schooner, after which the station crew assisted in throwing overboard the deck-load, consisting of pine slabs. The first attempt to heave her afloat failed, owing to the breaking of the hawser, but the second time they were successful, and the schooner was towed safely into Racine Harbor.

*July 24.*—During a thick fog the crew of the Two Rivers Station (Eleventh District), Lake Michigan, heard continuous blasts of a steamer's whistle. The keeper and two surfmen manned the small boat, and, following in the direction of the sound for some five miles, discovered the steam-tug *Goldsmith*, of Milwaukee, with a scow in tow, endeavoring to find the harbor. The station people took charge of her, and piloted her and tows into a safe anchorage.

*July 26.*—The lookout at the Evanston Station, Illinois (Eleventh District), Lake Michigan, discovered a craft drifting toward the beach. The crew went off in the surf-boat, with lines and an anchor, and found it was an old canal boat with no one on board. The crew towed it to the beach and secured it, and sent due notice to the Chicago daily papers, in order that the owner might learn its whereabouts. It had probably drifted out of Chicago Harbor.

*July 27.*—At 4 o'clock in the afternoon, as the schooner yacht *Wivern*, of and from Boston, Massachusetts, with a pleasure party of five on board, besides her regular crew of the same number, making ten all told, was attempting to enter Biddeford Pool, she grounded on Lobster Rocks, in Winter Harbor, about three-quarters of a mile to the northward and westward of the Fletcher's Neck Station (First District), coast of Maine. The station was closed for the summer season, but several of the crew who were in the vicinity, upon learning of the mishap, went on board with the keeper, and, in concert with a steam-tug, assisted in getting her afloat without damage.

*July 27.*—At half past 8 in the evening, as a heavy squall was coming on from the westward, a small boat under sail was discovered by the keeper of the Oswego Station (Ninth District), Lake Ontario, trying to make the harbor. She was lost sight of after the squall struck, and as the weather became very dark, with heavy rain, thunder, and lightning, the surf-boat of the station was launched and pulled out in search of her. She was found, with two men in her, riding by a line to west pier. The row-locks had been broken and the boat was unmanageable. The station crew took the boat in tow and conveyed her and the men to a safe place. But for their prompt action it is probable the boat would soon have broken adrift and gone out into the lake, when the men on board would have been in serious danger.

*July 28.*—The sloop *Veto*, of Patchogue, Long Island, New York, with a crew of two men, bound from Coney Island to Fire Island, in ballast, was capsized by a squall when off Long Beach, at half past 4 in the afternoon, and soon afterwards drifted ashore, with the men clinging to her, the place where she struck being about a quarter of a mile to the eastward of the Point Lookout Station, south side of Long Island (Third District). The station was closed for the summer, but the keeper mustered a crew, partly of volunteers, as quickly as possible, and succeeded by means of a heaving line in rescuing the two men, who were at once

cared for by the occupants of one of the summer cottages in the vicinity while the rescuing party saved all the movable articles from the vessel. They subsequently assisted in hauling the sloop up clear of the surf until an opportunity presented for floating her off, which was accomplished in due season.

*July 28.*—During the day the crew of the Ludington Station (Eleventh District), Lake Michigan, were engaged searching for the body of the wife of the captain of the schooner *Japan*, who committed suicide by jumping overboard six miles south of Ludington Piers.

*July 29.*—The Coney Island Station (Third District), Long Island, New York) being closed at this date for the season, Keeper Bebensee, of that station, was conveying a pleasure party across the bay from Canarsie to a club-house, at about 6 in the morning, when he saw a row-boat having five persons on board capsized. He hastened to the craft and found three of the men clinging to the bottom and the other two swimming near by. He picked the entire party up and conveyed them to the shore, and then saved the boat from being swept out of the inlet to sea. His timely presence and prompt action were very fortunate, as the men could not have kept up much longer.

*July 29.*—During the afternoon a Miss Delia Coffin, aged sixteen years, fell from the harbor piers of Kenosha into the lake, and would have drowned but for the timely presence of Surfman Bailey, of the Kenosha Station (Eleventh District), Lake Michigan, who went to her assistance in a small boat near at hand, and caught her as soon as she rose to the surface. Conveying her to Main street bridge, he procured a carriage and sent her home.

*July 30.*—The keeper of the Milwaukee Station (Eleventh District), Lake Michigan, went in a steam tug and spent the day, from 4 in the morning to half past 6 in the evening, in searching for a missing scow, but without success.

*July 30.*—During the afternoon information was received at the Milwaukee Station (Eleventh District), Lake Michigan, of the drowning of a boy south of the railroad bridge. The station crew went in the surf-boat to the spot, and by using poles and hooks succeeded in recovering the body. It was identified as that of Robert Braden, aged seven years.

*August 1.*—The keeper of the Milwaukee Station (Eleventh District), Lake Michigan, spent considerable time in searching for the body of W. Demrath, of Milwaukee, reported drowned near the water-works pier, but without success.

*August 3.*—The schooner *George B. Sloan*, of Oswego, New York, from Kingston, Ontario, bound to Oswego, in ballast, and having a crew of seven persons and two passengers, while attempting to enter the latter place, at 4 o'clock in the morning, ran foul of the east breakwater. The lookout of the Oswego Station (Ninth District), Lake Ontario, saw her dangerous position, and immediately alarmed the crew, who proceeded to the vessel to render what assistance they could. Before they reached her, however, a steam tug succeeded in getting her line, and towed her clear of the breakwater and into port. One of the schooner's crew who had jumped off to make a line fast to the breakwater, when she struck, was inadvertently left there by the vessel when she was towed clear. He was taken into the station surf-boat and conveyed into port, and finally put on board his vessel.

*August 4.*—At 1 o'clock this day the crew of the Oswego Station (Ninth District), Lake Ontario, went out in their surf-boat to the Oswego Beacon Light and brought the light-keeper ashore for a supply of provisions, he being unable to land without assistance on account of

the strong westerly wind and heavy sea then prevailing. They also assisted him in returning to his post with his supplies.

*August 4.*—At about 3 o'clock in the morning a fire was discovered by the keeper of the Ludington Station (Eleventh District, Lake Michigan), in a lumber and shingle mill about one hundred yards south of the station. The alarm was instantly given, when the entire crew turned out with their force-pump, and by the most strenuous exertions succeeded in extinguishing the flames. The mill was destroyed, but they saved a large quantity of shingles stored on the wharf adjacent to the station. There is no doubt that they were also instrumental in preventing the spread of the flames to the surrounding settlement of about one hundred dwellings, and to the station itself.

The crew received the following letter of thanks for their services from the owners of the mill :

“LUDINGTON, MICHIGAN, *August 4, 1883.*”

“To the LUDINGTON LIFE-SAVING CREW :

“GENTLEMEN: We hereby wish to express our gratitude for your valuable services at the burning of our shingle mill this morning. We believe that owing to your promptness and energy in the use of your hand-pump there was saved about two million shingles on our dock.

“Yours, thankfully,

“CARTER, BLOCKER & Co.”

*August 5.*—Shortly before 5 o'clock in the morning the patrol of the Buffalo Station (Ninth District), Lake Erie, discovered the body of a colored man floating alongside the steamer *Russia*, which was lying at the wharf. They towed it to the station and subsequently delivered it to the coroner.

*August 5.*—During the middle (night) watch the crew of the Sand Beach Station (Tenth District), Lake Huron, had a long pull of some twelve or fourteen miles to and from a vessel off shore, which, as it turned out, did not need their services. The patrolman had observed her lights and supposed it to be a distress signal. Upon reaching her with the life-boat they found she was a tug-boat lying to, waiting for daylight, the arrangement of the lights as seen from a distance being calculated to lead to the supposition that she was in distress. She was six or seven miles from shore.

*August 6.*—The schooner *Tyro*, of Castine, Maine, bound from Brooklin to Booth Bay, in the same State, with a cargo of guano, and having two passengers on board besides her regular crew of two men, in attempting to beat into Seal Harbor against a strong southwesterly wind, at 5 o'clock in the morning, misstayed in going about off Spruce Head Island and struck on a sunken ledge about a mile northeast of the White Head Station (First District), coast of Maine. The station was closed for the summer, but one of the men, discovering the accident, quickly reported it to the keeper, who assembled his crew and went off to the schooner's relief. She was hard and fast on the rocks, with a heavy list off shore, so that the water covered one side of her deck almost to the hatches. The first thing done, therefore, was to carry out an anchor on the inshore side, and, by means of tackles to the mast-head, heave her upright. A keedge was then planted in the channel, and when the tide rose she was hauled afloat without damage and taken to a safe berth in the harbor.

*August 6.*—During the day the crew of the Chicago Station (Eleventh

District), Illinois, spent considerable time, but without success, in grappling for the body of a boy drowned three days before.

*August 8.*—About noon the tug *Wright* arrived at the Manistee Station (Eleventh District), coast of Michigan, with a report that a fire had broken out in the town. The station crew put their force-pump, fire-buckets, and axes on the *Wright*, and, accompanying her to the scene, did good service in helping to extinguish the flames.

*August 9.*—The schooner *Avon*, of Ellsworth, Maine, having a crew of two men, bound to Boston, Massachusetts, from Steuben, Maine, with a cargo of lumber, ran into the rocks known as Lancaster's Ledge, on the south side of Sutton's Island, coast of Maine, at half past 2 in the afternoon, while making for Southwest Harbor, Mount Desert. The Cranberry Isles Station (First District), two or three miles distant, was closed for the summer, but the keeper, as soon as he learned of the accident, mustered such of his men as were within call and went to the schooner's assistance, reaching her at 3 o'clock, just as her crew had succeeded in kedging her afloat. The station men were still in time, however, to aid in recovering the kedge used in hauling her off the rocks, and in warping her in to Fernald's Wharf, Sutton's Island, where, as she was leaking, they pumped her out and removed part of the deck-load, to lighten the strain on her timbers when she grounded at low water. This done, they furled the sails, and, making everything snug, left her apparently all right, the damage received by striking the reef being very slight and easily repaired.

*August 9.*—At half past 5 in the morning the keeper of the Cape May Station (Fourth District), coast of New Jersey, discovered a schooner aground on the Middle Shoal, off Cape May, about two and a half miles south of the station. The crew being off duty for the summer and the station closed, he assembled such of his men as were within reach, and, making up the rest of a boat's crew with volunteers, put off as quickly as possible to endeavor to render assistance. The schooner was the *Lottie*, with a crew of six men, bound in to Philadelphia, Pennsylvania, from Boston, Massachusetts, in ballast. The wind being fresh from the northeast, with a rough sea breaking all over the shoal, they found it impossible to do anything for her relief or even to lay along side for more than a minute or two at a time, as the boat was in danger of being swamped or dashed to pieces. The keeper, therefore, shoved off and held his boat just outside the breakers, in readiness to dash in and rescue the people in case the vessel failed to float at high water. This she fortunately did, however, at 10 o'clock in the forenoon, when she at once squared away into Delaware Bay, apparently all right.

*August 10.*—At 11 o'clock in the day Surfman Newcomb, of the Charlotte Station (Ninth District), Lake Ontario, hearing cries of distress on the river, hurried to the water's edge and discovered a canoe upset, with a Mr. James Copeland, of Rochester, New York, struggling in the water. Newcomb at once swam to his assistance and succeeded in getting the man onto the canoe, and held him there until other help arrived. Mr. Copeland was taken from the water in an exhausted condition and assisted to his cottage on the beach, where all necessary care was given him.

*August 10.*—A Mr. W. P. Stultz, his son, and a boatman, who had been fishing at the east end of the cross dam of the Falls of the Ohio, started to return to the shore in a skiff, when, by bad management and the force of the strong wind, they were swept over the dam and the boat sunk. The lookout of the Louisville Station (Ninth District), Louisville, Kentucky, saw the accident and alarmed the station. Two boats were

at once manned and the station crew hastened to the scene of disaster. Boat No. 2, on arriving near the dam, discovered the three men in the water under the dam. They were standing on a reef of rocks about waist deep in the water. The station crew drove their boat over the dam and picked two of the men up, the third being rescued by a man who happened to be near in a skiff. They were hurried to the station by a part of the crew and supplied with dry clothing and otherwise cared for, while the rest were engaged in recovering the sunken skiff and bringing it to the life-saving station.

*August 10.*—At 8 o'clock in the morning the crew of the Middle Island Station (Tenth District), Lake Huron, observed a steamer six or seven miles to the northward, with five schooners in tow, acting strangely, and finally saw one of the schooners take the steamer in tow, as though she was disabled. Manning the station surf-boat and pulling to the tug, it was learned she was the *Mocking Bird*, of Port Huron, from Escanaba, Michigan, bound to Ashtabula, Ohio, with her tow, and that she had broken her crank-pin and consequently was unable to proceed. She had already anchored when the station crew arrived. At the request of the captain, one of the station crew was dispatched on foot to Alpena, distant ten miles, with a telegram to the owners at Port Huron, for the assistance of a tug to take her down the lake. A tug arrived the evening of the 11th and took the *Mocking Bird* safely in tow.

*August 11.*—At the request of the master of the steamer *Tom Dowling*, of East Saginaw, Michigan, the crew of the Ottawa Point Station (Tenth District), Lake Huron, made search for an anchor lost by the steamer off Ottawa Point, Michigan, during a gale the week previous, and succeeded in recovering it.

*August 12.*—During the forenoon a small fishing-boat which had been anchored near the Grand Point au Sable Station (Eleventh District), Lake Michigan, parted her cable and capsized. The keeper and crew of the station seeing the craft adrift near the shore, swam out with a line, which was made fast and the boat hauled out on the beach.

*August 12.*—On this date the crew of the Grand Haven Station (Eleventh District), Lake Michigan, searched for and recovered the body of a man who had been accidentally drowned in the harbor two days previous.

*August 13.*—The lookout at the Cleveland Station (Ninth District), Lake Erie, discovered, at half past 6 in the evening, the barge schooner *D. H. Keys*, of Marine City, Michigan, dragging her anchors and drifting toward Rocky River Point. The station crew started to her aid, but a heavy sea against them made their progress very slow until the steam-tug *Dreadnaught* gave them a line and towed them near the *Keys*. The station crew hove up the anchor, and, getting a line from the barge to the tug, she was towed by the latter safely inside the breakwater. The timely arrival of the station crew saved the barge from driving ashore.

*August 13.*—At 8 o'clock at night it was reported by two boys at the Milwaukee Station (Eleventh District), Lake Michigan, that a boy has been drowned in the river at the foot of Washington street, some distance from the station. The life-saving crew proceeded to the spot at once in the surf-boat, equipped with the necessary appliances, and after a search of about three quarters of an hour the body was found and turned over to the friends.

*August 15.*—On this date, at half past 1 in the afternoon, a fire broke out in a pile of shavings at Cartier, Blocker & Co.'s shingle mill, near the Ludington Station (Eleventh District), Lake Michigan. The life-saving crew turned out at once with their force-pump, and after about

two hours' hard work succeeded in extinguishing the flames, the loss being confined to an out-house and barn. Had they not quenched it so promptly the fire would in all probability have extended to the adjacent dwellings and destroyed the entire settlement, numbering about one hundred houses, the station included. At 6 o'clock in the evening fire broke out afresh among the smoldering embers, but the station crew easily subdued it with a few buckets of water.

For the record of the services of the Ludington crew at a previous fire at this mill in the early part of the same month (August 4) see page 77.

**August 16.**—About 4 o'clock in the afternoon a steam-barge brought to the Chicago Station (Eleventh District), Lake Michigan, the body of a little girl, which was found floating sixty miles northeast of the port. The life-saving crew conveyed the body to the city morgue for identification.

**August 18.**—At about 4 o'clock in the afternoon, during the prevalence of a strong southwesterly wind and a rough sea, the fishing-schooner *Cottage Girl*, of Portland, Maine, with a crew of five men, bound from Bristol, Maine, on a fishing cruise, while passing through Muscle Ridge Channel, Penobscot Bay, struck on what is known as Clam Ledge, near Dix Island, about three miles from the White Head Station (First District), coast of Maine, and in a few hours became a wreck. As before stated in this record, the station was closed for the summer, but the dangerous situation of the vessel was soon observed by the vigilant keeper, who hastily assembled such of his crew as were within call and put off to her relief, reaching her at about 5 o'clock, an hour after she struck. She was then pounding heavily, and an attempt was at once made to keedge her off before she knocked her bottom in. It was of no avail, however, and she soon began to fill with water and showed signs of going to pieces. Under these circumstances, with no prospect of saving the schooner, it was decided to strip her. The sails, rigging, fishing outfit, and everything else, therefore, that could be removed were loaded into the boats and, with the wrecked crew, taken to the station, where the party arrived at half past 9 at night, the vessel when they left her being entirely under water.

**August 18.**—On this date the keeper of the Cape Disappointment Station (Twelfth District), Washington Territory, was engaged with his life-boat, manned by a crew of volunteers (soldiers) from Fort Canby, aiding the engineer officer in the survey of Peacock Spit, a dangerous shoal at the mouth of the Columbia River.

**August 19.**—At 3 o'clock in the afternoon the steam-yacht *Ideal*, of and from New York for Eastport, Maine, on a pleasure cruise, stranded on Sail Rock, off West Quoddy Head, coast of Maine, during a thick fog. She had five passengers on board, including her owner, Mr. Havemeyer, and a crew of ten men, all of whom landed without difficulty in their own boats soon after she struck. The Quoddy Head Station (First District), at Carrying Point Cove, two or three miles to the westward, was closed for the summer, but as soon as news of the wreck reached the keeper, about an hour after its occurrence, he assembled his crew and proceeded to the spot in the surf-boat, to render all the assistance possible. Finding she had bilged and was rapidly filling with water, and that there was very little prospect of saving her, it was decided to land all the movable property possible. The station men, therefore, engaged in that work until after midnight, and resumed operations at daybreak (August 20), after a short rest, so that by 8 o'clock in the evening they had everything ashore and chains passed under the vessel, in readiness for the operations of a wrecking company who had been

sent for. The latter failed to arrive in time to save her, however, and on the 22d the vessel was abandoned as a complete wreck, and soon afterwards slid from the rock and sunk in deep water.

*August 19.*—About 2 o'clock in the afternoon the crew of the Manistee Station (Eleventh District), Lake Michigan, discovering that the dock near by was ablaze, took the fire-buckets and helped to extinguish the flames.

*August 21.*—At about 10 o'clock in the forenoon two men named George Rogers and Charles Lane, while out rowing in a small skiff in the harbor near the Kenosha Station (Eleventh District), Lake Michigan, capsized their boat and were thrown into the water. Being unable to swim, they would have drowned but for the timely arrival of two of the surfmen, who rescued them and took them to the station, where they were furnished with dry clothing to wear to their homes.

*August 22.*—At 11 o'clock a small sail-boat was discovered from the Fairport Station (Ninth District), Lake Erie, about five miles north by west from the station, and in an unmanageable condition. The station crew proceeded to its relief as quickly as possible. They found one man in the boat, who was endeavoring to reach a place named Head Lands from Fairport, but the rudder and oars being broken, the craft was rendered unmanageable and was drifting off into the lake. The station crew took the boat in tow and brought it and the man safely into the harbor.

*August 22.*—The patrol of the Two Rivers Station (Eleventh District), Lake Michigan, when about two miles north of the station, a little after 2 o'clock in the morning, saw a bark standing too close to the beach and in a dangerous position. He burned a Coston patrol signal as a warning, and the vessel at once changed her course into the lake.

*August 22.*—At about 1 o'clock in the afternoon the lookout of the Two Rivers Station (Eleventh District), Lake Michigan, reported a steam-barge, in tow of another steamer, several miles out in the lake, flying a distress signal. The surf-boat was manned, and after a hard pull of six miles the crew arrived alongside. She proved to be the *Edward Smith*, of Marine City, Michigan, with her machinery disabled. An iron nut had dropped into the cylinder and she was unable to use her engines. The steamer *City of New York* had picked her up and towed her to an anchorage.

At the request of the captain, the station crew remained by the vessel, to be ready for any service that might be needed, until 6 o'clock in the evening, at which hour the engineers had succeeded in repairing the damage and she was enabled to proceed. The captain tendered his thanks to the life-saving crew for their response to his call.

*August 23.*—The crew of the Manistee Station (Eleventh District), Lake Michigan, spent some time in dragging for the body of a man lost overboard from a tug, but unsuccessfully, owing to the high wind. The search was renewed the next day, but still without avail.

*August 23.*—The steam-barge *Edward Smith*, of Marine City, Michigan, from Buffalo, New York, bound to Racine, Wisconsin, with a cargo of coal, and having a crew of fifteen persons, stranded at half past 3 in the afternoon on Racine Reef, about two miles east by south of the Racine Station (Eleventh District), Lake Michigan. She was the same vessel which had met with an accident a few days before off Two Rivers. The disaster was discovered by the station lookout, and the crew immediately manned the surf-boat and proceeded to the vessel and offered their services. During the day a large force of men were obtained, who went to work discharging the cargo, and, the weather being fair and sea

smooth, they were enabled to lighten her sufficiently to float her off, which was accomplished at 4 o'clock the next morning (26th). The life-saving crew assisted in all the operations for her relief, besides getting provisions on board for the force of workmen. The vessel sustained no damage.

*August 23.*—The crew of the Two Rivers Station (Eleventh District), Lake Michigan, went out to the assistance of the crew of the schooner *Merchant*, of Escanaba, Michigan, in grappling for an anchor which they had lost about five miles northeast of the station. After sweeping the bottom of the lake in the vicinity of the vessel for several hours they were compelled to abandon the search for the anchor, and the schooner proceeded on her way without it.

*August 24.*—Two young men named John McLaren and James E. Violet, of Goshen, Indiana, attempted on this date to handle a row-boat on the Saint Joseph's River and were capsized near the Saint Joseph's Station (Eleventh District), Lake Michigan. The keeper and one of his crew immediately hastened in a boat to their assistance and brought them to the station, where they were furnished with dry clothing until their own wet garments could be dried.

*August 26.*—At about 9 o'clock in the morning the crew of the Cleveland Station (Ninth District), Lake Erie, observed a small yacht sailing outside the piers apparently under bad management, and as there was a heavy northeast gale blowing it was feared she would be stranded. The station crew started in their surf-boat, but before they could reach her she was run upon the beach. They immediately got a line to her and towed her off the shore within reach of a steam-tug, which took the craft in tow and carried her up the river to a safe berth.

*August 26.*—At 3 o'clock in the afternoon the lookout of the Kenosha Station (Eleventh District), Lake Michigan, observed a boat containing two men and two women drifting off to leeward of the harbor piers, before a strong breeze which was setting them towards the beach. The station crew manned their surf-boat and went to the party's assistance, reaching the boat just in time to prevent it from being caught in the heavy surf and upset. The boat was even then half full of water and the people were thoroughly wet and frightened. The boat was taken in tow and all hands landed safely in the harbor.

*August 26.*—The steam-tug *George Pankratz*, of Manitowoc, Wisconsin, whither she was bound from Peshtego, in the same State, with two loaded scows in tow, when off the harbor of Two Rivers, within a few miles of her destination, at 8 o'clock in the morning, blew her steam-whistle for the assistance of the Two Rivers life-saving crew (Eleventh District). The crew responded to the call and found they were needed to help secure one of the scows which was in danger of breaking adrift, the tow-line having stranded. The desired help was promptly extended and the tow enabled to proceed with but slight detention, the stranded line being replaced by another one from the tug.

*August 27.*—At about half past 4 in the morning the lookout at the Two Rivers Station (Eleventh District), Lake Michigan, reported that a skiff had broken from its moorings in the harbor and was being rapidly carried out into the lake by the strong wind then blowing. One of the surfmen at once jumped into a boat and soon overtook the skiff and towed it back into the harbor to a place of safety. The owner was very thankful.

*August 28.*—The keeper of the Assateague Station (Fifth District), coast of Virginia, was informed at 5 o'clock in the morning that the sail-boat belonging to the Winter Quarter Shoals Light-Ship, while attempt-

ing to reach Chincoteague Harbor, had been driven ashore the night previous, at 11 o'clock, about two and three-quarter miles east-southeast of the station.

The station not being manned at this season of the year, it required some time for the keeper to collect a crew, but at 7 o'clock he arrived at the beach with four of his own men and one of the crew of the Pope's Island Station (same district). They found the boat on the beach undamaged, but the sea being too high to launch and take it around to the inlet, they procured pieces of plank and rollers and hauled it well up, clear of all danger. All movable articles in the boat were taken out and carted to the Assateague Light-House and delivered to the keeper for safety.

On September 22 the light-ship's crew came to the station, which was then manned, for assistance in getting the boat off. The station crew gave them all the aid required, and, after launching the boat, put on board all the articles that had been stored at the light-house.

*August 28.*—The crew of the Muskegon Station (Eleventh District), Lake Michigan, were engaged on this date and again on the 29th in dragging for the body of a man who had been drowned by the capsizing of his boat on Sunday the 26th, while attempting, with two other men, to cross Muskegon Lake. The search of the crew was unsuccessful, as they were unable to learn anything definite from the two survivors as to the exact location of their boat when the accident occurred. The body was subsequently found (on the 30th), by another search party, about three miles from the station.

*August 28.*—The schooner *Rose*, of Sheboygan, Wisconsin, in attempting to enter the harbor of Sheboygan, with a cargo of lumber, from Manistee, Michigan, at 11 o'clock at night, mistook the lights at the entrance of the harbor and struck the weather side of the north pier, and finally brought up against the light-house crib.

The south patrol of the Sheboygan Station (Eleventh District), Lake Michigan, reported the disaster to the keeper, who, with the crew, manned the surf-boat and pulled to her assistance. Upon arrival they found the north patrol already there and assisting in an attempt to keep the vessel from driving in closer to the shore. They hauled the vessel around the pier-head into the harbor, and in accomplishing this had to labor under great difficulties, the deck-load preventing the use of the windlass and compelling them to use tackles instead. The three men on board could have done nothing without assistance, and there is no doubt the vessel would have suffered serious damage and perhaps have been wrecked but for the opportune arrival of the life-saving crew, as quick work was absolutely necessary. As it was, she carried away her bowsprit and jib-boom and everything attached. It took about two hours to extricate her and get her into the harbor.

*August 31.*—At about half past 12 in the day the lookout of the Kenosha Station (Eleventh District), Lake Michigan, discovered the steamer *Muskegon*, of Kenosha, Wisconsin, about two miles from the harbor, with a signal hoisted for assistance. The crew boarded her and found she was from Milwaukee, bound to Chicago, with a general cargo. Besides her crew of twenty-five she also had forty passengers on board. She had been disabled by the breaking of the crank-pin of the engine, and the captain wanted a tug to tow her into port for repairs. Fortunately the weather was moderate and sea smooth, so that she was in no imminent danger. A steam-tug being sighted, the station crew pulled to her and engaged her to tow the steamer into Kenosha Harbor. The

captain and passengers expressed their hearty thanks for the prompt service thus rendered by the life-saving crew.

*September 1.*—At about 8 o'clock in the morning the crew of the Louisville Station (Ninth District), Louisville, Kentucky, were informed that an old man named John Densler had fallen or, in his sleep, walked into the river from the New Orleans wharf-boat. The crew proceeded to the spot indicated, and succeeded, with drags, in recovering the body, after grappling for about forty minutes. It was towed ashore and the coroner notified, who soon arrived and took it in charge.

*September 1.*—During the day the crew of the Ludington Station (Eleventh District), Lake Michigan, dragged unsuccessfully for the body of a man who was drowned at Taylor's Mill by the capsizing of his boat. The body was again grappled for the next day, but still without success.

*September 2.*—At a little before 6 o'clock in the morning the patrol of the Gurnet Station (Second District), coast of Massachusetts, discovered a schooner ashore on Brown's Bank, about two-thirds of a mile to the southward and westward of the station. The life-saving crew turned out and proceeded to her as quickly as possible with a kedge and hawser, hoping to get her off. They learned, however, on the way, from one of the harbor pilots who had been on board, that she was full of water. By the time they arrived the tide had fallen about two feet below her load line. She was the *Milo*, of Saint John, New Brunswick, bound to Plymouth, Massachusetts, from Dorchester, New Brunswick, with a cargo of coal, her crew numbering four men. She had passed Gurnet Point at 2 o'clock that morning and anchored directly over the shoal, the captain erroneously supposing he was on the north side of the channel. An hour or two later, the tide having ebbed three or four feet, the vessel took the bottom, and he discovered, when too late, his mistake. She pounded heavily for a time and began leaking so badly that they were unable to free her with the pumps, the water pouring in so rapidly that it soon reached the level of that outside. It was useless to attempt doing anything with the kedge, and as the crew had made preparations for leaving her, the life-savers, after helping to trice the booms, sails, and running rigging well up clear of the water, which was again rising fast and already over the deck amidships, took all hands to the station, the schooner's yawl being towed ashore at the same time. After breakfast the life-saving crew conveyed the captain to Plymouth, several miles distant, to telegraph news of the disaster to the owners. On the following day (September 3) he was again conveyed to town and back. On the 5th the schooner's crew were taken to Plymouth and passes obtained for them over the Old Colony Railroad to Boston, the captain remaining at the station a day or two longer. On this day also an agent of the owners arrived. As the latter found difficulty in hiring men to strip the wreck, the life-saving crew volunteered to do it rather than see everything lost. They accordingly recovered the sails, running rigging, blocks, and other articles, and put them on board a vessel in the channel, and afterwards stored them at the station until finally sent for by the owners. (See record September 27, schooner *Osseo*.) An effort to save the vessel was subsequently made by a tow-boat company of Boston, but it ended in failure. She became a total wreck.

*September 2.*—At 4 in the afternoon the crew of the Far Rockaway Station (Third District), coast of Long Island, saw a small skiff capsize in Hog Island Inlet, about a quarter of a mile from the station. They hastened to the assistance of the two men who were clinging to the

bottom of the boat, got them out of the water, and righted the skiff. The accident was caused by the skiff's center-board striking the bottom. The two men were assisted to Far Rockaway, their destination, by the station crew.

*September 2.*—At about half past 6 in the evening the master and steward of the schooner *Kate E. Howard*, which was lying at anchor off the Evanston Station (Eleventh District), Lake Michigan, attempted to land in their yawl. Nearing the shore they found the breakers heavier than they expected, and when near the end of the pier the boat took a sheer and they lost one of their oars. With but one oar they could do nothing but try to keep the boat before the heavy breakers and steer for the beach. On reaching the bar the boat took another sheer, and, broaching to, capsized. The keeper of the station, being near the scene, had stripped off his extra clothing in readiness to jump in and assist the two men, but finding they were able to take care of themselves he turned his attention to the boat, and wading in with a line he secured it to the boat, which was then hauled ashore with the assistance of a number of bystanders. The captain was taken to the keeper's house and furnished with dry clothes and warm coffee, while the steward, who lived in the village close by, proceeded to his home.

*September 3.*—The crew of the Petunk Station (Third District), coast of Long Island, New York, were employed during the afternoon of this date in preventing dwelling-houses on the beach from catching fire from the burning woods near them.

*September 3.*—The Bellport Station (Third District), coast of Long Island, New York, was called on this date to furnish dry clothing to four ladies who had been in a small boat that sunk near the shore in the Great South Bay. The clothing, which was returned next day, belonged to the supply placed at the station by the Women's National Relief Association.

*September 3.*—The morning patrol of the Rockaway Station (Third District), coast of Long Island, found the body of a drowned man on the beach. It proved to be the body of Robert R. Parks, of New York City, who was drowned while bathing the day previous, two miles from the station. It was properly cared for and turned over to the coroner.

*September 4.*—Between the hours of 1 and 2 in the afternoon the keeper of the Cape Disappointment Station (Twelfth District), Washington Territory, was alarmed by hearing the discharge of signal guns apparently in the direction of Clatsop Spit, some four miles southeast of the station. The weather was densely foggy, so that the distress signals were the first intimations he had of a disaster. He quickly assembled a volunteer crew (the station not being manned at the time) and set out in tow of the steam tug *C. J. Brenham*, and in about three-quarters of an hour arrived alongside of the steamship *Queen of the Pacific*, of and from San Francisco, California, bound to Portland, Oregon, with a valuable assorted cargo, and having besides her regular crew of ninety-four persons a passenger list of two hundred and fifty-nine souls, among whom were many prominent citizens on their way to attend the ceremony of the completion and opening of the Northern Pacific Railroad. She had stranded on Clatsop Spit, Columbia River Bar, at about 2 o'clock, while attempting to enter the river. Fortunately the weather was not stormy, and the only danger in attempting the transfer of the people from the steamship was that of the heavy swell which is always present on this bar. The life-boat crew immediately commenced the task of conveying the passengers to the tug, and made six trips for that purpose, transferring one hundred and seventy-five persons in safety.

They then assisted in getting a forty-five hundred pound anchor on board a lighter, which had arrived, and after it was planted ran lines from the steamship to the several tugs which had arrived from Astoria. Darkness coming on, it was deemed prudent, on account of the danger of working during the night, to suspend further operations for the relief of the vessel until the next morning. The life-boat crew remained by the vessel all night, rendering all the assistance in their power. On the morning of the 5th the surf-boat of the station was sent for and soon arrived in tow of a tug, with twenty-two United States soldiers belonging to the garrison of Fort Canby, to aid in lightening the vessel of her cargo. A gang of laborers also arrived from Astoria to assist in the work, and by noon seven hundred tons had been jettisoned. With the assistance of four tugs, the anchor and tackles, and the working of the steamship's own engines, she was, at 2 o'clock in the afternoon, floated into deep water, and shortly afterward proceeded up the river to her dock at Astoria.

In the report of ex-Governor George C. Perkins, of California, one of the owners (who was a passenger on the steamship), to the company, occasion is taken to mention that "great praise is due to Captain Harris of the life-boat for his prompt response to our guns and the assistance he and his crew rendered." The steamship company also made handsome acknowledgment to the life-boat crew for their services by presenting them with a sum of money.

*September 5.*—At half past 4 in the morning the patrol of the Cape May Station (Fourth District), coast of New Jersey, discovered a schooner on the beach about one mile east of the station. The life-saving crew went to her as quickly as possible, but found no one on board. She was the *Hornet*, of Philadelphia, Pennsylvania. Upon making inquiries after their return ashore it was found the schooner, which was bound out on a fishing cruise, had been left by her crew the night before near the steamboat wharf in the Delaware Bay, a mile and a half to the westward of the station, and that she had parted her moorings in the darkness, during the prevalence of a strong southwesterly breeze, and been blown ashore where found. The sea being very heavy, she soon bilged. As there was no prospect of saving her, the life-saving crew, at the request of the captain, stripped her of sails and rigging and all else movable, and also recovered the crew's personal effects. She became a complete wreck.

*September 6.*—At 4 o'clock in the morning, during a moderate northeasterly breeze, the schooner *Frank*, of and from Kennebunk, Maine, for New York, with a cargo of lumber, and having a crew of three men, ran aground on the shoals off the southwest part of Muskeget Island, coast of Massachusetts, about a mile distant from the Muskeget Station (Second District). She was discovered an hour later by the patrol of the station, and as soon as he could report the life-saving crew turned out with their boat and went to her assistance. She was rolling heavily in the surf, and in a dangerous situation. With the wind favoring, it was decided, upon consultation with the captain, to attempt to work her off with her sails. The keeper therefore took charge, and by crowding on every stitch of canvas possible the schooner was gradually forced over the shoal, and at half past 8 o'clock floated off. As there were other dangerous shoals to be avoided, the station crew remained on board long enough to work her well clear and put her safely on her course. The captain was very grateful to them, and expressed his conviction that but for their efforts the vessel and cargo would have been lost.

*September 6.*—At half past 10 in the forenoon the lookout of the Big

Sandy Station (Ninth District), Lake Ontario, sighted a small vessel three miles south of the station standing in toward the land as though searching for a harbor. The wind was blowing strong from the southwest and a heavy sea running. A signal was set on the station to indicate the entrance to Big Sandy Creek, but in a few moments the vessel displayed a signal at half mast. The station surf-boat was launched and pulled to the vessel. She proved to be the yacht *Jessie*, from Salmon Creek, New York, bound to the Thousand Islands, New York. There being but one person on board, the keeper detailed one of his crew to assist in working the yacht into the harbor.

*September 6.*—At about 2 o'clock in the afternoon of the 2d word was brought to the Cleveland Station (Ninth District), Lake Erie, that a young man named Fred. Schummer had been drowned some two miles to the eastward of the station. The surfmen at once launched a boat and, provided with grapnels, proceeded to the spot indicated, where they labored for three hours endeavoring to recover the body, but were forced to abandon the search owing to the high sea running. On the 4th another attempt was made, but without success. On the 6th the surf-boat was launched and pulled along shore in search of the remains, but when about two miles distant from the piers a tug was met having the corpse in tow. It was at once transferred to the surf-boat and carried to the station, and subsequently delivered into the custody of the city authorities.

*September 7.*—During the prevalence of a fresh northerly gale on Lake Huron, the patrol of the Sand Beach Station, Michigan (Tenth District), at half past 7 in the evening, observed a signal, as though for assistance, made by the keeper of the light on the breakwater. The crew manned the life-boat at once and pulled off to the light-house, where they were informed that the barge-schooner *Colorado*, of Detroit, Michigan, had broken adrift from the steam-barge *Dickinson* while attempting to pass through the south gap into Sand Beach Harbor and struck against the outside of the breakwater. Fearing she must have met with disaster, the crew pulled to the south pier and made careful search for the craft, but none could be seen, or any lights indicating vessels outside or near the shore. They therefore returned to the station at half past 9. Later on, at 11 o'clock, the south patrol reported the vessel stranded about a mile and a half south of the station and a quarter of a mile from the shore. The crew were mustered, and by the time they could get ready to start the north patrol came in and reported that the captain of the steamer *City of Cleveland* (which had just arrived in the harbor) stated he was hailed by a man who was clinging to the ladder of the beacon lantern at the gap. The life-boat crew hastened to the spot and as they approached could see a man being lashed by the seas. Shouting to him to be ready to jump as the boat came near they succeeded after some difficulty, owing to the heavy seas, in rescuing him. As soon as he was hauled into the boat a landing was made at the dock and the man, being completely exhausted, was carried to the station, where stimulants were given him, his wet clothing removed and dry clothing supplied from those furnished to the station by the Women's National Relief Association. Upon being interrogated, the man stated that his name was Abbot Way, and that he belonged on the *Colorado*, which was on her way, in ballast, from Cleveland to Bay City. He had got out on the pier with a line to make the barge fast, but was unable to secure it, on account of turns slipping off, and was unable to get back to the vessel before she drifted rapidly away out of sight. His experience was a rough one.

Before reaching the ladder he was on when rescued, the heavy seas breaking over the pier, which was but a few inches above water, knocked him down several times, and he would have been swept away had he not got his hands between the planking and held on until the seas would recede, when he would again run for the ladder, until it was finally reached, just as his strength was beginning to fail. After making the man comfortable, and as soon as a team could be procured, the station crew started with their surf-boat for the locality of the stranded vessel reported by the patrol. They arrived abreast of her at about 1 o'clock in the morning (September 8) and found it was the *Colorado*, and that she had driven within four rods of the shore, lying easily with her head to the wind. Including the man already rescued, the crew numbered four, and in addition the wife and three children of the captain were on board. The master declined to leave his vessel, as she was comparatively safe, and he had no fears of her breaking up. The gale continuing all that day, it was impossible to do anything toward aiding the barge, but on the following day, after the gale had abated, the station crew, at the request of the master, procured a scow and removed the rigging sails and other outfits and put them on board the steamer *Dickinson*, her consort. The vessel lay aground until the 15th, when wreckers succeeded in floating her off and towed her into the harbor.

*September 8.*—At 4 o'clock in the afternoon the sloop-yacht *Lady Alice*, of Sea Isle City, New Jersey, with two persons on board, while returning from a cruise offshore, grounded on the north bar of Townsend's Inlet, about a quarter of a mile from the beach and a little over a mile to the southward of the Townsend's Inlet Station (Fourth District), coast of New Jersey. She was boarded as quickly as possible by the station crew, who carried out her anchor and made all necessary preparations for getting her off later in the day when the tide turned, and then conducted the two men to the station for shelter, they having been pretty well drenched by the flying spray before the life-saving crew could reach them. At 10 o'clock that night the yacht was hauled afloat and taken into the harbor, having sustained but slight damage.

*September 8.*—One of the surfmen of the Point aux Barques Station (Tenth District), Lake Huron, picked up, while on patrol, a quantity of laths which were floating in the surf. It was blowing a gale at the time, and they had evidently been lost from a passing vessel.

*September 8.*—The crew of the Thunder Bay Island Station (Tenth District), Lake Huron, manned their boat and brought a gang of men ashore from a steam tug lying in the offing, to recover a large raft of logs, containing over 1,000,000 feet of lumber, which had broken adrift from the tug the day before, during a gale of wind, and been driven ashore.

*September 8.*—At 8 o'clock in the morning the attention of the lookout of the Chicago Station (Eleventh District), Lake Michigan, was called to a schooner at anchor out in the lake to the north of the marine hospital, and distant about eight miles from the station, flying a flag at half-mast and another in the main rigging. There was a fresh breeze, and it was evident that she was dragging toward the shore. A team was speedily procured, and the life-saving crew proceeded to the scene with their surf-boat. The vessel was reached at 11 o'clock, against a heavy sea and strong current, and found to be leaking seriously and her crew nearly exhausted from working at the pumps. She proved to be the *Lavinda*, of Chicago, Illinois, from Ludington, Michigan, bound to South Chicago with a cargo of lumber, and she had a crew of five men. The leak had been caused by the breaking of her center

board and, being unmanageable, she had anchored with the hope of riding out the gale. Two of the station crew were put on board to assist at the pumps, while the keeper and the rest started back to obtain a steamer to tow the schooner into port. On the way the tug *J. H. Hackley*, under command of Captain Roach, was found, and upon learning the condition of affairs the captain immediately steamed to the schooner's relief. In crossing a bar just outside of her, the steamer struck three times, but the captain was not to be baffled, and he reached near enough to get a line to her, when her cables were slipped and she was taken in tow for Chicago. On the way thither the water had gained so rapidly that she filled with her decks under, and the men were driven from the pumps. Additional surfmen were put at the pumps by the keeper, but it was of no avail; and, as the schooner remained upright, the steamer still held on, and at 3 o'clock brought the disabled craft safely into port.

*September 9.*—At half-past 8 in the morning, the weather being rainy, the schooner *Nantilus* of and from Rockland, Maine, bound to New York, with a cargo of lime, and carrying a crew of five men, while running with a fair wind through the "slue" or beach channel off Monomoy, Massachusetts, took a wrong course and stranded on the northwest part of Bearse's Shoal, about two miles south of the Monomoy Station (Second District). The station crew boarded her as quickly as possible and rendered all the assistance that was necessary in working the sails, until she came off on the flood tide at 3 in the afternoon, and was able to proceed on her voyage.

*September 9.*—Shortly before 10 o'clock at night the patrol from the Ocracoke Station (Sixth District), coast of North Carolina, seeing a steamer's lights close to the beach, warned the vessel off by burning a Coston light.

*September 10.*—At daylight the patrol of the Thunder Bay Island Station (Tenth District), Lake Huron, reported a vessel stranded on North Point Reef, near the mainland, about four miles southwest of the station. The surf-boat was at once manned, and on reaching the vessel the crew found her to be the steam tug *Alanson Sumner*, of Oswego, New York. She had grounded at 9 o'clock the night previous, while on her way from Thunder Bay Island, where a raft she had in charge was ashore, to Alpena, Michigan. She had a crew of eleven men. As the sea was calm, and the weather fair, no signals had been made during the night to attract the station crew's attention. The steam tug *Effie L.* arrived soon after the station crew, and was piloted by the keeper to the *Sumner*, after which the life-saving crew sounded for the deepest water, and the stranded craft was extricated from the reef and towed to Alpena. While on the reef she lost her propeller and received some damage to the rudder.

*September 11.*—At a little after 7 o'clock in the morning the schooner *Neptune*, of Ellsworth, Maine, carrying a crew of three men, while endeavoring to work out of Cranberry Island Harbor, on her way to Portland, Maine, with a cargo of fish, went ashore on Fish Point Ledge, Great Cranberry Island. The accident being discovered by the crew of the Cranberry Isles Station (First District), a mile or two to the eastward, they went on board, and, after unloading the cargo to lighten her, succeeded in hauling her afloat without damage. The cargo was then reloaded and the schooner taken to a safe anchorage.

*September 11.*—At 5 o'clock in the morning the patrol of the Absecon Station (Fourth District), coast of New Jersey, found in the surf, about a mile above the station, near Atlantic City, the body of a woman, which

was properly cared for and delivered into the custody of the coroner. It was the body of Mrs. Mary M. Hambrick, a resident of Atlantic City.

*September 11.*—At half past 3 in the afternoon the steam yacht *Ethel*, of Rochester, New York, bound to Sea Breeze, New York, with a party of six persons on board, struck an outlying boulder when off Chapin's Point, one and a half miles northeast of the Charlotte Station (Ninth District), Lake Ontario, breaking the propeller wheel, leaving only the hub on the shaft. She also lost her rudder by the breaking of the stern-post. The anchors were let go, but, not holding well, the yacht had dragged among the bowlders, and when the station crew arrived they found the people endeavoring to keep the vessel off the rocks by the use of poles. A steam tug had accompanied the life-saving crew, and they immediately ran a line to the tug, and after getting the anchors, proceeded to tow the yacht into port.

*September 12.*—A cat-boat running to the westward in the Great South Bay before a strong east wind, was seen at noon by the crew of the Smith's Point Station (Third District), coast of Long Island, to lose her yawl, and while endeavoring to recover it, ran aground on a sand-bar. The station crew proceeded to her at once and recovered the lost boat, and then assisted in getting the cat-boat off the bar, and saw her safely on her way again.

*September 12.*—The schooner *M. O. Keyes*, of Cleveland, Ohio, while loading at the pier at Fairport, Ohio, was compelled, on account of wind and sea, to drop up the river; and in doing so she struck on a broken pile, which stove through her planking and made a serious leak. The crew of the Fairport Station (Ninth District) Lake Erie, boarded her, and by shifting cargo so as to give the vessel a list on one side, choked the hole by stuffing in bed-quilts, &c., as fast as they careened her. A tug was then obtained and the vessel towed into shallow water.

*September 13.*—At half past 4 in the morning the patrol of the Short Beach Station (Third District), coast of Long Island, New York, discovered the Italian steamship *Indépendente*, of Palermo, from a Mediterranean port, bound to New York, having ninety-four passengers and a crew of sixty-six persons on board, besides a large and valuable cargo, stranded a half mile east of the station. A heavy sea was running and the weather was thick and stormy. The patrol alarmed the keeper of the station, and the surf-boat immediately proceeded to the steamer, arriving along side at half past 5. Among the passengers were a great many women and children. The station crew first turned their attention to these, but it required great persuasion to convince them that they could trust their lives to the surf-boat. One boat-load was landed, when the keeper and crew of the Zach's Inlet Station, with their boat, arrived, and joined in the work. The two surf-boats made together thirteen trips to the steamer, and safely landed eighty-five people. The high sea by this time had subsided to a great extent, and this gave the rest of the people on the steamer more confidence in their safety, and they concluded to remain on board. The keepers and crews of the Point Lookout and Long Beach Stations, with their boats, and the keeper and four men from the Gilgo Station, arrived, and offered their assistance to the Short Beach crew, but as the people still on the vessel declined to leave her, it was not deemed necessary for them to remain. The passengers landed were quartered at the Short Beach Station during the night, and on the next morning were sent to the mainland, whence they proceeded by rail to New York City. Steam tugs were sent for, and on the 14th the Coast Wrecking Company's steamer arrived, and proceeded to commence work on the stranded

vessel. At half past 4 in the afternoon of the 15th, she was floated, much damaged, and towed to New York. The crews of the Short Beach and Zach's Inlet Stations rendered all assistance possible to the wrecking company and the agents of the steamship company.

*September 13.*—At about half past 3 in the morning, the patrol from the Peck's Beach Station (Fourth District), coast of New Jersey, seeing a steamer heading towards the beach, burned a Coston light, when her course was at once changed offshore.

*September 13.*—The crew of the Point aux Barques Station (Tenth District), Lake Huron, while out in their boat for exercise a few miles east of the station, fell in with the sloop *Imperial*, of Sand Beach, Michigan, bound up the lake, the captain of which reported that his lighter had gone adrift the night previous with his companion on board. They at once started in search and found the scow about a mile away and towed it back to the sloop.

*September 14.*—At about half past 3 in the morning, the patrol of the Brigantine Station (Fourth District), coast of New Jersey, found a fishing dory in the surf, which he hauled up out of harm's way and duly reported.

*September 15.*—During the night the patrol of the Ocean City Station (Fourth District), coast of New Jersey, reported the Haven House on fire. The entire crew turned out and rendered all the assistance possible towards preventing the spread of the flames to adjacent houses.

*September 15.*—The schooner *John Anna*, of Somer's Point, New Jersey, from Thompson's Cove, bound to Seaville, in the same State, with a cargo of lime, and having a crew of two men, struck on the bar at Corson's Inlet, at a little after 3 in the afternoon. The sea being very smooth and tide strong flood, the vessel floated off the bar without assistance, but soon afterwards stranded on a sand-bar, well inside the inlet, and sprung a leak. The crew of the Corson's Inlet Station (Fourth District) boarded the vessel and found her full of water and without any pumps with which to free her. The master was brought to the station, and after getting supper proceeded to Somer's Point to procure a pump. On the 17th the master and the owner arrived, and with the station crew went on board. The vessel was then pumped out and the lime unloaded, when the vessel was hauled off the shoal and carried to a place of safety.

*September 16.*—In the afternoon the schooner *J. Harrison*, of Whitehall, Michigan, loaded with railroad ties, arrived in the harbor of Racine, Wisconsin, leaking badly and in a water-logged condition. The crew of the Racine Station (Eleventh District) went off in response to her signal for assistance and lent a hand at the pumps until a steam-pump could be obtained from Milwaukee, after which she was taken to Chicago for repairs.

*September 16.*—At 11 o'clock this day (Sunday) the crew of the Milwaukee Station (Eleventh District), Lake Michigan, launched their surf-boat and went to the assistance of a small sloop-yacht, the *Success*, of Milwaukee, Wisconsin, which had been overtaken by a heavy squall and had anchored about three miles south of the station, with a signal of distress flying. Before the crew could reach her, however, her occupants, two boys, who owned her, run her ashore to avoid being driven out into the lake. They declined the offer of the crew to get the craft afloat again, but were glad of their aid in hauling her further up onto the beach, where she would be safe from the surf. When this was done, the two boys started for home.

*September 17.*—At 5 o'clock in the evening, as the schooner *Orion*, of Belfast, Maine, to which port she was bound from Boston, Massachusetts, in ballast, with a crew of four men, was beating up through Muscle Ridge Channel into Penobscot Bay against a strong northerly wind with rainy weather, she was struck by a sudden squall when going about off Lower Gangway Ledge which caused her to misstay, and before it could be prevented she drifted onto the ledge. The accident being observed by the crew of the White Head Station (First District), coast of Maine, about a mile and three-quarters distant, they put off in their boat to her assistance. Upon consultation with the captain it was decided to attempt to work her off without recourse to kedging. All the canvas she could stagger under was therefore hoisted, and by heeling her well over on her side and lessening her draft, they succeeded in forcing her over the ledge into deep water, when she was piloted into Seal Harbor and anchored soon after night-fall.

*September 17.*—During the early morning of this date, the patrols of the Long Branch Station (Fourth District), coast of New Jersey, discovered a schooner three miles offshore with foremast gone and signals of distress flying. An exceedingly heavy sea and strong northeast wind made it impossible to launch the station surf-boat. The keeper of the station hastened to the telegraph office and sent a message to the Coast Wrecking Company, New York, to send tugs to the vessel's assistance.

*September 17.*—The keeper and crew of the Point Marblehead Station (Ninth District), Lake Erie, proceeded at half past 6 in the morning to a boat having a distress signal displayed. On reaching the craft she was found to be the *Island Queen*, of Kelley's Island, Ohio, from Marblehead, bound to Kelley's Island, and having a crew of three men. She had lost nearly all her sails during a squall and was unable to proceed. The wind was fresh from the northwest, with a heavy sea. The station crew managed to get enough sail on the craft to enable them to work her into a place of safety, and she was finally secured in East Harbor without any further damage.

*September 17.*—The tug *Dave and Mose*, of Port Huron, while towing a lighter to where she was to load in the vicinity of Sturgeon Point, Michigan, lost the tow line, and the lighter drifted into shoal water beyond reach of the tug. The Sturgeon Point Station crew (Tenth District), Lake Huron, upon observing the situation, went in their surf-boat to the tug's assistance and ran her line to the lighter, so the latter was saved from drifting ashore.

*September 18.*—At 7 o'clock in the morning the lookout at the Bellport Station (Third District), Long Island coast, discovered a small sloop stranded on a sand-bank in the Great South Bay, about a mile from the station. Two of the crew were at once dispatched to the sloop, and finding she had filled with water, bailed her dry and then got her off the bar and brought her to anchor near the station. There was no one on board. She was the *Dunderburg*, owned at Bellport.

*September 18.*—At about 1 o'clock in the morning, during the gale of this date, the schooner-yacht, *Sans Souci*, of Tuckerton, New Jersey, with twelve persons on board, dragged her anchors in Barnegat Bay, and grounded on a shoal on the south side of Barnegat Inlet. She was being driven farther up by every sea, when the crews of the Barnegat and the Loveladies Island Stations (Fourth District), coast of New Jersey, went off soon after daylight to her assistance. They ran out anchors and by 10 o'clock succeeded in kedging the vessel off without any damage.

*September 18.*—The steamer *Wm. St. John*, of Toledo, Ohio, from Leamington, Canada, bound to Sandusky, Ohio, with a cargo of fish, and having a crew of four men and one passenger, mistook the channel and stranded near Cedar Point Light, about five miles south east from the Point Marblehead Station (Ninth District), Lake Erie. The station crew arrived at the scene at half past 10 and found the steamer *George A. Marsh* near the disabled vessel, but unable to get a line to her. The station men finding no line at hand long enough to reach between the two vessels, procured one from the station and ran it to the *Marsh*, and after severe labor for four hours, using steam and sails, the *St. John* was floated off the bar and taken in tow by the *Marsh*. The station crew were materially assisted in their efforts by a Mr. Gilbert and four others, who, with a sail-boat, went after lines and helped in many ways.

The following notice of the services of the station crew is quoted from a local paper:

“Capt. L. M. Clemens, of the Marblehead Life-saving Station, Ninth District, with his seven men, did all that it was possible for men to accomplish. A nobler, braver, or cooler-headed set of men have never been intrusted by a Government with a dangerous duty. Amid the terrific breakers and angry sea they did not for a moment swerve from the performance of their perilous work. They had been on the lake all day Monday picking up and taking care of small boats and fishermen, and although tired and almost worn out they nobly responded to the call for assistance to the *St. John*. The owners of the *St. John* feel grateful to them for duty well and fearlessly done.”

*September 18.*—At 5 o'clock in the morning a small row-boat, in which were three men, all under the influence of liquor, capsized near the Grand Haven Station (Eleventh District), Lake Michigan. The accident was seen by the lookout and the alarm immediately given, when the keeper and his surfmen manned the small boat and soon had the men out of the water. After towing the boat to the shore, it was bailed out and put in proper condition for the men to return to their homes.

*September 19.*—At 2 o'clock in the afternoon Surfman George Seitz, of the Manistee Station (Eleventh District), Lake Huron, rescued from drowning a woman named Emma Hindershoek, who had come down the river in a small skiff and in attempting to land on the pier had fallen overboard by the upsetting of the skiff. She was taken to the station and furnished with dry clothing to enable her to reach home. She was very grateful for her rescue.

*September 19.*—During the afternoon a gentleman, accompanied by two ladies, after rowing in a small boat about Lake Michigan, landed on the beach, and leaving their boat without being secured, it was blown by the wind from the shore into the lake. The lookout of the Grand Haven Station (Eleventh District), Lake Michigan, heard the screams of the ladies, who were very much frightened, and alarmed the station. A boat was immediately manned and the drifting boat recovered and the party embarked and brought safely into the harbor.

*September 19.*—The sloop *Lady Alice*, of Sea Isle City, New Jersey, stranded at 5 o'clock in the evening on Tatham's Beach, south side of Townsend's Inlet, one and three-quarter miles south of the Townsend's Inlet Station (Fourth District), coast of New Jersey. The keeper and crew of the station hastened to her at once and found two men on board. She was full of water and the sea breaking clear over her. They threw overboard the ballast and finally got her afloat, but she immediately

capsized and again stranded. After a hard struggle the station crew got the mast unstepped and let it and the sail drift ashore onto the beach. They then worked the craft off the shoal and got her into the inlet, the sea breaking over the people nearly all the time, chilling and exhausting them. The sloop for the third time, despite the efforts of the men, stranded, and it was impossible to float her again that night. During the work of the day the keeper met with an injury to his left foot, which had been caught under the vessel's rudder, but he continued at work with his men, although suffering considerable pain. The two men belonging to the sloop were taken to the station and cared for. At 6 o'clock the next morning (20th) the crew returned to the sloop and succeeded in getting her afloat and gave her in charge of the owners. But for the timely aid of the station crew she would have been a total loss.

*September 19.*—During the night the patrol from the Turtle Gut Station (Fourth District), coast of New Jersey, observing a schooner standing too close into Cold Spring Bar, burned a Coston light, which warned her of her danger, and she at once stood off.

*September 20.*—At 11 o'clock at night the north patrol of the Sandy Hook Station (Fourth District), coast of New Jersey, observed a small yawl pulling directly towards the surf as though intending to land on the beach near the point of the hook. As the surf was quite dangerous he instantly ran towards the boat, igniting a Coston danger signal as he went and shouting to the men in the boat to keep off. The men were evidently unaware until then of their danger, for as soon as they heard the warning they quickly changed their course and pulled round into the bay. Had they kept on the boat would in a few moments have capsized in the breakers.

*September 21.*—As the south patrol of the Sandy Hook Station (Fourth District), coast of New Jersey, was returning over his beat towards the station at half past 7 in the evening, he heard cries in the direction of the breakers. Igniting his Coston signal he could see by its light two men in a small surf-boat driving toward the shore. He ran down and into the surf, burning a second signal as he ran, until above his waist, when he seized the bow of the boat saving it from turning over. He then caught one of the men by the back of his coat and dragged him out of danger, and afterwards assisted the other man with the boat to the shore. The men were fishermen from Seabright, and had been caught by a sudden gale which caused an unusually dangerous sea, and their boat was half filled with water before they realized their danger. They were endeavoring to reach shelter in Sandy Hook when the accident befell them. But for the patrolman's promptness one or both of them would in all probability have been drowned in the undertow, as they were pretty well exhausted when rescued. They were given a good supper and sheltered at the station until the next morning.

*September 21.*—While patrolman No. 5, of the Sandy Hook Station (Fourth District), coast of New Jersey, was waiting at the limit of his beat to meet the patrol from the next station (Spermaceti Cove), he saw a skiff driving toward the shore. He immediately ran to the point she was making for, and as the sea drove it in, seized it and hauled it out of the surf. Upon the arrival of the patrol from the other station the boat was hauled over the crest of the beach to a place of safety. At sunrise of the 22d, the north patrol of the station found two men on the beach in search of the boat. They were taken to the station and given breakfast, after which they examined the skiff found the previous night and recognized it as theirs. They were from Seabright, and stated

that they were fishing at the time the gale came on, and that they had boarded a smack bound in to the Hook, which took their boat in tow, but before getting inside the painter had parted and the boat went adrift.

*September 21.*—The 8 o'clock (night) patrol, south from the Spermaceti Cove Station (Fourth District), coast of New Jersey, picked up in the surf a smack's dory, which had evidently broken adrift from a passing vessel. It was properly cared for by the station crew until the 23d, when the captain of the schooner-smack *George Moon*, of Noank, Connecticut, arrived and claimed it. He reported losing it during the gale the night of the 21st while running for a harbor at Sandy Hook.

*September 21.*—At about 4 o'clock in the afternoon Surfman Nelson of the Sea Bright Station (Fourth District), coast of New Jersey, heard a woman calling for assistance in the direction of the Shrewsbury River. Hastening to the spot at once, he found that her little girl, three and a half years old, had fallen into the river. He jumped into the stream and brought the child to the shore and then hurried to the station with it. The little creature was apparently lifeless, but by the prompt application of the service resuscitation method, she was happily brought to all right.

*September 21.*—At about 9 o'clock at night, during a fresh easterly gale, the patrol from the Squan Beach Station (Fourth District), coast of New Jersey, observed a vessel approaching too near the beach. He at once burned a Coston signal, when she hauled off and went clear.

*September 21.*—At sunrise of this date the schooner *C. W. Lewis*, of Thomaston, Maine, from Brunswick, Georgia, bound to Boston, Massachusetts, with a cargo of lumber, was discovered at sea, six miles southeast of the Kitty Hawk Station (Sixth District), coast of North Carolina, dimasted and having a signal of distress displayed on a pole over the stern. The surf-boat of the station was launched through a heavy line of breakers, and after a pull of two and a half hours arrived alongside the hulk. Two men only were on board, and from them it was learned that the *Lewis* was found dimasted and abandoned by the schooner *Mary Bradford*, to which vessel they belonged. The *Lewis* was in tow of the *Bradford* for thirty-six hours, when the tow-line parted. This occurred on the 18th, and the *Bradford* proceeding on, to obtain steam assistance, the men were left to take care of themselves and without any provisions to sustain them. After drifting some hours and finding the vessel getting into shoal water, they let go both anchors and waited for assistance. When the station crew arrived the two men were in a pitiable plight. They were exhausted from their labors at the pumps and were nearly famished. The steam-tug *Battler*, of Baltimore, hove in sight shortly after the surf-boat arrived alongside the hulk, and as soon as it was possible she was boarded for provisions for the starving men. The *Battler* then, by the aid of the station crew, got a line to the *Lewis*, and, the anchors being slipped, she steamed up the coast with the wreck in tow for Baltimore.

*September 21.*—At 10 o'clock of this day, during the height of a strong north gale, the keeper of the Brazos Station (Eighth District), coast of Texas, received the following message from the health officer of the Brazos Santiago Quarantine Station: "The quarantine boat of the State of Texas is in danger of being wrecked. I have no means of saving her. I would be thankful to receive your valuable help." The keeper and crew of the station responded promptly to the call, and after a hard pull boarded the sloop *Two Sisters*, which they found nearly full of water and her main-boom adrift. They secured the boom and got all the water

out of her, and then, satisfying themselves that the vessel's moorings were secure, left her in good shape.

*September 21.*—At about 8 o'clock at night the patrol of the Manistee Station (Eleventh District), Lake Michigan, observed a steamer heading directly towards the beach and close in. He immediately fired a Coston signal, which warned the steamer, so she backed off just in time to escape disaster.

*September 22.*—The crew of the Seabright Station (Fourth District), New Jersey, were engaged from 10 o'clock until half past 1 in the day in relieving the steamer *Wilbur A. Heisler*, which had grounded the night previous, during a fresh northeast gale, on a sand bar in the Shrewsbury River, about a mile from the station.

*September 22.*—On the same date that the Seabright crew aided in floating the steamer *Wilbur A. Heisler*, the cat-boat *Mollie*, having two men on board, was capsized by a sudden squall at 3 in the afternoon, in Shrewsbury River, about a quarter of a mile southwest of the Seabright Station (Fourth District), coast of New Jersey. The crew hastened to the aid of the two men and took them off the bottom of the boat, to which they were clinging, and carried them to the station. They then towed the craft into shoal water, and after righting her, pumped out the water, and a part of the crew took her to Seabright, whither she was bound.

*September 22.*—At about 11 o'clock at night the patrol from the Smith's Island Station (Fifth District), coast of Virginia, observing a vessel heading towards the beach, burned a Coston light, when she at once hauled off shore.

*September 23.*—The sloop-yacht *Listless*, of and from New York, bound to Seabright, New Jersey, with four persons on board, on a pleasure trip, grounded on a shoal in the Shrewsbury River, about half a mile southwest of the Seabright Station (Fourth District), coast of New Jersey. The accident was immediately discovered by the station lookout, and the crew proceeded to the vessel's assistance. At the time she grounded the tide was at its height, and as she struck the shoal at full speed it was found impossible to move her except by kedging. Anchors and cables were therefore placed in position and hauled taut, and, as nothing further could be done before the high water of the following day, the crew returned to their duties on the beach. At 2 the next morning (24th) the crew again boarded the vessel and attempted to move her, but without success. Another effort was made during the afternoon, and at 5 o'clock, after removing several tons of ballast and relaying the anchors, they succeeded in heaving her afloat without sustaining any damage.

*September 23.*—During the night the patrol from the Cape Fear Station (Sixth District), coast of North Carolina, seeing a vessel's light near the Swash Bar, at Corncake Inlet, burned a Coston light, which warned her of her dangerous position, as she soon changed her course and went out of sight.

*September 24.*—The schooner *Rival*, of Rockland, Maine, being anxious to get into a harbor on account of the threatening appearance of the weather, requested Keeper Goldthwait, of the Fletcher's Neck Station (First District), coast of Maine, to permit one of the station crew to pilot the vessel into Saco River. One of the surfmen was detailed to accompany the vessel, and he took her to a safe anchorage.

*September 24.*—About 8 o'clock in the evening the patrol from the Rye Beach Station (First District), coast of New Hampshire, observing a schooner standing close in to the beach, burned a Coston light, when she at once changed her course and stood off shore.

*September 24.*—The sloop *Irving*, of New York, with a crew of two men, bound from Sheepshead Bay, Long Island, New York, to Keyport, New Jersey, in ballast, parted her cable and drifted ashore on Point Breeze, east end of Coney Island, Long Island, at about 1 o'clock in the afternoon. The crew of the Coney Island Station (Third District), observing the accident, hurried to the scene on foot, and wading out to the sloop succeeded in sluing her bow off shore, and by hoisting sail got her safely afloat without damage.

*September 24.*—At about 3 o'clock in the morning the patrol from the Cobb's Island Station (Fifth District), coast of Virginia, discovering a vessel dangerously near the shoals off the island, burned a Coston light, when she changed her course and stood off clear.

*September 24.*—The steamer *John N. Glidden*, of Cleveland, Ohio, at 6 o'clock in the morning, while coming into the harbor of Fairport, Ohio, on her way from Escanaba, Michigan, loaded with iron ore, grounded on the bar owing to her heavy draft. The crew of the Fairport Station (Ninth District), Lake Erie, boarded her as quickly as possible, and after landing the master, who desired to telegraph for a steam-tug, returned with a lighter and assisted in getting part of the cargo out of the vessel, and succeeded in getting her over the bar and to her dock. She had nineteen people on board. While at work on the steamer a severe squall of wind and rain occurred, soon after noon, and when the weather cleared a small sloop-rigged boat was discovered capsized about three or four miles out in the lake and a man clinging to it. The station crew hastened towards the spot, and after a hard pull against the wind and sea for one hour and ten minutes reached the man and found him nearly exhausted. It being impossible to tow the sloop with the station boat, she was abandoned and all haste made to get the man to the station. Upon arrival there he was given stimulants and, as his friends had arrived, he proceeded with them to his home. His boat was lost.

*September 24.*—As the south patrol of the Sand Beach Station (Tenth District), Lake Huron, was returning over his beat shortly before midnight, and just as he was passing the steamboat dock, he heard the splash of a man falling from the gangway of one of the steamers moored at the dock. The surfman at once hurried to the man's assistance, and, sliding down a spile, caught and held him until a line was passed down, which he placed around the man's body, and then, getting on the dock, assisted to haul him up. The prompt action of the surfman saved the man's life, as the latter was totally unable to swim.

*September 24.*—At about noon of this date a small steam-tug, the *Telephone*, with a crew of two men, on her way from Chicago, Illinois, to Cleveland, Ohio, where she belonged, was overtaken by a thick fog while steaming down the passage between Middle Island, Lake Huron, and the Michigan shore, in an attempt to reach the harbor of Alpena. She came to off the Middle Island Station (Tenth District), and a few hours later the wind shifted to the northwest, with every indication of a gale setting in. Her anchor being a very light one, it failed to hold, and at 3 o'clock she blew her whistle for assistance. The station crew boarded her at once. She was in a bad place, with a reef close astern, which she touched as she rose and fell on the seas. They got her under way as quickly as possible, and, although she touched again once or twice in running in, owing to the shoalness of the water and the heavy swell, succeeded in getting her in over the reef and moored at the station wharf, where she could ride out the gale in safety. She lay there until the 16th, when the abatement of the storm enabled her to proceed to Alpena, the station men piloting her out clear and seeing her well

on her way. It was a fortunate circumstance that the tug came to so near the station before the gale set in, as there can be no doubt, and it was freely acknowledged by the captain, that she would have been wrecked but for the agency of the Middle Island crew.

*September 24.*—At half past 11 at night the patrol of the Ludington Station (Eleventh District), Lake Michigan, saw a large schooner heading for the harbor, and as she came to the entrance saw she was drifting too far to the leeward and in danger of striking the south pier. Hailing the vessel he succeeded in warning her of her danger, and she kept away in time to clear the pier and pass inside of the outer bar, where she let go both anchors. A strong north gale and high sea prevailed, so that if the vessel had struck she would have been dashed to pieces. The life-saving crew got out their boat and also the beach apparatus, in readiness to assist in case the vessel dragged ashore, but fortunately her anchors held and she rode out the gale until daylight. An effort was made after she anchored to get steam-tugs to go to her assistance, but none would venture on account of the tremendous sea. She reached the harbor on the 25th in safety, and proved to be the *A. W. Luckey*, of and for Manistee, Michigan, from Chicago, Illinois, in ballast, her crew numbering eight all told.

*September 25.*—The early morning patrol of the New Shoreham Station, Block Island (Third District), coast of Rhode Island, while on his return to the station, discovered the sloop *Connecticut*, of Newport, in a sinking condition, with no one on board. He got on board and commenced pumping, and while so occupied the patrol from the other direction came along, and, seeing the condition of the vessel, immediately reported it to the keeper. The entire crew of the station was called, and finding that the sloop had too much ballast, they threw it overboard and then pumped the vessel out, thus saving her from sinking.

*September 25.*—During the southwest gale of this date the patrol of the Watch Hill Station (Third District), coast of Rhode Island, discovered a large lighter, or scow, stranded on Napatree Point, a mile and a half west of the station. On boarding the craft she was found to be one of the vessels used by the parties constructing the Latimer Reef Light-House, Fisher's Island Sound, and had parted her moorings during the gale. The scow was completely wrecked and soon went to pieces. The station crew saved all the Government property on her and delivered it to the light-house authorities.

*September 25.*—During the night the patrol from the Cape Henlopen Station (Fifth District), coast of Delaware, discovering a vessel heading straight for the beach, burned a Coston light, when she at once hauled off shore.

*September 25.*—The lookout of the Watchpreague Station (Fifth District), coast of Virginia, at 7 o'clock in the morning, reported the schooner *L. Chew* running for the inlet bar with her colors set for a pilot, the master not knowing the way in. As there are no regular pilots at Watchpreague Inlet, the keeper boarded the vessel with his crew, and, at the request of the master, piloted her safely into the bay.

*September 25.*—At about 8 o'clock at night the south patrol of the Hog Island Station (Fifth District), coast of Virginia, seeing a vessel running too close to the beach and straight for the inlet bar, burned a Coston light just in time to warn her off.

*September 25.*—On this date the crew of the Cape Hatteras Station (Sixth District), coast of North Carolina, recovered a quantity of yellow pine lumber which had washed up in the surf from the wreck of an unknown vessel that had drifted ashore a day or two previous near the

Creed's Hill Station. The lumber was duly turned over to the State wreck commissioner.

*September 25.*—Two men named Balch, while out hunting in a small skiff near the Big Sandy Station (Ninth District), Lake Ontario, capsized their boat. The life-saving crew put off to their assistance at once, and rescued the men from the bottom of the skiff in an exhausted condition. It was an extremely narrow escape, as the wind was blowing a gale from the north and the water was very cold. They were conveyed to the station as quickly as possible and furnished with dry clothing. The crew then returned and recovered their guns, which had gone to the bottom, and also bailed out the skiff and brought it to the shore, and as soon as the men could travel they were seen safely on the way to their home in Mannsville, some miles distant.

*September 25.*—About 2 o'clock in the morning the lookout at the Oswego Station (Ninth District), Lake Ontario, New York, observed, during the prevalence of a strong gale and high sea, a sloop under bare poles heading for the beach. The alarm was given and the surf-boat was manned, but as it was evident the vessel would strike before the boat could reach her, the surfmen left their boat and got out the beach apparatus. By this time the sloop had stranded close in, and the life-saving crew got a line to her (with the heaving stick) and the men came ashore on it. She proved to be the yacht *Tourist*, from Port Ontario bound to Putneyville, New York, where she belonged. The crew, consisting of two men, were sheltered and furnished with food and clothing at the station. She was subsequently floated off by the life-saving crew, with the aid of a tug.

*September 25.*—At about 9 o'clock in the morning the crew of the Oswego Station (Ninth District), Lake Ontario, New York, were requested by the owner of the sloop yacht *Cricket*, of Oswego, to save her from going down at her anchor, which seemed probable in the heavy gale and high sea then prevailing. The surf-boat was launched, and the crew succeeded in running a hawser from the yacht to a tug, and the latter towed her into the inner harbor.

*September 25.*—During the forenoon the owner of the yacht *Laura* requested the crew of the Oswego Station (Ninth District), Lake Ontario, New York, to assist a steam-tug in getting his vessel to a safe harbor, as she also was in danger of foundering at her anchor, in a situation similar to the *Cricket*. They went out in the surf-boat and assisted the tug in getting her safely into the harbor.

*September 25.*—After leaving the yacht *Laura* the crew of the Oswego Station (Ninth District), were called upon to assist the small sloop yacht *Katy Grey*, also in a dangerous berth in the outer harbor. They took the station hawser and ran it from the yacht to the same tug which had assisted the other vessels, and she was towed into the river.

*September 25.*—The Oswego crew (Ninth District), after seeing the *Katy Grey* safe into the river, next went to the assistance of the small sloop yacht *Fascination*, which was also in danger of foundering at her anchor. With the aid of the tug *James Navagh* they got her safely inside.

*September 25-27.*—During the severe gale of wind from the westward, of this date, the lookout of the Buffalo Station (Ninth District), Lake Erie, discovered, at 5 o'clock in the morning, a vessel ashore at Windmill Point, Canada, seven miles west of the station. The steam-tug *J. L. Williams* offered to tow the station crew out to the vessel, and accordingly the life-boat started, arriving at 11 o'clock. She was found to be the schooner *John Westley*, of Detroit, Michigan, with a cargo of iron

ore, from Escanaba, Michigan, bound to Black Rock, New York, and having a crew of seven persons. She had parted her cables and stranded at 3 o'clock in the morning. She was full of water, her decks were sprung, and her boat had been stove. The services of the station crew were not needed just then, as the vessel had gone on to the rocks at high water and was lying easy. The life-boat crew had barely returned to their station when a signal of distress was seen on a vessel eight miles south-southeast of the station, near the New York shore. Changing their wet clothes, the station crew immediately proceeded, in tow of the steamer *Williams*, for the distressed vessel, and arrived alongside of her at 4 o'clock. They found she was the schooner *York State*, of Chicago, Illinois, from Toledo, Ohio, with a cargo of wheat, bound to Buffalo, New York, and she had a crew of seven men. She had dragged during the gale, and after pounding over the reef had fetched up to her anchors near the shore. The life-savers relieved the people at the pumps and kept watch during the night, to give them a chance to obtain some rest, the tug having returned to Buffalo for hawsers. At 6 o'clock the next morning (26th) two tugs arrived and got their lines to the vessel, after which, with the aid of the station crew, the anchors were hove up and the tugs succeeded in extricating the schooner, and, under the pilotage of the keeper, the schooner was towed into Buffalo Harbor.

The life-saving crew received the following letter in acknowledgment of their services from the captain of the *York State*, viz :

"BUFFALO, N. Y., September 28, 1883.

"To the BUFFALO LIFE-SAVING CREW, *Buffalo, N. Y.* :

"GENTLEMEN: I take great pleasure in making the following statement, which I hope will be accepted:

"Our vessel, the schooner *York State*, on the evening of the 25th of September, 1883, broke adrift from her tow-barge, the *Buckeye*, abreast of Port Colborne, Ontario. The gale was the most severe I ever saw and the seas were mountains high.

"We let go our anchors after drifting to the south shore and fetched up in three fathoms of water, and at 1 o'clock P. M. the next day your crew came to our relief and rendered all assistance in human power and remained with us until the vessel was taken off the beach. The vessel was valued at \$12,000 and insured for \$8,000, and her cargo was valued at \$13,000; the crew consisted of seven men.

"Yours, truly,

"JOSEPH HAYES, *Master.*"

At 2 o'clock the following day (27th) the life-saving crew were again called upon to go to the schooner *John Wesley*. The life-saving crew went out there in tow of the tug *Williams*, and upon getting on board found that the people desired to leave her. They were accordingly taken off and put on board the tug *Williams* and taken to Buffalo.

The master of this vessel also sent a letter of thanks to the station crew, of which the subjoined is a copy, viz :

"BUFFALO, N. Y., September 28, 1883.

"To Captain WILLIAMS, *Life-Saving Station, Buffalo* :

"I hereby acknowledge and appreciate the prompt, and efficient service offered to the schooner *John Wesley* on the morning of her disaster,

also the prompt response you made afterwards when requested to go to the relief of her crew, for all of which we all feel thankful to you and your valiant crew.

"Yours, truly,

"CHAS. WOODS,  
"Master of Schooner *John Wesley*."

The *Wesley* became a total loss.

*September 25.*—The schooner *City of Cleveland*, of Cleveland, Ohio, anchored on the night of the 24th, during a heavy gale, off Cleveland Harbor, bound in, with a cargo of iron ore, from Escanaba, Michigan, and at 8 o'clock in the morning of the 25th desired to get under way, but was unable to lift her anchor on account of the heavy sea. The crew of the Cleveland Station (Ninth District), Lake Erie, proceeded on board, and, after waiting until afternoon for the sea to subside, the anchor was raised and the schooner towed safely into the harbor.

*September 25.*—On this date the schooner *Keindeer*, of Detroit, Michigan, from Escanaba, in the same State, bound to Cleveland, Ohio, with a cargo of iron ore, arrived in Sand Beach Harbor, in distress, in tow of a steam-tug. She was leaking badly, with already four feet of water in the hold and her decks awash. Her crew, seven in number, were completely exhausted, from twenty-four hours' constant pumping to keep her afloat, and the captain was anxious for the assistance of the crew of the Sand Beach Station (Tenth District). The latter had boarded her as soon as she came in, and they at once relieved the people and pumped until 6 o'clock in the morning of the 26th, by which time the leak had been found and stopped and the schooner had been pumped comparatively dry. The captain was very thankful for their services, and stated that had it not been for the assistance of the life-saving crew he would have had to run his vessel aground, in which case it would have cost him a large sum to save and repair her.

*September 25.*—The patrol of the Grindstone City Station (Tenth District), Lake Huron, at 11 o'clock at night of the 24th observed a light off shore about five miles north by east from station, and as it seemed stationary, reported it to the keeper. After watching the light for some time and being unable to determine what it was, the surf-boat was launched, at 1 o'clock in the morning (25th), and pulled towards it. The wind was from the northwest and blowing a gale. The crew had proceeded about three-quarters of a mile from the shore when the keeper saw it was impossible to cross the reef on account of the heavy sea. The night also was uncommonly dark, and the light appeared to be far beyond the reef and moving to the eastward. Under these circumstances the station crew were compelled to return to the shore. As soon as daylight came they discovered a barge schooner lying about three miles northeast of the station, at anchor, apparently all right. At 8 o'clock, however, she hoisted a signal of distress. The surf-boat was therefore again launched and pulled out to the reef, where a terrific sea was encountered, the surf-boat at times standing almost on end. The reef was crossed, however, after a hard pull, and at half past 9 the crew arrived off the vessel, but were unable to get alongside on account of the sea. They therefore dropped under the vessel's stern, and the people, five in number, were taken off the barge one at a time, they jumping in as the boat would be pulled up. One of the party was a woman, and it was feared she would have great difficulty in gaining the boat, but she managed to jump in without any more trouble than the

rest. The vessel proved to be the *Arizona*, of Detroit, Michigan, from Caseville bound to Detroit, with a cargo of lumber. The captain reported that during the gale the night previous, when about four miles north of the station, the steering gear became disabled and she broached to. Her sails were also blown to pieces by the fury of the gale, and, being thus unmanageable, she soon filled with water and drifted toward the shore. To prevent her stranding on the reef the anchors were let go and they held her head to wind, while her cargo of lumber prevented her from sinking. The landing of the people was attended with considerable difficulty and danger, the keeper being compelled to back in through the surf at a point two miles east of the station. Intense excitement had prevailed on shore when the boat set out, and upon its return with the schooner's crew the quarry men and mill men employed in the vicinity, who had gathered on the shore, gave them three hearty cheers as they struck the beach in safety. The people were at once conducted to the station and properly cared for. On the 26th the station crew took the captain of the barge off to his vessel, but nothing could be accomplished and they returned to the shore.

The following is an extract from the Port Austin News and Advertiser, under date of Friday, September 28, 1883, viz :

"During the night (September 24) the steam-barge [*sic*] *Arizona*, loaded with lumber at Caseville and bound down, became unmanageable by reason of her steering apparatus being broken by the sea, and water-logged off Grindstone City. Tuesday morning a signal of distress was shown, and the life-saving crew of Station 3 (Grindstone City) went out to her over and through a tremendous sea. Their venture was witnessed by a large number from the shore, who several times thought they were surely lost. But the vessel, about three miles out, was reached in safety, and those on board, five in number, rescued from their perilous situation. The performance was very creditable to Captain Henry Gill, jr., and his men."

The vessel lay at anchor off the station until the 7th of October, when she was taken in tow by a steamer for Sand Beach.

*September 25.*—On this date, at 5 o'clock in the morning, during the continuance of the gale which set in on the 24th and came near wrecking the steam-tug *Telephone* at Middle Island, Lake Huron, the patrol at the Middle Island Station (Tenth District) discovered and reported that the fishing-boat *Calypso*, of Alpena, which had been moored in the vicinity, had dragged ashore about two hundred yards south of the station. There was no one on board of her. The men turned out with their boat and laid out a couple of anchors, and, after removing the ballast and bailing the water out, succeeded in kedging the craft afloat into deep water without sustaining any material damage. The owner, Daniel Aber, a fisherman residing on the mainland, was very grateful to them for saving his property.

*September 25.*—The steam-barge *Hilton*, of Milwaukee, Wisconsin, to which place she was bound from Manistee, Michigan, with a cargo of lumber, broke her tiller during the night of the 24th, and, becoming unmanageable, anchored about a mile and half southwest of the Grand Point au Sable Station (Eleventh District), Lake Michigan. Her condition being discovered at daylight, the keeper of the station went to Hamlin and telephoned to Ludington for a tug to go to the barge's aid, and the tug *Aldrich* responded to the call, but was unable to get alongside on account of the heavy sea. The station surf-boat was then manned, and the crew, boarding the barge, brought the damaged tiller ashore and proceeded with it to Hamlin, where it was repaired, after

which it was taken on board again and the vessel assisted in getting under way for her destination.

*September 25.*—The 2 o'clock (morning) patrol of the Two Rivers Station (Eleventh District), Lake Michigan, when about two miles north of the station, saw a vessel standing close in towards the beach and in danger of striking. He quickly burned a Coston signal to warn her, when she at once changed her course off shore.

*September 26.*—The schooner *M. B. Mahoney*, of Castine, Maine, from Bangor, Maine, bound to Philadelphia, Pennsylvania, loaded with lumber, and having a crew of four men and one passenger, stranded on Brigantine Shoals at 7 o'clock in the morning of this date, through mistaking the location of a buoy. The crews of the Brigantine and Atlantic City Stations (Fourth District), coast of New Jersey, boarded the vessel, and, finding her leaking badly, part of each crew maimed the pumps, while the others ran out an anchor and line and after five hours' hard work succeeded in hauling her afloat. She was drawing too much water to be taken into any of the inlets on the coast for repairs, so it was decided to continue on to the Delaware Breakwater, fifty miles distant. The master of the vessel fearing he would not be able to keep the vessel free of water and reach port without assistance, requested the aid of some of the station men in getting her to a place of safety. Four of the men (two from each of the stations) volunteered to accompany the vessel. She proceeded in this condition, and for fifty-five hours they kept the pumps going steadily until Philadelphia was reached, and they grounded her on the mud flats, where she was safe. The constant work at the pumps had nearly exhausted the men, but they made haste to return to their duties, reaching their respective stations at about noon of the 29th.

The subjoined letter was subsequently received from the officers of the vessel, viz:

“PHILADELPHIA.

“We, the undersigned, captain and mate of schooner *M. B. Mahoney*, wish to express our thanks to the life-saving crews Nos. 25 and 27 (Brigantine and Atlantic City) for their valuable services rendered to us when our vessel was ashore on Brigantine Shoals, September 26th.

“Inside of one and a half hours after we struck the shoals both crews were alongside and rendered valuable services, without which I do not think our vessel would have floated from the shoals. After five hours' unceasing labor she floated, leaking badly.

“We also wish to thank the two men from each station who cheerfully complied with our request for help to get our vessel to Philadelphia, and the willing and cheerful way in which they worked at the pumps to save the vessel and cargo.

“If it had not been for the help they so cheerfully gave it is doubtful if our crew could have kept the vessel free until she reached the capes of Delaware.

“CAPT. L. PERKINS.

“MATE LEROY A. HODGDON.”

*September 27.*—At 8 o'clock in the morning the three-masted schooner *H. J. Cottrell*, of Deer Isle, Maine, while attempting to enter Newburyport Harbor, Massachusetts, with a cargo of coal, from Port Caledonia, Cape Breton, grounded on the shoal known as the North Breaker, extending out from Salisbury Point, the accident being caused by the strong northerly current. It was high water when she struck. Includ-

ing the bar pilot, there were ten persons on board. The crew of the Plum Island Station (Second District), coast of Massachusetts, about three quarters of a mile distant, to the south of the entrance, had observed the schooner standing in with her colors hoisted for a tug, and as soon as she fetched up they hastened off and offered their services, which were gladly accepted by the captain. A small tug employed in connection with the harbor improvements also arrived soon afterwards, and with her aid and by crowding on all sail an effort was made to get the schooner off. The tug had not power enough, however, and as the tide soon fell they were compelled to suspend operations until evening, the crew returning to the station, while the captain took passage to town on the tug to hire a gang of men and a lighter to remove some of the cargo. He returned with the necessary help at noon, and by 5 o'clock about fifty tons of coal had been discharged. At that time the station crew again went out. Three tugs arrived soon afterwards, and, with the aid of the surfmen, soon fastened to the schooner and commenced pulling on her. By 9 at night, at nearly high water, they succeeded in hauling her afloat. The relief was but temporary, for the tugs had not gone more than fifty yards with her when she again fetched up. As the tide commenced to ebb before she could be again floated, the tugs put back into the harbor, the station crew remaining on board long enough after their departure to clear up the decks and get everything snug. Before going ashore they arranged with the captain and pilot for the display of a signal in case they should be needed during the night. The next morning (28th) at 8 o'clock they again went off, and during the forenoon two of the tugs arrived and made another effort to relieve the schooner. As the tide was not so high as on the day previous, the attempt failed, and matters began to look serious. The captain, therefore, went a second time to Newburyport for additional men and to telegraph to Boston for the assistance of a more powerful tug. As the life-saving crew could do nothing during his absence, they also went ashore. Upon the captain's return the work of lightening the schooner was resumed, and as the surf had grown too rough for the lighter to lay alongside, the coal had to be dumped overboard. In this way an additional fifty tons were taken out, making one hundred tons in all. At half past 5 the captain signaled for the station crew, and an hour or two later the powerful Boston tug *Nat Wales* and the *Farnsworth*, of Newburyport, arrived alongside and made preparations for work at high water. They commenced operations at 8 o'clock, and after pulling steadily for half an hour the schooner was luckily released from her dangerous situation and taken in tow to Newburyport, where she arrived soon afterwards. The station crew remained by her until she was safely into the river. They had made four trips to her, and were on board altogether about fourteen hours.

*September 27.*—On this date the schooner *Osseo*, of Saint John, New Brunswick, with a crew of three men, anchored off Gurnet Point, Massachusetts, to receive on board the sails, rigging, and other articles saved by the crew of the Gurnet Station (Second District) from the schooner *Milo*, another Saint John vessel, which had been wrecked in the vicinity on September 2 (see record of that date). Upon attempting to get under way after completing her lading, the wind being fresh from the southwest, with a strong outseting tide, the *Osseo* drifted ashore on Black Point Bar, about a quarter of a mile from the station. The life-saving crew went to her assistance, and when the flood tide lifted her the keeper took charge, at the captain's request, and, with the aid of his men, succeeded in working her out of her dangerous situation and saw

her safely on her way to sea, *en route* to Saint John, whither she was bound.

*September 27.*—The mid-watch patrol of the Monomoy Station (Second District), coast of Massachusetts, when near the south end of his beat, at half past 2 in the morning, observed a torch signal off in the direction of the Shovelfull Shoal Light-Vessel, to the southeast of Monomoy Point. As the light was shown several times, and in apparently the same position, he concluded that it must be from a vessel ashore or otherwise in distress. He at once answered it with a Coston light and then hurried to the station and gave the alarm. The life-saving crew turned out with their surf-boat, and at about 5 o'clock, after a pull of four or five miles, found a schooner in a badly damaged condition anchored off the shoals. She proved to be the *Ernst T. Lee*, of Calais, Maine, with a crew of seven men, bound from Philadelphia, Pennsylvania, to Saint John, New Brunswick, laden with coal. She had been in collision the night previous with the schooner *James W. Drury*, of Boston, and was in a sorry plight. The main-mast, which had been broken off, was hanging by the stays to the fore-mast and swinging from side to side with the roll of the vessel, and threatened to come down with a crash at any moment. The main boom and gaff were also broken, the sails were torn, and she had a hole in her side. The latter being just at the water-line, however, the crew had managed to keep her afloat. The life-saving crew went immediately to work aiding in clearing away the wreck, and by the time that was done and everything was as snug as possible a passing steamer came alongside and offered to tow the disabled craft to port. The life-saving crew, therefore, with their boat, ran the steamer's hawser to her, and then, after helping get her anchor up, saw her safely under way in charge of the steamer.

*September 27.*—At 11 o'clock at night the schooner *Melitta*, of Manitowoc, Wisconsin, with a crew of three men, in attempting to make the harbor of Manistee, Michigan, missed the entrance and stranded to the north of the north pier. The night was very dark and a heavy sea running, with a fresh northwest wind. The pier-head lookout of the Manistee Station (Eleventh District), Lake Michigan, witnessed the accident and immediately aroused his comrades, who turned out and got a line from the vessel to the tug *A. P. Wright*, which hauled her afloat and towed her into the harbor, where she was grounded in shoal water to prevent her sinking, as she was leaking badly.

*September 27.*—At about 5 in the evening, as the keeper of the Two Rivers Station (Eleventh District), Lake Michigan, was standing on the dock near the station, he was startled by hearing a loud splash as though some one had fallen overboard. Hastening to where the sound came from, he saw the form of a child beneath the surface. He immediately pulled the little creature out, and, to his dismay, saw that it was his own son, aged three and a half years. The child was to all appearance dead, but the father, not giving up hope, applied the method of resuscitation as taught the men of the service, and after a short time had the satisfaction of bringing it to, and it was soon apparently all right.

*September 28.*—At about 7 o'clock in the morning, as the crew of the Crumple Island Station (First District), coast of Maine, were on their way in the surf-boat to Mistake Island to reeve new signal halliards on their signal flag-staff near the the Moos-a-bec light-house, they discovered a schooner in a dangerous situation near the rocks at the southwest end of Steel Coat Island, four or five miles to the eastward of the station, the place where she lay being hidden from view at the station

by the intervening islands. She was the *Donna Bell*, of Clare, Nova Scotia, having a crew of four men, bound from Bellivan Cove, Nova Scotia, to Rockland, Maine, with a cargo of spruce wood; the captain reporting that she had been driven ashore three days previous (25th) during a southwesterly gale. She was then on her beam ends and full of water; but as there was a prospect of saving her if the aid of a vessel with proper appliances for righting her could be obtained, the captain requested the life-saving crew to convey him to Jonesport, some miles distant, for the desired assistance. This was accordingly done by the station men after they had first got the schooner into a safer position and made her fast to prevent her from drifting away with the tide; and in due course she was hauled clear of the rocks and righted, and then towed to Jonesport for repairs.

**September 28.**—Information was received at 6 o'clock in the evening by the crew of the Point aux Barques Station (Tenth District), Lake Huron, that some lumber was adrift in the lake well off shore, about two and a half miles from the station. Manning the surf-boat, the crew went in search and found a great quantity of the lumber, part of which, as much as they could handle, was formed into a raft, towed in opposite the station and hauled up on the shore to await the claim of the owners, to whom it was delivered a month or two later.

**September 28.**—The schooner *Hunter Savidge*, of and from Grand Haven, Michigan, with a cargo of lumber, while entering the harbor of Kenosha, Wisconsin, during a strong northeast breeze, with a heavy sea, collided with the North Harbor Pier at half past 3 in the morning. She was quickly observed by the patrol of the Kenosha Station (Eleventh District), Lake Michigan, and upon hurrying to the scene, the life-saving crew found the vessel with all her head-gear carried away, and her anchor fouled in the crib work of the pier. The sea making fast, and the night being dark, it became necessary to work rapidly in order to extricate the vessel before she was seriously damaged. Although there were seven men composing the vessel's crew, they were unable to do any effective service, but with the aid of the life-saving crew the schooner was released in an hour and a half and taken to a safe place in the harbor.

**September 29.**—At half past 8 at night the patrol of the Grand Point au Sable Station (Eleventh District), Lake Michigan, reported a vessel at anchor near the shore making signals for assistance. The alarm was given and upon arriving alongside in their boat the crew found she was the schooner *Mary E. Cook*, from Hamlin, Michigan, bound to Chicago, Illinois, laden with shingles. The wind dying out, she had drifted toward the shore, and, the weather being threatening, desired a steamer to tow her off shore. The tug *Albion* was secured and the vessel towed well out into the lake.

**September 30.**—At 11 o'clock in the day, after the clearing off of a rain-storm which had prevailed all the morning, the lookout at the Crumple Island Station (First District), coast of Maine, discovered a signal for the life-saving crew flying from the flag-staff on Mistake Island, near Moos-a-bec light-house, four or five miles distant. The crew proceeded thither as quickly as possible, and learned that the schooner *Mariel*, of Machias, Maine, having a crew of four men, had been wrecked the evening previous (29th) on Man Island, near by, while on her way to Boston from Machias, with a cargo of lumber, and that her captain desired conveyance to Jonesport to communicate with the owners. He was accordingly given passage in the surf-boat to the point named. Being overtaken by darkness on the return he was conducted to the

station and afforded shelter for the night. The vessel, being old, became a total wreck, but her cargo was saved.

*September 30.*—At half past 5 in the morning the crew of the Fletcher's Neck Station (First District), coast of Maine, received word that a small sloop, the *Alice G. Norwood*, of Biddeford, Maine, had run aground in the night on the north side of Stage Island, a little over a mile from the station, on the other side of Winter Harbor, as she was leaving on a fishing cruise. She had a crew of three men. The life-saving crew went to her relief at once in the surf-boat and found her high and dry upon the rocks, it being then low water. After removing the ballast, her anchors were planted off shore, and when the tide rose and she began lifting on the seas they hove her afloat. She was leaking badly from having knocked a hole in her side on the rocks, but by pumping and bailing her they managed to keep her afloat until she could be taken into Biddeford Pool, where she was grounded on the flats in shoal water for the purpose of making necessary repairs. The life-saving crew were aided in getting her off by Keeper Norwood, of the Wood Island light-house, and his three sons, who arrived soon after the commencement of operations and rendered good service.

*September 30.*—A large steamer running too close along the shore was warned off by the keeper of the Biscayne Bay House of Refuge (Seventh District), east coast of Florida, by flag signal. The vessel immediately sheered off and escaped disaster.

*October 1.*—During the night a sloop was saved from running ashore by one of the crew of the Crumple Island Station (First District), Coast of Maine, who burned a Coston signal as soon as he saw her danger; the vessel immediately altering her course and sheering off.

*October 1.*—On this date the crew of the Point aux Barques Station (Tenth District), Lake Huron, launched their boat and picked up a quantity of lumber two miles southeast of the station, which was towed ashore and taken charge of until the owners were found, some weeks later, and had it removed. This was the second lot of lumber recovered by the crew within a short period.

*October 1.*—The schooner *Arctic*, of Chicago, Illinois, laden with lumber for Evanston, Illinois, from Muskegon, Michigan, arrived at the Evanston South Pier at noon of this date, and the master, with one of his men, started for Chicago, leaving the vessel in charge of the mate and three men. At 10 that night the wind freshened from the northeast, and a heavy sea set in, and the keeper of the Evanston Station (Eleventh District), Lake Michigan, fearing great damage would happen to the schooner, proceeded with his crew to the pier and rendered all the aid that could be given by getting out extra moorings and making everything as snug as possible. It was fortunate she was on the lee side of the pier and that the wind did not shift and thus bring her to windward. Upon completing their labors one of the surfmen was left on the pier as watch to summon the rest in case their services should be again needed. Towards daylight however (October 2) the wind abated considerably and the danger was over.

*October 2.*—During the first night watch the north patrol from the Cold Spring Station (Fourth District), coast of New Jersey, discovering a vessel close to the beach and in danger of stranding, burned a Coston light, when she changed her course and stood off shore.

*October 2.*—About 10 o'clock at night the lookout at the Manistee Station (Eleventh District), Lake Michigan, saw a small steamer heading towards the beach, and warned her off by burning a Coston light.

*October 3.*—The 8 o'clock north patrol of the Chatham Station (Sec-

ond District), coast of Massachusetts, saw through the gloom the running lights of a vessel coming directly toward the beach. He made signal and the vessel wore off shore, just clearing the breakers.

October 3.—The morning patrol of the Bellport Station (Third District), coast of Long Island, reported a schooner anchored off shore about ten miles southeast of the station. The keeper kept a close watch on her with the glasses, but could discover no signals of distress. At sunrise a boat was discovered coming from the vessel toward the shore. The surf-boat was immediately launched to intercept the strange boat, but before the surf-boat could be seen by the strangers, they had observed the heavy surf on the beach and stopped pulling. The life-saving crew soon reached them and found four persons in the boat. They were the master and crew of the schooner *Carrie Hall Lister*, of Wilmington, Delaware, which was bound to New York, from Bath, Maine, with a load of lumber, and was water-logged, and had lost all her sails during a recent southeast gale. The schooner's boat was anchored with the station grapnel, as it was then too rough to attempt to land it, and the occupants were taken in the surf-boat to the shore. The master desired to send dispatches to New York for a steamer, but before going to the mainland sat down to breakfast, and while at the table an unknown three-masted schooner boarded the *Lister*, slipped the cable, and started east with her in tow. The schooner's boat was brought ashore during the afternoon, and the next day the master of the *Lister*, with his crew, left the station.

October 3.—During the night the patrol from the Hog Island Station (Fifth District), coast of Virginia, seeing a vessel heading directly for the beach, burned a Coston light, when she immediately kept off and went clear.

October 3.—The schooner *Luola Murchison*, of and from New York, bound to Savannah, Georgia, laden with phosphate, and having a crew of eight men, stranded at a quarter past 4 in the morning nearly abreast of the Kitty Hawk Station (Sixth District), coast of North Carolina, and was soon afterwards discovered by the patrol. The wind was blowing a fresh gale from the northeast and the surf was rough. The boat was launched and proceeded to the vessel, the life-saving crew arriving on board at half past 5. They immediately assisted in running an anchor off shore to keep the vessel from working farther onto the beach. By the time this was done the crew of the Kill Devil Hills Station arrived, and at the master's request the two crews landed all the personal effects, although the sailors remained on board. After the baggage was safe the Kill Devil Hills' crew returned to their station and the Kitty Hawk crew kept watch on the vessel, ready to go off at a moment's notice, word having been sent to Norfolk for the assistance of wreckers. On the afternoon of the 4th the schooner fell over on her starboard side and the sea made a complete breach over her, compelling the master to make signal of his wish to abandon her. The state of the sea prevented the surf-boat from getting alongside; the beach apparatus was brought into use and the entire crew were safely landed and conducted to the station.

On the 5th the wrecking-steamer *V. J. Peed* arrived from Norfolk, and the master and crew of the *Murchison* were again carried on board to assist in the operations for saving their vessel. The wrecking company made strenuous exertions to get her off, working upon her until the 20th of November, when she bilged and all further efforts had to be abandoned. The hull and cargo became a complete loss, the only property saved being the sails, rigging, and outfit. The life-saving

crew did all in their power to aid in getting the schooner afloat and afforded shelter to both sailors and wreckers whenever by stress of weather they were compelled to suspend operations and seek refuge on shore.

*October 3.*—The crew of the Creed's Hill Station (Sixth District), coast of North Carolina, were engaged this day in recovering a quantity of lumber from the surf, which had washed out of the old wreck of an unknown vessel cast ashore near the station, as previously mentioned in this record (September 25).

*October 3.*—At 4 in the afternoon, during a heavy northwester, the crew of the Oswego Station (Ninth District), Lake Ontario, assisted the light-keeper (John Budds) in lighting the beacon on the breakwater, he being unable to reach it in his own boat on account of the heavy sea.

*October 3.*—A small skiff, in which were a man and woman, was seen by the lookout of the Louisville Station (Ninth District), Louisville, Kentucky, in danger of being swept over the dam at the falls. The station crew hurried with their boat to the people's assistance and took them into their boat, and with the skiff in tow conducted them to the station. They had been out on a pleasure trip, and knowing nothing of the falls, and the strong current, were being rapidly drawn into peril. They were both very thankful to the station crew for their rescue.

*October 3.*—The crew of the Sturgeon Point Station (Tenth District), Lake Huron, at a little before 4 o'clock in the morning, were alarmed by the signal whistles of a steamer out in the lake near the station, and upon going off in their surf-boat found she was the tug *Dave and Mose*, of Port Huron, Michigan, with a lighter in tow. She wished to land two men for the purpose of making arrangements to load the lighter. The station crew took the men ashore as desired.

*October 4.*—At half past 1 in the day, as the schooner *White Foam*, of Ellsworth, Maine, having a crew of four men, was passing up through Muscle Ridge Channel into Penobscot Bay, on her way from Boston, Massachusetts, to Hancock, Maine, with a general cargo, she encountered a sudden squall of wind from the northwest, which caused her to broach to, and before they could get her off on her course again she fetched up on Sheep Island Ledge, off Sheep Island. The intervening islands prevented her from being seen by the patrol of the White Head Station (First District), some seven miles distant, but as soon as the crew were notified of the accident by the keeper of the White Head Island light, who made early discovery of it from the tower, they put off to her assistance and arrived alongside about 3 o'clock. The tide had then fallen, and the schooner was listed over on her side with her bow well out of water, so the first thing done was to shift part of the cargo aft to prevent her from straining herself. An anchor was then carried out, and the hawser hove taut, preparatory to hauling her off when the tide rose. The next flood, however, was not so full as usual, and the effort to get her off that night being a failure, the crew at 3 o'clock in the morning (5th) left for their station, promising to return the next tide. Accordingly, at 11 o'clock in the forenoon, they proceeded to her again in tow of the light-house tender *Iris*, the captain of which had kindly offered his services. Just before they got alongside, however, she floated with the tide without further assistance, and shortly afterwards proceeded on her voyage.

*October 4.*—At 1 o'clock in the afternoon the sloop *Silent*, of Sheepshead Bay, Long Island, New York, with two men, out on a fishing excursion, off Rockaway Beach, was struck by a sudden gust of wind and

capsized and the men thrown into the water. The crew of the Rockaway Beach Station (Third District), Long Island, a little over a mile from where the accident occurred, saw her go over, and at once launched the surf-boat and pulled to her assistance. They found upon arrival, however, that the men had been picked up and the sloop righted by a fishing-steamer which was close by when the craft went over. The station crew rendered what aid they could, however, by pumping and bailing the water out, and putting everything to rights on board the sloop so she could be towed back into Rockaway Inlet by another small sloop which had gone out fishing in her company.

October 4.—At 10 o'clock at night the crew of the Thunder Bay Island Station (Tenth District), Lake Huron, were alarmed by a steamer's whistles off the east side of the island, in the vicinity of the station. Manning the life-boat, the crew proceeded in the direction of the sound, and on arriving found the steam barge *James Davidson*, of Saint Clair, Michigan, from Buffalo, New York, bound to Duluth, Minnesota, with a cargo of coal, and having a crew of eighteen persons, stranded and sunk on the southeast end of the island. Within a short distance of the steamer lay her consort-barge, schooner *Middlesex*, of Algonac, Michigan, also from Buffalo for Duluth, laden with coal. The latter had a crew of eight persons. The schooner was being towed by the steamer and before she could sheer off, when warned by the steamer's signal of danger, had run on to the shoal. It was seen that, unless she was immediately released she would be a total loss, as the least sea would cause the two vessels to grind each other to pieces. The station men assisted the schooner's crew to shift cargo from forward to aft, as the stern was afloat, and then ran lines to the stern of the steamer and succeeded in heaving the schooner afloat. The next morning at daylight a steam-tug took the schooner in tow and she proceeded on her way. The prompt action of the station men, no doubt, saved the schooner, as it would have been impossible to shift the cargo at daylight on account of the heavy sea that had arisen. The life-saving crew next turned their efforts to assist the steamer. The station supply-boat had in the mean time been dispatched to Alpena for tugs and steam-pumps. The *Davidson* by this time had filled with water and nothing could be done, with the appliances at hand, to extricate her from her dangerous situation. After getting something to eat and taking a short rest, the station crew went to work shoveling the coal overboard. By noon the weather had begun to look threatening, and the keeper advised the captain to allow the officers' and men's effects to be transported to the shore. At 6 o'clock the weather was so much worse that the keeper endeavored to persuade the captain to abandon the vessel, but he refused, and the station crew continued to work on the cargo. By 10 that night the wind had increased to a gale, with rain, and the seas washed completely over the steamer. The state of affairs becoming worse every minute the captain asked the keeper's advice as to what was best to be done. The keeper replied that if they did not leave the sunken craft at once there would probably be no chance to do so in the morning as the sea would be too rough to do anything. Upon this the captain assented to the abandoning of the vessel, and immediate preparations were made to go ashore. Ten men were taken into the life-boat and four each put in the steamer's two yawls. The yawls were then taken in tow, and by keeping outside the surf until behind the island, a landing was made on the lee side without much trouble. The people were all made as comfortable as possible at the station. During that night the sea increased to such an extent that the cabins of the steamer were

stove in and everything movable washed overboard. On the following days, until the 11th, the station crew took advantage of every opportunity in saving all that was possible from the steamer. They worked on the wreck altogether one hundred and fifteen hours; the keeper reporting that during all that time none of his crew flinched, day or night, and that the officers and crew of the wrecked steamer expressed themselves as being highly pleased with the treatment they received from the life-saving crew. The vessel became a total wreck, and but a small portion of her cargo was recovered.

*October 5.*—During the day the crew of the Oswego Station (Ninth District), Lake Ontario, assisted in getting the yacht *Tourist*, which stranded on September 25, ready for launching and ran a line from her to a tug which hauled her off and towed her into Pultneyville Harbor.

*October 5.*—The lookout of the Cleveland Station (Ninth District), Lake Erie, reported at 3 P. M. a small boat containing two boys drifting out into the lake, apparently through bad management. The station crew hastened to the spot, and upon arriving alongside found the boys to be of but twelve and thirteen years of age and unable to handle the boat. They were brought to the station and sent to their homes.

*October 5.*—The scow schooner *Nellie Church*, of Sheboygan, Wisconsin, from Frankford, Michigan, with a cargo of lumber and having a crew of five men, in making the port of Sheboygan during a severe southeast gale with a high sea, struck the harbor pier a short distance inside and at once began to sink. The accident was witnessed by the crew of the Sheboygan Station (Eleventh District), Lake Michigan, and the surf-boat was immediately manned. Before they could reach the vessel, however, a steam-tug had taken her in tow up the river. They had scarcely got her beyond the station, however, when she filled and sunk with her rails under water. The station crew upon arriving on board attempted to pump her out, but found that it was impossible. On the following morning (6th) the life-saving crew took the schooner's staysail and passed it under and around the port bow to stop the leak, but failing in that they unbent the foresail, and by placing that also under the bow, and as far aft as the fore rigging, succeeded in checking the inflow of the water, so that with the station pump and the city fire-engine the vessel was pumped out by 7 in the evening, and in condition to be moved to the dry-dock.

*October 6.*—During the prevalence of thick weather and a strong easterly breeze the schooner *A. M. Payne*, of Halifax, Nova Scotia, from Breezy Point, West Indies, with a cargo of guano, bound to Baltimore, Maryland, having a crew of five men, went ashore at half past 3 in the morning on the Isaac Shoals at the entrance of Chesapeake Bay, four miles southwest of the Smith's Island Station (Fifth District) coast of Virginia. The keeper of the station discovered her at 6 o'clock from the top of the light-house and with his crew immediately hastened to render assistance. They arrived on board at 8 o'clock, and found the sea breaking so heavily on the vessel as to leave no hope of saving her. The master and crew were rescued and conducted, with their baggage, to the station, where they were taken care of for three days. The vessel and cargo became a total loss, the only article saved being her yawl.

*October 7.*—The crew of the Chicago Station (Eleventh District), Illinois, recovered the body of a man who had jumped into the lake, probably intending suicide. A persistent attempt was made to resuscitate him, but life was extinct. The corpse had a terrible cut under the left eye.

October 9.—At half past 9 in the morning the crew of the Middle Island Station (Tenth District), Lake Huron, were informed, by the master of the steamer *Jay Gould*, that a schooner had stranded on the reef near the old light-house, Presque Isle, Michigan, about fifteen miles northwest of the station. An effort was made to get a steam-tug to tow the boat, but as none could be obtained the station crew set out. The weather being foggy and rainy, it was with great difficulty the crew could see anything, but finally, at half past 1 in the afternoon, they found the vessel. She proved to be the schooner *Owasco*, of Huron, Ohio, from Cleveland, Ohio, bound to Marquette, Michigan, laden with soft coal and having a crew of eight persons. The assistance of the life-saving crew was gladly accepted. The master had gone ashore to obtain the aid of a steamer, and until he returned nothing could be done except to try to move the vessel with the sails. The anchors had been run, but would not hold. The master did not return during the day, and the weather at nightfall looking threatening the station crew were divided into reliefs and, with the vessel's crew, a watch was kept during the night. At half past 8 in the morning of the 10th the master arrived from Alpena with the tug *Ralph*. The surf-boat crew ran lines from the schooner to the tug, and assisted in other preparations for getting the craft afloat. The tug commenced work as quickly as possible, and after pulling awhile parted the hawser. Two hawsers were then used, and the anchors and chains were shifted aft on the schooner to lighten her up forward, and finally, with the aid of her sails, she was floated off into deep water. The anchors and chains were then shifted forward again, the sails were hoisted, and the schooner, at half past 11, proceeded on her voyage, the station crew leaving her apparently in an undamaged condition. The life-saving crew were twenty-seven and a half hours on this duty, had pulled over twenty-four miles, and worked steadily from the time of first leaving their station.

The following is an extract from a letter of the master of the *Owasco*, viz:

"I was assisted by the life-saving crew of the Middle Island Station, October 9, 1.30 P. M.; was relieved October 10, 11 A. M. Life-saving crew assisted until relieved, as stated above, and their assistance was most heartily appreciated.

"C. Z. MONTAGUE,  
"Master of Schooner *Owasco*."

October 10.—At half past 8 o'clock in the morning, as the schooner *Mary E. Amsden*, of Calais, Maine, carrying a crew of eight men, bound from Saint John, New Brunswick, to Philadelphia, Pennsylvania, with a cargo of lumber, was attempting to run into Quoddy Roads for a harbor during a fresh southwesterly breeze, with thick fog, she ran ashore on West Quoddy Head, coast of Maine, about a mile and a half to the eastward of the Quoddy Head Station (First District). She was soon discovered through the fog by the patrol, who ran down and hailed the people on board, telling them he would soon return with assistance, and then hurried to the station with the news. The life-saving crew were soon off to her in their boat, arriving alongside in an hour or so after she struck. She was in a bad position, as the receding tide had left her bow well out on the rocks, while the stern was correspondingly depressed, with the rail just awash. By carrying out her anchors astern they succeeded, however, when the tide flowed, in heaving her off, and then, making sail on her, piloted her round into the roads to a safe berth where she could repair damages.

**October 10.**—The schooner *Lizzie*, of Somers' Point, New Jersey, from Camden, New Jersey, for Parramore's Beach, Virginia, with a cargo of lumber, and having a crew of five men, while beating in to the inlet, misstayed and stranded on the north end of Parramore's Beach, about one mile south-southwest of the Watchpreague Station (Fifth District), coast of Virginia. The station crew proceeded to her assistance, and after working for five hours, during which time they were obliged to ran anchors five different times, were able to get the vessel off the shoals without any damage. The schooner was doubtless saved by their timely aid.

**October 10.**—At 1 o'clock in the morning the north patrol of the False Cape Station (Sixth District), coast of Virginia, found the body of an unknown man, which had been washed up by the surf about two miles north of the station. There were no marks by which it could be identified. It was decently interred by the crew, and the grave properly marked.

**October 10.**—On this date the crew of the Oswego Station (Ninth District), Lake Ontario, launched the surf-boat and proceeded as far as Nine Mile Point, in search of the bodies of Captain Allen and his son, who had been lost overboard from the schooner *Ida Walker*. The search was unsuccessful.

**October 11.**—At about 1 o'clock in the morning, the patrol from the Watch Hill Station (Third District), coast of Rhode Island, discovering through the fog a large schooner standing towards the rocks on Watch Hill Point, immediately burned a Coston light, when she went about and stood off shore.

**October 11.**—During the night the patrol from the Seatack Station (Sixth District), coast of Virginia, hearing a steamer's whistle close to the shore, burned a Coston light, which warned the vessel of her danger, and she at once hauled off.

**October 11.**—During the afternoon two men, one of whom was searching for the body of his father, and the other for that of his brother, drowned on the 29th of September off Oswego, from the schooner *Ida Walker*, called at the Big Sandy Station (Ninth District), Lake Ontario, and received shelter for the night.

**October 11.**—At 2 o'clock in the afternoon the lookout of the Louisville Station (Ninth District), Louisville, Kentucky, reported that a skiff, with two boys in it, had been swept over the Cross Dam at the falls. The life-savers hurried to the rescue and found the boys clinging to the bottom of their skiff, which had swamped and turned bottom up. They were taken into the station boat and the skiff towed to the station, where, upon arrival, it was put in order and the boys enabled to leave for their homes.

**October 11.**—The sloop-rigged scow *Planet*, of Chicago, bound from Kenosha, Wisconsin, with a load of gravel and a crew of three men, left that port at 5 o'clock in the morning on the 9th of October, and hugged the shore waiting for a tug belonging to her company, which had engaged to meet her but failed to come. On the next day she was found to be badly aleak, and only vigorous pumping kept her from going down. The wind shifting carried her off Grosse Point, a mile north of the Evanston Station (Eleventh District), Lake Michigan, by the crew of which she was seen in the morning. She made no signal of distress, but in a short time she drew close to the beach and dropped her anchor, and her captain and one man came ashore in a yawl and reported her in a sinking condition and all on board starving. The keeper and three men at once put off in a small boat and reached the vessel by 11 o'clock

in the forenoon. There was one man on board who, like the others, had had nothing to eat since the morning before. The hold was found to have two feet of water in it, and the men had long ceased pumping from the exhaustion consequent upon lack of food. The keeper and his three men at once set to work at the pumps, two and two by turns, pumping till half an hour after noon, when they returned to the station and sent out the other four men of the station crew, together with a good basket of provisions for the famishing sailors. The yawl in which the captain and his man had reached the shore was found upon the beach full of water and split open in the stern to the water's edge. She had been left so that the breakers filled her and would soon have broken her to pieces. The keeper and his men procured a tackle so as to turn her over and free her from water and sand, and afterwards took her out to the vessel and hoisted her up to the davits. All hands continued pumping until half past 4 in the afternoon, when the expected tug arrived, the keeper having telephoned for her, and the scow was taken in tow. The life-saving crew got up her anchor, set her canvas, and rendered all necessary assistance to get her on her way.

*October 11.*—During a fog which prevailed at this date, the schooner *Annie Thorine* was discovered by the patrol of the Racine Station (Eleventh District), Lake Michigan, very close to the beach and in a dangerous position. The station crew went out to her and at the request of the captain, obtained a steam-tug to tow her into the harbor.

*October 12.*—At about 10 o'clock at night, the patrol from the Indian River Inlet Station (Fifth District), coast of Delaware, seeing a bark close in to the land, watched her for some time, and as she appeared to hold her course, notified the keeper. The latter thinking she was in danger of stranding, burned a Coston light, which was answered from the bark by a white light, and she immediately afterward hauled off shore.

*October 12.*—Shortly before 3 o'clock in the morning, the north patrol from the Dam Neck Mills Station (Sixth District), coast of Virginia, seeing a two-masted steamer near the beach and apparently lost, burned a Coston light to warn her off. The fog then shut down thick, and the patrolman proceeded on his beat. As he got near the station the fog lifted and he again saw the steamer, very close to the breakers. He burned another Coston light which was answered from the vessel and she immediately hauled off shore and disappeared.

*October 13.*—During the first night watch the north patrol from the Spring Lake Station (Fourth District), coast of New Jersey, seeing a vessel heading for the beach, burned a Coston light, when she changed her course and stood out of danger.

*October 13.*—The lookout of the Watchpreague Station (Fifth District), coast of Virginia, at 6.45 in the morning discovered the schooner *Harry Doremus*, of New York, having a crew of four men, from Folly Creek, Virginia, with a cargo of sweet potatoes, bound to New York, stranded on Metomkin Bar, six miles northeast from the station. The surf-boat was launched at 7 o'clock, and pulled through a heavy sea to the vessel. The life-saving crew learned upon arrival that she had been lying in the inlet weather-bound for several days, and that early that morning she had got underway, and when on the roughest part of the bar the steering gear had become disabled, and she drifted out to the South Shoal. They found the vessel lying stern to the breakers, hard and fast in but three feet of water, and the crew were utterly helpless, as they could not launch their boat, nor was there any other boat at or near the place that could be used for their assistance, although there were many fishermen

on the beach willing to have helped them had there been any such boat. The station crew had to wait for slack water before they could do anything toward running anchors and lines. When that was accomplished they assisted in throwing overboard the deck-load, and as the tide rose hove on the hawser until they got the vessel's head in the right direction, when they hoisted all sail, the sea making a breach over her all the time. At 3 in the afternoon, after she had received a severe pounding, they got the vessel off the shoal and worked her back into the harbor, when she was run ashore to prevent sinking. The crew returned to their station at 7 o'clock, after an arduous and perilous day's work and a pull of nearly eighteen miles to and from the vessel. In appreciation of the services of the station crew the master published the following:

"A CARD OF THANKS.

"I desire publicly to express my thanks to Captain John B. Whealton, keeper of Watchapreague Life-Saving Station (Fifth District), and his noble crew for their timely services which resulted in saving my vessel, the schooner *Harry Doremus*, from being a total loss on Metomkin Bar, October 13, 1883. After pulling several miles through a heavy sea they worked all day without food, hove the vessel off the bar, and brought her into harbor.

"Without their assistance, both the vessel and crew would have been a total loss.

"WILLIAM LAMBERSON,  
"Master Schooner *Harry Doremus*."

*October 13.*—Shortly before 6 o'clock in the evening the wrecking-steamer *Victoria J. Peed*, of Norfolk, anchored abreast of the Cape Henry Station (Sixth District), coast of Virginia, and made signal for a boat. The life-saving crew boarded her and found that she was from a vessel ashore on the Isaac Shoal, and that the captain desired to send a telegram to Norfolk, Virginia, for further instructions. The surfmen took it ashore, and upon receiving a reply, after dark, transmitted it by signal to the steamer, which at once proceeded to the assistance of a vessel ashore down the coast at Kitty Hawk, North Carolina (the schooner *Luola Murchison*, wrecked on October 3).

*October 13.*—The crew of the Louisville Station (Ninth District), Louisville, Kentucky, were notified at 6 o'clock in the evening that the steamer *Paris C. Brown*, of Cincinnati, Ohio, was in a sinking condition at the foot of the old canal, two miles from the station, below the falls. The crew immediately proceeded to the steamer, and found her moored to the bank with several steamers lashed alongside and pumping the water out of the hold. She had struck the reef in passing down the chute and knocked two holes in her bottom. The station crew assisted in rigging the pumps and getting lumber for carpenters to construct bulkheads in the hold, and remained on board all night. The next morning at daylight the steamer proceeded on her way to New Orleans, Louisiana, whither she was bound from Cincinnati, with passengers and freight. There were about one hundred and forty people on board, all told.

*October 14.*—At a quarter past 8 at night, as the fishing schooner *M. L. Rodgers*, of Ellsworth, Maine, with a crew of four men, on her way from Portland to Cranberry Isles, was beating into Seal Harbor, Penobscot Bay, for refuge, during a stiff northwesterly breeze she missed stays in going about and drifted on to Long Ledge, about three-quarters

of a mile north-northeast of the White Head Station (First District), coast of Maine. She was promptly discovered by the patrol, and as soon as he could report, the life-saving crew turned out to her assistance. An effort to keedge her off before the tide fell was unsuccessful, and they found it necessary to lighten her by throwing about thirty tons of ballast overboard. By the time that was done it was nearly low water and too late for further operations until the next tide. At 7 o'clock in the morning (15th) as the station crew were about making another effort to relieve the schooner the revenue cutter *Dallas* was descried passing the harbor, and upon their hoisting a signal she steamed in, and with her aid the vessel was soon hauled afloat, when the life-saving crew hoisted sail and beat her up the harbor to a snug berth.

October 14.—At 5 o'clock in the morning, during a dense fog, the fishing schooner *Lettie Lincoln*, of Chatham, Massachusetts, with a crew of fifteen men, bound from the fishing grounds to Harwich, Massachusetts, with a fare of fish, ran ashore on what is known as the North Breaker, Chatham Bar, near the channel into Chatham Harbor, about a mile and a half south of the Chatham Station (Second District). The wind was fresh from the southward with a heavy sea. She lay about half a mile from the shore and was not discovered until near 1 o'clock in the afternoon; the station patrol catching sight of her at about the same moment that the low-lying beach was revealed to the people on board by the lifting of the fog. The life-saving crew boarded her as quickly as possible. She was then partly full of water and her crew were hard at work endeavoring to free her with the pumps. The life-saving men pitched in and helped them, and before long the water was perceptibly lowered in the hold. On the flood tide, in the evening, they hoisted sail and succeeded in forcing her off the bar, when she was anchored in mid-channel. As soon as she floated, however, the leak increased to such an extent that in addition to the pumps they had to resort to bailing with every tub and bucket they could muster to keep her from sinking. Search was made for the leak by Surfmen Hardy and Doane, who finally located it around the stern-post, which had been started by the vessel thumping on the bar. It was got at by cutting away the ceiling, and they succeeded so far in checking it that the vessel could be kept free by steady pumping. The sea being too rough for them to attempt the removal of the schooner that night, the life-saving crew remained on board and took turns with the regular crew at the pumps until the next day (15th), when, as she drew too much water to enter Chatham Harbor, the captain decided to employ extra hands from Chatham to help keep the vessel afloat and navigate her to the nearest port. When the life-saving crew left, upon the arrival of the extra men, they took with them, at the captain's request, a sick man and two boys who were landed at North Chatham, and conveyance provided to their homes. The schooner soon afterwards got under way and proceeded into Vineyard Sound with a fair wind. The captain was extremely grateful to Keeper Gould and his men for their services. They had saved him from the necessity of throwing the cargo overboard, and also the expense of hiring wreckers to get the vessel off.

October 14.—The south patrol of the Block Island Station (Third District), coast of Rhode Island, at 5 in the morning, discovered through the fog a light three-quarters of a mile south of the station. It was from a vessel ashore in the breakers. The weather was very foggy, with heavy squalls of wind and rain, accompanied by an ugly and fearful sea. The surf-boat was hauled opposite the vessel, and when about to be launched the relatives and friends of the keeper and crew begged

them not to attempt going out in such a heavy sea, declaring that it would be only imperiling their lives for nothing, as it would be impossible for them to reach the vessel, and if they did no boat could land amid the rocks in such a surf. This discouragement had no effect upon the station crew, for the boat was launched and reached the vessel in safety. She proved to be the schooner *Lavinia Campbell*, of Greenport, New York, from Philadelphia, Pennsylvania, bound to Boston, Massachusetts, with eleven hundred and fifty tons of coal, and had a crew of eight persons, all of whom were safely landed by the life-saving crew and conducted to the station, where dry clothing was furnished them. The landing was effected at half past 9. At 7 in the morning of the 15th, the *Campbell* was again boarded by the station crew, who got out the cabin furniture and the crew's clothing and loosed the sails to dry. A wrecking company succeeded, on the 17th, in extricating the vessel from the rocks, and took her to Newport, Rhode Island. The following card of thanks was published in the Boston Daily Advertiser, October 30, 1883, viz: "Captain Franklin and crew, of schooner *Lavinia Campbell*, recently ashore at Block Island, beg to return sincere thanks to the crew of the life-saving station at that place for the fearless manner in which they rescued them from their vessel on the night of October 14."

October 14.—The patrol of the Bay Head Station (Fourth District) coast of New Jersey, at half past 2 in the morning observed a light, which seemed to be too near the beach for safety if on a vessel. Upon hurrying forward he discovered a large ship ashore about a mile and a half south of the station. She lay on the outer bar two hundred and fifty yards from the beach. There was a heavy sea running, and the tide was half flood, and upon reporting these circumstances to the keeper it was decided to proceed to the scene of the disaster with the beach apparatus. After severe and tiresome work, the scene was reached at a little before 4 o'clock. The first shot was fired at about 4 o'clock, and although the shot line was laid directly across the vessel's jib-boom, the people on board failed to see it, as they supposed the report was that of a signal-gun. This necessitated the hauling ashore of the shot-line, and faking it for another shot. The next fire dropped the line in the same place, and was seen by the crew of the vessel, but before they could reach it it slipped overboard. The third shot was successful. The whip-line was then sent off; but owing to the confusion in signals from those on board it was not until daybreak, an hour or so later, that the station crew could determine whether it had been made fast. All anxiety about this being relieved, the hawser was hauled off and made fast, and then the breeches-buoy was run out. The first man was landed from the vessel at 6 o'clock. He brought a note from the captain giving name of the ship as the *Meta*, of and from Bremerhaven, Germany, for New York, with a general cargo and a crew of twenty-four men, and asking for the assistance of steam tugs. One of the surfmen was then sent off in the breeches-buoy to direct the operations from the vessel. A dispatch was also sent to New York for the aid of tugs. The crew of the Bay Head Station were reinforced at half past 4 by the arrival of some of the crew of the Mantoloking Station, and later on by members of the Chadwick and Squan Beach crews, besides several citizens, and their assistance was very timely, as the work was extremely fatiguing. The gear was rapidly worked by this force, and nineteen persons were quickly landed. During the landing a boat was lowered from the ship and partly filled with baggage, and was then hauled ashore by a line. Three trips were thus made by it, when the keel was

knocked out, and it was so badly used up that it could not be used further. During the afternoon the remainder of the officers and crew were also landed. All hands were safely quartered at the station, those who were in need being provided with dry clothing from the supply furnished by the Women's National Relief Association. They remained until the next afternoon (October 15), when they took train for New York. The crew of the Bay Head Station also assisted in saving the sails and rigging and other property that would have otherwise been lost. The ship and cargo became a total wreck.

*October 14.*—In the afternoon of this date the crew of the Grindstone City Station (Tenth District), Lake Huron, found a yawl which had washed up in the surf, full of water and drift-wood. They turned the water out, hauled it well up onto the beach, and took proper care of it until claimed by the owner.

*October 15.*—The patrol having the first watch after dark from the High Head Station (Second District), Cape Cod, Massachusetts, sighted a vessel running into danger, and by burning a Coston red light gave warning in time for her to sheer off.

*October 15.*—The crew of the Point Judith Station (Third District), coast of Rhode Island, went off in their boat to the assistance of the sloop *Emma Clifton*, of New Bedford, Massachusetts, bound from New York to New Bedford, which had carried away her jib-stay, owing to the fresh breeze at 4 o'clock in the afternoon, and had anchored about three-quarters of a mile to the westward of the station to repair the damage. They helped secure the stay, and then getting the sloop under canvas again saw her safely on her course.

*October 16.*—At 1 o'clock in the morning the patrol of the Watch Hill Station (Third District), coast of Rhode Island, discovered the schooner *J. Kennedy*, of Calais, Maine, from Weehawken, New Jersey, bound to Boston, Massachusetts, with a cargo of coal, and having a crew of four persons, stranded on Sugar Reef, off the east end of Fisher's Island about two and a half miles southwest of the station. He notified the vessel that aid would come by burning his Coston patrol light, and then hastened to alarm the station. The station surf-boat was launched and pulled against a fresh northerly wind and choppy sea to the schooner. The master stated that when to the eastward of Point Judith some of the iron work on the mainmast-head broke, and in jibing the sails to run back to Stonington for repairs, the hook in the fore peak halyard-block also broke. In this crippled condition, while passing through Watch Hill Channel the vessel was caught by the ebb tide and swept on to the reef. The station crew went to work and succeeded just before 4 o'clock in floating the vessel, and piloted her into Stonington Harbor. She was leaking at the rate of one hundred strokes per hour. She was doubtless saved from going to pieces on the reef.

*October 16.*—At 9 o'clock in the morning, while Surfman Horner of the Little Beach Station (Fourth District), coast of New Jersey, was examining the upper end of beach for drift or wreckage, he observed a small sloop near Anchoring Island, Little Egg Harbor Inlet, which he thought appeared to be in distress. Hurrying to the station, he alarmed the crew, and they launched the surf-boat. After pulling a mile or so the sloop was seen coming out of the inlet, evidently proceeding to sea. The life-saving crew therefore turned back. By the time they reached their station, however, they found the sloop opposite it and then saw her head directly for the beach. There was an outlying shoal directly between her and the shore, and it was feared she would fetch up on it. The beach apparatus was, therefore, got out, but before it could be

dragged into position, the sloop passed over the shoal and was rapidly nearing the shore. The crew rushed into the surf and caught her as she came up. They found but one man on board and he was almost exhausted. He was conveyed to the station and furnished with dry clothing and restoratives. On being interrogated it was discovered that he could speak very little English, but it was finally learned that he was a Norwegian, that he had come from Halifax, Nova Scotia, and was on his way to Charleston, South Carolina. After being cared for four days, the man proceeded to Philadelphia.

*October 16.*—During the night the patrol from the Assateague Beach Station (Fifth District), coast of Virginia, seeing a vessel in danger of striking on Fox Shoal, Chincoteague Inlet, burned a Coston light, which warned her off. But for the promptness of the patrol this vessel would have stranded in an exposed position and been lost.

*October 17.*—At about 3 in the afternoon a small river flat-boat was observed by the crew of the Louisville Station (Ninth District), Louisville, Kentucky, with three men on it, drifting dangerously near to the rocks above the cross-dam at the falls. The crew hurried at once to their assistance and towed the flat-boat into deeper water, where they could descend the falls in safety. The men were strangers on the river and knew nothing of the danger to which they had exposed themselves. They were extremely grateful for the assistance afforded them.

*October 17.*—The keeper of the Sand Beach Station (Tenth District), Lake Huron, receiving information, at about 10 o'clock in the day, that the scow-schooner *Admiral*, of Sand Beach, was dragging her anchor, and in danger of drifting ashore, proceeded with his crew in the surf-boat to her assistance. Although a heavy sea was running at the time, they succeeded in getting the vessel to a place of safety. Had it not been for their prompt action she would have beached and been seriously damaged.

*October 17.*—At 7 o'clock in the evening of the same day that they assisted the schooner *Admiral*, the crew of the Sand Beach Station (Tenth District), Lake Huron, were alarmed by cries of fire from the steamboat dock. Hurrying to the scene with the station force-pump and hose they set to work extinguishing the flames, and after two hours of untiring work were rewarded by the complete subjection of the fire.

*October 17.*—The patrol of the Sturgeon Point Station (Tenth District), Lake Huron, sighted shortly before 8 o'clock at night a schooner standing too close to the shore. He fired a Coston signal to warn her of her danger and she immediately stood off.

*October 17.*—The small schooner-rigged scow *Mamie*, of and from South Haven, Michigan, for Muskegon, in the same State, with a cargo of produce, in entering the latter harbor struck a sunken snag, which caused a serious leak in her bow. She then drifted to leeward of the piers before the actual condition of the vessel was known to the captain. The latter, supposing her to be all right, attempted to work to windward and again make for the harbor, but by the time she was well under control he found she was rapidly filling with water. She was therefore headed for the shore and stranded about two miles north of the piers. The keeper of Muskegon Station (Eleventh District), Lake Michigan, learning of the disaster, proceeded with his crew and surf-boat to the vessel, carrying tackles and lines, with which they hauled her further up on the beach clear of the sea. On the morning of the 19th they resumed their labors, and after planting two anchors off shore proceeded to bail the water out of the vessel with buckets, which being

accomplished they were able to make temporary repairs, and then floated her off. She was thus enabled to continue her voyage without further delay. The three men composing her crew were sheltered at the station while she lay ashore.

The subjoined letter in acknowledgment of the services of the station crew was received by the keeper, viz :

“MUSKEGON, *October 22, 1883.*

“To all whom it may concern :

“I hereby volunteer to certify to the truth of Keeper Woods' wreck report of the scow *Mamie*, of South Haven, Michigan, of which I am captain and owner. Furthermore I am only too willing to acknowledge that my property was saved from total loss by Keeper Woods and his crew.

“A true friend to the United States Life-Saving Service.

“GEO. SMITH,

“*Captain.*”

*October 17.*—During a heavy southeast gale, with a very high sea, the schooner *Petrel*, of Milwaukee, Wisconsin, was discovered by the crew of the Sheboygan Station (Eleventh District), Lake Michigan, at 11 o'clock in the day about ten miles southeast of the station, approaching the harbor with a signal of distress flying. As she approached the shore, it was seen that she was water-logged and almost unmanageable. The station surf-boat was manned and the crew set out to the vessel's relief, but just at that time she struck one of the harbor piers and sank, rails under. The sea made a clean breach over her, sweeping fore and aft, and washing the deck-load of cord-wood overboard. The crew, consisting of five men and one woman, were forced to seek safety in the rigging. In attempting to reach the people, the station crew were unable to get through the cord-wood and other wreckage, and were driven back. A second attempt was made, with a like result. They lay under the lee of the weather pier for a few minutes watching the chances for another effort, when the vessel was swung broadside across the harbor, with the seas washing entirely over her, and before long the cabin was swept away. As the situation was momentarily becoming worse, the life-saving crew again started their boat toward the wreck, and, after the greatest exertion, forced their way through the floating wood and against the heavy sea to the schooner, and succeeded in rescuing the entire crew. The unfortunate people were almost without clothing and had suffered terribly. They were taken to the station in an almost helpless and exhausted condition, and supplied with comfortable clothing from the stock furnished by the Women's National Relief Association and from the crew's own scanty wardrobes. Stimulants were also administered, and all were made as comfortable as possible, the woman being specially cared for by the wife of the keeper. The schooner was very old and became a total wreck, but a part of the cargo and some of the outfit was saved through the exertions of the station crew. For the latter service the following acknowledgment by the owners of the schooner was subsequently published in the Milwaukee Sentinel, viz :

“To the EDITOR :

“We desire to state through the columns of the the Sentinel that the schooner *Petrel*, which was wrecked at Sheboygan Harbor, after becoming water-logged in the lake during a heavy gale a few days ago,

would have lost her entire cargo of wood belonging to us had it not been for the immediate and timely assistance rendered by the life-saving crew of the Sheboygan Station, under the command of Captain Ole Groh.

"We not only tender our hearty thanks to Captain Groh and his worthy crew for the great kindness we received, but we also feel to heartily congratulate Captain Groh in this undertaking, through which he manifested extremely good judgment, and during the entire operation, which resulted in saving the portion of the cargo, his command was exercised in the most skillful and efficient manner; all of which we are happy to acknowledge is fully appreciated.

"GEO. BURNHAM & SONS."

October 18.—During the first (night) watch the patrol from the Crumple Island Station (First District), coast of Maine, seeing a steamer heading for the shore, burned a Coston light, when she immediately hauled off seaward.

October 18.—At half past 11 in the day the yacht *Lydia A. Whitman*, of Atlantic City, was discovered by the crew of the Atlantic City Station (Fourth District), coast of New Jersey, running on to the shore of the inlet, opposite the station. The crew hastened to her at once and found that she had been purposely run ashore in order to obtain the assistance of the station crew, in resuscitating an apparently drowned man. It appears that a skiff, in which were two men, had been upset, and one of the occupants nearly drowned. The disaster was witnessed by the parties on the yacht, among whom was a former member of the life-saving service (Mr. Job. G. Monroe) and by his advice an attempt was made to restore the man—using the means of resuscitation as taught the men of the service. Their efforts were very successful, but fearing the result might not be entirely so the rescuing party had come to the station for aid. The man was removed to the station where the life-saving crew supplemented the efforts of his rescuers by further manipulation until respiration was thoroughly restored, and with proper care was enabled the next day to leave for his home. The yacht was floated off the beach at flood tide in the evening, by the life-saving crew, without danger.

October 18.—At half past 4 in the morning the patrol of the Cape Henlopen Station (Fifth District), coast of Delaware, found a small clinker-built boat lying in the surf. It had a sail, anchor, and two pairs of oars in it. The boat was hauled to a secure place and cared for until called for by one of the men on duty at the United States Signal Station at the Delaware Breakwater, where it belonged.

October 18.—The lookout of the Ocean City Station (Fifth District), coast of Maryland, noticed a man firing at birds on the beach, and while in the act of reloading his gun an explosion took place. Two of the surfmen ran to the spot and found the powder-flask had exploded, burning his face and hand very seriously. They conducted him to the station and dressed his wounds in the best manner possible, and then one of the crew accompanied him to his home.

October 18.—The schooner *Medora Francis*, of Chincoteague, Virginia, stranded at 2 in the afternoon of this date, on the southeast bar of Hog Island Inlet, coast of Virginia, and was discovered by the Hog Island Station crew (Fifth District), at the time of the accident. The vessel was immediately boarded and an anchor and chain run to windward. A heavy sea was setting in and the vessel pounded very heavily. The chain to the anchor parted and the vessel commenced drifting in to-

wards the breakers, but the station crew managed to run another anchor in time to save her and finally got her clear of the shoal. They then worked her into the inlet and took her to a safe anchorage. The schooner was from Newport News for Hog Island, with a load of coal, and carried a crew of three men.

*October 18.*—About half past 8 o'clock in the evening the patrol from the Grand Point au Sable Station (Eleventh District), Lake Michigan, saw a vessel in a thick fog heading straight towards the beach and warned her off by burning a Coston light.

*October 18.*—At 3 o'clock in the morning the crew of the Chicago Station (Eleventh District), Lake Michigan, heard that a small boat was being dashed against the breakwater. They at once rowed out in the surf-boat through a heavy rain-storm, found the boat, with no occupants, and towed it to a place of safety.

*October 18.*—At about 5 o'clock in the evening a young man named Nelson Petrie, while at work on one of the harbor piers at Kenosha, Wisconsin, accidentally fell overboard, and being unable to swim would have been drowned but for the promptness of Surfman Kirofsky, of the Kenosha Station (Eleventh District), Lake Michigan, who upon witnessing the accident hurried to the spot, and as the man rose the second time grasped him by the collar and held him until the arrival of Surfman Bonn, when he was with great difficulty lifted from the water. He was conducted to the station and furnished with dry clothing to enable him to proceed to his home. It was a narrow escape, and he was very thankful to his rescuers.

*October 19.*—The crew of the Coney Island Station (Third District), coast of Long Island, New York, sighted, at daybreak, a small sloop, the *Pride of the Wave*, at Rockaway, anchored off the station, in distress. Two of the crew were at once sent off to her and found that in the night, during a fresh southerly breeze, she had carried away the clew-lashing of her mainsail, and the throat-halyards. The damage was promptly repaired by the surfmen, who then reefed the sail, got the vessel under way, and saw her safely on her course into Jamaica Bay, whither she was bound.

*October 19-20.*—The crews of the Absecon and adjacent stations (Fourth District), coast of New Jersey, recovered from the surf a quantity of spruce lumber, which was piled up on the beach and subsequently turned over to the custody of the State wreck commissioner.

*October 19.*—At 8 o'clock at night the patrol of the San Luis Station (Eighth District), coast of Texas, sighted a steamer heading directly for the shore about a mile and a half to the eastward of the station. He quickly warned her with a Coston signal, when she changed her course and escaped disaster.

*October 19.*—Early in the day two men named Seibol, father and son, employed in the construction of the east pier at Charlotte, New York (Lake Ontario), were accidentally drowned. As soon as word reached the Charlotte Station (Ninth District), some hours later, the volunteer crew was assembled and diligent search made for the bodies, but without success. The skiff used by the two men in their work was recovered by the keeper the following day a mile or so from the harbor.

*October 19.*—During the prevalence of squally southwest winds, at about 11 o'clock in the day, three of the volunteer crew of the Point Marblehead Station (Ninth District), Lake Erie, saw a small yacht capsized. Hastening to the spot they found two men clinging to the bottom of the boat. They were promptly rescued and carried to the sta-

tion, where their boat was bailed out and put in proper order again for them to proceed on their way.

*October 19.*—The schooner *Lincoln Dall*, in entering the harbor of Manistee, collided with the south pier and carried away her mainsail. The crew of the Manistee Station (Eleventh District), Lake Michigan, assisted in clearing the vessel and in working her into the river to a safe anchorage.

*October 19.*—At 7 o'clock in the morning the crew of the Two Rivers Station (Eleventh District), Lake Michigan, observed a schooner at anchor outside the harbor about a mile south of the station, flying a signal of distress. They boarded her as quickly as possible, and found she was the *Capella*, of Muskegon, Michigan, with a crew of two men, from Claybanks, Wisconsin, with a load of lumber for Two Rivers. She had struck the bridge pier at Claybanks while passing through the draw, and received considerable damage to her spars and rigging, and about decks, besides springing a leak. She had also lost an anchor and her yawl. The captain requested the station crew to procure a tug to tow him in, and wished their aid also at the pumps. They accordingly went back after the tug *Joseph Goldsmith*, and upon returning to the vessel took charge and soon had her towed in and safely moored, the men not leaving her until she was pumped entirely free. The captain, who owned her, was very thankful for their assistance.

*October 20.*—During the first (night) watch the patrol from the Turtle Gut Station (Fourth District), coast of New Jersey, observing a vessel too near the shore, burned a Coston light, which warned her off.

*October 20.*—During the night the patrol from the Assateague Beach Station (Fifth District), coast of Virginia, observing a vessel too near Ship Shoal, burned a Coston light, when she at once hauled off.

*October 20.*—The schooner *Julia*, of and from Kingston, Ontario, bound to Oswego with a cargo of barley, and having a crew of five persons, including one woman (the cook), in attempting to enter the harbor of Oswego, at half past 8 at night, during the prevalence of a severe north-east gale with a heavy sea, struck the east end of the west breakwater, near the beacon light. The patrols of the Oswego Station (Ninth District) Lake Ontario, immediately saw her danger and reported to the keeper. The station surf-boat was manned and pulled to the vessel. On arrival of the station crew they found that three of the sailors had jumped on to the breakwater and taken refuge at the beacon light; the vessel, almost as soon as they left, having drifted clear and been brought to anchor by the captain. She was then half full of water and in danger of foundering. There were only the captain and the stewardess left on board. The station crew set to work to get the craft into shallow water and succeeded in moving her into the new harbor. By this time the water had reached above the cabin floor. The woman was taken in the surf-boat and landed at the beacon light, where the three seamen were found. The latter were taken back to the schooner to assist in saving her, but on the return of the life-saving men they found the vessel aground and full of water. The entire crew were then brought to the station and provided with clothing and food. The schooner was subsequently placed in charge of a wrecking company by the owners, who succeeded in raising the schooner some two months later. During the progress of the operations for her relief the life-saving crew swept for and recovered an anchor which the schooner lost when she drove ashore.

*October 20.*—At about 6 o'clock in the morning the fishing-boat *News-boy*, of Erie, Pennsylvania, capsized while sailing out of Erie Harbor, bound to the fishing-grounds in the lake, the two men in charge, named

Maher and Welsh, being thrown into the water. The accident occurred about a quarter of a mile from the Erie Station (Ninth District), the crew of which at once put out and rescued the men and took them to the station, where they were properly cared for. The station crew also towed the boat in and righted and bailed it out, and later on, after the two fishermen had recovered from the effects of the accident, they returned in it to Erie.

*October 20.*—At 10 o'clock at night the patrol of the Point aux Barques Station (Tenth District), Lake Huron, discovered a steamer running close to the shore and in danger of striking the outside reef abreast of the station. He warned her of her danger by displaying a Coston signal, when she immediately hauled further out into the lake and went clear.

*October 21.*—At 4 o'clock in the morning the schooner *G. Walter Scott*, of Saint John, New Brunswick, whither she was bound with a general cargo from Boston, Massachusetts, while attempting to beat into Seal Harbor, Muscle Ridge Channel, coast of Maine, for refuge, during a hard northeast gale with frequent snow squalls and a rough sea, missed stays in going about off the entrance of the harbor, and although both anchors were let go to keep her off the rocks, she dragged into Hay Island Ledge, about a mile to the eastward of the White Head Station (First District), and narrowly escaped being wrecked. She was boarded by the life-saving crew at daylight as soon as they discovered her, and as she then seemed in danger of breaking up, her crew of four men were taken off and landed at the station, the captain soon afterwards leaving for Rockland to report the disaster to the owners at Saint John. By 1 o'clock in the afternoon the gale had moderated somewhat, and the life-saving crew determined to save the vessel, if it were at all possible. They accordingly went on board and hove up her anchors, unshackled one of the chains, and bending a hawser in its stead, ran the anchor out into the channel, and at high water succeeded in hauling her off the ledge. They then rehung the rudder, which had become unshipped by the vessel pounding on the rocks, and when that was done, hoisted sail and worked the schooner safely into the harbor, where she arrived about 5 o'clock, much to the surprise of the captain, who returned later fully expecting to find that his vessel had gone to pieces or sunk. He was very grateful to the life-saving crew for saving her.

*October 21.*—At the request of the captain of the schooner *Zone*, of Winterport, Maine, which had been towed into Biddeford Pool by a tug the day previous in a leaky condition, the crew of the Fletcher's Neck Station (First District), coast of Maine, went on board that vessel and pumped her out, and then warped her onto the flats to prevent her from sinking. She carried but two men, and had sprung a leak outside, while on a voyage from Boston to Bangor, with a cargo of kerosene, the leak gaining so fast that she was compelled to seek a harbor. Being an old craft and not worth repairs, her cargo was subsequently sent forward by another vessel.

*October 21.*—At about 9 o'clock at night the north patrol of the Pope's Island Station (Fifth District), coast of Maryland, seeing a steamer too near the beach, burned a Coston light, when she immediately changed her course and steamed off shore. The weather was rainy and thick, and the vessel would soon have struck the bar, but for the timely warning of the patrolman.

*October 21.*—During the night the patrol from the Assateague Beach

Station (Fifth District), coast of Virginia, seeing a vessel too near Ship Shoal, warned her off by burning a Coston light.

*October 22.*—At about 2 o'clock in the afternoon, as Keeper Gould and Surfman Kendrick, of the Chatham Station (Second District), coast of Massachusetts, were out gunning in the harbor, about half a mile south of the station, a small skiff, under sail, put off from the mainland to cross the harbor, and when about half way across it capsized. Kendrick, who was considerably nearer to the spot than his companion, witnessed the accident, and at once shouted to the keeper to come to his assistance. They both hastened, in their gunning boats, to the skiff, and on arriving found two young men clinging to it, and nearly chilled through. Gould rescued one and Kendrick the other, and they were conveyed to the shore as near as possible to their homes; after which the station men returned to the sunken craft, bailed out the water, and towed it to a place of safety. The two young men would, in all probability, have been drowned but for the fortunate arrival of Gould and Kendrick.

*October 23.*—At about 8 o'clock in the morning the schooner *William V. Hutchins*, of Gloucester, Massachusetts, with a crew of fourteen men, while leaving the harbor of Plymouth on a fishing cruise, was swept by the ebb tide onto Brown's Bank off Long Beach, about three miles to the westward of the Gurnet Station (Second District), coast of Massachusetts. She was discovered about the time she struck, by the station crew, but as the sea was smooth, and nothing could be done for her until the next tide, they did not go to her with the surf-boat until afternoon, the keeper in the mean time boarding her with his small sail-boat to assure the captain that assistance would be afforded. A sharp watch was kept on the vessel from the station, and at 2 o'clock P. M., supposing they saw a distress-signal flying, the crew went off and aided in kedging her off, and piloted her safely into the Cow-yard, the anchorage in Duxbury Bay. She was fortunate in getting off thus easy, as a northeast gale set in that afternoon, which raised such a turbulent sea that her destruction would have been certain had she remained there another tide.

*October 24.*—At 11 o'clock in the night, the patrol from the Green Run Inlet Station (Fifth District), coast of Maryland, seeing a steamer running too close to the shore, warned her off by burning a Coston light.

*October 25.*—Shortly before 8 o'clock in the evening the patrol from the Spermaceti Cove Station (Fourth District), coast of New Jersey, seeing a vessel too near the beach, burned a Coston light, which warned her off.

*October 25.*—During the night the patrol from the Ocean City Station (Fourth District), coast of New Jersey, seeing a schooner standing into danger, burned a Coston light, when she hauled off shore.

*October 25.*—On this date the crew of the Erie Station (Ninth District), Lake Erie, grappled for and recovered the body of Surfman James Cribbins, who had been missing since October 22. It was supposed that he had been accidentally drowned while proceeding on a visit to his home.

*October 25.*—During the heavy northeast gale and high sea of this day the crew of the Evanston Station (Eleventh District), Lake Michigan, were called upon to put the master of the schooner *Kate E. Howard*, of Chicago, on board his vessel. She had come to Evanston with a cargo of kindling-wood, and had anchored a few days previously to wait for fairer weather to enable her to proceed to her port, but the weather becoming worse the master was desirous of getting her from her present position, fearing she might part her chains and drift ashore.

The surf-boat was accordingly manned at 2 in the afternoon and succeeded in reaching the schooner after a struggle of one hour and forty-five minutes. Upon arriving, it was found impossible to get alongside the vessel on account of the high sea, and in order to get the master on board it became necessary to rig a tackle on the outer end of the main-boom, and at the proper moment he was hauled on board. The schooner then slipped her anchors and proceeded to Chicago.

*October 27.*—At about 10 o'clock at night the watch at the Cleveland Station (Ninth District), Lake Erie, hearing cries of distress from the opposite side of the river, jumped into the dinghy, with another of the crew, and, pulling to the spot, rescued a man who was struggling in the water. The man was intoxicated, and the night being very dark, he had evidently lost his way and walked overboard. He would undoubtedly have been drowned but for the assistance of the two surfmen, as the dock from which he fell is very high.

*October 28.*—Soon after 12 o'clock in the day the patrol of the White Head Station (First District), coast of Maine, reported a schooner out in Muscle Ridge Channel, a mile or two northeast of the station, apparently water-logged and in need of assistance. The life-saving crew proceeded to her as quickly as possible, and found her to be the *Tyro*, of Castine, Maine, carrying a crew of two men, bound from Rockland to Bath, in the same State, with a cargo of ashes, and that having sprung a leak her pumps had become choked, and the crew were therefore unable to relieve her, she being half full of water and in a sinking condition. The station crew took charge and piloted her into Seal Harbor, where they grounded her on the flats until they could clear the pumps and pump her out as the tide fell. The keeper then, at low water, searched for and found the leak in her bow, which was at once calked, so that when the tide rose the same evening they were enabled to float her off with no other damage apparently than that to the cargo. This was the second time the crew of the White Head Station had assisted in saving the *Tyro* within a few months (see this record *August 6*).

*October 28.*—At 7 o'clock in the evening the patrol from the Rye Beach Station (First District), coast of New Hampshire, seeing a schooner standing too near the shore, burned a Costou light, when she immediately altered her course and went clear of danger.

*October 28.*—At 9 o'clock in the morning the schooner *Dan*, of New Castle, Delaware, carrying a crew of four men, bound from Frankford, Delaware, to Philadelphia, Pennsylvania, with a cargo of pine wood, while attempting to pass out of Indian River Inlet, coast of Delaware, on her way to sea, got becalmed, and was swept by the strong ebb tide on to the beach at the north side of the inlet, about a mile south of the Indian River Inlet Station (Fifth District). The life-saving crew started at once to her relief, but as the tide was falling rapidly she was soon left high and dry. They carried out an anchor, however, and made all necessary preparations, so that at high water in the evening, when they again boarded her, she was floated off without much difficulty, and enabled to proceed on her voyage apparently uninjured.

*October 28.*—The steam barge *C. H. Starke*, of Milwaukee, Wisconsin, bound from Thompson, Michigan, to Chicago, Illinois, with a cargo of white-fish, and having a crew of eighteen men, stranded at 8 o'clock in the evening, seven miles to the north of the Milwaukee Station (Eleventh District), Lake Michigan. She was hauled off by two tugs about 10 o'clock in the same evening, the life-saving crew, who had been taken out in tow by one of them, rendering good service in running out the lines to the stranded vessel.

October 28.—At 3 o'clock in the morning the schooner *Dart*, of Manitowoc, Wisconsin, came to anchor about a mile southeast of the Two Rivers Station (Eleventh District), Lake Michigan, on her way to that port from Holland, Michigan, with a cargo of fruit, during a strong southeast gale with a heavy sea. At 4 o'clock she parted her chains and drifted onto the beach, and being a light draught vessel she was forced high enough up to permit the two men composing her crew to escape, and before the station crew could get to the scene they met them on the beach. They were taken to the station, where they were furnished with dry clothes from the articles supplied by the Women's National Relief Association. The life-saving crew, at the request of the captain, proceeded with their boat to lighten the vessel of her cargo, and by 2 o'clock in the afternoon it was all landed. Fifty trips were made with the surf-boat in getting the cargo out. On the morning of the 29th the steamer *J. E. Rumble* arrived and was engaged to attempt getting the schooner afloat, and the station crew were employed in running lines and assisting in the endeavors to dredge a channel to the schooner. During the afternoon the United States revenue steamer *Johnson* arrived and joined in the work. These labors were continued until the evening of November 2, when they were abandoned, it being deemed an impossibility to release the vessel. In recognition of the efforts of the life-saving crew at this disaster the following notice appeared in one of the Milwaukee newspapers, viz:

“A CARD.

“The undersigned desire to publicly acknowledge their obligations to the life-saving crew of Two Rivers, Wisconsin, for their efficient, generous, and untiring assistance to the stranded schooner *Dart*.

“Owners of vessels which have encountered misfortune cannot but feel grateful for such ready and devoted service as that rendered by this crew.

“Thanks are also due to the officers and crew of the revenue cutter *Johnson* for their unselfish and continued efforts to release the vessel.

“MELENDY, PACKARD & LARSON.”

October 29.—At half past 7 o'clock in the evening, during the prevalence of a strong southwesterly gale, with dark, rainy weather, the schooner *Jennie Middleton*, of Philadelphia, Pennsylvania, carrying a crew of six men, while entering the Kennebec River, Maine, on her way to Gardiner with a cargo of coal from Philadelphia, mistook the bearings of the land after passing Pond Island light, and ran ashore near Fort Popham, about half a mile north of the recently completed Hunnewell's Beach Station (First District). The station was not yet manned, but the newly appointed keeper, hearing the shouts of the sailors at his dwelling, a hundred yards or so from where the vessel lay, at once hastened to their assistance in a boat. The schooner was then rapidly filling with water, and as the beach was very steep and there was danger of her sliding off and sinking in deep water if she remained there, the keeper had sail put on the vessel and succeeded in forcing her into a narrow cove near by, where she was moored by letting go an anchor and making a couple of hawsers fast to the rocks on either side, to prevent her from driving onto the rocks at the head of the cove. As it was, she narrowly escaped such a disaster, as the chain cable and one of the hawsers parted before midnight, and nothing but the remaining hawser held her from going adrift. Fortunately, the tide soon fell off and she lay aground on smooth bottom, comparatively safe.

On the following morning (30th) at high water, she was hauled off by a couple of tugs and towed up the river, the pumps barely keeping her afloat until she arrived at her destination, as she sank just before reaching the wharf. The cargo was subsequently removed and the vessel saved. The managing owner of the schooner reports that but for the prompt aid of the station keeper she would probably have sunk where she first struck and become a total loss.

October 29.—At about half past 11 at night the patrol of the Block Island Station (Third District), coast of Rhode Island, saw through the rain squalls a vessel stranded on Lewis Point, southwest side of Block Island, one mile from the station. He burned a Coston patrol signal to notify the people that they had been seen and hurried to the station, arriving there twenty minutes later. The keeper and crew proceeded at once with their surf-boat to the beach. The relatives and friends of the crew had again congregated and endeavored to persuade the men from venturing to the wreck, but with the same result as on the occasion of the stranding of the *Lavinia Campbell*. A heavy sea was running, the night was exceedingly dark, and the rain pouring in torrents. The boat was launched and the stranded vessel reached none too soon, as the crew had given up all expectation of rescue by boat and were about to jump overboard with the hope of being washed ashore, which, had they done, would certainly have resulted in their destruction, as a swift current was setting along the shore and would have prevented their ever reaching help. This was proved by the fact that a barrel to which they had attached a hawser, expecting to make connection with the shore, had parted the line and did not come on the beach until the next day. During the passage from the shore to the vessel the surf-boat was swept by the seas, which washed the men from their thwarts. The vessel was found to be the schooner *Vesta*, of Saint John, New Brunswick, from Philadelphia, Pennsylvania, bound to Saint John, with a cargo of coal and brick. She had a crew of five men. Finding it impossible to get alongside, the keeper dropped his boat under the vessel's jib-boom, and watching a favorable moment the people dropped one by one into the boat and were safely landed on the beach at a little before 2 o'clock in the morning (October 30). The crew were sheltered at the station for six days, and during that time the station men boarded the vessel every day, endeavoring to save all the personal effects and other property possible. They also saved the sails. The schooner finally became a total wreck. The following testimonial from the master was received by the keeper, viz :

“ BLOCK ISLAND, October 31, 1883.

“ Captain SAMUEL ALLEN, JR.,

“ *Keeper Block Island Life-Saving Station :*

“ SIR : I feel it my duty to testify to the extraordinary services rendered me and my crew by you and your crew on the night of the 30th of October, 1883, when the British schooner *Vesta*, stranded on the shoal near your station.

“ We would have lost our lives had you not come to our assistance, and we did not believe you could reach us through the heavy seas.

“ J. K. HARPER.

“ *Master of the lost British Schooner Vesta.*”

October 29.—At 3 o'clock in the morning one of the crew of the Cobb's Island Station (Fifth District), coast of Virginia, while on patrol, sighted a vessel heading directly towards the shoals near the island. He quickly

flashed a Coston signal which warned her in time to go about and escape disaster.

*October 30.*—At half past 7 in the morning the lookout of the Hog Island Station (Fifth District), coast of Virginia, saw a large three-masted schooner standing in for the beach. The warning flags J. D. ("You are standing into danger") were quickly displayed, and the vessel bore off on the other tack, but not until she was within four lengths of the shore. A few moments later and she would have struck.

*October 30.*—At about 2 o'clock in the morning the schooner *Mary Nau*, of Chicago, Illinois, from Whitehall, Michigan, bound to Chicago with a cargo of lumber, and having a crew of six men, attempted to make the harbor of Grand Haven, Michigan, during a heavy westerly gale with a high sea, but, having lost some of her sails, and being in a water-logged condition, she was swept by the strong current onto the beach, about half a mile to the southward of the Grand Haven Station (Eleventh District), Lake Michigan. The station patrol discovered the vessel fifteen minutes after she struck, and at once alarmed the keeper and crew. The surf boat was immediately manned, and the crew pulled with all speed to the vessel. Upon arriving on the scene they were alarmed to find the vessel was rapidly breaking up. Watching their opportunity, they quickly dashed alongside and took the six men off in safety, and in less than one hour from the time they started all hands were safely housed at the station. The schooner was not long in going to pieces, and in twenty-four hours not a vestige of her was left to mark the spot where the wreck occurred.

*October 31.*—The crew of the Napeague Station (Third District), coast of Long Island, New York, were engaged some hours in an attempt to relieve the fishing-schooner *Rose Brothers*, of Newport, Rhode Island, carrying a crew of five men, which stranded at 7 o'clock in the morning during a fresh westerly breeze while entering Napeague Harbor, about a mile and a half north of the station. As she struck at high water their efforts were unsuccessful, the tide having commenced to fall when they got to her. On the following morning (November 1) they again set out to the vessel, but before they could reach her she floated off on the flood tide without sustaining any damage, and proceeded out of the harbor.

*October 31.*—At about 3 in the afternoon of this date the schooner *James Jones*, of Somers Point, New Jersey, from Philadelphia, Pennsylvania, bound to Somerset, Massachusetts, with a cargo of coal, stranded during a strong southwest wind, with heavy sea, on the north-east side of Barnegat Shoals, one and a half miles north-northeast of the Barnegat Station (Fourth District), coast of New Jersey, and about the same distance south-southeast from the Forked River Station (same district). The Barnegat Station crew arrived at the vessel first, and, finding her full of water, took the six people composing the crew ashore and sheltered them at the station. The Forked River Station crew arrived soon after and offered their services. It was learned that the vessel had sprung a leak at sea and was run ashore to save her from sinking in deep water. The station crews, with the aid of others, recovered the sails, rigging, spars, &c., but as the vessel was very old it was impossible to save her. She soon went to pieces and was, with the cargo, a total loss.

*October 31.*—The schooner *Sarah Quinn*, lumber laden, was observed at 6 o'clock in the morning by the crew of the Little Beach Station (Fourth District), coast of New Jersey, to be standing in toward the bar of Little Egg Harbor, flying a pilot signal. Noticing that the vessel con-

tinued to approach the bar and was getting into a dangerous position, the station surf-boat was manned and pulled to her. The keeper gave the master proper sailing directions, by which he was enabled to proceed safely into the inlet to Beach Haven, whither he was bound.

October 31.—At 5 o'clock in the evening the crew of the San Luis Station (Eighth District), coast of Texas, sighted a bark standing too close in to the beach abreast of the station. They at once hoisted the international code signal M. F. G.,—"Do not stand so close in"—when she hoisted British colors and tacked off shore.

October 31.—At about 7 o'clock in the evening during the prevalence of a hard northwesterly gale with a rough and dangerous sea, the three-masted schooner *Sophia Minch* arrived off the harbor of Cleveland, Ohio, where she belonged, with a cargo of iron ore from Marquette, Michigan, and while attempting to run in had her rudder disabled by the heavy sea. She at once came to with both anchors off the east pier and hoisted a signal for assistance. The tug *Peter Smith* answered the call and steamed out to her, two of the crew of the Cleveland Station (Ninth District) accompanying to assist in handling the lines. The captain of the *Minch*, deeming one tug insufficient to tow his vessel in, refused to heave up his anchors until another tug could be procured. The *Smith*, therefore, returned and obtained the assistance of the *Fanny Tuthill*, Keeper Goodwin and the rest of the life-saving crew, save one man left in charge of the station, jumping on board the *Smith* as she again steamed out, to assist in getting the disabled craft safe into the harbor. Upon arrival alongside it was only with the greatest difficulty and risk that the life saving men gained the schooner's deck, one man, Surfman Distel, being left on the tug to aid in handling the lines, &c. As soon as the anchors were tripped, the two tugs started with the vessel in tow to get her as quickly as possible in under the lee of the breakwater. Before going far, however, both tow-lines parted, and ere the schooner could be fetched up again to her anchors she drifted to leeward to the eastward of the harbor piers, the two tugs, unable to do anything further, being compelled to seek safety by running in behind the breakwater. The sea was then so bad and broke over the vessel in such volume that before long she began dragging towards the rocky shore. It was also discovered that the water was finding its way into the hold, and the men were accordingly sent to the pumps. They could do very little, however, as it required the greatest watchfulness and effort to save themselves from being washed overboard. The captain, at this juncture, fearful of the consequences of the vessel driving onto the rocks, had a hasty consultation with Keeper Goodwin, and resolved upon scuttling her and letting her sink to the sandy bottom, where she would not receive so much damage, trusting to the chances of raising her after the storm abated. It was accomplished by boring auger-holes in the deck forward. The schooner in a short time sank in shoal water with her deck just awash, all those on board, except two men, taking to the fore-rigging for safety. The two men referred to, one a surfman belonging to the station, the other the mate of the vessel, were cut off from the rest by the waves dashing over amidships and were compelled to climb into the mizzen-rigging. Surfman Distel, who had landed from the tug *Smith*, acted promptly in the emergency. He had but one of the station crew to assist him, and therefore cast about for volunteers. At that hour, between 2 and 3 o'clock in the morning, it was no easy matter to find a sufficient number of men willing to turn out in the face of the storm to assist in handling the gear. Customs Inspector Bates, the light-house keeper, George H. Tower, and three others, Messrs.

Pryor, Duffy, and Tovat, promptly responded to the appeal for their aid, the latter with his team to draw the apparatus cart, and as quickly as possible the beach gear was taken abreast of the sunken vessel. The first shot was successful, carrying the line just abaft the fore-rigging, and in a short time, in the experienced hands of the life-saving crew, the gear was rigged and the breeches-buoy hauled off. Keeper Goodwin was the first to come ashore to superintend operations, the rest in the fore-rigging following one by one until all but Surfman Hatch, of the station crew, were safely landed. There were also the two men in the rigging aft, completely isolated so far as their getting forward was concerned. Surfman Distel volunteered to go off in the buoy to consult with Hatch as to the best means of saving the two men. The result was that Hatch agreed to attempt to reach the mizzen-rigging and see what could be done. It was an extremely hazardous undertaking, as the main boom and gaff were swaying from one side to the other in a most frightful manner, and it was literally taking his life in his hands to make the attempt. The gallant fellow, before setting out along the swaying gaff, told Distel that if he did not return in a reasonable time it might be taken for granted it was impossible for him to do so, and advised him in that case to return ashore in the buoy and report the situation to the keeper. Hatch succeeded at great risk in reaching the after part of the vessel and found the men safe, but it was utterly impossible for him to get back. Distel, therefore, faithfully followed out the programme agreed upon, and when his comrade failed to return gave the signal to be drawn ashore, and made known the facts to Captain Goodwin. As soon, therefore, as Distel could be sent off again to cast the whip-block adrift from the foremast and he hauled safely back, the gear was unrigged, the gun got into position, and in a short time communication was established with the other end of the vessel. It took Hatch and those with him but a little while to haul off the whip and hawser, and as soon as everything was all right they were drawn safely ashore, Hatch being the sixteenth and last man to be rescued. The whole affair reflected great credit both on the members of the life-saving crew and upon the little band of volunteers, who came so bravely forward to assist Distel in landing his comrades and those belonging to the vessel. The personal effects of the captain and crew were recovered and landed subsequently when daylight gave them the opportunity. A few days later (November 4), the station crew boarded the vessel and assisted in stripping her of sails and rigging, and on the day following aided in setting up a steam-pump on her deck and removing a portion of the cargo, and, when all the arrangements were completed (November 6), she was floated and taken into the harbor.

*October 31.*—The crew of the Sand Beach Station (Tenth District), Lake Huron, went off in their life-boat in company with the tug *Adams*, and brought into port a schooner which was lying off shore and unable to get in without such aid.

*October 31.*—At half past 7 in the evening the schooner *Arab*, of Milwaukee, Wisconsin, with a crew of six men, bound from Starkeville, Michigan, to her home port, lumber laden, while attempting to make the harbor of Saint Joseph, Michigan, during a westerly gale with a heavy sea, struck the bottom near the entrance of the harbor, and before her crew could get her under control again she drove onto the beach just to the southward of the south pier. Several of the crew of the Saint Joseph Station (Eleventh District), were on the north pier at the time, and when they saw the schooner's danger a signal was burned to warn her. It was of no avail, however, as her way could not be

checked. The station men quickly pulled across the river to the south pier, and by means of their heaving-line succeeded in getting hold of the *Arab's* hawser, and made it fast to prevent her from swinging broadside to the sea and knocking herself to pieces against the pier. This was a very hazardous undertaking, as every incoming wave dashed clear over the pier, and the men were in danger of being washed overboard. Their attention was then directed to the people on board, and as the vessel lay only twelve feet from the pier some planks were obtained, and by rigging a temporary gangway all hands were safely landed with their baggage and taken to the station and made comfortable. They had been buffeted about in the storm for two or three days, and were all more or less exhausted from fatigue and exposure. On November 2, 4, and 7, when the weather permitted, the life-saving crew assisted in discharging the *Arab's* cargo, and on the 10th, with the aid of the steam-tug *Protection*, of Chicago, she was floated off and taken into the harbor. As she was in a damaged condition a part only of her cargo was reloaded, and at half past 6 in the evening of the same date she left, in tow of the *Protection*, for her destination.

For an account of the subsequent disaster to the *Arab*, and the loss of one of her crew, see page —.

*November 1.*—Between 6 and 8 in the evening the north patrol of the Monomoy Station (Second District), coast of Massachusetts, saw a schooner standing dangerously near the beach. He burned his Coston light and the vessel immediately tacked off shore.

*November 1.*—At 9 o'clock in the morning the lookout of the Rockaway Point Station (Third District), coast of Long Island, discovered a three-masted schooner ashore, on Rockaway Shoals, two and one-fourth miles southwest of the station. The surf boat was launched as soon as possible and proceeded against a heavy northwest gale to pull to the vessel and arrived alongside at 11 o'clock. The vessel was found to be the *Fred. A. Carle*, of Belfast, Maine, from Charleston, South Carolina, bound to Barren Island, Long Island, with a cargo of phosphate rock. She had a crew of seven men. She had been in tow of a steamer, and the hawser parting she had drifted onto the shoals. The assistance of the station crew was declined, as the master expected a wrecking steamer. The vessel was again boarded the next morning (November 2) and four of the crew landed in the surf boat. During the day the schooner was floated and towed into Rockaway Inlet without receiving any damage.

*November 1.*—The schooner *Ella T. Little*, of and from Philadelphia, Pennsylvania, bound to Richmond, Virginia, with a cargo of pig-iron, and having a crew of seven men, was discovered by the lookout of the Hog Island Station (Fifth District), coast of Virginia, standing too close in to the beach, and before any warning signals could be displayed she struck on the southeast bar of Hog Island Inlet, three miles southeast from the station. The life-saving crew arrived alongside at half past 2 in the afternoon (thirty-five minutes after she stranded), and set to work assisting to float the vessel. After three and a half hours' hard labor they succeeded in getting her off the shoals into deep water. The master was instructed regarding the dangers of the locality and the course to steer to clear the shoals. The vessel then proceeded on her voyage.

*November 1.*—At about half past 11 in the day the schooner *Two Sisters*, of Somers Point, New Jersey, with a crew of three men from Chincoteague, Virginia, bound to the James River, in ballast, misstayed in going about off the middle ground between Cobb's Island and Bone Island, coast of Virginia, and stranded. The lookout at the Cobb's

Island Station (Fifth District) alarmed the crew at once, and they went off in the surf-boat to her assistance. An anchor was laid out and a good strain hove upon the cable, so that when the tide flowed, at 5 in the evening, the vessel floated and swung to her anchor without further assistance and undamaged.

*November 1.*—At 8 o'clock at night the patrol of Cobb's Island Station (Fifth District), coast of Virginia, discovered a vessel standing close in to the shore in a dangerous locality. He burned a Coston danger signal and the vessel at once changed her course off shore.

*November 1.*—On this date, and during the prevalence of the same gale which inflicted such damage to the schooner *Sophia Minch*, and several hours after her crew and the men at the Cleveland Station (Ninth District) had been safely landed, the three-masted schooner *John B. Merrill*, of Milwaukee, Wisconsin, hove in sight off Cleveland Harbor, bound in from Escanaba, Michigan, deeply laden with iron ore. She was a goodly-sized vessel of nearly six hundred and fifty tons, and carried a crew of ten persons including the captain's wife, who acted as cook. It was about 5 o'clock in the evening when she was met and taken in tow by the steam tug *James Amadeus*. The latter had brought her in abreast of the west pier and almost under the shelter of the breakwater, when, owing to the immense strain brought to bear upon it by the laboring of the two vessels in the heavy seas, the tow-line parted and the schooner began drifting toward the beach to the eastward of the harbor. The tug gallantly succeeded in making fast to her again and renewed the attempt to tow her in; but, owing to the rapidity of the schooner's drift to leeward, when the hawser parted she had got into such a position that the course for the harbor lay directly in the trough of the sea, and the result was that before going far the tow-line snapped a second time. The schooner was then so near the breakers that it was dangerous for the tug to again risk the attempt. As a last resort the anchors were let go, but failed to hold. The two vessels had been closely watched by the life-saving crew, and as soon as it became apparent the schooner must go ashore Keeper Goodwin ordered the beach apparatus out. Darkness having set in, the keeper started down the beach as soon as the order was given to his men, in order to keep track of the vessel. It was about half past 6 when the unfortunate craft fetched up a little less than half a mile to the eastward of the station and nearly abreast of the freight-house of the Lake Shore Railroad, in close proximity to the sunken *Sophia Minch*. The captain ordered the hatches opened as soon as she struck in order to let her fill with water and thus remain steady and be saved from thumping herself to pieces. This was a wise precaution, as she lay on smooth, sandy bottom, and it prevented her from driving up onto the rocks. Some of the party of volunteers who had so gallantly assisted the station crew in the morning at the *Minch*, viz, Messrs. Tower, Bates and Tovat, also Assistant Light-Keeper Reed, were soon on hand and rendered excellent service in getting the apparatus down, as well as in the subsequent operations; the relief party arriving abreast of the vessel, which lay stern on about four hundred feet from shore, at a quarter before 8. As soon as the gun could be placed in position and loaded the shot was sent whizzing over the schooner, dropping the line against the mizzen-rigging. The whip speedily followed, and then the hawser, and when all was in readiness Surfman Hatch, upon the keeper's call for a volunteer, stepped forward and went off in the breeches-buoy to manage the gear on board. This was the man who acted so gallantly on board the *Minch*. As soon as he reached the schooner the landing of the

people commenced, the captain's wife being the first one hauled ashore. The rest followed one by one, and in three-quarters of an hour from the time the shot was fired all hands were safe and quickly taken to places of shelter by the throng of people who had assembled to witness the rescue. The landing was effected none too soon, as the weather was freezing cold, and the people would have been in a pitiable plight indeed, if they had been compelled to remain on board in their wet garments exposed to the keen, cutting wind. On November 3, the gale having abated and the sea gone down, the station crew lent valuable aid in pumping the *Merrill* out, and in running lines from her to the three tugs employed to raise her and take her into port, the task being successfully accomplished by 5 o'clock in the evening of the same day. The local press gave unmeasured praise to the life-saving crew and the little band of volunteers who so nobly seconded their efforts at these two disasters—the *Sophia Minch* and the *John B. Merrill*—and the captain of the latter indited the following complimentary letter:

"The schooner *John B. Merrill*, in trying to make the harbor at Cleveland on the evening of November 1, in charge of the tug *James Amadeus*, when near the end of the breakwater parted her tow-line and the vessel's anchors were let go, but failed to hold. She drifted onto the beach, where she soon filled with water, the sea making a clean breach over her, making it extremely dangerous to launch a boat in the heavy sea that was running. The life-saving crew were promptly on hand, and in a very short time had succeeded in getting a line on board. Everything worked like clock-work, without a hitch, and in less than an hour all the crew of nine men and one woman were got on shore. It was blowing a gale, with a heavy sea running, and the night very dark. Too much praise cannot be given to Captain Goodwin and his crew for the efficient service they rendered in saving the lives of the crew, and also in getting the vessel off the beach on November 3.

"J. H. COLEMAN,

"Master of Schooner *John B. Merrill*."

*November 1.*—At 5 o'clock in the evening, during a strong northwest gale, with a heavy sea, the crew of the Grindstone City Station (Tenth District), Lake Huron, were called upon to go to the assistance of a schooner which was lying at the dock at Grindstone City, one and a half miles east of the station, in a very dangerous situation. Proceeding to the dock, the station crew found the *Curlew*, of Bay City, Michigan, laden with stone, lying broadside to the sea and in danger of being knocked to pieces on a stone pile under her lee. The station crew extricated the vessel from her perilous position, warped her to windward, and moored her safely under the lee of Worthington's dock, where she was safe. The master said his vessel would have been destroyed but for the assistance of the life-saving crew.

*November 2.*—At 4 o'clock in the morning the schooner *Mary Riley*, of Bridgeton, New Jersey, carrying a crew of six men, bound from Baltimore, Maryland, to Danversport, Massachusetts, with a load of coal, ran ashore on Race Point, Cape Cod, about a quarter of a mile to the westward of the Race Point Station (Second District). She was soon discovered by the station patrol and the alarm given. When the life-saving crew got on board they carried out an anchor to heave her off by, and after heaving the hawser well taut, and while waiting for the tide to rise the pumps were manned and the schooner pumped out; it being found that she was leaking. The steamer *Longfellow*, of Province-

town, hove in sight while they were thus engaged and a signal was hoisted, which soon brought her to their assistance. The life-saving crew ran the steamer's hawser to the schooner with the surf-boat, and in a short time she was hauled afloat. The *Longfellow* towed her in past Race Point, when, with the aid of the life savers, her sails were hoisted and she bore up for Provincetown Harbor apparently all right.

*November 2.*—The steam-tug *Glance*, of Boston, Massachusetts, with a crew of five men, encountered strong head winds and heavy seas on her way up the coast to that port from Philadelphia, Pennsylvania, and running short of fuel was obliged, during the night of November 1, to anchor abreast of the Parinet River Station (Second District), Cape Cod, coast of Massachusetts. The captain landed at daylight (November 2) and reported that he had barely enough coal to last to Provincetown, twenty-odd miles distant, and as he was unacquainted with the coast he wanted a pilot to take him thither. As the local pilots were all away fishing, the keeper, at the captain's urgent request, detailed one of his men (Surfman Dyer) to act in that capacity. Dyer went on board and took charge of the wheel and did not leave his post until the tug reached Provincetown in safety. Before returning by rail from Provincetown he also aided the captain in procuring a supply of coal to enable him to reach Boston. The captain was extremely grateful for the assistance received, especially as the weather again set in bad just as he reached the harbor. Had he remained outside, dependent upon his own resources the consequences would doubtless have been serious.

*November 2.*—Shortly before noon of this date the schooner *Imogene Diverty*, of Camden, New Jersey, carrying a crew of five men, from Richmond, Virginia, bound to New York, with a cargo of pig iron, staves, and carboys, stranded on the south bar of Hereford Inlet, through an error of judgment as to her distance from the shoals. The Hereford Inlet Station crew (Fourth District), coast of New Jersey, discovered the situation of the schooner immediately and went to her assistance. The crew of the Tatham's Station (same district) also boarded the vessel shortly after the first-named crew, and rendered assistance. As the tide had rapidly fallen when they got to her, but little could be done until evening, when by carrying out an anchor and the advantageous use of the sails, she was floated off at 7 o'clock, to the captain's great relief, and enabled to proceed on her way. She received no apparent damage.

*November 2.*—At half past 7 o'clock in the evening the patrol from the Watchpreague Station (Fifth District), coast of Virginia, seeing a vessel running towards Dawson shoal, burned a Coston light, when she hauled off and went clear.

*November 2.*—At about 11 o'clock at night the patrol from the Watchpreague Station (Fifth District), coast of Virginia, warned off a second vessel, which was heading direct for Dawson Shoal, by flashing a Coston light. It was a narrow escape both for this vessel and the one warned a few hours previous.

*November 2.*—At 3 o'clock in the morning the patrol of the San Luis Station (Eighth District), coast of Texas, sighted a large square-rigged vessel nearing the beach, about three miles to the eastward of the station. The people on board seemed unaware of their danger, but as soon as he could flash a Coston signal to warn them she was quickly put about and stood off shore.

*November 2.*—During the gale which wrecked the schooners *Sophia Minch* and *John B. Merrill*, another large three-masted schooner, the *David Vance*, of Milwaukee, Wisconsin, arrived off Cleveland Har-

bor in the afternoon of November 1, at about the same time as the *Merrill*. The two vessels had come down the lake in company and were from the same port, Escanaba, Michigan, with similar cargoes (iron ore). Unlike the *Merrill*, however, the *Vance* anchored well off shore some 2 miles northeast of the piers, her captain preferring to try and ride out the gale rather than run the risk of an attempt to enter the harbor while the storm lasted. She had a crew of ten persons all told. The holding ground being good the vessel hung on, although she was leaking badly and shipped a great deal of water, which compelled her crew to labor unceasingly at the pumps. At half past six the next morning (November 2) when the tug *Mary Virginia* ventured out and offered to tow her in, the captain declined to start his anchors until the sea subsided somewhat, but requested her to come out later, and when she did, to bring, if possible, the crew of the Cleveland Station (Ninth District) to assist. Accordingly, a few hours later, when the schooner made signal for the tug, although the sea was still exceedingly rough, the station crew went off in their surf-boat in tow of the steamer. Upon gaining the schooner's deck, after some difficulty, they found the crew almost exhausted from loss of sleep and long and fatiguing labor at the pumps. As the gale had now moderated and there was a good opportunity to get the vessel inside, the life-saving crew manned the windlass and hove up the anchors, when she was taken in charge by the tug and towed into the harbor, the station men keeping the pumps going until the schooner was entirely safe.

**November 3.**—At eleven o'clock in the day the schooner *Koret*, of Bath, Maine, with a crew of five men, bound from Calais, in that State, to New Haven, Connecticut, laden with lumber, while attempting to pass through Butler's Hole, on her way into Vineyard Sound, mistook the channel and grounded on Bearer's Shoal, off Monomoy. The crew of the Monomoy Station (Second District), coast of Massachusetts, about two miles distant, witnessed the accident and quickly put out to her assistance. The mishap was caused by the channel buoy being out of place. They helped get the sails hoisted and anchor up, and when the flood tide lifted her shortly afterwards piloted her well clear of the shoals and saw her safely on her course again. The schooner received no damage.

**November 3.**—At about noon a small sail-boat containing two persons was capsized off the Monmouth Beach Station (Fourth District), coast of New Jersey, by a sudden gust of wind. The accident was witnessed by the station crew, and they immediately hastened to the rescue. After getting the men safely into the surf-boat, the sail-boat was righted and bailed out and the occupants were again placed in possession and proceeded on their way. They must soon have perished but for the life-saving crew. The accident occurred about a quarter of a mile from land.

**November 3.**—The steam barge *Michael Groh*, of and from Chicago, bound to Muskegon, in ballast, and having a crew of fourteen persons, while entering the harbor of the last named port, parted steering gear, and before she could be controlled by her engines she was forced by the strong wind and heavy sea on the beach about 200 feet north of the entrance, and a quarter of a mile from the shore.

The disaster occurred at half past 4 in the morning, and was immediately discovered by the keeper and one of the surfmen of the Muskegon Station (Eleventh District), Lake Michigan, about three hundred yards distant. In fifteen minutes the station boat was alongside. The barge was lying stern on, and as the wild sea and the darkness made it difficult to reach the surf-boat, the captain and his crew decided to

wait until daylight before attempting to leave the vessel. At the request of the captain the station crew returned to the shore, with a telegram for the owners of the vessel. At half past 6 they again went in the surf-boat to the barge, and in two trips the entire crew were landed. At 9 o'clock the captain was carried on board the vessel for the purpose of securing some valuable papers and again landed.

During the night the station crew kept watch on the beach opposite the vessel. Next morning (November 4), the wind and sea moderating, the work of trying to release the vessel was commenced, and the station crew were employed in running lines from her to the tugs outside the bar. The weather being unfavorable on the 5th, the work had to be suspended until the 7th, when, with the aid of steam-pumps and other wrecking apparatus, the vessel was floated and carried into port.

The subjoined testimonial was received by the keeper of the station, viz :

“MILWAUKEE, November 21, 1883.

“To all whom it may concern :

“Having seen the wreck report of Keeper Woods, of the Muskegon, Michigan, Life-Saving Station, in reference to wreck of steamer *Michael Groh*, I cheerfully certify that the same is correct. In addition, I would say that myself and crew will always feel grateful for the untiring vigil kept on the beach by the life-saving crew and the many kind favors and hospitalities extended to us during the five days that the vessel and crew were in great danger. Indeed, in our opinion, the Life-Saving Service of the present day is indispensable.

“V. E. MEYERS,  
“Master of Steamer *Michael Groh*.”

*November 4.*—The small sloop *Anonyma*, in attempting to enter Squan Inlet for a harbor at about 3 in the morning, on her way to Barnegat, New Jersey, from New York, got to leeward of the channel and stranded on the north side of the inlet. The morning being very dark she was not discovered until just before daylight, when the Squan Beach Station patrol (Fourth District), coast of New Jersey, hurried to the station and gave the alarm. The station crew launched their surf-boat and boarded the vessel as quickly as possible. There was but one man on board. After making all necessary preparations the life-saving crew floated her off when the tide flowed, and took her safely into the inlet without danger.

*November 4.*—The midnight patrol north from the Forked River Station (Fourth District, coast of New Jersey) found the schooner *Lulu Ammerman*, of Perth Amboy, New Jersey, ashore about a mile and three quarters north of the station. The station crew boarded her at about half-past 1, and were soon re-enforced by the arrival of the Cedar Creek Station crew (same district). Together they ran out an anchor, and at 6 o'clock, when the tide flowed, succeeded in hauling the vessel afloat without any loss except that of an anchor. She had a crew of seven men, and was bound from New York to Baltimore, Maryland, in ballast.

*November 4.*—On this date the superintendent of the Seventh District, east coast of Florida, received information that a vessel had stranded, nine miles north of the Orange Grove House of Refuge. Proceeding as rapidly as possible to the scene of the disaster, he found upon his arrival at Lake Worth the master and crew (six men) of the brig *Triunfo*, of Barcelona, Spain, from Gibara, Cuba, bound to Savannah, Georgia.

The vessel had sprung a leak two days after leaving port, and, the pumps failing to keep her free, she was run on the beach on November 2, and the crew landed safely. The keeper of Orange Grove Station was informed of the disaster by messenger on the 5th, and upon his arrival arrangements were made for saving as much as possible of the sails, rigging, and general outfit. As the stations of the Seventh District are simply houses of refuge, without crews, an arrangement had to be made with wreckers for the proposed work. A small schooner was chartered to receive the articles and to carry them and the wrecked crew to Key West, Florida. Superintendent Spencer reports that the inhabitants of the vicinity of Lake Worth are deserving of the highest praise for their kindness to the shipwrecked people. Mrs. Albert Gier furnished provisions to the party and sheltered two of them at her house. Messrs. Dimmock and Dye, respectively, lent their boats without compensation, and the wreckers voluntarily gave a helping hand in assisting the unfortunate people. None of the shipwrecked men could speak English, and they were therefore at the mercy of any evil-disposed person. The brig became a total loss, and the crew left for Key West on the 8th of November.

*November 4.*—Early in the day the crew of the Buffalo Station (Ninth District), Lake Erie, were requested to search for the body of Archie McDonald, who had been drowned the previous day, near Horse Shoe Reef, Niagara River. The station boats were launched and search made for several hours, but without success.

*November 5.*—At half-past 12 in the day the crew of the Thunder Bay Island Station (Tenth District), Lake Huron, saw the fishing boat *Detroit*, of Alpena, Michigan, suddenly fill with water and sink in the vicinity of North Point, about four miles southwest of the station. The life-boat was launched, and with great difficulty was pulled against the heavy sea and strong southwest gale to the scene of the accident. A steamer being near by, however, when it occurred, picked up the two men composing the crew before the life-boat could arrive. It was an extremely hard pull for the station crew, the life-boat several times filled with water on the way. When they reached the sunken craft they succeeded, after great labor and much risk, in attaching a line to the foremast and making it fast to the tug. The *Detroit* was then towed by the steamer to a fishery some two miles distant. The steamer being unable to get near the dock, the station crew ran lines to the shore, and with the help of the fishermen, after working in the water until dark, got the sunken craft out on the shore. The fishermen of the vicinity complimented the station crew very highly for their work, and for venturing out in such a heavy sea and storm.

*November 5-6.*—At about half-past 1 in the afternoon the crew of the Cape Fear Station (Sixth District), coast of North Carolina, while on their way back in their boat to the station from Smithville, whither they had gone on business, sighted a schooner aground on the shoals at the entrance of Cape Fear River; the place where she lay being about five miles to the northwest of their station. The boat was at once headed for the vessel, arriving alongside of her at half-past 2. She was the *Samuel McManemy*, of Philadelphia, Pennsylvania, bound in to Wilmington, North Carolina, with a cargo of railroad iron from Perth Amboy, New Jersey, her crew numbering seven men. She had grounded three hours previous (11.30 A. M.); the wind having died away, when the tide swept her onto the shoal. It was high water when she struck. The life-saving crew went to work at once and carried out an anchor with about sixty fathoms of chain from the port bow, and a kedg from

the port quarter, and when the tide rose that night hove on the cables with all their might in an effort to get the schooner off. It was not such an easy matter, however, as the tide was scant and she refused to budge. They therefore suspended operations at 1 o'clock in the morning (November 6), promising the captain to return in time for the next tide. It was about half-past 7 when they again got on board. The windlass and capstan were at once manned, and after two hours' work they succeeded in getting her afloat. She was then taken safely in over the bar and soon afterwards proceeded up the river in tow of a tug to her destination. The captain was very thankful to the crew for saving his vessel, and sent the following letter to the General Superintendent:

" WILMINGTON, N. C., November 12, 1883.

"SIR: I desire especially to call your attention to Keeper Dunbar Davis and crew at Cape Fear Life-Saving Station, whose prompt, energetic action saved from total loss the schooner *Samuel McManemy*, of Philadelphia, loaded with railroad iron, ashore on the bar off Wilmington.

"I cannot commend him too highly, and would most respectfully recommend him to your favorable consideration. He is gentlemanly and intelligent, and in every way worthy of the confidence intrusted in him to promote the efficiency of the service.

"Very respectfully, your obedient servant,

"J. M. C. REVILLE,

"Master Schooner *Samuel McManemy*.

"To Hon. S. I. KIMBALL,

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

November 5.—At about two in the afternoon the keeper of the Bolinas Bay Station (Twelfth District), coast of California, waded and swam some distance out from the station and rescued Miss Clara Mills, a young lady boarder at the hotel near the station, who had gone out alone in a skiff, which she was unable to manage in the swift current setting out of the bay. In a few moments she would have been swept into the breakers on the bar, and undoubtedly lost but for the courageous intervention of Keeper Johnson.

November 6.—At 10 o'clock in the forenoon one of the crew of the Plum Island Station (Second District, coast of Massachusetts), while strolling along the beach to the northward of the station, discovered a sail-boat drifting down the river toward the breakers on the bar. He quickly procured a dory at the jetty, and boarding the boat found her without oars or tiller, and no one on board. He made sail, and using one of the dory's oars to steer with, carried her to Plum Island Point, where he found a party of four men, who had left the boat, as they supposed, all right. A fresh southwest wind springing up during their absence she had gone adrift. Had it not been for the prompt action of the surfman the boat would have been lost in the breakers.

November 6.—The morning patrol of the Assateague Station (Fifth District), coast of Virginia, discovered a large scow stranded on the beach two miles west-southwest of the station. The station crew procured sticks of timber, and making rollers of them, succeeded after two hours' labor, in getting the scow launched and then towed it into Chincoteague Inlet, when it was delivered to the owner.

November 6.—At half-past 8 in the morning the lookout of the Fairport Station (Ninth District), Lake Erie, reported a vessel about five miles off, with a distress signal flying. As there was a heavy head sea the steam-tug *George R. Paige* was engaged to tow the crew in their

life-boat to the vessel's assistance. She proved to be the schooner *John J. Hill*, of Cleveland, Ohio, from Marblehead to Fairport in the same State, with a cargo of limestone. There were four men on board. She had been out in the gale and had lost her sails, and was full of water, and when reached was lying in the trough of the sea and in great danger of foundering. The steamer *Pacific* had made two previous attempts to take her in tow, but could not get near enough to pass her hawser on board on account of the heavy sea. The people on board were nearly exhausted by their long labor at the pumps. The boat's crew ran lines from the schooner to the tug, and then with the aid of two men from the tug set to work at the pumps; part of the life-boat crew remained in their boat, as it was expected that the vessel would founder before she could be sheered around out of the trough of the sea. Fortunately the work was accomplished; the schooner was towed safely into port.

*November 6.*—At about half-past 1 in the afternoon the crew of the Cleveland Station (Ninth District), Lake Erie, were notified by the *Pacific* that the barge *General Burnside*, of Cleveland, Ohio, was lying at anchor ten miles east of the station with a signal of distress flying. The keeper signaled to the steam tug *Dreadnaught* and in tow of that vessel proceeded with his crew in the surf-boat to the barge, arriving alongside at a little before 4. It was found that the barge had broken adrift from a tow the night before, and being unable to proceed alone had anchored, and in doing so had broken the windlass and was unable to get her anchor again. The heavy sea then running was tossing the barge about in a dangerous manner, and the situation was rendered still more critical by the fact that the anchor was not holding, and she was drifting toward the shore. The station crew run a line to the steamer and shipped the barge's cable and she was then towed into Cleveland Harbor and moored safely at the wharf. Had she remained much longer where found by the life-saving crew she would surely have dragged ashore. She was in ballast, bound from Buffalo, New York, to Bay City, Michigan, and had a crew of seven men.

*November 6.*—In the forenoon, during a violent gale, the crew of the Thunder Bay Island Station (Tenth District), Lake Huron, went off in response to the distress signal of a large schooner four miles south of the station. Before they could reach her, however, a steam-tug was seen to take her in tow and steam for Alpena, the nearest harbor.

*November 6.*—At 1 o'clock in the morning the keeper of the Two Heart River Station (Tenth District), Lake Superior, sighted a steamer with some vessels in tow ranging too close in to the beach. The weather was very dark and they were evidently not aware of their danger. The keeper quickly flashed a Coston signal to warn them, when the steamer changed her course and soon went out of sight off shore.

*November 6.*—Shortly after 3 o'clock in the afternoon the captain of the schooner *Guiding Star* of and from Oswego, New York, bound to Milwaukee, Wisconsin, with a cargo of coal, reported at the Milwaukee Station (Eleventh District, Lake Michigan), that his vessel had run ashore the night previous during a thick fog, some fifteen miles north of Milwaukee Harbor. He said that in company with three of his men he had landed that morning in his own boat, leaving four men on board, and as his boat had been stove in coming ashore and was useless, he was anxious for the life-saving crew to go to the men's relief. The surf-boat was accordingly launched and in tow of the tug *Welcome*, the station crew proceeded to the wreck, where they arrived about dusk, and rescued the four men, whom they brought to Milwaukee. During the

efforts that were subsequently made to save the schooner the life-saving crew were again summoned to her, on November 17, by the tug *Dexter*, which reported that there was a large gang of men on board anxious to be landed, the sea being so heavy that the tug was unable to go alongside. The crew therefore went to her in tow of the tug *J. J. Hagerman* to find upon arrival that the sea was rapidly subsiding, and that the wrecking party had concluded to remain where they were, the danger having passed. The station crew could therefore do nothing. The schooner afterwards broke up and was lost, about two-thirds only of her cargo being saved.

*November 7.*—At about 4 o'clock in the afternoon the schooner *Samuel Hart*, of Saint George, Maine, with a crew of six men, while on her way from Saint George to Baltimore, Maryland., with a cargo of paving stones, struck on a sunken reef known as White's Ledge, near Northern Island, Tennant's Harbor, coast of Maine, two or three miles to the westward of the White Head Station (First District). She was soon observed from the station and the crew went off in their boat to offer assistance, but as the tide was then ebbing they could do nothing that evening. The next morning, however, (8th) they assisted in removing the cargo to lighten her, and at high water succeeded in kedging her off the reef with but slight damage and took her to a safe berth in Tennant's Harbor, where she could reload.

*November 7.*—A steamer running dangerously close to the beach near the Peaked Hill Bars Station (Second District), Cape Cod, Massachusetts, was warned of her danger by one of the patrolmen burning a Coston signal, when she at once shaped her course farther off.

*November 7.*—At 8 o'clock at night the north patrol, from the Cape Fear Station (Sixth District), Smith's Island, North Carolina, discovered a sloop, apparently a yacht, heading towards the shore and dangerously close to the breakers. He quickly flashed a Coston signal to her, when she at once tacked and stood off shore.

*November 7.*—At about half-past 6 in the evening the crew of the Chicago Station (Eleventh District), Lake Michigan, went to the relief of a laborer on the harbor breakwater, who had been accidentally left behind on that structure when the men quit work for the day. He was brought ashore in the station boat.

*November 8.*—At about 10 o'clock in the morning the crew of the Crumple Island Station (First District), coast of Maine, observing a signal flying from the flag-staff at Moos-a-bee light-house, on Mistake Island, some four or five miles distant, denoting a vessel in trouble in that locality, they pulled over there in the surf-boat and found the schooner *Ranger*, of Saint John, New Brunswick, ashore at the north end of Knights Island. She had struck there the previous evening (November 7) during a fresh northerly gale, while en route to Saint John from Boston, in ballast, her crew consisting of four men. The assistance of the station men was gladly accepted by the captain, as the vessel lay in a bad position and there was danger of her breaking in two and being wrecked. They therefore got to work as quickly as possible, planted anchors off shore, and at high water succeeded in heaving the schooner afloat, when she was taken to a safe anchorage. She was thus saved from going to pieces.

*November 8.*—During the night the patrol from the Ocean City Station (Fourth District), coast of New Jersey, observing a schooner heading straight for the bar, burned a Coston light, when she immediately changed her course and stood off shore.

*November 8.*—The schooner *R. S. Graham*, of Philadelphia, Pennsylvania, with a crew of six men, from New York bound to Philadelphia in ballast, mistook the channel in rounding Cape May into the Delaware River, and stranded on the north shoal, about a mile and a half south of the Cape May Station (Fourth District), coast of New Jersey, at 10 in the morning of this date. The station crew boarded her as quickly as possible after she struck, and by their prompt action got the vessel afloat in one hour and piloted her into deep water. The captain was very grateful for their assistance.

*November 8.*—At about half-past eight o'clock at night the north patrol of the Green Run Inlet Station (Fifth District), coast of Maryland, observing a schooner dangerously near the outer bar endeavored to warn her off by waving his lantern, but as she still continued her course he burned a Coston light, when she at once tacked, just in time to avoid stranding.

*November 8.*—At about 11 o'clock in the night the patrol from the Hog Island Station (Fifth District), coast of Virginia, discovering a sloop standing in towards the beach warned her off, by burning a Coston light. She was not more than two hundred yards off, and went about as soon as the signal was made.

*November 8.*—At about 9 o'clock at night the north patrol from the Little Island Station (Sixth District), coast of Virginia, seeing a steamer too near the shore, burned a Coston light, when she at once changed her course and went clear.

*November 9.*—The early morning patrol of the Assateague Station (Fifth District), coast of Virginia, discovered a vessel standing too near Fox Shoal and warned her of her danger by burning a Coston patrol signal, when she at once changed her course.

*November 10.*—The morning watch at the San Luis Station (Eighth District), near San Luis Pass, west end of Galveston Island, coast of Texas, sighted at about half past 5 o'clock a barkentine, which was standing in before a fresh southerly wind towards the south breaker at the Pass, apparently unaware that she was nearing the land. The international code signal, M. F. G. ("Do not stand so close in"), was at once hoisted at the station, but as the weather was thick it was evidently not seen by those on board, and in a short time the vessel stranded on the shoal at a point about three and a half miles southwest of the station. Even before she fetched up it was apparent to the life-saving crew that she must soon go ashore, and by the time she struck they were on their way down the beach with their boat. Upon arrival at the Pass they put off through a very heavy surf, and half an hour later, after a hard pull, the crew reached the vessel, the men being thoroughly drenched and the boat partly full of water. The unfortunate craft proved to be the *Laura R. Burnham*, of Boston, Massachusetts, carrying a crew of ten men, from Baltimore, Maryland, for Galveston, Texas, with a cargo of coal and canned goods. An immediate effort was made to heave her off by running an anchor out from the starboard quarter, but it was not successful. They afterwards returned ashore (10 o'clock) and dispatched a message to the consignees for the assistance of a tug and lighters. When the life-saving crew boarded her again at noon the surf was much heavier than in the morning, and she was leaking badly. The men therefore went to the assistance of her crew at the pumps. In the evening the situation was so much worse with the seas tumbling in over the vessel's rail that the surf boat narrowly escaped being stove to pieces. The bark was all this time working farther up on the shoal and the water gained steadily

on the pumps. By midnight a heavy rain-storm had set in, but the crew kept manfully at the pumps until 2 o'clock (November 11), when it was decided to attempt to land all hands, the spray at that time from the huge waves flying as high as the main-top. The night was of inky blackness, and the vivid lightning only served to render the darkness in the intervals more intense. As soon as the boat could be manned the captain and four of his men tumbled in and an attempt was made to work through the breakers to the beach. It was so rough, however, that it became necessary to pull a mile or two to the eastward, and there, after several narrow escapes from swamping, the boat was beached at about 4 o'clock, when the party proceeded to the station, where they arrived at about 5 o'clock. After a short rest at the station the life-saving crew again set out, the district superintendent—Capt. William A. Hutchings—who had come down from Galveston, accompanying them in the boat. The tug *Estelle* and the lighter *Buckthorn* had arrived and anchored during the night, and on the way to the stranded vessel the keeper spoke the latter and requested her captain to lay by as long as possible, although the state of the weather precluded any possibility of her saving any of the cargo, there being every prospect of a hard gale setting in. The five men left on the bark had become thoroughly alarmed, and when day dawned had hoisted their colors union down, anxious to be taken ashore. The sea was still breaking in huge cataraacts over the vessel, and to make the situation worse a violent squall of wind and rain was rapidly approaching from the northeast. It burst upon them with all its fury just as the boat after the utmost difficulty succeeded in getting alongside. It was deemed unsafe to attempt to save any of the baggage on that trip, as was at first intended, so the five men were soon transferred to the boat, which was then quickly shoved off, and half an hour later all hands were safely ashore. As it was 2 o'clock in the afternoon when they reached the station,  $3\frac{1}{2}$  miles from the place of landing, nothing more was done that day, the men being glad to change their wet clothing and seek much-needed rest.

On the following morning (November 12), after an early breakfast, an attempt was made, notwithstanding the gale and frightful sea, to board the bark and recover the crew's effects, but it was of no use, and the life-saving crew, after again receiving a good drenching and half swamping their boat, were forced to give it up, it being utterly impossible to lay the boat alongside. On the 13th they took an early breakfast and again set out. The wind and sea had subsided to a certain extent, and after a strong pull they succeeded in gaining the now almost wrecked vessel. The sea was still breaking over her, and it was unsafe to remain on board, the cabin being full of water and the forward house stove in. They managed, however, to secure much of the crew's personal effects, together with the cabin stores and other articles, which were safely landed.

The next day at daylight (14th), a party of wreckers arriving from Galveston, they were conveyed to the vessel in company with her crew, and all hands set to work stripping her. The sails, light spars, and other movable articles, also the chain cables, were boated off to the wrecking schooner, and at 5 o'clock in the evening, when everything possible had been removed, the entire party were landed at the station.

With the exception of saving such wreckage as drifted ashore when the bark subsequently went to pieces, this ended the arduous labors of the life-saving crew. The shipwrecked sailors were sheltered at the

station for five days, or until circumstances enabled them to leave for Galveston.

The following testimonial was received by the general superintendent from the captain of the vessel:

“SAN LUIS STATION, *November 16, 1883.*

“This is to certify that Capt. Chauncey Coxe and his crew from the San Luis Life-Saving Station came on board the bark *Laura R. Burnham*, of Boston, at daylight on the morning of November 10, and staid on board until the next morning, rendering all the assistance in their power, pumping and laying anchors and trying to get the vessel off the beach, but after working until 2 o'clock on the morning of the 11th, the weather getting so bad we were obliged to abandon the vessel, the sea at that time breaking all over her. But for the prompt action of Captain Coxe and crew we should probably have lost some of our number, if not all, and I beg to return thanks to Captain Coxe and crew in behalf of my crew and myself for their assistance in trying to save the vessel; and, when they found that impossible, for landing my crew and myself, and also for our kind treatment at the station.

“CALEB NICKERSON,

“*Master of the Barkentine Laura R. Burnham of Boston.*”

*November 11.*—At half past 5 in the morning, as the north patrol of the Gull Shoal Station (Sixth District), coast of North Carolina, was returning toward the station, he discovered the schooner *Edward Stewart*, of Bangor, Maine, from Turk's Island, West Indies, loaded with salt for Baltimore, Maryland, and having a crew of eight men, stranded two and a half miles north of the station. He signaled the people on the vessel by burning a Coston light, which was replied to by the flashing of a lantern. The station crew on being alarmed proceeded to her with the surf-boat, and on arriving on board at half past 6 went to work laying out anchors and cables to keep the vessel from driving further on the bar. The keeper then returned ashore and telegraphed for the crews of the Little Kinnakeet, Chicamicomico, and New Inlet Stations (all of the same District), telling them to bring all the shovels they could muster, and upon their arrival all set to work shoveling the salt overboard and heaving on the cables to get the schooner off. At 4 in the afternoon, the tide having flowed, the vessel was hove off the shoal and moved into deep water, and as soon as the anchors and cables were re-stowed the life-saving crews left her and she proceeded on her voyage.

The following acknowledgment of the services of the life-saving crews was subsequently received from the captain by the general superintendent:

“BALTIMORE, *November 20, 1883.*

“UNITED STATES LIFE-SAVING SERVICE, *Washington, D. C.:*

“GENTLEMEN: While on a voyage from Turk's Island to Baltimore, with a cargo of salt, in command of the schooner *Edward Stewart*, of Bangor, Maine, I had the misfortune to ground on Gull Island Shoal, coast of North Carolina, on the 11th at 5 A. M. I take great pleasure in making known to the Department that our call for assistance was promptly responded to by the keepers of the life-saving stations in the vicinity and their crews, and can add that through their indefatigable aid the schooner *Edward Stewart* was brought into deep water at 2 P. M. the same day. Without assistance from the shore, heavy losses would undoubtedly have been sustained by owners and myself.

“For these services I tender the Department my most sincere thanks, and politely request that the same be conveyed to Israel B. Midgett, keeper of Gull Shoal Station, and his crew; L. B. Midgett, keeper of the Chicamicomico Station, and his crew; E. O. Hooper, keeper of the Little Kinakeet Station, and to the keeper of New Inlet Station.

“The schooner *Edward Stewart*, after being floated, proceeded on her voyage to Baltimore, and arrived safely at 3 A. M. November 14, without apparent damage.

“I am, gentlemen, yours, respectfully,

“JOSEPH S. HARLOW,

“*Master of Schooner Edward Stewart, of Bangor, Maine.*”

November 11.—On this date occurred one of the most thrilling episodes in the annals of the life-saving station at Cleveland, Ohio (Ninth District). It was at about 9 o'clock at night, during the prevalence of a violent northwesterly gale, that the crew of that station observed a vessel scudding before the wind, under reduced sail, directly for the harbor. She endeavored to fetch in under the lee of the breakwater, but failed in the attempt, and was compelled to anchor off the end of the east pier. Keeper Goodwin saw there would be trouble, and at once ordered the surf-boat out. The sea was running so high that at times the light-house on the end of the east pier was completely buried in a smother of foam. As the boat was passing out of the harbor the captain of the tug *Forest City* hailed the keeper and told him that if he would run a line from the vessel and stand by to slip her cable, the tug would make an effort to tow her in. The life-savers got on board all right, but found the sea was breaking over her fore and aft, and that she was covered with a glare of ice, the spray from the huge waves freezing wherever it struck. She proved to be the schooner-rigged barge *John T. Johnson*, of Sandusky, Ohio, from Escanaba, Michigan, with a cargo of iron ore consigned to parties in Cleveland, her crew consisting of six men and one woman, the latter serving in the capacity of cook. The keeper saw at a glance that whatever was done must be done quickly, as there was danger of the schooner parting her cable at any moment and driving ashore. He therefore hailed Customs Inspector Bates and Lightkeeper Reed, who were on the pier, requesting them to send the tug out to aid in getting the vessel in. The message was promptly delivered, but by that time the captain of the *Forest City* had changed his mind, fearful of risking his vessel, and refused to go. The other tug lying in the river also declined. This fact was soon communicated to Goodwin. He realized that it would be almost madness to attempt to land the people with the boat, as the chances were ninety-nine in a hundred that they would be capsized and drowned before reaching the harbor, and as the vessel could not hold on much longer he decided to return ashore with his men and make ready the breeches-buoy apparatus, leaving one of the surfmen, John Eveleigh, on board to see that the gear was properly rigged. The boat had not gone more than a hundred feet from the schooner when it was nearly swamped by a heavy sea and rendered almost unmanageable. To make the matter worse the men were well-nigh exhausted by the fatiguing exertion of pulling out to the vessel, and before they could bail out the water the boat had drifted so far to the eastward of the pier that it was out of the question to get back into the river again, and they were compelled to square away for a short stretch of beach between the harbor pier and freight piers of the Lake Shore Railroad.

This course while an expeditious one was also attended with great danger, as it would be certain destruction if they missed the beach and were swept in among the piling of the piers beyond. They had barely got the boat well under control again, and were within about a hundred and fifty yards of the shore, when a tremendous sea overtook and cap-sized them in spite of the exertions of the keeper with his steering oar and the two after-oarsmen who had sprung to his aid with their oars trailed on either quarter, and all hands were thrown struggling into the ice-cold water. They made desperate but fruitless efforts to right the boat, but were washed off again and again, until at last their strength failed and the unequal struggle seemed almost at an end. Several of them had also been badly bruised from violent contact with the boat. In the mean time an excited crowd had gathered upon the pier when it became known what had happened to the boat, and, anxious to render any assistance possible, they threw to the struggling surfmen pieces of plank and timber for them to cling to. This, though well meant, only added to their peril. Their cork life-belts were sufficiently buoyant to keep them afloat, but to have been struck by one of the timbers as they tossed shoreward with the irresistible impulse of the waves would have been certain death, and the flagging energies of the poor fellows were taxed to the utmost in keeping out of their way. At last after great exertion two or three of the men got to within forty or fifty feet of the pier, and, catching the ropes thrown to them, were pulled out. The rest by clinging to the boat soon afterwards reached the beach, where willing hands were ready to drag them up beyond reach of the angry waves. They were in a pitiable condition and for some time could not speak, being barely conscious when rescued. Indeed the wonder is that there was a spark of life left in them after such an ordeal as they had passed through. It was one of the narrowest escapes on record in the Life Saving Service. But for the life-preservers they wore every man would have been lost. As quickly as possible they were taken to the office of the customs inspector, at the head of the pier, where their wet clothing was removed and replaced with dry garments brought over from the station on the west pier, and in a short time, with proper attention, they began to revive. The situation of the people on the schooner was uppermost in their thoughts, however, and the report that the vessel was drifting ashore acted like magic. They were instantly on the alert again, forgetting all else but the fact that eight persons were in peril of their lives. The gallant fellows repaired to the station as quickly as their stiffened and almost frozen limbs would permit, and with the assistance of others brought out the beach apparatus. It was then nearly midnight. The schooner had fetched up in almost the same spot as the *Sophia Minch* a few days previous (November 1). Her crew could be dimly seen perched in the mizzen rigging. As quickly as possible the gun was placed in the most favorable position and fired. The line was caught by Surfman Eveleigh, who, as before stated, had been left on board, and was in the rigging with the rest. Although the storm raged with unabated fury, the work was now comparatively easy. Under Eveleigh's directions the whip-block was hauled out by the sailors and made fast. The whip was followed by the hawser, and when that was secured to the mast and set taut the breeches-buoy went out, and the rescue of the wrecked crew commenced. The woman was landed first, at 5 minutes past midnight, and quickly taken to a place of shelter from the fierce wintry wind. Then followed, one by one, the four seamen, the mate, the captain, and, lastly,

Surfman Eveleigh, who reached the shore at 25 minutes after 12 (November 12)—in just thirty minutes from the time the gun was fired. The seamen were at once taken charge of by friends, while the captain, mate, and cook were furnished with shelter and sustenance at the station until able to seek accommodations elsewhere.

The schooner was subsequently saved, in a badly damaged condition, and most of the cargo also.

For the subsequent service of the Cleveland crew in connection with this case, see the record of November 13.

*November 11.*—At about half-past 9 at night, during a violent northerly gale and snow-storm, the keeper of the Sand Beach Station (Tenth District, Lake Huron), received information that a small schooner out in the lake was dragging her anchor and in danger of driving onto a reef. The life-boat was manned, and after pulling a mile or so to the southeast the station crew fell in with the schooner *S. P. Ames*, of and from Bay City, Michigan, bound to Grindstone City, in the same State, with a cargo of building-stone. She had a crew of three men. The sea was making a clean sweep over her, and her situation was very critical. The tug *Stranger*, having followed the life-boat, was engaged to take the vessel in tow. The station crew got a line from the schooner to the tug, and then attempted to weigh the schooner's anchor, but while thus engaged and the tug was keeping the vessel up to the sea and endeavoring to prevent her further drift, the tow-line parted. After some delay, however, and considerable arduous work for the life-savers in again running a line between the two vessels, the steam-tug succeeded in towing the vessel safely into Sand Beach Harbor, the tow-line used being the life-boat's cable. But for the assistance given and the use of the line the schooner would undoubtedly have drifted onto the reef and been totally wrecked, as her sails had been blown away while trying to make the harbor, and she was entirely at the mercy of the storm.

*November 11.*—At about 10 o'clock at night, during a heavy squall of wind and rain, the patrol of the Oswego Station (Ninth District), Lake Ontario, observed a vessel to the east of the station standing in towards the harbor. The wind soon changed to a perfect gale from the north-west, with a heavy sea, and it became evident that the vessel would be unable to fetch in. The station crew started to the vessel's relief, but before they could reach her she struck the beach, about a mile east of the station. By getting under the lee they succeeded in boarding her, and found she was the schooner *Vision*, of Kingston, Ontario, bound to Oswego, New York, with a cargo of barley. She had a crew of three men. She had become unmanageable through losing her sails during the squall. The crew were taken in the surf-boat to the shore, and thence to the station. The wind and sea were so exceedingly heavy that the station crew were unable to pull to windward, and the surf-boat had to be left on the beach until the next day. On the 20th, at the request of the captain, the station crew again went to the vessel and assisted in securing the remnant of her sails and other outfits. The schooner became a total loss.

*November 11.*—The three-masted schooner *Lilly E*, of Manistee, bound from Milwaukee to Manistee with a cargo of grain, and having a crew of eight persons, was being towed by the tug *Williams* toward the harbor of Manistee, when, at 11 in the forenoon, the tow-line parted and she struck the pier and stranded on the beach about one-eighth of a mile from the Manistee Station (Eleventh District), Lake Michigan. A strong southwest gale was blowing at the time and a high sea running.

The accident being immediately discovered by the patrol of the station, the alarm was given, and the life-saving crew hauled the surf-boat to the beach opposite the vessel, and at 11.15 were alongside, although they were obstructed in their efforts by quantities of flood-wood. The captain and crew, with their baggage were taken in the surf boat and safely landed on the beach. During the afternoon the owner of the vessel arrived and requested that the captain be set on board to superintend the securing of the vessel by running lines to the shore, which service was performed by the station crew. While engaged in this duty it occurred to the keeper that it would be prudent to make the apparatus whip-line fast on the vessel, so that the breeches-buoy could be used in case of need. It was fortunate he did so, for by the time the captain was ready to return to the shore he could only be landed by this means, as it was impossible for the surf-boat to be forced through the flood-wood.

The station crew were employed from the date of disaster, November 11, until 5 o'clock in the morning of November 26, in saving sails, booms, &c., and in trying to dredge a channel to enable a steam-tug to get to the vessel. At the hour above named the schooner was hove off the beach into deep water, but unfortunately the sea began to make, and rapidly grew so heavy that it was impossible for the tug to get to the schooner, and it became necessary to scuttle the vessel in order to save her from again stranding. The keeper and five of his crew were on board at this time, with no means of leaving except in the small yawl, which was made fast at the schooner's stern. The sea finally became so heavy that the yawl was torn from her fastenings and carried ashore. This left those on board in a perilous position. The keeper, watching a favorable moment, jumped overboard, and, gaining some flood-wood, succeeded in reaching the shore. Hurrying to the station with two other members of the crew, who had been left ashore in case of their services being needed, the three obtained a team and rushed the beach apparatus to the shore opposite the schooner. The first shot sent the line between the fore and main topmasts, where it could not be reached by the crew on account of the danger in going aloft while the vessel was pounding so hard. The second shot threw the line between the fore and main masts, low down, when it was seized by the people on board and the gear was soon in working order. The entire crew, nine in number, were then safely landed with no further mishap than a thorough wetting.

On the 27th, another attempt was started to get the vessel afloat. The pumps were kept constantly going to free her of water, and the holes made for the purpose of scuttling her were closed; but at 2 in the afternoon the sea again became so heavy that it was impossible to continue work, and the vessel had to be scuttled the second time. There were then nineteen persons on the schooner, but all were safely landed by the life saving crew, in the surf-boat.

On the 29th the station crew again assisted in the labor of trying to save the vessel and in placing steam pumps in position on board, and on the 30th she was pumped out, raised, and towed into harbor.

The Merriman life saving dress was used on the occasions of closing up the holes cut in the hull of the vessel when she was scuttled.

During the assistance rendered by the life-saving crew they used the surf-boat forty-one times and landed twenty-seven persons without any mishap, except that on one occasion the keeper had one of his fingers badly injured, but he continued to perform his duty.

The following testimony of the services rendered was received from the master of the vessel, viz :

“MANISTEE, November 30, 1883.

“DEAR SIR: I wish to add my testimony, in behalf of myself and crew, to the prompt and untiring assistance of the Manistee life saving crew in rescuing us from the schooner *Lilly E*, in the surf-boat, November 11, during a gale of wind from the southwest. Also for rendering even more assistance on the 26th in this wise. [Here the story of the operations of the life-saving crew is told substantially as already given. The master concludes as follows:]

“Thankful that such an efficient service is maintained to save human lives, we desire to thank everybody connected with the service, especially the crew of the Manistee Station.

“I am yours truly,

“CHARLES BROOK, *Master.*”

“To the GENERAL SUPERINTENDENT,

“*United States Life-Saving Service, Washington, D. C.*

November 11.—The crew of the Ludington Station (Eleventh District), Lake Michigan, helped to extinguish two fires which occurred near the station.

November 11.—The patrols of the Muskegon Station (Eleventh District), Lake Michigan, at half-past 1 o'clock at night heard a cry of distress, apparently some distance up the river. Manning a boat, they proceeded to a mill near by, and made inquiries of the watchman, who said he had heard the cries farther up the stream. They continued the search for a quarter of a mile, and came upon a small boat adrift and unoccupied. Securing the boat, they made search for any person that might have been thrown out of it, but were not successful. At 8 in the morning the keeper of the station determined to drag the river, believing that some person had been drowned in the vicinity where the boat was found. Armed with grappling-irons, the station crew worked for two hours, when the body of a man was raised to the surface, but before it could be secured the hooks gave way, and it was lost. At 8 in the morning of the next day (November 12) the search was resumed, and after thirty minutes' labor the body was secured, and identified as a foreigner who was an employé of the mill.

November 11.—At half past 3 in the afternoon, during a terrific westerly gale with a heavy sea, the crew of the Racine Station (Eleventh District), Lake Michigan, observed a large three-masted schooner ashore on Racine Reef, about two miles east by south of the station, while endeavoring to beat into the harbor. Almost as soon as she struck she hoisted a signal of distress. The life-saving crew launched the life-boat as quickly as possible, and went out to her in tow of a steam-tug. She was the *Elizabeth Jones*, of Buffalo, New York, and was bound to that port from Chicago, Illinois, with a cargo of corn, the crew numbering ten men. It was impossible to keep the boat alongside on account of the sea, but some of the men succeeded in clambering on board, and assisted the sailors in furling the sails. It was difficult and disagreeable work, as the weather was so cold that the spray, which flew in torrents over the schooner, rapidly congealed and covered everything it touched with a mass of ice. The keeper urged the utmost haste, as the situation was becoming worse and worse, and as soon, therefore, as the sails were rolled up and the baggage could be gathered together the men were transferred by the life-boat to the tug, which afforded so much

better shelter than the open boat. The trip back in the teeth of the gale, which blew with almost hurricane force, took three-quarters of an hour, and was an extremely hard one for the station crew, as they were subjected to a constant drenching all the way in, the surface of the lake being one mass of foam. The following day (12th), in the afternoon, the gale having moderated, the life-saving crew assisted in recovering about three thousand bushels of corn, which was landed that night. Bad weather then setting in, work on the vessel was interrupted until the night of the 17th, when another quantity of the cargo was removed in a damaged state. As the schooner by that time was badly wrecked, with no prospect of saving her, the men assisted the next day (18th) in stripping her and landing the anchors, chains, sails, rigging, and everything else possible, the final service being rendered a few days later in cutting away and saving the masts. A gale coming on a few hours afterwards (November 24), the unfortunate craft disappeared entirely beneath the waves.

*November 12.*—At 4 o'clock in the afternoon the schooner *Reno*, of Machias, Maine, carrying a crew of five men and with two passengers, upon her return voyage from Boston to Machias, without cargo, parted both of her cables while riding to a strong westerly gale in Machias Bay, and drove ashore on the east side of the bay, about five miles north of the Cross Island Station (First District). She was soon discovered by the life-saving crew, who hurried to her assistance, the men crossing the narrows to the mainland in the surf-boat and traveling the rest of the distance on foot. They found her well up on the rocks and chafing badly, but as there was no immediate danger of her breaking up the crew preferred remaining on board, the captain, in reply to the keeper's offer of aid, saying he would not need it until the gale abated, when he would attempt to get the vessel off. The life-saving crew remained there all day, however, until near midnight, in case they should be wanted. On the following day (13th) they again went to her, but the gale lasting, nothing could be done. On the 14th, when they again reached her, at 7 in the morning, the wind had shifted to the eastward, and the captain had gone in his boat to Machias for a tug, leaving but three men on board. The station men saw it was too good an opportunity for much time to be lost, so went to work and recovered a kedge and hawser the schooner had lost in the gale, and with the help of the three sailors made all necessary preparations, and at high water kedged the schooner off the rocks and run her up the bay to Machias, greatly to the surprise and gratification of her captain and the owners, who were waiting the arrival of the tug they had sent for, to go down and pull her off.

*November 12.*—At about half past two in the afternoon the schooner *Atlanta*, of and from Rockland, Maine, with a cargo of lime for Boston, Massachusetts, and having a crew of two men, while riding to a north-westerly gale in Winter Harbor, near Wood Island, dragged her anchors and was driven ashore by the gale on Negro Island Bar, about a mile north-northeast of the Fletcher's Neck Station (First District), coast of Maine. The accident was observed by the lookout at the station who instantly gave the alarm, and the crew put off forthwith to the schooner's assistance. Her anchors were of course out, but not far enough to windward to be of service, and it became necessary to use a kedge. There being no kedge on board, the life-saving crew pulled over to the mainland and procured one belonging to one of the surf-men, with which they succeeded at the flood-tide, a few hours later, in heaving the vessel off. Her own anchors were then picked up and she

was moved in a safe berth, greatly to the relief of her captain, who was very thankful for the service rendered.

*November 12.*—The keeper and one of the surfmen of the Charlotte Station (Ninth District), Lake Ontario, discovered at half past 6 in the morning a vessel at anchor, three miles west of the station. A heavy west gale had been prevailing, together with hail and rain and a heavy sea all the night previous. The keeper drove range stakes and soon found the vessel was dragging her anchors. By half past 12 in the day, she was abreast of the piers. The mainsail had been blown away and the vessel appeared to be unmanageable. By half past 5, she was fully three miles east of Charlotte. It now became evident that if the vessel went much further down in the bight of the bay she would become landlocked and not be able to weather Wind Mill Point. At 6 o'clock, therefore, the keeper assembled his crew, and, engaging two teams, took the surf-boat and apparatus and started after the vessel, fully persuaded that she must go ashore. Two of the crew were detailed to keep along the beach and watch the vessel while the rest, with the apparatus, took the country road, the keeper giving them orders to meet the boat and apparatus at Sand Bar, four miles east of Charlotte. The teams were obliged to travel ten miles to gain this place. On arriving there they saw the vessel endeavoring to weather the point. The crew pushed on with all possible speed across the sand bar, finding it gullied in several places, while other places in the road were covered with fully two feet of water, making travel very difficult. Further on they found two large trees blown across the road and were obliged to cut their way through into a road beyond, leading to the point through what is known as the "Big Woods." It was a most arduous journey, the hills being so steep that it became necessary for the crew to alternately hold the carriage and cart back in going down, and to assist the teams in going up. They arrived at the point at midnight, having traveled a distance of 15 miles. The wind had, by that time canted a little to the south, thus making it possible for the vessel to clear the point. But for the timely change in the wind, the schooner would undoubtedly have driven ashore. On being assured of her safety, the station crew sought shelter to rest themselves from their great fatigue before returning to their station, which was not reached until near noon the following day (13th). It was afterward learned that the vessel was the *Geo. C. Finney*, of Chicago. She weathered the point, but subsequently stranded near the Oswego Station, early in the morning of the 13th. For an account of the disaster, see that date.

*November 12.*—At half past eleven in the day, the crew of the Sand Beach Station (Tenth District), Lake Huron, launched the life-boat and pulled to a large steam-barge which had been discovered coming down the lake rolling heavily, indicating that her cargo had shifted. The vessel was met at the gap of the breakwater, when the master informed the keeper that he had lost a barge, by the parting of her tow-line, some 15 miles above. A strong northwest gale and snow storm, with a heavy sea running, made it impossible for the station crew to proceed without the aid of a tug, so a steam-tug was procured and after searching the lake for 20 miles, without finding the missing barge, they were compelled to abandon the search and return to the harbor, as the gale was becoming more furious and darkness had set in.

*November 12.*—The crew of the Ludington Station (Eleventh District), Lake Michigan, got a team and dragged the apparatus 15 miles over a waste of sand hills to the relief of the steam barge *Norman*, of Manistee, Michigan, and the schooner *Charles Lueling*, of Chicago, Illi-

nois, both of which had stranded in a northwest gale and heavy sea. The toilsome journey had no result, as it was found on arrival that the crews of the vessels had got ashore by their own action.

November 13, 14, 15.—On these dates, during and after the subsidence of a heavy westerly gale, the crew of the Cranberry Isles Station (First District), Little Cranberry Island, Maine, rendered excellent service in relieving five vessels which had been driven ashore from their moorings in Cranberry Island Harbor. The first to require their aid was the schooner *M. and L. White*, of Yarmouth, Nova Scotia, with a crew of two men, bound from Rockland, Maine, to Westport, Nova Scotia, in ballast, which dragged ashore about midnight of the 12th, on Hadlock's Beach, at the westerly end of the island, about a mile and a half from the station. The crew were notified of the accident twenty minutes after its occurrence, on the morning of the 13th, and at once hurried across the island on foot to her assistance. They found her hard and fast on the beach, bow on, and her crew ashore, the men having landed without difficulty from the bowsprit. Finding there were two large bowlders under the bow which she would be likely to drive into when the tide rose, and knock a hole in her bottom, the station crew went to work and moved them out of the way, and then, as nothing further could be done for the vessel until the gale abated, returned to the station.

The next vessel aided was the schooner *Harriet Rogers*, of Ellsworth, Maine, also in ballast, from Rockland for Sullivan, in the same State, her crew numbering three men. She had dragged ashore at about 5.30, not far from the *M. and L. White*, and bilged, her crew landing in their own boat without difficulty. An hour or two later she was observed by one of the station crew who had been dispatched to that end of the island for a team to haul the surf-boat over in case it should be needed. The life-saving crew hurried to her at once, taking the boat on its carriage. They found but little could be done for her until the storm was over, and after unbending and landing her sails the station men pumped some of the water out of her and then left, promising to return at a more favorable time to get her afloat. The third vessel boarded was the schooner *Willie A.*, of Weymouth, Nova Scotia, also from Rockland, in ballast, bound to Meteghan, Nova Scotia, with a crew of five men. She had parted one of her cables and driven onto Hadlock's Beach at 7.30 that morning (13th), going so high up that her crew could pass to and from the shore by the jib-boom with ease. As a full tide would be required to float her off, the station crew hastened to another schooner ashore at Hadlock's Head. She proved to be the *Starlight*, of Ellsworth, Maine, with a crew of three men, from Winter Harbor, laden with dried fish for Cranberry Island, which had parted one of her cables and dragged ashore at 2 o'clock in the morning. She had struck at low water, and when the tide rose had thumped so hard as to unbang the rudder and badly damage the stern. An anchor and sixty fathoms of chain was obtained from shore and laid in deep water, and by hard heaving at the windlass the station crew succeeded in getting her afloat. A second anchor was then brought into use and the schooner warped to a good berth in the harbor. They also re-lung her rudder. At 10 o'clock in the forenoon, while the station crew were yet at work on the *Starlight*, a fifth schooner, the *Lottie B.*, of Saint John, New Brunswick, also dragged ashore, but it was not until 3 in the afternoon, after seeing the *Starlight* safe, that they could go to her. Her situation was such, however, that nothing could be done that day, as the tide was falling. The following morning (14th) at 8 o'clock, the gale having

abated, although it was raining hard, the life-saving crew proceeded to the relief of the *Lottie B.*, the schooner last boarded by them the previous afternoon. The anchor she had dragged was still out ahead, but another was procured and planted off shore, and by means of the two they succeeded in heaving the vessel afloat, when her sails were hoisted and she was worked off to a safe berth to windward. They also recovered an anchor and chain she had been compelled to slip from to avoid collision with another schooner (the *Arrow*), with whose cable it had fouled when she dragged the day before. The *Harriet Rogers* was also boarded, but finding her badly strained and with some of her outside planking started, the keeper advised the captain to patch the leaks as well as he was able, promising to return the next day and if possible float her off. Proceeding next to the *Willie A.*, they found that her crew had not made the least preparation towards getting her afloat. Word was therefore left with the captain that if he would procure the necessary ground tackle, they would return later in the day and help him.

Their attention was then directed to the Nova Scotia schooner *M. and L. White*, which, after a few hours' labor, they succeeded in hauling from the beach and moved safely alongside Hadlock's wharf. By that time it was low water, and beyond preparing the anchor and cable for the relief of the *Willie A.*, nothing more was attempted that day, darkness overtaking them long before they returned to the station for supper.

At 10 the following morning (15th) the *Willie A.* was again taken in hand, and in due season kedged off and safely anchored in the harbor. The station crew afterwards, while waiting for the flood tide to enable them to assist the *Harriet Rogers*, swept for and recovered an anchor and chain belonging to the *M. and L. White* and took it on board. They also visited the *Rogers*, finding she had again filled with water notwithstanding the temporary repair of her damages, and the first thing done when they boarded her the second time, in the evening, before the tide was up, was to man the pumps, and also organize a bailing gang with all the buckets available, and free her of as much of the water as possible. By thus lightening her they managed at high water to get her afloat, and then towed her with the surf-boat to Hadlock's wharf, where she could be repaired. This ended their labors, and the crew returned to the station at about midnight, pretty well fagged out after the three days of arduous endeavor which had happily resulted in the safety of all five of the vessels driven ashore.

November 13.—At 1 o'clock in the day the schooner *Winnie*, of Patchoque, Long Island, from Fort Johnson, New Jersey, bound to Bellport, Long Island, with a cargo of coal and having a crew of two men, set signals of distress which were seen by the crew of the Oak Island Station (Third District), coast of Long Island, who manned the surf-boat and proceeded on board at once. It was learned that the schooner anchored the evening previous (12th), under the beach on account of heavy north-west winds, and the wind veering on the 13th to the southwest and increasing to a gale caused a bad sea, and the vessel to labor at her anchors. The keeper of the station offered his services and advised the master to get under way and run into Fire Island Inlet. While getting one of the anchors, the chain parted from the heavy surging of the vessel. The keeper then advised the slipping of the other chain and making all sail, but the master refused. The sea by this time was very high and rising fast, and as night was coming on the situation was precarious. For some time the master refused to leave and go on shore

with the station crew, but finally concluded it best to do so. They were all, therefore, safely landed at half past 4. At 7 in the evening the vessel parted her remaining chain and drove on the beach and went to pieces. Had the people remained on board they would no doubt have been lost.

*November 13.*—Shortly after 3 o'clock in the morning, the south patrol from the Pea Island Station (Sixth District), coast of North Carolina, discovering a schooner almost in the breakers, burned a Coston light when she at once swung off shore and went clear.

*November 13.*—At half past 7 in the morning, the Oswego Station crew (Ninth District), Lake Ontario, were notified that a schooner had stranded three and a half miles west of the station on Ford's Shoal, about a mile out from the land. A heavy northwest gale and snow-storm, with an ugly sea, prevailed, and in order to get opposite the distressed vessel a team had to be procured to help haul the surf-boat and beach-apparatus along the beach. At half past 9 the surf-boat was launched and succeeded in getting about five hundred feet from the shore, when a heavy sea swamped her, and the next sea threw her bottom up. The station crew, after a terrible struggle, succeeded in swimming to shore. They were completely exhausted and unable to prevent their boat from being badly stove on the rocks as she drifted in on the breakers. They rallied, however, as soon as possible, and, driving back to the station, got the life-boat out, and, securing the services of the tug *Charles P. Corey*, were towed abreast of the vessel and then pulled alongside. She was the *George C. Finney*, of Chicago, Illinois, from Charlotte, New York, bound to Chicago, with a cargo of coal, and had a crew of seven persons, one of whom was a woman. They were at once taken into the life-boat and safely landed. On the 15th and the 19th the station crew, at the request of the captain, again went out to the schooner, and secured her sails and the crew's personal effects. She was subsequently saved in a badly damaged condition.

*November 13.*—On this date a steam-pump was put on board the schooner-barge *John T. Johnson*, which stranded off Cleveland Harbor on the night of November 11 (see record), and a gang of men with a couple of lighters commenced the work of stripping, preparatory to raising her. At about half past 7 in the evening, however, the wind shifted into the northwest and freshened to a gale, compelling the men to stop work and quit the vessel; the lighters being towed back by steam-tugs. It was then found that in the excitement and haste they had left three of their comrades behind on the wreck. One of the tugs reported the fact to Keeper Goodwin, of the Cleveland Station (Ninth District), who immediately set out with his crew in the surf-boat, and with great risk succeeded in bringing the three men, John and Joseph Doe and John Grant, residents of Cleveland, safely ashore. It was already so rough when the boat got out to the vessel that the sea was washing completely over her.

*November 13.*—The patrol of the Sand Beach Station (Tenth District), Lake Huron, discovered, at a little before 8 o'clock at night, a schooner about two miles off showing a torch-light, which he answered, and immediately reported to the keeper. The life-saving crew proceeded to the vessel at once and found that she desired a steamer to tow her into the harbor. Upon learning this they returned and engaged the tug *Peter Smith*, which forthwith proceeded to the schooner's relief and towed her in. By this time a heavy northwest gale with snow had set in, but the station crew seeing another torch-light off shore attempted to get to the

vessel with the tug, but there was such a heavy sea it was impossible for them to reach her, and they were compelled to return to the harbor.

*November 13.*—This date will long be memorable in the annals of the life-saving station at Grand Haven, Michigan (Eleventh District). At 8 o'clock in the morning, during a terrific southwesterly gale, with frequent snow-squalls, and extremely cold weather, the keeper received a dispatch informing him that there was a vessel ashore about ten miles south of Grand Haven, the report also stating that the crew had taken to the rigging for safety. The roads were in fearful condition, and the district superintendent (Captain Robbins), who was present, advised the procurement of two teams in order to get the life-saving apparatus to the scene of the wreck as quickly as possible. This was accordingly done, and the men started off at a lively gait. When they were within a mile of the vessel they met Superintendent Robbins, who had driven on in advance, and he ordered all the gear loaded onto one wagon and the other team sent back for the surf-boat in case the lines should fail, as the wreck lay so far out from the shore and dead to the windward. He had found that it was even as the report had stated; the people were in the rigging and in the greatest peril. The vessel, a three-masted schooner, was completely submerged with the immense waves dashing over her, and rolling her from side to side in a manner that made the shore-folk shudder with fear that she might go to pieces before the rescue of her crew could be effected. It was indeed an appalling sight. Nine men could be counted, three being in the fore-rigging and six in the mizzen, the latter being in by far the greatest danger as the mast threatened by its swaying to topple over into the surf at any moment. The mizzen-mast head was also gone and the chances of establishing communication by means of the shot-line thus materially lessened, as there was danger of its being blown off to leeward and not lodging against the mast. The first shot with a medium charge of powder fell short. The second one, however, carried the line directly into the hands of the shivering sailors in the mizzen-rigging. Then came the task of getting the whip-block out. The people were at a disadvantage, situated as they were, one above the other on the ratlines. The strong current setting alongshore bellied the line away to the northward and made matters worse. By tremendous effort, however, the sailors succeeded in getting hold of the whip, and the block was made fast. This enabled the station crew to send off the end of the hawser, and that was secured around all parts of the rigging. It was at once set up on shore as taut as they dared, short of pulling the mast down, six men being stationed at the tackle-fall to veer and haul with the motion of the vessel. The breeches-buoy then went spinning out, and in a short time the six men were safely landed. They reported the schooner as the *Clara Parker*, of Chicago, Illinois, which port she had left a few days previous, deeply laden with corn, consigned to parties in Collingwood, Ontario; her crew consisting of nine men, as already stated. She had sprung a leak in the gale two days previous when off Sheboygan, Wisconsin, and the leak gaining on them they had been compelled for their own safety to put the vessel ashore where she went down in deep water. A fire had been kindled on the beach, and while some were attending to the wants of these men the rest were taking active steps to rescue those in the fore-rigging. The hawser was slacked up and tracked along the shore to the southward, to throw the bight within reach of the three men. As soon as they caught it, it was again set up as before, and one by one they were all brought safe to terra firma. The beach apparatus was then unrigged and reloaded into the

cart, and the entire party set out for Grand Haven, where they arrived after 3 o'clock. The vessel and cargo became a total loss.

The rescue of this crew called forth much favorable comment from the citizens at Grand Haven and vicinity, and the captain on behalf of himself and his crew sent the following letter to the General Superintendent:

"GRAND HAVEN, MICHIGAN, *November 15, 1883.*

"To the GENERAL SUPERINTENDENT LIFE-SAVING SERVICE,

*Washington, D. C.*

"DEAR SIR: On behalf of myself and crew we wish to add a word of praise and thanks for the prompt and efficient manner by which our lives were saved from the wreck of the schooner *Clara Parker*, during the terrible gale of November 13, by the life-saving crew of the Grand Haven Station. After being notified of our distress they had to transport their life-saving apparatus ten miles through the abrupt sand-hills to where we were wrecked and were in the rigging, the hull being entirely under water. It was a blessed sight for us to see them come. Six of us were in the mizzen-rigging, with the head of the mast gone and nothing for the shot-line to rest on. After one trial, the second shot made us shudder to see the piece of steel coming directly for us, but above us, and, thank God, the line fell in our arms. We were fully four hundred yards from the shore, and had been in the rigging eight long hours and in our weakened condition it was hard work for us to haul the whip-line off, as there was a strong current setting northward alongshore; but when we did get it fast to the rigging the brave fellows on the shore did the rest. They brought us off one at a time in the breeches-buoy, as they call it, and we were saved. The same thing was being done a few miles south of us at the same time by the life-saving crew of the Saint Joseph Station, who took their apparatus forty miles, and saved sixteen men from the tug *Protection*. Too much praise and encouragement cannot be given to such a service.

"ANDREW LEWIS,

*(For myself and crew,) Schooner Clara Parker."*

The same officer makes the following statement in his report to the collector of customs concerning the loss of his vessel:

"\* \* \* The whole credit for the saving of our lives is due to the heroic life-saving crew at Grand Haven. They risked their lives to save ours.

"ANDREW LEWIS, *Master."*

*November 13.*—At 9 o'clock in the morning the crew of the *Kenosha* Station (Eleventh District), Lake Michigan, sighted a schooner standing in on the wind towards the land under scant canvas, apparently in a crippled condition. A westerly gale had been blowing for some days and the sea was exceedingly rough. They boarded her about two miles from the harbor and found she was the *Rockaway*, of and from Muskegon, Michigan, bound to Chicago, Illinois, laden with lumber. She had a crew of six men. The captain reported that the vessel had been overtaken by the gale the Sunday previous, out in the middle of the lake, and lost most of her sails. The crew also were frost-bitten and badly used up, they having been without sleep for forty-eight hours. The life-saving crew took charge of the vessel to enable the sailors to get

rest, and went to work knocking the ice from the hull, sails, and rigging, and after considerable labor succeeded in getting enough canvas set to take her close in to the piers, where she was anchored. A tug passing up the coast toward Racine, from Chicago, was then hailed and employed to tow her into the harbor, where the men could work to better advantage in clearing off the ice and repairing the sails. By 5 o'clock in the evening the life-saving crew had the repairs so far completed that with a favoring wind, and the sailors refreshed by their few hours' rest, the schooner was enabled to resume her voyage down the lake to Chicago.

The above brief account is from the very modest report of the keeper of the station.

The following is an extract from the statement of the captain of the *Rockaway*, published by the Chicago Inter-Ocean:

"The schooner having lost her canvas was at the mercy of the storm and was run before the wind until Tuesday, when she brought up about ten miles off Kenosha. The distress flag was hoisted by the famishing crew, none of whom had eaten a morsel of food or left the deck for forty-eight hours. Captain Thompson had not left the wheel in that time, and all had abandoned hope of ever placing a foot on land again. The waves washed over the sides and deluged the cabin, depriving the men of their dry clothing and of the comfort of a fire in the stove. With sinking hearts they stared death in the face, and were on the point of giving up the struggle when the life-saving crew stationed at Kenosha appeared on the water coming in their direction. The rescue was just in time. Captain Ben. Cameron and eight healthy young fellows composing the life-saving crew came on board of the *Rockaway* and took charge of her. The vessel at this time presented the appearance of a floating iceberg, and the men were ice-covered to the eyes. Captain Thompson is effusive in his praises of the work done by Captain Cameron and his men, and declares that there is not a life-saving crew on the whole chain of lakes superior to the men to whom he and his crew are indebted for their lives. Had assistance not come when it did the *Rockaway* would have gone out into the lake again and foundered. When the craft was brought into harbor at Kenosha the life-saving crew cleaned her up, removing all the ice from the rigging, and then got her under way for Chicago, where she arrived yesterday morning with most of her cargo, the only loss sustained being about five hundred feet of lumber."

*November 13.*—The crew of the Saint Joseph Station (Eleventh District), Lake Michigan, came a distance of sixty-four miles to Saugatuck, on the eastern shore of the lake, and rescued fifteen men from the tug *Protection*. (For particulars see page 20.)

*November 14.*—At about noon the sloop *Mary Alice*, of Merrick, New York, having a crew of two men, from New York City, bound to New Inlet, south side of Long Island, with a load of coal, stranded on a shoal just inside Jones' Inlet Bar, and was immediately discovered by the Point Lookout and Short Beach stations (Third District), coast of Long Island, and the surf-boats of the stations launched. The two crews proceeded to lighten the vessel by discharging some of her cargo, and when the tide rose she was floated off the shoals and proceeded on her way apparently without damage.

*November 14.*—At 3 o'clock in the afternoon the sloop *Lidie Jones*, of Tuckerton, New Jersey, having a crew of two men, bound from Great Egg Harbor to Hereford Inlet, in ballast, mistook the channel at the

latter place and stranded on the north bar, about two miles to the eastward of the Hereford Inlet Station (Fourth District), coast of New Jersey. The life-saving crew, observing her situation, went off as quickly as possible to her relief. She was leaking badly and had broken her main-boom, and while some of the men fished the latter so the main-sail could be used the rest pumped the sloop out, and when all was in readiness she was floated off the shoal and piloted inside and anchored in a safe berth.

*November 14.*—At half past 1 o'clock in the morning, the north patrol from the Ocean City Station (Fifth District), coast of Maryland, seeing a steamer too close to the bar, warned her of her danger by burning a Coston light, when she at once changed her course.

*November 14.*—At about half past 2 in the afternoon two of the surfmen of the Hog Island Station (Fifth District), coast of Virginia, discovered a small open boat, with one man in it, drifting out of the inlet toward the bar. A brisk wind was blowing toward the sea and the boat was being rapidly carried out. Manning a boat, the two surfmen hurried to the assistance of the imperiled man and towed the boat to the shore. It was found that the boom of the boat had got adrift and the man was unable to fix it. The damage was repaired and the man sent on his way home.

*November 14.*—At about 9 o'clock in the morning the crew of the Cleveland station (Ninth District), Lake Erie, observed a distress-signal flying on the water-works crib, out in the lake, about a mile and a half from the station. Upon going out in their boat, it was learned the wife of the man in charge was sick, and as the sea was too rough for the man to land her in his own boat, he wanted assistance. The crew, therefore, took the man and woman off and put them on board a tug, which conveyed them up to the city.

*November 14.*—At about 1 o'clock in the morning, during a northwest gale and snow-storm, the patrol of the Sand Beach Station (Tenth District), Lake Huron, saw a torch signal on board a schooner at anchor outside, and desirous of reaching the harbor. The life-boat was launched and the crew proceeded to the breakwater, where they secured the assistance of the steam-tug John Owen, and started to the schooner's relief. On account of the gale and the heavy sea, it took them three and a half hours to pick up the vessel's anchors, and take her into the harbor. She was in a very dangerous position, with the sea constantly sweeping over her, and it was only with great risk and difficulty that they succeeded in taking her inside to a safe berth.

*November 14.*—During the prevalence of a strong northwest wind, with snow-squalls and a heavy sea, a schooner, at anchor in Lake Huron, off the Michigan shore, between Presque Isle Point and Middle Island, was discovered by the crew of the Middle Island Station (Tenth District) with her colors hoisted at half-mast. Launching the life-boat, the station crew pulled to the vessel and found she was the *Parma*, of Cheboygan, Michigan, bound from Buffalo, New York, to Chicago, Illinois, with a cargo of coal. The captain stated that he had signaled for a steam-barge, that was passing near, to leave a message at Cheboygan for the schooner's owners to send a tug, as the vessel had lost nearly all her sails and had sprung her bowsprit. Not receiving a satisfactory answer from the barge, he desired a message sent by telegraph. The keeper received the master's message and returning to the shore dispatched one of the crew to Alpena, ten miles distant, to the telegraph office.

*November 14.*—On this date, during the continuance of the gale which had wrecked the schooner *Clara Parker*, the day previous, the crew of the Grand Haven Station (Eleventh District) assisted the light-keeper in lighting the beacon at the end of the south pier, the sea having damaged the pier so badly that it was impossible to reach the beacon without the aid of a boat. Similar service was rendered by the crew on several subsequent days until the pier could be repaired.

*November 15.*—At 11 o'clock in the day the schooner *J. A. Webster*, of Machias, Maine, carrying a crew of two men, while passing out through Machias Bay before a strong northerly breeze on her way from Machiasport to Eastport with a load of lumber, carried away her main-boom and gaff and was compelled to anchor near Cross Island to repair damages. The accident being observed by the crew of the Cross Island Station (First District), they went to her assistance, unbent the sail and took the broken boom ashore and fixed it so it could be used again, and then, after rebending the sail, they got the vessel under way and saw her safely on her voyage.

*November 15.*—The steam barge *Fred. Mercur*, of Buffalo, New York, bound to Chicago, Illinois, with a cargo of coal, and having a crew of seventeen persons, encountered a heavy sea and blinding snow-storm when off Erie, Pennsylvania. In attempting to reach Erie Harbor she ran aground off the northwest shore of the peninsula of Presque Isle. She rounded head to wind, and was scuttled to prevent her being driven on the shore and from pounding on the bottom. This occurred two and a quarter miles northwest of the Erie Station (Ninth District), Lake Erie. At 5 o'clock her steam-whistles were heard calling for a tug and at 6 o'clock the patrols of the station discovered the steamer. They signaled to her with Coston signals, and received an answer by the steamer's mast-head light being lowered to the deck. The keeper of the station being notified, made signal for a tug, which was answered by the arrival of a steam-tug, but on learning that the station crew wanted to be towed outside, the captain refused on account of the darkness and heavy surf. The beach-apparatus was then manned, and at 7 o'clock was started for the scene of disaster. Frank Henry, keeper of the beacon range lights, rendered valuable assistance in helping to haul the apparatus. The water was unusually high in the marshes, and the apparatus cart frequently settled down in the quicksands. At one place, in a lagoon, where the seas rolled in, the cart sank to the axles, and had to be lifted out bodily. The men were bathed in perspiration, and the surf breaking over them, their clothing was soon a solid mass of ice. The wind was piercing cold. On high ground the snow and yielding sand loaded the wheels and balled up on the feet of the men, which added to the fatiguing labor of dragging their heavy load. At 10 o'clock a point opposite the steamer was reached. The Lyle gun was placed in position and charged with seven ounces of powder. A new No. 9 braided shot-line was fired, but it failed to reach the vessel, although some twelve hundred feet of line paid out. The line was hauled in again with shot attached and coiled on a tarpaulin ready for service. In a moment the line was incased in ice and useless. The gun was then loaded with five ounces of powder, and a No. 7 new braided line fired. This line parted and the shot was lost. The keeper was now satisfied the vessel was out of range of the gun. With his crew he remained near the vessel until daylight, when the fact was apparent that the vessel was sixteen or seventeen hundred feet, or about five hundred and fifty yards, away. The station crew were forced to return to the house for dry clothing and food.

At 9 in the morning (16th), the weather moderating some, the surf-boat was launched, and in tow of a tug started for the distressed steamer. The tug remaining well outside the surf, the station crew pulled in to the steamer and in a few minutes had seven of the crew in their boat, and conveyed them to the tug. A second trip was made, and seven more were brought off. The captain and his two mates refused to leave the vessel. The station crew then landed on the beach, and ran a line to the steamer, as a means of communication in case of an emergency. Their services not being required until the arrival of steam-pumps, which had been sent for, the crew returned to the station, with the exception of two men, who were left to patrol the beach and watch the steamer. On arrival of the steam-pumps, the station crew repaired to the scene, and using the Merriman suits succeeded in patching up the holes made to scuttle the vessel. Two harbor tugs and two propellers finally released the steam barge on the fourth day after stranding.

The following is an extract of the report made by the master of the steam barge to the collector of customs at Erie :

"On finding ourselves in trouble we signaled the life-saving station at Erie, and the crew promptly responded to our signals. They appeared with their car and took position opposite the vessel. They tried to get a line on board, but failed on account of the velocity of the wind. They remained on watch all night, and in the morning came out in tow of a tug and carried a portion of the crew on board of the tug from the vessel in their life-boat. The life-saving crew promptly rendered all assistance in their power."

*November 15.*—At 3 in the afternoon the lookout of the Louisville Station (Ninth District), Louisville, Kentucky, reported two men in a small river boat in danger of being carried over the cross-dam of the falls. A boat was quickly launched and the crew started to the rescue. The wind was blowing hard from the northwest, and ice was forming so rapidly that the oars and gunwales of the station boat were soon covered with ice. The drifting boat was soon reached, however, and the people taken to the shore. The prompt arrival of the station crew saved the two men from going over the dam, and probably from losing their lives.

*November 15.*—The schooner *Trial*, of Milwaukee, bound to Manistee in ballast, and having a crew of two persons, attempted to make the harbor of Muskegon, at which time a strong northwest gale and snow-storm prevailed, accompanied by a very heavy sea. The vessel being of small dimensions was unmanageable in such a tempest, and was driven to leeward of the south pier, where she stranded at 11 in the forenoon. The disaster was witnessed by the crew of the Muskegon Station (Eleventh District), Lake Michigan, who immediately manned the surf-boat. To reach a favorable point for launching, they had to haul their boat over the piers, and along the beach for some distance to avoid the denser masses of logs and other drift which were being tossed about by the sea in a frightful manner. Through all these difficulties, the boat was forced to the schooner and the two persons on board rescued. They had been forty-eight hours exposed to the freezing gale, without food or rest and were completely enveloped in ice, "resembling," the keeper said in his report, "icebergs rather than shipwrecked sailors." They were promptly carried to the station, where they were supplied with dry and comfortable clothing, and stimulants and food furnished them. During the operation of getting the surf-boat to the vessel, she was seriously damaged by the drift logs.

The subjoined testimony of the services rendered by the life-saving crew was received at the office of the General Superintendent:

“MUSKEGON, *November* 19, 1883.

“We, the undersigned, have read Keeper Henry J. Woods’ wreck report of the schooner *Trial*, of which we are master and owners, and herewith proudly acknowledge the fact of having our lives saved by his gallant crew, in whose hands no shipwrecked sailor will suffer.

“Captain PETER HANSON,  
“454 *Reed Street, Milwaukee.*  
“SAMUEL HANSON.”

As the gale continued for several days after the stranding, and the vessel was very old, she was dashed to pieces and became a total loss.

*November* 15.—At a little before 7 o’clock in the evening, during a strong northwesterly gale with intensely cold weather, the schooner *Capella*, of Muskegon, Michigan, laden with cord-wood, from Claybanks, Wisconsin, for Manitowoc, in the same State, arrived off Two Rivers and made signal with a torch-light for assistance. She was about a mile from shore. The crew of the Two Rivers Station (Eleventh District), Lake Michigan, boarded her as quickly as possible, and found she was leaking badly, with the pumps disabled, and that her rigging was so badly iced up that her crew of two men were unable to manage her. They were anxious to be towed in, but as there was no tug to be had the life-saving crew took charge, and succeeded, with great difficulty, in beating her in as far as the piers, where a line was made fast, and she was warped to a safe berth and moored by 10 o’clock, to the great satisfaction of her captain. This is the same vessel that was assisted by the Two Rivers crew on the 19th of October. (See record of that date.)

*November* 15.—The crew of the Muskegon Station (Eleventh District), Lake Michigan, had scarcely returned from the wreck of the schooner *Trial* (of this date), when they were called to the assistance of the schooner *Emma L. Nielson*, of Manitowoc, Wisconsin, bound from that place to Ludington, Michigan, with a cargo of hay and flour and a crew of three men, which had stranded one-quarter of a mile southwest of the station. The surf-boat was launched at 3 o’clock in the afternoon, and after severe labor was forced through the floating obstructions of logs to the vessel, where the sailors were found in a pitiable condition in the vessel’s rigging. Their clothing had been wet through, and was frozen so stiff that it was necessary to assist them in and out of the boat and to the station, where, in a warm room, it required some time to remove the frozen garments. The vessel was completely incased in ice—no part of her but was covered. Her anchors had been lost early in the day, and it was utterly impossible for her men to have averted the disaster under all the existing conditions. They were comfortably cared for at the station until the next day. The gale abating on the same day, the station crew assisted in getting a hawser from the schooner to a tug, but it was not until the 24th that she was extricated and carried into port.

*November* 16.—The schooner *Josie L. Day*, of Saint Stephen, New Brunswick, while on her way from that place to Grand Manan Island, with a general cargo, and having on board one passenger beside her regular crew of three men, narrowly escaped being driven onto the rocks at the north end of Grand Manan Island during an easterly blow, and later on, while endeavoring to make a harbor until the gale abated, ran ashore on the Middle Ground, in Quoddy Roads, about a mile and

a half northeast of the Quoddy Head Station (First District), coast of Maine. The accident occurred at 6 o'clock in the morning, and was discovered at daylight, half an hour later, by the station crew, who put off at once to the schooner's assistance, and in an hour or two got her afloat and piloted her to a safe anchorage.

*November 16.*—As the crew of the Quoddy Head Station (First District) were returning from the *Josie L. Day*, after getting her afloat as above related, they were hailed by the captain of the schooner *Ada Barker*, of Boston, Massachusetts, anchored in the bay, and requested to assist in shifting her to a safer berth to windward, he fearing she would drag onto the shore close under her lee. The vessel carried a crew of five men and had a Saint John (New Brunswick) pilot on board, being bound to that port from Jonesport, Maine, in ballast, the captain stating that he had put into the roads the night before for a harbor, but the gale springing up from the eastward he found himself in a tight place. The life-saving crew gave him all the help necessary in hoisting sail and heaving the anchor up, and then piloted the schooner to a snug berth where she could weather the storm in safety.

*November 16.*—During a strong northwest breeze, with snow-squalls, the schooner *Annis*, of and from Chatham, Massachusetts, for Boston with a cargo of dried fish, sprung a leak, and to save her from sinking was run ashore about half a mile north of the Naussett Station, Cape Cod (Second District), coast of Massachusetts. The tide being unusually high and the vessel of light draught, she drove well up on the shore, and the crew, three in number, jumped from the jib-boom onto the dry land and went to the station, where they arrived in fifteen minutes from the time the vessel struck. The life-saving crew provided them with dry clothing and food, and then hastened on board the schooner. They first endeavored to pump her out, with the view of repairing her and getting her off. The water gained too rapidly, however, and the effort to free her was abandoned. They therefore got the crew's clothing and other effects ashore, and subsequently stripped the vessel of sails and rigging, continuing this work at intervals, as the weather and sea permitted, until the 19th, when everything possible to be moved had been saved. The vessel finally broke up and became a total wreck.

*November 16.*—The 8 o'clock north patrol of the Orleans Station (Second District), coast of Massachusetts, saw a schooner standing too near the land. He immediately burned a Coston signal, when the vessel thus warned changed her course and stood off shore.

*November 16.*—The small schooner *J. B. Emiley*, with only two boys on board, anchored off Squan Beach Station (Fourth District), coast of New Jersey, at 6 in the morning, on her way from Barnegat to Wreck Pond, the wind being too high for her to proceed. The crew loaned them a couple of small anchors to hold the craft from blowing out to sea, and then took the boys to the station and gave them something to eat. They subsequently moved the vessel inside Squan Inlet, where she would be entirely safe.

*November 16.*—At about 8 o'clock at night the patrol from the Cobb's Island Station (Fifth District), coast of Virginia, seeing a vessel too close in to the beach, warned her off by burning a Coston light.

*November 16.*—At about half past 3 in the the morning the south patrol of the Hog Island Station (Fifth District), coast of Virginia, discovered a large sloop bound in through Hog Island Inlet, heading towards the beach and in danger of striking the shoals. He fired a Cos-

ton patrol signal, which the vessel heeded by putting her helm up and standing off shore. She did so just in time to escape stranding.

*November 16.*—The small schooner *H. P. Brown*, of Cape Hatteras, North Carolina, with a crew of three men, bound from Washington, North Carolina, to Kinnakeet in the same State, in ballast, while scudding before a strong northwest gale in Pamlico Sound, North Carolina, at 3 o'clock in the morning, stranded on a shell bank six miles from shore and about eight miles in a southwesterly direction from the Big Kinnakeet Station (Sixth District). She was discovered at daylight by the life-saving crew, who at once hastened to her relief. As the surf-boat would have to be hauled on its wagon a long distance to the shore of the sound, they hurried across the beach without it, and obtained the use of a sail-boat, and by that means reached the vessel and succeeded in safely landing the three men at half past 4 in the afternoon. On the following day (17th), after the gale had abated, they went off with an anchor and other necessary appliances, and in a short time kedged the vessel afloat in a somewhat damaged condition and took her to her destination.

*November 16.*—At about 2 o'clock in the morning, during the height of a southwest gale and snow-storm, the steamer *Avon*, of and from Buffalo, New York, bound to Chicago, Illinois, with a valuable cargo of merchandise, and having a crew of twenty-six persons, broke her steering-gear and lost her rudder, and drifted ashore about one mile southeast from the Buffalo Station (Ninth District), Lake Erie. Steam-tugs had gone to her assistance, and in towing the vessel under the breakwater the hawsers parted. The crew of the station started with beach apparatus to the scene of disaster, arriving at 3 o'clock, and offered assistance, but the proffer was declined. The crew had scarcely returned to their station when a report was made that a schooner was ashore five miles southeast of the station. The crew again started, carrying their surf-boat and apparatus, arriving opposite the vessel at 9 a. m., but too late to be of any service. The vessel had driven up on the shore so high that the crew had no difficulty in leaving her. The vessel was the schooner *Maple Leaf*, of Port Burwell, Canada, bound to Buffalo with an assorted cargo. She had lost her sails and drifted ashore. On the morning of November 26 the station crew were called upon to assist steam-tugs in an effort to float the *Avon*, but after several hours of severe labor the attempt had to be abandoned.

*November 16.*—About half past 6 o'clock in the morning the lookout at Grand Point, Au Sable Station (Eleventh District), coast of Michigan, discovering a schooner in a disabled condition, reported the circumstance, and the keeper sent for a tug. At 7 o'clock the schooner hoisted a distress signal, whereupon the surf-boat was at once launched, and going alongside ascertained her to be the *Monterey*, of Detroit, bound to Milwaukee, with coal. Her foresail and topmast were gone. The tug sent for by the keeper soon arrived and took the *Monterey* in tow. As a furious gale set in an hour afterward, it is probable that but for the prompt action of the keeper the schooner would have gone ashore.

*November 16.*—The schooner *Presto*, of Grand Haven, Michigan, bound from Chicago to Muskegon, in ballast, and having a crew of six men, attempted to enter the harbor of Grand Haven at about 10 o'clock at night, but on account of the loss of her foresail she was blown by the southwest gale past the pier and stranded seventy-five yards north of it. A very high sea and strong currents were setting to the north at the time.

The keeper of the Grand Haven Station (Eleventh District), Lake Michigan, was near the harbor pier when the schooner was about to enter the harbor, and foreseeing an accident warned the vessel of danger by signal, but without being heeded. As she came near the pier the keeper and one of his crew tried by the heaving-stick to get a line on board to hold her to the pier, but the line was too short. The station surf-boat was then launched, and on arriving at the vessel found she had been scuttled by her crew and was lying easily. The master and crew declined to leave her. Two days afterward (November 18) the life-saving crew assisted in stripping her of her sails and running gear, which were stored safely ashore. They continued to work on her in the way of heaving and pumping until the 24th, when she was floated again and towed into port by a steam-tug.

*November 16.*—At about noon, two men came to the Saint Joseph Station (Eleventh District), Lake Michigan, and reported that while picking up loose laths along shore they had discovered the body of a man frozen up in the ice except one hand. A lath lying near this dead hand had led them to approach the imbedded corpse. The keeper and his crew at once went to the spot, which was half a mile north of the north pier, chopped the body out of the ice, and turned it over to the coroner. Several small articles were found in the clothing and \$68.07 in money. The remains proved to be those of John Kempter, of Englewood, Illinois, and were identified by a brother, a resident of Chicago.

*November 16.*—A short time after midnight the patrol of the Chicago Station (Eleventh District), Lake Michigan, discovered the United States tug *Gen. A. A. Humphreys* adrift in the harbor and rapidly going out into the lake. He and the other patrolman at once launched the station supply-boat and boarded the vessel. The steam was down and two of the crew were found on board asleep. They were at once roused, and just as the vessel had reached the south entrance, on the point of drifting out into the lake, they succeeded in getting up a sufficient force of steam to work her back to a dock, where she was properly secured.

*November 16.*—About 3.30 in the morning the patrol of the Chicago Station (Eleventh District), Lake Michigan, discovered a small boat adrift and driving out into the lake.

Launching one of the station boats, he brought the drifting boat to the dock, and in the morning it was delivered to the owner.

*November 16.*—At half past 8 at night the patrol of the Golden Gate Park Station (Twelfth District), California, discovered a vessel's light near the shore and recognized it as the mast-head light of a pilot vessel. He burned a Coston signal to warn the vessel of her danger, the weather being very foggy, and she at once let go her anchor. The keeper then telephoned to the Merchants' Exchange at San Francisco the state of affairs, and at about midnight a steam-tug arrived from the city and towed the vessel off into deep water. The station crew, in anticipation of the vessel's dragging ashore, had got their apparatus out soon after she anchored. It was subsequently learned that she was the pilot-boat *T. H. Allen*, of San Francisco.

*November 17.*—The three-masted schooner *J. I. Case*, of Racine, Wisconsin, carrying a crew of ten men, from Chicago, Ill., with a cargo of corn for Buffalo, New York, stranded on Hog Island Reef at 2 o'clock in the afternoon of November 13, about nine miles to the eastward of Beaver Island, Lake Michigan. The accident occurred during a thick snow-storm. She was not discovered from Beaver Island until the next morning (14th) at 8 o'clock, after the storm had passed, and as the volunteer crew of the Beaver Island Station (Eleventh District) are mostly fishermen, and they

were nearly all absent plying their vocation, the keeper requested the man who first sighted her, Paul Lablance, to go out in his sail-boat and ascertain whether she needed a tug. Lablance reached the schooner just as the captain was leaving on the revenue steamer Johnson to obtain one. The captain returned with a tug and a gang of laborers to lighten the vessel the following day (15th) at 9 o'clock. The work of removing the cargo and pulling on the schooner was carried on all that day, and also on the 16th until evening, when a gale set in from the southward and westward, and the tug sought shelter in Beaver Harbor, the crew and the laborers, nineteen all told, remaining by the schooner. They soon afterwards hoisted a signal of distress, but the sea was running so high that old experienced fishermen declared that it would be impossible to get back to the island if they went out in the life-boat. The next morning (17th) it was still blowing a gale from the southwest, but the keeper prevailed upon the captain of the tug to take him out. The surf-boat was accordingly put on board the tug, and the latter steamed in the direction of the reef. Upon approaching within two miles of the schooner, and observing what an ugly sea was breaking all around her, the captain became alarmed for the safety of his own vessel and turned back without accomplishing anything. The situation now seemed desperate indeed. The tug dared not go, neither could a sufficient number of men be found on the island to man the life-boat. The keeper, Harrison Miller, therefore, as a last resort resolved to try a large sail-boat. The boat was well supplied with life-preservers from the station, and, with seven men to aid him, he left the harbor at noon. It was an exceedingly rough trip, but he got near to the vessel in an hour and a half, the wind and sea being in his favor. It was impossible to lay the boat alongside, as it would have been swamped and knocked to pieces in no time by the seas breaking over the vessel fore and aft. By skillful management, however, a small heaving-line was thrown to one of the sailors out on the jib-boom and the cable hauled on board and made fast to steady the boat in position. This done, the work of rescue was soon accomplished. Indeed so anxious were the poor fellows to leave the half-submerged craft that as soon as a life-line could be attached to the jib-boom and the other end caught by the life-savers, they swarmed down it one after the other, as the keeper graphically describes it, "like a lot of rats." It was a great risk, taking so many into the boat, but the idea of leaving some of them behind and trusting to the chances of a second trip was not for a moment to be entertained. As soon, therefore, as they were all snugly ensconced wherever shelter could be found, the reefed sails were hoisted, the lines were cut, and the boat's head hauled to the westward. It was a dead beat against an almost overpowering sea, but by half past 6 in the evening they reached the harbor in safety, every man of them heartily thankful to reach the shore again. The schooner was subsequently taken off the reef in a damaged condition, with the loss of nearly all of her cargo.

*November 17.*—At about noon the iron steam-tug *Alpha*, of Chicago, Illinois, carrying a crew of six men, while steaming out of Kenosha Harbor, Wisconsin, on her way to Racine, in the same State, damaged her rudder so badly that after proceeding about two miles on her way it dropped out and the vessel became disabled. Her signal whistle for assistance was quickly responded to by the crew of the Kenosha Station (Eleventh District), Lake Michigan, who went out with the necessary ground-tackle and anchored her, to prevent her from being blown out into the middle of the lake by the strong southwesterly wind, until the aid of a fishing tug could be obtained to tow her back into port.

*November 17.*—At about half-past 2 in the morning the patrol of the Golden Gate Park Station (Twelfth District), coast of California, sighted a schooner dangerously close to the beach. The weather was dark and foggy, and she would surely have run ashore had he not flashed a Coston signal, which warned the people in time to change their course.

*November 18.*—At about 10 o'clock in the morning the schooner *William Gilbert*, of Sandy Creek, New York, arrived off the mouth of Sandy Creek, bound in. As a shallow bar had been formed by recent gales and almost closed the entrance, the crew of the Big Sandy Station (Ninth District), Lake Ontario, went off and warned her of the danger of attempting to run in. The captain thanked them for thus saving him from running the vessel ashore, and bore away for Henderson harbor to wait for a favorable opportunity to get into the creek.

*November 19.*—At 8 o'clock in the morning the lookout at the Quoddy Head Station (First District), coast of Maine, discovered and reported the masts of a sunken vessel in sight above water in Lubec Narrows, three or four miles north of the station. The life-saving crew upon reaching the spot in their boat learned that the sunken craft was the fishing schooner *Naiad*, of Machias, Maine, her crew of four men, who were then endeavoring to save the sails and fishing gear, reporting that while passing up through the Narrows after dark the evening before (18th) on their way to Eastport, with a cargo of fish, they had run too close to the edge of the channel, where the vessel grounded on the bank, and before they could relieve her she fell over on her side and filled with water, and soon afterwards sagged off and sunk in the channel where it was thirty feet deep. The station crew went at once to work and aided in recovering all the movable articles that could be reached, and then got chains under the schooner, and on the following day (20th) succeeded in raising her from the bottom and hauled her inshore, so that when the tide fell she was left nearly dry. The next day they removed the cargo, and she was subsequently taken to Lubec and repaired.

*November 19.*—At 5 o'clock in the morning, it being cloudy and very dark, the patrol of the White Head Station (First District), coast of Maine, sighted a vessel becalmed close in on the south side of the island and in danger of being swept onto the rocks by the current. He immediately burned a Coston signal to warn her of her danger, and then hurried to the station, a quarter of a mile distant, and gave the alarm. The life-saving crew turned out at once with the surf-boat and found when they reached the vessel that she had taken warning by the patrolman's signal, and anchored just in time to avoid getting ashore. She was the schooner *Dolphin*, of Ellsworth, Maine, with a crew of four men, bound from Falmouth, Massachusetts, to Calais, Maine, in ballast. As she was in a bad situation, within thirty yards of the shore, and almost certain to strike the rocks at low water, the station men advised that she be moved at once. With their help the schooner was accordingly kedged off shore, clear of all danger, and enabled to continue her voyage.

*November 19.*—Soon after daybreak the keeper of the Haumond's Bay Station (Tenth District), Lake Huron, received information that a fishing boat with three men in it was missing since November 11, and that fears were entertained that the men had met with disaster. The station crew manned their boat and searched the shore to the southward for several miles without obtaining any tidings. The boat was then headed north and pulled to Spectacle Reef, where the three men were found. They stated that on the morning of the 11th they went out to lift their nets, but on arriving at the reef it blew so hard they were unable to do anything. Thinking the storm would soon

abate they hung on to the pier, but the weather becoming worse their boat was dashed to pieces. This happened at 2 in the morning of the 12th, during a snow-storm and furious westerly gale. The men were taken into the surf-boat and brought to the shore in safety. The station crew, in performing this service, pulled a distance of fifty-five miles.

*November 20.*—On this date a fourteen-year-old boy named Albert Blanchard, a resident of Newburyport, Massachusetts, would have been carried over the dike near Plum Island Point and drowned but for the timely aid of Surfman Patrick Campbell, of the Plum Island Station (Second District). The boy was out sailing in Plum Island Basin, below Newburyport, when he was carried by the strong current into the dike, where his boat was caught by the center-board and fortunately held there until Cummings, who was also out for a sail and saw the boy's peril, could get to his relief. He threw the boy a line, and by means of his sail and the vigorous use of the oars succeeded in towing the boat off the dike to a place of safety. A little later and the boy would have been lost.

*November 20.*—The schooner *L. & A. Babcock*, of Somers Point, New Jersey, having a crew of six men, when off Absecom Inlet on her way to Atlantic City, New Jersey, from Somerville, Maine, with a cargo of ice, lost her sails during a northwest gale, and anchored on the bar in a crippled condition. The Atlantic City Station crew (Fourth District), coast of New Jersey, went to her assistance, and when the flood tide made, towed her with the surf-boat into the inlet, where she could find a safe anchorage.

*November 20.*—At about half past 2 o'clock in the morning, the north patrol of the Green Run Inlet Station (Fifth District), coast of Maryland, seeing a steamer running too near the beach, warned her by burning a Coston light, when she at once sheered off.

*November 20.*—During a thick fog the patrol of the Sand Beach Station (Tenth District), Lake Huron, reported at half past 6 in the evening that a steam-vessel was sounding signals of distress to the southward of the station. The life-boat was at once manned, and after pulling in the direction of the sound about six miles the crew found the steamer *H. J. Jewett*, of Buffalo, New York, bound to Chicago, Illinois, with a cargo of general merchandise, and with a crew of twenty-six persons, and the schooner *G. S. Hazard*, of and from the same port, with a cargo of coal and a crew of ten persons, both aground on a reef about a mile out from shore. The schooner had been in tow of the steamer, and the latter striking the reef first had carried the schooner with her. The steamer was leaking badly, and at the request of her captain the life-saving crew pulled to the shore and sent dispatches for tugs and steam-pumps to come to her assistance. Upon returning to the scene they boarded the *Hazard* and commenced throwing overboard cargo to lighten her. At 7 o'clock the next morning (21st) the steam-tugs *Moore* and *Crusader* arrived, and by this time one hundred and seventy-five tons of coal had been thrown overboard. The station crew ran lines to the two tugs from the schooner, and then resumed the work of lightening her. The tugs finally got the schooner afloat and carried her to Sand Beach Harbor. The keeper and his men then returned to the *Jewett*, and remained by that vessel, rendering assistance in placing steam-pumps on board, running lines to the tugs, and discharging cargo into a lighter, until eight in the morning of the 23d, when the steamer was floated and also taken into the harbor. The captains of both vessels were very thankful for the assistance rendered them.

*November 21.*—At 11 o'clock in the day the schooner *Island Belle*, of New York, from Promised Land, Long Island, with a load of fish-oil and scrap, grounded just outside Napeague Harbor, about two miles northwest of the Napeague Station (Third District), coast of Long Island, New York. The keeper and three surfmen went on board and assisted in laying an anchor, and endeavored to heave her off, but without success, the tide that day being too low. On the 22d, the tide flowing sufficiently, she floated off without assistance and proceeded on her way.

*November 21.*—At 2 o'clock in the afternoon a large brig-rigged steamer, under all sails standing south, was sighted by the keeper of the Biscayne house of refuge (Seventh District), east coast of Florida, running too close along the shore. She was immediately warned of her danger by the signal of the International Code J. D. ("You are standing into danger") hoisted on the house, and hauled off into deep water. Five minutes longer and she would have been on the reef.

*November 21.*—At half past 6 in the morning, during a thick fog, the Thunder Bay Island Station crew (Tenth District), Lake Huron, were alarmed by distress signals, made by a steamer, in the direction of North Point. The surf-boat was launched, and after pulling three miles the crew met a fishing boat, which reported that a fishing steamer had struck on the reef at the point and broke her shaft, and that another fishing steamer had taken the disabled vessel in tow. The station crew then turned back, and, arriving at the station, were about to get their breakfast, when the fog lifted and a steamer was seen stranded on North Point, Thunder Bay, Michigan, about four miles to the southwest. The life-boat was manned, and reaching the vessel they found her to be the steamer *H. B. Tuttle*, of Cleveland, Ohio, from Sandusky, bound to Silver Island, Lake Superior, with a cargo of coal, and having a crew of fifteen men. The captain had already sent for tugs, so that all the station crew could then do was to sound around the locality to ascertain the position of the vessel. They found she was aground between two large reefs. At 11 o'clock the tugs arrived, and after working hard about four hours got the steamer afloat, and, under the pilotage of Keeper Persons, carried the steamer safely out of her dangerous situation. The station crew had worked for seven hours, and without any food since the previous evening. They had pulled through a heavy sea over twenty miles, and were nearly exhausted on their return to the station.

*November 22.*—About 10 o'clock at night the crew of the Oswego Station (Ninth District), Lake Ontario, were notified that the steamer *M. J. Cummings*, of Oswego, New York, engaged in relieving the schooner *Geo. E. Finney* (the disaster to which is recorded under date of November 13), had herself stranded, and that a number of wreckers were left on the schooner. The scene of disaster was three and a half miles west of the station. A fresh breeze prevailed, but fortunately there was only a light sea. The station crew soon reached the steamer, by the aid of the steam-tug *Morey*, and as soon as the necessary lines could be run to the tug the latter succeeded in getting her afloat. There were forty-five men on board the schooner *Finney*, and they were safely transferred by the station crew to a wrecking-barge and landed at Oswego.

*November 22.*—The patrol of the Ottawa Point Station (Tenth District), Lake Huron, shortly after midnight, observed a steamer heading for, and very close to, the shore. He fired a Coston patrol signal, warning her of her danger, and she altered her course.

*November 24.*—At about 8 o'clock at night the patrol from the Point Judith Station (Third District), coast of Rhode Island, observed in a

southeasterly direction a white rocket shoot up into the air from some vessel. He at once burned a Coston light in response, and hastened to the station to report. The boat was immediately launched and search made in the direction in which the rocket appeared. After rowing about for an hour or so the crew fell in with and boarded the schooner *J. & W. Gurney*, of Albany, New York, whose captain took the boat in tow and sailed about for some time in search of the vessel supposed to be in distress. Nothing could be seen of her, however, and at 10 o'clock the surfmen returned to the station.

*November 24.*—At about 5 o'clock in the morning the south patrol from the Ocean City Station (Fourth District), coast of New Jersey, discovering a bark heading toward the bar, burned a Coston light, when she quickly tacked and stood off shore.

*November 24.*—The schooner *Young America*, of Buffalo, New York, from Cleveland, Ohio, bound to Point St. Ignace, Canada, with a cargo of railroad iron, and having a crew of seven men, stranded on a reef about a mile and a quarter north of the Sand Beach Station (Tenth District), Lake Huron, between 2 and 3 o'clock on the morning of the 22d. The station crew being employed at the time in relieving the steamer *H. J. Jewett* and the schooner *G. S. Hazard*, several miles to the southward, did not know of the accident to the *Young America* until informed by the district superintendent, who discovered the vessel very soon after she struck. Her crew were landed by a small steamer in charge of Harbor Master Wagstaff. The life-boat crew boarded her on the 24th as soon as they could be spared from their labors on the other two vessels, and assisted in placing steam-pumps on board. On the two following days (26th and 27th) they continued work on the schooner, assisting in running lines, &c., until she was finally floated and taken safely into Sand Beach Harbor. The captain of the *Young America* was very thankful for their assistance.

*November 25.*—At about 1 o'clock in the morning the patrol from the Cape Henlopen Station (Fifth District), coast of Delaware, discovering a large square-rigged vessel heading for the beach, burned a Coston light, when she immediately changed her course and flashed an answering light.

*November 25.*—The steamer *I. C. Harris*, of New Orleans, Louisiana, from Galveston, Texas, for Brazos, in the same State, having forty-six people on board, including eleven passengers, and loaded with a general cargo, stranded at 3 in the afternoon on Brazos Santiago bar, about two miles north-northeast of the Brazos Station (Eighth District), coast of Texas, and was discovered by the keeper of the station as soon as she struck. The station crew proceeded in their surf-boat to her assistance and ran her hawser to the steam-lighter *Santiago*, and at half past 6 in the evening she was floated and steamed inside to the anchorage.

*November 25.*—During the prevalence of a strong easterly wind a scow was discovered by the crew of the Grand Haven Station (Eleventh District), Lake Michigan, adrift in the lake and going off shore. Launching their surf-boat the station crew went out, and after a pull of two and a half hours succeeded in getting the scow back into harbor.

*November 25.*—At about 10 o'clock in the day, the keeper of the Grosse Point light-house informed the crew of the Evanston Station (Eleventh District), Lake Michigan, that a schooner had anchored three miles to the northward of the Point, opposite Winetka, with a signal of distress flying. They at once sent a messenger to the telegraph office to telephone to Chicago for the services of a tug and proceeded in their

surf-boat to render what assistance they could to the vessel. She lay about three and a half miles from the station, and proved to be the *Cuyahoga*, of Chicago, Illinois, to which port she was bound from Rawley's Bay, Wisconsin, with a cargo of railroad ties and cord-wood. She had a crew of seven men. The captain reported that she had sprung a leak that morning while beating down the lake against the strong southeasterly breeze and rough sea, and the water gaining rapidly on the pumps he had been compelled to anchor as near the station as possible for assistance. One of the first questions he asked was whether a tug had been sent for, and he was much gratified upon being answered affirmatively. He supposed the leak to be in the after part of the vessel. The cabin floor was therefore taken up and a quantity of the cargo removed, and, sure enough, in a short time the leak was found and checked so that the pumps could keep it under control. A few hours later the tug *Union* arrived and took the vessel in tow to her destination.

*November 25.*—At 5 o'clock in the morning the south patrol of the Sheboygan Station (Eleventh District), Lake Michigan, reported that the schooner *Guido*, of Manistee, while coming into port, had struck on the wreck of the schooner *Petrel*, and after getting inside the harbor piers had sunk alongside the dock. The station crew immediately started in their surf-boat to the vessel, and on their arrival found the crew had been able to reach the dock. They then turned their efforts toward saving the deck load of lumber and succeeded in landing it upon the dock, at which labor they were employed until a quarter past 4 in the afternoon.

*November 25.*—The Sheboygan Station crew (Eleventh District), Lake Michigan, had just returned from their work on the schooner *Guido* when they were called to render assistance to the schooner *Eureka*, of Detroit, Michigan, bound from Oswego, New York, to Chicago, Illinois, with a cargo of coal and seven men and a woman cook on board. The patrol had reported a steam-barge towing two vessels and about to enter the harbor, and the keeper of the station with his crew had gone to the pier to signal with Coston lights, in order to prevent the vessels striking the sunken wreck of the *Petrel*. When inside, the steam-barge let go her tow and the one next the steamer grounded. The *Eureka* was forced by the sea against the grounded vessel, and the blow was so severe that a hole was made in her quarter. The life-saving crew immediately launched their surf-boat and boarded the *Eureka*. By the time they got to her she was nearly full of water, but they made sail on her and started the pumps, and were able to get her into the river and a thousand feet inside the pier end, where she sunk, decks under water. They then saved all the articles in her cabin and carried them to a fish-house near by. Her men were put on board the barge *Melbourne*, and the station crew returned to their house at midnight.

The following notice of the services of the life-saving crew on this occasion appeared in the Chicago Inter-Ocean :

"SHEBOYGAN, WISCONSIN,  
"November 27, 1883.

"I desire to extend through the columns of your valuable paper my most sincere thanks to Capt. Ole Groh and his efficient life-saving crew, at this port, for valuable assistance rendered the barge *Eureka* when in distress at this port last Sunday night.

"GERMON, Master Barge *Eureka*."

*November 25.*—The Keeper of the Two Rivers Station (Eleventh District), Lake Michigan, learning that the schooner *Tempest*, of Milwaukee, laden with hard wood and having a crew of two men, was pounding heavily and beating violently against her dock, two hundred yards from the station, owing to the action of a heavy surf which was then running—manned the surf-boat and went to the vessel with a large hawser, hove her near the station, where sail was made upon her, and carried her up the river to a dock where they moored her in safety.

*November 26.*—At half past 2 in the afternoon the schooner *Emma E. Potter*, of Annapolis, Nova Scotia, having a crew of six men, bound from Clementsport, Nova Scotia, to Boston, Massachusetts, with a cargo of cord-wood and fish, while passing down Muscle Ridge Channel, Penobscot Bay, with a strong southeasterly breeze and a rough sea, struck on Grindstone Ledge, near Fisherman's Island, about seven miles east-northeast of the White Head Station (First District), coast of Maine. She was discovered by the lookout at the station very soon after she struck, and as quickly as possible the life-saving crew put off in their boat to her relief, arriving on board at 4 o'clock. The schooner had sprung a bad leak from pounding on the rocks and was in an exposed and dangerous situation. Upon the captain's request that the keeper take charge and save the vessel if possible, the latter had the necessary sail hoisted and ordered the men to the pumps, and at 8 o'clock, with the flood tide they succeeded in forcing her off the ledge, with three feet of water in the hold. Keeper Shea then took the helm and with two trusty men on lookout forward, for the night was intensely dark, skillfully piloted the half water-logged craft up through the narrow and tortuous passage between Sheep Island and the mainland into Owl's Head Bay, and grounded her on the flats in a sheltered place, where she could be repaired, she being nearly full of water when she got there. The captain was very grateful to the station men and freely told them that but for their assistance the vessel and cargo, and probably the lives of himself and crew, would have been lost. They were extremely fortunate in getting off the ledge in such good season, as the wind increased to a gale during the night and raised such a heavy sea that there can be little doubt she would have gone to pieces before morning. The weather was indeed so bad that the life-saving crew were unable to return to their station until the next day.

*November 26.*—At about noon the Monomoy Station (Second District), coast of Massachusetts, received a message by signals from the Monomoy light-house that a shipwrecked crew were there. Keeper Tuttle proceeded to the light-house and found four men who had landed an hour previous in their boat from the schooner *Effort*, of Bangor, Maine, which they had abandoned that morning in a water-logged condition. They were conducted to the life-saving station, where they remained until the following day (27th), when they were carried by boat to Chatham by Keeper Tuttle, and passes procured to their homes. The schooner was from Bangor with a cargo of lumber for Hempstead, Long Island, New York, and while running down the coast of Cape Cod on the morning of the 26th with a fair wind had suddenly sprung a leak. The leak gained rapidly, and the vessel becoming unmanageable the crew were compelled to abandon her and seek safety in their boat. The schooner drifted ashore abreast of Chatham just to the north of Monomoy, and being very old soon went to pieces. The crew of the Chatham Station, half a mile from where she struck, boarded her as soon as it was practicable and saved the captain's effects, the name of the craft being learned from his papers. The captain visited the Chatham Station

the next day (27th) with the mate, upon his arrival with Keeper Tuttle from Monomoy, and was very thankful for the recovery of his trunk. The mate had saved nothing, and was so destitute that Keeper Gould, of the Chatham Station, furnished him with a coat and hat to wear to his home.

*November 26.*—At 3 o'clock in the morning the patrol from the San Luis Station (Eighth District), coast of Texas, sighted a steamer running too close to the beach and in danger of striking. Upon his warning her with a Coston light she changed her course and stood off.

*November 26.*—At 1 o'clock in the day the lookout of the Sturgeon Point Station (Tenth District), Lake Huron, discovered a vessel at anchor ten miles east of the station, flying a signal of distress. A heavy north-west gale with a heavy sea prevailed, and it was with great labor and difficulty the surf-boat was launched. Arriving alongside the vessel at 3 o'clock, it was found she was the schooner *Hamilton J. Mills*, of Buffalo, New York, from Penetanguishene, Ontario, bound to Buffalo with a cargo of lumber, and having a crew of seven persons. She had been in tow of the tug *Gladiator*, but, the gale increasing so rapidly, had been cast adrift and attempted to make a harbor but failed. Part of her deck-load had been washed away, the fore-boom gone, and the fore-sail so badly split as to be useless. She had also become water-logged and was entirely unmanageable. The people were taken into the surf-boat and landed safely at Back River. On the morning of the 27th the station crew again boarded her, accompanied by the captain, and attempted to pump out the water, but without success. They removed everything possible from the vessel, however, and taking her yawl in tow landed the articles at the station. A steamer was subsequently employed to tow the vessel to Alpena.

*November 28.*—At daylight the schooner *Ida Keith*, of Chicago, bound from Buffalo, New York, to that place, with a cargo of coal and a crew of eight men, was seen anchored two miles southeast of the Sheboygan Station (Eleventh District), Lake Michigan. Suspecting that there was something the matter on board, the station crew rowed out to her, and on arriving found that her steering-gear was broken and her sails and running-gear completely iced up. Her men were entirely exhausted and gladly welcomed the station crew, who at once fell to work, cleared the ice from the windlass and sails, and after rigging a tiller helped to get her under way, whence she proceeded on her course for Chicago.

*November 27.*—At about half past 1 o'clock in the day the patrol of the Spermaceti Cove Station (Fourth District), coast of New Jersey, reported a small boat adrift about half a mile from the beach. The surfmen launched their boat and pulling out found it to be a foreign-built boat, which they towed ashore and hauled well up on the beach clear of the surf.

*November 27.*—The patrol of the Townsend's Inlet Station (Fourth District), coast of New Jersey, saw the lights of a steamer which was standing into danger. He made signal with his Coston light and she sheered off.

*November 27.*—At about 8 o'clock in the morning the crew of the Aransas Station (Eighth District), coast of Texas, observed a schooner heading in toward the land and soon afterwards fetch up on the beach at the northeast end of Mustang Island, about three-quarters of a mile northeast of the station, which is situated on the island. They hurried to her at once and found she was the *Ball Player*, of Brashear, Louisiana, with a crew of three men, bound from Pass Cavallo, Texas, to Galveston, in the same State, in ballast; the captain reporting that she had

lost both her anchors and split the foresail the day previous, and that being unable to work into the Pass for a harbor on account of the strong ebbtide he had concluded to run her aground rather than have her blown out to sea in her crippled condition. The life-saving crew at once procured an anchor belonging to the Government works at the Pass, and, with one of the station lines, boarded the schooner and after about three hours' labor succeeded in heaving her afloat in a leaky condition, when she was run into a cove opposite the station and safely moored. On the second day afterwards (29th) the station crew helped get her under way and saw her well inside the Pass on her way up the bay to a ship-yard for necessary repairs.

*November 28.*—As the schooner *Etta*, of Annapolis, Nova Scotia, carrying a crew of six men, bound from Thorn's Cove, Nova Scotia, to Boston, Massachusetts, with a cargo of cord-wood and potatoes, was attempting to reach Quoddy Roads for a harbor at 9 o'clock at night, on November 27, the wind being ahead, she mistook the lights in dwellings on West Quoddy Head for vessels at anchor, and thus getting out of the channel ran into Crowell's Ledge, about a mile northeast of the Quoddy Head Station (First District), and stuck fast. As the night was then fine, although very dark, her crew anticipated no danger, and therefore made no immediate signal for help, expecting the vessel would float off on the next tide. Towards 3 in the morning (28th), however, a gale sprang up from the southward and brought in quite a turbulent sea, which made the men fear for their safety. They therefore watched the shore for a glimpse of the light usually carried by the station patrol, and, as soon as it was descried, burned a flare-up light to attract attention. The patrolman immediately answered it with a Coston signal and then hurried to the station with the alarm. The Quoddy Head crew have a spare boat on the bay shore for service in the bay, and this they launched as quickly as possible and went out to the vessel. It was extremely dangerous work in the pitchy darkness, getting alongside, on account of the breakers on the reef, but by skillful maneuvers the six men were taken into the boat, and the boat sheered off. The keeper then found it impossible to land the people near the station to windward, so ran before the gale up the bay to a sardine factory, where the entire party sought shelter from the storm, for it was raining hard, at 5 o'clock (A. M.). By 8 o'clock the wind had shifted to the westward and the sea began to subside. The party therefore returned to the schooner, and upon finding she did not leak more than could be controlled with the pumps, they hoisted sail and moved some of the cargo in the hold so as to help her as much as possible, and upon the floodtide she was backed afloat and taken into the roads and anchored. The life-saving crew subsequently returned ashore for the sailors' effects, which had been landed in the morning.

At 6 o'clock the next morning (29th), the station crew again boarded the *Etta* to take her to the wharf at Lubec for repairs, but the captain having changed his mind and decided to have the vessel hauled out on the ways at Cutler, some distance to the westward, they helped him get under way, and saw him safely out of the harbor.

*November 28.*—At about noon, as the schooner *Nancy J. Day*, of Damariscotta, Maine, with a crew of five men, bound from Dover, New Hampshire, to her home port in ballast, which had sought shelter in Biddeford Pool, Maine, during a storm, was getting under way to resume her voyage, she mistook the channel and ran aground on Fort Hill Point, about three-quarters of a mile from the Fletcher's Neck Station (First District). The accident being observed by the lookout, the

station crew turned out to the schooner's assistance. While they were at work kedging her off a tug came out and supplemented their efforts, and in a short time the vessel was afloat and proceeded to sea, none the worse for her mishap.

*November 28.*—The schooner *E. B. Fithian*, of Somers' Point, New Jersey, having a crew of three men, from Port Republic, in the same State, with a cargo of oysters for New York, through standing too near the shore, stranded on the shoals of Point Creek, at about 4 in the afternoon. The Little Egg Station crew (Fourth District), coast of New Jersey boarded her in the surf-boat, and promptly laid out an anchor, and, after working for half an hour, succeeded in floating the vessel off the shoal without damage.

*November 28.*—At 9 o'clock in the morning of this date, the schooner *Eva*, of Atlantic City, New Jersey, whither she was bound, in ballast, from Anglesea, in the same State, stranded on Townsend's Inlet Bar, the master being unacquainted with the channel. Her crew consisted of a man and two boys. Fortunately the sea was smooth and wind moderate at the time the vessel struck. The crew of the Townsend's Inlet Station (Fourth District), coast of New Jersey, half a mile from the inlet, boarded the vessel, and late in the afternoon, when the tide served, succeeded after two hours' hard labor, in getting her afloat, and then worked her up the channel to the mouth of the Thoroughfare, where the captain was acquainted and could proceed without further assistance. He was very thankful for the aid received.

*November 28.*—At about 5 o'clock in the morning, during the prevalence of a fresh northerly gale, the schooner *Annie S. Carll*, of and from New York, for Watchapreague, Virginia, in ballast, with a crew of four men, ran ashore through stress of weather about half a mile north of the Nag's Head Station (Sixth District), coast of North Carolina. The tide being high and the sea very rough she drove well up on the beach, so that her crew were enabled to land unaided before the station patrol could reach the spot on his return over his beat, the captain and one man arriving at the station ahead of him. The life-saving crew proceeded at once on foot to the stranded craft and landed the crew's effects and all their provisions, and also furled the sails and made everything snug. As the situation of the vessel was such that it would be necessary to build launching-ways to float her off by, a task requiring some time, the captain decided to discharge his crew and send them home. After remaining at the station five days they accordingly left for their homes in Virginia as soon as the necessary conveyance could be obtained. The schooner remained on the beach until the following spring (1884), when the life-saving crew commenced operations and succeeded on the 23d of May in getting her once more safely afloat.

*November 28.*—About half past 9 in the evening of November 27, information was received at the Ludington Station (Eleventh District), Lake Michigan, that two vessels had stranded near Pentwater, twelve miles south of the station, and were in need of assistance. The keeper at once got teams and started the beach apparatus to the scene, arriving opposite the vessels half an hour after midnight (November 28), when he learned that the crews had been safely landed by some fishermen. The vessels were found to be the schooners *Lalla Rookh*, of Manistee, and the *Julia Larson*, of Pentwater, the one first named bound from Milwaukee, Wisconsin, to Whitehall, Lake Michigan, with a cargo of flour and feed and a crew of three men; the second, bound from Milwaukee to Pentwater, Michigan, her crew being also three men, and her cargo consisting of camp supplies. The vessels were about fifty

feet from shore, and at daylight this space was spanned by a bridge of wagons, covered with planks, for the purpose of getting the respective cargoes to land. In accomplishing this work the Merriman life-saving dress was used, as also in running lines to and from the vessel. The cargoes were removed as fast as possible, and at noon a line of three hundred fathoms was run from the *Larson* to a steam-tug which had arrived. The attempt to float the vessels was, however, unsuccessful; but on the following morning they were pulled off and towed into Pent-water. The life-saving crew were twenty-eight hours on this duty.

*November 29.*—At a quarter before 5 in the morning, during a heavy northwesterly gale, the west patrol of the Race Point Station (Second District), coast of Massachusetts, discovered a schooner ashore on Race Point, about a mile and a half southwest of the station. Being a small vessel she had come well up, and upon reaching the station with the alarm, he reported that the boat would not be needed. The crew therefore started for her on a run, and upon getting abreast of her, found the sailors, three in number, had already hoisted out their boat and were waiting for assistance from the station to get ashore. The station crew quickly threw them the end of a line, which was at once made fast to the boat, and in a few moments it was hauled safely to the beach and the men conducted to the station. The schooner proved to be the *Amazon* of Camden, Maine, to which place she was bound from Boston in ballast, the captain reporting she had been driven ashore by stress of weather and loss of sails. The men were sheltered and fed at the station for three days. The vessel was subsequently hauled afloat by the revenue steamer *Gallatin* and towed to Provincetown for repairs.

*November 29.*—At 3 o'clock in the afternoon, the crew of the Indian River Inlet Station (Fifth District), coast of Delaware, launched their boat and went off through a very rough surf, at the request of the captain of a dredging-machine lying in the inlet, with a message to a steam-tug waiting in the offing, to tow the machine round into the Delaware River.

*November 29.*—The patrol of the Two Rivers Station (Eleventh District), Lake Michigan, discovered a vessel burning a torch-light, about a half mile north of the station. He answered by firing a Coston patrol signal and the vessel hauled off shore and into the lake.

*November 30.*—One of the crew of the Peaked Hill Bar Station (Second District), coast of Massachusetts, while out on the 8 o'clock patrol saw a vessel dangerously near the bar. He burned his Coston patrol signal and the vessel seeing it immediately put off shore.

*November 30.*—One of the crew of the High Head Station (Second District), coast of Massachusetts, while on the 8 o'clock patrol, saw a vessel approaching too near the shore. Upon his making signal with his patrol Coston light, she headed off and cleared all danger.

*November 30.*—The lookout of the Big Sandy Station (Ninth District), Lake Ontario, reported at about 2 in the afternoon, that a small schooner under close-reefed canvas and laboring heavily, was standing in toward Big Sandy Creek, as though looking for shelter. The wind was blowing a strong gale from the north, and squally, with a heavy sea rolling in from the northwest. The danger signal was hoisted on the station, and the surf boat launched. She was the schooner *Clara Hill* of Fair Haven, New York, from Oswego, bound to Three Mile Bay, New York, with a cargo of coal and salt, and had a crew of two men. She was leaking and badly iced up, and as they could not free her with the pumps, the captain feared she would not live to reach Oswego. He therefore desired to make a harbor in Big Sandy Creek. The depth of

water in the channel was less than the draft of the vessel, but the captain fearing to go farther determined to attempt to get in over the bar. A part of the station crew were therefore put on board to assist in working the vessel and throwing overboard the deck-load. On reaching the outer bar, the sea being so heavy, she struck the ground, and losing steerage-way, drifted onto the edge of the channel whence she was soon driven into shallow water. The station crew endeavored to save articles of value, but the sea broke so heavily over her and was so freezing cold that nothing could be done. The station boat had just dropped clear to take the two men ashore when the schooner rolled over and went to pieces. The men were conveyed to the station and provided with dry clothing and shelter. On the following day (December 1), the gale having abated, the station crew went off to the wreck and secured all the property possible and brought it to the station. The hull and cargo became a total loss.

*November 30.*—At daylight the steamer *Harry E. Packer* of Buffalo, New York, was discovered by the keeper of the Middle Island Station (Tenth District), Lake Huron, apparently at anchor under the land inside of Presque Isle Point, Michigan, but nearer than he thought it safe a vessel should be. Manning the life-boat, the station crew started to the vessel, and after struggling for two hours, against a fresh west-north-west wind, and having to stop several times to beat the ice off the oars, and also from their clothing, they arrived alongside the steamer and found her aground. During the thick snow-storm of the previous night she had run ashore on the south side of Presque Isle Point, about eight miles north-northwest of the station. She had a large cargo of coal, and was on her way from Buffalo, New York, to Chicago, Illinois, her crew numbering nineteen, all told. She was so hard aground that it became necessary to throw overboard some of the cargo to lighten her. In this work the life-saving crew assisted. In the meantime the master had sent to Alpena for a gang of men and steam-tugs and lighters. At 8 that night the steam-tugs *Ralph* and *Eddie* arrived, bringing a force of twenty-eight men with them. The tugs were hauled alongside to receive some of the coal, and while this work was in progress Surfwan Abram Couture fell through one of the hatches into the hold, and received injuries which temporarily disabled him. At 10 o'clock it was decided to try a pull on the steamer with the tugs, and after a trial of half an hour, the attempt proving unsuccessful, the work of removing the cargo was resumed. At 3 the next morning (the coal having been all removed from between decks, a part being transferred to the tugs and the remainder thrown overboard) an attempt was again made to haul the steamer afloat, and with success. Snow commenced falling about this time and, the wind freshening, the tugs let the steamer go and hastened to a harbor. The station crew advised the master of the *Packer* to anchor his vessel and wait for daylight before attempting to move. The anchor was accordingly let go and the vessel secured in deep water. At half past 8 the station-crew, deeming their services no longer necessary, left the steamer and started for the shore, with the prospect of an eight-mile pull in the snow-storm and against a head-wind and sea, but to their great relief the tug *Ralph* offered to take them in tow, if they would wait until the weather moderated. This offer was accepted, and, going on board the tug, the men improved the opportunity to obtain the rest they needed after working so hard all night. At noon the *Packer* got under way and steamed up the lake, and shortly afterward the *Ralph* started with the life-boat for a harbor, the station crew arriving at their house at half past 1 in the afternoon, having been on constant duty for thirty-

two hours. The release of the *Packer* was accomplished none too soon, as the storm set in very bad, and had she remained ashore, would have made her a total wreck. The captain was very grateful to the life-saving crew for their services.

*December 1.*—At about 4 in the afternoon the keeper of the New Shoreham Station (Third District), coast of Long Island, received a report that a large schooner had been seen ten miles southwest from the station in a disabled condition. He immediately launched the surf-boat and pulled out to the vessel, arriving on board at about 6 o'clock. She was the *J. Howell Leeds*, of and from Philadelphia, Pennsylvania, bound to Boston, Massachusetts, with a cargo of coal. She had lost her foremast and main-topmast, and the only sail that could be carried was the mainsail and storm try-sail. Under this sail the vessel was unmanageable. The steamer *Danielson*, of Newport, Rhode Island, arrived at about the same time, and the master being able to make terms with the steamer for towing the vessel into Newport, declined with thanks the assistance of the station crew.

On the 13th of December the following letter was received by the keeper of the station, viz:

“BOSTON, MASSACHUSETTS, *December 9, 1883.*”

“CAPTAIN DODGE, *Keeper of Life-saving Station, New Shoreham, Block Island, Rhode Island:*”

“DEAR SIR: I wish to convey to yourself and crew my thanks for your promptness in coming to my assistance on the 1st of December, 1883, when several miles southwest from Block Island I lay with foremast gone by the board and main-topmast gone, the vessel being entirely unmanageable. It required a willingness for duty to prompt you and crew, just as the sun was setting, to pull your surf-boat ten miles out into the ocean to assist me in distress; but you undertook it and succeeded.

“Please accept my grateful thanks, with the assurance that we shall hold you and your crew in remembrance.

“Yours, truly,

“A. W. CRANMER,

“*Master of three-masted schooner J. Howell Leeds,  
of Philadelphia, Pennsylvania.*”

*December 1.*—At 3 o'clock in the day the lookout of the Watchpeague Station (Fifth District), coast of Virginia, saw the sloop *Undine*, of Chincoteague, Virginia, strike on the Dawson Shoal, about one mile south of the station. The station crew boarded her as quickly as possible, and found her broadside on the shoal, and the sea breaking completely over her. They ran out an anchor, and by hard work got the vessel from her very dangerous position. They next took a line from her, as the wind was light, and towed her into the inlet, whither she was bound, to a safe anchorage. Her crew numbered but two men, and they could have done but little toward saving her.

*December 2.*—The three-masted schooner *Selina W. Bunnell*, of and from New York, with a cargo of hay, bound to Norfolk, Virginia, through an error of judgment, struck on the north bar of Townsend's Inlet, coast of New Jersey, at half past 7 in the evening. She then beat over the bar and struck on the sunken steamer *Nuphar*, where she filled with water and sunk in the south side of the inlet.

The Townsend's Inlet Station crew (Fourth District), coast of New Jersey, discovered the disaster almost as soon as it occurred, and proceeded in their surf-boat to the vessel's assistance. A heavy sea was

running and a strong northwest wind blowing, and the vessel being full of water and washed by every sea, the crew of seven men had taken refuge on the top of the cabin. The life-saving crew decided to stay by the wreck until daylight, if possible, as the chances of safely landing the people would then probably be better. During the night the vessel was threatened with total destruction, but fortunately she held together, although sunken so low in the water that the seas washed continually through the cabin. Just before daylight of the 3d the Tatham's Station crew arrived at the wreck, and the two crews then started with the shipwrecked people for the shore, four men being placed in the Townsend's Inlet boat and three in the Tatham's boat. It was a gallant rescue. Their personal effects were landed at the same time. The crew of the Sea Isle City Station (same district) arrived shortly afterward, but their services were not necessary. The people were taken to the Townsend's Inlet Station and cared for until the following day, when they left for Philadelphia. The vessel became a total wreck.

*December 2.*—At half past 9 o'clock at night, during the prevalence of a strong northerly gale, the south patrol from the Hog Island Station (Fifth District), coast of Virginia, seeing a steamer, followed by a large vessel, heading directly for the beach, burned a Coston light, which was answered by a torch, and the two vessels hauled off shore just in time to avoid stranding. The large vessel was evidently in tow of the steamer.

*December 2.*—At about 4 o'clock in the morning the patrol from the Dam Neck Mill's Station (Sixth District), coast of Virginia, reported that he had found in the breakers a mile and a quarter north of the station a horse and buggy, the former in a drowning condition, and the latter capsized. The crew hastened to the spot, and running into the surf cut the harness adrift and hauled the horse and buggy out, and commenced searching for the driver, whom they found lying apparently dead in the swash of the surf a little further on. They hauled him up on the beach, and for three hours endeavored to resuscitate him, but without avail. He was then wrapped in a blanket and conveyed to his home, about half a mile distant. The name of the man was John Widow, a German, 37 years of age. His wife stated that he was on his return from Norfolk, and must have missed his way.

*December 2.*—A day or two after the accident to the schooner *Annie S. Carll*, near the Nag's Head Station (Sixth District), coast of North Carolina, as previously recorded (November 28), the wrecking-steamer *Victoria J. Peed*, of Norfolk, Virginia, arrived with a party of wreckers to examine the stranded vessel. The surf was so rough, however, that the attempt to land was not made until December 2, when a boat was lowered and six men started in it for the beach. The life-saving crew seeing them coming, at once hastened to meet them and assist them in landing. It was well they did, for upon its nearing the shore the boat capsized and the men were thrown into the surf. Fortunately the water was not more than four feet deep where the capsize took place, and the life-savers soon helped the people safely ashore. They were at once taken to the station and provided with dry clothing until their own wet garments could be dried. In the meantime the wind freshened and the steamer was compelled to put to sea leaving the six men ashore. They remained, therefore, at the station until she returned two days later (December 4), when the life-saving crew took them on board again with the surf boat.

*December 2.*—During the afternoon the crew of the Big Sandy Station (Ninth District), Lake Ontario, recovered from the surf a quantity

of wreckage which had floated ashore from the wreck of the schooner *Cora Hill*.

*December 2.*—The schooner *R. B. King*, of Chicago, bound to Grand Haven, Michigan, in ballast and having a crew of four persons, attempted to make the harbor of Saint Joseph during a blinding snow-storm and strong northwest wind accompanied by a heavy sea. She missed the harbor and stranded near the south pier. The Saint Joseph Station (Eleventh District), Lake Michigan, being closed at this season of the year, the season of navigation being over, the keeper obtained the services of two volunteers to help launch the surf boat and to pull it across the river, where the regular members of the crew were found, and the boat was dragged over the piers opposite the schooner. The station crew then launched and gained the vessel. Her four sailors and their baggage were taken off and put on board the steamer *Lora*. The surf boat sustained some damage during the rescue, and was well sheathed with ice and snow when she got back to the station. The schooner lay for twelve days on the beach where she had stranded, and was then successfully floated with but slight damage.

*December 3-5.*—The schooner *Comrade*, of Saint John, New Brunswick, to which place she was bound, in ballast, from Rockland, Maine, was driven from her moorings in Cranberry Island Harbor, and stranded on Maypole Point, Little Cranberry Island at half past 7 in the morning during a heavy northwesterly gale. She was seen to go ashore by one of the crew of the Cranberry Isles Station (First District), coast of Maine, and as soon as he could give the alarm the men turned out to her assistance. They landed her crew of three men, together with their effects and the provisions, as soon they could get to her. It was found impossible, however, to get the vessel off that day or the next (4th), but the time was improved in laying out an anchor and cable and in deepening the water outside of her by removing loose rocks and digging away the beach at low tide, so that on the third day (5th) she was floated off and anchored safely in the harbor.

*December 3.*—At 4 o'clock in the afternoon the crew of the White-Head Island Station (First District), coast of Maine, were alarmed by the report of fire in a dwelling-house on the island about a quarter of a mile from the station. They immediately hurried to the spot with buckets and by desperate efforts succeeded in extinguishing the flames and saved the house from destruction.

*December 3.*—At 10 o'clock at night the patrol of the Watch Hill Station, (Third District), coast of Rhode Island, found a yawl boat, two and a half miles west of the station, on the beach. The station crew were sent next morning to bail her out and bring her to the station. She was delivered, the same day, to the master of the schooner *Dreadnaught*, whose property she proved to be.

*December 3.*—At about half past 4 o'clock in the morning, the north patrol from the Ocean City Station (Fifth District), coast of Maryland, observing a vessel too near the bar, burned a Coston light when she hauled off shore and went clear.

*December 4.*—The steam-tug *Irankoe* of Philadelphia, Pennsylvania, arrived at 8 in the morning off Indian River Inlet bar for the purpose of taking the dredging machine which had been at work in the inlet, in tow, but the steamer's draught of water being too great for the bar she could not cross. The keeper of the Indian River Inlet Station (Fifth District), coast of Delaware, learning of the difficulty launched his surf-boat and proceeding to the steamer, ran two hundred fathoms of line from her to the machine, but after many attempts and the breaking of

the line the steamer was obliged to abandon further efforts for the day and put to sea. She returned the next morning (5th) when the station crew again assisted in getting lines to the dredging machine, and after some hours' labor it was successfully hauled over the bar and taken in tow for the Delaware River.

*December 5.*—About 9 o'clock in the morning the steam-tug *Merchant* of Ludington, was discovered by the Ludington Station crew (Eleventh District), Lake Michigan, distant one and a half miles, making signals of distress. The surf-boat was manned and arriving alongside found the tug disabled. She was taken in tow by the station crew, and carried into the harbor, when the necessary repairs were made and she again proceeded.

*December 6.*—At about half past 1 in the morning, the patrol from the Coney Island Station (Third District), coast of Long Island, New York, seeing a small steamer steering straight for the beach, burned a Coston light, when she at once changed her course to the westward and stood off.

*December 7.*—At a little after 6 o'clock in the morning, the crew of the White Head Station (First District), coast of Maine, sighted the topmasts of a vessel over Pleasant Island, on the easterly side of Muscle Ridge Channel, in such a position as to indicate she was aground on Two Bush Reef, about three and a half miles from the station. They put off at once in the surf-boat, and upon rounding the south end of Pleasant Island saw the vessel was, as they had supposed, ashore on the reef named. She was the schooner *Wide Awake*, of Saint John, New Brunswick, bound from Bridgewater, Nova Scotia, to Providence, Rhode Island, with a cargo of lumber, the mate, who was the only person on board when they arrived, reporting that the captain had mistaken the light on White Head Island for that at Herring Gut, and so run the vessel ashore at 10 o'clock the previous night (November 6). She carried a crew of five men, all told, the rest having left in the yawl before daybreak to endeavor to land the captain's wife, who had accompanied her husband on the voyage. The schooner was listed on her side in a bad position. The keeper proposed an attempt to kedge her, but had to abandon the idea when informed by the mate that there were no appliances for such work on board. Just then the revenue steamer *Woodbury* hove in sight, and upon going alongside to request her assistance the station crew learned that she had the schooner's people on board, having picked them up in the bay a short time previous. It was found impossible for the *Woodbury* to get near enough to the schooner to be of any service, and an attempt was therefore made by the life-saving crew to force the unfortunate craft off with her sails. This was of no avail, however, as she was rapidly filling with water, notwithstanding the fact that the pumps were kept going, and under these circumstances there was no alternative but to land the wrecked crew, who were therefore taken in the surf-boat to the station with their baggage. On the following morning (December 8), although the wind was blowing fresh from the southward with a rough sea, the life-saving crew again went out to the schooner. She was then fast breaking up, and nothing but the captain's charts and some bedding were saved, the vessel soon becoming a complete wreck. The captain and his wife departed for the mainland that day, leaving the crew at the station, where they remained two or three days longer, when the keeper paid their fares to Rockland.

*December 8.*—At half past 4 in the morning the patrol of the San Luis Station (Eighth District), coast of Texas, discovered a large

schooner heading in on the wind toward the beach and getting dangerously close. He quickly flashed a Coston signal to warn her, when she at once tacked and stood off shore.

*December 8.*—On this date, the patrol of the Golden Gate Park Station (Twelfth District), California, found a ship's rudder on the beach, about four hundred yards south of the Ocean House. It was the rudder of a large vessel and the station crew searched the shore for miles, to learn if there was any vessel stranded, but after a long and careful search none could be discovered.

*December 9.*—At 11 o'clock at night the lookout at the Oswego Station (Ninth District), Lake Ontario, reported a vessel outside the harbor making signals for a tug-boat. The weather had been bad and as there was a heavy sea running and a head wind she was unable to get in without such assistance. The life-saving crew went in search of a tug but found that owing to the lateness of the season they were all laid up. They prevailed, however, upon the captain and engineer of the tug *John Navagh* to get up steam and go out and bring the vessel in; the station men assisting in the work. She proved to be the schooner *Herbert Dudley*, of and from Kingston, Ontario, with a cargo of barley, consigned to a firm in Oswego; her crew numbering seven men.

*December 11.*—At about 11 o'clock at night the south patrol from the Bodie's Island Station (Sixth District), coast of North Carolina, observing a schooner dangerously near the north point of Oregon Inlet Bar, warned her by burning a Coston light, when she at once tacked and stood off shore, answering the patrolman's signal as she did so.

*December 12.*—The crew of the Crumple Island Station (First District), coast of Maine, learning that a vessel was ashore at Head Harbor, some four or five miles to the eastward of the station, pulled over there and found the schooner *Spring Bird*, of and from Saint John, New Brunswick, for Lynn, Massachusetts, with a cargo of cedar shingles, and having a crew of four men, which had stranded on Man Island Ledge two days previous (December 10) while attempting to enter the harbor. She was high and dry upon the ledge and her rudder was unhung. The captain was very glad of their assistance in rehanging the rudder, but did not need their services further, as he had sent for a tug, which subsequently arrived and hauled the schooner afloat at high water and towed her back to Saint John for repairs.

*December 12.*—At 7 o'clock in the morning the crew of the Little Egg Station (Fourth District), coast of New Jersey, went to the relief of the schooner *H. L. James*, of Baltimore, Maryland, carrying a crew of six men, bound from Philadelphia, Pennsylvania, to Beach Haven, New Jersey, with a cargo of lumber, which had grounded on a sand bar in Little Egg Harbor, about a mile north of the station, the previous evening while proceeding to her destination. As the tide was falling when they got to her the captain expressed doubts as to their ability to float the vessel until the tide turned. The keeper, however, took charge and had the sails hoisted, and in a short time succeeded in working her off the shoal and then piloted her to a safe berth off Beach Haven, where she was to discharge.

*December 12.*—At about 8 o'clock in the morning a Delaware River pilot-boat hove to abreast of the Cold Spring Station (Fourth District), coast of New Jersey, and hoisted signal for assistance. The life-saving crew boarded her and took ashore for medical treatment a man belonging to the crew of Five Fathom Bank Light Ship, who had broken his legs by falling from the mast-head of that vessel.

*December 12.*—Information was received at the Brazos Station (Eighth District), coast of Texas, that the mate of the steamer *I. C. Harris* was knocked overboard from the vessel while she was crossing the bar at 4 in the afternoon, and drowned. The station crew made search for the body for three days without success. Night and day patrols examined the beach for a distance of 9 miles from the station before abandoning the search.

*December 15.*—The sloop *Kate Becker*, of Somers Point, New Jersey, having a crew of two men, bound from New York to Absecon, New Jersey, with a cargo of potatoes, while beating in through Absecon Inlet, stood too far over to the northerly edge of the channel, where she caught her center-board on the bottom, and, before she could be put about, stranded on the north shoal about half a mile to the north of the Atlantic City Station (Fourth District), coast of New Jersey. The accident occurred at about 11 o'clock in the forenoon when the tide was running out. The crew of the station soon boarded her and laid out an anchor, and at about half past 5 in the evening succeeded in getting her afloat, the only damage sustained being the loss of the center board.

*December 15.*—The keeper of the Crisp's Station (Tenth District), Lake Superior, found in the drift ice out in the lake eight barrels of flour, marked "Minnesota Family Process," and other wreckage, all in a badly damaged condition. The property was duly reported and held for the owner.

*December 16.*—The schooner *Lena Hunter*, of Philadelphia, Pennsylvania, with a crew of six men, from New York, in ballast, bound to Richmond, Virginia, stranded on the Isaac Shoals, off Cape Charles, Virginia, at a little after midnight this date, and was discovered almost immediately by the patrols of the Smith Island Station (Fifth District), coast of Virginia. The station crew proceeded to the vessel as quickly as possible, arriving on board at half past 1, and, by laying out an anchor and heaving steadily for some hours, they succeeded, on the flood tide at about daylight, in getting her off the shoal, when she at once made sail and proceeded on her course up the bay.

*December 17.*—About 2 o'clock in the morning the patrol from the Little Beach Station (Fourth District), coast of New Jersey, seeing a vessel standing into danger, burned a Coston light, when she at once went about and stood out to sea.

*December 17.*—During the night the patrol from the Sea Isle City Station (Fourth District), coast of New Jersey, observing a vessel too close to the beach for safety, burned a Coston light, when she took warning and hauled off.

*December 18.*—At about 7 o'clock in the evening, the tug *J. N. Brooks*, of Escanaba, Michigan, arrived off the harbor of Two Rivers, Wisconsin, and blew her whistle for a pilot. As there was no regular pilot at hand, the keeper of the Two Rivers Station (Eleventh District) went out on the pier, and by means of a lantern guided the tug safely into the harbor.

*December 19.*—At 3 o'clock in the morning one of the crew of the *Saluria* Station (Eighth District), coast of Texas, observed a schooner standing in too close to the beach. He burned a Coston signal to warn her of her danger, which she answered by showing a bright light, and at once hauled off shore.

*December 20.*—The lookout of the Watch Hill Station (Third District), coast of Rhode Island, discovered a vessel stranded on Schooner Reef, on the south side of Fisher's Island, about nine miles southwest of the station. The life-saving crew proceeded with all speed in their life-boat

to the vessel, and on boarding her found she was full of water. Shortly after the arrival of the life-boat, the United States revenue steamer *Dexter* and the tug *Storm King* came to the scene. The station crew ran hawsers to the two steamers, and they attempted to haul the vessel afloat, but were unsuccessful. She was the brig *Ellen Maria*, of Bangor, Maine, bound to New York, with a cargo of lumber, and having a crew of seven persons and one passenger. She had run ashore during a thick snow-storm on the afternoon of the 19th, but could not be seen from the Watch Hill Station until the weather cleared. The vessel was sold to the wreckers, and was finally gotten off and carried to New London.

*December 20.*—At 7 o'clock in the morning the lookout of the Hog Island Station (Fifth District), coast of Virginia, saw the sloop *T. S. Wiltbank*, of Chincoteague, Virginia, on the southeast bar of Rogue's Island, about a mile and a half southwest of the station. The crew hastened to her assistance, and by vigorous efforts succeeded in floating the vessel at about half past 10. The crew of the sloop, being unacquainted with the channel through the inlet, the station crew piloted them inside, and then gave them instructions regarding the course to their destination. There were three men on board, and they were bound from Myrtle Island to Metompkin, Virginia, with a cargo of oysters.

*December 20.*—At 7 o'clock in the morning the patrol of the False Cape Station (Sixth District), coast of Virginia, reported a steamship in an apparently dangerous situation in the vicinity of Pebble Shoal, about two and a quarter miles southeast of the station. A thick, misty rain prevailing, it was impossible to tell for some time whether she was ashore or not. The surf boat was ordered out and hauled opposite the vessel, where it was seen that she had grounded, sure enough, a mile or so off shore. The life-saving crew, therefore, went off and offered their assistance. The master declined their aid, however, as he expected to get his vessel afloat very soon. She proved to be the *Ashfield*, of Stockton, England, carrying a crew of twenty-two men, bound from Marbella, Spain, to Baltimore, Maryland, with a cargo of iron ore. The station crew went off again in the afternoon in company with the Wash Woods crew, to be on hand in case of an emergency. They had telegraphed to Norfolk for the assistance of wreckers upon returning from the first trip, and upon starting out the second time received word by telephone that a wrecking-steamer was on the way. This was duly reported to the captain. On the following day (21st), the two station crews again went on board and assisted in discharging the cargo to lighten her, and at half past 11 o'clock she floated, with the assistance of the wrecking steamer, and proceeded on her voyage to Baltimore, apparently undamaged.

*December 20.*—Two wayfarers were afforded shelter, for the night, at the Muskallouge Lake Station (Tenth District), Lake Superior.

*December 21.*—The steamship *Chiswick*, of London, England, from an Irish port, bound to Hampton Roads, Virginia, for orders, having a crew of twenty-two men, stranded on the southeast bar of Hog Island shoals at 6 o'clock in the morning. The weather was thick, with a moderate southeast wind but rough sea. The vessel was discovered by the patrol of the Hog Island Station (Fifth District), coast of Virginia, at the time she struck, and the alarm given. The life saving crew started to her at once, and before reaching her discovered another vessel ashore about one mile farther south. The steamship was boarded first, and the master advised to lay out anchors for use on the next flood tide, it being then nearly the last of the ebb. The station crew then proceeded to

the other vessel, which they found to be the bark *Olga*, of Genoa, Italy, from Westport, Ireland, bound to Baltimore, Maryland, and also in ballast. She had a crew of thirteen men. She was pounding heavily on the extreme outer edge of the shoals. The station crew set to work running anchors and making all preparations possible for taking advantage of the rising tide. The wind fortunately commenced to change and finally blew strong from the northwest, which aided them greatly in forcing her off, so that at 12 o'clock she floated and was hauled into deep water and enabled to proceed on her voyage. This vessel was also seen by the Cobb's Island crew (same district), eight miles distant, and they proceeded to her, but did not arrive in time to be of any assistance. After getting the *Olga* off the shoals, the Hog Island crew returned to their station for something to eat, as they had been without food since the evening before. They then returned to the steamer *Chiswick*, and by using the engines and hauling on the hawsers she was got off the shoals at 3 in the afternoon, and after a short delay steamed off on her course.

*December 21.*—At half past 4 in the morning the north patrol of the Smith's Island Station (Fifth District), coast of Virginia, sighted a schooner heading in towards the land and dangerously close to the bar. He quickly flashed a Coston signal, from which she took warning and tacked off shore.

*December 21.*—On the same date, at 10 o'clock at night, the south patrol of the Smith's Island Station (Fifth District), also warned off a vessel which was in danger of running ashore. The people on board changed their course as soon as they saw the signal.

*December 23.*—Two of the Newburyport bar pilots, unable to reach their homes in Newburyport on account of the extreme cold weather and the ice in the Merrimac River, were hospitably cared for by the crew of the Plum Island Station (Second District), coast of Massachusetts, until the weather and the condition of the river enabled them to proceed.

*December 23.*—During the night the patrol from the Forge River Station (Third District), coast of Long Island, New York, seeing a vessel standing into danger burned a Coston light, which warned her off.

*December 23.*—During the first (evening) watch the patrol from the Smith's Point Station (Third District), coast of Long Island, New York, discovered a steamer running dangerously close to the shore. He immediately burned a Coston light to warn her, when she changed her course and went clear.

*December 23-27.*—As the schooner *H. L. James*, of Baltimore, Maryland, previously noted in this record (December 12) as assisted by the crew of the Little Egg Station, was leaving Beach Haven on the 20th on her way to Norfolk, Virginia, after discharging her cargo of lumber, she ran aground through the carelessness of her pilot on Goose Bar, Little Egg Harbor, about a mile to the westward of the Bond's Station (Fourth District), coast of New Jersey. As tides were running low in the bay it was not until the 23d that anything could be done towards getting the schooner afloat. On that day, therefore, the crew of the Bond's Station boarded the vessel, and after laying out an anchor made an unsuccessful effort to relieve her. A second anchor was taken out on the 24th, but still without successful result, the tides, although on the increase, being not quite full enough. The same result attended their efforts on the 25th. On the 26th, however, the vessel floated at high water, and on the following day (27th) the station crew helped get her under way and piloted her safely down to the inlet in readiness to proceed to sea.

*December 23.*—The schooner *Lillie A. Warford*, of Perth Amboy, New Jersey, from Nansemond River, Virginia, bound to New York, with a cargo of pine wood, and having a crew of six men, stranded at 9 o'clock in the morning during a thick snow-storm on the south shoal near Chincoteague Inlet, 3 miles southwest of the Assateague Beach Station (Fifth District), coast of Virginia. A high sea and strong northeast wind prevailed. The vessel pounded heavily, and the sea broke completely over her. The condition of affairs was quickly reported by the patrol, and the surf-boat of the station launched, the life-saving crew reaching her just before 10 o'clock. They carried out an anchor with 80 fathoms of hawser, after which all possible sail was put on the vessel, and then, as the tide rose and the sea lifted her, she was gradually edged off the shoal, and at 12 o'clock she was floated and piloted into Chincoteague Inlet. On the return of the crew to their station they had to pull against a wind, the velocity of which was 22 miles per hour, accompanied by a blinding snow-storm.

*December 24.*—At about 1 o'clock in the afternoon, during a thick snow-storm, an alarm was given at the Rye Beach Station (First District), coast of New Hampshire, that a vessel was anchored about three miles northeast of the station, with a signal of distress flying. The surf-boat was at once launched, but in passing through the heavy sea on the bar the steering-oar broke and the crew were compelled to put back for another one. This occasioned but little delay, but to save time a team of horses was procured to haul the boat part of the way by land, or as far as Rye harbor, about one-third the distance to the vessel. They pulled the rest of the way against a head wind and very rough sea, reaching her just before 4 o'clock. She was the schooner *Rockaway*, of Booth Bay, Maine, from York, in the same State, for Boston, Massachusetts, with a cargo of bricks, and, strange to say, had but one man on board, whose only companions were his wife and a fifteen-year old son; the man reporting that he had struck a southeast gale off Thatcher's Island (Cape Ann), which blew away his sails and compelled him to bear up for shelter to leeward, but the wind backing into the northeast before he could reach Portsmouth harbor, he had found it necessary to anchor off Concord Point and signal for assistance. The family were at once taken into the boat, conducted to the station, and made comfortable for the night. The next morning (Christmas), the wind having moderated, although the surf was still high, the life-saving crew took the captain back to his vessel for the purpose of getting her into Portsmouth harbor to repair her sails, the wife and son remaining at the station. They found the schooner had thirty inches of water in the hold, and at once manned the pumps and pumped it out and hoisted signal for a tug. As no response was made to their signal, the crew pulled into Portsmouth and engaged the tug *Clara Bateman*, which accompanied them out to the schooner and towed her in, the crew, before returning to the station, rendering all necessary aid in getting her under way for the tug. On the following day (26th) the captain of the vessel returned to the station for his wife and son, and after dinner conducted them to Portsmouth.

*December 24.*—On this date, at about 11 o'clock in the forenoon, the schooner *Avon*, of Windsor, Nova Scotia, carrying a crew of seven men, in attempting to make a harbor at Plymouth, Massachusetts, during thick easterly weather, while on a voyage from Walton, Nova Scotia, to Bridgeport, Connecticut, with a cargo of plaster, narrowly escaped running into Bass Rock, off Gurnet Point, where she would have met with serious disaster. Her escape was partly due to the keeper of the Gur-

net Point Station (Second District), who, upon being notified by the light-keeper, who was watching her from the top of the light-house, ran out to the edge of the bluff, and by shouting and waving his sou'-wester warned her crew in time for them to change their course and steer clear. As it was, she thumped the bottom twice as she edged off from the shore, the warning being given not a moment too soon. The vessel, after clearing the point, hauled up into the bay, when the keeper, observing from the courses steered that she was a stranger and likely yet to go ashore, put off in a dory with part of the station crew and piloted her to a safe anchorage, after which they helped pump her out and make everything snug.

*December 24.*—At about 9 o'clock in the morning the patrol from the Manomet Station (Second District), coast of Massachusetts, while standing on Rocky Hill Point, two and a half miles north of the station, observed a schooner heading for the land and in danger of running ashore. He immediately warned the people on board by waving his hat, when they put the vessel about and stood off on the other tack.

*December 24.*—The sundown patrol from the Sandy Hook Station (Fourth District), coast of New Jersey, discovered after dark a large schooner standing too close in to the beach. Upon his warning her with a Coston signal she at once changed her course and went clear.

*December 24.*—About 12 o'clock, noon, the fog lifting, the crew of the Little Island Station (Sixth District), coast of Virginia, discovered a large steamer anchored abreast of the station about one mile distant. The life-saving crew went off in their surf-boat and found that she was the *Eustace*, of West Hartlepool, England, bound to Baltimore, Maryland, with a cargo of minerals. The captain had lost his reckoning in the fog, and was desirous of learning where he was. The course and distance to Cape Henry being given him by the keeper, for which he was very thankful, he got under way and steamed toward his destination.

*December 24.*—At 2 o'clock in the afternoon the steamer *I. C. Harris*, of New Orleans, Louisiana, from Galveston, Texas, with a crew of thirty-five persons and loaded with a general cargo, in attempting to cross the bar at Brazos Santiago, at low tide, ran aground. The crew of the Brazos Station (Eighth District), coast of Texas, hastened to her assistance. Upon the arrival of the steam-lighter *Santiago* they ran the necessary lines, and at 9 o'clock at night, when the tide flowed, the *Harris* was pulled afloat and proceeded into the harbor without receiving any damage.

*December 25.*—At about half past 1 o'clock in the day the crew of the Louisville Station (Ninth District), Louisville, Kentucky, rescued from drowning a man named Patrick Goehagan, residing in Louisville, who had jumped overboard from the steamer *City of Madison*, not far from the station. He was given dry clothing and otherwise cared for by the station crew until taken in charge by his friends and removed to his home.

*December 26.*—At about 7 in the evening the tug *James N. Brooks*, of Escanaba, Michigan, bound from Saint Martin's Island to Two Rivers, Wisconsin, arrived off the latter harbor and blew her whistle for a pilot. As there were no regular pilots at hand, and the tug was in danger of striking one or the other of the piers in the darkness, the keeper took a lantern and went out on one of the piers to guide her in. Before going far he was driven back by the heavy seas breaking over the piers in a smother of foam. In this dilemma he returned to the station, and by means of Coston lights succeeded in showing the people

on the tug the way in and enabled them to get their craft into the harbor.

*December 27, 28.*—At half past 4 in the afternoon of the 27th of December, during the prevalence of a violent northwesterly gale, the patrol of the Sandy Hook Station (Fourth District), coast of New Jersey, discovered and reported two vessels lying in Sandy Hook Bay, in a very dangerous situation close to the beach; in fact in such a position that he feared they were aground. The life-saving crew at once hastened across the Hook to where they keep a boat in constant readiness for service in the bay, and after a hard and dangerous pull through the floating ice boarded them both. One was the three-masted schooner *Kate E. Gifford*, of Somers Point, New Jersey, with a crew of seven men, bound from Baltimore, Maryland, with a cargo of coal for Bridgeport, Connecticut, and the other was the brig *Arcadia*, of New Haven, Connecticut. They were still afloat, however, and not then in need of assistance. The gale continued with unabated fury all night, and at 4 in the morning (28th) the schooner started her anchors and dragged ashore about two hundred feet to the westward of the Government wharf. The wind as then registered at the Signal Service Station on the Hook had a velocity of fifty-six miles an hour, and made the sea so rough that the spray from the huge waves as they dashed against her side flew mast-head high, and, in the freezing atmosphere, soon formed a coating of ice upon everything it struck. The station crew got their beach-apparatus to the vessel after a hard tug over the hillocky sand, and as soon as the breeches-buoy could be rigged the captain was brought ashore. The rest of the crew remained on board, notwithstanding the discomfort attending such course, until late in the afternoon, when four of them were landed, leaving the mate and another man on board. The schooner's papers, books, and instruments were also landed at the same time. The following night, after the gale abated and the danger was over, the men were assisted on board again, and on the next day the schooner was taken in hand by the Coast Wrecking Company and subsequently floated off. The captain sent the following card of thanks to the New York Herald for publication:

“Captain Wright and crew of schooner *Kate E. Gifford* wish to express their thanks to Captain Patterson and crew of Life-Saving Station No. 1, Sandy Hook, for their kind and prompt attention while in distress on December 28, 1883.

“T. H. WRIGHT,  
“*Master Schooner K. E. Gifford.*”

*December 27.*—At about half past 4 o'clock in the morning the north patrol of the Green Run Inlet Station (Fifth District), coast of Maryland, seeing a steamer heading toward the beach, burned a Coston light, when she hauled off shore at once, and barely escaped striking the bar.

*December 27.*—At about 7 o'clock in the evening, the patrol from the Watchapreague Station (Fifth District), coast of Virginia, discovering a vessel running into the breakers, burned a Coston light, when she immediately changed her course.

*December 27.*—At about half past 6 o'clock in the evening the patrol from the Cobb's Island Station (Fifth District), coast of Virginia, observing a steamer too close to the beach, burned a Coston light, when she immediately changed her course and stood off shore.

*December 28.*—At about 5 o'clock in the morning the patrol from the Sea Isle City Station (Fourth District), coast of New Jersey, discover-

ing a vessel standing dangerously close to the shore, burned a Coston light, when she at once hauled off.

*December 28.*—The sloop *Frank*, of Onancock, Virginia, from New Inlet for Chincoteague, in the same State, in ballast, anchored during the night of the 27th under the eastern beach, one and a half miles east-southeast from the Assateague Beach Station (Fifth District), coast of Virginia, and a strong northwest gale springing up, and no one on board to attend to the vessel, she dragged her anchor and stranded high upon the beach. Her position was discovered by the patrol of the station at about half past 4 in the morning. The station crew boarded her at 5 o'clock, and ran out her anchors for the purpose of heaving her off, but the tide not rising sufficiently they did not succeed that day. In the mean time a telephone message was sent to Chincoteague to the master and crew of the sloop, but they paid no attention to it.

The station crew, however, continued their labors, as the tides served, until the 31st of December, when they launched the vessel and took her to a safe anchorage.

*December 28.*—The sloop yacht *Ileen*, of and from New York, bound to the West Indies, was seen by the keeper of the Cape Fear Station (Sixth District), coast of North Carolina, anchored in an unusual location, four miles east-northeast of the station, and fearing she might be in need of assistance the surf-boat was launched and the life-saving crew went on board. There was a party of eight men on board, all told. It was found that the yacht's mast was sprung, and that she had sustained other damage during the recent heavy weather, and her people were anxious to get into Cape Fear River to repair damages. No regular pilot being obtainable, the keeper of the station took charge and worked the vessel around the Fryingspan Shoals and into the river up to Smithville.

*December 28.*—At about ten minutes after 12 o'clock in the morning the lookout at the Louisville Station (Ninth District), Louisville, Kentucky, hearing cries of distress on the river, gave the alarm. One of the station boats was at once launched, and soon arrived in the midst of a number of barges and other boats which had broken adrift from their moorings. Pulling for a shanty-boat, containing two men and a woman, which was in danger of being swept against one of the bridge piers, the station crew took the people off and towed the boat so it would pass clear of the pier, requesting the bridge watchman, as they passed, to telephone for a tug to relieve the other craft, which being loaded were too heavy for them to handle. The people from the shanty-boat were then transferred to their vessel, which was subsequently made safely fast to the shore. Two of the barges collided with the bridge and sunk. Fortunately there was no one on board. The others were saved by the harbor tug *Osceola*, which had been telephoned for at the instance of the life-saving men.

*December 29.*—The schooner *Morning Light* of Portland, Maine, with a crew of three men, which had put into Quoddy Roads, coast of Maine, for a harbor during a storm while on a voyage from Grand Manan Island, New Brunswick, to Portland, with a cargo of fresh fish, parted her cables at 10 o'clock at night of the 28th during the westerly gale then prevailing; and while endeavoring to beat up the bay, towards Lubec, split the mainsail, which crippled her so badly that she fell rapidly to leeward and went ashore in Deep Cove (Campobello Island), behind Cranberry Point. The vessel was missed at daylight by the crew of the Quoddy Head Station (First District), who had noticed her at anchor the day previous, but supposing she had got under way in the night to proceed on her

voyage, they thought but little of it until word was received from the captain, by way of Lubec, requesting their assistance in getting the vessel afloat. It was 9 o'clock (A. M.) when the life-saving crew set out in their boat, but owing to the head wind and heavy sea they were three hours in making the trip, and in the mean time the captain had obtained help, with the necessary ground-tackle from Campobello Island, and kedged the schooner off. She was leaking badly, however, and some of the life-saving crew manned the pumps while others repaired the main-sail, and when that was ready for use the vessel was got under way and beat up to Lubec and safely moored at the wharf for necessary repairs. Her anchors and chains were swept for and recovered the next day.

*December 31.*—At about 1 o'clock in the morning the patrol from the Corson's Inlet Station (Fourth District), coast of New Jersey, seeing a schooner standing close in to the surf, burned a Coston light, when she immediately tacked off shore.

*December 31.*—Shortly before 9 o'clock at night the south patrol from the Little Island Station (Sixth District), coast of Virginia, observing a steamer standing into danger, warned her by burning a Coston light, when she at once changed her course and escaped disaster.

*December 31.*—At daybreak the lookout of the Cape Disappointment Station (Twelfth District), Washington Territory, discovered a vessel stranded on the south end of Clatsop Spit, three miles southeast of the station. A strong easterly gale was blowing and a high sea running. The station life-boat was manned and pulled across the channel to windward, where sail was made with the wind well abeam, but the boat making much leeway failed to weather Peacock Spit and was driven into the breakers, where she capsized and broke both masts. The boat was righted, and after clearing the breakers was returned to the station for the purpose of repairing the damages. Before this could be accomplished two tugs were seen to successfully haul the vessel afloat and stand out to sea. It was afterward learned that she was the ship *Charles Cotesworth*, of and from Liverpool, England, bound to Portland, Oregon, with a cargo of general merchandise, and that she had a crew of twenty men. She subsequently reached her destination in a damaged condition.

*January 1.*—At 3 o'clock in the morning one of the crew of the Fourth Cliff Station (Second District), coast of Massachusetts, while on patrol saw a vessel's lights very close inshore off Third Cliff Point. He instantly burned his Coston signal, which warned the vessels in time for her to haul further off shore and escape disaster.

*January 1.*—At about 10 o'clock in the day, while Surfman Doane, of the Chatham Station (Second District), coast of Massachusetts, was out gunning in the harbor a short distance from the station, his attention was attracted by the cries of a young man in a boat, a short distance off, for assistance. Hastening to the spot he found that the young man had accidentally discharged the contents of his gun through the bottom of his boat, which was in consequence rapidly filling with water. Doane took the young man into his boat and, after towing the damaged craft to the nearest shore, conveyed him to the mainland. It was very fortunate that assistance was so near, as owing to the coldness of the water it would have been next to impossible for the young man to have reached the shore. He was very grateful for his rescue.

*January 1.*—The steamer *Sharp Shooter* attempted to beat out of the harbor of Block Island against a heavy northeast wind. She failed three times to come about and appeared to be drifting ashore, when the crew of the New Shoreham Station (Third District), coast of Rhode

Island, proceeded to her and assisted in working the vessel back to her anchorage.

*January 1.*—The schooner *Julia*, of New York, with a crew of two men, father and son, bound from Haverstraw, on the Hudson, to East Rockaway, Long Island, with a cargo of brick, struck on the outer edge of Hog Island Shoal, coast of Long Island, New York, at half past 2 in the afternoon, about two and a half miles to the westward of the Long Beach Station (Third District), during a thick fog, which caused her to miss the channel leading to Hog Island Inlet. The sea was very rough, and in a short time after the schooner struck she bilged and settled in the sand, with her rail under water, compelling the two men to seek refuge in the rigging. As she lay about a mile out from the shore it was impossible for her to be seen by the station crew, on account of the fog, but they were providentially notified of the disaster about half an hour or so after its occurrence by a fisherman who saw her strike as he was returning in through the inlet. The surf-boat was instantly manned, and after a hard struggle with the breakers the life-saving crew arrived near the wreck at about 4 o'clock. She was then completely submerged, with her decks gone, and the starboard wales burst out and banging by the rigging. It was only at the greatest risk that they got anywhere near the unfortunate craft, as the shoal was covered with a mass of confused breakers all around her; in fact, on the first attempt to go alongside they came so near having the boat stove by the floating wreckage that they were compelled to back off and watch for a more favorable opportunity. When the right moment arrived, however, the keeper passed the word to give way at the oars, and skillfully guided the boat through the billowy turmoil of water to the wreck and succeeded in rescuing the two poor fellows from the swaying rigging and then started for the shore, the tottering masts falling with a crash soon after they left. It was indeed a narrow escape and a gallant rescue. A delay of half an hour would have been fatal. The men were almost exhausted from cold and exposure, but with good nursing at the station they were able in a couple of days to leave for their home at Glen Cove, the vessel and cargo being completely lost.

*January 1.*—At about 4 o'clock in the afternoon the crew of the Sandy Hook Station (Fourth District), coast of New Jersey, manned their boat and went off in a northeast storm and very rough sea to the ship *Jabez Hoxes*, of and from San Francisco, California, for New York, with a general cargo and twenty-nine persons on board, which had stranded, owing to the thick weather, on False Hook Shoal, half a mile northeast of the station. The captain declined their offer to land him, but requested that tugs be sent to his assistance as quickly as possible, and also that news of the disaster be telegraphed to the consignees in New York. This request was promptly complied with, and in a short time the desired aid arrived. The ship was lightened and floated off some days later by the Coast Wrecking Company, after the efforts of several tugs to move her had failed. The station crew boarded the vessel from time to time while she lay ashore, but their services were not required.

*January 2.*—At 3 o'clock in the afternoon, during an easterly gale with rainy weather, Keeper Shea and Surfman Snow of the White Head Station (First District), coast of Maine, discovered a small fishing sloop dragging her anchors and in danger of driving onto the rocky shore of Norton Island, about a mile northwest of that station. The surf-boat was launched at once and the sloop boarded a few yards from the rocks where she would have been dashed to pieces. The station crew, find-

ing no one on board, took charge and threw overboard ballast, and by thus lightening her succeeded in getting her up onto a smooth beach clear of danger. On the arrival of the owner the vessel was delivered to him without damage.

*January 2.*—At about half past 9 o'clock at night two patrolmen from the Rockaway Station (Third District), coast of Long Island, New York, discovering a vessel heading for the beach, one of them burned a Coston light to warn her off. As she still continued on her dangerous course the other man flashed his signal to her, when she changed her course and sheered out of danger.

*January 3.*—The evening patrol of the Oak Island Station (Third District), coast of Long Island, found a surf boat with six oars in it, which had been cast ashore. The boat being a heavy one, the crews of the Oak Island and Gilgo Stations joined forces and hauled it up into a safe place, and notified the New York Coast Wrecking Company, whose property the boat was thought to be.

*January 3.*—The mid-watch patrol to the west, from the Long Beach Station (Third District), coast of Long Island, New York, sighted a steamer heading directly for the beach and almost ashore. He at once warned her by burning a Coston signal, when she turned and went off out of danger.

*January 4.*—At 7 o'clock in the morning the brig *Alida A. Smith*, of Windsor, Nova Scotia, carrying a crew of eight men, bound from Nuevitas, Cuba, to New York, with a cargo of mahogany and cedar, stranded on Brigantine Shoals, off the coast of New Jersey, about two miles from the land, to the eastward of the South Brigantine Station (Fourth District). She was seen about the time she struck by the crews of the Brigantine and South Brigantine Stations, both of which put off in their boats to her assistance, arriving alongside within a few minutes of each other. The brig had struck at low tide. The life-saving crews therefore went to work sounding for the deepest water, and by the proper disposition of her sails succeeded when the tide began to rise in forcing her afloat, when she was piloted clear of the shoal and enabled to proceed on her voyage apparently without damage.

*January 4.*—The crew of the Cape Henlopen Station (Fifth District), coast of Delaware, gave shelter during the severe snow and wind-storm of this date, to a distressed sailor who had walked from Indian River to the cape, a distance of twelve miles, on his way to Lewes to seek employment on some vessel. The storm continuing until the 6th, he was sheltered until that time.

*January 4.*—At about half past 11 o'clock at night the patrol from the Watchapreague Station (Fifth District), coast of Virginia, saw a flash-light off shore in the vicinity of Dawson Shoal, and thinking it must be on a vessel stranded there burned a Coston signal to show her people that assistance was at hand, and hastened to the station to report. The life-saving crew immediately put out in the surf boat, but after pulling entirely around the shoals found nothing in sight. The vessel had evidently taken warning from the patrolman's signal and kept off shore.

*January 4.*—At half past 3 in the morning the south patrol of the Oregon Inlet Station (Sixth District), coast of North Carolina, discovered a vessel lying within a short distance of the beach aground. He burned a Coston patrol signal, which was answered by a torch from the vessel. He alarmed the station crew and they proceeded at once in their surf-boat to the vessel, arriving alongside at half past 4. She was found to be the schooner *Mary A. Trainer*, of Philadelphia, Pennsylvania, from

New York, with a general cargo, bound to Brunswick, Georgia, and she had a crew of six men. The station crew ran out an anchor, and, being joined by the keeper and crew of the Pea Island Station (same district), succeeded at sunrise in getting the vessel afloat. The only loss sustained was that of the anchor, which had to be slipped in order to give the vessel an opportunity to work off shore. The Bodies Island crew arrived at the scene just as the vessel was floated, and learning that they could be of no assistance returned to the shore.

*January 5.*—At half past 2 in the afternoon the crew of the Crumple Island Station (First District), coast of Maine, observed a schooner taking the passage to the eastward of Western Egg Rock, and standing directly into danger. The flags J.D., of the international code, "You are standing into danger," were at once hoisted on the station, and the schooner taking warning changed her course and went clear.

*January 5.*—The schooner *Mary Steele*, of Wellfleet, Massachusetts, having a crew of six men, from Portland, Maine, bound to Norfolk, Virginia, with a cargo of plaster, while proceeding through the channel off Monomoy Point mistook the buoy and stranded on Bearse's Shoal, two miles south by west from the Monomoy Station (Second District), coast of Massachusetts. She immediately displayed signals for assistance and the station crew went on board. Keeper Tuttle advised the master to get up the anchor, which had been let go when the vessel swung after striking, and to hoist all the head sails to wear the vessel around. This advice was followed, and the vessel soon worked off the shoal. The station crew then helped to make all sail and piloted the vessel out through the channel clear of all danger.

*January 5.*—The mid-watch (night) patrol from the Sea Isle City Station (Fourth District), coast of New Jersey, observing a vessel standing into danger, burned a Coston light, which warned her off.

*January 5.*—At a quarter past 7 in the morning, during a heavy northeast gale and blinding snow-storm, with a high sea, the schooner *William T. Elmer*, of Hartford, Connecticut, from New York bound to West Point, Virginia, with a cargo of phosphate and a crew of five men, was seen by the patrol of the Hog Island Station (Fifth District), coast of Virginia, to strike on the outer bar of the Hog Island Shoals, three miles southeast half-east from the station. The crew of the station started for the beach with their surf boat, but by the time they arrived there the snow was falling so thick as to totally shut in the sea and beach. The boat was launched, however, and the first breaker encountered threw her on her beam ends, and she was only saved from turning over by the crew jumping to windward. For three hours they struggled in this manner without being able to get ahead. The wind would strike the boat on the bow and completely turn her around. Finally the ice formed thick about the bows and sides of the boat and on the oars, and it became impossible to handle her, which compelled them to land again on the beach, but several miles below where the boat was launched. The crew then were sent to search along the beach, hoping that the people of the vessel had succeeded in landing, but no traces of them could be found.

They had, however, landed, and the Cobb's Island crew (same district) had been informed that they were on the north end of the island and immediately started to their aid. The distance from the station was six miles, and it was not until 4 in the afternoon that they arrived at the fish hut where the people had sought shelter. The master and his crew were found huddled together in the hut, shivering over a smouldering fire (with more smoke than fire) and the wind blowing the

snow about their ears, through the cracks in the old shanty. The cook had fallen overboard on leaving the vessel and been rescued by the mate, and the latter's hands were badly frozen and very painful. The rest of the crew were wet to the skin, but the labor of rowing their vessel to the shore had kept them from freezing. The keeper of the station had fortunately taken clothing, blankets, and stimulants along, and he soon had the people dry clothed and revived considerably. Wrapping them in blankets, he then started with them to the station. The master became exhausted when about half way, and was carried to the house of Mr. Nathan Cobb, who kindly received the party and gave them hot coffee, and after a rest of half an hour the master was able to proceed to the station. Upon making inquiry into the facts of this disaster, it was found that the schooner had struck twice on the shoals, and the crew, expecting from her extreme age she would immediately go to pieces, jumped into their yawl and landed. The vessel soon afterwards floated off the shoals, and, with sails set, went off shore and doubtless sank in deep water.

*January 5.*—During the severe northeasterly gale and snow-storm of this date, the patrol of the Chicamicomico Station (Sixth District), coast of North Carolina, discovered at half past 3 in the afternoon the schooner *Florence*, of Baltimore, Maryland, from Beaufort, North Carolina, bound to Norfolk, Virginia, with a cargo of guano, stranded near the beach. He immediately notified the station crew, and the beach apparatus was run down opposite the vessel. The hawser was sent on board and the gear rigged. One of the surfmen was sent on board to direct the operations, and the four persons comprising the vessel's crew were soon landed and conducted to the station. Part of the crews of the New Inlet and Gull Shoal Stations (all of the same district) assisted the Chicamicomico crew in working the gear. The vessel became a complete wreck.

The following testimonial was received by the keeper of the station:

"L. B. MIDGETT, Jr.,

*Keeper Life-saving Station at Chicamicomico, North Carolina:*

"I was eight miles north of Whale's Head on January 5th, when at 8 A. M. the gale came, with a heavy snow; the wind being north by east, I had to scud down the shore, and stranded at Chicamicomico.

"We had all the assistance any station could give, and were taken to the station, where we were treated with all the respect due any one and well cared for by all.

"JOHN E. IRELAND,  
"Master of Schooner *Florence.*"

*January 6.*—At 2 o'clock in the day the crew of the Cranberry Island Station (First District), coast of Maine, sighted a vessel running directly for the ledges west of Baker's Island Bar. Signals were at once made from the station warning her of danger, when she tacked and went clear.

*January 6.*—At about half past 9 o'clock in the morning a bark was observed by the crew of the Peaked Hill Bar Station, Cape Cod (Second District), coast of Massachusetts, with signals set standing in toward the land. They were unable to make the signals out, however, and as the vessel had come in dangerously close to the bar, the station crew run up the International Code flags J. D. ("You are standing into danger"), when she quickly tacked and went off shore.

*January 6.*—The schooner *Lucy E. Friend*, of Gloucester, Massachusetts, from Damariscotta, Maine, bound to Norfolk, Virginia, with a cargo of ice, and having a crew of eight men, stranded at 6 o'clock in

the morning about a mile and a quarter east of Smith's Point, Long Island, and was discovered by the patrols of Forge River and Smith's Point Stations (Third District), coast of Long Island, New York, and the stations alarmed. The two crews boarded the vessel and laid out anchors, and then after lightening her by throwing overboard a portion of the cargo succeeded at 9 o'clock in getting the vessel afloat, whence she proceeded on her voyage. The captain was very thankful to them for thus saving his vessel.

*January 6.*—At half past 7 in the morning the schooner *John Anna*, of and from Somers Point, New Jersey, for Hog Island, Virginia, in ballast, with a crew of three men and one passenger, got caught in the ice and drifted onto a shoal in Great Egg Harbor Inlet about two miles southwest from the Great Egg Harbor Station (Fourth District), coast of New Jersey. The station crew went on board and assisted the crew of the schooner in floating her off and getting her into a place of safety.

*January 6.*—At about 5 o'clock in the morning the patrol from the Sea Isle City Station (Fourth District), coast of New Jersey, seeing a vessel running dangerously close to the beach, burned a Coston light, when she immediately hauled off.

*January 7.*—At 4 in the morning the patrol of the San Luis Station (Eighth District), coast of Texas, sighted a bark stranded seventeen miles northeast of the station. The station crew were alarmed, and after procuring a team to haul the boat along the beach, they proceeded to the vessel, arriving alongside at noon. She proved to be the *Norma*, of Arendal, Norway, from Stettin, Germany, bound to Galveston, Texas, with a cargo of empty barrels and cement, and having a crew of ten men. As nothing could be done for the vessel until part of the cargo was removed, steam lighters and men were sent for from Galveston during the day and the work of lightening her commenced. The station men remained by the vessel for two days and nights, patrolling the beach during the night and working on board during the day, and at 10 o'clock in the morning of the 9th she was floated off in a damaged condition and towed to Galveston, her destination.

*January 8.*—For report of the wreck of the barkentine *Elmina* on this date, see page 27.

*January 8.*—Shortly before 8 o'clock at night the weather being stormy, the patrol from the Rehoboth Beach Station (Fifth District), coast of Delaware, seeing a small schooner hove to on the starboard tack in danger of drifting onto the beach, burned a Coston light, when she hauled off shore and escaped disaster.

*January 8.*—At about 3 o'clock in the morning the patrol from the Green Run Inlet Station (Fifth District), coast of Maryland, seeing a schooner heading straight for the beach, burned a Coston light, when she tacked and stood off shore. She would have been ashore in a few moments but for the patrolman's signal.

*January 8.*—During the night the patrol of the Assateague Beach Station (Fifth District), coast of Virginia, warned a vessel of the dangerous position she was in by firing a Coston signal, when she at once changed her course and went clear.

*January 8.*—At half past 5 in the evening the patrol of the Gull Shoal Station (Sixth District), coast of North Carolina, discovered the schooner *Emma C. Kommel*, of Camden, New Jersey, from Fernandina, Florida, with a cargo of lumber and having a crew of seven persons and two lady passengers, just as the vessel struck the bar about a mile and a half south of the station. The weather was thick and rainy, with a strong southeast gale, accompanied by a heavy sea. The patrol signalled to the people on board by burning his Coston light, and then hur-

ried to the station for assistance. The beach-apparatus was instantly started for the scene of the disaster, but before going far the men found it was impossible to drag it against the gale and were compelled to procure the aid of a pair of horses. They arrived at 7 o'clock opposite the vessel, and at 7.25 the Lyle gun was fired sending a line on board. The whip line and hawser soon followed and then the breeches-buoy was sent out, and before midnight the entire party was landed and taken to the station; the ladies being sent thither in a wagon as soon as they reached the beach, and made as comfortable as possible. They were all taken care of until such time as they could proceed to their homes, the captain remaining there thirty days, or until what was saved from the wreck was finally disposed of. The vessel broke up in so short a time that the station crew were unable to save all their gear, and were compelled to cut the hawser to save as much as possible of it. In recognition of their services the captain wrote the following note to the life-saving crew:

"We, the captain, crew, and passengers, desire to express our sincere thanks to the keeper and crew of the station for their great promptness in rescuing us, and their unvarying kindness to us after we reached the station. Their promptness and efficiency are worthy of all commendation and deserves favorable recognition by the Department.

"WM. H. SLOAN,  
"Master Schooner E. C. Rommel."

*January 8.*—The schooner *John N. Parker*, of Seaford, Delaware, from Philadelphia, Pennsylvania, bound to Norfolk, Virginia, with a cargo of coal, and having a crew of six men, was carried out of her course by stress of weather and stranded at 7 o'clock in the morning, about four miles southwest of the Durant's Station (Sixth District), coast of North Carolina, a heavy southeast gale and high sea prevailing. At the time she struck she was in a crippled condition attempting to enter Hatteras Inlet for a harbor. Her situation was discovered immediately by the station crew, who hastened to her with the beach-apparatus. There was such a heavy surf running that she had already commenced to break up. The first and second shots fired were unsuccessful, but the third shot carried the line across the vessel. In sending off the whip the shot-line parted owing to the strong current and the working of the vessel. By this time the vessel had driven nearer in toward the beach, head on, and communication being soon re-established, the life-saving gear was at once rigged and the people landed and taken to the station, where they were supplied with dry clothing and cared for until able to depart. Four of the men left on the fourth day after the wreck on a schooner bound to Philadelphia, while the captain and mate remained a few days longer. The vessel and cargo became a total loss and the men themselves lost everything except what they stood in.

*January 8.*—At a little before 7 o'clock in the morning the keeper of the Kenosha Station (Eleventh District), Lake Michigan, rescued from drowning a man named Gottlieb Weaver, who had broken through while attempting to cross the river on the ice. The rescue was attended with great risk to the keeper, as the ice at that particular spot was quite thin and dangerous. The keeper took him directly to his home as quickly as possible.

*January 9.*—One of the crew of the Race Point Station, Cape Cod (Second District), coast of Massachusetts, while out on the 4 o'clock (morning) patrol, saw a vessel standing into danger. He immediately burned his Coston patrol signal and the vessel tacked off shore.

*January 9.*—At half past 2 in the morning, during a northeasterly

storm, the patrol of the Narragansett Pier Station (Third District), coast of Rhode Island, on his return from his south beat found the schooners *Peacedale* and *Evelyn*, both of Newport, lying at the pier in danger of parting their lines and drifting ashore. He reported to the keeper, who proceeded to the spot with his crew and moored both vessels more securely to the pier, and saved them from serious damage and possible wreck.

*January 9.*—At half past 3 in the morning, during the prevalence of a fresh easterly gale, with rainy weather and a rough sea, the crew of the New Shoreham Station (Third District), Block Island, Rhode Island, were aroused by the patrol with the report that a number of small vessels in the basin had dragged their anchors and were drifting afoul of each other and likely to get badly damaged. The men turned out and hurried down to the harbor, but a short distance off, and there found it as the patrolman had stated. The first reached was the two-masted sail-boat *Island Belle*, of Newport, Rhode Island, of about ten tons, which was pounding and chafing against the other craft in such a manner as to endanger her safety. As she had no one on board, the life-saving men took charge, and after about three-quarters of an hour's work succeeded in extricating her and mooring her where she could ride out the gale in safety.

Their attention was then directed to the schooner *Annie Godfrey*, also of Newport, which had dragged in with the *Island Belle*. There was one man on board, but he being powerless to do anything single-handed, the life-saving crew manned her yawl and carried out an anchor, and by that means succeeded in hauling her back to her old berth.

The third vessel assisted was the *Annie Steele*, of Newport, a small schooner of ten or eleven tons. Her crew of four men were all ashore. The station men therefore warped her off to the anchorage in the same manner as the *Godfrey*, and then went to the relief of a number of small row boats, which were being tossed about on the surf with no one to look out for them. They hauled them all up onto the beach clear of the surf, the number thus saved from further damage and probable destruction being twenty-five. It was about daylight when the task was completed and they got back to their station.

*January 9.*—At about 5 o'clock in the morning the crew of the Monmouth Beach Station (Fourth District), coast of New Jersey, hauled up and secured seven fishing boats, which, but for their timely action, would have been stove to pieces by the high tide and surf.

*January 9-24.*—During this period the crew of the Shark River Station (Fourth District), coast of New Jersey, rendered varied and arduous service in connection with the operations of the New York Coast Wrecking Company for the relief of the three-masted schooner *Mabel Thomas* of New Haven, Connecticut, which had stranded a year previous (January 10, 1883) about three quarters of a mile north of the station, opposite Ocean Grove, on her way from Newburyport, Massachusetts, to Baltimore, Maryland. She was released on January 24, 1884, after lying aground a year and fourteen days. There was a salvage crew of seven men in charge, together with four extra men, residing in the vicinity, who had been employed by the company to help get the vessel off. A heavy anchor had been laid off shore and the immense hawser attached thereto had been hove well taut. The station crew had taken the precaution to extend three lines from the schooner to the shore, and upon one of them a boatswain's chair had been rigged as a substitute for the breeches buoy. An extremely high tide was expected early in the morning of the 9th, and as the weather was stormy, with a heavy

gale from the eastward directly on shore, the crew were in readiness to turn out at a moment's notice. The tide and surf were so high that at half past 2 o'clock (A. M.) the vessel lifted from the sandy bed, parallel to the beach, in which she had lain for so many months, and swung to the anchor, with her head off shore. She was literally deluged by the seas which tumbled over her bow, swept the deck fore and aft, and drove the salvors for refuge to the top of the cabin. It was too dark for their situation to be seen from shore, but the surfman on watch promptly alarmed the crew as soon as he found she had swung round. The life-savers at once started with their apparatus. They saw it would be impossible to get the vessel off while the storm lasted, and thought only of the danger to the people on board, as there was a possibility of her going to pieces. Rain was falling in torrents, and as Duck Creek, just to the north of the station, had broken through to the sea and rendered the beach impassable, they were compelled to make a detour of some two miles by the turnpike, where the mud was several inches deep, before reaching the locality of the schooner—the journey taking them an hour to accomplish, even with the aid of a team. They arrived at half past 4, and by that time the huge hawser, unable to bear the strain, had parted, and the schooner had driven back onto the beach, broadside to. Two of the three lines to the shore had also parted. As the preconcerted signal for their aid had not, however, been made, it was evident the people had made up their minds to stick by the craft to the last moment. Keeper Patterson and his men could therefore do nothing but remain on the beach on watch, which they did until the tide fell and all immediate danger had passed. The operations of the salvors were resumed as soon as the storm abated, the vessel being so badly shattered that temporary repairs were necessary before anything further could be attempted. On Sunday the 13th, the weather looking threatening, the life-saving crew were called upon to again arrange the means of landing the people in case they found it necessary to abandon the schooner. While thus engaged Surfman Kittell had one of his feet badly injured, so that he had to be carried to the station and was laid up for some time. On the 14th they assisted in the preparations for relaying the cable off shore, and they were similarly engaged on the 18th, the weather at the time being extremely cold. The next day (January 19) at 11 o'clock, the weather being again stormy with a high sea dashing over the vessel, the life-saving crew landed five men—all who were then on board—with the boatswain's chair. This operation was repeated the following day (20th), the salvors, nine in number, who had gone off to resume work being again compelled to signal the station crew for aid. On the 21st the crew were again busy on the schooner assisting the wreckers, and she was moved seaward about twenty-five feet. They left for the station at sunset, the wreckers, as the weather was fine, remaining on board for another effort to float the vessel at 2 o'clock in the morning. Shortly before that hour, or a little after midnight, the morning of the 22d, the men were aroused by the patrol with the report that the schooner had again parted the hawser and been driven back. They hastened to the spot at once, and for the third time landed the nine salvors with the boatswain's chair. They also assisted in again relaying the hawser as soon as daylight came, and from that onward the work was prosecuted with such renewed vigor that at 6 o'clock in the evening of the 24th, with the aid of the wrecking steamer *Rescue*, the schooner was hauled afloat and taken in tow for New York, to the great relief of the Shark River crew, as she had been a source of constant anxiety to them lest some of the people should be lost. They had res-

cued the original crew of seven men when she came ashore in January, 1883, and, as shown by the foregoing record, had landed the people employed by the wrecking company three several times when in considerable peril, besides rendering other important and hazardous service.

*January 9.*—The patrols of the Bay Head and Mantoloking Stations (Fourth District), coast of New Jersey, at half past 12 o'clock in the night, discovered the schooner *Charles C. Dame*, of Newburyport, Massachusetts, with a crew of nine persons, bound from Portsmouth, New Hampshire, to Baltimore, Maryland, in ballast, stranded about one and a half miles south of the Bay Head Station. A Coston patrol signal was fired, and the people on board informed that assistance would soon reach them. The vessel was lying broadside on, and being very light had come well up on the beach. An easterly storm was prevailing and there was a very heavy sea. The crew of the Mantoloking Station arrived on the ground first, and received a line from the vessel. Upon the arrival of the Bay Head crew, the line was used as hawser for the breaches-buoy, and by the united efforts of both crews the people of the vessel were quickly landed and conveyed to the Bay Head Station, for shelter and food, where they arrived at 3 A. M. The rescue was effected so expeditiously that in twenty minutes from the commencement of operations every man was ashore. Their personal effects were also landed subsequently. The schooner remained on the beach for several months and finally, on November 17, 1884, was floated off by a wrecking company.

*January 9.*—At half past 8 in the morning of this date, the crew of the Great Egg Harbor Station (Fourth District), coast of New Jersey, saw through the fog a sloop-rigged lighter drifting out of the inlet, but with no one on board. She finally came on shore about half a mile south of the station and was found to be full of water. She was the *Fire-Fly*, of Somers Point, New Jersey. The life saving crew stripped her of sails and rigging and stored them at the station until called for by the owners. The hull became a total wreck.

*January 9.*—During the severe storm of this date the patrols of the Cape Henlopen Station (Fifth District), coast of Delaware, had great difficulty in getting along the beach on account of the heavy seas washing across it. The patrol from midnight to 4 o'clock did not return on time, and the next patrol was sent out to find the missing one. He finally reached the point of the Cape, where he met the other patrol trying to get to the station for the assistance of the crew in rescuing the people in the light-house on the point. The structure was in danger of washing down, and their escape had been cut off by heavy pieces of timber dashing against the bridgeway and dislodging it. The station crew, as soon as they could be alarmed, hastened to the imperiled people and by the aid of a ladder got into the house, and taking the woman and child first, landed all safely and then assisted them to the main light-house on the hills. After getting all movable articles out of the building, the crew returned to their house, arriving there at 11 o'clock.

*January 9.*—Shortly before midnight the patrol from the Indian River Inlet Station (Fifth District), coast of Delaware, observing a vessel standing in too close to the beach, warned her off by burning a Coston light.

*January 9.*—During the night, the weather being stormy, the patrols of the Assateague Beach Station (Fifth District), coast of Virginia, warned off by burning their Coston signals two vessels which were in

danger of running ashore. They both had a narrow escape, as the surf was high and dangerous.

*January 9.*—The sail-boat *Excel*, employed in carrying the mails between Manteo and Kinnakeet, North Carolina, was caught in Pamlico Sound, on the 5th, by a violent snow-storm, and the occupant of the boat compelled to leave his craft about a mile from the Pea Island Station (Sixth District), coast of North Carolina, and to seek refuge at that station. But for the shelter afforded him he must have perished. The storm continued until the night of the 9th, when the wind changed suddenly to a strong gale from the southwest. The boat being deeply laden sank at midnight, and most of the contents were washed overboard. The crew of the station reached the boat early on the morning of the 10th and succeeded in raising it and bringing it to the shore. They also recovered about two-thirds of the cargo, and, after putting it on board, saw the boat safely started to its destination. The man was at the station five days.

*January 10.*—The schooner *Relief*, of Ellsworth, Maine, which had been moored for the winter in Cranberry Island Harbor, was forced by the ice ashore on Lower Ledge at the entrance of The Pool. The accident occurred at 10 o'clock in the day, and Keeper Hadlock, of the Cranberry Island Station (First District), coast of Maine, was notified of it half an hour later. The station surf-boat was at once hauled across the island and the vessel boarded. She was found to be nearly on her beam ends and full of water, with no one on board. The station crew went to work getting the water out and then ran out an anchor and cable on the starboard side, and with purchases from the mast-head righted the vessel and kept the water out of her until she floated. She was then taken alongside Bunker's wharf and safely moored.

*January 10.*—About half past 12 o'clock in the day one of the crew of the Loveladies Island Station (Fourth District), coast of New Jersey, recovered the body of a man from the surf. The coroner was duly notified and came and took charge of it. It was doubtless the corpse of one of the crew of the British barkentine *Elmina*, which had been totally wrecked in the vicinity two days previous.

*January 10.*—During the night the patrol of the Harvey Cedars Station (Fourth District), coast of New Jersey, recovered from the surf the body of a drowned man, which was properly cared for until the arrival of the coroner. It was doubtless the body of another of the crew of the British barkentine *Elmina*, wrecked in the vicinity two days previously.

*January 11.*—The patrol of the Assateague Beach Station (Fifth District), coast of Virginia, during the night warned off a vessel that was too near the shoals by burning a Coston signal. She was the fourth vessel thus warned by this station within a week.

*January 12.*—The keeper of the Narragansett Pier Station (Third District), coast of Rhode Island, went out with his crew in the surf-boat to the Whale Rock Light-house to carry the mail to the persons at the light, as owing to a storm which washed away their boat they had been cut off from all communication with the shore for several days. He found that besides the loss of the boats, other damages had been sustained during the gale. The mail from the station was brought by the keeper on his return.

*January 12.*—At about 9 o'clock in the morning the outlook at the New Inlet Station (Sixth District), coast of North Carolina, reported a small sail-boat stranded on the outer shoal abreast of the station, and distant some two miles. The surf-boat was immediately

launched, and upon reaching the boat the station crew found a man named Pugh, postmaster at Rodantha, North Carolina, who was almost perished from cold and exposure and unable to manage his craft. The life-saving crew pulled his boat off, and, placing a surfman in it to assist, sent Mr. Pugh to his home.

*January 13.*—The schooner *Wallace M. French*, of Somers Point, New Jersey, with a crew of three men, bound from New York to Atlantic City, New Jersey, in ballast, in attempting to enter Barnegat Inlet at 3 o'clock in the afternoon stranded on the Barnegat Shoals about two miles south of the Forked River Station (Fourth District), coast of New Jersey. The life-saving crew went to her assistance as quickly as possible, and by running an anchor succeeded in floating the vessel and then piloted her in through the inlet to a safe anchorage, for which service the captain was very thankful.

*January 13.*—At a little after 2 o'clock in the afternoon the crew of the Barnegat Station (Fourth District), coast of New Jersey, sighted a stern-wheel steamer aground on Barnegat Shoals about half a mile east-southeast of the station. They at once set out in their boat to her assistance. She proved to be the *Merrimac*, of Lawrence, Massachusetts, with a crew of eleven persons, all told, bound from New York to Jacksonville, Florida, and had stranded while making for Barnegat Inlet for shelter until the subsidence of the strong adverse wind from the southwest then prevailing. The life-saving crew laid out anchors and with the aid of her steam succeeded in heaving her afloat, and then piloted her into the inlet without sustaining any damage. It should be mentioned that while she was steaming in with the surf-boat in tow astern, the latter was capsized by the heavy sea. The crew were fortunately on board the steamer at the time.

*January 13.*—At about half past 9 o'clock at night the north patrol of the Green Run Inlet Station (Fifth District), coast of Maryland, seeing a schooner standing too close in to the beach for safety, burned a Coston light, when she immediately changed her course and hauled off shore.

*January 14.*—At about half past 4 in the morning the north patrol of the Green Run Inlet Station (Fifth District), coast of Maryland, warned, by burning his Coston signal, a schooner which was in danger of running ashore. She hauled further off shore as soon as the signal was seen by those on board.

*January 15.*—About 3 o'clock in the afternoon the lookout at the Peaked Hill Bar Station (Second District), Cape Cod, Massachusetts, discovering a schooner too near the bar, the crew hoisted the International Code Signal J. D. ("You are standing into danger"), when she at once tacked and stood off shore.

*January 15.*—During the first night-watch the west patrol from the Blue Point Station (Third District), coast of New York, seeing a steamer heading for the beach during a snow-storm, burned a Coston light which warned her off.

*January 15.*—About half past 10 o'clock at night, during a snow-storm, the patrol from the Lone Hill Station (Third District), coast of Long Island, New York, seeing a large steamer a short distance from the breakers, and heading directly for the beach, burned a Coston light which warned her just in time for her to change her course seaward.

*January 15.*—During the night the patrol from the Turtle Gut Station (Fourth District), coast of New Jersey, seeing a vessel standing into danger, warned her off by burning a Coston light.

*January 15.*—During the mid-watch (night) the north patrol of the Little Island Station (Sixth District), coast of Virginia, sighted a three-masted schooner in danger of running ashore. He quickly flashed a Coston signal, which was seen by the people on board, who immediately changed their course and escaped disaster.

*January 15.*—The schooner *Lewis A. Rommel*, of Philadelphia, Pennsylvania, from Charleston, South Carolina, bound to Baltimore, Maryland, with a cargo of phosphate rock, and having a crew of six men, stranded at 6 o'clock in the evening about two miles north of the Little Island Station (Sixth District), coast of Virginia. The station crew had been watching her for some time as she had been seen to miss-stay twice in an attempt to work off shore and seemed to be unmanageable. The station surf-boat was immediately launched directly opposite the station, and, notwithstanding the darkness of the evening, and the heavy head sea making against them, they reached the vicinity of the vessel at 7 o'clock. It was then so thick that it was impossible to board her from off shore, and they had first to go back to the beach in order to exactly locate the schooner and to tell how she was lying. All that could be discovered was a light, apparently in the rigging, as the hull was a mass of foam, caused by the seas sweeping over it. The people were firing guns, as signals of distress, and had been forced to take refuge in the forecabin, the cabin being full of water. They were taken on board the surf-boat one at a time, and great care had to be observed that the heavy seas did not smash the boat. The trip to the shore was made in safety and the shipwrecked people were taken to the station, where they were sheltered and fed for three days and nights, and furnished clothing from the supply provided by the Women's National Relief Association. The following day (16th) an attempt was made to recover the baggage left on the vessel, but without success. She soon broke up and, with the cargo, became a total loss.

*January 15.*—At half past 7 in the evening the patrol of the San Luis Station (Eighth District), coast of Texas, sighted a vessel, apparently a steamer, standing too close in toward the beach. He burned a Coston signal as a warning, which she immediately heeded by changing her course off shore.

*January 17.*—One of the surfmen of the Cahoon's Hollow Station, Cape Cod (Second District), coast of Massachusetts, while on patrol at half past 3 in the morning saw a schooner standing too near the beach for safety. He instantly made signal with his Coston patrol light, when the vessel changed her course and headed off shore.

*January 19.*—The schooner *Electric Light*, of Bath, Maine, whither she was bound from Baltimore, Maryland, with a cargo of coal, anchored at 9 o'clock at night, Friday, January 18, under the lee of Pond Island, mouth of the Kennebec River, near the Hunnewell's Beach Station (First District), coast of Maine. She had a crew of seven men. At 9 o'clock the next morning (19th), when she attempted to get underway to proceed up the river, during a thick snow-storm with a fresh northeasterly breeze, the anchor broke ground while yet there was a long scope of cable out, and she commenced dragging toward the shore. The revenue steamer *Woodbury*, coming from the eastward, saw the danger the schooner was in, and endeavored to get a hawser to her, to tow her clear. Keeper Haley, of the Hunnewell's Beach Station, seeing that the *Woodbury* was having difficulty in getting hold of her, went off with his crew and offered assistance. After running the tow-line they boarded the schooner and helped furl the sails and heave the anchor up, when the *Woodbury* towed her safely into the river.

*January 19.*—The crew of the Sandy Hook Station (Fourth District), coast of New Jersey, went off in their boat soon after daybreak, upon the discovery of a sunken schooner with masts showing out of water, in the south channel, a mile or two from shore, and assisted a couple of tugs in making fast to the wreck, for the purpose of towing it out of the track of vessels passing in and out of New York. The attempt to remove the wreck failed. Upon returning ashore they reported the wreck by telegraph to the district light-house authorities, in order that it might be buoyed as dangerous to navigation. They also went out again in the afternoon against a strong easterly breeze and rough sea, and, with considerable difficulty, succeeded in placing a lantern in the rigging, as a warning to vessels passing in the night. An attempt to relight the lanterns the next day (20th) was unsuccessful, the vessel's spars swaying so in the heavy sea that it was dangerous to approach. The schooner proved to be the *Mary Matheson*, of Provincetown, Massachusetts, bound from the Potomac River to New Haven, Connecticut, with a cargo of oysters, which had been run into and sunk the night previous by the steamer *Katahdin*, the crew of six men being rescued by that vessel and landed at Jersey City. She soon afterward went to pieces.

*January 19.*—The United States steamer *Dahlia*, bound from Chicago to Manitowoc, missed her reckoning, during a thick fog, and appeared off the Two Rivers Station (Eleventh District), Lake Michigan. Two of the station crew were dispatched to her in a small boat, and information of her whereabouts was given the captain. The vessel's course was changed and she proceeded in safety.

*January 21.*—About 2 o'clock in the morning the patrol from the Hog Island Station (Fifth District), coast of Virginia, seeing a three-masted schooner heading straight for the beach, burned a Coston light, when she immediately hauled off, but not in time to avoid the bar, upon which she stranded. The patrolman hastened to the station, reported the occurrence, and the crew at once repaired to the beach, but before they could reach the vessel she floated off and was soon out of sight.

*January 25.*—During the first watch the patrol from the Hunnewell's Beach Station (First District), coast of Maine, seeing a vessel standing into danger, burnt a Coston signal, when she hauled off and stood out to sea.

*January 25.*—Shortly after 8 o'clock in the evening the patrol from the Peck's Beach Station (Fourth District), coast of New Jersey, discovered a steamer dangerously near the beach. He burned a Coston light, when she immediately changed her course and escaped getting ashore.

*January 25.*—During the night the patrol from the Cape Henry Station (Sixth District), coast of Virginia, seeing a large steamship too close to the beach warned her off by burning a Coston light.

*January 26.*—An ice-boat, containing two young men, while crossing the Great South Bay at a high rate of speed, ran into a fissure in the ice and both were thrown with great violence from their seats. The accident was seen by a couple of surfmen belonging to the Lone Hill and Blue Point Stations respectively (Third District), coast of Long Island, New York, who immediately hastened to their assistance. One of the young men, named Murdock, was found to be seriously injured and unconscious. He was immediately carried to the Lone Hill Station, where he revived, and everything was done to make him comfortable. His comrade was severely bruised, but able to walk. Both men were carried to their homes, on the mainland, during the evening.

*January 26.*—At about half past 7 in the morning the keeper of the Seabright Station (Fourth District), coast of New Jersey, discovered some buildings on fire on the mainland, across the Shrewsbury River, about a mile and a half distant from the station. He at once dispatched a boy with the alarm to the Seabright fire-engine company, and then sent four of his crew to the scene, where they did good service in checking the spread of the flames and saving property.

*January 26.*—At a little after 6 o'clock in the morning the patrol of the Dam Neck Mills Station (Sixth District), coast of Virginia, discovered and reported a vessel ashore about two and a quarter miles north of the station. There was a strong breeze from the north accompanied by a heavy sea, and the air was thick with flying sleet. As there was also a strong adverse current setting to the southward alongshore, it was decided to haul the boat to the scene of the wreck on its carriage as the most expeditious way. It was accordingly taken out, and after a hard tug the life-saving crew arrived abreast of the stranded vessel and were soon on board of her, the journey from the station taking them just fifty minutes. She proved to be the three-masted schooner *Albert C. Paige*, of Mauricetown, New Jersey, with a crew of seven men, bound from Charleston, South Carolina, to New York, with a cargo of phosphate rock; the captain reporting that she had struck at about 6 o'clock while attempting to tack off shore. A few minutes after the arrival of the Dam Neck Mill's crew, the crew from Seatack, the next station north, also arrived alongside in their boat. As the vessel was yet in good condition, the captain requested to be landed for the purpose of sending a message by telephone from the station to the telegraph office at Cape Henry. He was accordingly taken ashore by the Dam Neck Mill's crew, his men remaining on board. Upon returning to the vessel from the station with the captain after breakfast, the crew took the beach-apparatus with them and he was sent off to his vessel by the breeches-buoy. He remained but a short time, however, and came ashore again by the same conveyance. A wrecking-steamer had arrived by that time, but she was unable to do anything on account of the sea, although one of her men was put on board the schooner. In the afternoon a system of reliefs was established by the life-saving crews to watch the vessel for any signal from the sailors. She remained in good condition, however, until near midnight, when the continued pounding of the surf began to tell and the schooner showed signs of breaking up. The signal agreed upon was therefore made to the shore, and the six seamen, together with the man belonging to the wrecking-steamer, were safely landed by the breeches-buoy and conducted to the station; the men's baggage and a dog belonging to the captain being landed at the same time, the buoy making thirteen trips, in all, that night. The next morning (*January 27*) at 7 o'clock the sailors were again put on board and staid there all day, the life-saving crews remaining on the beach, to work the landing-apparatus from time to time as required, until 10 o'clock at night, when all the sailors but one man were taken off by the wrecking-steamer, the latter landing in the buoy to notify the station crews of that fact. He was again assisted on board the next morning (*28th*), and that ended the labors of the life-saving crews, the wrecking company taking charge of subsequent operations. They were unable to save the schooner, as she soon broke up, nothing but her sails and a portion of the rigging being recovered.

*January 26.*—The barkentine *Monitor*, of San Francisco, California, while at anchor in Humboldt Bay, California, dragged her anchors during a southeast storm and stranded near the Humboldt Bay Station

(Twelfth District), coast of California, at about 11 o'clock in the day. The disaster was immediately discovered by the station crew and they proceeded to the vessel's assistance. A steam-tug was signaled for, and by the combined efforts of the latter and the station crew the bark was hauled afloat and safely anchored again at 3 o'clock in the afternoon. She received no damage. She was bound from Eureka to San Francisco with a cargo of lumber, and carried a crew of eight men.

*January 27.*—During the first night-watch the patrol from the Corson's Inlet Station (Fourth District), coast of New Jersey, observing a steamer dangerously close to the bar, burned a Coston light, which warned her off.

*January 28.*—At 6 o'clock in the evening a man named Barrett, one of the crew of a wrecking-schooner lying inside of Townsend's Inlet, coast of New Jersey, about three-quarters of a mile southwest of the Townsend's Inlet Station (Fourth District), started from the station, where he had been on a visit, to return to his vessel. He became bewildered in the darkness after shoving off in his boat, and losing his way was swept into the breakers on the beach at the north side of the inlet. He found the station again after wandering about on the beach for some hours, when the keeper dispatched one of the crew to put him safely on board the schooner. As the tide was ebbing strongly the man narrowly escaped being carried out into the breakers on the bar and lost.

*January 28.*—The fishing tug *Frank Geele*, of Muskegon, Michigan, in attempting to leave the harbor of Muskegon at 9 o'clock in the morning, on a fishing cruise, encountered great quantities of floating ice, which stove a large hole in her starboard bow. She was at once headed for the pier, some two hundred feet distant, and reached it in time to permit the five persons composing the crew to escape. She sank in fifteen feet of water just as they jumped ashore. The rubber life-saving dress belonging to the Muskegon Station (Eleventh District), Lake Michigan, was obtained and successfully used by members of the crew in temporarily repairing the damage, so as to enable the tug to be raised and towed to a dry-dock.

*January 31.*—The schooner *Ximena*, of Machias, Maine, carrying a crew of four men, bound from Boston, Massachusetts, to Machias, with a general cargo, went ashore at high water on Fletcher's Neck, coast of Maine, at 11 o'clock at night, about three quarters of a mile west of the Fletcher's Neck Station (First District). She was discovered shortly afterward by the patrol, who hastened to the station and aroused the crew. As the surf was quite rough, they proceeded to the spot with the beach-apparatus, the men arriving soon after midnight (February 1). Upon hauling the breeches-buoy on board, the captain sent one of his crew on shore with word that the rest would remain by the vessel until low water, the man being directed to obtain the aid of a tug. They remained on board, therefore, until the tide left the vessel nearly dry, and then landed without difficulty and went to the station, where they were furnished with breakfast. On February 3 an attempt was made to float the vessel off, the life-saving crew aiding in laying the cables off shore for that purpose. It was found necessary to lighten her, however, by removing her cargo, this being effected by private parties employed by the captain, and a few days later (February 7) she was hauled off with the aid of a tug and taken to Portland for repairs, the station crew assisting to recover her anchor before she left.

*January 31.*—At about 2 o'clock in the morning the patrol from the Southampton Station (Third District), coast of Long Island, New York,

seeing a vessel standing too near the beach for safety, burned a Coston light to warn her off.

*January 31.*—At a little before 6 o'clock in the morning, just before day, the lookout at the Louisville Station (Ninth District), Louisville, Kentucky, rang an alarm to the crew and reported that the Louisville and Jeffersonville ferry boat, *W. C. Hite*, of Louisville, while crossing from the Indiana to the Kentucky shore had got caught in the heavy gorge ice which was passing down the Ohio River and had been swept onto the wing-dam, where she was in danger of going over the falls. Both station boats were manned, and in a very few minutes the life-saving crew were alongside the stranded steamer. Their attention was first directed to the passengers, all of whom, eleven in number, were safely landed on the levee; the crew of six men remaining by the vessel. Keeper Devan then telephoned for the superintendent of the ferry and took him on board, in company with Capt. Pink Varble, the well known falls' pilot. He then summoned the harbor-tug *Transit*, and with her aid the ferry-boat was released two hours later from her perilous situation and enabled to make her landing in safety.

*January 31.*—On the same day that the Louisville crew (Ninth District), assisted in releasing the ferry-steamer *W. C. Hite* from her dangerous situation on the wing-dam, they were instrumental in saving a coal-barge from being dashed over the falls. The barge broke adrift from its moorings at a point about half a mile east of the station at a little after 11 o'clock in the day, and word of it reaching the station crew shortly afterward, they launched one of their boats and succeeded in overtaking the craft as it coursed down the river with the current and towed it safely to the levee, where it was turned over to the owners.

*February 1.*—Shortly before 4 o'clock in the morning the patrol from the Deal Station (Fourth District), coast of New Jersey, discovering a vessel standing into danger, burned a Coston light, which warned her off.

*February 1.*—At 11 o'clock in the day the lookout of the Hog Island Station (Fifth District), coast of Virginia, saw a large ship standing directly in for the beach. The keeper immediately had warning signals hoisted, but the vessel did not change her course until nearly abreast of the station, when she tried to keep away, and while so doing struck on the outer bar of the Hog Island Shoals. The surf boat was run out and started for the beach, but before the crew could reach it the vessel beat over the shoal and floated off. Had the signals not been noticed at the time they were the vessel would have struck head on and remained hard and fast.

*February 2.*—At about 11 o'clock in the forenoon a small boat containing six persons arrived and reported to the keeper of the New Shoreham Station, Block Island (Third District), coast of Rhode Island, that they were the officers and crew of the schooner *S. C. Noyes*, of Provincetown, from Fortune Bay, Newfoundland, bound to New York, with a cargo of frozen herring, and that at half past 8 the previous evening (1st of February) their vessel was run down by an unknown three-masted schooner, eighteen miles east of Block Island, and sunk in a short time, compelling them to take to their boat. They had been in the boat all night. The keeper offered the shelter of the station to the distressed people, which they accepted, and where they remained until the 4th, when a free passage was furnished them to the mainland.

*February 2.*—At sunrise a fishing boat containing three men went off the beach near the Petunk Station (Third District), coast of Long Island, New York, the surf being very moderate at that time. During the

day the sea increased, and at 2 o'clock the men concluded to return, but could not cross the bar on account of the heavy surf. The crew of the station had been keeping a watch upon the boat, and when they were seen approaching the shore the surf-boat was run down to the beach and launched. On arriving at the fish-boat the occupants were transferred to the station boat and brought to the shore. After landing the people the station crew went after the boat and saved it and its cargo of fish.

*February 2.*—The keeper of the Orange Grove House of Refuge (Seventh District), east coast of Florida, found, nine miles south of the station, in the surf, a sixteen-foot Whitehall boat, the stem and stern being injured. It was taken care of to await the claim of the owner.

*February 4.*—At about 3 o'clock in the morning, during a northeast snow-storm, the keeper of the Fourth Cliff Station (Second District), Scituate, Massachusetts, observed the port (red) light of a vessel standing in towards the land on the starboard tack. She was rapidly nearing the rocks, and the keeper, obtaining a Coston signal, ignited it just in time to warn the vessel so she could get round on the other tack and stand off; the officer on deck answering the signal by showing a white light over the vessel's stern as she disappeared in the darkness. Two minutes later she would have been on the rocks.

*February 4.*—The schooner *J. G. Conner*, of Somers Point, New Jersey, carrying a crew of two men, bound from Chincoteague, Virginia, to New York, with a cargo of oysters, while beating into Little Egg Harbor, coast of New Jersey, at about 3 o'clock in the afternoon, for shelter during thick foggy weather and a strong head wind, ran aground at the north side of the inlet about half a mile southwest of the Little Egg Station (Fourth District). The station crew at once proceeded to her assistance. By the time they got her anchors planted off shore to heave her afloat the tide had fallen and they were delayed somewhat; but on the next high water, just before midnight, the schooner was floated off and taken to the anchorage inside without receiving any damage.

*February 4.*—At about 2 o'clock in the morning the patrol from the Ocean City Station (Fourth District), coast of New Jersey, observing a vessel too close to the beach for safety, burned a patrol signal, when she went about and stood off shore.

*February 4.*—At about 4 o'clock in the morning the east patrol from the Rockaway Station (Third District), coast of Long Island, New York, seeing a vessel standing dangerously near the beach, burned a Coston light, when she hauled off shore.

*February 6.*—At 11 o'clock in the day, the bark *Mistletoe*, of Saint John, New Brunswick, with a crew of fourteen men, bound from Liverpool, England, to New York, in ballast, stranded on the coast of New Jersey, just to the southward of Shark River Inlet, during a dense fog, the place where she struck being about half a mile from the Shark River Station (Fourth District), situated on the north side of the inlet. She was quickly discovered by the patrol from that station, and also from the Spring Lake Station, about two miles south of the inlet, and both crews hurried to her assistance, the Shark River crew with their beach-apparatus and the Spring Lake crew with their boat, the former having to make a detour of about three miles with their apparatus-cart to cross the river by the bridge. After a short consultation, the keepers decided to use the surf-boat. It was therefore manned by the Spring Lake crew, who got afloat in fine shape with the assistance of their comrades of Shark River, the latter wading out into the surf waist deep in giving the boat a good send-off. Although the surf was quite rough, the boat soon reached the bark and brought all hands safely ashore, the Shark

River crew meeting them as they came in and running the boat well up onto the beach. It was a very gallant rescue. The people were conducted to the Spring Lake Station, where they remained until the 9th, their baggage being landed on the 8th with much difficulty and danger by the two station crews. The bark was subsequently floated off in a badly damaged condition by the Coast Wrecking Company and towed to New York.

*February 6-7.*—At half past 9 in the morning, during the prevalence of dense foggy weather, the brig *Albertine Meyer*, of Rostock, Germany, carrying a crew of nine men, bound from Bahia, Brazil, to New York, with a cargo of sugar in bags, stranded on Barnegat Shoals off Barnegat Inlet, coast of New Jersey, about half a mile southeast of the Barnegat Station (Fourth District). The fog was so impenetrable, however, that she was not seen from the beach until after 2 o'clock in the afternoon, when the station crew at once got their boat out and boarded her. There was an exceedingly rough sea tumbling in upon the shoals from the southward, but notwithstanding this, only two of the crew desired to be taken ashore, the rest agreeing to stand by the captain, who refused to leave. During the rest of the day the fog being not so dense a sharp lookout was kept from the beach, and at half past 9 at night the life-saving crew responded to the brig's signal and again went off. The trip was attended with a great deal of peril, as in the darkness the boat was twice nearly swamped in passing through the breakers on the shoal. The captain still refused to leave, but desired them to telegraph for the assistance of a tug. On the following morning (7th) at 10 o'clock, when they again went off, the brig had bilged and was full of water. The crew were then eager enough to be landed and they were accordingly taken into the boat and conveyed safely to the station. Their personal effects were recovered the next day (8th), the life-saving crew making six trips in all, to and from the vessel. In a few hours after the recovery of the baggage the brig broke up and became a complete wreck. The crew were sheltered and fed at the station for two days and then left for New York.

It should be mentioned that the crew of the Loveladies Island Station, three miles to the southward, hastened to the spot as soon as they learned of the wreck, but their services were not required.

*February 7.*—At 2 o'clock in the morning the patrol of the Orleans Station (Second District), Cape Cod, Massachusetts, warned by burning a Coston signal a steamer that was in danger of striking the bar off Naussett Harbor. Upon seeing the signal she sheered off.

*February 7.*—Shortly before 4 o'clock in the morning the north patrol of the Chatham Station (Second District), coast of Massachusetts, saw through the fog the running lights of a steamer heading directly for the beach and almost in the breakers. He immediately fired his Coston signal, when she stopped and then turned off shore just as the south patrol came running up supposing she was aground. But for the patrolman's signal the steamer would have struck the bar in a few moments.

*February 8.*—During the night the patrol of the Cedar Creek Station (Fourth District), coast of New Jersey, recovered from the surf a vessel's yawl, which was hauled up on the beach to await the claim of its owner.

*February 9.*—At about 4 o'clock in the morning the south patrol from the Long Beach Station (Fourth District), coast of New Jersey, discovering a steamer standing in danger, burned a Coston light, which warned her off.

*February 9.*—During the morning watch the north patrol from the Long Beach Station (Fourth District), coast of New Jersey, also saw a steamer in danger of running ashore. He quickly flashed a Coston signal to her, from which she took warning and sheered off.

*February 9.*—During the week ending on this date the keeper of the Two Heart River Station (Tenth District), Lake Superior, aided and furnished with accommodations seven wayfarers from the lumber camps in Northern Michigan, who had met with mishaps by breaking through the ice and were nearly frozen and in need of succor. The station was closed at the time for the winter and no one but the keeper present.

*February 11.*—During the morning watch the patrol from the Spermaceti Cove Station (Fourth District), coast of New Jersey, seeing a vessel close in to the beach, burned a Coston light, when she immediately tacked and stood off shore.

*February 11.*—During the midnight watch the patrol from Bond's Station (Fourth District), coast of New Jersey, seeing a sloop heading for the beach, burned a Coston light, which warned her off.

*February 11.*—Two men traveling along the Lake Superior shore were afforded food and shelter for the night at the Muskallonge Lake Station (Tenth District).

*February 13.*—The patrols of the Shark River and Deal Stations (Fourth District), coast of New Jersey, at a quarter past 2 in the morning, at which hour there was a dense fog, thought they heard a steamer near by, and after watching closely discovered a dim light in the northeast which appeared to be coming rapidly toward the shore. Both patrols ran to the end of the pier and fired their Coston danger signals, and then hastened to the beach, where they soon saw that the vessel, a large steamer, was ashore. The men at once hurried to give the alarm at their respective stations, but before the apparatus could be brought to the ground the steamer had backed off and disappeared.

There is no doubt that as soon as the patrolmen's danger signals were seen on board the steamer her engines had been stopped and reversed, so that she touched but lightly and was soon backed off. Had she grounded at full speed the case would have been far different. She was evidently one of the large European passenger steamers bound to New York, although the darkness and the fog prevented the men from making out her rig.

*February 14.*—During the evening watch the patrol from the Point Lookout Station (Third District), coast of Long Island, New York, discovering a vessel too near the beach for safety, burned a Coston light, which warned her so that she immediately hauled off shore.

*February 15.*—During the first-night watch the west patrol from the Smith's Point Station (Third District), coast of Long Island, New York, observing a schooner dangerously near the beach, burned a Coston light, when she changed her course and went clear.

*February 15.*—During the day the lookout at the Wash Woods Station (Sixth District), coast of North Carolina, observing a large steamer in danger of striking on Pebble Shoal, off the coast, the life-saving crew hoisted the International Code signals J. D. and J. S. ("You are standing into danger"—"Stand off"), when she quickly changed her course and escaped disaster.

*February 15.*—At about half past 8 o'clock in the evening the south patrol from the Cape Fear Station (Sixth District), coast of North Carolina, seeing a vessel close to and heading for the beach, burned a hand-torch, when she at once changed her course and soon disappeared from sight.

*February 16.*—At about 8 o'clock in the evening the south patrol from the Ocean City Station (Fourth District), coast of New Jersey, discovering a steamer heading for the bar, burned a Coston light, when she hauled off and escaped getting ashore.

*February 16.*—During the week ending this date, six wayfarers were furnished with food and shelter by the keeper of the Two Heart River Station (Tenth District), Lake Superior. They were traveling along the beach to or from the lumber camps.

*February 17.*—At 11 o'clock at night the south patrol of the Cahoon's Hollow Station (Second District), Cape Cod, Massachusetts, sighted a vessel running along the coast too closely for her safety, and warned her with a Coston signal, which caused her to haul farther off into deeper water.

*February 17.*—Shortly before 7 o'clock in the evening the patrol from the Eaton's Neck Station (Third District), coast of Long Island, New York, seeing a vessel heading directly for the beach, burned a Coston light, when she at once changed her course and stood off shore.

*February 17.*—During the night the patrol from the Deal Station (Fourth District), coast of New Jersey, observing a steamer standing in danger, warned her off by burning a Coston light.

*February 18.*—Shortly before midnight, during a thick fog, the patrol from the Harvey Cedars Station (Fourth District), coast of New Jersey, discovering a vessel heading straight for the beach, burned two Coston lights, when she tacked and stood off shore.

*February 19.*—The evening patrol of the Golden Gate Park Station (Twelfth District), San Francisco, California, reported a spar floating in the surf near the beach. The station crew went to the locality and secured the object, which proved to be a rudder of some large ship. It was carefully examined for marks of identification, but nothing could be discovered. A thorough search was made for other wreckage without success.

*February 20.*—At about 9 o'clock at night the brig *Merriwa*, of Portland, Maine, carrying a crew of eight men and laden with coal from Perth Amboy, New Jersey, for Boston, Massachusetts, which had anchored a day or two previous in thick weather off the eastern end of the island of Nantucket, a mile or two north of the Coscata Station (Second District), situated on the island, was observed by some of the station crew to show a signal of distress. It was blowing a gale at the time, with a heavy sea from the northwest, and, as it would have been almost impossible to pull to the brig dead to windward in the teeth of the storm, the boat was hauled as far as possible on its carriage, part of the way by hand and the rest of the distance with the aid of a team procured from the Great Point light-house. The vessel had dragged her anchors and stranded about a mile and a half from the station, lying in such a position that her people, some of whom had taken refuge in the fore-top, had to be taken off from the bowsprit, it being half past 1 on the morning of the 21st when the wrecked crew reached the station. When the life-saving crew reached her she was nearly full of water. The same day, after the gale abated, the life-saving crew again went to the brig and recovered the men's effects, and subsequently sent them all to Nantucket for passage home. The brig became a complete wreck, and was sold as she lay in the surf for a nominal sum.

*February 20.*—At half past 4 in the afternoon the day-watch of the New Shoreham Station (Third District), coast of Rhode Island, saw the schooner *Annie Godfrey*, of Newport, drag afoul of the schooner *Laura E. Gamage*, also of Newport, in Block Island Harbor, and both vessels

drifted in towards the stone wharf. The station crew hastened to their relief, and finding no one on board ran out their anchors and hauled both vessels out into the harbor again, thus saving them from serious damage.

*February 20.*—About half past 10 o'clock at night the patrol from the Cobb's Island Station (Fifth District), coast of Virginia, seeing a vessel heading for the beach, warned her off by burning a Coston light.

*February 21.*—During the morning watch, just before daylight, the patrol from the Rehoboth Beach Station (Fifth District), coast of Delaware, discovering a vessel too close to the beach, burned a Coston light, when she at once changed her course and stood off shore.

*February 21.*—At about half past 2 in the afternoon a ship's boat containing five men arrived at the Neah Bay Station (Twelfth District), Washington Territory, for assistance, reporting themselves as part of the crew of the bark *Lizzie Marshall*, of and from San Francisco, California, in ballast, and that their vessel lay with two anchors down off Bonilla Point, Vancouver Island, in a perilous position, close to the rocks. They had left nine people on board, including the captain's wife. The distance from the station to the point named is some fourteen or fifteen miles.

The life-saving station not being manned, the keeper was delayed in finding a crew, but at last obtained four Indians. Launching the surf-boat they proceeded about two and a half miles, when the tug *Blakely* was met. The keeper requested the captain to go with him to Neah Bay and get the ship's boat and men and then endeavor to find the vessel. The *Blakely* went into the bay and picked up the five men and their boat, the captain of the tug informing the keeper that it was unnecessary for the life-boat crew to go, as the vessel when found would be towed up into Puget Sound. On the following morning (22d) the tug appeared off the station and reported that, owing to the thick weather, it had been impossible to find the bark.

The keeper proceeded to the tug *Goliah*, then in the bay, and obtained a promise from her captain to take the life-boat in tow and go in search of the vessel. A crew of eight Indians was obtained, but when the life-boat got alongside the tug the captain stated that the engineer had refused to get up steam, as he was afraid to venture out in the heavy southwest gale and sea then prevailing.

The tug *Tacoma*, arriving at this time, offered to take the life-boat and crew, also the bark's men and endeavor to reach the imperiled vessel.

They had proceeded well over toward Vancouver Island when the three-inch tow-line of the life-boat parted. The tug stopped and gave the boat a larger line, and they again started, but shortly afterward the rudder-bar of the boat broke, leaving her unmanageable. The crew of Indians became frightened at this mishap, and insisted upon leaving the boat and getting on board the tug, which they did, thus leaving the brave keeper alone. Being unable to control the boat without assistance, he was finally compelled to seek the safety of the tug, and he had hardly reached her when the towing-bitts of the boat parted, and she went adrift. The high cross-sea and fierce gale made it impossible for the tug to attempt recovering the boat and they started to return. When off Bonilla Point the bark was seen, but having no boat that could be used in such a sea, and night setting in, it could not be determined whether the crew of the vessel were safe or not. On the 23d the underwriter's agent—Captain McAllep—secured the services of the tug *Blakely* and proceeded to Bonilla Point, where the vessel was found a total wreck, but the crew all safe except one, who was drowned.

The United States revenue steamer *Wolcott*, Lieut. J. B. Moore, commanding, proceeded on the 20th of March in search of the life-boat, and recovered it at Nituat, an Indian village on Vancouver Island, where it had been picked up by the Indians. The boat was badly damaged, having no doubt struck the rocks in its drifting course. It was brought by the *Wolcott* to Neah Bay Station.

*February 22.*—During the morning a main and main-topmast with main-sail and rigging attached were recovered from the surf by the crew of the Absecon Station (Fourth District), coast of New Jersey. The property was duly turned over to the State Wreck Commissioner.

*February 23.*—At about 2 o'clock in the morning the patrol from the Hog Island Station (Fifth District), coast of Virginia, observing a vessel running too close to the beach, burned a Coston light, which warned her just in time to prevent her from stranding on the southeast bar of Hog Island Inlet.

*February 24.*—At about 10 o'clock in the morning the crew of the Louisville Station (Ninth District), Louisville, Kentucky, went to the assistance of a man who had fallen into the river. He was quickly picked up and carried to the station where he was properly cared for. He was a resident of Louisville, named Robert White.

*February 26.*—At about 8 o'clock in the evening the patrol from the Monmouth Beach Station (Fourth District), coast of New Jersey, seeing a square-rigged vessel heading straight for the beach, burned a Coston light, when she at once hauled off shore.

*February 27.*—At half past 10 at night the patrol of the Cobb's Island Station (Fifth District), coast of Virginia, saw a vessel standing close in to the shoals and in a dangerous position. He immediately fired a Coston signal, when the vessel stood off shore and out of danger.

*February 28.*—At 6 o'clock in the morning during a severe east gale, with a heavy sea, the patrol of the Shark River Station (Fourth District), coast of New Jersey, saw a large schooner standing close in to the shore, and after watching her closely came to the conclusion she must certainly strike on the bar. He burned a Coston patrol signal, warning her of danger, when the schooner was immediately brought into the wind and an anchor let go, which brought her to just in time to avoid striking on the bar. The crew of the station were alarmed and they started as soon as possible with their apparatus to the beach. A close watch was kept on the vessel, and it was seen that she was slowly dragging toward the shore. At this time it seemed as if the vessel must be driven onto the beach, but fortunately the gale lulled for a few minutes and then hauled to a directly opposite quarter, causing the vessel to swing from off the bar, and as the wind increased to a gale from the west, she dragged off shore into deeper water and was comparatively safe. But for the patrolman's timely warning before she anchored she would certainly have run ashore.

*February 28.*—At about 6 o'clock in the morning the body of a man was washed ashore by the surf in the vicinity of the Island Beach Station (Fourth District), coast of New Jersey. It was properly cared for by the station crew until the arrival of the coroner whom they notified.

*February 28.*—At about 7 o'clock in the evening the patrol from the Watchapreague Station (Fifth District), coast of Virginia, discovering a vessel heading direct for Dawson Shoals, warned her of her danger by burning a Coston light, when her course was at once changed and she went clear. Had she struck she would doubtless have become a wreck, as the weather was stormy with a high sea.

*February 28.*—The schooner *Samuel Fish*, of Thomaston, Maine, from

New London, Connecticut, bound to Pocosin River, Virginia, with a cargo of hay, and having a crew of seven men, stranded at half past 6 in the evening on the inner shoal of Carter's Bar, one and a quarter miles southeast of the Cobb's Island Station (Fifth District), coast of Virginia, and was reported to the keeper by the patrol at 7 o'clock. The surf-boat was launched and pulled to the point of the island and held there to ascertain if the vessel was anchored, it being the custom for vessels to frequently make an anchorage under the shoal. No signals being made by those on board, the surf-boat was hauled up on the beach and daylight waited for. At 6 the next morning it was seen that the vessel was ashore, and the surf-boat proceeded to her, and she was found to be filling with water. The strong current had washed the sand from under the midship part of the vessel, and she had broken her keel. The people were taken off and carried safely to the station. At 11 in the forenoon the surf-boat again went out for the purpose of saving the baggage. The crew of the Smith's Island Station (same district), arrived at this time, having pulled twelve miles in the teeth of a heavy northwest gale. Together the two crews succeeded in rescuing all the crew's personal effects.

On March 1st, the Cobb's Island crew again boarded the vessel and saved all the provisions and cabin furniture. She subsequently became a total wreck. The rescued men remained at the station for five days or until able to depart for the mainland, en route to their homes.

The following letter was received by the keeper of the Cobb's Island Station:

"MARCH 4, 1884.

"Capt. CHAS. H. CRUMB,

*"Keeper Cobb's Island Life-Saving Station :*

"SIR: I desire to express to you and your crew my sincere appreciation of the services rendered to me and my crew, on board the stranded schooner *Samuel Fish*, of Thomaston, Maine, at 6.30 P. M., while running for Cape Henry, struck on Carter's bar near Cobb's Island, and filled soon after.

"Was seen by crew of life-saving station at Cobb's Island, but they supposed us to be at anchor as we showed no signal of distress; seeing our position at daylight, they immediately came to our assistance. We were taken off and safely landed at Cobb's Island Life-Saving Station, where we were kindly cared for, and everything possible done for our comfort.

"I shall always hold in grateful remembrance your prompt action in coming to our relief, and the kindness shown us while stopping at the station.

"Respectfully,

"JAMES S. TEEL,

*"Master Schooner Samuel Fish.*

*"JOHN G. WALL, Mate."*

February 29.—The schooner *Astra*, of Saint John, New Brunswick, from Lynn, Massachusetts, bound to Saint John, was seen by the morning patrol of the Hunnewell's Beach Station (First District), coast of Maine, in a dangerous position near Heron Island. The surf-boat was launched, and after one and a half hours' struggle, the life-saving crew reached the vessel and found she was anchored within one hundred yards of the breakers. She had ran into danger during a thick snow-storm. The sails were frozen stiff, and the crew were unable to handle them. The station men therefore helped beat the ice off and furl them. It being doubtful if the vessel could work out from the danger, it was deemed

prudent to let her remain there at anchor until the wind shifted. Before leaving, arrangements were made by the life-saving crew with the master, for signals in the event of his needing their further assistance. A few hours later the wind changing to the northwest, the schooner got safely under way and proceeded on her voyage.

*February 29.*—The sloop *Hattie J.*, and the cat-rigged boats *Lottie* and the *Annie*, all of Sayville, Long Island, anchored on the evening of the 28th, in the Great South Bay, intending to take up oysters in the morning. During the night a severe northwest gale came on and ice formed in the bay very rapidly, and at 6 in the morning the *Hattie J.* and the *Lottie* dragged their anchors, and were driven onto the flats, the people on board landing in their small boats and proceeding to the Lone Hill Station (Third District), coast of Long Island, where they were comfortably sheltered. The *Annie* rode securely at all moorings, but soon became a mass of ice. The keeper of the station learned that there were two men on board the *Annie*, and fearing that they were in danger of freezing dispatched two of the surfmen through the drift ice, with instructions to reach the vessel, if possible. By great exertion they succeeded, and found the craft so completely iced up as to compel them to use their oars to break open the cabin. There they found two young men covering, nearly exhausted, over a small fire, the last of the fuel. They were brought to the station and properly cared for. As soon as the weather moderated the station crew assisted the men in getting their boats in proper order for work. There were six men in all, three belonging to the *Hattie J.*, one to the *Lottie*, and the two landed from the *Annie*.

*February 29.*—At 7 A. M. of this date the crew of the Brazos Station (Eighth District), coast of Texas, were startled by the display of the International Code signal flags J. T. K. ("Dying from want of water") on a bark in the offing. The station replied with J. V. F. ("Water will have to be brought through the surf"), and dispatched two men to Point Isabel, who put two barrels of water on a pilot-boat, which took it out through the pass to the bark the same day.

*March 2.*—At about half past 4 o'clock in the morning the patrol from the Ocean City Station (Fifth District), coast of Maryland, seeing a steamer close to the bar, burned a Coston light, when she immediately changed her course and went clear.

*March 2.*—During the day the crew of the Ludington Station (Eleventh District), Lake Michigan, hearing a steamer endeavoring to make the harbor during a snow-storm, assisted the master to ascertain his position by firing a rifle.

*March 3.*—Shortly before 5 o'clock in the morning the patrol from the Watchapreague Station (Fifth District), coast of Virginia, observing a vessel's lights approaching and very near Dawson Shoal, burned a Coston light, when her course was quickly altered. At daylight she was discovered to be a large steamship. But for the promptness of the patrol in warning her off she would have stranded in an exposed place, and no doubt been a total loss.

*March 4.*—In the forenoon the crew of the Gurnet Point Station (Second District), coast of Massachusetts, picked up a dory drifting out of the harbor to sea in the ice, and hauled it up above high-water mark for safe-keeping until called for by the owner.

*March 4.*—At half past 4 in the morning the schooner *J. G. Connor*, of Great Egg Harbor, New Jersey, from Sand Shoal, Virginia, for Great Egg Harbor, with a cargo of oysters, and having a crew of three men, stranded during a snow-squall on the South Bar of Cold Spring Inlet, New

Jersey, one and a half miles east of the Cold Spring Station (Fourth District), coast of New Jersey. She was discovered at 5 o'clock by the patrol of the station, who, after burning a Coston signal to inform the people on board that they had been discovered, proceeded to alarm the station crew. She was boarded at 6 o'clock by the above-mentioned crew, and an hour later the Turtle Gut Station crew (same district) also arrived. The two crews laid out anchors and cables, and succeeded in getting the vessel afloat, without damage, at about 11 o'clock. They then assisted in making sail on her, and she proceeded on her course towards Great Egg Harbor.

*March 4.*—During the night the patrol from the Ocean City Station (Fifth District), coast of Maryland, discovered a schooner near the bar and warned her off by burning a Coston light.

*March 4.*—At about 3 o'clock in the morning the north patrol from the False Cape Station (Sixth District), coast of Virginia, seeing a steamer running too near the beach, warned her off by burning a Coston light.

*March 5.*—A schooner standing off and on outside the harbor of Plymouth, Massachusetts, waiting for a pilot to take her in, a thick snow-storm prevailing at the time, came very near running ashore on Gurnet Point at half past 9 at night, and again half an hour later, being warned off each time by members of the Gurnet Point crew (Second District); the first time by the patrolman flashing a Coston signal to her, and the second time by the keeper shouting to her, she being so close in that the hail was distinctly heard on board. On the next tack she weathered the point and stood into the harbor. On the following day the captain called at the station to thank the crew for saving him from running ashore. She was the *J. R. Bodwell*, of Rockland, Maine, coal laden, from New York, and had a crew of five men.

*March 5.*—The mid-watch patrol eastward from the Race Point Station (Second District), Cape Cod, Massachusetts, sighted a schooner close-hauled on the wind and nearly ashore. He instantly burned a Coston signal, which she answered with a light, and at once went round on the other tack.

*March 5.*—The steamship *Colon*, of New York, from Aspinwall, bound to New York, having a crew of twenty-eight persons and thirty-eight passengers, together with a general cargo, was discovered at day-break of this date, by the keeper of the Sandy Hook Station (Fourth District), coast of New Jersey, stranded on the Romer Shoals, three miles north-northeast of the station. The surf-boat was launched, and, after a severe struggle with the drifting ice, the vessel was boarded by the life-saving crew and assistance offered, but it was declined by the master. She got off and proceeded up the bay on the next flood tide. On the return of the surf-boat the crew were confronted by a large field of ice, which completely stopped their progress, and they were only relieved from their situation by the timely aid of the tug *Wheeler*, which towed them to the station.

*March 6.*—At half past 8 in the morning the keeper of the Muskeget Station (Second District), coast of Massachusetts, discovered the schooner *Flash*, of Saint John, New Brunswick, distant five and a half miles northwest of the station, with signals of distress flying. The station crew proceeded to the vessel and found her to be stranded on Hawes' Shoal, where she had struck at 7 in the evening of the 5th, during a thick snow-storm. It was found that the rudder pintles were broken, and the rudder being adrift it was tearing the deck-plank. The station crew secured the rudder as well as possible, and then, at the re-

quest of the master, started to obtain a steam-tug; but just then the revenue steamer *Gallatin* came near and the station crew attempted to get a line from her to the schooner, but on account of the shoal water the steamer could not get near enough for the lines to reach. The *Gallatin* then steamed to Edgartown and dispatched a steamer of light draught to the schooner, which succeeded in getting her afloat.

*March 6.*—About 4 o'clock in the morning the patrol from the Green Run Inlet Station (Fifth District), coast of Maryland, observing a steamer running too close to the beach, warned her off by burning a Coston light.

*March 6.*—At about 2 o'clock in the morning the patrol from the Hog Island Station (Fifth District), coast of Virginia, discovering a vessel running too close to the beach and directly for the bar, burned a Coston light, which warned her off just in time to prevent stranding.

*March 6.*—At about 2 o'clock in the morning the south patrol from the Smith's Island Station (Fifth District), coast of Virginia, observing a vessel heading for the beach, warned her of her danger by burning a Coston light, when she tacked and stood off.

*March 7.*—At a quarter past 2 in the morning, the weather being hazy, the south patrol of the Fourth Cliff Station (Second District), Scituate, Massachusetts, when about two miles from the station, sighted a steamer heading directly for the land. He at once burned a Coston light, from which she took warning and changed her course off shore.

*March 7.*—During the night the patrol of the Sandy Hook Station (Fourth District), coast of New Jersey, found the body of a man in the surf, which was cared for by the crew and turned over to the proper authorities.

*March 7.*—The steamship *Clydesdale*, of Glasgow, Scotland, from Kingston, Jamaica, bound to New York, with a cargo of West India products, and having twenty-seven persons on board, including eight passengers, stranded, during the thick foggy weather of this date, on Brigantine Shoals, at 5 o'clock in the evening. The vessel floated off the shoals during the night, but the master, being unacquainted with the locality, anchored his vessel until the fog lifted. On the following morning, at 7 o'clock, the vessel was discovered by the South Brigantine Station crew (Fourth District), coast of New Jersey, and after considerable difficulty in finding their way through the fog they boarded the vessel and were requested to remain by her until the fog would permit her moving. At 9 o'clock the Atlantic City Station crew (same district) also arrived, but finding their services not necessary returned to their station. At noon the fog lifted and the steamer was piloted out clear of the shoals into deep water. Surfman A. H. Smith was detailed, by request of the master, to accompany the steamer. The crew of the Brigantine Station could not discern the vessel until noon, and although they hastened to launch, did not reach the vessel before she was extricated. The vessel received no apparent damage.

*March 7.*—At 5 o'clock in the evening, during a dense fog, the crew of the Assateague Station (Fifth District), coast of Virginia, were alarmed by distress signals made by a steam-vessel off shore. The keeper answered the signals by two discharges from the Lyle wreck-gun, and then launched the surf-boat. After an hour's search a steamer was found at anchor in dangerous proximity to the Ship Shoal. She proved to be the steamer *Blanche Henderson*, of Tampa, Florida, from Port Antonio, Jamaica, bound to Philadelphia, Pennsylvania, with a cargo of fruit, and having a crew of nineteen persons. The master stated that he had found himself among the shoals and not being able to determine his position had

made signals of distress, with the hope that he might obtain assistance in extricating his vessel. At his request the station crew remained on board during the night, and the next morning (8th), when the fog lifted enough to allow moving with safety, the vessel was piloted clear of the shoals and anchored in deep water. At 5 in the evening, the fog clearing entirely, the vessel was got under way and directions given the master regarding the dangers of the locality, and she proceeded on her voyage.

The subjoined letter was received by the keeper of the Assateague Station from the master of the steamer :

“ MARCH 7, 1884.

“ This is to certify that Captain Tracy and crew came so nobly at my call that I feel it my duty to give my sincere thanks, especially under the circumstances. The weather was densely thick; no man could scarcely see two lengths of a life-boat. Captain Tracy and crew left the land at 5.20 P. M. on the hunt, going for the sound of my whistle and firing guns, until they found me at 7.45 P. M., and rendered me all assistance I required of him; also he staid by me through the thickness of the weather, and was in a dangerous place, and he feared to leave me until he was satisfied I was all right.

“ L. PETERSON,

“ *Master Steamship Blanche Henderson.*”

*March 7.*—The crew of the San Luis Station (Eighth District), coast of Texas, found a quantity of lumber on the beach, evidently a part of a vessel's deck-load, which was duly reported to the proper authorities.

*March 8.*—During the midnight watch the patrol from the Blue Point Station (Third District), coast of Long Island, New York, discovering a steamer heading for the beach, burned a Coston light, when she at once changed her course and sheered off out of danger.

*March 8.*—Two travelers were sheltered and fed at the Two Heart River Station (Tenth District), Lake Superior.

*March 9.*—The *Abbott W. Lewis*, a large schooner of about six hundred tons, hailing from Boston, Massachusetts, and carrying a crew of nine men, was compelled, during a northeasterly gale on March 7, to seek refuge in Winter Harbor, coast of Maine, about a mile to the northward of the Fletcher's Neck Station (First District). She was on her way from Portsmouth, New Hampshire, to Portland, Maine, in ballast. The captain, being a stranger in the harbor, anchored her in such shoal water that when the tide fell she pounded heavily on the bottom. To make the matter worse there was no room to get under way and beat out, and the weather was too rough for kedging. In his dilemma the captain telegraphed for a tug. No tug came, however, and as the gale continued there was danger of serious injury to the vessel. At last, on the 9th, the revenue steamer *Dallas* came to the schooner's relief. She hove to opposite the station and hoisted signal for the assistance of the crew. Keeper Goldthwait responded at once. He piloted her into the harbor, and, with his crew, ran her hawser to the schooner. He also helped heave the schooner's anchors up, and when all was ready the *Dallas* started ahead and pulled her out of danger. She proceeded with her direct to Portland, the keeper piloting her as she steamed out of the harbor again.

*March 10.*—The schooner *Melody*, of Perth Amboy, New Jersey, from New York, on a fishing cruise, while anchored in Sandy Hook Bay during the northwest gale of this date, dragged ashore about one and a

quarter miles southwest of the Sandy Hook Station (Fourth District), coast of New Jersey. The station crew boarded the vessel and found only two men on board. Six others had already landed in their own boat. The entire party were conveyed to the station and furnished with dry clothing and food. In the afternoon, when the tide fell, the vessel was again boarded and the effects of the men taken ashore. The station crew also laid out an anchor and endeavored to get the vessel afloat, but without success. They continued their efforts on the three succeeding days, but were not successful, and the captain was obliged to employ a wrecking company, which eventually got her off. Three of the crew of the Spermaceti Cove Station assisted the Sandy Hook crew in their work on March 12.

The following card of thanks appeared in the New York Herald, viz:

“NEW YORK, *March 18.*”

“To the EDITOR OF THE HERALD:

“Wishing to express my thanks to the keeper and crew of Life-Saving Station No. 7 [No. 1], at Sandy Hook, for the assistance they rendered me when my vessel went ashore at that place on the 10th inst., and knowing the interest you take in anything of this kind, I take this means of letting the life-saving people know my feelings in this matter.

“PETER C. MORTON,

“*Master of Smack Melody.*”

*March 11.*—The steamer *William Spicer* of Mystic, Connecticut, from New London, in the same State, bound to Great Egg Harbor, New Jersey, stranded on the north bar of Great Egg Harbor Inlet, two miles and a half east of the Ocean City Station (Fourth District), coast of New Jersey, at half past 12 in the day. A strong southerly wind prevailed, with a rough sea, and before any decided effort could be made to get the vessel off she was driven up on the bar, and the sea, making a complete breach over her, put out the furnace fires. The station crew advised the two men of the steamer to leave her, and, receiving them in the station boat, proceeded toward the shore, but transferred them to the boat of the Great Egg Station crew, who had come to the scene to render assistance. The men were accordingly landed by the last-named crew, as they desired to reach a fish factory on the north side of the inlet. The vessel became a complete wreck.

*March 11.*—The sloop *R. A. Magowan*, of Rio Grande, New Jersey, having a crew of three men, bound from Chesapeake Bay, Virginia, to Rio Grande, with a cargo of oysters, ran ashore on Gull Bar, Hereford Inlet, at 11 o'clock in the day, and was boarded an hour or so later by the Hereford Inlet Station crew (Fourth District), coast of New Jersey. They ran the sloop's anchor out, and at high water in the evening, about half past 8, got the vessel safely afloat.

*March 11.*—At 4 o'clock in the afternoon of this day the lookout of the Lewes Station (Fifth District), coast of Delaware, saw the schooner *Right Away*, of New London, Connecticut, from New York to the James River, Virginia, in ballast, attempt to pass in between the ice-breaker and the breakwater opposite Lewes, Delaware, during a strong southerly wind and heavy sea, and when close in to the ice-breaker she mist-stayed and drifted against the stone pile. The keeper being notified of the accident, hastened with his crew in their surf-boat to the vessel, and, at the master's request, laid an anchor and line, and with the help of the vessel's crew of five men succeeded in getting the bow hauled off the stone pile. The anchor broke its hold, however, and the vessel was

driven again upon the stones. By this time the tug *North America* came as near as possible and made a satisfactory arrangement with the master to tow the vessel off. The station crew then ran a hawser to the steamer and the schooner was hauled off the stone pile. The station crew remained on board until she was in a safe anchorage, when they were towed in under the land, into smooth water, by the steamer. The schooner fortunately received no material damage.

*March 12.*—At 11 o'clock in the day the crew of the San Luis Station (Eighth District), coast of Texas, warned off a three-masted schooner in danger of running ashore, by hoisting the signal flags M. F. G. ("Do not stand so close in"). Upon seeing the signal she wore ship and stood off.

*March 15.*—The steamer *I. C. Harris*, of New Orleans, Louisiana, from Galveston, Texas, anchored on the Brazos Santiago Bar at 8 o'clock in the morning, and the strong current forced her ahead and on to her anchor, the flue of which made a large hole, into which the water flowed so rapidly that they were obliged to run her ashore on the Middle Ground. The keeper of the Brazos Station (Eighth District), coast of Texas, observing an unusual commotion on board went off with his crew and offered his services. The master requested the keeper to take a message to Point Isabel, three and a half miles distant, for assistance in stopping the leak, which was done, and by 4 in the afternoon the steamer was able to haul off to an anchorage, and two days later left on her return trip to Galveston.

*March 15.*—A wayfarer received food and a night's shelter at the Two Heart River Station (Tenth District), Lake Superior.

*March 16.*—At 5 o'clock in the evening the sloop *Vienna*, of Crisfield, Maryland, from Hog Island, Virginia, bound to Little Egg Harbor, New Jersey, having a crew of three men and three passengers, consisting of the master's wife and two children, struck on the sunken wreck of the ship *Parkfield*, three miles east-northeast of the Little Beach Station (Fourth District), coast of New Jersey, and immediately sunk. The disaster was witnessed by one of the surfmen of the station, and the alarm given. The life-saving crew immediately proceeded to the spot, but before they arrived the people had taken to their boat. They were in a perilous situation as the boat was a very small one and was leaking badly, and they had no row-locks. Fortunately the sea was smooth and the station crew were enabled to reach them in good time and take them into the surf-boat. They were landed, at their request, on the north side of the inlet, at the Little Egg Station, where they were furnished with shoes and dry clothing from the supply provided by the Women's National Relief Association, and were then taken to the light-house, where they had friends. The keeper of the South Brigantine Station and one surfman of the Brigantine Station, who were present at the Little Beach Station when the disaster happened, assisted in boarding the vessel and getting the people safely ashore. The crew of the Little Egg Station also launched their surf-boat, but were not able to reach the spot before the Little Beach crew. The vessel became a total wreck, a few articles only being saved by the station crews. The people of the vessel lost every article of clothing but what they had on.

*March 19.*—At a quarter past 11 at night the south patrol of the Fourth Cliff Station (Second District), Scituate, Massachusetts, sighted, when about a mile from the station, the port running light of a vessel rapidly nearing the shore. He at once burned a Coston light, and a moment later the vessel changed her course and went clear.

*March 19.*—Half an hour after the above occurrence, and during the

same watch, the north patrol of the Fourth Cliff Station (Second District) observed a vessel off the Third Cliff steering a course that would soon take her onto the rocks. As quickly as possible he flashed a Coston light to her, and, thus warned, she hauled to the wind and escaped disaster.

*March 19.*—Shortly before 8 o'clock in the evening the south patrol of the Peaked Hill Bar Station, Cape Cod (Second District), coast of Massachusetts, discovered a three-masted schooner dangerously close to the bar. He at once burned a Coston light to warn her, when she immediately changed her course off shore.

*March 20.*—At about 2 o'clock in the afternoon a small sloop-rigged boat, with two men, bound from Booth Bay, Maine, where she belonged, to Deer Isle, in the same State, sprung a leak, during a northeast storm, while passing through Muscle Ridge Channel, in the vicinity of Burnt Island, compelling the men for their own safety to run her ashore on the northeasterly side of White Head Island. The crew of the White Head Station (First District), observing the boat heading for the shore, hurried to the spot and helped the men out of the boat and took them to the station, where they were made comfortable after their exposure to the storm. They then removed the boat's ballast and hauled her out and repaired her, and, after launching and putting her in trim again, moored her in a sheltered cove, where she was safe. The men remained at the station until the next day, when they started back to Booth Bay, their home.

*March 20.*—The south patrol of the Peaked Hill Bar Station (Second District), coast of Massachusetts, just before 8 o'clock in the evening, sighted a steamer running too near the bar for her safety. He warned her of her danger by flashing a Coston signal, when she quickly sheered off.

*March 20.*—Shortly before 8 o'clock at night, during a thick northeasterly snow-squall, the east patrol of the High Head Station (Second District), Cape Cod, Massachusetts, sighted a vessel heading for the beach, apparently unaware that she was so close in. He at once burned a Coston signal to warn her, when her course was changed off shore and she went clear.

*March 20.*—At 5 o'clock in the evening the sloop *Potosi*, of New Castle, Delaware, with a crew of three men, from Salem, New Jersey, for Lewes, Delaware, where she was to take on board a cargo of lumber, dragged her anchor and drifted afoul of an old sunken wreck about one-eighth of a mile to the westward of the Lewes Station (Fifth District). Her signal for assistance was quickly responded to by the life-saving crew, who went to work and kedged her clear of the wreck, and then got her under way and beat her off shore to a safe berth in the harbor. It was blowing hard at the time and there is no doubt the sloop would very soon have knocked a hole in her bottom and sunk but for the prompt relief thus extended to her.

*March 20.*—At about 10 o'clock at night the patrol from the Cape Fear Station (Sixth District), coast of North Carolina, found a small log-boat, which he hauled out on the beach and secured, and duly reported to the proper authorities.

*March 21.*—The schooner *William Thomas*, of New York, carrying a crew of five men, bound from Calais, Maine, to Brighton, Massachusetts, with a cargo of lumber, while passing down through Muscle Ridge Channel, Penobscot Bay, coast of Maine, got becalmed at about 2 o'clock in the afternoon, and was in danger of being swept by the strong flood tide onto Hay Island Ledge, off the northeast end of White Head Island,

when the crew of the White Head Station (First District), observing her situation, put off in the surf-boat, and, taking the end of a line, towed her clear of the ledge and into Seal Harbor, where she was safely anchored. It was a very fortunate escape, as the sea was heavy and she would have fared badly had she struck the rocks.

*March 23.*—At about 2 o'clock in the morning the north patrol of the Hog Island Station (Fifth District), coast of Virginia, seeing a steamer running too close to the beach, burned a Coston light, when she at once changed her course, but not in time to prevent her from striking on the outer bar. The patrolman started for the station to report, but before reaching there the steamer got off and proceeded on her way. It was evident that her course was altered in time to save her from running aground hard and fast.

*March 23.*—At about 10 o'clock at night the crew of the Louisville Station (Ninth District), Louisville, Kentucky, were notified that a man named George Moore had fallen out of his skiff and been drowned near Two-Mile Island, about two miles above the station. The men proceeded to the spot at once and dragged for the body for about three hours, but were unable to recover it. The current being very strong at that point, the corpse had no doubt been swept away.

*March 24.*—The wreck of the British brig *Augusta*, involving the loss of two lives, took place on this date. For particulars see page 33.

*March 26.*—The schooner *Rhodella Blew*, of and from New York, bound to York River, Virginia, in ballast, and carrying a crew of six men, stranded, during a dense fog accompanied by a heavy surf, on the beach opposite Cape May City, two miles west of the Cold Spring Station (Fourth District), coast of New Jersey, at a little after 8 o'clock in the morning. The position of the vessel was soon discovered by the patrols of the Cold Spring and Cape May Stations, and both crews arrived on the scene at nearly the same time. The dangerous position of the vessel and the heavy surf soon made it quite certain that it was useless to make any attempt to extricate her. The Cape May crew accordingly took the people in their surf-boat and landed them at the station, while the Cold Spring crew endeavored to save all the property possible. In the prosecution of this work both crews made thirteen trips to the wreck, and were successful in securing the sails, running-rigging, and the personal effects.

Between 4 and 5 o'clock in the afternoon of the same day the vessel went to pieces. The rescued men were sheltered at the station for two or three days, until able to leave for their homes. The following letter was subsequently received by Assistant Inspector McLellan:

“MANASQUAN, April 3, 1884.

“MR. C. H. McLELLAN:

“DEAR SIR: I feel it my duty to express to you my sincere thanks for the services rendered me and my crew on the morning of March 26, on board the stranded schooner *Rhodella Blew*, by the keepers and crews of Nos. 39 and 40 (Cold Spring and Cape May) Life-Saving Stations. For all it was densely foggy, I was discovered by the patrol of No. 40 soon after the vessel stranded, and by a resident of the town, who notified No. 39. In a very short time both crews were promptly on hand. Notwithstanding there was a heavy sea, they launched their boats without any hesitation whatever, and proved themselves skillful surfmen. From experience, I don't think you have any better crews on the coast than at these stations. I was taken, with my crew, to Station No. 40, and we could not have been better cared for at our own homes. They took

charge of my goods that were saved, and had them sold to advantage, which I could not do myself; and without any remuneration, although I insisted on their accepting such. Great praise is due you for the way in which you have your crews drilled, and to the keepers and crews of Stations 39 and 40 for their gallantry and friendly acts toward me.

"My many thanks to the Life-Saving Service.

"B. LYMAN,

"*Master Schooner Rhodella Blew.*

"Please publish in the Herald."

*March 27.*—The schooner *Minnehaha*, of Warren, Rhode Island, carrying a crew of six men, from Booth Bay, Maine, bound to Beach Haven, New Jersey, with a cargo of ice, stranded, at twenty minutes after 6 in the morning, on the Middle Ground in Little Egg Harbor, through ignorance of the master regarding the channel. The position of the vessel was soon discovered by the Little Egg Station crew (Fourth District), coast of New Jersey, and they boarded her as soon as possible. When the tide flowed sufficiently, the station crew, assisted by the people of the vessel, succeeded in getting her off the shoal, and then piloted her clear of the most dangerous part of the channel, on her way to her destination.

*March 27.*—The lookout of the Watchpreague Station (Fifth District), coast of Virginia, saw a vessel standing in to the shore and in dangerous proximity to Dawson Shoal. The signal flags J. D. ("You are standing into danger") were hoisted, when she at once changed her course and escaped disaster.

*March 27.*—About 4 o'clock in the afternoon a boy twelve years of age named John Cody, who in attempting to jump from the dock into a small boat fell into the water, was rescued by the keeper of the Chicago Station (Eleventh District), Lake Michigan.

*March 28.*—Shortly before sunrise the patrol from the Spermaceti Cove Station (Fourth District), coast of New Jersey, picked up and secured a smack's dory, which was duly reported to the proper authorities.

*March 28.*—At about 8 o'clock in the morning the schooner *Hattie S. Collins*, of New Haven, Connecticut, carrying a crew of five men, from Booth Bay, Maine, bound to Barnegat City, New Jersey, with a cargo of ice, misstayed and stranded on the north side of Barnegat Inlet. The crews of the Barnegat and the Forked River Stations (Fourth District), coast of New Jersey, boarded the vessel and laid anchors to prevent her being driven farther upon the shoal. The crews continued to work upon the vessel during favorable tides, and, after discharging thirty tons of ice, succeeded in getting her afloat on April 1, and worked the vessel safely into the inlet. The vessel being short of provisions, they also aided the captain in replenishing his supply.

*March 29.*—The watch at the Hunnewell's Beach Station (First District) discovered a dory adrift four miles southeast of the station. The surf-boat proceeded to it, took it in tow and brought it to the station to await the owner's claim.

*March 29.*—The sloop *Romeo*, of Patchogue, Long Island, while proceeding out of Hog Island Inlet, south coast of Long Island, with light breeze, drifted onto the shoals about three miles east-southeast of the Far Rockaway Station (Third District), coast of Long Island, New York. The keeper and crew of the station proceeded to the vessel and ran out an anchor, but the tide falling very fast they could not get the vessel off. The keeper and crew of the Long Beach Station (same district)

arrived shortly afterwards, and together the two crews succeeded, on the flood tide, in getting the vessel afloat undamaged. She had a crew of two men.

*March 29.*—At about 5 in the afternoon, during a northwest blow, the keeper of the Charlotte Station (Ninth District), Lake Ontario, New York, observed a man out on the beacon under construction on the outer end of the extension to West Pier, unable on account of the heavy sea to get ashore. He at once, with the assistance of a volunteer named Hazen, went out in a dingy and brought the man safely ashore. The station had not yet been opened for the season and the crew were not on duty.

*March 30.*—At 7 o'clock in the morning the schooner *Myra Sears*, of Deer Isle, Maine, carrying a crew of two men, bound from Portland to Rockland, in the same State, with a cargo of cord-wood, dragged her anchors during a gale and stranded on the rocks near Spruce Head Island, about a mile and a quarter northeast of the station (First District). The life-saving crew quickly went to her assistance and succeeded in getting her afloat and took her into a place of safety. The next day (April 1), after the gale was over, they again went out in the surf-boat and recovered the anchor lost by the schooner, put it on board, and then helped get her under way for Rockland.

*March 30.*—At a little after 4 o'clock in the morning the south patrol of the Plum Island Station (Second District), coast of Massachusetts, discovered the dim outlines of a vessel through the thick, blinding snow, but could not determine for a time whether she was ashore. Hastening down the beach toward her, he burned his Coston signal and was answered by those on board with a white light. When abreast of the vessel he found she was hard ashore about one hundred yards from high-water mark. The tide being half ebb, he could approach near enough to hear the people shout the vessel's name. She was the fishing schooner *Ella M. Johnson*, of Newburyport. It was afterwards learned that the accident had been caused by an error of judgment as to distance from shore, and the heavy gale with thick snow. She had stranded on Plum Island Beach, one mile south of the station, while attempting to reach Newburyport Harbor. The patrolman hurried to the station and called the crew, who turned out with the surf-boat and went to the vessel, which was reached at a quarter past 5. The surf was very smooth at this time, but a gale from the northwest prevailed, the wind cutting the beach at an angle of forty-five degrees, bringing with it the drift snow in such clouds as to make it impossible to see but a few yards ahead. When the vessel was boarded, the master was found to be totally disabled. The mainsheet had caught around one of his legs, badly bruising it and spraining the ankle. The station crew cleared up the decks as well as they were able for the snow and ice, and then carried out the best anchor with fifty fathoms of cable. They laid it broad off shore and hove in the slack. Just at this time two men came up the beach and reported another vessel, the schooner *Alfaretta*, as ashore a mile and a half further south and needing assistance. Keeper Elliott detached three of his crew to go, to the aid of the other vessel, and kept three with him. As the tide rose a strain was kept upon the cable of the *Johnson*, but the sea made so fast and the vessel surged so heavily that the cable parted and the vessel was driven upon the beach, the sea breaking over her fore and aft. She struck with such force that the keel started off and she soon filled with water. The surf-boat was being hauled up with the intention of abandoning the vessel, when an unusually heavy comber struck it and turned it bottom up, in which condition it drifted on shore.

A dory belonging to the vessel was then got over the side, for the purpose of getting a line to the shore, and while they were engaged in paying the line into it another heavy comber broke over the vessel, causing the boat to part the painter, and sent her broadside onto the beach and tumbled the keeper and two of his men into the surf. Surfman Kenney, who was still on board the wreck, succeeded in getting a heaving-line ashore, and by it the dory was again hauled alongside and the schooner's crew of six men safely landed, one at a time. The master of the *Johnson* was carried to Newburyport for medical aid, and the remainder of the crew to the station, where they remained until they could proceed to their homes, two days later. While this portion of the station crew were at work on the *Johnson* the three others were at work on the schooner *Alfaretta*, also of Newburyport, which had stranded under similar circumstances. On arrival of the station crew at the scene of disaster the vessel was found high and dry on the beach, everything adrift and sails hanging as when she struck, and ice covering the vessel fore and aft. They at once, with the assistance of two men, went to work getting everything in the best possible shape, but with the temperature at thirteen degrees only above zero it was a difficult task. The other man belonging to the schooner had been dispatched to town for a tug, and at high tide the *Farnsworth* arrived; but the water being very shoal for a long distance outside the vessel, she could not approach within three hundred yards, and the sea being very rough, it appeared impossible to get a line on board. The master of the wreck, with one of his men and one of the station crew, determined to undertake the dangerous task in a dory, and were successful in reaching the steamer with a line; but the tug drifted so fast to leeward, and the line being icy, it was lost before they could get enough of it on board to make it secure. A second attempt was made, although there was great danger of swamping the dory, but the line this time was made fast all right, and after steaming ahead a short time the vessel was floated and towed into Newburyport, with the three surfmen, who only remained long enough to get some food, which they had been without for nearly twenty-four hours. They suffered very much from being wet and cold, but walked back to the station, several miles distant, the same evening. The crew of this station were employed until the 1st of April saving such articles as had been left on the *Johnson* and getting the anchor and hawser left by the *Alfaretta*. The schooner *Johnson* was launched from the beach in May and repaired.

*March 30.*—On this date, during a blinding northwesterly snow-storm, the schooner *William H. Mailler*, of Calais, Maine, bound from Saint John, New Brunswick, to Boston, Massachusetts, with a full cargo of lumber, was wrecked on the coast of Cape Cod about a mile and a quarter to the westward of the Peaked Hill Bar Station (Second District), coast of Massachusetts. Owing to the tremendous sea, the vessel had sprung her bowsprit, and in this crippled condition was unable to work off the dangerous lee shore. She struck the bar at half past 10 in the morning, one hundred and fifty yards from shore, the weather being so thick that even at that distance the beach was scarcely discernible. The crew numbered five men, and the captain's wife was also on board. The tide was then at half flood. She was discovered by the west patrol, five minutes after she struck, as he was returning over his beat towards the station. He at once made signal to let the people on board know that they were seen, and then dashed on at the top of his speed to give the alarm. His comrades saw him coming, and, guessing from his pace there must be a vessel ashore, at once threw open the boat-room doors

and were in readiness to start with the beach apparatus by the time he arrived and breathlessly reported the facts. The route lay dead to windward, in the teeth of the gale. Owing to the extremely high surf they were also compelled to keep close to the beach hills, where the sand and drifting snow was extremely soft and yielding. The men labored heroically, and in spite of all obstacles arrived in sight of the wreck in less than half an hour from the time they left the station. By that time the masts were gone, and with the rapidly rising tide the schooner had beat in over the bar to within twenty-five or thirty yards of the beach. Keeper Fisher had run on ahead of the rest, and when he found the vessel was rapidly breaking up, and that there would be no time to rig the breeches-buoy, he made signs to the men to drop the cart and bring the heaving-line as quickly as possible. The vessel had broken in two and her people could be seen clinging to the after portion of the hull. They were in momentary peril of being washed off into the surf and drowned. The situation was alarming in the extreme. As soon, therefore, as the men arrived, the keeper grasped the heaving-line, and, rushing as far out as possible into the undertow, threw the end of it over the group on the wreck. It was caught by the mate, who quickly bent it around the waist of the captain's wife, and then, telling her to jump, he sprang overboard with her, with the end of the line in his grasp, to aid her in reaching the shore. Just at that moment a huge, overtopping sea came thundering in, and for a few seconds the two were completely submerged. The station crew, however, dashed in up to their waists and soon hauled them out. The mate received several bruises, even in that short time, from contact with the floating wreckage. He had also swallowed a great deal of water and was in a sorry plight. The next to be landed in the same way was the captain. He was so much exhausted that his men had to attach the line to him, being unable to do it himself. The remaining three soon followed, one by one, the life-savers wading out as far as possible as they drew them in from the wreck. They were rescued just in time, for a few minutes later the wreck broke into fragments and was soon scattered by the surf. A delay of five minutes would probably have been fatal to every soul on board. The castaways were at once conducted to the station and furnished with dry, warm garments from the supply placed there by the Women's National Relief Association. It was fortunate they were thus able to supply the wants of the captain's wife, as it would otherwise have been necessary to send all the way to Provincetown for clothing. Restoratives from the medicine chest were also administered, and they soon came round all right, so that two hours later, when Dr. John M. Crocker, of Provincetown, drove over and humanely offered his services, they were happily not required. It should be stated that the crew of the Race Point Station hastened to the scene of the disaster as soon as they learned of it, but were too late to be of any service. They arrived just a few minutes after the last man reached the shore. The people remained at the station three days, when transportation was furnished them to their homes. Before leaving they sent the following letter to the General Superintendent:

"To the GENERAL SUPERINTENDENT  
UNITED STATES LIFE-SAVING SERVICE:

"DEAR SIR: The undersigned hereby wish to make known that the keeper and crew of Peaked Hill Bar Life-Saving Station (Cape Cod) have rendered such assistance and exposed themselves to such risk of their own lives during the wreck of the schooner *W. H. Mailler*, of

Calais, Maine, that we cannot go on our way without a word in their praise.

"We struck on the inner bar about 10.30 A. M. on the morning of March 30, in a blinding snow-storm and dense fog. Land was scarcely visible at the time, but the patrolman, having good eyes, discovered us and signaled to us, and we answered him. We then saw him start on a run along the beach. In a short time our masts went over the side and then we began to drift over the bar. We could then see the crew, with their apparatus, coming along the beach. We drifted over the bar rapidly and struck again about fifty yards from the beach. The sea made quick work, and in a short time broke us all up, except a small part of the stern, to which, with the captain's wife, we were all hanging. The crew were then three hundred yards distant. The keeper, seeing there was no time to lose, ran ahead with lines, and, with great daring and terrible risk, succeeded in getting on part of the wreck and passing a line to us. The men had got up to us by this time. We then made the line fast around the woman, and the keeper, with great pluck, took her off, and both were hauled ashore by the brave men on the beach, through a tremendous sea, the men being at times almost washed off their feet. They then passed the line to us again, and after a lot of courageous work got us all ashore alive, not a minute too soon, as she all broke up just as the last man got ashore. We arrived at the life-saving station at five minutes to 12 (one and one-half miles distant from where we struck), where we received the greatest care.

"We saw the apparatus on the beach, sunk in the sand up to the axles, and wondered how men could haul it at all. If they had a team of horses they would have been there a great deal quicker than they were. Those few minutes lost would have drowned us all if it had not been for the intrepidity of the keeper. No human beings could do more for us than the keeper and his men, and they are deserving of great praise.

"We write this to show that the men attached to the Life-Saving Service have great pluck, as some people say they have not.

"Yours, respectfully,

"CAPT. P. CUMMINGS AND WIFE.

"THOMAS BROWSE.

"S. JOHN KIMO.

"GEO. N. SHAW.

"PETER JOHNSON."

A joint resolution was also adopted by the legislature of the State of Massachusetts, on May 1, 1884, thanking the crew of the Peaked Hill Bar Station for their bravery and heroism on this occasion, and also at the wreck of the schooner *Robert B. Smith*, of Rockland, Maine, a few days later (April 3). (See page 230.)

*March 30.*—At about 10 o'clock in the day two men were found by the crew of the Rockaway Station (Third District), coast of Long Island, New York, on the marsh to the north of the station. The men were reached by the small boat of the station and taken to the house, where they remained until afternoon. They stated that they had been fishing, and, not being accustomed to the management of a boat, were cast away and got lost on the marshes.

*March 30.*—During the severe northwest gale which prevailed on this date in the vicinity of Lewes, Delaware, the crew of the Lewes Station (Fifth District) were sorely tried in attending to the many disasters which occurred near the Delaware Breakwater, in the vicinity of the station. At half past 3 in the morning the patrol having the watch to

UNITED STATES LIFE-SAVING SERVICE.

the westward saw a torch-light which he supposed was on a stranded vessel. He burned a Coston signal to inform the vessel that aid was near, and hurried to the station to give the alarm. The surf-boat was hauled to the beach opposite the vessel and launched, and after struggling some time against the wind was forced back upon the beach. Another effort was made and the vessel reached, when it was found she was not ashore. She proved to be the schooner *Annie M. Reynolds*, of Wilmington, Delaware, with a crew of four persons. The master stated that he did not want any assistance then, but expected he would need it before long. The station crew got through and returned to the shore by daylight, and had scarcely landed before the schooner *Mattie Holmes*, of Bangor, Maine, with a crew of seven men, was discovered heading for the beach with her jib set. She also had broken adrift, and the captain was beaching her for safety. The surf-boat was again manned, and arrived alongside shortly after she stranded, at about 6 o'clock. Sail was kept on the schooner, and she was forced well up on the beach, out of the way of harm from the surf. She lay a quarter of a mile east of the station. The people on board considering themselves perfectly safe, the life-saving crew returned to their station for breakfast. The wind being dead ahead, the men suffered much hardship from the sand flying into their eyes and faces. At high water the *Reynolds* slipped her anchors and came on the beach. The station crew assisted in getting an anchor and hawser planted to keep her from driving down afoul of the pier. In this work the Cape Henlopen Station crew assisted, they having arrived during the morning. Their next work was to bring a dispatch ashore from the schooner *Holmes* to the owner, in Bangor, Maine, reporting the disaster to his vessel.

The sloop *Potosi*, of New Castle, Delaware, was the next craft requiring assistance. She had been dismasted by the gale and was at anchor nearly opposite the station. The Lewes and Cape Henlopen crews manned the former's surf-boat, and, under charge of the keeper of Cape Henlopen Station, boarded the vessel. They found but two men on board. Their yawl had drifted away and they were in a bad fix. They were brought to the station, where they remained for two days. The master of the sloop in getting into the surf-boat was unfortunate enough to get the end of one of his fingers seriously mashed.

At 6 in the evening the schooner *Charles H. Hodgdon*, of Provincetown, Massachusetts, with a crew of five men, was observed dragging her anchors. She had a signal of distress flying. The surf-boat, manned by the Lewes crew, at once went to her assistance, and arrived alongside about the time she grounded, just inside Cape Henlopen. The steam-tug *Ivanhoe* also came in from the breakwater to her assistance. They ran a hawser to the steamer and manned the windlass to get the anchors up, while the vessel's crew worked the pumps, and after an hour's hard work the schooner was hauled off the bar and towed under the shelter of the breakwater. This vessel was loaded with corn and was bound from New Castle, Delaware, to New Bedford, Massachusetts. The station crews then returned to their quarters, completely tired out with their severe labors. They had been almost constantly busy from half past 3 in the morning to 10 o'clock at night, and had rendered excellent service. The stranded vessels were saved by a wrecking company, all in a more or less damaged condition.

March 30.—At half past 8 at night the patrol of the Rehoboth Beach Station (Fifth District) found the body of a man in the surf a few hundred yards north of the station. It was at once conveyed to the station by the crew and properly cared for until claimed by relatives, and, after

the usual inquest, delivered to an undertaker for shipment to the place of burial. It was the body of John A. Massey, master of the schooner *Riverdale*, of Wilmington, Delaware, wrecked in Delaware Bay the night of March 29.

*March 30.*—The schooner *Celia*, of New Bedford, Massachusetts, bound to Wilmington, North Carolina, in ballast, sprung a leak off Hog Island, Virginia, and, finding the leak to be gaining, despite the efforts of the five men comprising the crew, she was run ashore on Cobb's Island, at a little before 6 o'clock in the morning, two miles southeast of the Cobb's Island Station (Fifth District), coast of Virginia. As a strong northwest gale was blowing, they feared the vessel would be blown off the shoals and sink in deep water. They therefore let go an anchor to hold her, and then launched a small dory, into which they got and dropped astern of the vessel to await the arrival of assistance. Their situation was quickly discovered by the lookout of the Cobb's Island Station, and the life-saving crew immediately started to their relief. The people were found nearly exhausted and completely drenched. As the vessel was then full of water and nothing could be done for her, the men were conveyed to the station and furnished with dry clothing and well cared for until the following day. The schooner became a total loss.

*March 30.*—The schooner *Daniel S. Williams, jr.*, of Perth Amboy, New Jersey, from New York, bound to Baltimore, Maryland, in ballast, and having a crew of nine men, parted both chains while at anchor in Chesapeake Bay, and was driven by the strong northwest gale which prevailed at the time onto the beach, at half past 2 in the morning, about two and a quarter miles west-northwest of the Cape Henry Station (Sixth District), coast of Virginia. The position of the vessel was discovered at 6 o'clock by the station crew, and the beach apparatus was immediately carried opposite the vessel. The sea was breaking over the schooner amidships at the time of the station crew's arrival. The first fire from the Lyle gun placed the shot-line upon the vessel, and the gear was quickly hauled on board. Two of the station men were sent out to direct the working of the breeches buoy, and the entire crew of the vessel were safely landed. Constant communication with the shore was kept up until the vessel was floated off the beach by the Baker Salvage Company, of Norfolk, assisted by the life-saving crew, some days afterward.

*March 31.*—At daylight the patrols of the White Head Station (First District), coast of Maine, reported a schooner among the ledges near Dix Island, about four miles east-northeast of the station. A strong breeze from the north-northeast prevailed and the station surf-boat was two hours in reaching the vessel. She proved to be the *Kate Walker*, of Bangor, Maine, with a crew of five men, from Newburyport, Massachusetts, bound to Bangor, in ballast. She had come to the night before and had dragged her anchors. It was impossible to get her clear of the dangerous position she was then in so long as the gale continued. The next morning (April 1), however, at 7 o'clock, the station crew again boarded the schooner, got her under way, and piloted her into the open channel, whence she proceeded on her homeward passage.

*March 31.*—The schooner *Fanny and Edith*, of Belfast, Maine, was observed by the crew of the Gurnet Station (Second District), coast of Massachusetts, to be anchored near Brown's Bank or Shoal, in a very dangerous position. The station crew boarded her and got her under way, carrying her into a safe anchorage. She was from Rockland, Maine, bound to New York, with a cargo of lime, the crew numbering five men. The master of the vessel had his fingers frozen badly and his

crew were pretty well exhausted. The assistance of the station crew was greatly appreciated.

March 31.—While engaged in placing the *Fanny and Edith* in a safe anchorage, signals for assistance were seen on board the schooner *Brunette*, of Searsport, Maine. The crew of the Gurnet Station proceeded to her direct from the *Fanny and Edith*, and found she also was in a dangerous situation in the event of the wind changing to the eastward or the southward, in which case she would swing onto the shoal. The master and crew were nearly exhausted from loss of sleep, and the arrival of the station crew was very timely. The vessel was got under way and taken to a safe anchorage by the station crew. They returned to their station at 10 o'clock at night.

The *Brunette* had a crew of four men and was bound from Searsport to Boston, with a cargo of hay.

March 31.—At about 5 o'clock in the morning, during the prevalence of a fresh northerly gale with a heavy sea, the patrols of the Manomet Point Station (Second District), coast of Massachusetts, discovered a schooner lying to under a close-reefed mainsail about a mile northeast of the station and drifting towards the land. It was evident that she was disabled in some way. The life-saving crew, therefore, manned the surf-boat as quickly as possible and went out to her. She was lumber-laden and in a water-logged condition, and there was no one on board. They found much difficulty in getting on board, as the sea was washing over her fore and aft, making it dangerous for the boat to approach. Two of the men managed to reach her deck, however, while the rest remained to take care of the boat and to be in readiness to take them off if necessary. She proved to be the *William D. Cargill*, of Deer Isle, Maine. As it would be impossible to work her up into Plymouth Harbor, they resolved, in order to save her from drifting ashore, to run her if possible under the lee of Manomet Point, where she would be comparatively safe. It was found, however, that the steering gear was disabled. Undeterred by that, they managed, by dropping the peak of the mainsail and hoisting the head of the jib, to pay her head off in the right direction, and by means of these two sails, alternately hoisting and lowering, steered her in behind the point and brought her to anchor, the men finding no difficulty in getting on board as soon as she squared away before the wind and the water became smoother. After making everything snug they sent word to the State wreck commission, at Plymouth, who arrived the next day (April 1) with a tug and towed her round into Plymouth Harbor. It was subsequently learned that the vessel had shifted her cargo and sprung a leak during the gale of the 30th, while on her way from Portland to Boston, and that the crew of five men had abandoned her about ten miles to the southward of Minot's Ledge, Boston Bay. They had soon afterwards been picked up by a pilot-boat and taken to Boston. The schooner would without doubt have driven ashore and been totally wrecked but for the life-saving crew.

March 31.—At about half past 9 o'clock at night the patrol from the Monomoy Station (Second District), coast of Massachusetts, when two miles north of the station, discovered the corpse of a man in the surf. After considerable difficulty he succeeded in hauling it out on the beach, and the next day it was taken to Harwich and delivered to the county medical examiner. The body was evidently that of a seaman who had been lost overboard from a passing vessel.

March 31.—At 8 o'clock in the morning the crew of the New Shoreham Station (Third District), Block Island, Rhode Island, were alarmed

by the lookout with the report that a three-masted schooner was anchored in the offing about three miles southeast of the island, with a signal of distress flying. They put off to her as quickly as possible in the surf-boat and found she was the *J. B. Parr*, of Richmond, Virginia, on a voyage from Boston, Massachusetts, to Baltimore, Maryland, the captain reporting some of his crew were down sick and that he needed help to heave his anchor up in order to resume his voyage. The life-saving crew gave him all the assistance necessary and saw him safely on his course, the vessel being five miles from the island when they left her to return to their station.

*March 31.*—The morning patrol of the Rockaway Point Station (Third District), coast of Long Island, New York, while crossing from the surf to the bay side, found the cabin of a small boat and some bedding. He soon afterwards met the master of the cat-boat *Water Lily*, of Patchogue, Long Island, who reported that his vessel had sunk in Jamaica Bay the night before, three miles northeast of the station, in twenty feet of water. The keeper and crew, on receiving this information, started in their boat with the necessary tackles and lines, and after working eleven hours succeeded in raising the boat and took her into a safe harbor. The two men composing the crew of the boat were sheltered at the station for four days.

*March 31.*—At 6 o'clock in the morning, during a thick fog, the steamship *San Marcus*, of and from New York, bound to Galveston, with a crew and passenger list of two hundred and fifty persons, all told, and a valuable general cargo, stranded on the westerly side of San Luis Pass, west end of Galveston Island, three and a half miles southwest by west from the San Luis Station (Eighth District), coast of Texas. The station crew received information of the accident very soon after its occurrence, and by half past 7 were on board the vessel and offered their services. The weather and state of sea being moderate, no immediate apprehensions were had as to the steamer's safety. The first thing done by the station crew was to carry ashore dispatches to Galveston for the assistance of steam-tugs. During the afternoon the steam-tug *Estill* arrived, and, after receiving a hawser with the aid of the station crew, made an attempt to pull the *San Marcus* afloat, but without success. The steam-lighters *Maddox* and *Bessie* arrived the same evening and commenced taking the passengers' baggage on board. At daylight the next morning (April 1) the steam lighter *Buckthorn* also arrived. The *Bessie* proceeded with the passengers and their baggage to Galveston at 7 o'clock, and as the remaining steam-tugs and lighters, after several trials, were unable to move the stranded vessel, the work of lightening her was commenced. The life-saving crew assisted in the operations for the steamer's relief by every means in their power until afternoon of this day, having remained on board all night, and as there was no immediate necessity for their further stay they left as soon as the stevedore gang got to work taking out the cargo. The weather continuing favorable, the work of lightening the vessel was prosecuted with all haste, and in the afternoon of April 2 she was floated, apparently undamaged, and taken to Galveston.

*April 2.*—At 11 o'clock at night the patrol of the Cobb's Island Station (Fifth District), coast of Virginia, saw a vessel close in and in danger of running ashore. He burned a Coston signal, which was observed by the people on board, and they quickly changed their course.

*April 2.*—On this date, during a heavy northeast gale, the crew of the Racine Station (Eleventh District), Lake Michigan, went to the assistance of the schooner *Lem Higby*, of South Haven, Michigan, which had

arrived the night previous and anchored abreast of the station, and took her up the river to a safe berth.

*April 3.*—At a little before 7 o'clock in the morning the schooner *Victory*, of Rockland, Maine, whither she was bound from Lubec, in the same State, with a cargo of wood, anchored one mile north of the Cross Island Station (First District), during a strong easterly wind and thick rain, with a heavy sea. Her anchors not holding, she soon dragged ashore on the north side of the island, where she was discovered by Surfman Holmes at 8 o'clock. The life-boat was at once launched and the station crew proceeded to the vessel. She was then nearly high and dry, but when the tide flowed they succeeded, by carrying out an anchor, in getting her safely afloat and piloted her into Cross Island Harbor. As the schooner carried but three men, she would doubtless have met with serious disaster but for the assistance afforded from the station.

*April 3.*—The mid-watch (night) patrol eastward from the Peaked Hill Bar Station, Cape Cod (Second District), coast of Massachusetts, when near the limit of his beat, sighted a vessel standing to the westward and dangerously near the bar. The wind was fresh from the northeast, with frequent furries of snow. He flashed a Coston light to warn her off, but as she paid no attention to the signal and continued on the same course, he concluded to follow her up. She gradually edged in towards the shore, and at 2 o'clock, when nearly abreast of the station, fetched up. It took but a few moments to give the alarm at the station, and the crew were soon out. The craft was a schooner of about one hundred tons, and her people could be distinctly seen in the rigging. As she was not more than twenty-five yards from the shore, the keeper decided upon an attempt to land them without using the boat or rigging the breeches-buoy. He established communication by throwing the end of the heaving-line on board, and by means thereof sent off the hawser, which the sailors quickly made fast, the shore end being held by two or three of the surfmen. He and another man then, with lines around their bodies, waded out as far as possible, steadying themselves by the hawser, and called to the sailors to come in on the hawser one at a time. This was done, and as they met each man he was at once assisted to the beach. Four persons, the entire crew, were thus rescued. The affair was so well managed that in half an hour they were all safe at the station. It was then learned that the stranded vessel was the *Robert B. Smith*, of and from Rockland, Maine, for New York, with a cargo of lime. The crew of the next station east (High Head) came up soon afterwards, but too late to be of any service. The schooner became a total loss. The four men were sheltered at the station for two days.

As a token of its appreciation of the excellent work of the Peaked Hill Bar crew on this occasion, and also at the wreck of the schooner *William H. Mailler* a few days previous (March 30), the legislature of the State of Massachusetts adopted the following vote of thanks:

“Resolution tendering the thanks of the general court to Keeper Isaac G. Fisher and crew, of the Peaked Hill Bar Life-Saving Station, Provincetown.

“Whereas during the last week the schooners *William H. Mailler* and *Robert B. Smith* were wrecked upon Peaked Hill Bar, Provincetown; and whereas in the rescue of the passengers and crew marked bravery and heroism were displayed by the keeper and crew of the Peaked Hill Bar Life-Saving Station: Therefore,

“*Be it resolved*, That the thanks of the senate and house of representatives in general court assembled be, and hereby are, tendered to Keeper

Isaac G. Fisher and Surfmen William W. Cook, James T. Fish, Samuel O. Fisher, Edwin A. Wheldon, Edwin F. Smith, Benjamin R. Kelley, and Levi A. Kelley, who by their heroic exertions and at the imminent peril of their own lives rescued from a watery grave ten citizens of the United States."

April 3.—At a few minutes after 2 in the morning, the weather being rainy and dark, with a strong northeast wind and a rough sea, Surfman F. H. Daniels, of the Cahoon's Hollow Station (Second District), Cape Cod, Massachusetts, who had just met the patrol from the Parmenter River Station and started southward on his return, saw a bright light ahead which he at first supposed to be the station on fire, but which after a moment's reflection he concluded from its bearing must be the distress signal of a stranded vessel. He at once started on a run and in a short time arrived abreast of a schooner aground in the breakers about fifty yards from the beach, near a place known as Newcomb's Hollow, two miles north of the station. His first thought was to keep on and alarm his comrades, but upon considering the time it would take to get to the station he determined on a bold effort to save the vessel's crew single-handed. The bright light that had attracted his attention was still burning when he arrived, and proved to be some clothing saturated with kerosene oil which the crew had ignited as a signal for aid. The whole scene was brilliantly illuminated by it, and the sailors, seeing Daniels arrive, watched their opportunity and threw him the end of a lead-line. This he managed to secure by rushing down into the surf, and in a few moments the end of a larger line was bent to it and drawn ashore. One of the men then secured the bight of the rope around his body, and, with a shout to Daniels to haul away, plunged into the boiling surf. The gallant surfman was equal to the task, and, with the water waist-deep around him, he pulled on the rope and succeeded in landing the man all right, the latter exclaiming, as he staggered to his feet upon reaching the beach, "For God's sake, who are you?" The reply of Daniels was brief and to the point: "I am a life-saving man, and you must lend me a hand to save the rest." At a signal from Daniels the line was quickly hauled back, and in a short time the entire crew, twelve in all, were safely landed, those last rescued narrowly escaping injury from the floating wreckage of two dories which had been smashed to pieces alongside the schooner in an attempt to launch them soon after the vessel struck. It was about 3 o'clock when the last man was drawn ashore, and then Daniels, after turning the water out of his long hip-boots, started with the wrecked crew for the station. The men reported their schooner as the *Viking*, of Gloucester, Massachusetts, on her way from the George's Bank, with a fare of fish, for Boston. When the party reached the station, soon after 4 o'clock, the crew jumped from their beds and hurried down stairs, perfectly astonished at the sight of the poor fellows in their dripping garments, and a muster of dry clothing was speedily made from their own scanty wardrobes and the supply furnished to the station by the Women's National Relief Association. After they were all dry and comfortable the entire party proceeded to the vessel to save the crew's effects, about one-half of which were recovered at low water. The schooner and cargo were lost, nothing but the sails and rigging being saved. Her crew remained at the station until the following day, when they were sent home to Gloucester by rail, at the expense of the Wellfleet Benevolent Society. The men, upon leaving, expressed much gratitude to the station crew, and especially to Surfman Daniels, to whom they acknowledged they owed their lives. The managing owner of the

vessel, in reporting her loss to the collector of customs at Gloucester, expressed himself in the following language:

"The circumstances under which this crew was saved were those of the most extreme peril, not only to themselves but also to the gallant man who, single-handed, attempted and providentially achieved their rescue. His name is not known to us, but we think his deed one worthy to be widely known and well rewarded.

BROCK R.

"ALFRED MANSFIELD,  
"Owner."

*April 3.*—At 2 o'clock in the day, during thick, stormy weather, the crew of the Hog Island Station (Fifth District), coast of Virginia, sighted a large three-masted schooner, bound south, steering too close along the shore and in danger of stranding on the shoals at the inlet. They at once hoisted the International Code signal J. D. ("You are standing into danger"), when she changed her course, just in time to escape disaster. She was within two hundred yards of the shoal when she sheered off.

*April 4.*—A man from the mainland, who was out gunning on the South Beach, Long Island, New York, was unable to return in his skiff across Shinnecock Bay to his home on account of a severe gale of wind, and was sheltered over night at the Tiana Station (Third District). In the morning the crew saw him safely on his way.

*April 4.*—On this date, at different times, two vessels were saved from going ashore by the crew of the Ocean City Station (Fourth District), coast of New Jersey, by displaying the International Code signal J. D.

*April 4.*—During the night one of the crew of the Watchapreague Station (Fifth District), coast of Virginia, by burning a Coston signal, warned off a vessel which was in danger of running ashore.

*April 4.*—At half past 4 in the morning the lookout of the Watchapreague Station (Fifth District), coast of Virginia, reported a schooner ashore on the Dawson Shoals, two miles east-southeast of the station. The surf-boat was launched and the vessel boarded at 5 o'clock. She proved to be the *Ann Dole*, of Somers Point, New Jersey, with a cargo of coal, from Philadelphia, Pennsylvania, for Washington, District of Columbia, and had a crew of six men. The master declined any assistance saying he expected his vessel would float off at high water. The keeper arranged for signals to be displayed in the event of assistance being needed, and the surf-boat returned to the station. At 4 P. M. the lookout reported a signal on the vessel. The surf-boat was again launched, and on arriving alongside found that the master had decided to leave the vessel, as the wind had increased and the sea was becoming very rough. The entire crew were taken to the station and provided with all the comforts possible. The next morning (the 5th) the master desired to go off to his vessel, and accordingly the keeper carried him and his crew on board. They remained two hours, when the people again decided to leave her and were again brought ashore. In the afternoon of the same date the master again requested to be put on board, as he intended remaining there all night. This request was complied with and he and crew carried on board. The wind hauling to the eastward and the weather looking suspicious, the master changed his mind, and, with his crew, left the vessel for the fourth time and returned to the station. The vessel was subsequently put in the hands of the wreckers, but

became a total loss. The men were taken care of at the station for two days. The schooner was subsequently boarded by the crew of the Parramore's Beach Station, several miles to the northward, but they were unable to be of any assistance.

*April 4.*—During the strong northwest gale of this date several small vessels were observed hugging the beach rather too closely, and, in anticipation of an accident occurring, the keeper of the Parramore's Beach Station (Fifth District), coast of Virginia, had the station surf-boat hauled out in readiness to launch. He had scarcely done this when the schooner *H. M. Somers*, of Somers Point, New Jersey, from Chuckatuck, Virginia, bound to Great Egg Harbor, New Jersey, with a cargo of oysters, and having a crew of three persons, was seen to strike upon the "Cheese-Wreck" Shoal, two and one-quarter miles northeast of the station. The disaster took place at 8 o'clock in the morning, and twenty-five minutes later the surf-boat was alongside the vessel. She was in three feet of water only, and, with all sail set, was driving farther on the shoal. The master and a boy were the only persons on duty, the mate being confined to his berth by injuries and rheumatism. The station crew reduced sail immediately, reefed the jib, and, securing the jib-traveler, which had pulled out, hoisted the jib and forced the vessel's head to the southward; then, by putting the mainsail on her, gradually worked the vessel off as the tide rose. She was brought to anchor abreast of the station, and the crew returned to the house for medicines for the mate. After returning from the *Somers* the second time, a small schooner was noticed trying to get under the land, having only her foresail on, the jib-stay having been carried away and main-boom broken. The station crew pulled to the vessel and offered their services, but the master declined any assistance.

*April 5.*—The steam-lighter *Daniel Peggotty*, of Corpus Christi, Texas, engaged in lightening cargo from Aransas Pass to vessels anchored off the bar, while getting under way, at 6 o'clock in the morning, to go outside, was struck by a heavy squall of wind from the northwest and driven ashore inside the point of Saint Joseph's Island. The accident was seen by the crew of the Aransas Station (Eighth District), coast of Texas, a mile and a half distant, on the opposite side of the Pass, and they at once proceeded with their surf-boat to her aid. An anchor and cable were laid out, and after heaving a strain upon it, without getting the vessel off the point, the crew towed a barge alongside, and, with the assistance of the vessel's own crew, unloaded enough of her cargo (lead) to float her. This work occupied six hours, so that it was sundown before the vessel was out of danger.

*April 6.*—At 9 o'clock at night three men belonging to a fishing schooner anchored inside the Delaware Breakwater came to the Lewes Station (Fifth District), coast of Delaware, for shelter. They had been sent on shore for provisions during the day, and in attempting to return to their vessel had swamped their boat. Patrolman No. 1 of the station found them while on his rounds and brought them to the house. They were given supper and sheltered for the night, and at 5 in the morning started to their vessel, being aided in launching their boat by the surfmen of the station.

*April 7.*—At 11 o'clock in the day the master and crew and one passenger, seven in all, of the schooner *Juanita Julia*, of Galveston, Texas, arrived at the Aransas Station (Eighth District), coast of Texas, and reported that on April 4, while on a voyage from Tuspan, Mexico, to Galveston, Texas, their vessel was struck, at 5 in the evening, by a water-spout, and capsized, about twenty miles from the shore, drowning two

passengers who were asleep in the cabin when she went over. The survivors succeeded in reaching the yawl, which had fortunately been unsecured on the weather side and had floated off. After lying near the vessel for two hours, with the expectation she would right herself, they pulled for the land, arriving at Aransas Wharf, Saint Joseph's Island, at 2 in the morning of the 7th. The station crew supplied them with such clothing as they needed and something to eat, and in the course of the afternoon conveyed them to a passing steam-tug for passage to Corpus Christi, where they were desirous of going. Six days later (13th), at 5 o'clock in the morning, the patrol discovered a dismayed schooner near the shore and reported the fact to the keeper. The station crew put off at once and found she was the *Juanita Julia*. The body of one of the passengers, a Mr. Coleman, of Tuspan, was found in the cabin. It was at once taken ashore and decently buried. A trunk containing valuables and papers was also found and conveyed to the station. It belonged to the other lost passenger, a young man named Dunham, of Minneapolis, Minnesota, and was sent to his friends. The master of the vessel, with a wrecking party, arrived on the same day she came ashore, and took charge, with the view of saving her. She, however, became a total loss.

*April 8.*—About 2 o'clock in the morning the patrol from the Little Beach Station (Fourth District), coast of New Jersey, discovering a vessel standing into danger, burned a Coston light, when she at once changed her course and went clear.

*April 9.*—At half past 3 in the afternoon, as the schooner *Joker*, of Machias, Maine, with a crew of two men, was attempting to pass through Chapel's Gut, at the westerly side of Seal Harbor, coast of Maine, on her way home from Rockland to Wheeler's Bay, she missed the channel, which was very narrow, and grounded on the flats near Norton's Island, about three-quarters of a mile from the White Head Station (First District). The life-saving crew put off to her at once and offered assistance in getting her afloat, but it was declined. The captain, however, being a stranger in the locality, the keeper pointed out to him where the deepest water was and the courses to be steered, and at high water, when the schooner floated, she proceeded safely through the gut to her destination.

*April 9.*—During the height of the gale of this day, William Lane, jr., a hunter of wild geese, capsized his skiff in the Great South Bay, about three fourths of a mile from the Tiana Station (Third District), coast of Long Island, and the crew of that station immediately went to his rescue. He was found clinging to the bottom of the boat and in a perilous situation. They righted the skiff and picked up the spars and sails, which the sea had wrenched out, and towed the boat to the shore, where she was bailed out. Mr. Lane's father and other friends arrived soon afterward and towed the skiff to the mainland.

*April 9.*—At about half past 4 in the afternoon the patrol reported at the Ocean City Station (Fourth District), coast of New Jersey, that a schooner was running straight for the bar and almost in the breakers. The International Code signal J. D. ("You are standing into danger") was run up at the station, which warned the people on board just in time to haul off shore at once and escape disaster.

*April 9.*—During this day strong winds, with rain and snow, prevailed at the Delaware Breakwater, and several fishing crews who had left their vessels for the purpose of obtaining provisions were unable to return. Four of these people were found by the patrol of the Lewes Station (Fifth District), coast of Delaware, on the beach, without shelter, and

were conveyed to the station, where they remained until next morning (10th), and were then assisted in getting off.

*April 10.*—At half past 7 in the morning the crew of the Indian River Inlet Station (Fifth District), coast of Delaware, observed a sloop anchor off the beach about two miles to the eastward of the station and hoist a signal of distress. They at once launched their boat and went out to her. She was the sloop *Lidie Jones*, of Somers Point, New Jersey, carrying a crew of two men, bound from Chuckatuck, Virginia, for Somers Point, with a cargo of oysters, the captain reporting that he had carried away his main-boom in the fresh breeze then prevailing, and that his pump was disabled. The life-saving crew set the mainsail as best they could and worked the vessel close in under the land, and then hoisted the pump out and took it ashore to the station and repaired it, and afterwards set it in place again. They also provided the necessary lumber and fished the boom in good shape, so the mainsail could be again set, and thus enabled the sloop, when the breeze moderated in the evening, to resume her voyage. The captain was very thankful for the assistance extended to him.

*April 10.*—At half past 5 in the morning, during a strong westerly gale, the patrol of the Assateague Beach Station (Fifth District), coast of Virginia, discovered a sloop at anchor off shore near the Ship Shoal, about a mile and a half south-southeast of the station, flying a signal of distress. The alarm was given and the life-saving crew proceeded to her as quickly as possible, arriving alongside just before 7 o'clock. She proved to be the *Ocean Star*, of and from Somers Point, New Jersey, for Chincoteague, Virginia, in ballast, and had a crew of two men, the captain reporting her disabled by the loss of her rudder. She had also blown away the jib and during the night had lost one of her anchors by the parting of the cable. As she lay in a very dangerous situation, the life-saving crew took charge and got her under way under the reefed mainsail, and by steering with a couple of their longest oars succeeded in beating her safely into Chincoteague Harbor. It was blowing so hard that the sloop must soon have parted from her remaining anchor and driven on to the shoal and been lost but for the activity of the station crew in going to her relief.

*April 13.*—During the night of the 12th the schooner *Coral*, of Port Jefferson, Long Island, New York, from Patchogue, Long Island, bound to Providence, Rhode Island, with a cargo of oysters, and having a crew of five men, which had anchored in Whig Inlet on her way to sea, dragged her anchor, during a northwest gale, and stranded one and one-half miles northwest of the Fire Island Station (Third District), coast of Long Island. The station crew boarded her as quickly as possible after her discovery, and, carrying out an anchor, attempted to get her off, but, the tide not rising sufficiently, did not succeed. The crew again went on board at 8 o'clock the morning of the 14th, and continued their efforts to float the vessel, using the station blocks and falls, until 11 that night, when they were rewarded by getting her into deep water.

*April 13.*—During the night the patrol from the Corson's Inlet Station (Fourth District), coast of New Jersey, seeing a schooner dangerously close to the bar, burned a Coston signal, which warned her off.

*April 14.*—At about 11 o'clock at night the north patrol from the Fourth Cliff Station (Second District), coast of Massachusetts, discovered a dwelling-house on fire in the town of Scituate. He quickly roused the inmates and neighbors and then assisted in extinguishing the flames. But for the vigilance of the surfman, and his subsequent prompt action, four or five houses would have been destroyed.

*April 14.*—The crew of the Manistee Station (Eleventh District), Lake Michigan, were engaged during this and the following day in searching for the body of a man who had been drowned in the harbor the night of the 13th. The search was unsuccessful.

*April 14.*—During the night the patrol from the Ludington Station (Eleventh District), Lake Michigan, warned a schooner clear of the piers by burning a Coston light.

*April 14.*—The crew of the Saint Joseph Station (Eleventh District), Lake Michigan, were employed on this date, and again on the 18th, in saving a number of valuable logs which had drifted onto the beach, and securing them for the owners. They were engaged about eight hours on each date.

*April 15.*—The small schooner *Yosemite*, of Rocky River, Ohio, left Cleveland, with three men on board, at a little before noon, for Rocky River, and when about two miles up the lake was struck by a southwest squall, which carried away her mainmast and sail and burst the foresail. The crew of the Cleveland Station (Ninth District) immediately pulled to her and found her half full of water. They bailed her out and towed her back into Cleveland Harbor.

*April 16.*—During the first night watch the patrol from the Far Rockaway Station (Third District), coast of Long Island, New York, seeing a vessel too near the shore, burned a Coston light, when she quickly changed her course seaward.

*April 16.*—At about 6 o'clock in the evening the schooner *John A. Lingo*, of and from Indian River, Delaware, bound to Sea Isle City, New Jersey, with a cargo of lumber, and having a crew of three men, stranded on the south bar of Townsend's Inlet, the master being unacquainted with the channel. The position of the vessel was soon discovered by the Townsend's Inlet Station crew (Fourth District), coast of New Jersey, and they immediately boarded her. They found her in a very dangerous position and so short-handed that the captain was unable to handle her. She had just floated when they reached her. By quick and energetic work the life-saving crew crowded on sail and piloted her to a safe anchorage inside the inlet. Had she remained on the shoal much longer it would have been impossible to save her, as the surf was very rough even in the channel. The captain was very grateful to the station crew for their timely aid.

*April 16.*—The crew of the Grand Haven Station (Eleventh District), Lake Michigan, were engaged in searching for the body of a man knocked overboard by the cargo gaff and drowned, at 8 o'clock in the morning, from the steam-barge *G. P. Heath*, of Saugatuck, Michigan, as she was approaching the harbor. The search was unsuccessful. The effort to find the body was renewed on the 18th, but with the same result.

*April 17.*—At 11 o'clock in the day the sloop *R. T. Osborn*, of Sayville, Long Island, New York, bound from New York City to Freeport, Long Island, with a cargo of oysters, and carrying a crew of two men, while going in over Jones's Inlet Bar on her way to her destination, struck the bottom, in the heavy sea then running, and commenced leaking so rapidly that the crew barely succeeded in getting her inside before she sunk in shoal water off the west end of Short Beach, Long Island, about three-quarters of a mile to the westward of the Short Beach Station (Third District). The accident being observed by the lookout at the station, the alarm was quickly given, when the life-saving crew proceeded to the sloop's assistance. They first removed her cargo and then raised her by pumping her out, after which the leak was found and temporarily

stopped, and the vessel enabled to reload the cargo and proceed to her destination, where she could be thoroughly repaired.

*April 17.*—In the afternoon the crew of the Racine Station (Eleventh District), Lake Michigan, recovered and towed back into the harbor a boat which had broken from its moorings and was drifting about on the lake.

*April 18.*—During the midnight watch the patrol from the Rockaway Station (Third District), coast of Long Island, New York, observing a vessel standing into danger, burned a Coston light, which warned her off.

*April 18.*—At about half past 8 o'clock at night the north patrol of the Shark River Station (Fourth District), coast of New Jersey, found in the surf, about a mile and a quarter from the station, the body of a woman. It proved to be the corpse of Anna Fries, of No. 1720 Spring Garden street, Philadelphia. Her friends were notified, and replied by telegram, requesting that the remains be cared for, and the next day they arrived and removed the body to Philadelphia. The friends stated that she had been suffering from melancholia and had no doubt committed suicide.

*April 18.*—The morning patrol from the Cape Henlopen Station (Fifth District), coast of Delaware, found a yawl in the surf, which was hauled up onto the beach by the crew, and cared for until claimed by the crew of the schooner *William P. Orr*, of Wilmington, Delaware, to which vessel it belonged.

*April 18.*—At about 10 o'clock at night the patrol from the Hog Island Station (Fifth District), coast of Virginia, observing a vessel dangerously near the beach, burned a Coston light, which she answered and immediately hauled off.

*April 18.*—At half past 12 in the day the lookout of the Louisville Station (Ninth District), Louisville, Kentucky, reported a skiff with two boys in it in great danger near the cross-dam of the falls. The station crew reached the skiff in time to prevent its being swept over the dam, and brought the boys to the shore. The boys were only eleven and thirteen years of age, and would have been drowned but for the fortunate presence of the life-saving crew. When the skiff was reached it was not over ten feet above the dam.

*April 19.*—At 4 o'clock in the afternoon of the 18th the schooner *Mary Eva*, of Provincetown, Massachusetts, with a crew of eleven men, out on a fishing cruise, while beating up Chatham Roads towards Harwich, against a fresh northerly breeze, fouled her jib-sheet in going about, and before it could be cleared she drifted onto the bar on the west side of Monomoy Island, Cape Cod, about two and a half miles to the westward of the Monomoy Station (Second District). Fortunately the water was smooth and she received no damage. The weather being very thick, and the vessel fully half a mile from the shore, she was not seen by the station crew until the next morning (19th) at sunrise, when the south patrol discovered and reported her. She was boarded as quickly as possible by the crew, but as it was then low water they could do nothing until the tide came in. Accordingly at high water a strong effort was made to kedge her off, but without success. On the following day, however, they had better luck and got the schooner safely afloat, for which the captain was very thankful.

*April 20.*—In the afternoon the crew of the schooner *Belle*, lying in the harbor of Racine, Wisconsin, were unable, on account of the heavy gale prevailing, to heave up their anchor for the purpose of proceeding up the river to a place of safety. The crew of the Racine Station (Elev-

enth District), Lake Michigan, upon being apprised of the state of affairs, at once went on board and assisted in lifting the anchor, and also in taking the vessel up the river.

*April 20.*—During a heavy northeast wind and high sea the scow *J. M. Hill*, of Milwaukee, laden with hard wood and lumber, and having a crew of seven men, was in tow of the steam-tug *J. J. Hagerman* and making for the harbor of Milwaukee. About 9 A. M., when both vessels were one mile south of the Milwaukee Station (Eleventh District), Lake Michigan, the wheel-chains or steering-gear of the tug parted and she was forced to drop the scow in order to take care of herself. The scow attempted to gain the harbor, but, missing the piers, was stranded about two hundred yards from the shore. The keeper of the station, foreseeing the disaster, had hastened with his crew and apparatus to the beach, and by the time the scow struck they were ready for service. The first shot from the Lyle gun placed the shot-line across the vessel, and the apparatus was in a short time ready for operations. Seven trips of the breeches-buoy were made and the entire crew of the vessel safely landed. In the afternoon the wind and sea moderated, and the station crew rowed out in the surf-boat to the vessel and recovered the sailors' clothing. Five days later (April 25) the scow was worked off the beach by the aid of a steam-tug and the assistance of the station crew, and towed to a ship-yard in Milwaukee for repairs.

*April 21.*—At a little before 5 o'clock in the morning the south patrol of the Cahoon's Hollow Station (Second District), coast of Massachusetts, discovered a dory with two men in it just outside of the breakers, nearly opposite the station. He at once gave the alarm. The crew turned out quickly with the surf-boat, and were about to launch it when it was seen that the dory was coming in over the bar towards the beach. There being a heavy sea, it was feared the craft would capsize when she got into the breakers, and, as there was no time to launch the surf-boat, life-lines were made fast to Keeper Cole and Surfman Haley, who rushed into the surf, after separating the rest of the crew, sending one part to the right and the other to the left to attend the luges, and caught the boat before she could strike, and guided her straight on to the beach, where the other members of the crew seized her and ran her up high and dry. The two men, father and son, had left the schooner *Christie Campbell*, of Boston, at 8 o'clock in the morning of the 20th, to haul and reset their trawls. At that time the vessel was about twelve miles east-southeast of Nausett lights, and the weather foggy. After hauling a part of the trawls it parted, and in endeavoring to find the other half they lost sight of the vessel. They rowed about all day in anxious search of the schooner, until towards night, when they headed in towards the shore and anchored in twelve fathoms of water. When daylight came (21st) they again started, and ran to the northward until discovered and assisted to land by the crew of the station as described. After returning and obtaining ample refreshments at the station, the rescued men were furnished with such clothing as they needed from the supply placed at the station by the Women's National Relief Association, and conducted to Wellfleet, where passes were obtained for them over the Old Colony Railroad to Boston. A few days later (the 24th) they returned abreast of the station in their vessel and recovered the dory and trawls, which had been properly cared for by the station crew.

*April 21.*—At half past 3 in the afternoon the schooner *J. W. Fox*, of New Castle, Delaware, with a crew of five men, from Beach Haven, New Jersey, bound to Milton, Delaware, in ballast, stranded in Little Egg Harbor, about two miles west of the Bond's Station (Fourth District), coast

of New Jersey, on South Goose Bar Shoal. The vessel was boarded by the station crew a half hour after she struck, and, by the aid of an anchor they had her afloat in a short time. The night coming on, it was deemed prudent to anchor in one of the thoroughfares, where she would be safe. The following day the station crew returned to the vessel and were successful in getting her safely out clear of the shoals, and piloted her down to the inlet so she could proceed on her voyage.

*April 21.*—During the night the patrol from the Watchpreague Station (Fifth District), coast of Virginia, seeing a steamer standing into danger, warned her off by burning a Coston light.

*April 21.*—Early in the morning the night watchman of the Lake Shore Railroad freight-house reported at the Cleveland Station (Ninth District), Lake Erie, the finding of the body of a man floating in the lake, near the east pier. The life-saving crew repaired to the spot at once, and, after some difficulty, succeeded in recovering the corpse and turned it over to the proper authorities. It was identified as the body of Joseph Halloran, a railroad conductor, who had been missing since April 2.

*April 22.*—The schooner *Cocheco*, of Deer Island, Maine, anchored on the evening of the 21st instant six miles east-northeast of the Hunnewell's Beach Station (First District), Maine. Everything apparently was all right on board. At 6 A. M. the 22d it was observed from the shore that the sails of the schooner had been unbenet. The station crew boarded the vessel and found the master endeavoring to mend the jib and the only other man on board working the pumps. The *Cocheco* had split her sails and sprung a leak while beating into the river, and the captain had determined to attempt repairing damages. The station crew were told off in two squads, one to man the pumps and the remainder to take the sails ashore and repair them. The vessel being without any spare canvas, it became necessary to use the canvas of the service which had been supplied the station for boat sails. The vessel's sails were in proper condition in a few hours and were again bent by the station crew, and the vessel got under way, accompanied by the crew, who continued working the pumps until the vessel arrived off Booth Bay, when the master concluded his vessel was in a safe condition to run on to Rockland, his original destination.

The master of the *Cocheco* was very grateful for the services rendered, and acknowledged his appreciation by the following letter addressed to the superintendent of the district:

“HUNNEWELL'S BEACH, *April 22*, 1884.

“MR. J. M. RICHARDSON:

“SIR: I desire to thank your noble-appearing men at this station for the assistance rendered me. Our vessel started to leak trying to get in to Town's End and bursted in jib. We were quite exhausted when they boarded us. I did not know of any relief here, and I felt very thankful to receive assistance.

“WILLIAM H. HARRIS.”

*April 22.*—The schooner *Ada Herbert*, of Marion, Massachusetts, from the coast of Virginia, bound to Newburyport, Massachusetts, with a cargo of oysters, was observed by the crew of the New Shoreham Station, Block Island (Third District), coast of Rhode Island, at 6 o'clock in the morning, to anchor in the harbor, with her jib-stay gone. They boarded her at once, and after working for some hours succeeded in repairing the damage. They then hoisted sail and saw the vessel safely

on her voyage again. Upon his arrival home the captain sent the following letter to the keeper of the station, viz:

“WELLFLEET, MASSACHUSETTS, *May 1, 1884.*

• “Captain RALPH E. DODGE,

“Keeper *New Shoreham Life-Saving Station,*

“*Block Island, Rhode Island:*

“MY DEAR SIR: In behalf of the owners of the schooner *Ada Herbert*, of this place, I desire to extend to yourself and crew sincere thanks for the valuable assistance rendered to said schooner on April 22, 1884, in making necessary repairs to jib-stay, &c., which was lost during a heavy blow while *en route* from Virginia to Newburyport, Massachusetts. The voluntary aid and arduous labor attending such repairs under such unfavorable circumstances, which were tendered by yourself and noble-hearted crew, prevented further damage and caused less delay to a perishable cargo, and cannot be over-estimated.

“Once more thanking you for this kindly act, believe me to be, with highest esteem,

“Yours, very truly,

“JOSHUA A. FREEMAN,  
“*Master Schooner Ada Herbert.*”

The captain also published the following card in *Cooley's Weekly* (Norwich, Connecticut), June 7, 1884:

“HONOR TO WHOM HONOR IS DUE.

“Mr. EDITOR: The writer takes this method to express his thanks through your columns to the captain, officers, and crew of the United States steamer *Ewing*, and also to Captain R. E. Dodge and crew of life-saving station at Block Island, and to the five men, citizens of the island, for aid and assistance rendered to him when in distress. On the 10th day of April, when loaded with oysters, and in a thick snow-storm, I got ashore at Crisfield. The above-named steamer came to our assistance, and for four days and four nights the officers and crew rendered all possible aid, helped get our vessel afloat, supplied us with necessary provisions, we being short at the time, and sent us on our way rejoicing. But when off Block Island, in a strong gale and heavy sea, we carried away jib-stay and did other damage, we were boarded by said life-saving crew and five citizens from Block Island, who rendered us such aid as enabled us to proceed on our voyage. Our Government is fortunate in securing such gentlemanly and courteous men to man their relief steamers and life-saving stations, and while it may be said that these men do only what our Government pays them to do, it is a pleasure to know that they do that and more. And I feel that not to publicly acknowledge such treatment as I have received from these men, when great inconvenience, if not distress, must have followed without such aid, I should do myself violence and not give honor to whom honor is due. I have been a seaman sixty-nine years and never before needed relief, but as I hope soon to retire from the exposure of a sea life, I am glad to know that the appropriation made by our Government to relieve the ship-wrecked mariner by life-saving stations and relief steamers is wise, and I believe it is judiciously expended.

“JOSHUA A. FREEMAN,  
“*Master of Schooner Ada Herbert.*”

“WELLFLEET, *May 3, 1884.*”

*April 22.*—The sloop *Mary A. Mott*, of and for Tuckerton, New Jersey, from Hog Island, Virginia, with a cargo of oysters, and having a crew of three men, stranded on Clain Cove Bar, Little Egg Harbor Bay, one mile northwest of the Bond's Station (Fourth District), coast of New Jersey. The station crew proceeded to her assistance after seeing the schooner *John W. Fox* safe, and by laying out an anchor succeeded in getting her afloat and into deep water without any damage.

*April 22.*—At half past 3 in the morning the patrol of the Grand Point au Sable Station (Eleventh District), Lake Michigan, discovered and reported what appeared to be a vessel on fire far away in the offing about ten miles west-southwest of the station. The crew immediately set out in the surf-boat, pulling their hardest to reach the vessel in time to save the people who might be on board. When within three or four miles of her, however, they discovered a schooner lying to in the vicinity, and afterwards saw her square away to the southward, as though resuming her course. The burning craft was reached at 6 o'clock. She was the steam-tug *Caroline Williams*, hailing from Manistee, Michigan. There was no one on board, it being evident that the schooner previously seen had taken off the crew. The keeper resolved to save her if possible, and to that end started for Hamlin, twelve miles distant, for the aid of a tug with a steam-pump. When half way there, however, the Hamlin tug was seen close in shore on her way to Ludington. Their course was therefore changed to that place, and as soon as the tug captain learned their errand he promptly got under way, with the surf-boat in tow, for the burning vessel, which was reached at 11 o'clock in the forenoon. It will thus be seen that the life-saving crew had been on the move since 3 o'clock, or nearly eight hours, and most of that time at the oars, without breaking their fast. A stream of water was quickly directed on the fire and the men worked heroically in their efforts to save the vessel. The wind, however, had steadily increased and fanned the flames to such an extent that at 1 o'clock, after two hours of unremitting exertions, they were compelled for their own safety to cut adrift and abandon the vessel to her fate. She became a total loss. It was half past 3 in the afternoon when the men got back to their station, having eaten nothing since the evening previous. It was subsequently learned that the vessel was on her way from Manistee to Chicago when the fire broke out, and that her crew of six men had been rescued by the schooner.

*April 22.*—In the forenoon the crew of the Two Rivers Station (Eleventh District), Lake Michigan, carried ashore the woman cook of the bark *Chris Grover*, of Milwaukee, who was very ill, in order that she might take the train for Milwaukee, her home.

*April 23.*—The first night patrol south from the Plum Island Station (Second District), coast of Massachusetts, sighted a vessel standing in shore on the wind, and so close that she must soon have struck the bar had he not flashed a Coston signal, from which she took warning and went about and stood off.

*April 23.*—At 3 o'clock in the afternoon the schooner *S. P. Ames*, of Bay City, Michigan, which had just left Grindstone City bound to Bay City, with a cargo of stone, and having a crew of three men and one passenger on board, stranded about a mile and a half northeast of the Grindstone City Station (Tenth District), Lake Huron, on Burnt Cabin Point Reef. The accident was witnessed by the crew of the station and they immediately hastened to render assistance, arriving alongside the vessel in twenty minutes after she struck. They ran an anchor to the full scope of the chain, and, after heaving a good strain upon it and

throwing overboard enough stone to lighten the vessel's bow, she was floated without damage and enabled to proceed on her way.

*April 23.*—A man named George Robertson, thrown from a capsized skiff while attempting to land, was supplied with dry clothing from the Manistee Station (Eleventh District), Lake Michigan.

*April 23.*—The crew of the Grand Haven Station (Eleventh District), Lake Michigan, were engaged on this date and on the 25th in sweeping the river bed in search of the body of a man lost overboard from the steam-barge *G. P. Heath*, of Saugatuck, Michigan, a few days previous. There were unable to find the body.

*April 24.*—During the night the patrol from the Cape Henlopen Station (Fifth District), coast of Delaware, seeing a steamer heading towards the beach, burned a Coston light, when she at once hauled off shore, answering the signal by flashing a light and blowing her whistle.

*April 24.*—At about 4 o'clock in the afternoon the lookout at the Buffalo Station (Ninth District), New York, discovered and reported a boat with a pleasure party of two ladies and a gentleman on board, which had been caught in the ice and was drifting down the Niagara River. Their signals for assistance were quickly responded to by the station crew, who succeeded in forcing their way through the ice with the surf-boat and brought the party safely to the station. The rescued people were very thankful to the keeper and his men for their extrication from the very dangerous situation in which they had found themselves.

*April 25.*—Shortly before midnight the worthy patrol from the Little Island Station (Sixth District), coast of Virginia, discovering a steamer too close to the shore, burned a Coston light, when she at once changed her course and sheered off out of danger.

*April 25.*—At 11 o'clock in the day Mr. W. R. Laird, employed in superintending the repair of the station at Muskegon, Michigan (Eleventh District), fell overboard while attempting to cross the river at that place, the accident being due to the mismanagement and inexperience of the person in charge of the boat. The life-saving crew hastened to the spot and rescued Mr. Laird and took him to the station, where he was furnished with dry clothing and otherwise made comfortable until his own wet garments could be dried.

*April 26.*—The keeper and one of the crew of the Point Marblehead Station (Ninth District), Lake Erie, were called upon during the day to attempt the resuscitation of an infant child of the keeper of the Point Marblehead Light who had fallen into the water. The usual methods were speedily put into practice, but without avail, as the accident had not been reported at the station until an hour after its occurrence, when the efforts of the station men were too late.

*April 27.*—The sloop *Fred*, of Guilford, Connecticut, had been on the ways at the Watchapreague Fish Factory during the winter, and on this date was launched. From exposure to the weather her seams had opened, and after being in the water a short time she filled with water, rolled over on her beam ends, and, a swift current running, parted her chain cable and drifted out of the inlet and onto the Cheese-Wreck Shoals. The Watchapreague Station crew (Fifth District), coast of Virginia, learning of the accident, launched their surf-boat and pulled to the vessel, but were unable to do anything toward extricating her. In the mean time the lookout of the Parramore's Beach Station (same district) discovering the vessel, reported to his keeper, who started with his crew to the vessel, but on arrival found that it was impossible to do anything with the means at hand. On the next day (28th), at the request of the

agent of the factory, the Parramore's Beach crew again went to the vessel and assisted in prying her out of the bed she was in and placing empty oil-casks in her hold. The vessel was subsequently (May 20) floated and taken back into the bay, where her damages were repaired.

*April 27.*—At 1 o'clock in the afternoon the crew of the Cleveland Station (Ninth District), Lake Erie, launched their boat and pulled a mile and a half out on to the lake and recovered a small row-boat which had blown adrift. It was brought back into the harbor and delivered to the owner.

*April 27.*—About 10 o'clock in the morning the keeper of the Manistee Station (Eleventh District), Lake Michigan, was told that there was a violently crazy man on the beach, a half mile from the station. The crew at once sallied out after him, but on seeing them approaching the man sprang into the lake, and commenced swimming away from the shore. A fierce gale of wind from the south was raging at the time at a rate of forty miles an hour with a high sea. The station crew at once got out the surf-boat, and went after the man, but as often as they got near him he would swim in another direction. At last they headed him off, and he turned and made for the shore. He soon showed signs of exhaustion, and sank twice below the surface. The keeper stationed two men in the bow of the boat with boat-hooks, and when near him they drew him into the boat more dead than alive. His limbs were rigid and his eyes set. He was conveyed to the station, where, after having been rubbed for two hours, his feet soaked in warm water, and a liberal supply of stimulants given him, he recovered from the effects of his icy immersion. His name was John Purcell, and he was a resident of Grand Haven. He was conveyed to his home in a carriage, after being supplied with dry clothes. After his recovery he was asked if he knew what he had been doing, and he replied that he did not. He said that after arriving on the beach he felt queer and his senses left him, and he knew nothing from that time until he came to himself in the life-saving station. But for the alertness of the station crew he would have been drowned.

*April 27.*—About half past 2 in the afternoon the lookout of the Chicago Station (Eleventh District), Lake Michigan, saw a schooner standing toward the harbor, with a signal set for a tug. She presently changed her course and stood directly for the beach. The vessel proved to be the *Ottawa*, of Grand Haven, Michigan, bound from White Lake, Michigan, to Michigan City, laden with pine lumber, and having a crew of six men. Immediately upon her discovery one of the surfmen was detailed to dispatch a tug to her assistance, and the surf-boat started out for her in tow of the steam-tug *E. Dunham*. Upon arrival she was seen to be on fire, the flames spreading rapidly from the fore-castle to the cabin, and the foresail and mainsail all ablaze. The life-saving crew attempted to quench the conflagration by throwing on water with buckets, but soon finding it useless they concluded to endeavor to get the vessel into port, and accordingly got up her anchor. While thus engaged five tugs had arrived on the scene, and while a part of them were occupied in towing the vessel, the others were playing on her with their steam-pumps. In the meantime one of the station crew had hastened in one of the tugs to the station and sounded the fire-alarm, which was responded to by the city fire-engines, so that by the time the vessel arrived at the dock eight engines were on hand and immediately commenced work, but without avail, as the fire under the deck could not be reached. It, therefore, became necessary to scuttle the vessel, and the keeper and one of the city firemen volun-

teered to perform the work, which they successfully accomplished, and the fire was extinguished. The life-saving crew were meanwhile engaged in saving the deck-load of lumber by throwing it overboard. Three days afterward the schooner was raised, and after being pumped out proceeded on her voyage.

*April 27.*—The schooner *C. North*, of Chicago, was sighted at 5 o'clock in the afternoon by the lookout of the Kenosha Station (Eleventh District), Lake Michigan, five miles south of the harbor, during a strong west-southwest gale, evidently in a distressed condition. The keeper and crew at once saw there was something the matter with her and launched the surf-boat. After a severe pull of half an hour, the sea being very heavy and the gale strong, they came up alongside and found her in a pitiable condition. "She was a hard sight," said the keeper. She was very old and weather-battered, and her sails were all blown to pieces; nothing was left of them but a mass of disheveled rags, whipping the spars. She had no cargo, and four miserable men composed her crew. The life-saving men at once fell to work, got up her tattered canvas so far as possible, and worked her into harbor. The captain and crew were very grateful to their aiders, but for whose intervention the old trap under them would certainly have drifted out into the stormy lake during the night, gone to pieces, and all on board been drowned.

*April 28.*—At 7 o'clock in the morning the lookout of the Louisville Station (Ninth District), Louisville, Kentucky, discovered a man in a skiff, in danger of being swept over the cross-dam of the falls. The station crew immediately started to his assistance, but before they could reach him he was carried over the dam. The skiff was capsized and sunk and the man thrown into the water, and each carried in different directions by the currents. The station crew were compelled to jump two dams before the man was reached. He was taken into the station boat and then his skiff was overtaken, bailed out, and given back to him in good shape.

*April 28.*—The lookout of the Cape Disappointment Station (Twelfth District), Washington Territory, reported at about half past 9 in the morning that a cat rigged fishing boat had swamped in the breakers and capsized on Peacock Spit about a mile south of the station. The station crew immediately hastened to the rescue and found two men clinging to the capsized craft. They were taken into the surf-boat and carried to another fishing vessel near by, after which the overturned boat was towed clear of the surf into smooth water, and as soon as it could be put in order was restored to the owners.

*April 29.*—The schooner *Deceiver*, of Somers Point, New Jersey, from Hog Island, Virginia, laden with oysters, for Barnegat, New Jersey, stranded at 5 o'clock in the evening on Barnegat Shoals, one mile north-east of the Barnegat Station (Fourth District), coast of New Jersey. A strong northerly wind prevailed, with a heavy sea. The vessel was boarded in half an hour after she struck, but in that time she had nearly filled with water, and before anything could be done for her relief she began breaking up. The crew of the vessel, three in number, were therefore landed and conducted to the station and cared for until they were able to proceed to their homes two days later. The schooner became a total loss.

*April 29.*—About 2 o'clock in the morning the patrol from the Little Beach Station (Fourth District), coast of New Jersey, discovering a schooner standing into danger, burned a Coast light, when she at once changed her course.

*April 29.*—The schooner *Florence I. Lockwood*, of Boston, Massachusetts, carrying a crew of six men, from Hurricane Island, Maine, laden with paving stones, for Philadelphia, Pennsylvania, mistook the location of the buoy on Brigantine Shoals, coast of New Jersey, and stranded at 4 in the afternoon. The lookouts at the Brigantine and the South Brigantine Stations (Fourth District), saw the vessel when she struck and quickly gave the alarm. Both crews were on board by half past 4. Finding it impossible to get the vessel afloat without lightening her, the crews threw overboard a quantity of the cargo. While engaged at this labor a stone fell on the hand of Surfman Frank Smith, of the South Brigantine crew, crushing two of the fingers of the right hand and rendering it useless. At 8 o'clock in the evening the vessel was floated off the shoals and anchored off Atlantic City, the crews remaining on the vessel until daylight next morning on account of a heavy north-northwest gale which prevented their return to their respective stations.

*April 29.*—At a quarter after 8 o'clock in the evening the patrol from the Peck's Beach Station (Fourth District), coast of New Jersey, observing a vessel close inshore, warned her off by burning a Coston light.

*April 29.*—Shortly before midnight the patrol from the False Cape Station (Sixth District), coast of Virginia, discovering a vessel near the beach, burned a Coston light, when she changed her course and went off shore.

*April 29.*—Between midnight and 1 o'clock in the morning the patrol of the Sand Beach Station (Tenth District), Lake Huron, heard a steamer's whistle, as though calling for assistance. The life-boat was launched through a heavy sea, and pulling in the direction of the sound, the life-saving crew found the barge *Saginaw*, of East Saginaw, Michigan, from Sandusky, Ohio, bound to Bay City, Michigan, with a cargo of coal, and having a crew of five persons and three women passengers, the family of the captain. She was in a sinking condition, and was coming into Sand Beach Harbor in tow of the steam barge *Michigan*. The life-boat took the people off the barge (except two men who were left in a small boat to watch her) and landed them at the station. The station crew then obtained the services of the steamer *Fisher* to tow the barge in near the steamboat dock, where she was run aground to keep her from sinking, and after daylight they went on board and pumped the water out and assisted in stopping the leak so she could proceed on her way to Bay City.

*April 29.*—At 8 o'clock at night the schooner *Wollin*, of Holland, Michigan, while endeavoring to make the harbor of Grand Haven in the same State, during a fresh easterly blow, missed the entrance and ran afoul of the end of the south pier, receiving considerable damage to her upper works. She soon swung clear and was drifting off shore in a crippled condition when the crew of the Grand Haven Station (Eleventh District), Lake Michigan, arrived alongside in the surf-boat. It appears that the lookout on the north pier had ignited his Coston signal as soon as he saw her strike, and the signal being observed from the station the men had at once jumped into their boat and pulled to the schooner's assistance. Before they could do anything, however, the tug *Webster Batcheller* arrived alongside and took the vessel in tow. They remained by her, however, until she was safe in the harbor and there rendered service in running her lines and mooring her at the wharf.

*April 30.*—At half past 7 in the evening the south patrol of the Fourth Cliff Station, Scituate (Second District), coast of Massachusetts, sighted

a vessel standing in on the wind and almost ashore. He at once flashed a Costou light to her when she quickly put about and went off out of sight. It was a narrow escape.

*April 30.*—The schooner *Julia A. Crawford*, of Port Jefferson, Long Island, New York, from New York, bound to Philadelphia, Pennsylvania, in ballast, stranded on the east point of Tatham's Beach at 10 o'clock at night of the 29th, but owing to the smoky state of the weather and the vessel making no signals, she was not seen by the Townsend's Inlet Station crew (Fourth District), coast of New Jersey, two miles distant, until half past 4 the next morning (April 30), and then from her position had the appearance of lying in safety at her anchors.

It appears that the vessel first struck on the north bar of Townsend's Inlet and very soon beat over into the channel, and, following it, finally crossed and stranded as stated. The station crew boarded the vessel as soon as possible and found that she was in a position from which it would be impossible to extricate her. The station crew carried dispatches to the shore and performed such services as the master desired. She became a total wreck.

*April 30.*—The schooner *Acontias*, of Detroit, Michigan, with a crew of eight men, lying at Monaghan's Landing, Michigan, where she had just loaded with cedar ties and posts for Cleveland, Ohio, made a signal of distress at 7 o'clock in the morning, which was quickly observed by the keeper of the Middle Island Station (Tenth District), Lake Huron, some three or four miles distant. The life-boat was at once manned, and the crew arrived alongside at a little before 8 o'clock. The master wanted their assistance, in planting an anchor off shore to hold his vessel from the wharf, as the sea was making from the eastward and the weather looked threatening. An anchor was accordingly carried out to a good scope and the cable hove well taut, and by that means the schooner was held securely from breaking adrift and being cast ashore.

*May 1.*—At this date a lad named Newmau, nine years old, while crossing Southwest Harbor, Mount Desert, in a small flat-bottomed craft loaded with lobster shells, was upset with his boat by a passing vessel, and would have been drowned but for the promptness of Surfmau T. F. Stanley, of the Cranberry Isles Station (First District), coast of Maine, and a companion named Bulger, who hastened to the spot in a skiff and rescued him.

*May 1.*—At a little before 5 o'clock in the morning, as Keeper Cole, of the Cahoon's Hollow Station, Cape Cod (Second District), coast of Massachusetts, was out on the beach near the station watching the surf, two men came down and made preparations to go off fishing in a dory. The surf being very rough he advised them against going, telling them it was dangerous. As they heeded not the warning, but rather desired help in launching their boat, he, with two of his crew who had just arrived off patrol, went to their assistance. The first attempt resulted in the boat's shipping a great deal of water, and the second time it nearly filled and was swept away by the undertow. The craft would undoubtedly have been speedily knocked to pieces but for the keeper, who rushed into the water almost to his armpits and with great difficulty succeeded in drawing it safely back to the beach. In fact he was knocked off his feet and narrowly escaped being carried out by the undertow, but quickly recovering himself he again seized the boat by the steering-becket and managed to get it in near enough for the rest of the party to take hold and run it up onto the beach. After this episode the two fishermen concluded to follow the keeper's advice and made no

further attempt to go out that day. It happened to be the last day of the occupancy of the station for the season and the crew were just about to disband and go off duty.

*May 1.*—At midnight the patrol of the Kenosha Station (Eleventh District), Lake Michigan, reported that he had just discerned the fishing tug *Fred Engle* adrift. The crew at once put out in the surf-boat with a line and after an hour's hard work towed the vessel into the dock. The wind was blowing a gale from the northwest accompanied by a heavy sea, and but for the timely action of the life-saving crew, the tug would have drifted into the lake and been lost.

*May 2-4.*—At a little before 7 o'clock in the morning of May 2, the three-masted schooner *A. E. Vickery*, of and from Chicago, Illinois, for Black River, Michigan, with a cargo of oats and carrying a crew of seven men, stranded on the reef, about three quarters of a mile distant from the southeast end of Middle Island, Lake Huron. A heavy northwesterly gale and thick snow-storm was prevailing, and the sea was quite rough. She was quickly discovered by the patrol of the Middle Island Station (Tenth District), which is situated on the west side of the island, about two miles from where she struck, and as soon as he could report to the keeper the life-boat was launched and the crew went to her assistance. Upon reaching the schooner, after an extremely rough trip, they found she had struck on the shoalest part of the reef. The sea was breaking over her so badly that it was almost impossible to keep the boat alongside. The keeper offered to take all hands ashore, but after a brief consultation, the sailors concluded to remain while the captain went for assistance. The latter was therefore landed by the life-saving crew at Bratton's Wharf, on the main shore, about four miles distant. After engaging a team to convey him to Alpena, twenty-five or thirty miles distant, the crew returned to the vessel to await the necessary assistance. On their way out, they fell in with the steam-tug *Martin Swain*, of Detroit, which inquired for the captain of the schooner, in order to offer her services in getting the vessel off. They directed her to Alpena, where she at once went. The schooner had sprung aleak, so that by afternoon there were five feet of water in her. The pumps were therefore manned and the water reduced somewhat, and after that, in anticipation of the arrival of the tug, the men took their boat and sounded in all directions to find the deepest water for their operations. They remained on board all night, sleeping on the cabin floor. The following morning (3d) the captain arrived with the tug *Swain* and a steam-berge, for lightering the cargo, the latter having a steam-pump on board. A gang of men employed by the captain to assist in removing the cargo arrived soon afterward and the work of relieving the vessel commenced. The life-saving crew took an active part in setting the steam-pump in position on the schooner's deck, in running the necessary lines, and pulling to and from the mainland and between the several vessels on various errands, besides taking an occasional hand at the pumps, while the shore gang handled the cargo. In this way the men were almost uninterruptedly employed until the schooner was released from her dangerous situation on the reef at about 10 o'clock at night of May 4, and proceeded in tow of the *Swain* to her destination. The vessel was badly damaged, and more than half of her cargo had to be dumped overboard and was lost. When the schooner left, the laboring gang were taken to the station for the night. There is no doubt that the station crew contributed very materially toward the result obtained, as no other boat in the vicinity but theirs could have performed the work

required of it in such a heavy sea, and the captain was very grateful for their services.

*May 2.*—The midnight patrol to the south of the Point Betsy Station (Eleventh District), Lake Michigan, after proceeding a quarter of a mile from the station, thought he saw a light abreast of the beach. After going on a few rods, he turned to again look for the light. Just then a snow-squall burst upon him and when it cleared he was startled to see a small vessel landed right on the beach quite near him. The sails were flapping so violently as to prevent him from hearing anything from the vessel, but in a few seconds a man clambered down over the bows and stood beside him. The man reported himself as the sole manager of the vessel, and that she was the schooner *Hope*, of Grand Haven, Michigan, from Charlevoix, Michigan, bound to Milwaukee with a cargo of scrap-iron and rags. He was poorly clad, and nearly exhausted from wet and cold. The patrolman assisted him to the station where he was supplied with dry clothing and warm drinks, after which he was put to bed. Meanwhile, the keeper and crew boarded the vessel and secured her sails. In the morning one of the surfmen was dispatched to Frankfort to procure a tug, which arrived during the afternoon. The cargo was removed to the shore by the station crew, and after some four hours labor the vessel was floated, carried to Frankfort by the keeper and one of his crew, and delivered to the owner. Her cargo was also sent by a lighter to Frankfort a few days afterward.

*May 2.*—At half past 4 in the morning, during a fresh northwesterly gale, a scow belonging to the Government broke adrift from the south pier at Grand Haven, Michigan, and would have caused considerable damage to other vessels had not the lookout at the Grand Haven Station (Eleventh District), hastened on board and made it fast again.

*May 3.*—The schooner *Altavela*, of Brooklin, Maine, from Blue Hill, Maine, with a cargo of stone, bound to Washington, District of Columbia, stranded at half past 9 at night, May 2, on Barnegat Shoals about one mile east-northeast of the Barnegat Station (Fourth District), coast of New Jersey. By reason of the station being closed, on account of the active season ceasing on the first of May, it was not until 5 o'clock the next morning (May 3) that the vessel was boarded. Keeper Grimm, of the Loveladies Island Station, volunteered his services and accompanied the keeper of the first-named station with six other volunteers. The vessel was found leaking badly and commencing to break up. A heavy sea was running and a strong northwest wind blowing. The crew of five men with their baggage were safely landed at the Barnegat Station, six trips in all being made to the vessel. She became a total wreck.

*May 3.*—At half past 9 in the morning the lookout at the Louisville Station (Ninth District), Louisville, Kentucky, discovered a man in a small flat-boat drifting rapidly toward the dam at the falls. The station crew hurried to his assistance, but upon their arrival the man, not realizing his situation, declined to allow them to aid him. As he was in great danger of going over the dam, the life-saving men took the flat in tow and got it safely in to the river bank.

*May 4.*—At about 10 o'clock in the day the lookout at the Cleveland Station (Ninth District), Lake Erie, discovered and reported a small row-boat, with a boy in it, adrift on the lake about a mile and a half north of the station. A fresh southerly breeze was blowing, and all the boy's efforts to get back seemed to be in vain, the boat drifting further and further away. The station crew set out at once to his relief, and upon coming up with him found he was almost exhausted and that he

had given up all hope of getting back unless assistance reached him. It seems he had gone out fishing, but owing to his inexperience the boat had drifted some distance from the shore before he began to realize his danger. He was taken in tow by the life-savers and conducted back into the harbor.

*May 4.*—The keeper of the Chicago Station (Eleventh District), Lake Michigan, being informed that the schooner *Reindeer*, of Chicago, bound to that place from Elk Rapids, Michigan, was ashore near the Marine Hospital, five and a half miles north of the station, manned the surf-boat and proceeded to her assistance. The station crew assisted to shift part of her cargo of pig-iron to the after part of the vessel, and on the arrival of a steam-tug put a hawser on board her, and after one and a half hours labor floated her off and towed her inside the harbor undamaged.

*May 5.*—On this date two fishermen were lost by the capsizing of their boats in the mouth of the Columbia River, two miles southeast of the Cape Disappointment Station (Twelfth District), Washington Territory. For particulars see page 35.

*May 6.*—The keeper of the Coskata Station (Second District), Nantucket, Massachusetts, was engaged during this day in an unsuccessful search for the bodies of two boys who had been drowned in Nantucket Harbor a few days previous.

*May 6.*—At about half past 8 in the morning, at which time a heavy fog prevailed, the patrol of the Hammond's Bay Station (Tenth District), Lake Huron, reported hearing a steamer's whistle, which seemed to come nearer and nearer, as though unaware that she was so near the shore. The life boat was manned, and guided by the sounds of the whistle, they reached the steamer just in time to warn her of her danger. She was the *Charles E. Pendell*, of Cheboygan, towing the barge *Fame*, and when warned was not more than a quarter of a mile from the beach and going directly toward it. The master of the tug thanked the keeper and quickly changed his course.

*May 7.*—At about 4 in the afternoon the lookout of the Louisville Station (Ninth District), Louisville, Kentucky, reported the steam-yacht *America*, of Louisville, Kentucky, in danger of collision with another vessel near the New Orleans wharf-boat. The station crew at once started to her assistance, but before the crew could reach her she had collided with the wharf-boat, and the owner of the yacht, Mr. H. N. Adams, was caught between the yacht and wharf boat. The two vessels then separated and Mr. Adams fell into the river. The life-saving men took him into their boat and hurried to the station, hoping to be able to save his life, but by the time he was placed on the keeper's bed he had expired. On the following day (8th) the life-saving crew towed the yacht to Shippingport, Kentucky, where Mr. Adams resided.

*May 8.*—The steamer *City of Portland*, of Eastport, Maine, bound from Portland, Maine, to Saint John, New Brunswick, with one hundred and thirty persons, all told, and a general cargo on board, stranded at half past 3 in the morning on Northwest Ledge, at the northerly end of Muske Ridge Channel, Penobscot Bay, about seven miles northeast of the White Head Station (First District). The station had been closed for the summer a few days previous. The vessel could only be seen from the top of the light-house at the easterly end of the island, and was discovered by the light-keeper at daybreak. The latter reported the facts to Keeper Shea, who at once hoisted the assembly signal for his crew, and then started to the mainland in search of some of them, who lived several miles away. About an hour later the keeper returned to the

station with three of the men. The surf-boat was launched, and shortly afterward they fell in with two other members of the crew, who were hurrying to the station in obedience to the assembly signal. They then started for the scene of the disaster, having a strong head wind and current to contend with; but after a hard pull of three hours and forty minutes reached the wreck, which they found was partly under water. The passengers and crew had been safely taken off by the steamer *City of Rockland* and carried to Rockland, a few miles distant. The life-saving crew therefore turned their attention to saving all the property possible, which was put on board of a small schooner chartered by the captain. After loading the schooner with all she could carry, a lot of baggage and other articles of value was put into the surf-boat and landed at the station. A few days later (May 12) the crew of the station set out in their boat and searched the shores of the adjacent islands and the mainland, and succeeded in finding a large quantity of the cargo and baggage belonging to the wrecked steamer, which would otherwise have been lost. Everything they saved was dried and put in as good order as possible, and then turned over to the proper owners.

*May 8.*—During the day a surfman from the Ludington Station (Eleventh District), Lake Michigan, picked up the body of a man floating in the harbor and turned it over to the coroner.

*May 9.*—On this date the body of an unknown man, apparently a sailor, was cast up by the surf near the Barnegat Station (Fourth District), coast of New Jersey. It was properly cared for by the keeper of the station.

*May 9.*—The lookout of the Louisville Station (Ninth District), Louisville, Kentucky, reported at about half past 9 in the morning that a man with two flat-boats was in danger above the cross-dam of the falls. Part of the station crew immediately started to his assistance, but before they could reach him the two boats were swept over the dam. One of them was dashed to pieces on the rocks, and the other floated bottom up. The man was swept under the dam and kept there for some time, but finally getting clear of the undercurrent he swam out to the flat. The station crew forced their boat over the dam and soon had the man in their boat. In the mean time a second boat was manned at the station and started to assist the first, and on its arrival the flat was overtaken and towed to the shore. The unfortunate boatman had lost nearly every stitch of clothing, it having been torn off him by contact with the rocks on the falls. He was taken to the station and supplied with such clothing as he needed.

*May 10.*—The schooner *Julia A. Tate*, of Branford, Connecticut, carrying a crew of four men, bound from Brooklyn, New York, to Boston, Massachusetts, with a cargo of car axles, pig-iron, &c., struck a rock and sunk in shoal water, close to the beach, coast of Rhode Island, about one third of a mile to the westward of Point Judith, during a thick fog, at half-past 8 in the morning. The Point Judith Station (Third District) was closed for the season and the men off duty, but one of the old crew happened in the vicinity and discovered the vessel through the fog about half an hour after the occurrence of the accident, and notified the keeper. In the meantime, the sea being smooth, the crew landed in their own boat, and were already safe when the keeper arrived. After aiding them in recovering their baggage and other articles he conducted them to the station, where he fed and cared for them for four days, or until they could arrange to leave for their homes; the men, one and all, being very thankful for the good treatment they received. The

vessel became a total wreck, but most of her cargo was recovered by wreckers.

*May 11.*—At 3 o'clock in the afternoon of this date the schooner *Sarah P.*, of Machias, Maine, carrying a crew of three men, bound from Calais, Maine, to Boston, Massachusetts, with a cargo of lumber, while beating into Seal Harbor, on the northerly side of White Head Island, Penobscot Bay, for refuge during the prevalence of squally weather, missed stays in going about on the port tack, and before she could be got under control again, grounded on Long Ledge, about a mile north-northeast of the White Head Station (First District). The station had closed a few days previous for the summer, but the keeper, upon learning of the accident, mustered his men and went to the schooner's assistance as quickly as possible. As the tide was ebbing, and there was no possibility of getting her off until the next high water, they took some of the lumber of the deck-load and shoved it under her bottom to protect her from injury on the rocks. An anchor was also run out and the hawser hove taut. After waiting some hours until the tide rose they hove her afloat at about 10 o'clock that night, and worked her into the harbor, where she was safely anchored.

*May 11.*—The lookout of the Ludington Station (Eleventh District), Lake Michigan, at about 8 A. M., noticed a two-masted sail-boat about one mile and a half north of the piers, acting strangely. The facts being reported to the keeper, the station crew proceeded in their surf-boat to the craft and found on board five boys, aged from fourteen to sixteen. They were entirely ignorant of the management of a sail-boat, and besides were nearly all sea-sick. The wind was getting stronger every moment, and they were about to attempt landing in the surf, which would no doubt have resulted in their loss. One of the station crew took charge of the boat and worked her to the station, where the boys were landed. The craft was subsequently delivered to the owner, a Mr. Osborn, of Ludington.

*May 12.*—At about 11 o'clock in the day as the fishing-boat *Uncle Hart*, of Erie, Pennsylvania, laden with fish, was entering Erie Harbor in tow of a tug, she swamped and capsized when almost directly abreast of the Erie Station (Ninth District), on Presque Isle, Lake Erie. The accident was occasioned by the boat being overloaded. The life-saving crew were quickly on hand and rescued the three men from the submerged craft, which was then towed to the station and righted and bailed out. They afterwards succeeded in recovering about one-half of the cargo, and the boat was then towed to Erie.

*May 13.*—At a little after 7 o'clock in the evening, during the prevalence of a fresh westerly breeze, the small sloop yacht *Ida*, of Cleveland, Ohio, dragged her anchor in the bay in the rear of the station, and would soon have stranded on the rock-strewn beach under her lee had not the crew of the Cleveland Station (Ninth District) gone to her relief and got out additional moorings so she could ride out the blow in safety. There was no one on board of her when she commenced dragging.

*May 14.*—At an early hour in the morning the lookout of the Cleveland Station (Ninth District), Lake Erie, discovered and reported that a row-boat named the *Ghost* had parted its moorings in the bay and drifted onto the rocks near the station. The crew turned out, and after some difficulty succeeded in getting the boat up onto the pier where it would be safe. Had it remained on the rocks it would soon have been knocked to pieces.

*May 14.*—About half past 3 o'clock in the morning the patrol from the Grand Point au Sable Station (Eleventh District), Lake Michigan,

discovering a vessel dangerously near the beach, burned a Coston light, when she immediately hauled off shore.

*May 15.*—At about 2 o'clock in the afternoon, during the prevalence of a fresh westerly breeze with a high sea, the sloop yacht *Ida*, of Cleveland, Ohio—the same vessel which had been assisted on May 13—was observed by the crew of the Cleveland Station (Ninth District) again dragging her anchor towards the pier, at a point about a hundred yards northwest of the station. There being no one on board, they hurried down to her, and after buoying and slipping her anchor proceeded to warp her round into the river, which was only accomplished with the utmost difficulty and risk, the yacht having several narrow escapes from swamping in the heavy sea or being dashed against the pier and badly damaged. They moored her snugly in a slip where she was entirely safe.

*May 15.*—At about half past 5 in the morning, during a fresh westerly gale with a rough sea, the schooner-rigged fishing boat *Francis Skiddie*, of Saint Joseph, Michigan, with a crew of three men, while on her way to the fishing grounds, filled with water and capsized, when about a quarter of a mile west of the Saint Joseph Station (Eleventh District), Lake Michigan. The three fishermen managed to cling to the boat until the arrival of assistance; one of them being rescued by another fishing boat which was sailing in their company, while the other two were picked up by the life-saving crew, who reached the spot in their surf-boat a few minutes after the accident occurred. The tug-boat *Harrison* arrived soon afterwards, and while one of the station crew was making her line fast to the capsized craft to take her in tow, he was washed overboard by the heavy sea. His comrades quickly picked him up, however, and after some difficulty he succeeded in attaching the line and the fish-boat was towed back into the harbor.

*May 15.*—At about 6 o'clock in the evening word was brought to the Golden Gate Park Station (Twelfth District), California, that a man was lying unconscious on the beach. The keeper dispatched two of his crew to bring the man to the house, and they soon returned with him. His clothing was thoroughly wet and he had lost his hat. Dry clothing was furnished him and he was put to bed, after giving him some hot coffee. Upon reviving somewhat, he gave his name as Hancock, residing at No. 44 Minna Street, San Francisco, and stated that he had but recently recovered from an attack of typhoid fever. The keeper telephoned the facts to the city, and at 9 o'clock the man's friends came in a carriage and conveyed him home. It appears that Hancock after his illness had returned to his business, and being threatened with a relapse, he had started for his home, but wandered instead from the city to the beach, where, wearied and worn out, he lay down. When found the rising tide was just coming up to where he lay, and but for the timely aid he received he would have been drowned.

*May 16.*—At about 8 o'clock in the morning, during the prevalence of a fresh northwest gale with a heavy sea, the keeper of the Sand Beach Station (Tenth District), Lake Huron, sighted from the breakwater, while assisting in securing some vessels in the harbor to prevent their breaking adrift, a large schooner far out in the offing apparently disabled, and flying a signal of distress. He at once returned with his men to the station, got the life-boat out, and started to the vessel's relief, leaving word with the tug *John Martin*, which was in the harbor with a tow of barges, to follow as quickly as possible. The schooner was rapidly drifting to the leeward and fully eighteen miles from Sand Beach, when the station crew overhauled her at about half past 11, after an

arduous pull of three hours. She was the three-masted schooner *George Sherman*, of Cleveland, Ohio, carrying a crew of ten persons, bound from Escanaba, Michigan, to Ashtabula, Ohio, with a cargo of iron ore. The captain reported that while scudding before the gale and when off Point aux Barques the vessel had broached to in the heavy sea and lost her bowsprit and jib boom, with the sails and rigging attached, and that she had also sprung leak. In this crippled state he had been unable to fetch Sand Beach Harbor of refuge, and had therefore hoisted his flag for assistance. The life-saving crew allayed his anxiety with the assurance that a tug would soon be alongside to take him in tow, and at once relieved the well-nigh exhausted sailors at the pumps. The tug arrived half an hour later, and taking the end of the schooner's hawser the disabled craft was towed safely to Sand Beach Harbor. Upon their arrival, the station crew aided the captain in sending a dispatch for a steamer to take the vessel to her destination, and assisted until 9 o'clock at night in pumping the water out of her. They also spent several hours the next day (May 17) at the pumps and in putting the schooner in trim to resume her voyage as soon as the tug sent for could arrive. The captain was very grateful and freely acknowledged that but for the timely discovery of the schooner and the prompt arrival of assistance she would have foundered, with the probable loss of all hands. He also stated that this was the third time he had received material assistance from the Life-Saving Service.

May 16.—At about half past 5 in the morning the lookout at the Sturgeon Point Station (Tenth District), Lake Huron, discovered and reported a vessel ashore about ten miles north of the station. The life-saving crew at once turned out and went in their boat to her assistance, arriving alongside in two hours, after a hard pull against the strong head-wind and heavy sea. She proved to be the schooner barge *Grace Holland*, of and from Marquette, Michigan, for Cleveland, Ohio, with a cargo of iron ore, and had seven persons on board, including the captain's wife. The captain reported that he had left Marquette in tow of the steam-barge *Great Republic*, and the tow-line parting the evening previous when they were off Presque Isle, Michigan, during a heavy north-west gale, he had proceeded down the coast without his consort until near Sturgeon Point, when the halliards of the foresail gave way during a violent snow-squall, and before the damage could be repaired and the sail again set the schooner drifted ashore, where the life-saving crew found her. The accident had occurred during the night and at such a distance from the station that it was impossible for the vessel to be seen until daylight. The life-saving crew landed the captain and conducted him to the nearest telegraph office, two miles distant, to dispatch a message to Detroit for the assistance of a tug and lighters, and then, after obtaining breakfast, of which they were much in need after their long and exhausting pull, went on board again and took charge of the vessel while her crew sought some rest, the captain deciding not to break out the cargo until the lighters arrived. As the expected aid from Detroit was not on hand the next morning (17th), a lighter was procured from Black River, near by, with a gang of men, and the work of lightening the vessel commenced, the life-saving crew lending efficient aid in that direction and also in sounding off shore for the deepest water. While they were thus engaged two Alpena tugs arrived, and by the time a hundred tons of the ore had been taken out the schooner was sufficiently lightened to enable them to haul her afloat without apparent damage beyond a slight leak, which was easily controlled by the pumps. The cargo was then reloaded and the schooner was ready to proceed

down the lake by half past 4 in the afternoon, when the tug *Charles Kellogg* arrived and took her in tow. The life-saving crew got back to the station at half past 9 at night, after another fatiguing pull, having been absent about forty hours. The captain of the *Grace Holland*, upon his arrival at Cleveland, in giving an account of the accident to the marine reporter of a local journal was lavish in his praise of the Sturgeon Point crew for the effective part they had taken in saving his vessel.

*May 17.*—At 2 o'clock in the afternoon the schooner *William Tice*, of Boston, Massachusetts, carrying a crew of five men, bound from Atlantic City, New Jersey, to Philadelphia, Pennsylvania, in ballast, while leaving port in charge of a pilot, grounded on the shoal on the north side of Absecom Inlet, about three quarters of a mile northeast of the Atlantic City Station (Fourth District). The station had been closed for the summer season a few days previous, but as soon as he discovered the schooner's danger the keeper assembled his crew and went off to her relief. It was ebb tide when she struck, and they were therefore unable to do anything until 6 o'clock in the evening, when operations were commenced, and by half past 8 at night the schooner was kedged afloat on the rising tide and safely anchored.

*May 17.*—At about 5 o'clock in the evening the lookout at the Cleveland Station (Ninth District), Lake Erie, gave the alarm that a small pleasure canoe with one man in it, who had gone out for a sail on the lake, had capsized near the breakwater pier, about half a mile north of the station. The surf-boat was instantly launched, but before the life-saving crew could reach the spot the man, whose name was Joseph De Camp, a resident of Cleveland, was picked up by a fishing boat which was near by at the time of the accident. The life-saving crew, however, towed the canoe into the station, and after bailing it out and putting it in order returned it to Mr. De Camp.

*May 19.*—On this date the crew of the Manistee Station (Eleventh District), Lake Michigan, went to the assistance of a gravel-scow which had sprung a leak and capsized. They helped right her, and then placing the station pump on board pumped the water out and left her in good shape. The cargo of gravel was of course lost when she went over.

*May 19.*—In the forenoon the schooner *Julia Larson*, of Chicago, Illinois, while entering the harbor of Racine, Wisconsin, came in contact with one of the harbor piers with such force that one of the flukes of her anchor was driven into her bow at the water-line, and she rapidly filled with water. The crew at the Racine Station (Eleventh District), immediately went to her assistance, and by manning the pumps kept her from sinking while the deck-load was being removed and the leak was brought above water.

*May 20.*—At half past 3 in the morning the crew of the Sand Beach Station (Tenth District), Lake Huron, were informed that two small boys were missing from their homes, it being supposed that they had put out into the harbor in a small boat during the night. The life-boat was immediately manned, and after a brief search by the station crew the boys were found on board of a scow in the harbor and brought ashore.

*May 20.*—At 10 o'clock at night the two surfmen on watch at the Saint Joseph Station (Eleventh District), Lake Michigan, put out in one of the station boats and recovered a seine-boat which had broken adrift while its owner, Captain Broughton, was busy hauling his seines. It was about a mile away when they overtook it, and would soon have been out of sight.

*May 22.*—Shortly before 8 o'clock in the morning the schooner *Nellie May*, of East Tawas, Michigan, carrying a crew of two men, while proceeding from Grindstone City, Michigan, to East Tawas, in ballast, ran aground, through the carelessness of her crew, on Grindstone Island, Lake Huron, about a mile and a half northeast of the Grindstone City Station (Tenth District). She was quickly discovered by the keeper of the station, who at once put off with his crew to her relief, and, by running an anchor out aft, succeeded in kedging the schooner afloat. The station crew then hoisted sail, piloted the vessel clear of all danger, and saw her safely started on her voyage.

*May 22.*—At about 8 o'clock at night the crew of the Manistee Station (Eleventh District), Lake Michigan, were called to the assistance of a scow loaded with stone, which had just arrived from Sturgeon Bay, Wisconsin, in tow of a tug, in a sinking condition, the heavy sea encountered while crossing the lake having caused her to leak. They went on board and manned the pumps, and by 2 o'clock in the morning (23d) succeeded in freeing her of water and left her all right.

*May 23.*—At about 2 o'clock in the afternoon three of the crew of the Salmon Creek Station (Ninth District), Lake Ontario, rendered assistance to a small schooner, which had arrived off the station from Oswego, by piloting her into the river.

*May 23.*—Shortly before midnight of May 22, during the prevalence of a fresh southeasterly breeze with thick fog, the bark *Two Fannies*, of Kenosha, Wisconsin, ran aground on what is locally known as Can Buoy Reef, off the southeastern end of Middle Island, Lake Huron. She was a vessel of about five hundred tons register, carrying a crew of eight men, and was on her way from Kenosha to Port Huron, Michigan, with a cargo of thirty-one thousand bushels of corn. The fog and darkness of the night prevented her being seen from the shore, which was three-quarters of a mile distant, but the sound of her bell at long intervals was heard by the midnight patrol of the Middle Island Station (Tenth District). The man hurried to the station after hearing the bell two or three times, and reported to the keeper. The relief watch was at once dispatched to the south end of the island, with instructions to ascertain if possible whence the signals proceeded. He had not been gone long when the keeper himself heard several blasts of a fog-horn in quick succession. This indicated a vessel in distress, sure enough. He therefore called the rest of his crew and pulled along shore to the south in quest of her, the patrolman, who was picked up on his way back, reporting the signals as off in the direction of the reef. They found the vessel after a short search, reaching her at about 3 o'clock. One of her anchors had been dropped when she first touched, and an unsuccessful attempt had been made to heave her off. With the aid of the station crew, however, the bark was slued round with her head off shore and moved a considerable distance by 4 o'clock. Soundings were then taken for the deepest water, and when that was found another anchor was laid out, and after some hours of downright hard heaving they succeeded in getting the vessel safely afloat. Her anchors were then recovered and the sails hoisted, and at a quarter past 8 o'clock the bark, apparently none the worse for her contact with the reef, resumed her voyage down the lake. The captain thanked the station crew very heartily for their assistance, as it saved him the expense of employing steam-tugs, besides the necessity for repairs, as the vessel would doubtless have received more or less damage had she remained on the reef a few hours longer waiting until such aid could arrive.

*May 23.*—At half past 6 in the morning the lookout of the Kenosha

Station (Eleventh District), Lake Michigan, reported a steamer, in tow of a tug, coming toward the harbor and steering badly. The surf-boat was launched and the vessel boarded. She was found to be the steam-barge *Monitor*, of Waukegan, and had broken her shaft and steering-gear, which completely disabled her. The life-saving crew assisted in handling lines between the steamer and tug and in piloting the vessels inside of the harbor.

*May 24.*—At half past 11 o'clock at night the steamer *Glassalt*, of Aberdeen, Scotland, from Port Antonio, Jamaica, bound to Philadelphia, Pennsylvania, with a cargo of fruit, and having a crew of sixteen men and one passenger, mistook the Cape Hatteras light for a steamer's light, and stranded on the southwest point (south breakers) of Cape Hatteras Inlet, eight miles southwest of the Durant's Station (Sixth District), coast of North Carolina. The stations of this district are not manned at this season of the year, but the keeper of the Durant's Station being present, discovered the position of the vessel at 5 in the morning of the 25th, and collected a volunteer crew, with whom he boarded the steamer and offered his services. He ran out an anchor and assisted in an attempt to heave the vessel off the shoals, but the tide falling very rapidly, the effort was without success. At 5 in the evening another attempt was made and the steamer floated, but unfortunately the hawser got caught in the propeller, and in order to clear it they had to let the steamer go again on to the shoals. Finding that the steamer could not be successfully handled without the aid of additional steam-power, the Baker Salvage Company was sent for, and on the 26th their steamer arrived from Norfolk, Virginia, and after jettisoning part of her cargo, the steamer was hauled off the shoal and proceeded on her voyage.

The keeper of the Ocracoke Station (same district), with a volunteer crew, also boarded the *Glassalt* on the morning of the 26th, and offered assistance, which was declined by the master, as he had already sent for the wrecking company's steamer.

*May 25.*—At about 2 o'clock in the morning the *Agnes R. Bacon*, a large schooner of four hundred tons register, owned at Bridgeton, New Jersey, carrying a crew of seven men, and having the captain's wife also on board, while on a voyage from Farmingdale, Maine, to Philadelphia, Pennsylvania, with a cargo of ice, was swept from her moorings in the mouth of the Kennebec River, near Fort Popham, Maine, by the strong spring freshet and cast aground on a dangerous ledge known as Jack's Rock, near the South Sugar Loaf, about half a mile to the eastward of the Hunnewell's Beach Station (First District). The station was closed for the summer and the crew off duty and the keeper was not therefore aware of the accident until 4 o'clock, two hours after its occurrence, when news of it was received from one of the harbor pilots named Oliver. He at once mustered all of the regular crew within reach, and filling the places of two or three absent ones with volunteers put off in the surf-boat to the schooner's assistance, reaching her at 6 o'clock. She had sprung a serious leak and the crew were engaged packing their effects with the view of abandoning her. The life-saving crew conveyed the baggage ashore to insure its safety and then turned their attention towards saving the vessel, which, although very badly damaged, they succeeded in hauling from the reef at high water a few hours later with the aid of the tug *Clara Clarita*. She was then towed to Portland, some twenty-five miles distant, for repairs, being entirely full of water, with her decks awash, when she arrived there in the afternoon; the station crew accompanying her with the surf-boat to assist in case she should capsized on the way.

The keeper subsequently received the following letter of thanks from the captain:

“PORTLAND, June 1, 1884.

“Capt. J. H. HALEY,

“Keeper *Hunnewell's Point Life-Saving Station* :

“DEAR SIR: I am very thankful to you for the prompt assistance that you rendered me on the 25th of May, when the schooner *A. R. Bacon* was sunk in the Kennebec River. We have not got the vessel out yet; we are waiting for the dry dock. I don't expect to get out before next Friday.

“Yours, truly,

“ALFRED HALEY.”

*May 25.*—At about half past 1 o'clock in the afternoon word was received at the Louisville Station (Ninth District), Louisville, Kentucky, that a boy, named William Lamphere, had been drowned while bathing in the mill-race, across the river, at Jeffersonville, Indiana. The crew at once proceeded to the spot with drags, and within half an hour recovered the body and delivered it to the father.

*May 25.*—At about 7 o'clock in the morning, at which time a heavy fog and fresh northeast wind with a moderate sea prevailed, the crew of the Point aux Barques Station (Tenth District), Lake Huron, heard a steamer's whistle as though calling for assistance. One of the crew was dispatched along the beach to the westward to ascertain whether the vessel was ashore. When some distance out he sighted a steamer and three barges aground at a point about a mile and a quarter north-northwest of the station towards Huron City. The life-boat was manned and the crew proceeded at once to the scene of the disaster. The steamer was the *Missouri*, of Cleveland, Ohio, having in tow the barges *Conrad Reid*, *Georgie Kelley*, and *Fame*, all lumber-laden. The steamer was bound to Cleveland from Au Sable, Michigan, the *Reid*, also from Au Sable, was on her way to Detroit, the *Kelley* was from East Tawas for Toledo, and the *Fame* was en route to Detroit from Greenbush, Michigan, the people on the four vessels numbering thirty-four all told. The station crew assisted in throwing overboard about forty thousand feet of lumber from the *Missouri*, and by 9 o'clock had her afloat. They then ran lines from the steamer to the *Kelley* and the *Reid*, by means of which they in turn were floated off the reef. The *Fame* was more firmly aground, having greater draught. Soundings were taken to enable the steamer to get to her, when a hawser was attached and an effort made to start her. Before long, however, the hawser parted. After stretching the hawser a second time, some delay occurred by the line fouling the steamer's propeller. After an hour's labor it was cleared and another attempt made to pull the barge afloat, but still without success. The crew then set to work and threw overboard about thirty-five thousand feet of lumber, and by thus lightenig her the *Fame* was eventually floated off. The station crew assisted the steamer in again making up her tow by running their lines, &c., and they all passed down the lake with little or no damage.

In noticing the services rendered by the Lake Huron life-saving crews the Detroit Free Press thus referred to the assistance extended to these four vessels:

“The most recent case is that of the *Missouri* and tow, which were ashore off Point aux Barques on Sunday. The tow arrived here yesterday, and the officers are loud in their praises of Captain Ferris and his crew, of the Point aux Barques Station. The life-savers rendered

valuable service to the stranded vessels, and but for their assistance it is doubtful whether they would have been saved, as the vessels were in a very dangerous position."

The Point aux Barques crew, assisted by the crew from Grindstone City, subsequently recovered most of the lumber thrown overboard from the *Missouri* and the barges, and, after piling it on the beach, informed the owners, who had it removed to Huron City.

*May 26.*—At about noon the crew of the Cleveland Station (Ninth District), Lake Erie, were called upon to search for the body of a boy who had been drowned the day previous, while bathing, four miles up the river. Taking the dinghy, provided with grapnels and boat-hook, the surfmen proceeded to the spot, but were unable to recover the remains.

*May 26.*—At 10 o'clock at night, the weather being calm and hazy, the patrol of the Middle Island Station (Tenth District), Lake Huron, reported a vessel off the north end of the island sounding a fog-horn as though calling assistance. The crew at once put off in their boat and found after a short search the three-masted schooner *Mary D. Ayer*, of Chicago, Illinois, carrying a crew of eight men, bound in to Monaghan's wharf on the Michigan shore about three miles southwest of the station; the captain reporting that he was a stranger there and ignorant of the channel between the island and the mainland. The keeper gave him full instructions as to the dangers to be avoided and the courses to be steered, but advised him not to attempt the passage until daylight. This advice was followed, and in accordance with the captain's wish the life-saving crew assisted in bringing the schooner to a safe anchorage for the night.

*May 27.*—At about half past 4 in the morning the schooners *B. L. Burt*, of Taunton, Massachusetts, and the *Helen Hasbrouck*, of New York, were discovered by the keeper of the Smith's Island light-house, stranded on the Isaac Shoal four miles southwest of the Smith's Island Station (Fifth District), coast of Virginia, and the keeper of the life-saving station notified. The stations of this district having been closed on May 1 for the summer season, a volunteer crew was quickly assembled, and the vessels boarded between the hours of 6 and 7 o'clock and assistance offered. The *Burt* floated in about twenty minutes after being boarded. The *Hasbrouck* had an anchor out, and by the aid of the station men her bow was swung off the shoal, the sails were hoisted, and at high water she floated clear and proceeded on her voyage. Both vessels were undamaged. They had been swept onto the shoal the night previous by the strong westerly current. They were both in ballast and bound to Baltimore, Maryland, the *B. L. Burt* being from Providence, Rhode Island, while the *Helen Hasbrouck* was from New York. The *Burt* had a crew of eight men and the *Hasbrouck* seven.

*May 27.*—At about 5 in the afternoon a boy, Charles Kline, fourteen years of age, in attempting to get from his boat to the dock near the railroad bridge over the Cuyahoga River at Cleveland, Ohio, fell overboard, and not being able to swim would undoubtedly have drowned, but for one of the surfmen of the Cleveland Station (Ninth District), Lake Erie, who was passing at the time in a boat and promptly rescued him.

*May 28.*—Three men, the crew of the schooner *Advance*, of Bangor, Maine, which had been wrecked through stress of weather and the loss of her sails, on Coffin's Beach, Ipswich Bay, about a mile and a half southwest of the Davis Neck Station (Second District), coast of Massachusetts, were taken in charge by the keeper of the station soon after

they landed and cared for until able the next day to obtain transportation to their homes. The station was closed at the time for the summer, and the three men were landed by the keeper of the Annisquam lighthouse with one of the Massachusetts Humane Society's boats, located near the light-house, before aid could have reached them from the station. Their craft, which was a very old one, was bound from Bangor to Lynn, Massachusetts, with a cargo of wood. She soon went to pieces, but most of the cargo washed ashore and was saved.

*May 28.*—At about sundown of this day, seven men, the crew of the schooner *Marcia Reynolds*, of Somers Point, New Jersey, arrived in the vessel's yawl at the Fort Lauderdale House of Refuge (Seventh District), east coast of Florida, and applied for shelter, reporting that while on a voyage from Philadelphia, Pennsylvania, to Galveston, Texas, with a cargo of coal, their vessel had sprung a leak and sunk off Sombbrero light, twenty miles northwest-by-west of the station, and that they were on their way to Jacksonville. They had obtained a small supply of food from the keeper of the Fowey Rocks light-house (Cape Florida), but that was almost exhausted, and they had been compelled to seek assistance at the station. The keeper took all necessary care of them, and on the morning of the 29th they set sail from Fort Lauderdale and arrived in due season at the Orange Grove House of Refuge, the next station to the north, where they remained until June 3, when, after being supplied with sufficient rations to last them to the nearest port, they proceeded on their journey toward Jacksonville.

*May 28.*—At about 1 o'clock in the morning the crew of the tug *Thomas Quayle* brought the remains of a man to the Cleveland Station (Ninth District), Lake Erie, and stated that he had been swept from the pier by a heavy sea while attempting to board the tug. The surfmen took charge of the body and cared for it until it could be removed by the city authorities, whom they notified.

*May 28.*—At about half past 6 in the morning a watchman reported at the Cleveland Station (Ninth District), Lake Erie, the finding of the body of a drowned man under the Lake Shore freight depot beyond the east pier. The crew immediately went and recovered the body from the water and cared for it until the proper authorities removed it for burial. It was the body of John Krans, who had been missing since the 23d instant.

*May 28.*—At about 5 o'clock in the morning, during the prevalence of a northeast gale with a heavy sea, the patrol of the Sand Beach Station (Tenth District), Lake Huron, discovered and reported a schooner at anchor off shore about four miles to the southward of the station, with a signal flying. The crew launched their life-boat and boarded the tug *Swain*, lying in the harbor, and requested her to go out and tow the vessel in; but the captain declined going, on account of the sea, until he was satisfied she was in distress by showing her flag at half-mast, notwithstanding the crew's offer to accompany him and run the necessary lines with their boat. By the time they could swallow their breakfast the colors were lowered to half-mast sure enough, and the men again manned the boat and set out under sail, requesting the tug, as they passed, to follow. The schooner proved to be the *George H. Warmington*, of and from Cleveland, Ohio, bound to Chicago, Illinois, laden with coal, and carrying a crew of eight men; the captain reporting his steering-gear disabled by the breaking of some of the castings on the rudder-head. The captain decided to remain where he was, at anchor, and requested the life-saving crew to take the castings ashore for repairs. This was agreed to by the keeper, although he advised the cap-

tain to tow in. The tug *Swain*, which had come out, therefore took the life-boat in tow as she turned about to run back. As the steam-barge *John N. Glidden* was waiting in the harbor to take the disabled vessel in tow, the captain of the barge at 6 o'clock in the evening, the gale having subsided, requested the life-saving crew to again go out in company with the tug *Swain* and bring the schooner in, so the repairs could be completed and the voyage resumed. This was accordingly done, and by 9 o'clock that night they had the schooner safely moored in the harbor. The schooner was soon put in good shape and left in tow of the *Glidden* the next day.

May 28.—At 5 o'clock in the morning the lookout of the Kenosha Station (Eleventh District), Lake Michigan, reported a schooner half a mile east of the station with a flag at half-mast. The surf-boat was launched and soon alongside of the vessel, which was found to be the schooner *Annie Thorine*, of South Haven, Michigan, bound to Kenosha with a load of hard wood, and having a crew of five men. She had broken her steering-gear and been compelled to anchor on account of the heavy sea and strong northeast wind. The station crew procured a steam-tug to tow the vessel, and after temporarily rigging a tiller and getting the anchor, got her inside the harbor. The operation involved three hours' severe labor, and called out much gratitude from the captain and crew of the schooner.

May 28.—At a little before 6 o'clock in the evening a horse, drawing a carriage with two ladies in it, became frightened and ran away in the vicinity of the Golden Gate Park Station (Twelfth District), near San Francisco, California, and one of the ladies was thrown out. She was picked up in an insensible condition by the life-saving crew, who took her to the station and applied the necessary restoratives, and when sufficiently recovered she was taken home by her friends.

May 30.—At 7 o'clock in the evening the keeper of the Crumple Island Station (First District), coast of Maine, saw a small vessel strike on a ledge two miles northeast of the station and a quarter of a mile from the shore. He and three of his crew, the station being closed for the summer, boarded the vessel and helped take in her sails, after which an anchor was run out to windward, and when the tide rose she floated without damage and proceeded on her way. She was a craft of about four tons, schooner-rigged, but had no name. There were four men on board of her on their way home from Millbridge to Great Wass Island.

May 30.—At about 8 o'clock in the morning the keeper of the Cleveland Station (Ninth District), Lake Erie, observing the yacht *Lily* capsized, in the bay, about a mile from the station, ordered out the surf-boat, and with his crew started to the rescue. Before reaching the yacht the people, four in number, were picked up by small boats in the vicinity. The surf-boat, however, took the *Lily* in tow to the breakwater pier, where the station crew righted and bailed her out, and delivered her to her owners.

May 30.—At 7 o'clock in the morning the crew of the Middle Island Station (Tenth District), Lake Huron, observed a signal on the schooner *Mary D. Ayer*, lying off Monaghan's Wharf, three miles distant. Upon pulling over there the captain reported the vessel as loaded, and requested their assistance in working her out through the intricate channel into deep water. She was the same craft they had piloted to an anchorage near the island on the night of the 26th, when on her way in to the wharf to load (see record of that date). The life-saving crew accordingly went to work and aided in kedging the vessel out past the reefs, and as soon as sail could be used piloted her clear of all danger

and saw her safely on her course up the lake. The captain appreciated the services of the station crew very highly, as they no doubt saved him from serious detention in the prosecution of his voyage.

*May 31.*—At half past 4 in the afternoon the three masted schooner *Albert T. Stearns*, of New Bedford, Massachusetts, while in charge of a tug, grounded on the bar off Newburyport harbor, Massachusetts. She was deeply laden with coal and had just arrived from Philadelphia, Pennsylvania. There were nine persons on board, including two passengers. The Plum Island Station (Second District), coast of Massachusetts, about three-quarters of a mile distant, had been closed for the summer on May 1, and the keeper only was present. He saw the vessel fetch up, and as soon as he felt satisfied that she must remain aground until the next tide he proceeded with haste to Newburyport for his crew. The men reached the vessel at about 7 o'clock and at the request of the captain remained on board all night.

At 3 o'clock in the morning (June 1) they ran the end of the schooner's hawser to the Philadelphia and Reading Coal Company's steamer *Panther*, from Philadelphia with a cargo of coal, which had anchored off the bar waiting for the tide, and upon learning the schooner was aground had dropped in to her assistance. Two tugs, the *Farnsworth* and the *Thurloe Weed*, had also been engaged, and as soon as they arrived and got fast and the men had crowded on all sail possible, the three steamers started ahead, and after pulling for about half an hour succeeded at about half past 4 o'clock in hauling the schooner from her dangerous situation. She was then towed to an anchorage off the bar to await a favorable opportunity for reaching the city. The captain was very thankful to the station crew for their assistance.

*May 31.*—At about noon a report reached the keeper of the Cape Disappointment Station (Twelfth District), Washington Territory, that some fishing boats had been capsized in the surf on the Columbia River Bar, two or three miles from the station. There had been over one hundred boats out on the bar that day, but as the weather was foggy they could not be seen from the station. A volunteer crew was hastily mustered and the keeper set out in the life-boat in search of the boats said to have been upset. He cruised about seven miles or so to leeward in the direction the boats would have drifted and made diligent search for them. Nothing was found, however, and darkness setting in they were compelled to return, the men having pulled, in addition to the distance sailed, about twelve miles; the entire way back being made in the teeth of the gale.

*June 1.*—At half past 9 in the morning, during a thick fog, the schooner *Mary E. Gage*, of Jonesport, Maine, carrying a crew of four men, bound from Machias, Maine, to Boston, Massachusetts, with a cargo of spruce plank, ran into a ledge of rocks in Moose a-bec Reach, off Kelley's Point, a couple of miles or so to the eastward of Jonesport. The life-saving station on Crumple Island (First District), some six or seven miles to the southward and westward, was closed for the summer, but the keeper happening to be in Jonesport at the time soon learned of the accident and went to the vessel's assistance in a dory with Surfman Dunbar and a former member of the crew named Huntley. It was then nearly low water. They carried an anchor out and hove a good strain on it, and then while waiting for the tide to rise manned the pumps, the schooner having sprung a leak. At high water she swung clear of the ledge with two feet of water in her hold. The wind being fair from the eastward she was at once got under way and taken into

Sawyer's Cove, near Jonesport, where they pumped her free and left her in a safe berth for necessary repairs.

*June 1.*—At about 11 o'clock in the forenoon a man who was digging clams on a sand-bar in Little Egg Harbor, near the Little Egg Station (Fourth District), coast of New Jersey, failed to properly secure his boat and it drifted away with the rising tide, leaving him without means of reaching the shore. The keeper observing his predicament went in a small boat to his assistance, and after securing his boat landed him safely on the beach.

*June 1.*—At about 4 o'clock in the morning the lookout at the Salmon Creek Station (Ninth District), Lake Ontario, reported a schooner half a mile from the station which evidently wished to communicate. The keeper and three men went off alongside and found her to be the *Trader*, of and from Little Sodus for Big Sandy Creek, the captain desiring to learn his whereabouts. The keeper told him where he was and gave him the course and distance to his destination, and he at once proceeded on his way.

*June 1.*—The lookout of the Louisville Station (Ninth District), Louisville, Kentucky, at 5 o'clock in the evening observed a small skiff, containing four boys, in danger of being carried over the cross-dam of the Ohio falls. The station crew instantly manned a boat and pulled to the spot and took the skiff in tow and brought it safely to the shore. Through the prompt action of the station crew the boat with its occupants was, no doubt, saved from being swept over the falls.

*June 2.*—At 3 o'clock in the afternoon the patrol of the Two Heart Station (Tenth District), Lake Superior, reported a schooner off shore with a signal hoisted for assistance. The station crew went off at once and found she was the *Grace Ely*, of Marquette, Michigan, and that she had lost her reckoning in the fog which had prevailed. Her position and the proper course to Whitefish Point being given by the keeper the schooner proceeded on her way.

*June 5.*—The patrol of the Middle Island Station (Tenth District), Lake Huron, reported, soon after midnight, a fire at Monaghan's Landing, abreast of the station, on the mainland, about three miles distant. The crew proceeded in their boat at once, and arrived at the landing at 1 o'clock. It was found that the saw-mill was on fire and that the fire was rapidly spreading. The efforts of the station crew were directed to saving the mill dock, and after great exertions, in concert with the mill hands, they succeeded in getting the fire under control by about half past 6 o'clock.

*June 5.*—The crew of the Two Rivers Station (Eleventh District), Lake Michigan, commenced a search for the body of Charles Pattee, who was drowned by the capsizing of a boat, near Manitowoc, on the 31st of May. The search was continued until the 8th without success.

The subjoined testimony of the efforts of the life-saving crew was received by the General Superintendent, viz:

“CHICAGO, ILL., June 25, 1884.

“S. I. KIMBALL,

“*General Superintendent Life-Saving Service, Washington, D. C. :*

“DEAR SIR: I want to add the testimony of myself and family in praise of the Life-Saving Service—more especially to the brave and kind-hearted crew of the station at Two Rivers, Wisconsin.

“On May 31st my son Charles was capsized in a boat and drowned near Two Rivers, just out of sight and reach of the station.

“As soon as I learned of the accident I went, together with another

son, from Chicago to Two Rivers Life-Saving Station and made known my errand. The keeper and crew at once volunteered to go and drag for the body and to render any assistance in their power. They dragged with their line of hooks that they have for that purpose until I was satisfied, but without success, and we left with the assurance that the beach would be constantly watched, far and near, and if the body was found they would notify me at once. I feel as though such assistance as we received at their hands deserves especial mention.

"Such encouragement when our hearts were breaking with sorrow, cheerfully given and without charge, makes us feel as though we wanted everybody to know it, so as to support and encourage those connected with this blessed service.

"Very gratefully yours,

"Captain A. H. PATTEE,  
"For myself and Family."

*June 6.*—At 2 o'clock in the morning, the weather being hazy, the crew of the Point aux Barques Station (Tenth District), Lake Huron, went out in their boat a distance of about seven miles off shore, in response to the distress signals of a steamer which had evidently disabled her machinery. When they were within half a mile of her, however, she started her engine and soon went out of sight up the lake. It was supposed she had met with an accident and been compelled to lay to for repairs, and that the whistle had been blown to call any steamer that might have been passing, to her assistance. It was a long pull for the boat's crew; about fourteen miles out and back.

*June 6.*—The steamer *Colin Campbell*, of Milwaukee, Wisconsin, bound in ballast from Chicago to Ludington, Michigan, with a crew of fourteen men, stranded during a dense fog at half past 12 o'clock in the day, half a mile north of the Ludington Station (Eleventh District), Lake Michigan. The patrol of the station discovered the vessel's position immediately and roused the station crew, who manned the surf-boat and hurried to the steamer; but fortunately, the sea being smooth and no strong wind, she was enabled to work herself off without any assistance.

*June 6.*—During a dense fog, which prevailed between sunset and midnight, the patrols of the Ludington Station (Eleventh District), Lake Michigan, heard a whistle from the lake, and following the sound along the beach, they discovered a steamer standing close in and running into a dangerous locality. She was warned in time to prevent her stranding, and direction given how to steer to find the entrance of the harbor. It was learned that she was the *Grace Barker*, of Pentwater, Michigan.

*June 7.*—At 4 o'clock in the morning, during a dense fog, the keeper of the Point Judith Station (Third District), coast of Rhode Island, heard escaping steam near by, and, hurrying along the shore, saw, a half mile west of the station, a small fishing steamer just backing off. From some fishermen he met he learned that a schooner was stranded a short distance west of the steamer, and he proceeded in the direction indicated, and at a quarter before 5 boarded the schooner *Idlewild*, of New York, loaded with grain and straw, bound to Fall River, and having a crew of three men. The Point Judith Station being closed (the active operations of the district ceasing May 1), the keeper could only offer his personal services to the master of the distressed vessel. He telegraphed to Newport for steam assistance and finally succeeded in getting the

steamer *Cora P. White* to the scene of disaster. Later in the day the steamer hauled the *Idlewild* afloat undamaged.

June 8.—At about 1 o'clock in the day a party of eleven boys, all residents of Louisville, Kentucky, who had gone out in a skiff for a Sunday afternoon excursion on the Ohio River, got caught in the strong current, and being unable to manage the craft, would doubtless have been carried over the cross-dam at the falls but for the prompt action of the men of the Louisville Station (Ninth District), who, upon observing the danger the boys were in, set out in one of their boats and succeeded in towing the skiff safely to the station, where the boys soon scrambled ashore. The life-savers had quite a laborious pull, and got a good drenching in towing the skiff to the Kentucky shore, as there was quite a strong breeze and a hard rain-storm had set in.

June 9.—At 11 o'clock in the day the schooner *Koret*, of Calais, Maine, with a crew of four men, bound from Providence, Rhode Island, to Calais, in ballast, stranded at high water on Scotch Island, off the easterly side of Cross Island, coast of Maine, during a thick fog. The Cross Island Station (First District) was closed for the summer, but the vessel was speedily discovered by the keeper, who summoned three of his old crew, the only ones within call, and went to her assistance. The schooner being old, broke in two when the tide fell, the bow sinking in deep water by the weight of the anchors and chains. The station men rendered all the aid possible, and were engaged for two or three days in saving everything they could from the wreck, such as the masts, sails, rigging, &c., which were landed and stored at the station until the captain could remove them. The captain gave token of his appreciation of the aid extended to him by the following letter to the district superintendent:

“CROSS ISLAND, MAINE.

“Capt. J. M. RICHARDSON,

“Superintendent L. S. Stations, Portland, Maine:

“I desire to express thanks to Captain L. E. Wright and crew of the Cross Island Life-Saving Station, for their timely assistance rendered on the occasion of the stranding of the schooner *Koret* near that station, June 9, 1884. I shall ever remain grateful to them and to the service they represent.

“Captain A. E. ROWE,

“Schooner *Koret*, Calais, Maine.”

June 9.—At about half past 10 in the morning the lookout at the Buffalo Station (Ninth District), Lake Erie, reported that a man who, accompanied by two women, had been rowing in the outer harbor about half a mile from the station, had fallen overboard. The station crew, provided with grapnels and sweeps, put off in a couple of boats, and after an hour's search succeeded in recovering the body, which was quite dead, and gave it in charge of the coroner. The man's name was Benson, a resident of Buffalo.

June 9.—During the night the crew of the Point Marblehead Station (Ninth District), Lake Erie, assisted some fishermen in moving their stake scow to a safe place to prevent it from being dashed to pieces by the heavy surf rolling in upon the beach.

June 9.—The north patrol of the Sand Beach Station (Tenth District), Lake Huron, reported at half past 5 in the morning steam whistles off shore in the direction of the reef, indicating a vessel in distress. The weather at the time was very foggy. The crew put off immediately in the life-boat, and proceeded as far as the breakwater, when, the signals

ceasing, they turned back, supposing the craft had extricated herself and proceeded on her way. The crew had scarcely returned to the station when the fog cleared and a steamer was discovered on the reef two miles to the northward. The life-boat was again manned, and at 7 o'clock the crew arrived alongside the steamer *California*, of Montreal, Canada, from Chicago, Illinois, with a cargo of corn, bound to Montreal, and having a crew of twenty-one persons and fourteen passengers. She was aground on a reef about three-quarters of a mile from the beach. The sea being very heavy she was in a dangerous position, and it had become necessary to land the passengers as soon as possible. Some of them were already ashore when the station crew arrived. The station crew landed the rest, with their baggage, and then engaged the services of the steam-tug *Wayne Isbell* to tow the life-boat back to the steamer. The wind and sea kept increasing all the time, and fearing the cabin would be crushed in by the seas, the station crew assisted to brace it in such manner as to make it secure. As the situation was hourly becoming worse, the master concluded it would be prudent for all hands to leave the vessel. They were therefore landed and quartered at the station.

The following morning (10th) the station crew again went off with a part of the steamer's crew, and remained on board until 6 in the evening, and when a tug arrived with steam-pumps they returned to Sand Beach and engaged a lighter to place the pumps on, returning to the steamer at eleven o'clock that night. They worked all night, and at half past 3 in the morning (11th), after getting the steam-pumps in position, the station crew commenced unloading corn and putting it on the lighter, so as to allow the steam-pumps to work. Finding much difficulty in getting the pumps started on account of the corn in the hold, and as the water was too deep to work in with safety, the two water-proof rubber suits were brought, and in them two of the surfmen were able to shovel away sufficient corn to enable the pumps to work. Two of the station crew were kept constantly shoveling corn from the pumps. This labor was continued until half past 5 in the evening of the 13th, when, the water having been pumped out of her, the steamer was floated off the reef and towed into Sand Beach harbor, where a diver was employed to stop the leak in her bottom to permit taking her to a dry-dock for repairs. She was in a badly damaged condition, and a large part of the cargo was lost. The captain expressed his sincere appreciation and thanks for the assistance rendered by the life-saving men.

*June 9.*—At about 8 o'clock in the morning, during a fresh northeasterly breeze with rainy weather, on Lake Huron, the fishing-boat *Buckhorn*, of Harrisville, Michigan, lying abreast of the Sturgeon Point Station (Tenth District), with no one on board, broke adrift from her moorings and struck a rock which stove a hole in her bottom, and would have resulted in her destruction but for the prompt action of the station crew. By the time they could reach her with the necessary gear she had rolled over on her side and partly filled with water. The first thing, therefore, was to right her and haul her up as far as possible so as to bail her out, and when this was done they managed by means of rollers and a couple of good tackles to get her up onto the shore, clear of the heavy sea, and thus safe from further damage.

*June 9.*—The schooner *Ahnapee*, of Milwaukee, Wisconsin, bound from Torch Lake, Michigan, to Milwaukee with a cargo of cord-wood, and having a crew of five men, stranded during a thick fog, on North Point, two and a half miles north of the Sheboygan Station (Eleventh District), Lake Michigan. A strong north wind and rough sea drove the vessel

onto the rocks, where she filled with water. The first intimation received by the station regarding the disaster, was through the north patrol meeting the captain and one of the crew of the vessel on the beach, which they had reached in safety. The station crew being notified, the surf boat was manned and search made for a steamer, to assist in getting the vessel afloat. A tug being obtained, the crew proceeded with her to the schooner, arriving at 2 o'clock in the morning, and found that she had swung broadside onto the rocks and was pounding heavily. The sea was making so fast that it was impossible to attempt work, and the entire people were conveyed from the schooner to the steamer and landed at the station. Two days afterward (June 11), the station crew, with their pump, assisted by a tug and lighter, proceeded to the schooner, removed the deck-load, which was landed at the station, and endeavored to pump the water out of the hull, but without success. The captain made arrangements with the wrecking company to get the vessel off, but their efforts were unavailing, and she became a total loss.

*June 10.*—A small open boat, containing two men, from Key Largo, Florida, called at the Biscayne Bay House of Refuge (Seventh District), east coast of Florida, for a supply of water. They were furnished with all the water they required, and thus enabled to proceed on their journey.

*June 10.*—Shortly before 6 o'clock in the evening the lookout at the Cleveland Station (Ninth District), Lake Erie, reported that the yacht *Camilla*, with one man on board, had broken adrift from her moorings and was going onto the rocks. The station crew went off to her at once with the necessary ground-tackle, and after mooring her safely for the night brought the man who was on board of her ashore. There is no doubt that they saved her from wreck.

*June 11.*—At 3 o'clock in the morning, during the prevalence of a fresh easterly breeze with thick fog and a rough sea, the ship *Chesborough*, of Bath, Maine, with a crew of twenty-one men, bound, in ballast, from Antwerp, Belgium, to Philadelphia, Pennsylvania, stranded on the coast of Delaware, about two miles south of the Cape Henlopen Station (Fifth District). Although the stations on that coast were closed for the summer, the keepers at the Cape Henlopen and Rehoboth Beach Stations learned of the accident soon after daylight, and, after mustering a sufficient number of their men, proceeded to the scene with the surf boat belonging to the former station, arriving soon after 7 o'clock. They found a tug already on hand, but their offer of assistance was gladly accepted by the captain. As the tug could not approach very near on account of the heavy sea, the life-savers rendered good service in running the necessary lines between the two vessels and also in getting the ship's anchor up, and after a few hours' hard pulling the tug succeeded in hauling the ship afloat, and took her in tow for Philadelphia. It should be stated that the keeper and a part of the crew of the Lewes Station were also on the ground and rendered assistance.

*June 11.*—The keeper of the Biscayne Bay House of Refuge (Seventh District), east coast of Florida, discovered a large steamer running too close along the shore, and warned her of her danger by hoisting the international code signal J. D. ("You are standing into danger"), when she at once hauled further out.

*June 11.*—At about half past 3 in the afternoon, David Tovat, a ferryman, fell overboard from his boat while ferrying a passenger across the Cuyahoga River, in the vicinity of the Cleveland Station (Ninth District), Cleveland, Ohio. The keeper, with one of his crew, hastened to

the spot and succeeded in rescuing him. Being upwards of seventy years of age, Mr. Tovot would unquestionably have lost his life but for the prompt arrival of the two station men.

*June 12.*—At twenty minutes after 4 in the morning the keeper of the Amagansett Station (Third District), coast of Long Island, New York, heard a steamer's alarm whistle. The weather being foggy, he at once summoned his crew (the active season having ceased and the station being closed), and at 5 o'clock boarded the steamer *Bermuda*, of Sunderland, England, from the Windward Islands, West Indies, bound to New York with a valuable general cargo. She had a crew of thirty-one, and twenty-two passengers, making fifty-three persons on board, all told. She had stranded half a mile east of the station. The station crew ran anchors and hawsers and assisted in heaving her stern off shore until the tide fell, which grounded her solidly. The surf-boat then made fifteen trips between the vessel and the shore, and landed safely all the passengers with their effects, and also the mails. The keeper also sent a telegram to New York for a wrecking-steamer. As the night was approaching it was deemed prudent to keep a means of communication between the shore and vessel, and a line was made fast to her for that purpose.

At 4 in the morning of the 13th the station crew again boarded the vessel, and at 9 o'clock the wrecking-steamer arrived and went to work. The station crew assisted in running lines and buoying anchors until half past 10, when the vessel was successfully floated undamaged, and proceeded on her way to New York.

The keepers of the Georgica and Napeague Stations (Third District), with a portion of their crews, assisted the Amagansett crew, and helped to secure twelve barrels of whale oil, a part of the steamer's deck-load, which had been jettisoned for the purpose of making room for handling the anchor purchases.

*June 12.*—At about half past 8 in the evening the crew of the Cleveland Station (Ninth District), Lake Erie, went in search of the body of a man who had been accidentally drowned in the Cuyahoga River about a mile and a half above the station. They found the corpse at about 10 o'clock, and telephoned to the proper authorities, who soon afterwards arrived and took charge of it. It was that of a young man named George Gallie, of Saginaw, Michigan, belonging to the schooner *Mattie C. Bell*.

*June 12.*—During the heavy fog which prevailed in the vicinity of the Point aux Barques Station (Tenth District), Lake Huron, a schooner was discerned at half past 2 in the afternoon by the patrol of the station, very near the shore and steering south, which course would soon have run her on shore. The patrol hailed the vessel and made signal warning her off, and the schooner hauled off shore.

*June 12.*—At 4 o'clock in the afternoon the tug *Kitty Smoke*, with two schooners in tow, hoisted a signal of distress, which was responded to by the crew of the Muskegon Station (Eleventh District), Lake Michigan. They found that the tug was short of fuel. Half a cord of wood was brought her in the surf-boat, which enabled her to get up steam and reach the harbor in safety.

*June 13.*—At about 9 o'clock in the morning the lookout at the Cleveland Station (Ninth District), Lake Erie, reported the schooner-yacht *Dawn*, of Erie, Pennsylvania, dragging her anchor and drifting rapidly toward the rocks. There being no one on board the crew immediately went off to her, and hoisting sail, got her safely into the river. It was

blowing at the time from the northeast, and the yacht would have fared badly had she struck the rocks.

June 13.—On the same day that the Cleveland crew (Ninth District), assisted the schooner-yacht *Dawn* they were called on about 6 o'clock in the evening by the tug *Forest City* to assist in getting up the anchors of the barge *Samuel P. Ely*, which was lying about half a mile outside of the harbor waiting to be towed in, and whose crew of eight men were exhausted from constant work at the pumps. The surfmen promptly complied, and the barge was soon afterwards brought safely into the harbor. She hailed from Cleveland and was from Marquette, Michigan, with a cargo of iron ore. There was a heavy sea running at the time.

June 13.—At 9 o'clock in the morning the keeper of the Sand Beach Station (Tenth District), Lake Huron, learned by telegraph that the steamer *Pearl*, of Detroit, Michigan, had stranded nine miles south of the station. The life-boat was immediately launched, and, in tow of the steam-tug *Wilcox*, the crew proceeded to the scene of disaster. The vessel had struck at about midnight, while on her way down the lake from Mackinac to Detroit, with a cargo of laths and shingles; had fifteen passengers, beside the crew of thirty-five persons. It was found that nothing could be done until the arrival of steam-pumps, which had been sent for by the captain. Such persons as desired it were landed from the steamer by the station crew. At 10 o'clock the next day (14th) a tug with the steam pumps arrived, and the work of relieving the vessel commenced. The life-saving men were kept busy in running lines and assisting in getting the steam-pumps on board and set up. They also assisted in various other ways, and, at the request of the master, proceeded to Sand Beach with a steamer and obtained a quantity of lumber for temporary repairs. The United States revenue steamer *Fessenden* arrived on the 16th and united in the efforts for the steamer's relief, and at 8 o'clock in the evening of June 17, the *Pearl* was safely floated, when she at once bore away for Detroit.

The work performed by the life-saving crew at the pumps, in removing cargo to lighten the stranded vessel, in running lines for the tugs, and in many other ways, was arduous in the extreme, and they contributed in no small degree towards saving her from wreck. In acknowledgement of their services, the following letter was received from the captain by the district superintendent, viz:

“DETROIT, June 20, 1884.

“Capt. J. G. KIAH,

“*Superintendent Life-Saving Stations, Tenth District:*

“DEAR SIR: I wish to express my heartfelt thanks to you, also to Keeper D. E. Dues and the crew of the life-saving station at Sand Beach, for the admirable and efficient assistance rendered the steamer *Pearl* while ashore near White Rock.

“Yours truly,

“JOHN EDWARDS,

“*Master.*”

June 14.—At about 2 o'clock in the morning the crew of the Cleveland Station (Ninth District), Lake Erie, went to the assistance of the schooner-yacht *Circe*, which had parted her cable, and was rapidly drifting ashore. They engaged the tug *N. B. Gates* to help them, but before anything could be done the yacht went onto the rocks and became a complete wreck. She was a small vessel and there was no one on board at the time of the accident.

June 14.—On the day that the yacht *Circe* was wrecked, at about 4

o'clock in the afternoon, the crew of the Cleveland Station (Ninth District), Lake Erie, went off to the assistance of a small sail-boat, containing one man, which had capsized about a quarter of a mile west of the station in the outer harbor. Before they could reach the man he was picked up by a small boat, which was near by at the time of the accident. They, however, recovered the capsized boat and towed it to the station, bailed it out, and then turned it over to the owner, whom they also supplied with dry clothing to enable him to reach his home.

*June 14.*—At 2 o'clock in the afternoon the crew of the Point aux Barques Station (Tenth District), Lake Huron, were summoned to the assistance of a tug which desired their aid in getting a hawser to a raft of timber which had broken adrift from her while in tow and stranded on the beach. The station crew ran a hawser from the steamer to the raft, and rendered such other service as was in their power on that and the following day (15th), the result being the recovery of about one hundred and fifty thousand feet of the grounded timber.

*June 14.*—Two fishermen who had been rescued from the surf on Peacock Spit, at the mouth of the Columbia River, by a fellow-fisherman named McLane, formerly a member of the volunteer crew of the Cape Disappointment Station (Twelfth District), Washington Territory, were brought to the station by their rescuer, where they were properly cared for until able to return to their homes two days later.

*June 15.*—At a little after 9 o'clock in the morning, as two men, residents of Cleveland, Ohio, were out in a small sloop-rigged boat for a sail, the boat capsized through their mismanagement, and they were thrown into the water. The accident occurred at the mouth of the Cuyahoga River, and being quickly perceived by the lookout at the Cleveland Station (Ninth District), not more than a couple of hundred yards distant, he gave the alarm, and a few moments later the life-saving crew dashed out in their boat and rescued the two men. They were taken at once to the station and provided with dry clothing until their own wet garments could be dried. Their boat was also towed in, and by the time it was righted and bailed out and put in order the men had recovered sufficiently to again take charge of it and depart, apparently none the worse for their ducking.

*June 15.*—At half past 6 in the morning the lookout of the Grindstone City Station (Tenth District), Lake Huron, observed a barge lying at anchor near Port Austin Reef, six miles northwest of the station. Supposing her to be in distress, the station crew proceeded to her at once and found she was wind-bound, and that the captain wished to telegraph for the assistance of a tug to tow him to his destination. She was the *Waverly*, of Detroit, bound from Caseville, Michigan, to Cleveland, Ohio, with a cargo of lumber. The captain's wishes were complied with, the keeper sending a dispatch for a tug-boat to take the vessel down the lake.

*June 15.*—At 11 o'clock in the forenoon the fish-boat *Hayes*, with one man on board, was capsized by a sudden squall of wind in the Muskegon River. The accident was seen by the lookout of the Muskegon Station (Eleventh District), Lake Michigan, the surf-boat quickly launched, and the man, who was clinging to some of the floating articles which had washed out of the boat, was rescued and conveyed to the shore uninjured. The boat was afterwards raised, pumped out, and put in good order by the crew; her oars and other floating articles belonging to her being also recovered.

*June 16.*—Shortly after 2 o'clock in the afternoon word was received at the Louisville Station (Ninth District), Louisville, Kentucky, that a

boy, named Willie Kline, had been drowned while bathing in the mill-race at Jefferson, Indiana. The station crew proceeded to the spot with the necessary appliances, but failed to recover the body that day owing to the large accumulation of logs and snags, which broke the hooks from the drags. On the following day, however, they were successful, and upon finding the body delivered it to the father.

June 18.—The schooner *Katie Mitchell*, of and from Bath, Maine, for Boston, Massachusetts, with a cargo of wood, and carrying a crew of four men, while beating down the Kennebec River on her way to sea, at noon, missed stays while attempting to go about and struck on the South Sugar Loaf, a rocky islet about a quarter of a mile east-northeast of the Hunnewell's Beach Station (First District). The station being closed for the summer the men were off duty, but as soon as Keeper Haley learned of the accident, an hour or so after its occurrence, he hastily obtained the assistance of three men, all he could find, and put off to the schooner's relief. The tug *Knickerbocker* had already made an effort to haul her off, and after parting her hawser and doing other damage had been compelled to give it up. She was in a very dangerous situation, as the heavy sea tumbling in upon the rocks caused her to pound badly. The keeper and his party pitched in with a will and helped get out an anchor to a good scope and hove the cable well taut, so that when the tide rose soon afterwards the schooner lifted from the rocks and swung safely around into the fairway. She was then piloted to a secure anchorage. The captain was extremely grateful for the aid thus given him, as his vessel would doubtless have bilged had she remained on the rocks much longer.

June 18.—At half past 3 in the afternoon Surfman Freeman Snow, of the Orleans Station (Second District), coast of Massachusetts, while at home (the station being closed for the summer) saw a small sloop come to anchor about half a mile north of the station and a man put off from her shortly afterwards in a row-boat and pull for the shore. Knowing the danger of trying to land in so frail a craft, Snow harnessed his team and drove with all haste to the beach, some two miles distant, where he found the man standing on the shore watching the fragments of his little craft, which had been capsized and dashed to pieces by the surf as soon as he landed. The sloop was the *Ariel*, of Boston, Massachusetts, bound to Wareham, in the same State. The man reported that he had a companion who had remained on board. They had left Boston June 8, and had been ten days, thus far, on the passage, and the supply of water and provisions having given out it was to replenish their stock that he had undertaken the hazardous venture of landing through the surf. Surfman Snow carried him to District Superintendent B. C. Sparrow's house, where he was given supper and lodging, and a supply of provisions was put up for him to take on board. The next morning (June 19) Superintendent Sparrow, with the assistance of Keeper Pierce, of the Orleans Station, at 4 o'clock, started with the man for his vessel, which was reached after a hard row of two hours against wind and tide. They found the sloop in a disordered condition and nearly everything adrift. She was therefore taken into Nausett harbor and all damages repaired, and on the following morning (June 20) Keeper Pierce piloted her out of the harbor again and saw her safely on her course. The two men were very grateful.

June 18.—The schooner *James B. Johnson*, of Somers Point, New Jersey, with a cargo of railroad ties from the Mattaponi River, Virginia, for Philadelphia, Pennsylvania, and having ten persons on board, including the captain's family, sprung a leak while crossing Chincoteague Bar on her

way into Chincoteague Inlet, coast of Virginia, for a harbor, during the prevalence of head winds, and to save her from sinking was run ashore at 5 o'clock in the evening of June 17, inside the inlet, on the southerly point of Chincoteague Island. Fortunately, the water was smooth where she lay, and her people were in no danger. The station on Assateague Beach (Fifth District), some four miles distant, was closed for the summer and the crew off duty, but the keeper hurried to the vessel the next morning at daylight (18th) and gave the captain all the assistance he needed in reaching the village of Chincoteague for the transaction of necessary business. The latter subsequently proceeded to Philadelphia to arrange for the employment of wreckers to save the vessel. She was afterwards pumped out and towed to her destination, the captain being very thankful for the aid he received from time to time from the keeper while his vessel remained ashore.

*June 18.*—Surfman Thomas Bailey, of the Ludington Station (Eleventh District), Lake Michigan, rescued a boy who had fallen overboard from a boat lying alongside the dock.

*June 19.*—The schooner *D. S. Austin*, of Buffalo, New York, bound, in ballast, from Chicago, Illinois, to Port Saint Ignace, Canada, with a crew of eight men, stranded in a thick fog, between 3 and 4 o'clock in the morning of June 18, about thirty feet from the shore, seven miles northwest of the North Manitou Island Station (Eleventh District), Lake Michigan. The sea was light, and the mate of the vessel easily got ashore and brought the news to the station about half past 6 in the morning of June 19. By half past 7 the crew got away in the surf boat and rowed five miles south of the station, where they procured a tug to pull the vessel off, and getting on board of her, with the surf-boat in tow, started for the wreck. The density of the fog made it extremely difficult to find her, and the crew rowed from the tug to the shore three times before the search was successful. Once found, they piloted the tug to her, ran out the lines, raised the anchor, and rendered all other assistance necessary to get her off. After she was floated they got in the tug's tow-line and rowed back to the station, where they arrived half an hour after midnight.

*June 20.*—Shortly after 5 o'clock in the evening the lookout at the Louisville Station (Ninth District), Louisville, Kentucky, reported that a boy in a small boat was in danger of being swept over the falls. The station men went to the boy's rescue at once and towed his boat safely to the shore. But for the prompt action of the life-savers the little fellow, who was but ten years old, would certainly have been carried over the dam.

*June 22.*—In the morning a report reached the Louisville Station (Ninth District), Louisville, Kentucky, that a young man had been drowned the previous night while bathing on the opposite side of the river, at Howard's ship-yard, Jeffersonville, Indiana. The station crew went over there with the necessary drags and made diligent search for the body, but after four hours' labor were compelled to give it up, as the river bottom was covered with logs and snags, which broke the hooks of the drags. The body came to the surface a few days later, and was found and towed ashore by a fisherman.

*June 22.*—At 10 o'clock in the day one of the crew of the Muskegon Station (Eleventh District), Lake Michigan, rescued from drowning a man named James O'Donnell, who had been out rowing in the river and fell overboard opposite the station.

*June 22.*—At 8 o'clock in the morning the crew of the Saint Joseph Station (Eleventh District) rescued a horse, which had fallen into the

lake, and being blind was unable to reach the shore unaided. It was a trained animal, and valued very highly by the owner, who was thankful for its preservation.

June 23.—The schooner *M. P.*, of and from Saint John, New Brunswick, for Boston, Massachusetts, lumber laden, and with a crew of four men, sprung a leak during the night of the 22d, off the coast of Maine, just to the eastward of Penobscot Bay, and was compelled to put into Seal Harbor for repairs. The White Head Station (First District) was closed at the time for the summer, and the crew off duty, but one of the men sighting the vessel at daylight he at once reported her to the keeper, who assembled such of his men as were within call and put off to her assistance. She was leaking badly and her crew quite exhausted with pumping. The life saving crew therefore relieved them at the pumps, and pumped until high water, when they got the schooner under way and run her onto the flats, where the ebb tide left her dry, and they were enabled to find and stop the leaks and put her in condition to resume her voyage.

June 25.—At about 3 in the afternoon, during the prevalence of a fresh northeast breeze, with a heavy sea, the sloop-yacht *A. G. Mason*, of Cleveland, Ohio, was observed by the crew of the Cleveland Station (Ninth District), Lake Erie, dragging her anchor and drifting toward the rocks. They immediately boarded the vessel, and, as there was no one on board, hove up the anchor and found it was fouled by the cable. As it was too light to hold the vessel, even when cleared, a line was made fast to a large spile, and the yacht thus enabled to ride out the blow in safety.

June 25.—At a little before 12 o'clock in the day the crew of the Sand Beach Station (Tenth District), Lake Huron, observed a barge in an apparently damaged condition and listed over on her side, approaching the harbor in tow of a steamer. She had a signal of distress flying. There was quite a fresh northeasterly gale blowing, with a heavy sea. As quickly as possible the station crew went out in their life-boat, and learned she was the *Light Guard*, of and from Alpena, Michigan, on her way to Buffalo, New York, laden with lumber and cedar posts; her crew numbering six persons. The water was pouring into her very rapidly, and before the harbor could be reached she was completely water logged. The station crew accompanied her inside and assisted in mooring her safely at the breakwater, and then, after carrying a dispatch ashore for transmission to the owners at Alpena for instructions and receiving a reply, engaged the services of a lighter to relieve the barge of her deck-load. As it was then late, nothing further was done until the next morning (26th), when all hands set to work removing the cargo. In the afternoon the station pump was taken on board and an attempt made to pump the barge out. This was not wholly successful, but they relieved the vessel to such an extent, however, that she was enabled to proceed down the lake to Port Huron, where she could be taken out on the dry-dock and the leaks properly repaired.

June 26.—The keeper of the New Shoreham Station, Block Island (Third District), coast of Rhode Island, receiving information that a cat-boat was ashore at the north end of the island, proceeded there by team, and on arriving found the boat had been hauled across Sandy Point into comparatively smooth water by the people of the vicinity, who were then putting the ballast back into her. He assisted them in their labors, and afterward aided in bringing the boat back, with the owner, to New Shoreham Harbor. At the time of the accident the man was on his way to Narragansett Pier. The station being closed at this time of year, the keeper had no crew to assist him.

*June 26.*—The schooner *L. & A. Babcock* struck the outer bar a mile north of the Forked River Station (Fourth District), coast of New Jersey, and being very rotten went to pieces within two hours, involving the loss of four lives. Two of her men were saved by the life-saving crew. For particulars see page 38.

*June 26.*—The schooner *A. H. Hurlburt*, of New Haven, Connecticut, carrying a crew of seven men, bound from Hallowell, Maine, to Yorktown, Virginia, with a cargo of granite statuary, was seen by the keeper of the Cape May Station (Fourth District), coast of New Jersey, at 2 o'clock in the afternoon, about four miles off shore, with a signal of distress flying. The stations of the district not being manned at this season of the year, the keeper was delayed in getting a crew until 4 o'clock, when the surf-boat put off to the vessel's assistance. After a severe struggle, against a heavy sea and wind, they arrived on board and found the cargo had shifted, bursting open the deck and causing a serious leak. The station signal flags had been taken in the boat, and they were hoisted on the vessel, asking the signal station at Cape May to telegraph for the assistance of a tug. The wires being out of order, however, the request could not be complied with.

The life-saving crew remained on board and kept the pumps going all night. The next morning (27th) they worked the vessel into Cape May Roads, which was accomplished under great difficulty on account of the vessel being listed very badly. Two of the crew were then left on board to assist in keeping the vessel's pumps going, until a steamer could be obtained, and the remainder of the crew returned to the shore. The schooner was subsequently taken to the steamboat wharf, where the cargo was re-stowed, and on June 30 she was ready to resume her voyage.

*June 26.*—At 2 o'clock in the afternoon, during the prevalence of a violent northeast gale, the bark *Vasco de Gama*, of Arendal, Norway, with a cargo of sugar from Cienfuegos, Cuba, which had been anchored in the Delaware, outside the breakwater, commenced to drag towards a dangerous shoal, where she struck, and began leaking so badly that the pilot who was in charge was compelled to run her ashore near the Lewes Station (Fifth District), coast of Delaware. One of the Lewes crew saw the vessel's distress signal, and immediately reported the fact to the keeper. As the stations of this district were closed for the summer, the keeper, with the aid of the district superintendent (Capt. B. S. Rich), who happened to be present, organized a surf-boat crew composed of Keepers Truxton and Salmons of the Rehoboth Beach and Cape Henlopen Stations, respectively, and five of the surfmen belonging to the Lewes and Cape Henlopen Stations. The boat was launched through a heavy sea, and with great difficulty the iron pier was cleared, but in thirty-five minutes they were alongside the bark. She was found with four and a half feet of water in her, and it was gaining on the pumps. The mate and six of the crew were on board, the captain with four men having gone ashore in the morning to obtain his orders to a port of discharge, leaving the vessel in charge of the pilot. The life-saving men proceeded to get the sails off the vessel (as they were careening her over), and in making everything as snug as possible. The pilot was anxious to leave, but the mate and the men decided to remain on board. Arrangements for signals during the night were therefore agreed upon and the life-saving crew returned to the shore bringing the pilot with them. A watch was kept on the beach all night. By the next morning the sea had moderated, when a wrecking company was engaged to

get the vessel afloat. The cargo was taken out and she was floated on July 4.

June 26.—The sloop yacht *Kitty Grey*, of Oswego, New York, while on a pleasure cruise with three persons on board, broke her steering-gear at 4 in the afternoon, and being thus unmanageable, she collided with the east pier of Oswego Harbor. The accident being witnessed by the lookout at the Oswego Station (Ninth District), Lake Ontario, the crew immediately hastened to her assistance and towed her, with their surf-boat, into the harbor to a ship yard for repairs.

June 27.—The schooner *Hattie Paige*, of Philadelphia, Pennsylvania, with a crew of six men and three passengers (the captain's wife and two children), making nine persons on board, all told, bound from Georgetown, District of Columbia, with a cargo of coal, encountered a north-east storm accompanied by a tremendous sea off the capes of the Delaware, on the 26th, during which she sprung a leak besides losing her yawl and splitting sails, and was compelled to bear up for the Delaware Breakwater for a harbor. She arrived in the night with the leak gaining so rapidly that the captain's family were obliged to take refuge in the rigging for fear she would sink before morning.

The schooner was discovered at daylight of the 27th, with her colors union down, by the keepers of the Cape Henlopen and Rehoboth Beach Stations (Fifth District), as they were taking the captain of the Norwegian bark *Vasco de Gama*, previously recorded, off to his vessel, and word was at once sent to the keeper of the Lewes Station for his assistance. The stations of the Fifth District were closed at the time for the summer season, but the captain of the Lewes crew speedily mustered his men and went off. In the meantime, however, the other keepers had boarded the schooner, and finding her sinking had advised the captain to slip his cables and beach her. This was agreed to, and with their assistance the unfortunate craft was soon freed from her moorings and drifting shoreward before the gale. Before going far, however, she sunk in shoal water with her decks just submerged, about a third of a mile to the westward of the station. The keeper of the Lewes Station came up with his boat soon afterwards, and by the combined efforts of the three keepers and the men with them the entire party belonging to the schooner were safely landed with their baggage. The captain and his family were taken to the residence of one of the keepers in Lewes, while the rest were provided with shelter elsewhere. The vessel with her cargo became a total loss.

June 27.—The fishing-smack *Germany*, of Rocky River, Ohio, started from Cleveland, Ohio, in tow of a tug, and when about half a mile outside of the breakwater, the man on board the smack let go the helm to cast off the tug's line, when the smack broached to and immediately capsized. The crew of the Cleveland Station (Ninth District), Lake Erie, saw the disaster, and put off with all dispatch to the scene, but the man was rescued by the tug before they could reach him. They, however, got a line from the smack to the tug again, and assisted in getting her back into the harbor and alongside the pier, where they righted her, bailed out the water, and assisted the owner in getting her up the river.

June 28.—A row-boat with two men on board engaged in placing a buoy, capsized in the neighborhood of the Evanston Station (Eleventh District), Lake Michigan. The men were promptly rescued by two boats near by, the Evanston crew arriving immediately after, towing the capsized craft to shore, and saving all floating articles.

June 29.—About 5 o'clock in the afternoon a man named George E. Williams fell overboard from the schooner *Cornelia*, which was being

towed into Oswego Harbor, New York. The crew of the Oswego Station (Ninth District) put off at once to the rescue, but before reaching the man he was picked up by a passing boat. He was transferred from the latter to the station boat and put on board his vessel.

*June 29.*—At 2 o'clock in the day the lookout of the Cleveland Station (Ninth District), Lake Erie, saw a small row-boat, containing two men and a woman, collide with a sailing-vessel and capsize. The station crew immediately hurried to the spot, but before they arrived the sailing-vessel had picked them up. The station crew, however, towed the boat to the shore, and after bailing the water out and putting it in proper order, it was delivered to the people again, they having been landed near the station by the craft which run them down.

*June 30.*—The keeper of the Sandy Hook Station (Fourth District), coast of New Jersey, discovered at 6 o'clock in the morning the schooner *H. L. James*, of Baltimore, Maryland, from New York, bound to Washington, District of Columbia, with a cargo of cement, and having a crew of six men, stranded one mile north of the station near the point of the Hook. The station having been closed since May 1, for the summer, the keeper boarded the vessel in a small boat alone and offered services of himself and a crew if needed. His services were accepted, but it was not deemed necessary to muster the station crew. At the request of the master the keeper landed and telegraphed for the assistance of a steaming. The steamer *Haviland* arrived at 9 o'clock, and in a short time had the vessel afloat. She was then towed into the bay and anchored, having received but trifling damage.

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#### ADDENDUM.

[The following cases were inadvertently omitted from their regular order in the foregoing statement:]

*November 16.* The schooner *Lucy Morgan*, of New York, from Saybrook, Connecticut, in ballast, while lying in Fort Pond Bay, Long Island, New York, during a strong northwest gale parted her cables and drove ashore. Her crew consisted of three men, and there were five passengers, a party of fishermen, on board. She was early discovered by the crew of the Hither Plain Station (Third District), south shore of Long Island, about a mile distant, who hastened to offer their services. As the craft was a small one and easily handled, the only aid the captain desired was the loan of the necessary lines for getting his vessel off. A stout hawser and a tackle were accordingly furnished from the station, and by means thereof the people on board were able to release their vessel from the beach in safety on the next incoming tide.

*November 16.*—The schooner *Monitor*, of Detroit, Michigan, laden with coal, and having a crew of six men, was driven ashore at the south end of North Manitou Island, Lake Michigan, during a northwesterly gale and snow-storm, at about half past 6 in the evening of November 15. The place where she struck is about four and a half miles south of the North Manitou Island Station (Eleventh District). Owing to the state of the weather and the darkness of the night and the fact that she was some two miles beyond the point usually reached by the patrol, the schooner was not discovered until 7 o'clock the next morning (16th), the first to see her being the keeper's wife. After some delay the life-sav-

ing crew launched the boat and set out for the stranded vessel. Before they could reach her, however, a fishing boat was seen to put out from the shore nearly abreast of her and rescue the six men and take them on board the revenue steamer *Andrew Johnson*, which just then steamed in towards the *Monitor*. The life-saving crew, accompanied by some sailors from the *Johnson*, subsequently boarded the schooner for the purpose of saving all the property possible, but everything was so encased with ice that it was found impracticable that day to recover anything but a hawser and a few articles from the cabin. A few days later, however (November 18), they aided in stripping the vessel of her sails and rigging and whatever else was movable. The schooner remained ashore all winter and was not released until the following spring, when she was got off in a badly-damaged condition. As it was afterwards charged that the keeper had been guilty of serious neglect in not getting off with his boat until the expiration of nearly two hours after the vessel was discovered, an investigation was ordered. The charges were fully sustained, and the keeper was therefore removed. The patrolman who had the watch that morning, was also discharged for gross neglect of duty in leaving the watch before it was fairly light enough to see the length of his beat, the result being that at daylight there was no one up at the station but the keeper's wife, who, as before stated, was the first to give the alarm.

*January 4.*—The schooner *Adrianna*, of Bath, Maine, bound from Elizabeth, New Jersey, to Providence, Rhode Island, with a cargo of coal, and having a crew of four men, ran ashore on the northwest part of Block Island during a fresh westerly gale, at about 11 o'clock on the night of January 3. The place where she struck is about a mile and a half beyond the patrol precinct of the Block Island Station (Third District), situate at the southwesterly part of the island, and about four and a half miles beyond the limit of the north patrol of the New Shoreham Station on the east side, and in consequence of this, as the night was very dark, the schooner was not discovered until daylight, the first person to see her being a resident of the locality named Littlefield. The latter immediately aroused his neighbors, who, being for the most part fishermen, readily agreed to go off and rescue the people, who could be seen in the rigging. The first known of the wreck by the life-saving crews was at half past 7, when one of the New Shoreham men reported seeing the schooner's topmasts over the hills to the north of the station. Keeper Dodge started at once with his men, without the apparatus, knowing well that boats were to be had in the vicinity of the vessel. When they arrived a sad story greeted them. The captain and another man had been safely landed by the fishermen, but the other two, the mate and the cook, were dead; the latter being still in the rigging. It appears that as soon as the vessel struck the seas deluged her in such volume that all hands were compelled to take to the rigging. Even there they were thoroughly drenched to the skin by the flying spray, and before many hours, the night being bitter cold, the two men were frozen stiff in death. The body of the mate had been brought ashore with the two survivors. The crew of the Block Island Station arrived later in the day with their boat, after an arduous journey; but as the rising tide brought in with it a high and dangerous surf, the party on the beach could do nothing towards recovering the remaining body until the tide fell and the surf became less violent. The fishermen, imbued with an ambition to outdo the life-savers, did make an effort to gain the wreck a second time, but were compelled to put back unsuccessful. As soon, however, as an opportunity presented, the New

Shoreham men went off in the boat belonging to the other crew, and brought the lifeless body of the cook ashore. The poor fellow's clothing was frozen stiff as a board, and it was plain to be seen he had been dead several hours. The vessel was a total loss. As there were some severe reflections in the local press on the conduct of the two life-saving crews, charging that they had failed in their duty, a searching investigation was ordered, which resulted in the complete exoneration of the men; the officer detailed to inquire into the circumstances expressing the opinion, after going over the ground himself, that it was practically impossible for the crews to have discovered the wreck earlier than they did, and that when they arrived they rendered all the aid that lay in their power.



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# TABLE OF WRECKS

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

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SEASON OF 1883-1884.

## LIFE-SAVING SERVICE.—TABLE

DISTRICT No. 1.—EMBRACING COASTS

Date.	Place.	Name of station.	Name of vessel.	Where owned.	Master.	Tonnage.
1883.						
July 7	Duck Point Ledges .....	Quoddy Head.	Sc. William H. Boardman.	Calais, Me .....	Richardson.	150
July 19	Long Ledge, Seal Harbor...	White Head ..	Sc. Sarah Wooster ..	New York .....	Wentworth.	145
July 27	Lobster Rocks, three-quarters of a mile north-north-west of station.	Fletcher's Neck.	Sc. yt. Wivern .....	Boston, Mass .....		24
Aug. 6	Sunken Ledge, Seal Harbor.	White Head ..	Sc. Tyro .....	Castine, Me .....	Consins .....	28
Aug. 9	Lancaster's Ledge, south side of Sutton Island.	Cranberry Isles.	Sc. Avon .....	Ellsworth, Me .....	Gilley .....	43
Aug. 18	Clam Ledge, Muscle Ridge Channel.	White Head ..	Sc. Cottage Girl .....	Portland, Me .....	Hanna .....	17
Aug. 19	Sail Rock .....	Quoddy Head.	St. yt. Ideal .....	New York .....	Mathesen .....	120
Sept. 11	Fish Point Ledge, Great Cranberry Island.	Cranberry Isles.	Sc. Neptune .....	Ellsworth, Me .....	Bunker .....	23
Sept. 17	Lower Gangway Ledge, Muscle Ridge Channel	White Head ..	Sc. Orion .....	Belfast, Me .....	White .....	92
Sept. 25	Southwest point of Steel's Harbor Isle.	Crumple Island.	Sc. Donna Bell .....	Clare, N. S .....	Leblance .....	46
Sept. 29	North side of Stage Island..	Fletcher's Neck.	Sl. Alice G. Norwood.	Biddeford, Me .....	Goldthwait .....	
Oct. 4	Sheep Island Ledge, eight miles northeast of station.	White Head ..	Sc. White Foam .....	Ellsworth, Me .....	Ford .....	61
Oct. 10	Quoddy Head .....	Quoddy Head	Sc. Mary E. Amsden	Calais, Me .....	McGuire .....	344
Oct. 14	Long Ledge, Seal Harbor...	White Head ..	Sc. M. L. Rogers .....	Ellsworth, Me .....	Harding .....	64
Oct. 21	Hay Island Ledge .....	do .....	Sc. G. Walter Scott..	Saint John, N. B .....	Brancomb .....	75
Oct. 28	Muscle Ridge Channel, off Seal Harbor.	do .....	Sc. Tyro .....	Castine, Me .....	Cousins .....	26
Oct. 29	Fort Popham .....	Hunnell's Beach.	Sc. Jennie Middleton.	Philadelphia, Pa .....	Hatch .....	340
Nov. 7	North point of Knight's Island.	Crumple Island.	Sc. Ranger .....	Saint John, N. B .....	Dickson .....	70
Nov. 7	White Ledge, near Tenant's Harbor.	White Head ..	Sc. Samuel Hart .....	Saint George, Me .....	Holbrook .....	210
Nov. 12	East side of Machias Bay ..	Cross Island ..	Sc. Reno .....	Machias, Me .....	Colbeth .....	142
Nov. 12	Negro Island Bar .....	Fletcher's Neck.	Sc. Atlanta .....	Rockland, Me .....	Shaw .....	52
Nov. 13	Hadlock's Beach, Little Cranberry Island.	Cranberry Isles.	Sc. Harriet Rogers ..	Ellsworth, Me .....	Hanna .....	57
Nov. 13	do .....	do .....	Sc. Lottie B .....	Saint John, N. B .....	Cosmar .....	88
Nov. 13	do .....	do .....	Sc. Willie A .....	Weymouth, N. S .....	Robesah .....	70
Nov. 13	do .....	do .....	Sc. M. and L. White.	Yarmouth, N. S .....	Haley .....	37
Nov. 13	do .....	do .....	Sc. Starlight .....	Ellsworth, Me .....	Lufkin .....	31
Nov. 16	Middle Ground, Quoddy Bay	Quoddy Head.	Sc. Josie L. Day .....	Saint Stephen, N. B.	Dixon .....	15
Nov. 19	Lubec Narrows .....	do .....	Sc. Naiad .....	Machias, Me .....	Wentworth.	9
Nov. 26	Grindstone Ledge .....	White Head ..	Sc. Emma E. Potter ..	Annapolis, N. S .....	Jones .....	147
Nov. 27	Crowell's Ledge, Quoddy Bay.	Quoddy Head	Sc. Etta .....	do .....	Fash .....	117
Nov. 28	Fort Hill Point .....	Fletcher's Neck.	Sc. Nancy J. Day .....	Damariscotta, Me .....		130
Dec. 3	Maypole Point, Little Cranberry Island.	Cranberry Isles.	Sc. Comrade .....	Saint John, N. B .....	Morrell .....	67
Dec. 6	Two Bush Reef .....	White Head ..	Sc. Wide Awake .....	do .....	Young .....	119
Dec. 10	Man Island Ledge .....	Crumple Island.	Sc. Spring Bird .....	do .....	McLean .....	92
Dec. 11	Middle Ground, Quoddy Bay.	Quoddy Head.	Sc. Friendly* .....	Grand Manan, N. B.	Burnham .....	18
Dec. 24	Off Concord Point .....	Rye Beach .....	Sc. Rockaway .....	Booth Bay, Me .....	Kingsbury .....	41
Dec. 29	Deep Cove, Campobello Island.	Quoddy Head.	Sc. Morning Light ..	Portland, Me .....	Fernald .....	28
1884.						
Jan. 2	Norton's Island .....	White Head ..	Sloop .....	St. George, Me .....		

\* No assistance required of life-saving crew.

OF WRECKS, SEASON OF 1883-'84.

OF MAINE AND NEW HAMPSHIRE.

Where from.	Where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	No. of persons on board.	No. of persons saved.	No. of persons lost.	No. of persons succored at stations.	No. of days' succor afforded.
Salem, Mass . . . .	Calais, Me . . . .	.....	\$8, 000	.....	\$8, 000	\$7, 500	\$500	4	4	.....	.....	.....
Bangor, Me . . . .	New York . . . .	Lumber . . . .	4, 000	\$2, 000	6, 000	6, 000	.....	4	4	.....	.....	.....
Boston, Mass . . .	Pleasure trip . .	.....	3, 000	.....	3, 000	3, 000	.....	10	10	.....	.....	.....
Brooklin, Me . . . .	Booth Bay, Me . .	Guano . . . .	900	600	1, 500	1, 480	20	4	4	.....	.....	.....
Steuben, Me . . . .	Boston, Mass . . .	Lumber . . . .	700	800	1, 500	1, 485	15	2	2	.....	.....	.....
Bristol, Me . . . .	Fishing . . . . .	.....	400	.....	400	.....	400	5	5	.....	5	5
New York . . . . .	Eastport, Me . . .	.....	35, 000	.....	35, 000	1, 000	34, 000	15	15	.....	.....	.....
Cranberry Isles, Me.	Portland, Me . . .	Fish . . . . .	400	400	800	800	.....	3	3	.....	.....	.....
Boston, Mass . . .	Belfast, Me . . . .	.....	4, 500	.....	4, 500	4, 500	.....	4	4	.....	.....	.....
Bellivan Cove, Nova Scotia.	Rockland, Me . . .	Wood . . . . .	900	100	1, 000	600	400	4	4	.....	.....	.....
Biddeford, Me . . .	Fishing . . . . .	.....	250	.....	250	235	15	3	3	.....	.....	.....
Boston, Mass . . .	Hancock, Me . . .	General . . . .	2, 000	1, 200	3, 200	3, 180	20	4	4	.....	.....	.....
Saint John, N. B. . .	Philadelphia, Pa.	Lumber . . . .	12, 000	2, 500	14, 500	14, 000	500	8	8	.....	.....	.....
Portland, Me . . . .	Cranberry Isles . .	.....	3, 500	.....	3, 500	3, 470	30	4	4	.....	.....	.....
Boston, Mass . . . .	Saint John, N. B. .	General . . . .	4, 000	9, 000	13, 000	12, 900	100	4	4	.....	4	4
Rockland, Me . . . .	Bath, Me . . . . .	Ashes . . . . .	900	150	1, 050	1, 000	50	2	2	.....	.....	.....
Philadelphia, Pa. . .	Gardiner, Me . . .	Coal . . . . .	10, 000	3, 000	13, 000	12, 200	800	6	6	.....	.....	.....
Boston, Mass . . . .	Saint John, N. B. .	.....	1, 500	.....	1, 500	1, 400	100	4	4	.....	.....	.....
Saint George, Me. . .	Baltimore, Md . . .	Paving stones	12, 000	4, 000	16, 000	15, 900	100	6	6	.....	.....	.....
Boston, Mass . . . .	Machias, Me . . . .	.....	3, 000	.....	3, 000	2, 700	300	7	7	.....	.....	.....
Rockland, Me . . . .	Boston, Mass . . .	Lime . . . . .	1, 600	600	2, 200	2, 200	.....	2	2	.....	.....	.....
...do . . . . .	Sullivan, Me . . . .	.....	800	.....	800	600	200	3	3	.....	.....	.....
...do . . . . .	Saint John, N. B. .	.....	4, 500	.....	4, 500	4, 500	.....	5	5	.....	.....	.....
...do . . . . .	Meteghan, N. S . .	.....	4, 090	.....	4, 000	3, 950	50	5	5	.....	.....	.....
...do . . . . .	Westport, N. S . .	.....	500	.....	500	450	50	2	2	.....	.....	.....
Winter Harbor, Me.	Cranberry Isles, Me.	Fish . . . . .	800	500	1, 300	1, 200	100	3	3	.....	.....	.....
Saint Stephen, N. B.	Grand Manan, N. B.	General . . . .	600	300	900	900	.....	4	4	.....	.....	.....
Fishing . . . . .	Eastport, Me . . .	Fish . . . . .	450	75	525	140	385	4	4	.....	.....	.....
Clementsport, N. S.	Boston, Mass . . .	Wood and fish	4, 000	900	4, 900	4, 300	600	6	6	.....	.....	.....
Thorn's Cove, N. S.	...do . . . . .	Wood and potatoes.	1, 500	400	1, 900	1, 700	200	6	6	.....	.....	.....
Dover, N. H. . . . .	Damariscotta, Me.	.....	5, 000	.....	5, 000	5, 000	.....	5	5	.....	.....	.....
Rockland, Me . . . .	Saint John, N. B. .	.....	1, 000	.....	1, 000	950	50	3	3	.....	3	3
Bridgewater, N. S.	Providence, R. I. .	Lumber . . . .	6, 000	1, 700	7, 700	.....	7, 700	6	6	.....	4	12
Saint John, N. B. . .	Lynn, Mass . . . .	Shingles . . . .	3, 000	5, 000	8, 000	7, 600	400	4	4	.....	.....	.....
Saint Stephen, N. B.	Grand Manan, N. B.	.....	700	.....	700	700	.....	5	5	.....	.....	.....
York, Me . . . . .	Boston, Mass . . .	Brick . . . . .	500	450	950	900	50	3	3	.....	3	5
Grand Manan, N. B.	Portland, Me . . .	Fish . . . . .	1, 200	700	1, 900	1, 850	50	3	3	.....	.....	.....
Saint George, Me	Fishing . . . . .	.....	100	.....	100	100	.....	1	1	.....	.....	.....

*Life-saving service.—Table of*

DISTRICT No. 1.—EMBRACING COASTS OF

Date.	Place.	Name of station.	Name of vessel.	Where owned.	Master.	Tonnage.
1884.						
Jan. 9	Lower Ledge, Great Cranberry Island.	Cranberry Isles.	Sc. Relief .....	Ellsworth, Me. ....	Brancomb.	10
Jan. 31	Sand Beach, three-quarters of a mile west of station.	Fletcher's Neck.	Sc. Ximena .....	Machias, Me. ....	Robinson.	38
Mar. 20	One mile northeast of station.	White Head ..	Sloop .....	Booth Bay, Me. ....	.....	.....
Mar. 30	Spruce Head Island .....	do .....	Sc. Myra Sears .....	Deer Isle, Me. ....	Tyler .....	38
Apr. 3	North side Cross Island .....	Cross Island ..	Sc. Victory .....	Rockland .....	Wilson .....	34
Apr. 9	West side Seal Harbor .....	White Head ..	Sc. Joker .....	Machias, Me. ....	Nutter .....	14
May 1	Southwest Harbor, Mount Desert Island.	Cranberry Isles.	Small boat .....	.....	.....	.....
May 8	Northwest Ledge, Muscle Ridge Channel.	do .....	Str. City of Portland.	Eastport, Me. ....	Laroom .....	1,026
May 11	Long Ledge, Seal Harbor .....	do .....	Sc. Sarah P .....	Machias, Me. ....	Woodward .....	59
May 25	Jack's Rock .....	Hunnewell's Beach.	Sc. Agnes R. Bacon .....	Brighton, N. J. ....	Haley .....	396
May 30	Ledge, two miles northeast of station.	Crumple Island.	Schooner (no name).	Millbridge, Me. ....	Leighton .....	4
June 1	Ledge, off Kelley's Point .....	do .....	Sc. Mary E. Gage .....	Jonesport, Me. ....	Smith .....	80
June 9	Scotch Island .....	Cross Island ..	Sc. Koret .....	Calais, Me. ....	Rowe .....	132
June 19	Lower Sugar Loaf .....	Hunnewell's Beach.	Sc. Katie Mitchell .....	Bath, Me. ....	Oliver .....	107
	Total .....	.....	.....	.....	.....	.....

DISTRICT No. 2.—EMBRACING

1883.						
July 21	Two-thirds of a mile southwest of station.	Gurnet's .....	Sail-boat Julia .....	Plymouth, Mass. ....	.....	.....
Sept. 2	Brown's Island Shoals .....	do .....	Sc. Milo .....	Saint John, N. B. ..	McDonnall.	84
Sept. 6	Off south point of Muskeget Island.	Muskeget .....	Sc. Frank .....	Kennebunk, Me. ....	Crediford .....	58
Sept. 9	Northwest point of Bearse's Shoal.	Monomoy .....	Sc. Nautilus .....	Rockland, Me. ....	Tolman .....	138
Sept. 25	Entrance to channel of Stage Harbor, Chatham.	do .....	Sc. Manito .....	Vinal Haven, Me. ....	Smith .....	200
Sept. 27	Black Point Bar .....	Gurnet's .....	Sc. Osseo .....	Saint John, N. B. ..	Haley .....	95
Sept. 27	North Spit, three-quarters of a mile northeast of station.	Plum Island ..	Sc. H. J. Cottrell .....	Deer Isle, Me. ....	Haskel .....	355
Sept. 27	Near Shovelful Shoal Lightship.	Monomoy .....	Sc. Ernest T. Lee .....	Calais, Me. ....	Blatchford .....	173
Oct. 14	Chatham Bar .....	Chatham .....	Sc. Lettie Linwood .....	Chatham, Mass. ....	Eldridge .....	68
Oct. 22	Brown's Island Shoals .....	Gurnet's .....	Sc. Goldsmith Maid .....	Gloucester, Mass. ....	Thurston .....	51
Oct. 22	Chatham Harbor .....	Chatham .....	Skiff .....	Chatham, Mass. ....	.....	.....
Oct. 23	Brown's Island Shoals .....	Gurnets .....	Sc. William V. Hutchins.	Gloucester, Mass. ....	McDonald .....	63
Nov. 2	West End Hill Bars .....	Race Point ..	Sc. Mary Riley .....	Bridgeton, N. J. ....	Riley .....	239
Nov. 3	Bearse's Shoal .....	Monomoy .....	Sc. Koret .....	Bath, Me. ....	Campbell .....	132
Nov. 15	Newburyport Bar .....	Plum Island ..	Sc. Sarah Louisa .....	Boston, Mass. ....	Cragin .....	48
Nov. 16	North end of Monomoy Island.	Monomoy .....	Sc. Wm. F. Garrison.*	Philadelphia, Pa. ....	Steelman .....	265
Nov. 16	One-half mile north of station.	Nauset .....	Sc. Annis .....	Chatham, Mass. ....	Eldridge .....	14
Nov. 20	Plum Island Point .....	Plum Island ..	Sail-boat .....	Newburyport, Mass. ....	.....	.....
Nov. 26	Chatham Bar .....	Chatham .....	Sc. Effort .....	Bangor, Me. ....	Chandler .....	129

\*No assistance required of life-saving crew.

wrecks, season of 1883-'84—Continued.

MAINE AND NEW HAMPSHIRE—Continued.

Where from.	Where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	No. of persons on board.	No. of persons saved.	No. of persons lost.	No. of persons succored at stations.	No. of days' succor afforded.
Moored for the winter at Great Cranberry Isles.			\$400		\$400	\$350	\$50					
Boston, Mass.	Machias, Me.	General	\$1,500	\$5,000	6,500	6,200	300	4	4	4	4	4
Deer Isle, Me.	Booth Bay, Me.		80		80	80		2	2	2	2	2
Portland, Me.	Rockland, Me.	Wood	800	150	950	950		2	2			
Lubec, Me.	do	do	600	75	675	675		3	3			
Rockland, Me.	Wheeler's Bay, Me.		450		450	450		3	3			
			10		10	10		1	1			
Portland, Me.	Saint John, N. B.	General	100,000	20,000	120,000	10,000	110,000	130	130			
Calais, Me.	Boston, Mass.	Lumber and boats.	2,500	1,600	4,100	4,100		3	3			
Farmingdale, Me.	Philadelphia, Pa.	Ice	8,000	400	8,400	6,500	1,900	9	9	3	3	3
Millbridge, Me.	Great Wass Island, Me.		500		500	500		4	4			
Machias, Me.	Boston, Mass.	Plank	1,000	1,000	2,000	1,900	100	4	4			
Providence, R. I.	Calais, Me.		2,000		2,000		2,000	4	4	4	12	
Bath, Me.	Boston, Mass.	Wood	3,500	600	4,100	4,100		4	4			
			264,540	63,200	327,740	166,205	161,535	346	346		32	50

COAST OF MASSACHUSETTS.

	Plymouth, Mass.		\$85		\$85	\$65		(†)				
Dorchester, N. B.	do	Coal	1,500	\$350	1,850	500	\$1,350	4	4	4	4	14
Kennebunk, Me.	New York	Lumber	3,000	1,800	4,800	4,800		3	3			
Rockland, Me.	do	Lime	4,000	1,800	5,800	5,800		5	5			
Vinal Haven, Me.	Baltimore, Md.	Paving stones	4,000	3,000	7,000	5,000	2,000	6	6			
Plymouth, Mass.	Saint John, N. B.	Wrecking materials.	2,000	300	2,300	2,300		3	3			
Port Caledonia, N. S.	Newburyport, Mass.	Coal	20,000	1,500	21,500	21,350	150	10	10			
Philadelphia, Pa.	Saint John, N. B.	do	5,000	1,500	6,500	4,000	2,500	7	7			
Fishing Grounds.	Harwich, Mass.	Fish	5,000	2,000	7,000	6,750	250	15	15			
Plymouth, Mass.	do	do	4,500	1,200	5,700	5,700		15	15			
Chatham, Mass.	do	do	10		10	10		2	2			
Plymouth, Mass.	Fishing	Fish	3,500	600	4,100	4,100		14	14			
Baltimore, Md.	Danversport, Mass.	Coal	6,000	1,500	7,500	7,500		6	6			
Calais, Me.	New Haven, Conn.	Lumber	2,500	1,800	4,300	4,300		5	5			
Boston, Mass.	Plum Island, Mass.		1,200		1,200	1,200		4	4			
Philadelphia, Pa.	Boston, Mass.	Coal	20,000	1,500	21,500	1,400	20,100	6	6			
Chatham, Mass.	do	Fish	500	900	1,400	340	1,060	3	3	3	7	
Newburyport, Mass.	Pleasure trip		20		20	20		1	1			
Bangor, Me.	Hempstead, L. I.	Lumber	2,000	1,400	3,400	1,200	2,200	4	4		2	

†No one on board.

†No assistance by life-saving crew.

*Life-saving service.—Table of*  
DISTRICT No. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel.	Where owned.	Master.	Tonnage.
1883.						
Nov. 28	Great Point, Nantucket.	Coskata	Sc. Martha Innis.	Lynn, Mass.	Kelley	258
Nov. 29	One-half mile northeast of Race Point.	Race Point	Sc. Amazon	Camden, Me.	Kingham	90
1884.						
Jan. 1	Chatham Harbor.	Chatham	Row boat Snow Flake.	Chatham, Mass.		
Jan. 4	Harding's Beach, Chatham.	Monomoy.	Sc. Hattie N. Gove*.	Gloucester, Mass.	Chase	348
Jan. 5	Bearse's Shoal.	do	Sc. Mary Steele	Wellfleet, Mass.	Smith	70
Feb. 20	One and a half miles north of station.	Coskata	Bg. Merriwa	Portland, Me.	Adams	333
Feb. 22	Newburyport Bar.	Plum Island	Str. Hercules*	Philadelphia, Pa.	Ritson	764
Feb. 29	Near light-house, Harding's Beach.	Monomoy.	Sc. Wm. B. Herrick.	Boston, Mass.	Wixon	500
Feb. 29	do	do	Bg. Fleetwing†	Saint John, N. B.	Buckley	187
Mar. 5	Have's Shoal, Vineyard Ground.	Muskeget	Sc. Flash	do	Gilchrist	97
Mar. 30	Plum Island Beach	Plum Island	Sc. Alfaretta	Newburyport, Mass.	Burk	11
Mar. 30	One and a quarter miles west-northwest of station.	Peaked Hill Bar.	Sc. Wm. H. Mailler.	Calais, Me.	Cummings	140
Mar. 30	One mile south of station.	Plum Island	Sc. Ella M. Johnson.	Newburyport, Mass.	Perkins	28
Mar. 31	One mile northeast of station	Manomet Point	Sc. W. D. Cargill	Deer Isle, Me.	Fogg	141
Apr. 3	Newcomb's Hollow, Cape Cod.	Cahoon's Hollow.	Sc. Viking	Gloucester, Mass.	Riggs	74
Apr. 3	Two hundred yards north-west of station.	Peaked Hill Bar.	Sc. Robert B. Smith.	Rockland, Me.	Sprague	76
Apr. 18	Two and a half miles west-southwest of station.	Monomoy.	Sc. Mary Eva	Provincetown, Mass.	Cahoon	61
Apr. 21	Three hundred yards east of station.	Cahoon's Hollow.	Open boat	Boston, Mass.		
May 1	do	do	do	Wellfleet, Mass.		
May 28	Collin's Beach	Davis Neck	Sc. Advance 5.	Bangor, Me.	Phillips	65
May 31	Newburyport Bar.	Plum Island	Sc. Albert T. Stearns	New Bedford, Mass.	Kelley	483
	Total.					

## DISTRICT No. 3.—EMBRACING COASTS

1883.						
July 1	One-half mile north of station.	Shinnecock	Cat-rigged boat.			
July 5	Near Dickens' Point	Block Island	Sc. William E. Lee*	Philadelphia, Pa.	Weeks	501
July 28	One-fourth of a mile east of station.	Point Lookout	Sl. Veto.	Patchogue, N. Y.	Brown	10
July 29	Watch Hill Cove.	Watch Hill	Skiff	Westerly, R. I.		
July 29	Three miles northeast of station.	Coney Island	Rowboat.	Canarsie, N. Y.		
Sept. 2	Rockaway Inlet	Far Rockaway	Skiff			
Sept. 12	Half mile northwest of station.	Smith's Point.	Cat-rigged boat.	Westhampton, N. Y.	Halsey	4
Sept. 13	One-half mile east of station	Short Beach	St. sp. Independente	Palermo, Italy	Pirandello	1,814
Sept. 18	One mile northwest of station	Bellport	Sl. Dunderburg	Bellport, N. Y.	Seaman	4
Sept. 24	Point Breeze	Coney Island	Sl. Irving	New York	Derby	7
Sept. 25	Napatree Point	Watch Hill	Soow			
Sept. 25	Two hundred yards north-east of station.	New Shoreham	Sl. Connecticut.	Newport, R. I.	Dodge	7
Oct. 4	One mile west of station	Rockaway	Sl. Silant	Sheepshead Bay, L. I.		8

\* No assistance required of life-saving crew.

† No assistance by life-saving crew.

wrecks, season of 1883-'84—Continued.

OF MASSACHUSETTS—Continued.

Where from.	Where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	No. of persons on board.	No. of persons saved.	No. of persons lost.	No. of persons succored at stations.	No. of days' succor afforded.
New York.....	Boston, Mass ...	Coal .....	\$9,000	\$2,000	\$11,000	\$4,700	\$6,300	7	7	.....	.....	.....
Boston, Mass ...	Camden, Me ....	.....	1,200	.....	1,200	277	923	3	3	.....	3	9
Chatham, Mass ..	Gunning .....	.....	5	.....	5	5	.....	1	1	.....	.....	.....
Weehawken, N. J.	Boston, Mass ...	Coal .....	8,000	2,500	10,500	10,000	500	7	7	.....	.....	.....
Portland, Me ...	Norfolk, Va. ....	Plaster .....	4,000	700	4,700	4,700	.....	6	6	.....	.....	.....
Perth Amboy, N. J.	Boston, Mass ...	Coal .....	6,000	1,500	7,500	800	6,700	8	8	.....	8	8
Philadelphia, Pa.	Newburyport, Mass.	do .....	90,000	5,500	95,500	95,500	.....	16	16	.....	.....	.....
Hoboken, N. J ...	Boston, Mass ...	do .....	20,000	4,000	24,000	20,000	4,000	8	8	.....	.....	.....
New York City...	St. John, N. B. ...	General .....	6,000	10,000	16,000	5,000	11,000	8	8	.....	.....	.....
Saint John, N. B.	New York City	Lumber .....	4,000	1,500	5,500	4,300	1,200	4	4	.....	.....	.....
Newburyport, Mass.	Fishing .....	.....	1,500	.....	1,500	1,500	.....	3	3	.....	.....	.....
Saint John, N. B.	Boston, Mass ...	Lumber .....	1,700	1,350	3,050	300	2,750	6	6	5	15	.....
.....	Fishing .....	.....	2,000	.....	2,000	163	1,837	6	6	5	7	.....
Portland, Me ...	Boston, Mass ...	Lumber .....	1,500	2,000	3,500	2,600	900	(†)	.....	.....	.....	.....
Saint George's Bank.	do .....	Fish .....	6,700	1,000	7,700	600	7,100	12	12	12	24	.....
Rockland, Me ...	New York City.	Lime .....	3,000	1,000	4,000	.....	4,000	4	4	4	8	.....
Provincetown, Mass.	Fishing .....	.....	4,000	.....	4,000	4,000	.....	11	11	.....	.....	.....
.....	.....	.....	20	.....	20	20	.....	2	2	2	2	.....
Cahoon's Hol- low, Mass.	Fishing .....	.....	15	.....	15	15	.....	2	2	.....	.....	.....
Bangor, Me .....	Lynn, Mass. ....	Wood .....	500	250	750	200	550	3	3	3	3	.....
Philadelphia, Pa.	Newburyport, Mass.	Coal .....	32,000	3,000	35,000	35,000	.....	9	9	.....	.....	.....
.....	.....	.....	285,935	57,450	343,385	266,015	77,370	239	239	51	90	.....

OF RHODE ISLAND AND LONG ISLAND.

Pleasure trip.	.....	.....	\$100	.....	\$100	\$100	.....	2	2	.....	.....	.....
Baltimore, Md ...	Boston, Mass ...	Coal .....	25,000	\$3,750	28,750	27,750	\$1,000	8	8	.....	.....	.....
Manhattan Beach, L. I.	Fire Island, N. Y.	.....	1,000	.....	1,000	500	500	2	2	.....	.....	.....
Watch Hill, R. I.	Westerly, R. I.	.....	10	.....	10	10	.....	3	1	2	.....	.....
Canarsie, N. Y. ...	Pleasure trip ...	.....	40	.....	40	40	.....	5	5	.....	.....	.....
Far Rockaway, L. I.	.....	.....	50	.....	50	50	.....	2	2	.....	.....	.....
Westhampton, N. Y.	Fire Island, N. Y.	.....	250	.....	250	250	.....	3	3	.....	.....	.....
Mediterranean Sea.	New York.....	Sulphur, fruit, &c.	300,000	100,000	400,000	400,000	.....	160	160	60	60	.....
Sheepshead Bay, L. I.	Keyport, N. J. ...	.....	200	.....	200	200	.....	(†)	.....	.....	.....	.....
Latimer Reef, Fisher's Island Sound.	.....	.....	500	.....	500	500	.....	2	2	.....	.....	.....
.....	.....	.....	400	.....	400	400	.....	(†)	.....	.....	.....	.....
.....	Anchored in harbor.	.....	300	.....	300	300	.....	(†)	.....	.....	.....	.....
Sheepshead Bay, L. I.	Fishing .....	.....	300	.....	300	300	.....	2	2	.....	.....	.....

† No one on board.

‡ Crew rescued by Massachusetts Humane Society.

Life-saving service.—Table of

DISTRICT No. 8.—EMBRACING COASTS OF

Date.	Place.	Name of station.	Name of vessel.	Where owned.	Master.	Tonnage.
1883.						
Oct. 14	Three-fourths of a mile south of station.	Block Island..	So. Lavinia Campbell	Greenport, N. Y. .	Franklin .	677
Oct. 16	Sugar Reef.....	Watch Hill...	So. J. Kennedy.....	Calais, Me.....	Randall...	98
Oct. 29	One mile southeast of station.	Block Island..	So. Vesta.....	Saint John, N. B. .	Harper.....	122
Oct. 31	One and a half miles north of station.	Napeague.....	So. Rose Brothers...	Newport, R. I. ....	Rose.....	18
Nov. 1	Rockaway Shoals.....	Rockaway Point.	So. Fred. A. Carle...	Belfast, Me.....	Condert...	439
Nov. 13	Forty rods south-southeast of station.	Oak Island....	So. Winnie.....	Patchogue, N. Y. .	Homan...	24
Nov. 14	New Inlet.....	Point Lookout	Sl. Mary Alice.....	Merrick, N. Y. ....	Smith....	14
Nov. 16	Fort Pond Bay, one mile north-northwest of station.	Hither Plain..	So. Lucy Morgan....	New York.....	Lord.....	16
Nov. 21	Two miles north-northwest of station.	Napeague.....	So. Island Belle.....	do.....	Hill.....	59
Dec. 10 1884.	Schooner Reef, Fisher's Isl'd	Watch Hill...	Bg. Ellen Maria.....	Bangor, Me.....	Anderson.	263
Jan. 1	Hog Island Shoal.....	Long Beach...	So. Julia.....	New York.....	Dennis...	52
Jan. 6	One and a quarter miles east of station.	Smith's Point.	So. Lucy E. Friend..	Gloucester, Mass.	Collins...	471
Jan. 9	Two hundred yards northeast of station.	New Shoreham.	So. Annie Godfrey..	Newport, R. I. ....	Allen.....	18
Jan. 9	do.....	do.....	So. Island Belle.....	do.....	Rose.....	16
Jan. 9	do.....	do.....	So. Annie Steele.....	do.....	Dodge.....	16
Jan. 9	One-half mile south of station.	Narragansett Pier.	So. Evelyn.....	do.....	do.....	33
Feb. 2	One-fourth mile south of station.	Petunk.....	Open fish-boat.....	Westhampton, N. Y.	do.....	do.....
Feb. 20	Two hundred yards northeast of station.	New Shoreham.	So. Annie Godfrey..	Newport, R. I. ....	Allen.....	18
Feb. 20	do.....	do.....	So. Laura E. Gamage	do.....	do.....	13
Feb. 29	One-half mile northwest of station.	Lone Hill.....	Cat-boat Annie.....	Sayville, N. Y. ....	Danes.....	5
Feb. 29	Two hundred yards north of station.	do.....	Sl. Hattie J.....	do.....	Wilson...	6
Feb. 29	One hundred and fifty yards northeast of station.	do.....	Cat-boat Lottie.....	do.....	do.....	3
Mar. 24	One-eighth mile north-northwest of station.	Block Island..	Bg. Augusta.....	Saint John, N. B. .	Buck.....	253
Mar. 29	Three miles east-southeast of station.	Far Rockaway	Sl. Romeo.....	Patchogue, N. Y. .	Burr.....	14
Mar. 31	Jamaica Bay.....	Rockaway Point.	Cat-boat Water Lily.	do.....	do.....	5
Apr. 9	Three-fourths mile from station.	Tiana.....	Skiff.....	do.....	do.....	do.....
Apr. 12	One and one-half mile northwest of station.	Fire Island...	So. Coral.....	Port Jefferson, N. Y.	Smith....	22
Apr. 17	Three-fourths of mile northwest of station.	Short Beach..	Sl. R. T. Osborn.....	New York.....	Raynor...	19
Apr. 22	Six hundred yards northeast of station.	New Shoreham.	So. Ada Herbert.....	Marion, Mass.....	Freeman..	85
May 10	Stub Tree Point.....	Point Judith..	So. Julia A. Tate....	New Haven, Conn	Murray...	96
June 6	Sand Hill Cove.....	do.....	So. Idlewild.....	New York.....	Robertson	67
June 12	One-half mile east of station	Amaganset...	St. sp. Bermuda.....	Sunderland, England.	Whitehurst.	744
June 26	Sandy Point.....	New Shoreham.	Cat-boat Lac La Belle	New Shoreham, R. I.	do.....	do.....
	Total.....	.....	.....	.....	.....	.....

wrecks, season of 1883-'84—Continued.

RHODE ISLAND AND LONG ISLAND—Continued.

Where from.	Where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	No. of persons on board.	No. of persons saved.	No. of persons lost.	No. of persons succored at stations.	No. of days' succor afforded.
Philadelphia, Pa.	Boston, Mass ...	Coal .....	\$45,000	\$4,400	\$49,400	\$49,371	\$29	8	8	8	16	
Weehawken, N. J.	do .....	do .....	3,000	800	3,800	3,800		4	4			
Philadelphia, Pa.	Saint John, N. B.	Coaland brick	4,000	1,100	5,100		5,100	5	5		5	30
Block Island, R. I.	Napeague Har- bor.	.....	3,000		3,000	3,000		5	5			
Charleston, S. C.	Barn Island, N. Y.	Phosphate rock.	16,000	6,300	22,300	22,300		7	7			
Port Johnson, N. J.	Bellport, L. I.	Coal .....	1,500	250	1,750		1,750	2	2		2	4
New York	New Inlet, L. I.	do .....	800	120	920	848	72	2	2			
Saybrook, Conn.	Fort Pond Bay, L. I.	.....	600		600	600		8	8			
Promised Land, L. I.	New York	Fish oil and scrap.	3,000	3,500	6,500	6,500		2	2			
Bangor, Me	New York	Lumber.	2,500	2,020	4,520	325	4,195	8	8			
Haverstraw, N. Y.	East Rockaway, N. Y.	Brick .....	600	75	675		675	2	2		2	4
Damariscotta, Me	Norfolk, Va	Ice .....	30,000	700	30,700	30,680	20	8	8			
Anchored in harbor			1,800		1,800	1,800		1	1			
do			300		300	300		(*)				
do			350		350	350		(*)				
do			1,500		1,500	1,450	50	(*)				
Westhampton, N. Y.	Fishing		80		80	80		3	3			
Anchored in harbor			1,800		1,800	1,800		(*)				
do			1,000		1,000	1,000		(*)				
Sayville, N. Y.	Great South Bay, N. Y.	.....	500		500	500		2	2		2	6
do	Oystering		500		500	500		3	3		3	9
do	do		200		200	200		1	1		1	3
New York	Saint John, N. B.	General	10,000	30,000	40,000		40,000	11	9	2	8	84
Fire Island, N. Y.	Staten Island, N. Y.	.....	1,200		1,200	1,200		2	2			
Patchogue, N. Y.	Far Rockaway, N. Y.	Oysters	600	100	700	525	175	2	2		2	4
do			150		150	150		1	1			
Patchogue, N. Y.	Providence, R. I.	Oysters	3,500	900	4,400	4,400		5	5			
New York	Freeport, N. Y.	do	600	400	1,000	950	50	2	2		1	1
Virginia	Newburyport, Mass.	do	3,000	1,000	4,000	4,000		5	5			
Brooklyn, N. Y.	Boston, Mass	Car axles, pig iron, and logwood.	4,000	3,500	7,500	3,000	4,500	4	4		4	16
New York	Fall River, Mass	Grain and straw.	2,000	1,125	3,125	3,125		3	3		1	1
Windward Isl- ands, W. I.	New York	General	120,000	60,000	180,000	180,000		53	53			
New Shoreham, R. I.	Narragansett Pier, R. I.		500		500	500						
			591,730	220,040	811,770	753,254	58,516	348	344	4	99	238

\* No one on board.

*Life-saving service.—Table of*  
DISTRICT No. 4.—EMBRACING

Date.	Place.	Name of station.	Name of vessel.	Where owned.	Master.	Tonnage.
1883.						
July 11	Townsend's Inlet .....	Sea Isle City..	Small boat .....			
Aug. 9	Two and a half miles south of station.	Cape May .....	Sc. Lottie .....			
Sept. 5	One mile east of station .....	do .....	Sc. Hornet .....	Philadelphia, Pa.	Schellen-ger.	19
Sept. 8	North Bar, Townsend's Inlet.	Townsend's Inlet.	Sl. Lady Alice .....	Sea Isle City, N. J.	Sheppard	5
Sept. 15	Corson's Inlet Bar .....	Corson's Inlet	Sc. John Anna .....	Somers Point, N. J.	Steelman	29
Sept. 18	Barnegat Inlet .....	Barnegat .....	Sc. Sans Souci .....	Tuckerton, N. J.	Perrine	117
Sept. 18	do .....	Loveladies Island.	Sc. John B. Connor.	Wilmington, Del.		58
Sept. 19	One and three-quarter miles south of station.	Townsend's Inlet.	Sl. Lady Alice .....	Sea Isle City, N. J.	Sheppard	5
Sept. 21	One-half mile south of station.	Sandy Hook ..	Skiff .....	Seabright, N. J.		
Sept. 22	One-quarter mile southwest of station.	Seabright .....	Cat-boat Mollie .....	do .....		5
Sept. 23	Shewabury River .....	do .....	Sl. Listless .....	New York .....	Scrobogua	14
Sept. 26	Brigantine Shoals .....	Atlantic City and Brigantine.	Sc. M. B. Mahoney ..	Castine, Me.	Perkins	139
Oct. 14	One and a half miles south of station.	Bay Head .....	Ship Meta .....	Bremervhven, Germany.	Frerichs	1,812
Oct. 16	Three hundred yards southeast of station.	Little Beach ..	Sloop .....	Halifax, N. S.		3
Oct. 17	One mile north-northeast of station.	Barnegat .....	Sc. George Whitef.	Tuckerton, N. J.	Conklin	42
Oct. 31	Barnegat Shoals .....	Barnegat and Fork'd River.	Sc. James Jones .....	Somers Point, N. J.	Townsend	253
Nov. 2	South Bar, Hereford Inlet.	Hereford Inlet.	Sc. Imogene Diverty.	Camden, N. J.	Curtis	188
Nov. 3	One-fourth mile east of station.	Monmouth Beach.	Skiff .....	Elberon, N. J.		
Nov. 4	One mile south of station ..	Squan Beach ..	Sl. Anonyms .....			
Nov. 4	One and three-quarter miles north of station.	Forked River ..	Sc. Lulu Ammerman	Perth Amboy, N. J.	Rulon	300
Nov. 8	On Shoals, one and a half miles south of station.	Cape May .....	Sc. R. S. Graham .....	Philadelphia, Pa.	Smith	342
Nov. 14	North Bar, Hereford Inlet.	Hereford Inlet.	Sl. Lidie Jones .....	Tuckerton, N. J.	Wright	12
Nov. 28	One-half mile southwest of station.	Townsend's Inlet.	Sc. Eva .....	Atlantic City, N. J.	Modara	15
Nov. 28	Point Creek .....	Little Egg .....	Sc. E. B. Fithian .....	Somers Point, N. J.	Higby	25
Dec. 2	South Bar, Townsend's Inlet.	Townsend's Inlet.	Sc. S. W. Bunnell .....	New York .....	Maxwell	227
Dec. 11	One mile from station .....	Little Egg .....	Sc. H. L. James .....	Baltimore, Md.	Apple-garth.	110
Dec. 15	North Shoals, Absecom Inlet.	Atlantic City ..	Sl. Kate Becker .....	Somers Point, N. J.	Blackman	7
Dec. 20	Goose Bar, Little Egg Harbor.	Bond's .....	Sc. H. L. James .....	Baltimore, Md.	Apple-garth.	110
Dec. 28	One mile northwest of station.	Sandy Hook ..	Sc. Kate E. Clifford ..	Somers Point, N. J.	Wright	420
1884.						
Jan. 1	Three-quarters of a mile north-northeast of station.	do .....	St. Sp. Jabez Howes.	San Francisco, Cal.	Freeman	1,648
Jan. 4	Brigantine Shoals .....	Brigantine and South Brigantine.	Bg. Alida A. Smith ..	Windsor, N. S.	Smith	181
Jan. 6	North side, Great Egg Harbor Inlet.	Great Egg Harbor.	Sc. John Anna .....	Somers Point, N. J.	Horton	29
Jan. 8	Three-quarters of a mile south of station.	Long Beach .....	Bktn. Elmira .....	Salcombe, England	Ball	247
Jan. 9	Absecom Beach .....	Atlantic City ..	Sc. Robert Morgan ..	New Haven, Conn.	Crosaley	553

\* No one on board.

wrecks, season of 1883-'84—Continued.

COAST OF NEW JERSEY.

Where from.	Where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	No. of persons on board.	No. of persons saved.	No. of persons lost.	No. of persons succored at stations.	No. of days' succor afforded.
Boston .....	Philadelphia .....	.....	\$10 15,000	.....	\$10 15,000	\$10 15,000	.....	(*) 6	.....	.....	4	4
Delaware Breakwater .....	Fishing Banks .....	.....	1,000	1,000	1,000	50	\$950	(*)	.....	.....	.....	.....
.....	Sea Isle City, N. J. ....	.....	175	175	175	165	10	2	2	2	2	2
Thompson's Cove .....	Seaville, N. J. ....	Lime .....	1,000	\$100	1,100	950	150	2	2	1	1	1
Barnegat, N. J. ....	Fishing .....	.....	10,000	.....	10,000	10,000	.....	12	12	.....	.....	.....
Hudson River, N. Y. ....	Barnegat, N. J. ....	.....	2,000	2,000	2,000	2,000	.....	5	5	.....	.....	.....
Wreck of steamship Nuphar, Seabright, N. J. ....	Sea Isle City, N. J. ....	.....	175	.....	175	155	20	2	2	2	2	2
.....do .....	Fishing .....	.....	50	50	50	50	.....	2	2	2	2	2
.....do .....	.....do .....	.....	500	.....	500	500	.....	2	2	.....	.....	.....
New York .....	Seabright, N. J. ....	.....	3,000	.....	3,000	3,000	.....	4	4	.....	.....	.....
Bangor, Me .....	Philadelphia, Pa .....	Lumber .....	2,500	1,800	4,300	4,225	75	5	5	.....	.....	.....
Bremerhaven, Germany. ....	New York .....	Salt, cement, and barrels.	25,000	20,000	45,000	.....	45,000	24	24	22	22	44
Halifax, N. S. ....	Charleston, S. C .....	.....	100	100	100	50	50	1	1	1	1	4
Barnegat, N. J. ....	Virginia .....	.....	1,500	1,500	1,500	1,500	.....	3	3	.....	.....	.....
Philadelphia, Pa .....	Somerset, Mass. ....	Coal .....	5,000	1,000	6,000	1,000	5,000	6	6	6	6	6
Richmond, Va .....	New York .....	Pig iron, staves, &c.	10,000	4,000	14,000	14,000	.....	5	5	.....	.....	.....
Seabright, N. J. ....	Elberon, N. J. ....	.....	50	50	50	50	.....	2	2	.....	.....	.....
New York .....	Barnegat, N. J. ....	.....	200	200	200	200	.....	1	1	.....	.....	.....
.....do .....	Baltimore, Md .....	.....	10,000	10,000	10,000	10,000	.....	7	7	.....	.....	.....
.....do .....	Philadelphia, Pa .....	.....	15,000	15,000	15,000	15,000	.....	6	6	.....	.....	.....
Great Egg Harbor, N. J. ....	Hereford Inlet, N. J. ....	.....	1,000	1,000	1,000	975	25	2	2	.....	.....	.....
Anglesea, N. J. ....	Atlantic City, N. J. ....	.....	810	810	810	810	.....	3	3	.....	.....	.....
Port Republic, N. J. ....	New York .....	Oysters .....	1,000	500	1,500	1,500	.....	3	3	.....	.....	.....
New York .....	Norfolk, Va .....	Hay .....	6,000	1,200	7,200	720	6,480	7	7	.....	.....	.....
Philadelphia, Pa .....	Beach Haven, N. J. ....	Lumber .....	5,000	2,100	7,100	7,100	.....	6	6	.....	.....	.....
New York .....	Absecon, N. J. ....	Potatoes .....	700	100	800	775	25	2	2	.....	.....	.....
Beach Haven, N. J. ....	Norfolk, Va .....	.....	5,000	5,000	5,000	5,000	.....	5	5	.....	.....	.....
Baltimore, Md .....	Bridgeport, Conn. ....	Coal .....	12,000	2,500	14,500	14,500	.....	7	7	1	1	1
San Francisco, Cal .....	New York .....	General .....	100,000	200,000	300,000	300,000	.....	29	29	.....	.....	.....
Nuevitas, Cuba .....	.....do .....	Mahogany .....	7,000	10,000	17,000	17,000	.....	8	8	.....	.....	.....
Somers Point, N. J. ....	Hog Island, Va .....	.....	1,600	1,600	1,600	1,600	.....	4	4	.....	.....	.....
Natal, Brazil .....	New York .....	Sugar .....	7,400	30,000	37,400	37,400	.....	8	8	.....	.....	.....
Salem, Mass .....	Philadelphia, Pa .....	.....	40,000	40,000	40,000	39,000	1,000	9	9	.....	.....	.....

† No assistance required of life-saving crew.

*Life-saving service.—Table of*  
DISTRICT No. 4.—EMBRACING

Date.	Place.	Name of station.	Name of vessel.	Where owned.	Master.	Tonnage.
1884.						
Jan. 9	One-half mile southwest of station.	Great Egg Harbor.	SL Fire Fly .....	Somers Point, N. J.	.....	.....
Jan. 9	One and a half miles south of station.	Bay Head .....	So. Charles C. Dame.	Newburyport, Mass.	Daniels ..	568
Jan. 9	Three-quarters of a mile north of station.	Shark River ..	So. Mabel Thomas†.	New Haven, Conn.	.....	336
Jan. 13	Barnegat Shoals .....	Forked River.	So. Wallace M. French.	Somers Point, N. J.	Risley ....	22
Jan. 13	.....do .....	Barnegat .....	Str. Merrimac .....	Lawrence, Mass.	Davidson ..	170
Jan. 19	Three-quarters of a mile from station.	Shark River ..	So. Mabel Thomas†..	New Haven, Conn.	.....	336
Jan. 20	.....do .....	.....do .....	.....do .....	.....do .....	.....	336
Jan. 22	.....do .....	.....do .....	.....do .....	.....do .....	.....	336
Feb. 4	One-half mile southwest of station.	Little Egg .....	So. J. G. Connor.....	Somers Point, N. J.	Willis ....	26
Feb. 6	One hundred yards south of Shark River Inlet.	Spring Lake and Shark River.	Bk. Mistletoe .....	Saint John, N. B.	Quigley...	871
Feb. 6	Barnegat Shoals .....	Barnegat .....	Bg. Albertine Meyer	Roetock, Germany	Zelck .....	266
Mar. 4	Cold Spring Bar .....	Cold Spring and Turtle Gut.	So. J. G. Connor.....	Great Egg Harbor, N. J.	Willis ....	26
Mar. 5	Romer Shoals .....	Sandy Hook ..	St. sp. Colon § .....	New York, N. Y.	Shackford	2,686
Mar. 7	Brigantine Beach Shoals ..	South Brigantine.	St. sp. Clydeedale ...	Glasgow, Scotland	Johnston ..	608
Mar. 10	One and one-fourth miles southwest of station.	Sandy Hook ..	So. Melody .....	Perth Amboy, N. J.	Morton ....	22
Mar. 11	North Bar, Great Egg Harbor Inlet.	Ocean City and Great Egg.	Str. Wm. Spicer .....	Myatie, Conn.	Valliant ...	44
Mar. 11	Gull Bar, Hereford Inlet. . .	Hereford .....	Sl. R. A. Magowan ..	Rio Grande, N. J.	Cresse ....	15
Mar. 16	Three miles northeast of station.	Little Beach ..	Sl. Vienna .....	Crisfield, Md.	Stiles .....	21
Mar. 26	Two miles east of Cape May station.	Cape May and Cold Spring.	So. Rhodella Blew...	New York, N. Y.	Lyman ....	184
Mar. 27	Two miles north of station.	Little Egg .....	So. Minnehaha .....	Warren, R. I.	Tryson ....	151
Mar. 28	Barnegat Shoals .....	Barnegat .....	So. Hattie S. Collins.	New Haven, Conn.	Fisher ....	123
Apr. 4	Corson's Inlet Bar .....	Corson's Inlet.	So. Two Sisters § .....	Somers Point, N. J.	Yates .....	26
Apr. 9	Middle Ground, Risley's Channel.	Great Egg ..	So. Geo. White § .....	Tuckerton, N. J.	Conkling ..	42
Apr. 16	South Bar, Townsend's Inlet	Townsend's Inlet.	So. Jno. A. Lingo ....	Indian River, N. J.	Ingersoll ..	50
Apr. 19	Two miles northeast of station.	Sandy Hook ..	St. sp. Oregon § .....	Liverpool, England	Price .....	7,250
Apr. 21	Two miles west of station..	Bond's .....	So. Jno. W. Fox .....	New Castle, Del.	Bennett...	100
Apr. 22	One mile northwest of station.	.....do .....	Sl. Mary A. Mott ...	Tuckerton, N. J.	Rider .....	21
Apr. 29	Barnegat Shoals .....	Barnegat .....	So. Deceiver .....	Somers Point, N. J.	Bennett ..	23
Apr. 29	Tatham's Beach .....	Townsend's Inlet.	So. Julia A. Crawford §	Port Jefferson, N. Y.	Smith .....	225
Apr. 29	Brigantine Shoals .....	South Brigantine and Brigantine.	So. Florence L. Lookwood.	Boston, Mass.	Wing .....	284
May 2	Barnegat Shoals .....	Barnegat .....	So. Altavela .....	Brooklin, Me.	Wells .....	183
May 17	Absecom Inlet .....	Atlantic City.	So. William Tice....	Boston, Mass.	Pattison ..	191

† Value of vessel stated in Tables of Wrecks, fiscal year 1882-'83, Fourth District, under date of January 10, 1883, the time the vessel stranded.

‡ The men taken off by the life-saving crew were wreckers who had gone on board to get the vessel afloat.

§ No assistance required of life-saving crew.

wrecks, season of 1883-'84—Continued.

COAST OF NEW JERSEY—Continued.

Where from.	Where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amounts saved.	Estimated amount lost.	No. of persons on board.	No. of persons saved.	No. of persons lost.	No. of persons succored at stations.	No. of days' succor afforded.
Ocean City, N. J.	Drifting .....		\$100 .....		\$100 .....		\$100 .....	(*) .....				
Portsmouth, N.H.	Baltimore, Md ..		36,000 .....		36,000 .....	\$12,000 .....	24,000 .....	9 .....	9 .....	6 .....	12 .....	
								17 .....	7 .....			
New York .....	Atlantic City, N. J.		1,000 .....		1,000 .....	1,000 .....		3 .....	3 .....			
do .....	Jacksonville, Fla.		10,000 .....		10,000 .....	10,000 .....		11 .....	11 .....			
do .....								5 .....	5 .....			
do .....								9 .....	9 .....			
do .....								9 .....	9 .....			
Chinco teague, Va.	New York .....	Oysters .....	1,500 .....	\$525 .....	2,025 .....	2,025 .....		3 .....	3 .....			
Liverpool, England.	do .....		35,000 .....		35,000 .....	29,000 .....	6,000 .....	14 .....	14 .....	13 .....	39 .....	
Bahia, Brazil .....	do .....	Sugar .....	10,000 .....	40,000 .....	50,000 .....		50,000 .....	9 .....	9 .....	9 .....	18 .....	
Sand Shoals, Va..	Great Egg Harbor, N. J.	Oysters .....	2,500 .....	300 .....	2,800 .....	2,800 .....		3 .....	3 .....			
Aspinwall, South America.	New York, N. Y.	General .....	200,000 .....	75,000 .....	275,000 .....	275,000 .....		66 .....	66 .....			
Kingston, Jamaica.	do .....	Sugar, spices, fruits, &c.	20,000 .....	20,000 .....	40,000 .....	40,000 .....		27 .....	27 .....			
New York, N. Y..	Fishing .....	Fish .....	2,500 .....	50 .....	2,550 .....	2,100 .....	450 .....	8 .....	8 .....	8 .....		
New London, Conn.	Great Egg Harbor, N. J.	Coal .....	5,000 .....	150 .....	5,150 .....	600 .....	4,550 .....	2 .....	2 .....			
Chesapeake Bay, Virginia.	Rio Grande, N. J.	Oysters .....	700 .....	200 .....	900 .....	900 .....		3 .....	3 .....			
Hog Island, Va ..	Little Egg Harbor, N. J.	do .....	1,000 .....	250 .....	1,250 .....		1,250 .....	6 .....	6 .....			
New York, N. Y..	York River, Va.		5,000 .....		5,000 .....	490 .....	4,510 .....	6 .....	6 .....	6 .....	17 .....	
Booth Bay, Me...	Beach Haven, N. J.	Ice .....	9,000 .....	800 .....	9,800 .....	9,800 .....		6 .....	6 .....			
do .....	Barnegat City, N. J.	do .....	5,000 .....	400 .....	5,400 .....	5,300 .....	100 .....	5 .....	5 .....			
Hog Island, Va ..	Corson's Inlet, N. J.	Oysters .....	1,600 .....	250 .....	1,850 .....	1,850 .....		3 .....	3 .....			
do .....	Little Egg Harbor, N. J.	do .....	2,000 .....	450 .....	2,450 .....	1,600 .....	850 .....	4 .....	4 .....			
Indian River, N. J.	Sea Isle City, N. J.	Lumber .....	4,000 .....	800 .....	4,800 .....	4,800 .....		3 .....	3 .....			
Liverpool, England.	New York, N. Y.	General .....	1,500,000 .....	500,000 .....	2,000,000 .....	2,000,000 .....		713 .....	713 .....			
Beach Haven, N. J.	Milton, Del .....		6,500 .....		6,500 .....	6,500 .....		5 .....	5 .....			
Hog Island, Va ..	Tuckerton, N. J.	Oysters .....	2,000 .....	250 .....	2,250 .....	2,250 .....		3 .....	3 .....			
do .....	Barnegat, N. J.	do .....	1,500 .....	200 .....	1,700 .....		1,700 .....	3 .....	3 .....	3 .....	6 .....	
New York, N. Y.	Philadelphia, Pa		2,000 .....		2,000 .....		2,000 .....	5 .....	5 .....			
Hurricane Island, Me.	do .....	Pavingstone	7,500 .....	1,600 .....	9,100 .....	9,040 .....	60 .....	6 .....	6 .....			
Blue Hill, Me ....	Washington, D. C.	Stone .....	3,000 .....	2,000 .....	5,000 .....		5,000 .....	5 .....	5 .....			
Atlantic City, N. J.	Philadelphia, Pa		6,000 .....		6,000 .....	6,000 .....		5 .....	5 .....			

\* No one on board.

Life-saving service.—Table of

## DISTRICT No. 4.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel.	Where owned.	Master.	Tonnage.
1884.						
June 26	Four miles southwest of station.	Cape May ....	Sc. A. H. Hurlburt..	New Haven, Conn.	Crosby ...	253
June 26	One mile north of station...	Forked River...	Sc. L. and A. Babcock.	Absecom, N. J. ....	Babcock..	253
June, '30	.....do.....	Sandy Hook ...	Sc. H. L. James* .....	Baltimore, Md. ....	Apple-gaugh.	110
	Total.....					

## DISTRICT No. 5.—EMBRACING COAST BETWEEN

1883.						
July 9	Three miles north of station	Cape Henlopen	Sc. Willie H. Higgins*	Boston, Mass. ....	Jones .....	562
Aug. 16	Three and three-fourths miles northwest of station.	.....do.....	Sc. Jessie Hart, 2d *.	Saint George, Me.	Wall .....	250
Aug. 19	North end of Carter's Bar...	Cobb's Island.	St. sp. Amaryllis* ..	North Shields, England.	Hillf.....	1,100
Aug. 28	Two and three-quarters miles east-southeast of station.	Assateague...	Sailboat .....			
Oct. 6	Isaac Shoals.....	Smith's Island	Sc. A. M. Payne.....	Halifax, N. S. ....	Abbott ...	88
Oct. 10	Paramorea Beach.....	W a t c h a - p r e a g u e.	Sc. Lizzie .....	Somers Point, N. J.	Cramer ...	85
Oct. 13	Metomkin Bar .....	.....do.....	Sc. Henry Doremus	New York .....	Lamberson	45
Oct. 18	Southeast Bar, Hog Island Inlet.	Hog Island ...	Sc. Medora Frances.	Chincoteague, Va.	Thornton .	24
Oct. 23	Five miles northwest of station.	Cape Henlopen	Sc. Bedabedec† .....	Rockland, Me. ....	Pinkham .	95
Oct. 23	Four miles northwest of station.	.....do.....	Bg. Antelope* .....	New York .....	Bryant ...	230
Oct. 28	North Point, Indian River Inlet.	Indian River Inlet.	Sc. Dan .....	New Castle, Del...	Chamberlain.	28
Nov. 1	Hog Island Inlet Bar.....	Hog Island ...	Sc. Ella T. Little .....	Philadelphia, Pa.	Crawford ..	440
Nov. 11	Between Cobb's and Bone Islands.	Cobb's Island ...	Sc. Two Sisters .....	Somers Point, N. J.	Yates .....	28
Nov. 6	Two miles southwest of station.	Assateague ...	Scow .....	Chincoteague, Va.	Thorington.	8
Nov. 12	Four and a half miles northwest of station.	Cape Henlopen	Sc. Eliza W. Godfrey*	Millville, N. J. ....	Rodgers ..	44
Nov. 13	.....do.....	.....do.....	Sc. Jerusha M* .....	Great Egg Harbor, N. J.	Cary.....	61
Dec. 1	Dawson Shoals.....	W a t c h a - p r e a g u e.	Sl. Undine .....	Chincoteague, Va.		10
Dec. 16	Isaac Shoals.....	Smith's Island	Sc. Lena Hunter .....	Philadelphia, Pa.	Fisher .....	285
Dec. 20	Southeast Bar, Rogue's Island.	Hog Island ...	Sl. T. S. Wiltbank...	Chincoteague, Va.	Mason.....	7
Dec. 21	Outer bar of Hog Island ...	Hog Island and Cobb's Island.	Bk. Olga .....	Genoa, Italy .....	Nicoli ...	547
Dec. 21	Hog Island Shoals .....	Hog Island ...	Str. Chiswick .....	London, England..	Watts ...	796
Dec. 23	South Shoal, near Chincoteague Bar.	Assateague ...	Sc. Lillie A. Warford	Perth Amboy, N. J.	Mount.....	171
Dec. 28	Eastern Beach, Assateague.	.....do.....	Sl. Frank .....	Onancock, Va. ....	Clayville .	16
1884.						
Jan. 5	Hog Island Shoals.....	Hog Island and Cobb's Island.	Sc. Wm. T. Elmer ...	Hartford, Conn....	Emmons..	185
Jan. 10	Three-fourths of a mile east of station.	Assateague ...	Sl. Lizzie Jane* .....	Chincoteague.....	Wheaton..	11
Feb. 28	Carter's Bar.....	Cobb's Island and Smith's Island.	Sc. Samuel Fish.....	Thomaston, Me....	Teel .....	214
Mar. 11	One and a half miles north of station.	Lewes.....	Sc. Right Away.....	New London, Conn.	Frances ..	140

\* No assistance required of life-saving crew.

wrecks, season of 1883-'84—Continued.

OF NEW JERSEY—Continued.

Where from.	Where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	No. of persons on board.	No. of persons saved.	No. of persons lost.	No. of persons succored at stations.	No. of days' succor afforded.
Hallowell, Me. . . .	Yorktown, Va. . .	Statuary granite.	\$20,000	\$40,000	\$60,000	\$58,500	\$1,500	7	7			
Philadelphia, Pa. .	Boston, Mass. . .	Coal . . . . .	8,000	2,000	10,000		10,000	7	2	5	2	6
New York, N. Y. . .	Washington, D. C.	Cement . . . . .	10,000	2,000	12,000	12,000		6	6			
.....			2,208,170	960,525	3,168,695	2,960,440	208,255	1,176	1,163	13	34	188

CAPE HENLOPEN AND CAPE CHARLES.

Philadelphia, Pa. .	Boston, Mass. . .	Coal . . . . .	\$33,000	\$1,250	\$34,250	\$34,200	\$50	9	9			
Richmond, Va. . .	do . . . . .	do . . . . .	3,000	1,200	4,200	2,300	1,900	6	6			
North Shields, England.	Baltimore, Md. . .	General . . . . .	125,000	200,000	325,000	325,000		22	22			
Winter Quarter Shoal, Va.	Chincoteague, Va.		500		500	500		2	2			
Breezy Point, W. I. Camden, N. J. . . .	Baltimore, Md. . .	Guano . . . . .	3,500	1,000	4,500		4,500	5	5		5	15
Folly Creek, Va. . .	Paramore's Island, Va.	Lumber . . . . .	1,500	1,500	3,000	3,000		5	5			
Newport News, Va.	New York . . . . .	Potatoes . . . . .	5,000	2,800	7,800	6,400	1,400	4	4			
Deer Isle, Me. . . .	Hog Island, Va. . .	Coal . . . . .	1,200	50	1,250	1,250		3	3			
Philadelphia, Pa. .	Philadelphia, Pa.	Stone . . . . .	5,000	700	5,700	250	5,450	4	4			
Frankford, Del. . .	Boston, Mass. . .	Coal . . . . .	10,000	2,500	12,500		12,500	7	7			
Philadelphia, Pa. .	Philadelphia, Pa.	Wood . . . . .	1,400	160	1,560	1,560		4	4			
Chincoteague, Va.	Richmond, Va. . .	Pig-iron . . . . .	8,000	1,000	9,000	9,000		7	7			
Hog Island, Va. . .	James River, Va.		1,600		1,600	1,600		3	3			
Millville, N. J. . .	Chincoteague, Va.		300		300	300		3	3			
do . . . . .	Lewes, Del. . . . .		1,000		1,000	1,000		3	3			
Chincoteague, Va.	do . . . . .		1,500		1,500	1,500		4	4			
New York . . . . .	Watchapreague, Va.		800		800	800		2	2			
Myrtle Island, Va.	Richmond, Va. . .		10,000		10,000	10,000		6	6			
Westport, Ireland.	Metompkin, Va. . .	Oysters . . . . .	300	35	335	335		3	3			
Ireland . . . . .	Baltimore, Md. . .		12,000		12,000	12,000		13	13			
Nansemond River, Va.	Hampton Roads, Va.		200,000		200,000	199,500	500	22	22			
New Inlet, Va. . .	New York . . . . .	Wood . . . . .	3,000	800	3,800	3,800		6	6			
New York . . . . .	Chincoteague, Va.		800		800	800		4	4			
New Inlet, Va. . .	West Point, Va. .	Phosphate . . . .	8,000	6,000	14,000		14,000	5	5		5	25
New London, Conn.	Chincoteague, Va.		800		800	800		3	3			
New York . . . . .	Hampton, Va. . .	Hay . . . . .	10,000	435	10,435		10,435	7	7		6	30
	James River, Va. .		5,000		5,000	5,000		6	6			

† No assistance by life-saving crew.

## DISTRICT No. 5.—EMBRACING COAST BETWEEN

Date.	Place.	Name of station.	Name of vessel.	Where owned.	Master.	Tonnage.
1884.						
Mar. 20	One-eighth of a mile west of station.	Lewes .....	Sl. Potosi .....	New Castle, Del ..	Turner ...	27
Mar. 30	One-fourth of a mile east of station.	do .....	Sc. Charles H. Hodgson.	Provincetown, Mass.	Hawes....	112
Mar. 30	Two miles east-northeast of station.	Cobb's Island	Sc. Celia .....	New Bedford, Mass	Williams ..	29
Mar. 30	One-half mile east-northeast of station.	Lewes .....	Sc. Annie P. Reynolds.	Wilmington, Del..	Cropper ..	58
Mar. 30	One-fourth mile northeast of station.	do .....	Sc. Mattie Holmes ..	Bangor, Me .....	Perkins ..	160
Mar. 30	One-third of a mile north of station.	do .....	Sl. Potosi .....	New Castle, Del ..	Turner ...	27
Apr. 2	Fisherman's Island, four and a half miles southwest of station.	Smith's Island.	Str. Resolute* .....	Norfolk, Va .....	Chase ....	67
Apr. 4	Dawson Shoals .....	Watchapreague.	Sc. Ann Dole .....	Somers Point, N.J.	Blackman ..	186
Apr. 4	Cheese Wreck Shoals .....	Paramores Beach.	Sc. H. M. Somers .....	do .....	Ingersoll ..	81
Apr. 10	Ship Shoals .....	Assateague ..	Sl. Ocean Star .....	do .....	Adams .....	12
Apr. 10	Two miles northeast of station.	Indian River Inlet.	Sl. Lidie Jones .....	do .....	Wright ...	12
Apr. 27	Northeast point of Paramores Beach.	Watchapreague and Paramores Beach.	Sl. Fred .....	Gulfport, Conn .....	Penn ....	15
May 26	Isaac Shoals .....	Smith's Island.	Sc. B. L. Burt* .....	Taunton, Mass ..	Johnson ..	719
May 26	do .....	do .....	Sc. Helen Hasbrouck	New York .....	Bennett ..	309
June 11	Two miles south of station	Cape Henlopen	Sp. Cheseborough ..	Bath, Me .....	Dinamore ..	1,461
June 17	Chincoteague Beach .....	Assateague ..	Sc. Jas. B. Johnson ..	Somers Point, N.J.	Rose .....	148
June 26	One-fourth of a mile west of station.	Lewes .....	Bk. Vasco de Gama ..	Arendal, Norway ..	Krogh ....	553
June 27	One-third of a mile west of station.	do .....	Sc. Hattie Paige .....	Philadelphia, Pa ..	Smith ....	297
	Total .....					

## DISTRICT No. 6.—EMBRACING COAST BETWEEN

1883.						
Sept. 21	Six miles southeast of station	Kitty Hawk ..	Sc. C. W. Lewis .....	Thomaston, Me...	McIntire ..	322
Oct. 3	Kitty Hawk .....	do .....	Sc. Luola Murchison ..	New York .....	Seaman ..	525
Nov. 5	Bar mouth of Cape Fear River.	Cape Fear ..	Sc. Samuel McManemy.	Philadelphia, Pa..	Reville ..	310
Nov. 11	Two and a half miles north of Gull Shoal station.	Gull Shoal, Little Kinnakeet, Chicamacomico, and New Inlet	Sc. Edward Stuart ..	Bangor, Me.....	Harlow ..	378
Nov. 16	Eight miles west-southwest of station.	Big Kinnakeet ..	Sc. H. P. Brown .....	Cape Hatteras, N.C	Gray .....	5
Nov. 28	One-half mile north of station.	Nag's Head ..	Sc. Annie S. Carl .....	New York .....	Richardson.	48
Dec. 2	do .....	do .....	Small boat .....	Norfolk, Va .....		
Dec. 20	Off False Cape .....	False Cape ..	St. sp. Ashfield* .....	Stockton, England	Whitehead ..	904
1884.						
Jan. 4	One mile southeast of station	Oregon Inlet ..	Sc. Mary A. Trainer ..	Philadelphia, Pa..	Derrickson ..	196
Jan. 5	Chicamacomico .....	Chicamacomico	Sc. Florence .....	Baltimore, Md .....	Irland .....	89

\* No assistance required of life-saving crew.

wrecks, season of 1883-'84—Continued.

CAPE HENLOPEN AND CAPE CHARLES—Continued.

Where from.	Where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	No. of persons on board.	No. of persons saved.	No. of persons lost.	No. of persons succored at stations.	No. of days' succor afforded.
Salem, N. J.	Lewes, Del.		\$1,000		\$1,000	\$1,000		3	3			
New Castle, Del.	New Bedford, Mass.	Corn	3,000	\$3,500	6,500	4,500	\$2,000	5	5			
New Bedford, Mass.	Wilmington, N. C.		2,500		2,500		2,500	5	5	5	5	
Philadelphia, Pa.	Lewes, Del.		5,700		5,700	5,200	500	4	4	4	4	
do	Portland, Me.	Coal	5,000	1,200	6,200	5,000	1,200	7	7			
Salem, N. J.	Lewes, Del.		1,000		1,000	500	500	2	2	2	4	
Norfolk, Va.	Fisherman's Inlet, Va.		17,000		17,000	17,000		12	12			
Philadelphia, Pa.	Washington, D. C.	Coal	6,000	1,450	7,450	500	6,950	6	6	6	12	
Chuckatuck, Va.	Great Egg Harbor, N. J.	Oysters	1,000	350	1,350	1,350		3	3			
Somers Point, N. J.	Chincoteague, Va.		1,000		1,000	925	75	2	2			
Chuckatuck, Va.	Somers Point, N. J.	Oysters	750	175	925	910	15	2	2			
Anchored off Paramores Beach			600		600	300	300	(1)				
Providence, R. I.	Baltimore, Md.		38,000		38,000	38,000		8	8			
New York	do		7,000		7,000	7,000		7	7			
Antwerp, Belgium	Philadelphia, Pa.		50,000		50,000	50,000		21	21			
Mattaponi River, Va.	do	Railroad ties	2,500	2,000	4,500	4,500		10	10			
Cienfuegos, Cuba	Delaware Breakwater.	Sugar	12,000	36,000	48,000	37,000	11,000	10	10			
Georgetown, D. C.	Rhinecliff, N. Y.	Coal	16,000	1,300	17,300		17,300	9	9			
			622,250	265,405	887,655	794,580	93,075	284	284	33	95	

CAPE HENRY AND CAPE FEAR RIVER.

Brunswick, Ga.	Boston, Mass.	Lumber	\$2,000	\$3,500	\$11,500	\$7,500	\$4,000	2	2			
New York	Savannah, Ga.	Phosphate	10,000	10,000	20,000	1,750	18,250	8	8	8	11	
Perth Amboy, N. J.	Wilmington, N. C.	Railroad iron	12,000	16,000	28,000	28,000		7	7			
Turk's Island, W. I.	Baltimore, Md.	Salt	25,000	1,200	26,200	26,100	100	8	8			
Washington, N. C.	Kinnakeet, N. C.		1,200		1,200	1,100	100	3	3			
New York	Watchapreague, Va.		3,000		3,000	3,000		4	4	4	20	
Wrecking schooner	V. J. Peed		50		50	50		6	6	6	12	
Marbella, Spain	Baltimore, Md.	Iron ore	100,000	15,000	115,000	114,300	700	22	22			
New York	Brunswick, Ga.	General	10,000	3,000	13,000	12,950	50	6	6			
Beaufort, N. C.	Norfolk, Va.	Guano	1,000	800	1,800		1,800	4	4	4	32	

† No one on board.

Life-saving service.—Table of

## DISTRICT No. 6.—EMBRACING COAST BETWEEN

Date.	Place.	Name of station.	Name of vessel.	Where owned.	Master.	Tonnage.
1883.						
Jan. 8	One and a half miles south of station.	Gull Shoal .....	Sc. Emma C. Rommell.	Camden, N. J. ....	Sloan .....	331
Jan. 8	Hatteras Inlet .....	Durants .....	Sc. John N. Parker.	Seaford, Del .....	Bell .....	165
Jan. 9	Three miles west-southwest of station.	Pea Island .....	Sailboat Excel .....			
Jan. 15	Two miles north of station.	Little Island ..	Sc. Lewis A. Rommell.	Philadelphia, Pa.	Jeffries .....	334
Jan. 26	Two and a quarter miles north of station.	Dam Neck Mills.	Sc. Albert C. Paige.	Mauricetown, N. J.	Haley .....	379
Mar. 30	Two and a quarter miles west-northwest of station.	Cape Henry ..	Sc. Daniel S. Williams, Jr.	Perth Amboy, N. J.	Hyers .....	629
April 4	Southeast two miles from station.	Durants .....	Str. Wm. C. Pierrepont.*	Norfolk, Va .....	Averill .....	120
May 25	Two miles east of Ocracoke station.	do .....	St. sp. Glassalt .....	Aberdeen, Scotland.	Sulent .....	416
	Total .....					

## DISTRICT No. 7.—EMBRACING EASTERN COAST OF FLORIDA,

1883.						
Nov. 2	Nine miles north of station	Orange Grove	Bg. Triunfo .....	Barcelona, Spain..	Guardiola	153

## DISTRICT No. 8.—EMBRACING GULF

1883.						
Nov. 10	West end of Galveston Island, three and a half miles southwest of station.	San Luis .....	Bktn. Laura R. Burnham.	Boston, Mass .....	Nickerson.	673
Nov. 25	Two miles north-northeast of station.	Brazos .....	Str. I. C. Harris .....	New Orleans, La..	Hill .....	555
Nov. 27	Northeast end of Mustang Island, three-quarters of a mile northeast of station.	Aransas .....	Sc. Ball Player .....	Brashear, La .....	Axeleon ..	43
Dec. 24	Two miles north-northeast of station.	Brazos .....	Str. I. C. Harris .....	New Orleans, La..	Hill .....	555
1884.						
Jan. 7	Galveston Island, seventeen miles northeast of station.	San Luis .....	Bk. Normat .....	Arendal, Norway	Mathiesen	475
Mar. 15	One and a half miles northwest of station.	Brazos .....	Str. I. C. Harris .....	New Orleans, La..	Hill .....	555
Mar. 31	Three and a half miles southwest of station.	San Luis .....	St. sp. San Marcus	New York, N. Y ..	Burrows ..	2,188
Apr. 5	Saint Joseph Island, one and a half miles northeast of station.	Aransas .....	Str. Daniel Peggotty	Corpus Christi, Tex.	Connel .....	137
	Total .....					

\* No assistance required of life-saving crew.

wrecks, season of 1883-'84—Continued.

CAPE HENRY AND CAPE FEAR RIVER—Continued.

Where from.	Where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	No. of persons on board.	No. of persons saved.	No. of persons lost.	No. of persons succored at stations.	No. of days succor afforded.
Fernandina, Fla.	Philadelphia, Pa	Lumber ....	\$16,000	\$12,000	\$28,000	\$60	\$27,940	9	9	9	86	
Philadelphia, Pa	Norfolk, Va ...	Coal .....	9,000	1,600	10,600	.....	10,600	6	6	6	30	
Manteo, N. C ...	Kinnakeet, N. C.	General .....	150	200	350	.....	280	1	1	1	5	
Charleston, S. C.	Baltimore, Md ..	Phosphate Rock.	30,000	3,000	33,000	.....	33,000	6	6	6	18	
do .....	New York, N. Y	do .....	12,000	3,000	15,000	.....	15,000	7	7	7	7	
New York, N. Y.	Baltimore, Md ..	.....	25,000	.....	25,000	24,800	200	9	9	.....	.....	
Cape May, N. J.	Hatteras, N. C.	.....	1,000	.....	1,000	1,000	.....	12	12	.....	.....	
Port Antonio, W. I.	Philadelphia, Pa	Fruit .....	12,000	5,000	17,000	15,000	2,000	17	17	.....	.....	
.....	.....	.....	275,400	74,300	349,700	235,890	113,810	137	137	51	221	

AND COAST OF GEORGIA AND SOUTH CAROLINA.

Cuba .....	Savannah, Ga .....	\$4,000 .....	\$4,000 .....	\$4,000 .....	6	6	.....
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COAST OF UNITED STATES.

Baltimore, Md ...	Galveston, Tex	Coal, &c .....	\$25,000	\$6,000	\$31,000	\$2,000	\$29,000	10	10	10	50	
Galveston, Tex ...	Brazos Santiago, Tex.	General .....	75,000	40,000	115,000	115,000	.....	46	46	.....	.....	
Pass Cavallo, Tex	Galveston, Tex	.....	1,200	.....	1,200	1,050	150	3	3	.....	.....	
Galveston, Tex ...	Brazos Santiago, Tex.	General .....	75,000	40,000	115,000	115,000	.....	35	35	.....	.....	
Stettin, Germany.	Galveston, Tex	Cement and barrels.	16,000	5,000	21,000	12,000	9,000	10	10	.....	.....	
Galveston, Tex ...	Brazos Santiago, Tex.	General .....	75,000	50,000	125,000	125,000	.....	60	60	.....	.....	
New York, N. Y.	Galveston, Tex	do .....	350,000	400,000	750,000	750,000	.....	250	250	.....	.....	
Carpus Christi, Tex.	Aranas Pass, Tex.	Lead .....	15,000	5,400	20,400	20,400	.....	6	6	.....	.....	
.....	.....	.....	632,200	546,400	1,178,600	1,140,450	38,150	420	420	10	50	

† Crew landed in their own boat.

*Life-saving service.—Table of*  
DISTRICT No. 9.—EMBRACING

Date.	Place.	Name of station.	Name of vessel.	Where owned.	Master.	Tonnage.
1883.						
July 5	Three hundred yards south-west of station.	Charlotte	Row-boat			
July 12	Falls of the Ohio	Louisville	Sail-boat	Louisville, Ky		
July 12	Four miles north of station.	Cleveland	Row-boat Lily			
Aug. 10	Falls of the Ohio	Louisville	Skiff John J. Tully	Louisville, Ky		
Aug. 10	Three hundred yards north-east of station.	Charlotte	Canoe			
Aug. 14	One-half mile northwest of station.	Buffalo	Str. D. C. Whitney *	Detroit, Mich		1, 013
Aug. 22	Five miles northwest of station.	Fairport	Sl. Jumbo	Richmond		
Aug. 26	One mile east of station	Cleveland	Yt. Kitty Welch	Cleveland, Ohio		
Sept. 11	One and a half miles north-east of station.	Charlotte	St. yt. Ethel	Rochester, N. Y.	Dovan	13
Sept. 12	Two hundred yards south of station.	Fairport	Sc. M. O. Keyes	Cleveland, Ohio	Johnson	39
Sept. 18	Five miles southeast of station.	Point Marble-head.	Str. Wm. St. John	Toledo, Ohio	Perry	31
Sept. 24	One-half mile northeast of station.	Fairport	Str. John N. Glidden	Cleveland, Ohio	Young	1, 323
Sept. 24	Three miles northwest of station.	do	Sloop	Vermillion, Ohio		
Sept. 25	Forty rods east of station	Big Sandy	Skiff	Big Sandy Creek, N. Y.		
Sept. 25	Eight miles south-southeast of station.	Buffalo	Sc. York State	Chicago, Ill	Hayes	803
Sept. 25	Seven miles west of station	do	Sc. John Wesley	Detroit, Mich	Wood	302
Sept. 25	One-eighth mile east of station.	Oswego	Yt. Tourist	Pultneyville, N. Y.	Adams	17
Oct. 3	One mile north of station	Louisville	Skiff Tottie G	Louisville, Ky		
Oct. 5	One-half mile northwest of station.	Cleveland	Skiff Fair Chance	Cleveland, Ohio		
Oct. 11	Falls of the Ohio	Louisville	Skiff Keno	Louisville, Ky		
Oct. 13	do	do	Str. Paris C. Brown	Cincinnati, Ohio	Young	904
Oct. 19	Three-quarters of a mile southeast of station.	Point Marble-head.	Yacht	Kelley's Island, Ohio.		
Oct. 20	One mile west of station	Oswego	Sc. Julia	Kingston, Ontario	Carson	102
Oct. 20	One-quarter mile southeast of station.	Erie	Fish-boat Newsboy	Erie, Pa		
Oct. 31	One hundred and twenty-one rods east of station.	Cleveland	Sc. Sophia Minch	Cleveland, Ohio	Bates	636
Nov. 1	One hundred and thirty-three rods east of station.	do	Sc. John B. Merrill	Milwaukee, Wis	Coleman	641
Nov. 6	Three miles from station	Fairport	Sc. John J. Hill	Cleveland, Ohio	Benson	90
Nov. 11	One hundred and thirty-three rods east of station.	Cleveland	Sc. John T. Johnson	Sandusky, Ohio	Peterson	668
Nov. 12	One mile east of station	Oswego	Sc. Vision	Kingston, Ontario	Tyo	59
Nov. 13	One hundred and thirty-three rods east of station.	Cleveland	Sc. John T. Johnson	Sandusky, Ohio	Peterson	668
Nov. 13	Three and a half miles west of station.	Oswego	Sc. George C. Finney	Chicago, Ill	Murray	300
Nov. 15	Two and a quarter miles north-northwest of station.	Erie	Str. Fred Mercur	Buffalo, N. Y	Pope	1, 142
Nov. 15	Falls of the Ohio	Louisville	Skiff	Jeffersonville, Ind.		
Nov. 16	One mile southeast of station.	Buffalo	Str. Avon	Buffalo, N. Y	Marion	1, 702
Nov. 16	Five miles southeast of station.	do	Sc. Maple Leaf	Port Burwell, Ontario.	Haskins	185
Nov. 20	Three and a half miles west of station.	Oswego	Str. M. J. Cummings	Oswego, N. Y	Donovan	35
Nov. 30	Five hundred yards west of station.	Big Sandy	Sc. Clara Hill	Fair Haven, N. Y.	Rose	16
Dec. 27	Falls of the Ohio	Louisville	Coal fleet of seven barges, and float, and shanty boat.	Louisville, Ky		

\* No assistance required of life-saving crew.

wrecks, season of 1883-'84—Continued.

LAKES ONTARIO AND ERIE.

Where from.	Where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	No. of persons on board.	No. of persons saved.	No. of persons lost.	No. of persons succored at stations.	No. of days' succor afforded.
			\$25		\$25	\$25		2	2			
Louisville, Ky.	Pleasure trip		45	45	45	45		3	3			
Cleveland, Ohio	do		40	40	40	40		3	1			
Louisville, Ky.			35	35	20	\$15		3	3		3	3
Charlotte, N. Y.	Pleasure trip		10	10	10			1	1			
Chicago, Ill.	Buffalo, N. Y.	Oats	100,000	\$40,000	140,000	140,000		16	16			
Fairport, Ohio			10	10	10	10		1	1			
Rochester, N. Y.	Cleveland, Ohio.		350	350	350	350		1	1			
	Sea Breeze, N. Y.		1,500	1,500	1,450	50		6	6			
		Sand and gravel.	300	40	340	320	20	3	3			
Leamington, Ont.	Sandusky, Ohio.	Fish	5,000	75	5,075	5,075		5	5			
Escanaba, Mich.	Fairport, Ohio	Iron ore	75,000	5,800	80,800	80,800		19	19			
Fishing	do		20	20	20	20		1	1	1	1	
Big Sandy Creek, N. Y.	Hunting		30	30	30	30		2	2			
Toledo, Ohio	Buffalo, N. Y.	Grain	12,000	13,000	25,000	24,000	1,000	7	7			
Escanaba, Mich.	Black Rock, N. Y.	Iron ore	12,000	1,500	13,500	13,500		2	2		2	2
Oswego, N. Y.	Pultneyville, N. Y.	Fish	700	40	740	715	25	2	2		2	2
Louisville, Ky.	Pleasure trip		10	10	10	10		2	2			
Cleveland, Ohio	do		75	75	75	75		2	2			
Louisville, Ky.	do		10	10	10	10		2	2			
Cincinnati, Ohio	New Orleans, La	Miscellaneous	20,000	2,000	22,000	21,500	500	140	140			
Kelley's Island, Ohio.	Marblehead	Scientific instruments.	75	250	325	325		2	2			
	High-house, Ohio.											
Kingston, Ontario	Oswego, N. Y.	Barley	3,500	6,225	9,725	8,225	1,500	5	5	4	6	
Erie, Pa.	Fishing grounds		350		350	350		2	2	2	2	
Marquette, Mich.	Cleveland, Ohio.	Iron ore	26,000	7,000	33,000	27,000	6,000	9	9	7	7	
Escanaba, Mich.	do	do	25,000	7,000	32,000	29,000	3,000	10	10			
Marblehead, Ohio	Fairport, Ohio	Limestone	1,000	210	1,210	795	415	4	4			
Escanaba, Mich.	Cleveland, Ohio.	Iron ore	20,000	6,000	26,000	5,000	21,000	7	7	3	3	
Kingston, Ontario	Oswego, N. Y.	Barley	3,500	3,000	6,500	3,000	3,500	3	3	3	3	
								13	3			
Charlotte, N. Y.	Chicago, Ills.	Coal	11,500	3,000	14,500	5,430	9,070	7	7			
Buffalo, N. Y.	do	do	100,000	7,500	107,500	104,500	3,000	17	17			
Jeffersonville, Ind	Louisville, Ky.	Tools	50	100	150	150		2	2			
Buffalo, N. Y.	Chicago, Ill	Merchandise.	100,000	100,000	200,000	190,500	9,500	26	26			
Port Burwell, Ontario.	Buffalo, N. Y.	Lumber, staves, bolts, &c.	5,000	6,000	11,000	2,000	9,000	5	5			
Oswego, N. Y.	Wrecking		3,500		3,500	3,500		5	5			
do	Three-Mile Bay, N. Y.	Coal and salt.	500	217	717	60	657	2	2	2	4	
Adrift		Coal	8,250	9,000	17,250	12,750	4,500	3	3			

† Vessel wrecked on Nov. 11. Three men rescued by life-saving crew who had gone on board to strip vessel.

Life-saving service.—Table of

## DISTRICT No. 9.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel.	Where owned.	Master.	Tonnage.
1884.						
Jan. 31	Falls of the Ohio .....	Louisville .....	Str. W. C. Hite.....	Louisville, Ky .....	Nixon .....	345
Jan. 31	Half-mile east from station .....	do .....	Barge .....	do .....		
Feb. 6	Falls of the Ohio .....	do .....	Coal fleet, seven barges.	do .....		
Feb. 18	Newport, Ky., Ohio River .....	Cleveland .....	Open boat .....	Newport, Ky .....		
Apr. 15	Two miles west of station .....	do .....	Sailboat Yosemite .....	Rocky River, Ohio .....		4
Apr. 18	Falls of the Ohio .....	Louisville .....	Skiff .....	Louisville, Ky .....		
Apr. 24	One mile northwest of station .....	Buffalo .....	Open boat .....	Buffalo, N. Y. ....		
Apr. 27	One mile and a half north of station .....	Cleveland .....	do .....	Cleveland, Ohio .....		
Apr. 28	Falls of the Ohio .....	Louisville .....	Skiff .....	Louisville, Ky .....		
May 3	One eighth of a mile northwest of station .....	do .....	Flat .....	do .....		
May 9	Falls of the Ohio .....	do .....	do .....	Vevey, Ind .....		
May 9	do .....	do .....	do .....	do .....		
May 12	Thirteen rods south of station .....	Erie .....	Fish-boat Uncle Hart .....	Erie, Pa .....	Martin .....	
May 14	Ten yards west of station .....	Cleveland .....	Row-boat Ghost .....	Cleveland, Ohio .....		
May 17	One-half mile north of station .....	do .....	Canoe .....	do .....		
May 30	One mile west-southwest of station .....	do .....	Sl. Lily .....	do .....	White .....	
June 8	Two and a quarter miles northwest of station .....	Louisville .....	Skiff .....	Louisville, Ky .....		
June 14	One-quarter of a mile southwest of station .....	Cleveland .....	Sl. Cuyahoga .....	Cleveland, Ohio .....		
June 14	One-half mile southwest of station .....	do .....	Yt. Circe .....	do .....		
June 15	Two hundred yards northwest of station .....	do .....	Sloop .....	do .....		
June 20	One-eighth mile northwest of station .....	Louisville .....	Flat .....	Louisville, Ky .....		
June 26	Forty rods west of station .....	Oswego .....	Sl. Kitty Grey .....	Oswego, N. Y. ....	Phelps .....	
June 27	One mile northwest of station .....	Cleveland .....	Fish-boat Germany .....	Rocky River, Ohio .....		
June 29	One-fourth mile northwest of station .....	do .....	Row-boat No. 9 .....	Cleveland, Ohio .....		
	Total .....					

## DISTRICT No. 10.—EMBRACING

1883.						
July 7	Six miles southwest of station .....	Grindstone City .....	Raft of logs .....			
July 8	Near Port Sanilac .....	Sand Beach .....	Sl. Jennie .....	Sand Beach, Mich .....		
July 16	Two miles east of station .....	Point aux Barques .....	Sc. Northwest .....	do .....	French .....	
Sept. 7	One and a half miles southeast of station .....	Sand Beach .....	Sc. Colorado .....	Detroit, Mich .....	Patterson .....	186
Sept. 9	North Point Reef, four miles southwest of station .....	Thunder Bay Island .....	Str. Alanson Sumner .....	Oswego, N. Y. ....	Daniels .....	207
Sept. 24	Four miles north of station .....	Grindstone City .....	Sc. Arizona .....	Detroit, Mich .....	Nagle .....	139
Sept. 25	Two hundred yards south of station .....	Middle Island .....	Sail-boat Calypso .....	Alpena, Mich .....		
Oct. 4	One-half mile east of station .....	Thunder Bay Island .....	Str. James Davidson .....	Saint Clair, Mich .....	McQueen .....	1,458
Oct. 4	do .....	do .....	Bge. Middlesex .....	Algonac, Mich .....	Stewart .....	500
Oct. 9	Presque Isle Reef, fifteen miles northwest of station .....	Middle Island .....	Sc. Owasco .....	Huron, Ohio .....	Montague .....	315
Nov. 5	Four miles southwest of station .....	Thunder Bay Island .....	Fish-boat Detroit .....	Alpena, Mich .....		

wrecks, season of 1883-'84—Continued.

ONTARIO AND ERIE—Continued.

Where from.	Where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	No. of persons on board.	No. of persons saved.	No. of persons lost.	No. of persons succored at stations.	No. of days' succor afforded.
Jeffersonville, Ind.	Louisville, Ky.		\$30,000		\$30,000	\$30,000		17	17			
	Adrift		1,000		1,000	1,000		(*)				
	do		7,000		7,000	7,000		(*)				
			10		10	10		3	3			
Rocky River, Ohio			50		50	50		3	3			
Louisville, Ky.	Pleasure trip		10		10	10		2	2			
Buffalo, N. Y.	do		35		35	35		3	3			
	Adrift		45		45	45		(*)				
Louisville, Ky.	Shipping port, Ky.		5		5	5		1	1			
Jeffersonville, Ind.	Louisville, Ky.		5		5	5		1	1			
Vevay, Ind.	Paducah, Ky.	Household goods.	5	\$10	15	5	\$10	1	1	1	1	1
do	do		5		5	5		(*)				
Fishing grounds.	Erie, Pa.	Fish	200	200	400	300	100	3	3			
	Adrift from moorings.		30		30	30		(*)				
Cleveland, Ohio.	Pleasure trip		130		130	130		1	1			
do	do		100		100	100		4	4			
Louisville, Ky.	do		10		10	10		11	11	11	11	11
Cleveland, Ohio.	do		125		125	125		1	1			
do	Adrift		700		700	700		(*)				
do	Pleasure trip		50		50	50		2	2			
Louisville, Ky.	do		5		5	5		1	1			
Oswego, N. Y.	do		500		500	485	15	3	3			
Cleveland, Ohio.	Rocky River, Ohio.	Lumber	175	25	200	190	10	1	1			
do	Pleasure trip		30		30	30		3	3			
			575,610	218,192	793,802	706,695	87,107	399	399	39	43	

LAKES HURON AND SUPERIOR.

Rifle River, Mich.	Vicksburg, Miss.		\$25,000		\$25,000	\$25,000		(*)				
Port Sanilac, Mich.		Cobble-stone	250	\$10	260	260		2	2			
Whiskey Harbor, Mich.	Sand Beach, Mich.	Stone	500	25	525	475	\$50	3	3			
Cleveland, Ohio.	Bay City, Mich.		2,000		2,000	1,200	800	8	8	1	2	
Thunder Bay Island, Mich.	Alpena, Mich.		12,000		12,000	11,000	1,000	14	14			
Caseville, Mich.	Detroit, Mich.	Lumber	3,000	3,000	6,000	3,125	2,875	5	5	5	40	
Middle Island, Mich.	Fishing		500		500	500		(*)				
Buffalo, N. Y.	Duluth, Minn.	Coal	75,600	9,000	84,600	500	83,500	18	18	18	72	
do	do	do	30,000	6,600	36,600	36,600		8	8			
Cleveland, Ohio.	Marquette, Mich.	do	9,000	2,185	11,185	11,185		8	8			
Alpena, Mich.	Sugar Island, Mich.		500		500	400	100	2	2			

\* No one on board.

*Life-saving service.—Table of*  
DISTRICT No. 10.—EMBRACING

Date.	Place.	Name of station.	Name of vessel.	Where owned.	Master.	Tonnage.
1883.						
Nov. 11	Spectacle Reef .....	Hammond's Bay.	Fish-boat .....	Spencerville		
Nov. 20	Six miles south of station ..	Sand Beach ..	Sc. G. S. Hazard	Buffalo, N. Y.	Birthwick	864
Nov. 20	do ..	do ..	St. sp. H. J. Jewett	do	Reed	1,722
Nov. 21	Four miles southwest of station ..	Thunder Bay Island.	Str. H. B. Tuttle	Cleveland, Ohio.	Ennes	845
Nov. 22	One and a fourth miles north of station.	Sand Beach ..	Sc. Young America	Buffalo, N. Y.	Whitney	243
Nov. 26	Ten miles northeast of station.	Sturgeon Point	Sc. Hamilton J. Mills	do	Lynch	418
Nov. 30	Eight miles north-northwest of station.	Middle Island.	Str. Harry E. Packer	do	Gould	963
1884.						
Apr. 23	Burnt Cabin Point Reef .....	Grindstone City.	Sc. S. P. Ames .....	Bay City, Mich.	Trudo	43
Apr. 29	Fifteen miles northeast of station.	Sand Beach ..	Bge. Saginaw .....	East Saginaw, Mich.	Helling	312
May 2	Two miles southeast of station.	Middle Island.	Sc. A. E. Vickery ..	Chicago, Ill.	Massey	277
May 15	Ten miles northeast of station.	Sturgeon Point	Sc. Grace Holland ..	Marquette, Mich.	Ratray	597
May 16	Eighteen miles northeast of station.	Sand Beach ..	Sc. George Shuman	Cleveland, Ohio.	Jones	323
May 22	Grindstone Island, one and a half mile northeast of station.	Grindstone City.	Sc. Nellie May .....	East Tawas, Mich.	Davis	27
May 23	Can Buoy Reef, two miles southeast of station.	Middle Island.	Bk. Two Fannies ..	Kenosha, Wis.	Miller	492
May 25	One and a fourth miles north-northwest of station.	Point aux Barques.	St. bge. Missouri ..	Cleveland, Ohio.	Burrington	530
May 25	do ..	do ..	Bge. Georgie Kelley.	Saint Clair, Mich.	Daney	371
May 25	do ..	do ..	Bge. Fame ..	Detroit, Mich.	Baker	282
May 25	do ..	do ..	Bge. Conrad Reid	Lorain, Ohio	Reid	289
May 28	Four miles south of station.	Sand Beach ..	Sc. George H. Warmington.	Cleveland, Ohio.	Young	560
June 9	Two miles north of station ..	do ..	Str. California	Montreal, Canada.	Crangle	400
June 9	Sturgeon Point ..	Sturgeon Point	Fish-boat Buckhorn.	Harrisville, Mich.		
June 12	Four and a half miles from station.	Point aux Barques.	Raft of pine lumber.			
June 13	Nine miles south of station.	Sand Beach ..	Str. Pearl .....	Detroit, Mich.	Edwards	405
June 25	One and a half miles east of station.	do ..	Bge. Light Guard ..	Alpena, Mich.	Hamilton	310
	Total .....					

## DISTRICT No. 11.—EMBRACING

1883.						
July 1	One mile north of station ..	Chicago .....	Row-boat Daisy ..	Chicago, Ill.		
July 1	Five miles south of station.	Two Rivers ..	Bge. H. C. Potter ..	Algonac, Mich.	Mitchell	309
July 3	One and a half miles south of station.	do ..	Row-boat ..			
July 3	Five hundred yards east of station.	Kenosha .....	Scow .....	Chicago, Ill.		
July 7	North Manitou Island, nine miles northwest of station.	North Manitou Island.	Sc. Golden West ..	do ..	Sullivan	457
July 10	Thirty-four yards south of station.	Two Rivers ..	Sc. Active .....	Milwaukee, Wis.	Johnson	51
July 24	Four hundred yards east of station.	Chicago .....	Sc. R. B. King ..	Chicago, Ill.	Dunbar	83
July 24	Six miles north of station ..	Racine .....	Sc. Walter Smith ..	South Haven, Mich.	Smith	46

wrecks, season of 1883-'84—Continued.

LAKES HURON AND SUPERIOR—Continued.

Where from.	Where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	No. of persons on board.	No. of persons saved.	No. of persons lost.	No. of persons succored at stations.	No. of days' succor afforded.
Spencerville .....	Spectacle Reef, Mich.	.....	\$150	.....	\$150	.....	\$150	3	3	.....	.....	.....
Buffalo, N. Y. ....	Chicago, Ill. ....	Coal	35,000	\$8,700	43,700	\$42,150	1,550	10	10	.....	.....	.....
do	do	General	150,000	105,000	255,000	215,000	40,000	26	26	.....	.....	.....
Sandusky, Ohio. ....	Silver Island, Lake Superior.	Coal	34,000	2,720	36,720	36,720	.....	15	15	.....	.....	.....
Cleveland, Ohio. ....	Point Saint Ignace, Mich.	Railroad iron	8,000	15,900	23,900	21,400	2,500	7	7	.....	.....	.....
Penetanguishene, Ontario.	Buffalo, N. Y. ....	Lumber	24,000	80,000	104,000	96,000	8,000	7	7	.....	.....	.....
Buffalo, N. Y. ....	Chicago, Ill. ....	Coal	110,000	10,500	120,500	117,000	3,500	19	19	.....	.....	.....
Grindstone City, Mich.	Bay City, Mich. ....	Stone	1,000	55	1,055	1,045	10	4	4	.....	.....	.....
Sandusky, Ohio. ....	do	Coal	2,000	800	2,800	2,750	50	8	8	4	4	.....
Chicago, Ill. ....	Black River, Mich.	Oats	10,000	8,000	18,000	8,800	9,200	7	7	9	9	.....
Marquette, Mich. ....	Cleveland, Ohio	Iron ore	20,000	10,000	30,000	29,800	200	7	7	.....	.....	.....
Escanaba, Mich. ....	Ashtabula, Ohio	do	8,000	2,300	10,300	8,800	1,500	10	10	.....	.....	.....
Grindstone City, Mich.	East Tawas, Mich.	.....	300	.....	300	300	.....	2	2	.....	.....	.....
Kenosha, Wis. ....	Port Huron, Mich.	Corn	15,000	15,000	30,000	30,000	.....	8	8	.....	.....	.....
Au Sable, Mich. ....	Cleveland, Ohio	Lumber	18,000	8,000	26,000	26,000	.....	14	14	.....	.....	.....
East Tawas, Mich.	Toledo, Ohio	do	6,000	8,000	14,000	14,000	.....	7	7	.....	.....	.....
Greenbush, Mich. ....	Detroit, Mich. ....	do	4,000	5,000	9,000	9,000	.....	6	6	.....	.....	.....
Au Sable, Mich. ....	do	do	5,000	5,000	10,000	10,000	.....	7	7	.....	.....	.....
Cleveland, Ohio. ....	Chicago, Ill. ....	Coal	2,000	4,000	6,000	5,500	500	8	8	.....	.....	.....
Chicago, Ill. ....	Montreal, Canada	Corn	35,000	15,373	50,373	30,000	20,373	35	35	21	21	.....
Harrisville, Mich. ....	Sturgeon Point, Mich.	.....	100	.....	100	100	.....	(*)	.....	.....	.....	.....
Au Sable, Mich. ....	Vicksburg, Mich.	.....	10,000	.....	10,000	10,000	.....	(*)	.....	.....	.....	.....
Mackinaw, Mich. ....	Detroit, Mich. ....	Shingles and laths.	70,000	1,200	71,200	70,400	800	50	50	.....	.....	.....
Alpena, Mich. ....	Buffalo, N. Y. ....	Lumber and cedar posts.	4,000	3,500	7,500	6,900	600	6	6	.....	.....	.....
			729,300	329,848	1,059,148	881,890	177,258	334	334	58	148	.....

LAKE MICHIGAN.

On pleasure trip Thompson's Pier, Mich.	Chicago, Ill. ....	Lumber	\$50	\$1,560	\$50	\$50	\$250	2	2	.....	.....	.....
.....	.....	.....	10	.....	10	10	.....	(*)	.....	.....	.....	.....
.....	.....	.....	50	.....	50	50	.....	(*)	.....	.....	.....	.....
Chicago, Ill. ....	Buffalo, N. Y. ....	Corn	16,000	20,000	36,000	27,000	9,000	10	10	.....	.....	.....
Two Rivers, Wis. ....	Milwaukee, N. Y	Bark and cedar poles.	1,000	300	1,300	1,280	20	2	2	.....	.....	.....
Grand Haven, Mich.	Chicago, Ill. ....	Lumber	2,000	800	2,800	2,675	125	5	5	.....	.....	.....
Muskegon, Mich. ....	Racine, Wis. ....	Pine slabs	3,000	200	3,200	3,055	145	3	3	.....	.....	.....

\* No one on board.

*Life-saving service.—Table of*  
DISTRICT No. 11.—EMBRACING

Date.	Place.	Name of station.	Name of vessel.	Where owned.	Master.	Tonnage.
1883.						
Aug. 12	One-half mile south of station.	Grand Point au Sable.	Fish-boat	Ludington, Mich.		
Aug. 21	One hundred and sixty-five yards south of station.	Kenosha	Pleasure-boat Emma	Kenosha, Wis.		
Aug. 23	Racine Reef	Racine	St. bge. Edward Smith.	Marine City, Mich.	Mitchell	500
Aug. 24	Thirty-four yards south of station.	Saint Joseph	Row-boat Freddie	Saint Joseph, Mich.		
Aug. 28	One-fourth mile east-north-east of station.	Sheboygan	Sc. Rose	Sheboygan, Wis.	Beson	24
Sept. 2	Nine hundred yards south of station.	Evanston	Yawl-boat†	Chicago, Ill.		
Sept. 8	Eight miles north of station.	Chicago	Sc. Lavinda	do	Gottfried	126
Sept. 18	Three miles south of station.	Milwaukee	Sl. Success	Milwaukee, Wis.		
Sept. 18	Eighty yards south-south-west of station.	Grand Haven	Row-boat Comet	Grand Haven, Mich.		
Sept. 19	Grand Haven Harbor	do	Row-boat	do		
Sept. 28	Three hundred yards east of station.	Kenosha	Sc. Hunter Savidge	do	Vordberg	152
Sept. 29	Three hundred yards west of station.	Manistee	Sc. Melitta	Manitowoc, Wis.	Christen-son.	58
Oct. 5	Near station	Sheboygan	Scow Nellie Church	Sheboygan, Wis.	Lorenz	123
Oct. 17	Sheboygan Harbor	do	Sc. Petrel	Milwaukee, Wis.	Petersen	151
Oct. 17	Two miles north of station.	Muskegon	Scow Mamie	South Haven, Mich.	Smith	19
Oct. 18	One-eighth mile west of station.	Manistee	Str. J. C. Osgood	Manistee, Mich.	Malsen	51
Oct. 19	One mile south of station.	Two Rivers	Sc. Capella	Muskegon, Mich.	Simenson	25
Oct. 28	Seven miles north of station.	Milwaukee	Sc. C. H. Starke	Milwaukee, Wis.	Sullivan	318
Oct. 28	Six hundred yards north-east of station.	Two Rivers	Sc. Dart	Manitowoc, Wis.	Larson	26
Oct. 30	One-half mile south-south-west of station	Grand Haven	Sc. Mary Nan	Chicago, Ill.	Brown	136
Oct. 31	Two hundred yards south-west of station.	Saint Joseph	Sc. Arab	Milwaukee, Wis.	Starkey	158
Nov. 3	Three hundred yards west of station.	Muskegon	Str. Michael Groh	Chicago, Ill.	Myers	174
Nov. 6	Fifteen miles north of station.	Milwaukee	Sc. Guiding Star	Oawego, N. Y.	Griffon	324
Nov. 11	Two miles southeast of station.	Racine	Sc. Elizabeth Jones	Buffalo, N. Y.	Galigan	636
Nov. 11	One-eighth mile north of station.	Manistee	Sc. Lillie E	Manistee, Mich.	Brook	182
Nov. 13	Ten miles east-southeast of station.	Grand Haven	Sc. Clara Parker	Chicago, Ill.	Lewis	424
Nov. 13	One-half mile south of Saugatuck, Mich.	Saint Joseph	Str. Protection	do	Anderson	60
Nov. 13	Two miles southeast of station.	Kenosha	Sc. Rockaway	Muskegon, Mich.	Thompson	164
Nov. 13	Hog Island Reef, nine miles east of station.	Beaver Island.	Sc. J. I. Case	Racine, Wis.	Gray	827
Nov. 15	Five miles south of station	North Manitou Island.	Sc. Monitor	Detroit, Mich.		314
Nov. 15	One-fourth mile southwest of station.	Muskegon	Sl. Emma L. Nielson	Manitowoc, Wis.	Neilsen	50
Nov. 15	Two hundred yards south-west of station	do	Sc. Trial	Milwaukee, Wis.	Hanson	36
Nov. 15	One mile southeast of station.	Two Rivers	Sc. Capella	Muskegon, Mich.	Simenson	25
Nov. 16	One-fourth mile southwest of station.	Grand Haven	Sc. Presto	Grand Haven, Mich.	Skippers	183
Nov. 25	Four hundred yards north of station.	Sheboygan	Sc. Guido	Manistee, Mich.	Mitchell	147
Nov. 25	Three-eighths of a mile northeast of station.	do	Sc. Eureka	Detroit, Mich.	Germain	330

† Life-saving crew saved boat; occupants landed without assistance.

wrecks, season of 1883-'84—Continued.

OF LAKE MICHIGAN—Continued.

Where from.	Where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	No. of persons on board.	No. of persons saved.	No. of persons lost.	No. of persons encored at stations.	No. of days' succor afforded.
Adrift .....			\$100 .....		\$100	\$100		(*)				
On pleasure trip .....			10 .....		10	10		2	2			
Buffalo, N. Y. ....	Racine, Wis. ....	Coal .....	75,000	40,000	115,000	115,000		15	15			
Pleasure trip .....			25 .....		25	25		2	2	2	2	2
Manistee, Mich. ....	Sheboygan, Wis. ....	Lumber .....	1,200	290	1,490	1,440	\$50	3	3			
Attempting to land from schooner Kate E. Howard .....			60 .....		60	60		2	2			
Ludington, Mich. ....	South Chicago, Ill. ....	Lumber .....	2,500	1,200	3,700	3,300	400	5	5			
Pleasure trip .....			200 .....		200	200		2	2			
Grand Haven, Mich. ....			50 .....		50	50		3	3			
Grand Haven, Mich. ....	Kenosha, Wis. ....	Lumber .....	20 .....		20	20		(*)	7	7		
Manistee, Mich. ....	Manitowoc, Wis. ....	do .....	10,000	2,500	12,500	12,300	200	3	3			
Frankford, Mich. ....	Sheboygan, Wis. ....	do .....	4,500	400	4,900	4,500	600	3	3			
Burnham's Pier, Mich. ....	Milwaukee, Wis. ....	Wood .....	2,500	1,000	3,500	3,250	250	5	5			
South Haven, Mich. ....	Muskegon, Mich. ....	Apples and potatoes.	1,600	700	2,300	375	1,925	6	6	6	11	
			1,000	200	1,200	1,175	25	3	3	3	6	6
			6,000		6,000	4,000	2,000	5	5			
Clay Banks, Wis. ....	Two Rivers, Wis. ....	Lumber .....	800	500	1,300	1,100	200	2	2			
Thompson, Mich. ....	Chicago, Ill. ....	do .....	30,000	10,000	40,000	39,500	500	14	14			
Holland, Mich. ....	Manitowoc, Wis. ....	Fruit .....	800	500	1,300	100	1,200	2	2			
Whitehall, Mich. ....	Chicago, Ill. ....	Lumber .....	2,500	2,135	4,635	1,500	3,135	6	6	6	6	6
Starkeville, Mich. ....	Milwaukee, Wis. ....	do .....	5,000	1,500	6,500	5,700	800	6	6	6	6	6
Chicago, Ill. ....	Muskegon, Mich. ....		25,000		25,000	19,000	6,000	14	14			
Oswego, N. Y. ....	Milwaukee, Wis. ....	Coal .....	10,000	3,000	13,000	600	12,400	8	8			
Chicago, Ill. ....	Buffalo, N. Y. ....	Corn .....	30,000	25,000	55,000	9,800	45,200	10	10			
Milwaukee, Wis. ....	Manistee, Mich. ....	Oats .....	10,000	1,200	11,200	2,800	8,400	8	8	1	25	
Chicago, Ill. ....	Collingwood, Ont. ....	Corn .....	18,000	17,000	35,000		35,000	9	9			
Saint Joseph, Mich. ....	Milwaukee, Wis. ....		8,000		8,000	4,400	3,600	16	15	1		
Muskegon, Mich. ....	Chicago, Ill. ....	Lumber .....	4,000	2,000	6,000	5,700	300	6	6			
Chicago, Ill. ....	Buffalo, N. Y. ....	Corn .....	35,000	25,000	60,000	25,000	35,000	10	10			
		Coal .....	8,000	1,800	9,800	4,000	5,800	6	6			
Manitowoc, Wis. ....	Ludington, Mich. ....	Hay and flour	4,500	5,000	9,500	8,000	1,500	3	3	3	3	3
Milwaukee, Wis. ....	Manistee, Mich. ....		2,500		2,500		2,500	2	2	2	2	2
Clay Bank, Mich. ....	Manitowoc, Wis. ....	Wood .....	800	125	925	925		2	2			
Chicago, Ill. ....	Muskegon, Mich. ....		4,000		4,000	3,000	1,000	6	6	3	3	3
Pierpont, Mich. ....	Chicago, Ill. ....	Lumber .....	4,000	1,800	5,800	3,700	2,100	6	6			
Oswego, N. Y. ....	do .....	Coal .....	8,000	3,600	11,600	10,600	1,000	8	8			

No one on board.

*Life-saving service.—Table of*  
DISTRICT No. 11.—EMBRACING

Date.	Place.	Name of station.	Name of vessel.	Where owned.	Master.	Tonnage.
1883.						
Nov. 26	One-eighth of a mile north of station.	Manistee .....	Sc. Lillie E*.....	Manistee, Mich ..	Brook .....	182
Nov. 27	do	do .....	do* .....	do .....	do .....	182
Nov. 27	Pentwater, twelve miles south of station.	Ludington .....	Sc. Lalla Rookh .....	do .....	McMillan .....	60
Nov. 27	do	do .....	Sc. Julia Larsen .....	Pentwater, Mich..	Kenudsen .....	60
Dec. 2	One hundred yards south-southwest of station.	Saint Joseph .....	Sc R. E. King .....	Chicago, Ill.....	Dunbar .....	83
1884.						
Jan. 28	Three hundred yards west of station.	Muskegon .....	Str. Frank Geele .....	Muskegon, Mich..	Berry .....	25
Apr. 20	One-fourth mile south of station.	Milwaukee .....	Sc. Bell Brown† .....	Chicago, Ill .....	McKevitthe .....	215
Apr. 20	One mile south of station .....	do .....	Sc. J. M. Hill .....	Milwaukee, Wis..	Burnham .....	192
Apr. 27	Five miles south of station.	Kenosha .....	Sc. C. North .....	Chicago, Ill .....	Blogett .....	108
Apr. 27	Four miles north of station.	Chicago .....	Sc. Ottawa .....	Grand Haven, Mich.	Ratter .....	163
May 1	One hundred yards southwest of station.	Kenosha .....	Str. Fred Engle .....	Kenosha, Wis .....	Borkenhagen.	21
May 2	One-fourth mile south of station.	Point Betsay .....	Sc. The Hope .....	Grand Haven, Mich.	Smith .....	14
May 4	Five and a half miles north of station.	Chicago .....	Sc. Reindeer .....	Chicago, Ill .....	Corbett .....	191
May 6	One-half mile north of station.	do .....	Str. Chas. Reltz† .....	do .....	Curran .....	245
May 15	One-half mile west of station.	Saint Joseph .....	Sc. rigged fishing boat, Frances Skid-die.	St. Joseph, Mich ..	Lusher .....	.....
May 19	Manistee, near station .....	Manistee .....	Scow .....	Manistee, Mich .....	.....	.....
June 9	Two and a half miles north of station.	Sheboygan .....	Sc. Ahnapée .....	Milwaukee, Wis .....	Fehrkamp .....	118
June 15	One hundred yards southeast of station.	Muskegon .....	Fish-boat Hayes .....	Muskegon, Mich .....	.....	.....
June 18	Seven miles northwest of station.	North Manitou Island.	Sc. D. S. Austin .....	Buffalo, N. Y .....	McCormick .....	265

\* This vessel stranded on November 11. On November 26, after being floated, she was scuttled to save her from destruction, and nine men were rescued in the breeches-buoy. The following day she was pumped out and again floated, but had to be scuttled again, nineteen laborers being rescued from her in the surf-boat.

† No assistance required of life-saving crew.

DISTRICT No. 12.—EMBRACING

1883.						
Sept. 4	Two miles south of station.	Cape Disappointment.	Bk. C. D. Bryant .....	Searsport, Me .....	Butman .....	929
Sept. 4	Four miles southeast of station.	do .....	St. sp. Queen of the Pacific.	Portland, Oreg .....	Alexander .....	2, 723
Dec. 31	Three miles southeast of station.	do .....	Sp. Charles Cotesworth.	Liverpool, Eng-land.	Browse .....	1, 050
1884.						
Jan. 26	Two hundred yards north-northeast of station.	Humboldt Bay.	Bkne. Monitor .....	San Francisco, Cal.	Gallop .....	236
Apr. 28	One mile south of station .....	Cape Disappointment.	Fish-boat .....	Astoria, Oreg .....	.....	3
May 5	Two miles southeast of station.	do .....	do .....	do .....	.....	3
May 5	do .....	do .....	do .....	do .....	.....	3

wrecks, season of 1883-'84—Continued.

LAKE MICHIGAN—Continued.

Where from.	Where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	No. of persons on board.	No. of persons saved.	No. of persons lost.	No. of persons succored at stations.	No. of days' succor afforded.
								9	9			
Milwaukee, Wis.	Whitehall, Mich.	Flour and feed	\$3,500	\$1,800	\$5,300	\$3,800	\$1,500	19	19			
do	Pentwater, Mich.	Camp supplies	2,500	2,500	5,000	5,000		3	3			
Chicago, Ill.	Grand Haven, Mich.		3,000		3,000	2,900	100	4	4			
Muskegon, Mich.	Fishing		2,500		2,500	2,400	100	5	5			
Chicago, Ill.	Charlevoix, Mich.		10,000		10,000	8,000	2,000	8	8			
Barnham's Pier.	Milwaukee, Wis.	Wood and lumber.	3,000	800	3,800	3,200	600	7	7	7	7	
Chicago, Ill.	Kenosha, Wis.		1,000		1,000	600	400	4	4			
White Lake, Mich.	Michigan City.	Lumber	5,500	1,800	7,300	5,300	2,000	6	6	6	6	
Kenosha, Wis.			5,000		5,000	5,000		(:)				
Charlevoix, Mich.	Milwaukee, Wis.	Scrap iron and rags.	700	200	900	800	100	1	1	1	1	
Elk Rapids, Mich.	Chicago, Ill.	Pig-iron	5,000	1,000	6,000	6,000		7	7			
Ludington, Mich.	do	Lumber	12,000	4,500	16,500	16,500		11	11			
Saint Joseph, Mich.	Fishing		500		500	450	50	3	3			
Torch Lake, Mich.	Milwaukee, Wis.	Gravel.	50	10	60	50	10	(:)				
Muskegon, Mich.		Wood and railroad ties.	3,500	700	4,200	250	3,950	5	5	5	5	
Chicago, Ill.			200		200	200		1	1			
	Point Saint Ignace, Mich.		12,000		12,000	11,950	50	8	8			
			412,725	185,620	598,345	406,860	191,485	339	338	1	51	83

: No one on board.

PACIFIC COAST.

Hong-Kong, China.	Portland, Oreg.	Merchandise.	35,000	190,000	225,000	72,500	152,500	17	17			
San Francisco, Cal.	do	General.	450,000	250,000	700,000	623,500	76,500	353	353			
Liverpool, England.	do	do	45,000	100,000	145,000	138,000	7,000	20	20			
Eureka, Cal.	San Francisco, Cal.	Lumber	10,000	3,000	13,000	13,000		8	8			
Astoria, Oreg.	Fishing		700		700	675	25	2	2			
do	do		700		700	700		2	1	1		
do	do		700		700	700		2	1	1	1	1
			542,100	543,000	1,085,100	849,075	236,025	404	402	2	1	1

*Life-saving service.—Table of***RECAPIT**

Districts.	Total number of disasters.	Total value of vessels.	Total value of cargoes.
District No. 1 .....	52	\$264,540	\$63,200
District No. 2 .....	40	285,935	57,450
District No. 3 .....	46	591,730	220,040
District No. 4 .....	65	2,208,170	660,525
District No. 5 .....	45	622,250	265,405
District No. 6 .....	18	275,400	74,300
District No. 7 .....	1	4,000	
District No. 8 .....	8	632,200	548,400
District No. 9 .....	61	575,610	218,192
District No. 10 .....	35	729,300	329,848
District No. 11 .....	61	412,725	185,620
District No. 12 .....	7	542,100	543,000
<b>Aggregate</b> .....	<b>439</b>	<b>\$7,143,960</b>	<b>\$3,463,980</b>

wrecks, season of 1883-'84—Continued.

ULATION.

Total amount of property involved.	Total amount of property saved.	Total amount of property lost.	Total number of persons on board.	Total number of persons saved.	Total number of persons lost.	Number of shipwrecked persons succored at stations.	Total number of days' succor afforded.	Number of disasters involving total loss of vessels.
\$327, 740	\$106, 205	\$161, 535	346	346	.....	34	52	5
343, 385	266, 015	77, 370	239	239	.....	55	103	9
811, 770	753, 254	58, 516	348	344	..... 4	111	280	6
3, 168, 605	2, 060, 440	208, 255	1, 176	1, 163	..... 13	39	195	13
887, 855	794, 580	93, 075	284	284	.....	41	104	5
349, 700	235, 890	113, 810	137	137	.....	51	221	6
4, 000	.....	4, 000	6	6	.....	12	27	1
1, 178, 600	1, 140, 450	38, 150	420	420	.....	16	56	1
703, 802	706, 695	87, 107	309	309	.....	41	45	6
1, 050, 148	881, 890	177, 258	334	334	.....	78	168	1
598, 345	406, 860	191, 485	339	338	..... 1	51	82	8
1, 085, 100	849, 075	236, 025	404	402	..... 2	3	5	.....
<b>\$10, 607, 940</b>	<b>\$9, 161, 354</b>	<b>\$1, 446, 586</b>	<b>4, 432</b>	<b>4, 412</b>	<b>20</b>	<b>*532</b>	<b>*1, 319</b>	<b>64</b>

\* These figures include 73 persons to whom succor was given who were not on board the vessels embraced in the tables, and 103 days of such succor, as follows:

District No. 1, 2 persons 2 days.	District No. 5, 8 persons 9 days.	District No. 10, 20 persons 20 days.
District No. 2, 4 persons 4 days.	District No. 7, 12 persons 27 days.	District No. 12, 2 persons 4 days.
District No. 3, 12 persons 22 days.	District No. 8, 6 persons 6 days.	
District No. 4, 5 persons 7 days.	District No. 9, 2 persons 2 days.	<b>Total, 73 persons 103 days.</b>



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**APPROPRIATIONS AND EXPENDITURES.**

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# STATEMENT

SHOWING THE

**APPROPRIATIONS AND EXPENDITURES FOR THE MAINTENANCE OF THE  
LIFE-SAVING SERVICE FOR THE FISCAL YEAR ENDING JUNE 30, 1884.**

*Appropriation—Life-Saving Service, 1884.*

For salary of one superintendent for the life-saving stations on the coasts of Maine and New Hampshire, District No. 1.	\$1,500 00	
For salary of one superintendent for the life-saving stations on the coast of Massachusetts, District No. 2	1,500 00	
For salary of one superintendent for the life-saving stations on the coasts of Rhode Island and Long Island, District No. 3	1,800 00	
For salary of one assistant superintendent for the life-saving stations on the coasts of Rhode Island and Long Island, District No. 3	1,000 00	
For salary of one superintendent for the life-saving stations on the coast of New Jersey, District No. 4	1,800 00	
For salary of one superintendent for the life-saving stations on the coasts of Delaware, Maryland, and Virginia, District No. 5	1,500 00	
For salary of one superintendent for the life-saving stations on the coasts of Virginia and North Carolina, District No. 6.	1,800 00	
For salary of one superintendent for the houses of refuge on the coast of Florida, District No. 7	1,200 00	
For salary of one superintendent for the life-saving and life-boat stations on the coast of the Gulf of Mexico, District No. 8	1,500 00	
For salary of one superintendent for the life-saving and life-boat stations on the coasts of Lakes Ontario and Erie, District No. 9	1,800 00	
For salary of one superintendent for the life-saving and life-boat stations on the coasts of Lakes Huron and Superior, District No. 10	1,800 00	
For salary of one superintendent for the life-saving and life-boat stations on the coast of Lake Michigan, District No. 11.	1,800 00	
For salary of one superintendent for the life-saving and life-boat stations on the coasts of Washington Territory, Oregon, and California, District No. 12	1,800 00	
	\$20,800 00	
For salary of two hundred and eleven keepers of life-saving and life-boat stations and houses of refuge	147,700 00	
For pay of crews of surfmen employed at the life-saving and life-boat stations, during the period of actual employment; compensation of volunteers at life-saving and life-boat stations, for actual and deserving service rendered upon any occasion of disaster, at such rate, not to exceed ten dollars for each person, as the Secretary of the Treasury may determine; pay of volunteer crews for drill and exercise; fuel for stations and houses of refuge; repairs and outfits for same; rebuilding and improvement of same; supplies and provisions for houses of refuge and for shipwrecked persons succored at stations; traveling expenses of officers under orders from the Treasury Department; for carrying out the provisions of sections seven and eight of the act approved May fourth, eighteen hundred and eighty-two, and contingent expenses, including freight, storage, repairs to apparatus, medals, labor, stationery, advertising, and miscellaneous expenses that cannot be included under any other head of life-saving stations on the coast of the United States	630,000 00	
<b>Total</b>	<b>798,500 00</b>	

*Expenditures.*

Salary of superintendent of life-saving stations in District No. 1, from July 1, 1883, to June 30, 1884.....	\$1,500 00	
Salary of superintendent of life-saving stations in District No. 2, from July 1, 1883, to June 30, 1884.....	1,500 00	
Salary of superintendent of life-saving stations in District No. 3, from July 1, 1883, to June 30, 1884.....	1,800 00	
Salary of assistant superintendent of life-saving stations in District No. 3, from October 3, 1883, to June 30, 1884.....	744 60	
Salary of superintendent of life-saving stations in District No. 4, from July 1, 1883, to June 30, 1884.....	1,800 00	
Salary of superintendent of life-saving stations in District No. 5, from July 1, 1883, to June 30, 1884.....	1,500 00	
Salary of superintendent of life-saving stations in District No. 6, from July 1, 1883, to June 30, 1884.....	1,800 00	
Salary of superintendent of houses of refuge in District No. 7, from July 1, 1883, to June 30, 1884.....	1,200 00	
Salary of superintendent of life-saving and life-boat stations in District No. 8, from July 1, 1883, to June 30, 1884.....	1,500 00	
Salary of superintendent of life-saving and life-boat stations in District No. 9, from July 1, 1883, to June 30, 1884.....	1,800 00	
Salary of superintendent of life-saving and life-boat stations in District No. 10, from July 1, 1883, to June 30, 1884.....	1,800 00	
Salary of superintendent of life-saving and life-boat stations in District No. 11, from July 1, 1883, to June 30, 1884.....	1,800 00	
Salary of superintendent of life-saving and life-boat stations in District No. 12, from July 1, 1883, to June 30, 1884.....	1,800 00	
		\$20,544 60
Pay of 193 keepers, Districts Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, and 12, quarter ending September 30, 1883.....	32,873 74	
Pay of 202 keepers, Districts Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, and 12, quarter ending December 31, 1883.....	33,194 92	
Pay of 201 keepers, Districts Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, and 12, quarter ending March 31, 1884.....	33,740 52	
Pay of 200 keepers, Districts Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, and 12, quarter ending June 30, 1884.....	34,234 81	
		134,043 99
Pay of surfmen in District No. 1, from September 1, 1883, to April 30, 1884.....	19,803 21	
Pay of surfmen in District No. 2, from September 1, 1883, to April 30, 1884.....	46,269 33	
Pay of surfmen in District No. 3, from September 1, 1883, to April 30, 1884.....	95,398 39	
Pay of surfmen in District No. 4, from September 1, 1883, to April 30, 1884.....	104,724 25	
Pay of surfmen in District No. 5, from September 1, 1883, to April 30, 1884.....	31,529 80	
Pay of surfmen in District No. 6, from September 1, 1883, to April 30, 1884.....	71,609 68	
Pay of surfmen in District No. 8, from September 1, 1883, to April 30, 1884.....	9,513 79	
Pay of surfmen in District No. 9, from July 1, 1883, to June 30, 1884.....	26,644 05	
Pay of surfmen in District No. 10, from July 1 to December 10, 1883, and from April 10 to June 30, 1884.....	34,120 28	
Pay of surfmen in District No. 11, from July 1 to December 31, 1883, and from April 1 to June 30, 1884.....	47,252 17	
Pay of surfmen in District No. 12, from July 1, 1883, to June 30, 1884.....	6,715 11	
Pay of one surfman as acting keeper of the Brigantine Station, District No. 4, from May 18 to June 30, 1884.....	72 58	
Pay of surfmen in District No. 1, for services at wrecks which occurred at periods when crews were not required to reside at the stations.....	189 00	
Pay of surfmen in District No. 2, for services at wrecks which occurred at periods when crews were not required to reside at the stations.....	21 00	

Pay of surfmen in District No. 4, for services at wrecks which occurred at periods when crews were not required to reside at the stations .....	\$108 00	
Pay of surfmen in District No. 5, for services at wrecks which occurred at periods when crews were not required to reside at the stations .....	3 00	
Pay of surfmen in District No. 9, for services at wrecks which occurred at periods when crews were not required to reside at the stations .....	16 00	
Pay of surfmen in District No. 11, for services at wrecks which occurred at periods when crews were not required to reside at the stations .....	15 00	
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882 .....	2,314 33	
		\$496,318 97
Pay of volunteer surfmen in District No. 9, for drill and exercise .....	336 00	
Pay of volunteer surfmen in District No. 9, for services at wrecks .....	403 00	
Pay of volunteer surfmen in District No. 11, for services at wrecks .....	35 00	
Pay of volunteer surfmen in District No. 12, for services at wrecks .....	203 00	
		977 00
Apparatus .....	18,975 90	
Books, charts, stationery, advertising, telegraphing, &c ..	1,970 79	
Care of stations, pending appointment of keepers .....	52 00	
Compensation for special services, labor, &c .....	1,842 70	
Equipments .....	5,678 27	
Freight, packing, storage, &c .....	3,396 19	
Fuel and water for stations .....	12,572 61	
Furniture, supplies, &c .....	16,716 33	
Lithographing and engraving .....	234 00	
Medals .....	600 23	
Medicines .....	30 00	
Protection of stations from the encroachment of the sea ...	4,876 41	
Rebuilding, repair, and improvement of stations .....	6,177 14	
Recording conveyances .....	20 12	
Removal of stations .....	75 00	
Rent of offices of inspector and superintendents .....	807 03	
Repairs of apparatus, equipments, and furniture .....	685 35	
Sites for stations .....	708 29	
Stables and forage for horses kept at stations for hauling boats and apparatus .....	1,528 72	
Subsistence of persons rescued from wrecked vessels .....	200 63	
Transporting apparatus to and from wrecks where horses are not kept .....	378 15	
Traveling expenses of officers .....	7,501 39	
Pay of disabled keepers, under the provisions of section 7 of the act approved May 4, 1882 .....	1,911 68	
		86,988 93
Total expenditures from appropriation "Life-Saving Service, 1884" .....	733,873 49	
Balance of available funds July 1, 1884 .....	59,626 51	
		798,500 00

At the beginning of the fiscal year there remained on hand, available from the appropriation of the preceding year, the following:

Unexpended balance July 1, 1883 .....	\$71,864 31
To which repayments have been made amounting to .....	2,523 26
*Total available funds .....	74,387 57

The expenditures from this sum during the last year, made in payment of indebtedness standing over from the preceding year, were as follows :

"Life-Saving Service, 1883," available as above .....		<u>\$74,387 57</u>
Amount paid superintendent First Life-Saving District, being balance found due upon settlement of his accounts . . .	\$0 06	
Amount paid superintendent Tenth Life-Saving District, being balance found due upon settlement of his accounts . . .	02	
Pay of acting keeper of the Wash Woods Life-Saving Station Sixth District, for services from July 1 to August 31, 1882 .....	50 00	
Pay of one surfman at the Grindstone City Life-Saving Station Tenth District, for services from October 1 to October 31, 1882 .....	50 00	
Pay of one surfman at the Point Aux Barques Life-Saving Station Tenth District, for services from October 1 to November 6, 1882 .....	60 00	
Pay of surfmen in District No. 1, for services at wrecks which occurred at periods when crews were not required to reside at the stations .....	24 00	
Pay of surfmen in District No. 4, for services at wrecks which occurred at periods when crews were not required to reside at the stations .....	60 00	
Pay of surfmen in District No. 6, for services at wrecks which occurred at periods when crews were not required to reside at the stations .....	21 00	
Pay of surfmen in District No. 9, for services at wrecks which occurred at periods when crews were not required to reside at the stations .....	12 00	
	<hr/>	277 08
Pay of volunteer crews, for services at wrecks .....	50 00	50 00
Apparatus .....	15,206 75	
Books, charts, stationery, advertising, &c .....	148 81	
Compensation for special services, labor, &c .....	446 00	
Equipments .....	566 70	
Freight, packing, storage, telegraphing, &c .....	699 59	
Fuel and water for stations .....	22 00	
Furniture, supplies, &c .....	2,147 28	
Lithographing and engraving .....	14 40	
Medals .....	182 43	
Rebuilding, repair, and improvement of stations .....	3,982 23	
Rent of offices of inspector and superintendents .....	265 00	
Repairs of apparatus and equipments .....	64 72	
Sites for stations .....	13 00	
Stables and forage for horses kept at stations for hauling boats and apparatus .....	25 00	
Subsistence of persons rescued from wrecked vessels .....	7 20	
Transporting apparatus to and from wrecks, where horses are not kept .....	20 00	
Traveling expenses of officers .....	744 19	
Pay of disabled keepers, under provisions of section 7 of the act approved May 4, 1882 .....	169 23	
	<hr/>	24,728 53
Total expenditures from appropriation "Life-Saving Service, 1883" .....	25,055 61	
Balance of available funds July 1, 1884 .....	49,331 96	
	<hr/>	<u>74,387 57</u>

There also remained unexpended at the beginning of the fiscal year, from appropriation of 1882, the following :

"Life-Saving Service, 1882" .....	\$28,540 01
To which repayments have been made amounting to .....	541 92
	<hr/>
Total available funds .....	<u>24,081 93</u>

The expenditures from this balance during the last year made in payment of indebtedness standing over from the fiscal year ending June 30, 1882, were as follows :

"Life Saving Service, 1882," available as above.....		\$24, 081 93
Pay of acting keeper of the Wash Woods Life-Saving Station, Sixth District, for services from May 1 to June 30, 1882 .....	\$50 00	
Pay of one surfman at the Little Island Life-Saving Station, Sixth District, for services from January 1 to January 16, 1882 .....	20 65	
Pay of volunteer surfmen, District No. 12, for services at wrecks .....	6 00	
Apparatus .....	800 00	
Freight, &c .....	85	
Fuel and water for stations.....	172 47	
Rebuilding, repair, and improvement of stations .....	4, 920 75	
		<u>5, 970 72</u>
Balance unexpended June 30, 1884.....		<u><u>18, 111 21</u></u>

Of the unexpended balance on June 30, 1884, on account of appropriation "Life-Saving Service, 1882," there was carried to the surplus fund the sum of \$17,797.46. The difference, \$313.75, is now in the hands of George A. Bartlett, disbursing clerk, and will be deposited by him during the current year and carried to the surplus fund June 30, 1885.

The total net expenditures for the maintenance of the Life-Saving Service during the fiscal year ending June 30, 1884, were, therefore, as follows :

"Life-Saving Service, 1884" .....	\$738, 873 49
"Life-Saving Service, 1883" .....	25, 055 61
"Life-Saving Service, 1882" .....	5, 970 72
	<u>769, 899 82</u>
Less repayments to appropriations Life-Saving Service, 1882 and 1883.....	3, 065 18
Total net expenditure of the service.....	<u><u>\$766, 834 64</u></u>

There remained standing to the credit of the respective appropriations at the close of the fiscal year ending June 30, 1884, available as heretofore stated, the following balances :

"Life-Saving Service, 1883" .....	\$49, 331 96
"Life-Saving Service, 1884" .....	59, 626 51

The foregoing statement of the net expenditures of the Life-Saving Service for the fiscal year ending June 30, 1884, differs from the expenditures by warrants in the following particulars :

Net expenditures by warrants.....	\$768, 517 62
From which should be deducted amounts in hands of disbursing clerk, June 30, 1884:	
"Life-Saving Service, 1882" .....	\$313 75
"Life-Saving Service, 1883" .....	229 74
"Life-Saving Service, 1884" .....	3, 313 00
	<u>3, 856 49</u>

## Less the following:

Amounts in hands of disbursing clerk, June 30, 1883, as shown on page 298 of the report for 1883 .....	\$2, 173 43	
Amounts paid to the superintendents of the First and Tenth Life-Saving Districts, being balances found due upon settlement of their accounts, but not expended by warrant until the next fiscal year.....	08	\$2, 173 51
		<u>\$1, 682 98</u>
Net expenditures from the appropriations for the year.....		<u><u>766, 834 64</u></u>

At the beginning of the fiscal year there was on hand available from the appropriation "Rebuilding and improving Life-Saving Stations, proceeds of sales," the following:

Unexpended balance, July 1, 1883 .....	\$694 92
Which sum has been increased by amounts realized from the sales of public property belonging to the Life-Saving Service, condemned and sold in conformity with the provisions of law .....	752 47
Total available funds .....	<u>1, 447 39</u>
There have been no expenditures during the year from this appropriation.	

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

## APPROPRIATION.

Salaries, Office Life-Saving Service.....	\$32, 880 00
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## EXPENDITURES.

Compensation of officers and employes in Office of Life-Saving Service .....	\$32, 814 77
Amount in hands of disbursing clerk unexpended.....	65 23
	<u>32, 880 00</u>

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**INSTRUCTIONS TO MARINERS IN CASE OF SHIPWRECK.**

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# INSTRUCTIONS TO MARINERS IN CASE OF SHIPWRECK,

WITH

INFORMATION CONCERNING THE LIFE-SAVING STATIONS UPON THE  
COASTS OF THE UNITED STATES.

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*Prepared by* LIEUTENANT C. H. McLELLAN, U. S. R. M., *Assistant Inspector Life-Saving Stations, under the direction of the General Superintendent.*

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## GENERAL INFORMATION.

Life-saving stations, life-boat stations, and houses of refuge are located upon the Atlantic and Pacific sea-board of the United States, the Gulf of Mexico, and the Lake coasts, as shown in the list of stations following, the latitude and longitude being given so far as determined.

All stations on the Atlantic coast from the eastern extremity of the State of Maine to Cape Fear, North Carolina, are manned annually by crews of experienced surfmen from the 1st of September until the 1st of May following.

Upon the Lake coasts the stations are manned from the opening until the close of navigation, and upon the Pacific coast they are open the year round, but, with the exception of the Cape Disappointment, Humboldt Bay, and Gate Park Stations, are not manned, depending upon volunteer effort from the neighboring people in case of shipwreck.

All life-saving and life-boat stations are fully supplied with boats, wreck-gun, beach apparatus, restoratives, &c.

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

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

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

All services are performed by the life-saving crews without other compensation than their wages from the Government, though in view of the meagerness of their pay they are not prohibited from receiving such rewards for labor performed or risks incurred at wrecks as owners or masters of vessels or other persons may see fit to voluntarily bestow upon them, but *they are strictly forbidden to solicit such rewards.*

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

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

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

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

*Masters are particularly cautioned, if they should be driven ashore anywhere in the neighborhood of the stations, especially on any of the sandy coasts where there is not much danger of vessels breaking up immediately, to remain on board until assistance arrives, and under no circumstances should they attempt to land through the surf in their own boats until the last hope of assistance from the shore has vanished.* Often when comparatively smooth at sea a dangerous surf is running which is not perceptible four hundred yards off shore, and the surf when viewed from a vessel never appears as dangerous as it is. Many lives have unnecessarily been lost by the crews of stranded vessels being thus deceived and attempting to land in the ship's boats.

The difficulties of rescue by operations from the shore are greatly increased in cases where the anchors are let go *after entering the breakers*, as is frequently done, and the chances of saving life correspondingly lessened.

## INSTRUCTIONS.

### RESCUE WITH THE LIFE-BOAT OR SURF-BOAT.

The patrolman, after discovering your vessel ashore and burning a Coston signal, hastens to his station for assistance. If the use of a boat is practicable, either the large life-boat is launched from its ways in the station and proceeds to the wreck by water, or the lighter surf-boat is hauled overland to a point opposite the wreck and launched, as circumstances may require.

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

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

Goods or baggage will positively not be taken into the boat until all

are landed. If any be passed in against the keeper's remonstrance he is fully authorized to throw the same overboard.

RESCUE WITH THE BREECHES-BUOY OR LIFE-CAR.

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

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

Get hold of the line as soon as possible and haul on board until you get a tail-block with a whip or endless line rove through it. This tail-block should be hauled on board as quickly as possible to prevent the whip drifting off with the set or fouling with wreckage, &c. Therefore, if you have been driven into the rigging where but one or two men can work to advantage, cut the shot-line and run it through some available block, such as the throat or peak-halliards block or any block which will afford a clear lead, or even between the ratlines, that as many as possible may assist in hauling.

Attached to the tail-block will be a tally-board, with the following directions in English on one side and French on the other:

"Make the tail of the block fast to the lower mast, well up. If the masts are gone, then to the best place you can find. Cast off shot-line, see that the rope in the block runs free, and show signal to the shore."

The above instructions being complied with, the result will be as shown in Figure 1.

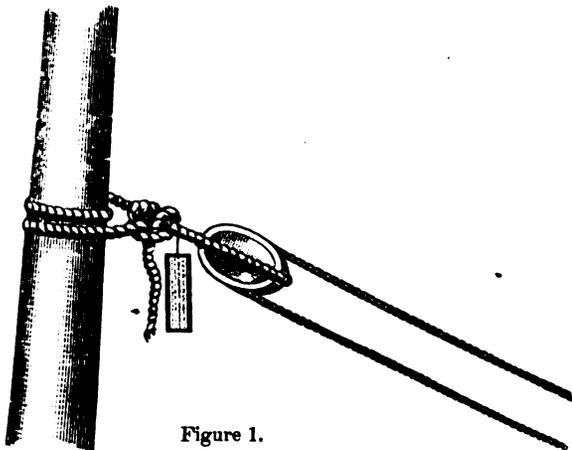


Figure 1.

As soon as your signal is seen a three-inch hawser will be bent on to the whip and hauled off to your ship by the life-saving crew.

If circumstances will admit, you can assist the life-saving crew by manning that part of the whip to which the hawser is bent and hauling with them.

When the end of the hawser is got on board a tally-board will be found attached, bearing the following directions in English on one side and French on the other:

"Make this hawser fast about 2 feet above the tail-block; see all clear, and that the rope in the block runs free, and show signal to the shore."

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

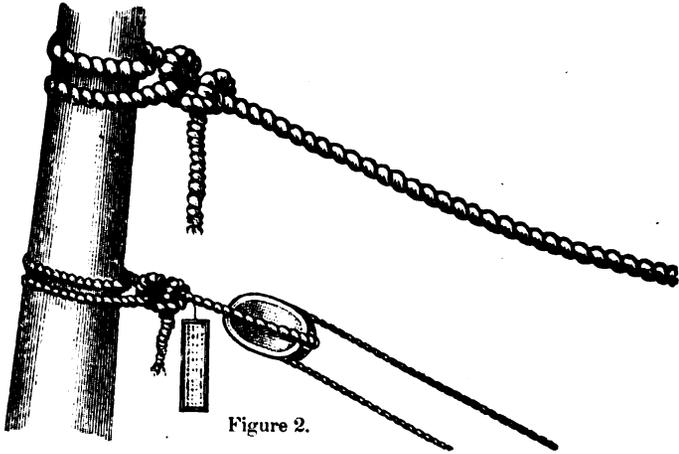


Figure 2.

*Take particular care that there are no turns of the whip-line round the hawser, to insure which take the end of the hawser UP BETWEEN the parts of the whip before making it fast.*

When the hawser is made fast, the whip cast off from the hawser, and your signals seen by the life-saving crew, they will haul the hawser taut and by means of the whip will haul off to your ship a breeches-buoy suspended from a traveler-block, or a life-car from rings, running on the hawser.

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

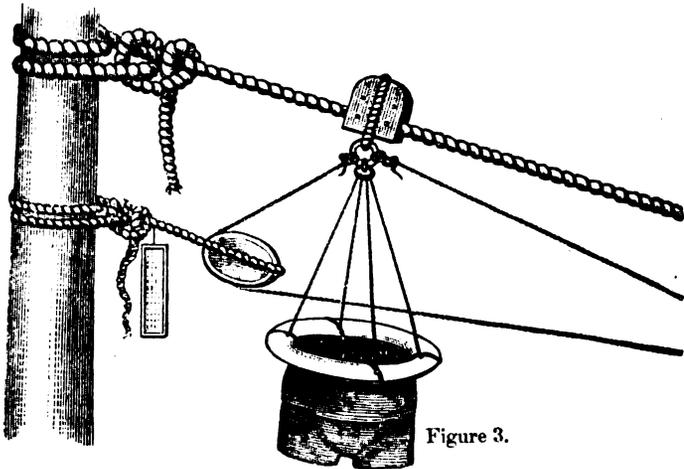


Figure 3.

If the breeches-buoy be sent, let one man immediately get into it, thrusting his legs through the breeches. If the life-car, remove the hatch, place as many persons into it as it will hold (four to six) and secure the hatch on the outside by the hatch-bar and hook, signal as before, and the buoy or car will be hauled ashore. This will be repeated

until all are landed. On the last trip of the life-car the hatch must be secured by the inside hatch-bar.

In many instances two men can be landed in the breeches-buoy at the same time, by each putting a leg through a leg of the breeches and holding on to the lifts of the buoy.

Children when brought ashore by the buoy should be in the arms of older persons or securely lashed to the buoy. Women and children should be landed first.

In signaling as directed in the foregoing instructions, if in the day-time, let one man separate himself from the rest and swing his hat, a handkerchief, or his hand; if at night, the showing of a light, and concealing it once or twice, will be understood; and like signals will be made from the shore.

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

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

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

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

#### RECAPITULATION.

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

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

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

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

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



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

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11514 L S—22

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# LIFE-SAVING DISTRICTS AND STATIONS ON THE COASTS OF THE UNITED STATES.

## FIRST DISTRICT.

### EMBRACING COASTS OF MAINE AND NEW HAMPSHIRE.

Name of station.	State.	Locality.	Approximate position.*	
			Latitude north.	Longitude, west.
Quoddy Head .....	Me .....	Carrying Point Cove .....	44 48 40	66 58 50
Cross Island .....	Me .....	Off Machias Port .....	44 36 00	67 17 00
Crumple Island .....	Me .....	Off Jonesport .....	44 26 40	67 35 50
Cranberry Isles .....	Me .....	Off Mount Desert, Little Cranberry Island .....	44 15 20	68 12 50
White Head .....	Me .....	On White Head Island, near light .....	43 58 40	69 07 50
Hanniwell's Beach .....	Me .....	At mouth of Kennebec River .....	43 44 40	69 46 50
Fletcher's Neck .....	Me .....	Biddeford Pool, Fletcher's Neck .....	43 26 30	70 20 30
Rye Beach .....	N. H. ....	Rye Beach .....	42 59 30	70 45 20

## SECOND DISTRICT.

### EMBRACING COAST OF MASSACHUSETTS.

Plum Island .....	Mass .....	Near mouth of Merrimac River .....	42 48 30	70 49 09
Davis' Neck .....	Mass .....	Near Annisquam light .....	42 40 10	70 40 29
Fourth Cliff .....	Mass .....	South end of fourth cliff, Scituate .....	42 09 30	70 42 10
Gurnet .....	Mass .....	8 miles northeast of Plymouth .....	42 00 10	70 36 10
Manomet Point .....	Mass .....	7 miles southeast of Plymouth .....	41 55 30	70 32 40
Race Point .....	Mass .....	$\frac{1}{2}$ mile northeast of Race Point light, Cape Cod .....	42 04 10	70 14 20
Peaked Hill Bar .....	Mass .....	$2\frac{1}{2}$ miles northeast of Provincetown, Cape Cod .....	42 04 30	70 09 10
High Head .....	Mass .....	3 miles north of Highland light .....	42 03 40	70 06 30
Highland .....	Mass .....	$\frac{1}{2}$ mile northwest of light, Cape Cod .....	42 02 50	70 04 20
Parnet River .....	Mass .....	$3\frac{1}{2}$ miles south of Highland light .....	42 00 00	70 01 10
Cahoon's Hollow .....	Mass .....	$2\frac{1}{2}$ miles east of Wellfleet .....	41 56 40	70 00 00
Nausett .....	Mass .....	$1\frac{1}{2}$ miles south of lights .....	41 50 30	69 56 40
Orleans .....	Mass .....	Abreast of Ponchet Island .....	41 45 30	69 56 00
Chatham .....	Mass .....	2 miles north of Chatham light .....	41 43 10	69 55 40
Monomoy .....	Mass .....	2 miles north of Monomoy light .....	41 36 00	69 59 50
Coskata .....	Mass .....	Near Great Point, Nantucket .....	41 22 00	70 01 20
Surfside .....	Mass .....	$2\frac{1}{2}$ miles south of town of Nantucket .....	41 14 30	70 05 00
Muskeget .....	Mass .....	About midway of Muskeget Island .....	41 20 10	70 19 20

## THIRD DISTRICT.

### EMBRACING COASTS OF RHODE ISLAND AND LONG ISLAND.

Narragansett Pier .....	R. I. ....	Northern part of the town .....	41 26 00	71 27 20
Point Judith .....	R. I. ....	Near light .....	41 21 40	71 29 00
Watch Hill .....	R. I. ....	Near light .....	41 18 20	71 51 30
New Shoreham .....	R. I. ....	Block Island, east side, near landing .....	41 10 20	71 33 30
Block Island .....	R. I. ....	Block Island, west side, near Dickens' Point .....	41 09 40	71 36 40
Montauk Point .....	N. Y. ....	At the light .....	41 04 00	71 51 30
Ditch Plain .....	N. Y. ....	3 miles southwest of Montauk light .....	41 02 10	71 54 30

\* Obtained from latest Coast Survey charts.

## THIRD DISTRICT—Continued.

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude, west.
Hither Plain.....	N. Y.....	$\frac{1}{2}$ mile southwest of Fort Pond.....	41 01 30	71 57 50
Napeague.....	N. Y.....	Abreast Napeague Harbor.....	40 59 45	72 02 40
Amagansett.....	N. Y.....	Abreast of the village.....	40 58 00	72 08 20
Georgica.....	N. Y.....	1 mile south of the village of East Hampton.....	40 56 40	72 11 40
Mecox.....	N. Y.....	2 miles south of the village of Bridgehampton.....	40 54 10	72 18 00
Southampton.....	N. Y.....	$\frac{3}{4}$ mile south of the village.....	40 52 10	72 23 40
Shinnecock.....	N. Y.....	3 miles from the head of Shinnecock Bay.....	40 50 40	72 27 50
Tiana.....	N. Y.....	4 miles east of Quogue.....	40 49 40	72 31 30
Quogue.....	N. Y.....	$\frac{1}{2}$ mile south of the village.....	40 48 20	72 36 00
Petunk.....	N. Y.....	$\frac{1}{4}$ miles southwest of Petunk village.....	40 47 30	72 39 00
Moriches.....	N. Y.....	$\frac{2}{4}$ miles southwest of Speonk village.....	40 46 30	72 43 10
Forge River.....	N. Y.....	$\frac{3}{8}$ miles south of Moriches.....	40 44 30	72 49 00
Smith's Point.....	N. Y.....	Abreast of the point.....	40 44 00	72 52 20
Bellport.....	N. Y.....	4 miles south of the village.....	40 42 40	72 55 50
Blue Point.....	N. Y.....	$\frac{4}{4}$ miles south of Patchogue.....	40 40 40	73 01 20
Lone Hill.....	N. Y.....	$\frac{4}{4}$ miles south of Sayville.....	40 39 40	73 04 20
Point of Woods.....	N. Y.....	5 miles south of Islip.....	40 38 50	73 08 10
Fire Island.....	N. Y.....	East side of Fire Island Inlet.....	40 37 40	73 13 20
Oak Island.....	N. Y.....	East end of Oak Island.....	40 38 10	73 17 40
Gilgo.....	N. Y.....	West end of Oak Island.....	40 37 20	73 22 20
Jones' Beach.....	N. Y.....	East end of Jones' Beach.....	40 36 40	73 26 20
Zach's Inlet.....	N. Y.....	West end of Jones' Beach.....	40 36 10	73 28 50
Short Beach.....	N. Y.....	$\frac{1}{2}$ mile east of Jones' Inlet.....	40 35 30	73 31 20
Point Lookout.....	N. Y.....	$\frac{2}{2}$ miles west of New Inlet.....	40 35 10	73 35 40
Long Beach.....	N. Y.....	Near Lucy's Inlet.....	40 34 40	73 39 00
Far Rockaway.....	N. Y.....	Near Hog Island Inlet.....	40 35 30	73 44 00
Rockaway.....	N. Y.....	Near the village of Rockaway.....	40 35 30	73 47 20
Rockaway Point.....	N. Y.....	West end of Rockaway Beach.....	40 34 10	73 51 50
Coney Island.....	N. Y.....	Manhattan Beach.....	40 34 20	73 56 20
Eaton's Neck.....	N. Y.....	East side entrance to Huntington Bay, Long Island Sound.....	40 57 10	73 24 00

## FOURTH DISTRICT.

## EMBRACING COAST OF NEW JERSEY.

Sandy Hook.....	N. J.....	East of main light.....	40 27 40	73 59 50
Sparmacoti Cove.....	N. J.....	East of the upper end of cove.....	40 25 40	73 59 00
Seabright.....	N. J.....	About a mile south of Navesink light.....	40 22 50	73 58 30
Monmouth Beach.....	N. J.....	About a mile south of Seabright.....	40 20 30	73 58 30
Long Branch.....	N. J.....	Near Green's Pond.....	40 16 40	73 59 00
Deal.....	N. J.....	North of Asbury Park.....	40 13 50	73 59 50
Shark River.....	N. J.....	Near the mouth of Shark River.....	40 11 30	74 00 40
Spring Lake.....	N. J.....	$\frac{2}{4}$ miles below Shark River.....	40 09 20	74 01 20
Squan Beach.....	N. J.....	1 mile southeast of Squan village.....	40 07 00	74 02 00
Bayhead.....	N. J.....	At the head of Barnegat Bay.....	40 04 00	74 02 40
Mantoloking.....	N. J.....	$\frac{2}{4}$ miles below the head of Barnegat Bay.....	40 01 40	74 03 10
Chadwick's.....	N. J.....	5 miles below the head of Barnegat Bay.....	39 59 10	74 04 00
Tom's River.....	N. J.....	On the beach abreast mouth Tom's River.....	39 56 10	74 04 30
Island Beach.....	N. J.....	$\frac{1}{2}$ miles south of Seaside Park.....	39 53 40	74 05 00
Cedar Creek.....	N. J.....	$\frac{5}{8}$ miles north of Barnegat Inlet.....	39 51 10	74 05 10
Forked River.....	N. J.....	North side of Barnegat Inlet.....	39 48 10	74 05 40
Barnegat.....	N. J.....	South side of Barnegat Inlet.....	39 45 30	74 06 10
Loveladies Island.....	N. J.....	On the beach abreast of the islands.....	39 43 50	74 07 20
Harvey's Cedars.....	N. J.....	$\frac{5}{4}$ miles south of Barnegat Inlet.....	39 41 20	74 08 30
Ship Bottom.....	N. J.....	Midway of Long Beach.....	39 38 10	74 11 00
Long Beach.....	N. J.....	$\frac{1}{8}$ miles north of Beach Haven.....	39 35 00	74 13 20
Bond's.....	N. J.....	$\frac{2}{4}$ miles south of Beach Haven.....	39 32 00	74 15 20
Little Egg.....	N. J.....	Near the light north of inlet.....	39 30 10	74 17 20
Little Beach.....	N. J.....	South side of Little Egg Inlet.....	39 27 30	74 19 30
Brigantine.....	N. J.....	$\frac{5}{4}$ miles above Absecom light.....	39 25 30	74 20 30
Atlantic City.....	N. J.....	At Absecom light.....	39 22 00	74 24 50
Absecom.....	N. J.....	3 miles below Absecom light.....	39 20 50	74 27 40
Great Egg.....	N. J.....	6 miles below Absecom light.....	39 19 00	74 31 10
Ocean City.....	N. J.....	South side of the inlet.....	39 17 20	74 34 00
Peek's Beach.....	N. J.....	$\frac{3}{4}$ miles above Corson's Inlet.....	39 14 50	74 36 50
Corson's Inlet.....	N. J.....	Near the inlet, north side.....	39 13 10	74 38 20
Sea Isle City.....	N. J.....	$\frac{3}{4}$ miles above Townsend's Inlet.....	39 09 50	74 41 00
Townsend's Inlet.....	N. J.....	Near the inlet, north side.....	39 07 30	74 42 40
Tatham's.....	N. J.....	$\frac{3}{4}$ miles above Hereford Inlet.....	39 03 40	74 45 00

\*Obtained from latest Coast Survey charts.

FOURTH DISTRICT—Continued.

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude, west.
Hereford's Inlet .....	N. J. ....	Near Hereford light.....	39 00 20	74 47 20
Holly Beach .....	N. J. ....	6 miles above Cape Island City .....	38 58 40	74 49 50
Turtle Gut .....	N. J. ....	4 miles above Cape Island City .....	38 57 10	74 51 10
Cold Spring .....	N. J. ....	2 miles above Cape Island City .....	38 56 00	74 54 00
Cape May .....	N. J. ....	Near the light .....	38 55 40	74 57 30
Bay Shore .....	N. J. ....	2½ miles west of Cape Island City.....	38 56 40	74 58 10

FIFTH DISTRICT.

EMBRACING COAST BETWEEN CAPE HENLOPEN AND CAPE CHARLES.

Lewes .....	Del .....	2 miles west from Cape Henlopen light .....	38 46 50	75 07 10
Cape Henlopen .....	Del .....	¼ mile southerly from Cape Henlopen light.....	38 45 50	75 04 50
Rehoboth Beach .....	Del .....	Opposite north end of Rehoboth Bay .....	38 41 30	75 04 20
Indian River Inlet .....	Del .....	North side of inlet .....	38 37 50	75 03 40
Ocean City .....	Md .....	Just north of village .....	38 20 00	75 05 00
North Beach .....	Md .....	10 miles south of Ocean City .....	38 11 30	75 09 20
Green Run Inlet .....	Md .....	North side of inlet .....	38 04 30	75 12 50
Pope's Island .....	Md .....	2 miles south of Green Run Inlet .....	38 00 20	75 15 40
Assateague Beach .....	Va. ....	1½ miles south of Assateague light .....	37 53 40	75 21 40
Wallop's Beach .....	Va. ....	1½ miles south of Chincoteague Inlet .....	37 52 00	75 26 50
Watchapreague .....	Va. ....	South end of Cedar Island .....	37 35 20	75 36 40
Parramore's Beach .....	Va. ....	Midway of beach .....	37 32 20	75 37 20
Hog Island .....	Va. ....	South end of Hog Island .....	37 22 50	75 41 30
Cobb's Island .....	Va. ....	South end of Cobb's Island .....	37 17 30	75 47 00
Smith's Island .....	Va. ....	At Cape Charles light .....	37 07 00	75 53 40

SIXTH DISTRICT.

EMBRACING COAST BETWEEN CAPE HENRY AND CAPE FEAR.

Cape Henry .....	Va. ....	About ¼ mile southeast of Cape Henry light.....	36 55 10	75 59 50
Seatack .....	Va. ....	About 5½ miles south of Cape Henry light.....	36 51 10	75 58 40
Dam Neck Mills .....	Va. ....	About 10 miles south of Cape Henry light.....	36 47 10	75 57 30
Little Island .....	Va. ....	On beach abreast of North Bay .....	36 41 30	75 55 20
False Cape .....	Va. ....	On beach abreast of Back Bay .....	36 36 00	75 53 50
Wash Woods .....	N. C. ....	On beach abreast of Knott's Island .....	36 32 00	75 52 10
Currituck Inlet .....	N. C. ....	About 5½ miles north of Currituck Beach light.....	36 27 30	75 50 40
Whale's Head .....	N. C. ....	About ¼ mile north of Currituck Beach light.....	36 23 20	75 49 40
Poyner's Hill .....	N. C. ....	About 5½ miles south of Currituck Beach light.....	36 17 50	75 48 10
Caffey's Inlet .....	N. C. ....	About 10½ miles south of Currituck Beach light.....	36 13 40	75 46 20
Paul Gamiel's Hill .....	N. C. ....	About 5 miles north of Kitty Hawk .....	36 08 00	75 43 50
Kitty Hawk .....	N. C. ....	On the beach abreast of north end of Kitty Hawk Bay.....	36 03 50	75 41 30
Kill Devil Hills .....	N. C. ....	About 4½ miles south of Kitty Hawk .....	36 00 10	75 39 40
Nag's Head .....	N. C. ....	8 miles north of Oregon Inlet .....	35 56 00	75 36 40
Bodie's Island .....	N. C. ....	¼ mile northeast of Bodie's Island light .....	35 49 40	75 33 20
Oregon Inlet .....	N. C. ....	¼ mile south of Oregon Inlet .....	35 47 50	75 32 10
Pea Island .....	N. C. ....	About 2 miles north of New Inlet .....	35 42 50	75 29 30
New Inlet .....	N. C. ....	¼ mile south of New Inlet .....	35 41 00	75 29 00
Chicomocomico .....	N. C. ....	5 miles south of New Inlet .....	35 36 40	75 27 50
Gull Shoal .....	N. C. ....	About 11 miles south of New Inlet .....	35 29 50	75 28 40
Little Kinnakeet .....	N. C. ....	About 11 miles north of Cape Hatteras light.....	35 25 00	75 29 10
Big Kinnakeet .....	N. C. ....	5½ miles north of Cape Hatteras light .....	35 20 00	75 30 20
Cape Hatteras .....	N. C. ....	1 mile south of light .....	35 14 20	75 31 20
Creed's Hill .....	N. C. ....	4 miles west of Cape Hatteras light .....	35 14 30	75 35 00
Durant's .....	N. C. ....	3 miles east of Hatteras Inlet .....	35 12 45	75 40 20
Ocracoke .....	N. C. ....	2½ miles west of Hatteras Inlet .....	35 10 45	75 46 30
Cape Fear .....	N. C. ....	On Smith's Island, Cape Fear.....	33 50 30	77 57 20

\* Obtained from latest Coast Survey charts.

SEVENTH DISTRICT.

EASTERN COAST OF FLORIDA AND COAST OF GEORGIA AND SOUTH CAROLINA.

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude, west.
Indian River.....	Fla.....	11 miles north of Indian River Inlet.....	27 40 00	80 21 20
Gilbert's Bar.....	Fla.....	Saint Lucie Rocks, north side Saint Lucie Inlet.	27 12 00	80 09 50
Orange Grove.....	Fla.....	Southern end Lake Worth, 82 miles south of Jupiter Inlet.	26 27 30	80 03 20
Fort Lauderdale.....	Fla.....	7 miles north of New River Inlet.....	26 08 00	80 06 00
Biscayne Bay.....	Fla.....	10 miles north of Boca Ratonnes, Narrows Cut.	25 54 10	80 06 00

EIGHTH DISTRICT.

EMBRACING GULF COAST OF UNITED STATES.

Sabine Pass.....	Tex.....	East side of Pass.....	29 43 00	93 50 00
San Luis.....	Tex.....	West end Galveston Island.....	29 07 00	95 04 00
Saluria.....	Tex.....	Northeast end Matagorda Island.....	28 23 00	96 24 00
Aransas.....	Tex.....	Northeast end Mustang Island.....	27 51 00	97 08 00
Brazos.....	Tex.....	North end Brazos Island, entrance to Brazos Santiago.	26 04 00	97 08 00

NINTH DISTRICT.

EMBRACING LAKES ERIE AND ONTARIO.

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

TENTH DISTRICT.

EMBRACING LAKES HURON AND SUPERIOR.

Sand Beach.....	Mich.....	Inside the harbor, Lake Huron.....	.....	.....
Point aux Barques.....	Mich.....	Near light, Lake Huron.....	.....	.....
Grindstone City.....	Mich.....	1 mile northwest of city, Lake Huron.....	.....	.....
Ottawa Point (Tawas).....	Mich.....	Near light, Lake Huron.....	.....	.....
Sturgeon Point.....	Mich.....	Near light, Lake Huron.....	.....	.....
Thunder Bay Island.....	Mich.....	Near light, Lake Huron.....	.....	.....
Middle Island.....	Mich.....	North end of Middle Island, Lake Huron.	.....	.....
Hammond's Bay.....	Mich.....	Hammond's Bay, Lake Huron.....	.....	.....
Vermillion Point.....	Mich.....	10 miles west of White Fish Point, Lake Superior.	.....	.....
Crisp's.....	Mich.....	16 miles west of White Fish Point, Lake Superior.	.....	.....
Two Heart River.....	Mich.....	Near mouth of Two Heart River, Lake Superior.	.....	.....
Muskallonge Lake.....	Mich.....	Near mouth of Sucker River, Lake Superior.	.....	.....

\* Obtained from latest Coast Survey charts.

ELEVENTH DISTRICT.

LAKE MICHIGAN.

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude, west.
Beaver Island.....	Mich.....	Near light.....	0 1 "	0 1 "
North Manitou Island..	Mich.....	Near Pickard's wharf.....		
Point Betsy.....	Mich.....	Near light.....		
Manistee.....	Mich.....	Entrance of harbor.....		
Grand Point au Sable..	Mich.....	Near light.....		
Ludington.....	Mich.....	In the harbor.....		
Muskegon.....	Mich.....	Entrance of harbor, Port Sherman.....		
Grand Haven.....	Mich.....	Entrance of harbor.....		
Saint Joseph.....	Mich.....	In the harbor.....		
Chicago.....	Ill.....	In the harbor.....		
Evanston.....	Ill.....	Evanston, Ill., on Northwestern University grounds.....		
Kenosha.....	Wis.....	In the harbor on Washington Island.....		
Racine.....	Wis.....	In the harbor.....		
Milwaukee.....	Wis.....	Near entrance of harbor.....		
Sheboygan.....	Wis.....	Entrance of harbor.....		
Two Rivers.....	Wis.....	Entrance of harbor.....		

TWELFTH DISTRICT.

PACIFIC COAST.

Neah Bay.....	Wash. Ter..	On Indian reservation.....	48 22 00	124 38 20
Shoalwater Bay.....	Wash. Ter..	Near light-house boat-landing.....	46 43 30	124 03 00
Cape Disappointment..	Wash. Ter..	Baker's Bay.....	46 16 40	124 02 00
Cape Arago.....	Oreg.....	Cooe Bay, near light.....	43 20 20	124 22 00
Humboldt Bay.....	Cal.....	Near light.....	40 46 00	124 12 50
Bolinas Bay.....	Cal.....	1 1/2 miles north-northeast of Bolinas Point..	37 54 20	122 41 00
Golden Gate Park.....	Cal.....	On beach in Golden Gate Park, San Francisco.	37 45 50	122 30 30

\* Obtained from latest Coast Survey charts.



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**ABSTRACTS**

**OF**

**RETURNS OF WRECKS AND CASUALTIES TO VESSELS**

**WHICH HAVE OCCURRED ON AND NEAR THE**

**COASTS AND ON THE RIVERS OF THE UNITED STATES,**

**AND TO**

**AMERICAN VESSELS AT SEA AND ON THE COASTS**  
**OF FOREIGN COUNTRIES,**

**DURING THE**

**FISCAL YEAR ENDING JUNE 30, 1884.**

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# WRECKS, CASUALTIES, AND COLLISIONS AT HOME AND ABROAD.

REMARKS EXPLANATORY OF THE WRECK STATISTICS FOR THE YEAR  
1883-'84.

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

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

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

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

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

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

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

III. Disasters occurring on the Great Lakes, embracing—

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

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

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

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

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

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

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

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

Fire, irrespective of result ;

Scuttling, or any intentional damage to vessel ;

Collisions with fields or quantities of ice, although vessel may be sunk thereby ;

Striking on sunken wrecks, anchors, buoys, piers, or bridges ;

Leakage (except when vessel foundered or went ashore for safety) ;

Loss of masts, sails, boats, or any portion of vessel's equipments ;

Capsizing, when vessel did not sink ;

Damage to machinery ;

Fouling of anchors ;

Striking of lightning ;

Explosion of boilers ;

Breakage of wheels ;

Also water-logged, missing, and abandoned vessels.

Since the publication of the annual statement for the fiscal year ending June 30, 1883, information has been received of the occurrence of disasters during that year to ninety-three American vessels and the loss of thirty-one lives. The table annexed shows the nature of these casualties and the divisions in which they occurred :

	Foundering.			Strandings.			Collisions.			Other causes.			Totals.		
	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.
Atlantic and Gulf coasts.	1	15	...	10	4,297	...	11	2,293	...	7	554	...	29	7,159	...
Pacific coast	...	...	...	3	1,324	...	6	4,384	...	2	1,332	...	1	11,040	...
Great Lakes	...	...	...	3	1,497	...	7	3,280	...	3	1,546	...	16	5,323	...
Rivers	2	135	...	...	...	...	3	732	...	2	579	...	7	1,448	...
At sea or in foreign waters	1	1,198	...	3	1,476	...	6	2,208	...	20	13,153	...	30	18,035	...
Total	4	1,348	...	17	7,594	...	33	12,897	...	39	17,164	...	93	39,003	...

	Vessels totally lost.			Vessels partially damaged.			Vessels not damaged.			Aggregate.		
	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.
Atlantic and Gulf coasts.	8	1,408	...	21	5,751	...	1	127	...	30	7,286	...
Pacific coast	1	1,321	...	10	5,719	...	...	...	...	11	7,040	...
Great Lakes	2	193	...	14	5,130	...	1	25	...	17	5,348	...
Rivers	2	135	...	5	1,311	...	2	1,536	...	9	2,962	...
At sea or in foreign waters	4	2,755	...	26	15,280	...	3	884	...	33	18,919	...
Total	17	5,812	...	76	33,191	...	7	2,572	...	100	41,575	...

Of the lives lost reported above, thirteen were lost on the bark Shirley, of New York, which sailed from her home port March 7, 1883, for Valparaiso, Chili, and is supposed to have been wrecked off Cape Horn; seven are reported to have been lost on the schooner Lucretia,

of New York, which sailed from Barranquilla, United States of Colombia, for Santiago, Cape Verde Islands, and has never been heard from; three were washed overboard by heavy seas; two fell overboard; one was lost by vessels in collision; one was knocked overboard; one was dragged overboard by a heaving line; one was lost by the capsizing of a small boat; one fell off the ladder in the engine-room and was killed; and one was lost on a burning vessel.

As the foregoing could not properly be included in the report for the fiscal year just closed, the General Summary Table of the previous year, amended so as to include the particulars furnished by the wreck reports mentioned above, is reprinted. The table will be convenient for comparison with the corresponding table in the statements of the present and other years.

*Summary of disasters to vessels which occurred on and near the coasts and on the rivers of the United States, and to American vessels at sea and on the coasts of foreign countries, during the fiscal year ending June 30, 1883.*

FOUNDERINGS.

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
Number of vessels .....	36	6	12	10	10	74
Aggregate tonnage .....	3, 674	616	1, 604	820	6, 897	13, 611
Laden .....	25	4	8	5	10	52
In ballast .....	11	2	4	5	.....	22
Unknown whether laden or not .....	.....	.....	.....	.....	.....	.....
Wrecks involving total loss .....	23	3	7	7	10	50
Casualties involving partial and unknown damage .....	13	3	5	3	.....	24
Number of passengers .....	7	6	.....	2	3	18
Number in crews .....	156	30	45	38	123	392
Total on board .....	163	36	45	40	126	410
Number of lives lost .....	3	.....	16	3	3	25

STRANDINGS.

Number of vessels .....	252	29	103	26	68	478
Aggregate tonnage .....	66, 103	7, 398	45, 836	7, 225	27, 527	153, 789
Laden .....	135	19	90	20	47	361
In ballast .....	67	10	13	6	21	117
Unknown whether laden or not .....	.....	.....	.....	.....	.....	.....
Wrecks involving total loss .....	95	11	26	5	43	180
Casualties involving partial and unknown damage .....	157	18	77	21	25	298
Number of passengers .....	766	53	60	176	23	1, 078
Number in crews .....	2, 000	281	911	454	879	4, 525
Total on board .....	2, 766	334	971	630	902	5, 603
Number of lives lost .....	21	10	14	.....	34	79

COLLISIONS.

Number of vessels .....	358	38	189	84	52	721
Aggregate tonnage .....	121, 874	17, 722	84, 648	28, 570	24, 906	275, 720
Laden .....	170	12	98	23	24	327
In ballast .....	123	17	68	39	11	258
Unknown whether laden or not .....	65	9	23	12	17	126
Wrecks involving total loss .....	20	.....	2	4	6	32
Casualties involving partial and unknown damage .....	338	38	187	80	46	689
Number of passengers .....	5, 873	187	152	1, 505	62	7, 779
Number in crews .....	3, 225	292	1, 456	900	475	6, 348
Total on board .....	9, 098	479	1, 608	2, 405	537	14, 127
Number of lives lost .....	16	.....	3	63	1	83

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

## OTHER CAUSES.

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
Number of vessels.....	184	26	180	128	261	779
Aggregate tonnage.....	52,896	12,125	51,935	41,810	147,963	206,749
Laden.....	133	17	118	75	236	579
In ballast.....	51	9	62	53	25	260
Unknown whether laden or not.....						
Wrecks involving total loss.....	22	8	15	39	32	117
Casualties involving partial and unknown damage.....	162	18	165	89	228	663
Number of passengers.....	2,210	688	145	993	660	4,696
Number in crews.....	1,610	330	1,406	2,450	3,278	9,074
Total on board.....	3,820	1,018	1,551	3,443	3,938	13,770
Number of lives lost.....	23	33	27	102	171	256

## RECAPITULATION.

Number of vessels.....	830	99	484	248	391	2,052
Aggregate tonnage.....	244,547	37,861	183,723	76,425	207,313	749,869
Laden.....	513	52	314	133	317	1,329
In ballast.....	252	38	147	103	57	597
Unknown whether laden or not.....	65	9	23	12	17	126
Wrecks involving total loss.....	160	22	50	55	92	379
Casualties involving partial and unknown damage.....	670	77	434	193	299	1,673
Number of passengers.....	8,856	934	357	2,676	748	13,571
Number in crews.....	6,991	933	3,818	3,842	4,755	20,339
Total on board.....	15,847	1,867	4,175	6,518	5,503	33,910
Number of lives lost.....	63	43	60	168	209	543
Total value vessels involved.....	\$17,624,980	\$2,523,600	\$7,761,575	\$5,260,050	\$9,732,455	\$42,902,660
Total value cargoes involved.....	5,343,440	250,165	2,752,605	1,611,305	10,237,625	20,195,140
Aggregate.....	22,968,420	2,773,765	10,514,180	6,871,355	19,970,080	63,097,800
Total insurance on vessels.....	3,711,880	632,600	3,391,145	1,581,200	2,679,130	11,995,455
Total insurance on cargoes.....	2,234,290	9,400	1,612,625	566,460	4,731,190	9,153,965
Aggregate.....	5,945,670	642,000	5,003,770	2,147,660	7,410,320	21,149,420
Total losses to vessels.....	2,130,650	955,735	754,849	1,069,745	2,200,181	7,111,160
Total losses to cargoes.....	968,110	78,970	127,205	425,240	881,210	2,480,735
Aggregate.....	3,098,760	1,034,705	882,054	1,494,985	3,081,391	9,591,895
Total tonnage vessels involved.....	244,547	37,861	183,723	76,425	207,313	749,869
Total tonnage vessels lost.....	32,908	6,987	11,569	16,662	40,874	108,989

\* In addition to the number of lives lost here reported, 194 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 737.

As the tables hereinafter given, from Nos. 1 to 64, inclusive, embrace all casualties involving losses as low as \$50, for the purpose of exhibiting their nature, causes, and localities, the character of vessels, loss of life, and other information of importance, the following table of disasters, involving damage amounting to \$500 and upward (damage less than that amount to vessels and cargoes being considered unimportant in a pecuniary sense), is subjoined, the corresponding table for the two previous years being also reprinted for the purpose of comparison :

Statement showing amount of losses for fiscal years ending June 30, 1882, 1883, and 1884.

YEAR ENDING JUNE 30, 1882.

	\$500 to \$1,000.	\$1,000 to \$2,000.	\$2,000 to \$5,000.	\$5,000 to \$10,000.	\$10,000 to \$20,000.	\$20,000 to \$30,000.	\$30,000 to \$40,000.	\$40,000 to \$50,000.	\$50,000 to \$75,000.	\$75,000 to \$100,000.	\$100,000 to \$200,000.	\$200,000 to \$300,000.	\$300,000 and over.	Unknown.	Total.
Atlantic and Gulf coasts .....	120	101	107	39	36	16	7	1	1	1	1	1	1	69	500
Pacific coast .....	6	8	12	4	19	2	2	1	3	2	1	1	1	7	55
Great Lakes .....	74	58	46	23	12	5	2	3	2	1	1	1	1	36	262
Rivers .....	28	17	34	14	15	3	6	3	5	1	1	1	1	10	138
At sea or in foreign waters .....	44	30	56	45	33	21	4	4	10	5	7	1	1	12	268
Total .....	272	214	255	125	106	47	15	12	21	10	10	1	1	134	1,223

YEAR ENDING JUNE 30, 1883.

Atlantic and Gulf coasts .....	86	81	102	46	34	10	6	5	8	1	2	1	1	75	453
Pacific coast .....	10	6	16	9	9	1	1	1	1	1	1	1	1	7	60
Great Lakes .....	59	50	42	25	14	7	2	1	1	1	1	1	1	40	240
Rivers .....	23	35	27	22	15	7	4	1	1	1	1	1	1	14	153
At sea or in foreign waters .....	54	41	43	43	40	16	6	5	6	2	3	1	1	14	273
Total .....	232	213	230	145	112	41	18	12	9	5	9	1	2	150	1,170

YEAR ENDING JUNE 30, 1884.

Atlantic and Gulf coasts .....	179	90	87	40	27	9	6	2	7	1	2	1	1	79	530
Pacific coast .....	8	5	9	9	5	1	1	1	1	1	1	1	1	7	48
Great Lakes .....	61	48	48	29	26	8	8	2	2	1	1	1	1	35	266
Rivers .....	38	33	35	8	8	4	2	1	5	2	1	1	1	14	151
At sea or in foreign waters .....	58	43	72	67	38	19	6	3	6	2	8	3	1	18	339
Total .....	344	219	261	153	104	40	22	6	21	5	10	4	2	153	1,334

The subjoined tables show, by localities, the total number of vessels meeting with casualties, the total value of such vessels and their cargoes, the total losses to both, and the total tonnage involved, and the tonnage of vessels totally lost during the fiscal years 1882-'83 and 1883-'84, with the percentage of increase or decrease of the latter compared with the former:

NUMBER OF VESSELS INVOLVED.

[+ denotes increase; - denotes decrease.]

	1882-'83.	1883-'84.	Per cent.
Atlantic .....	801	970	+21.10
Pacific .....	88	65	-23.14
Great Lakes .....	468	433	-7.48
Rivers .....	241	250	+3.73
At sea or in foreign waters .....	361	452	+25.21
Aggregate .....	1,959	2,170	+10.77

VALUE OF VESSELS AND CARGOES.

Atlantic .....	\$22,197,095	\$24,453,447	+10.17
Pacific .....	2,462,265	2,324,000	-5.62
Great Lakes .....	10,247,220	9,370,105	-8.56
Rivers .....	6,750,455	5,297,845	-21.62
At sea or in foreign waters .....	17,524,680	17,600,460	+ .43
Aggregate .....	59,190,715	59,045,867	- .24

## LOSS TO VESSELS AND CARGOES.

[+ denotes increase ; - denotes decrease.]

	1882-'83.	1883-'84.	Per cent.
Atlantic .....	\$3,015,230	\$2,948,345	- 2.22
Pacific .....	889,980	782,560	-12.07
Great Lakes.....	868,382	1,003,794	+84.69
Rivers .....	1,482,985	1,319,195	-11.04
At sea or in foreign waters.....	2,730,961	4,378,271	+60.32
Aggregate .....	8,987,538	11,032,165	+22.75

## TONNAGE OF VESSELS.

	1882-'83.	1883-'84.	Per cent.
Atlantic .....	237,388	288,282	+21.44
Pacific .....	30,821	28,585	- 7.25
Great Lakes.....	178,400	162,408	- 8.91
Rivers .....	74,979	63,699	-15.04
At sea or in foreign waters.....	189,278	194,896	+ 2.70
Aggregate .....	710,866	737,460	+ 3.74

## TONNAGE OF VESSELS TOTALLY LOST.

	1882-'83.	1883-'84.	Per cent.
Atlantic .....	31,500	32,269	+ 2.44
Pacific .....	5,646	4,930	-12.65
Great Lakes.....	11,876	17,147	+56.73
Rivers .....	16,527	12,697	-26.96
At sea or in foreign waters.....	38,119	43,236	+13.43
Aggregate .....	103,168	109,649	+ 6.23

On the 30th of June, 1884, the total number of registered, enrolled, and licensed vessels belonging to the United States were 24,082, with a total tonnage of 4,271,229; of this number 2,088 vessels, having a total tonnage of 683,923, met with casualties during the year, being 8.67 per cent. of the total number.

The following exhibit shows the number of steam and sailing vessels, canal-boats, and barges registered, enrolled, and licensed belonging to the United States on June 30, 1884, the number of each class which have met with disasters during the year, and the ratio of casualties to the number of vessels:

*Comparative table.—Casualties to vessels.*

Classification.	Number of vessels belonging to the United States.	Number of casualties to vessels.	Ratio of casualties to number of vessels.
Steam vessels .....	5,401	577	As 1 to 9.36
Sailing vessels .....	16,658	1,471	As 1 to 11.32
Canal-boats .....	1,012	2	As 1 to 506.00
Barges .....	1,011	38	As 1 to 26.60
Total .....	24,082	2,088	As 1 to 11.53

During the year 696 vessels were reported as having met with collisions, but as two vessels were engaged in each collision (though in a few instances three or more collided with each other in gales, &c.), the actual number of casualties of this nature were a little less than one-half that number.

Seventy-one foreign vessels, having an aggregate tonnage of 43,695, met with disasters in American waters during the year. The nationalities of these vessels are given in certain of the accompanying tables.

In addition to the lives lost in the disasters to vessels which are embraced in the tables, 212 persons perished, by drowning or by accident on board, out of crews employed on 174 different vessels. In these cases neither vessels nor cargoes suffered damage, the persons drowned having been lost overboard or having perished by the capsizing of small boats in which they had left their vessels to attend fishing trawls or for other purposes. In some instances lives were lost by falling to the deck from aloft, and by being struck by spars, tackling, &c., falling or swinging, owing to the giving way of rigging. These vessels are not included in any of the tables, except 63 and 64.

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

Fiscal years.	Number of casualties.	Number of persons on board.	Number of lives lost.	Ratio of lives lost to number on board.	Ratio of lives lost to number of casualties.
1875-'76 .....	2, 178	28, 602	*885	As 1 to 26. 67	As 1 to 2. 45
1876-'77 .....	2, 062	28, 139	*817	As 1 to 34. 44	As 1 to 2. 52
1877-'78 .....	1, 942	25, 133	*598	As 1 to 42. 08	As 1 to 3. 25
1878-'79 .....	2, 942	27, 811	*743	As 1 to 37. 43	As 1 to 2. 82
1879-'80 .....	2, 318	33, 389	*417	As 1 to 79. 95	As 1 to 5. 56
1880-'81 .....	2, 029	30, 475	*605	As 1 to 50. 37	As 1 to 3. 85
1881-'82 .....	2, 096	33, 921	*494	As 1 to 68. 67	As 1 to 4. 24
1882-'83 .....	1, 959	32, 698	*519	As 1 to 63. 00	As 1 to 3. 77
1883-'84 .....	2, 170	31, 879	*798	As 1 to 38. 95	As 1 to 2. 72

\* This number is exclusive of lives lost where vessels suffered no damage.

The following table is the same as the one above, except that it is confined to our own domain, the disasters occurring at sea and in foreign waters being excluded :

Fiscal years.	Number of casualties.	Number of persons on board.	Number of lives lost.	Ratio of lives lost to number on board.	Ratio of lives lost to number of casualties.
1875-'76 .....	1, 808	19, 255	*650	As 1 to 29. 62	As 1 to 2. 78
1876-'77 .....	1, 525	21, 688	*315	As 1 to 68. 85	As 1 to 4. 84
1877-'78 .....	1, 581	20, 327	*399	As 1 to 50. 94	As 1 to 3. 88
1878-'79 .....	1, 571	21, 898	*237	As 1 to 92. 40	As 1 to 6. 63
1879-'80 .....	1, 883	28, 128	*187	As 1 to 150. 42	As 1 to 10. 07
1880-'81 .....	1, 655	25, 881	*280	As 1 to 92. 43	As 1 to 5. 91
1881-'82 .....	1, 772	28, 621	*262	As 1 to 113. 58	As 1 to 7. 08
1882-'83 .....	1, 598	27, 566	*333	As 1 to 82. 78	As 1 to 4. 80
1883-'84 .....	1, 718	24, 610	*333	As 1 to 73. 90	As 1 to 5. 16

\* This number is exclusive of lives lost where vessels suffered no damage.

**TABLES.**  
**ATLANTIC AND GULF COASTS.**

**TABLE 1.—Abstract of returns of disasters on the ATLANTIC and GULF coasts during the year ending June 30, 1884, showing the NUMBER and VALUE of VESSELS and CARGOES and amount of LOSS to same where known.**

Months.	Total value of vessels.		Number of vessels value		Total value of cargoes.		Number of cargoes value		Unknown whether laden or not.	Loss to vessels.		Loss to cargoes.		Number of vessels damaged, or cargoes not known.
	Number.	Amount.	Number of vessels unknown.	Number of cargoes unknown.	Number.	Amount.	Number.	Amount.		Number.	Amount.	Number.	Amount.	
July.....	41	\$964,750	7	1	25	\$321,985	1	7	40	\$136,610	8	10	\$149,100	23
August.....	51	1,153,100	5	1	24	118,560	1	4	47	106,605	9	6	18,000	23
September.....	172	2,166,650	5	2	42	752,286	2	5	67	104,690	10	16	76,985	33
October.....	116	2,404,550	9	3	61	620,225	3	7	109	189,125	15	37	68,020	54
November.....	121	2,648,750	13	2	76	914,540	2	12	114	241,428	20	31	62,105	59
December.....	78	1,798,550	7	1	43	352,960	1	6	70	129,086	11	18	34,970	32
January.....	85	1,344,050	6	1	56	249,950	1	6	90	467,080	11	27	115,085	36
February.....	68	1,671,000	4	1	46	588,190	1	2	63	164,220	9	21	61,775	28
March.....	107	1,475,250	11	3	59	454,912	3	11	100	149,272	18	29	47,555	44
April.....	56	842,350	3	2	32	57,030	2	3	52	298,950	6	13	6,300	22
May.....	51	2,029,800	6	2	34	438,915	2	6	48	258,455	9	12	69,450	30
June.....	37	950,700	2	.....	25	90,495	.....	2	35	60,685	4	12	12,905	15
<b>Total.....</b>	<b>882</b>	<b>19,463,500</b>	<b>78</b>	<b>17</b>	<b>543</b>	<b>4,969,947</b>	<b>17</b>	<b>71</b>	<b>885</b>	<b>2,238,075</b>	<b>134</b>	<b>282</b>	<b>722,270</b>	<b>399</b>

\* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 2.

**TABLE 2.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1884, showing the number of VESSELS TOTALLY LOST, the number DAMAGED, aggregate TONNAGE of vessels totally lost, number of PASSENGERS and CREW, and number of LIVES LOST.**

Months.	Number of disasters resulting in total loss to vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss unknown.	Number of casualties resulting in no damage to vessels.	Total.	Total tons burden of vessels totally lost.	Total number of crew, including master, &c.	Total number of passengers.	Total number of lives lost.
July.....	5	35	7	1	48	3,542	381	1,460	3
August.....	8	39	5	4	56	1,249	518	437	9
September.....	10	57	5	5	77	1,247	824	1,326	1
October.....	25	85	9	6	125	5,408	974	902	7
November.....	23	91	13	7	134	4,864	945	256	37
December.....	12	58	7	8	85	1,459	636	122	15
January.....	19	71	6	5	101	4,597	640	188	109
February.....	11	52	4	5	72	1,558	612	469	2
March.....	21	79	12	6	118	2,311	647	153	7
April.....	17	35	3	3	58	2,507	322	86	3
May.....	8	40	6	3	57	2,296	657	1,283	2
June.....	8	27	2	2	39	1,231	316	537	6
Total.....	167	669	79	55	970	32,269	7,472	7,219	201

**TABLE 3.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1884, showing the number of VESSELS and CARGOES INSURED and UNINSURED, and the AMOUNT of INSURANCE, where known.**

Months.	Number of vessels and cargoes reported to be insured, and the amount of insurance.					Number of vessels and cargoes reported not insured.		Number of vessels and cargoes, whether insured or not unknown.		Vessels in ballast.
	Vessels.		Cargoes.		Total amount of insurance.	Vessels.	Cargoes.	Vessels.	Cargoes.	
	Number.	Amount.	Number.	Amount.						
July.....	15	\$287,000	11	\$275,200	\$562,200	23	8	10	14	15
August.....	16	194,100	9	58,960	253,060	34	12	6	8	27
September.....	35	458,800	14	270,780	729,580	35	17	7	18	28
October.....	54	596,100	38	199,275	795,375	58	23	13	30	34
November.....	38	896,450	31	465,845	1,362,295	81	34	15	25	44
December.....	34	464,200	15	186,250	650,450	39	18	12	17	35
January.....	29	507,050	19	59,440	566,490	61	25	11	19	38
February.....	25	167,550	13	266,800	434,350	40	22	7	14	23
March.....	29	206,800	20	232,020	438,820	71	30	18	23	45
April.....	18	160,310	6	33,150	193,460	36	22	4	7	23
May.....	22	294,100	11	244,180	538,280	27	17	8	14	15
June.....	11	68,800	7	42,900	106,700	24	12	4	8	12
Total.....	326	4,296,260	194	2,334,800	6,631,060	529	240	115	197	839

TABLE 4.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1884, distinguishing the NATURE of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered.....	1	4	1	9	10	2	...	2	4	3	1	3	40
Stranded.....	7	10	19	43	38	26	34	20	36	17	10	13	273
Collided.....	26	32	41	48	52	42	44	36	46	27	28	14	436
Capsized.....	3	1	...	...	3	...	1	4	3	1	...	...	19
Damage to hull, masts, rigging, &c.....	3	1	7	8	15	9	3	3	13	3	3	3	75
Damage to machinery.....	1	2	4	3	...	...	3	1	2	2	3	1	21
Explosion of boiler.....	...	1	1	1	1	...	...	...	...	...	...	...	4
Fire.....	4	1	1	5	6	4	1	3	3	4	5	2	38
Ice.....	...	...	...	...	...	...	6	1	1	...	...	...	9
Sprung a leak.....	1	1	1	...	5	2	...	1	2	...	...	...	16
Struck by lightning.....	2	...	...	...	...	...	1	...	...	...	...	...	3
Struck wharf, bridge, sunken wreck, &c.....	...	1	...	6	3	...	1	2	6	2	2	3	26
Waterlogged.....	...	...	1	1	...	...	...	...	...	...	...	...	1
Miscellaneous.....	...	2	2	1	1	...	2	...	1	...	...	...	9
Total.....	48	56	77	125	134	85	101	72	118	58	57	39	970

TABLE 5.—Abstract of returns of disasters (excluding collisions) to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1884, distinguishing the CAUSE of each disaster.

Class and cause of disaster.	Founderinga.	Strandings.	Other causes.	Missing vessels.	Total.
<b>CLASS 1.—Causes connected with the weather :</b>					
Calms, currents, and tides.....	...	16	2	...	18
Darkness.....	...	4	...	...	4
Fog, &c.....	...	36	2	...	38
Gales, hurricanes, &c.....	23	138	95	...	256
Heavy sea, &c.....	...	6	5	...	11
Lightning.....	...	...	3	...	3
Total of class 1.....	23	200	107	...	330
<b>CLASS 2.—Causes connected with vessels, equipments, or storage :</b>					
Defective hull, masts, rigging, &c.....	...	...	2	...	2
Error in compass.....	...	4	...	...	4
Total of class 2.....	...	4	2	...	6
<b>CLASS 3.—Causes connected with navigation and seamanship :</b>					
Errors of masters, officers, or crew.....	...	25	1	...	26
Errors of pilots.....	...	7	...	...	7
Total of class 3.....	...	32	1	...	33
<b>CLASS 4.—Causes connected with machinery or boilers :</b>					
Damage to machinery.....	...	...	21	...	21
Explosion of boiler.....	...	...	4	...	4
Total of class 4.....	...	...	25	...	25
<b>CLASS 5.—Other causes :</b>					
Absence of lights or buoys.....	...	5	...	...	5
Fire.....	...	...	37	...	37
Ice.....	...	...	9	...	9
Misstayd.....	...	11	...	...	11
Spontaneous combustion.....	...	...	1	...	1
Sprung a leak.....	12	6	4	...	22
Struck rock, wreck, bridge, &c.....	...	2	22	...	24
Miscellaneous.....	1	10	13	...	24
Unknown.....	4	3	...	...	7
Total of class 5.....	17	37	86	...	140
Aggregate.....	40	273	221	...	534

TABLE 6.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1884, showing the number of vessels COLLIDED, and distinguishing the CAUSE of each disaster.

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental .....	8	6	8	3	...	5	5	1	1	2	1	1	41
Bad management .....			1	4	1	...	...	1	1	1	1	1	11
Carelessness .....	1	1	1	2	1	1	1	...	...	...	...	1	12
Darkness .....		2	3	1	2	2	1	2	...	...	...	...	17
Error of judgment .....										1	2	...	3
Errors of pilots .....	1				2	...	...	2	...	...	...	...	5
" Fault of other vessel "	8	10	9	16	19	15	11	7	2	3	10	3	113
Fault of tug towing .....			1	1	1	...	...	4	2	2	2	2	14
Fog .....			7	3	4	4	...	6	12	2	2	2	40
High, baffling winds .....	2	8		2	9	...	12	2	6	2	2	2	47
Misunderstanding signals .....			1			1	2	1	...	...	...	...	5
Mistayed .....				1	1	...	...	...	2	...	...	...	3
Negligence .....			1			1	...	...	...	...	...	...	2
Stress of weather .....					2	4	6	...	10	...	...	...	22
Tides, currents, &c .....	2		3	4	2	...	2	2	...	5	...	...	22
Want of proper lights .....			2	2	...	...	2	2	2	...	...	...	10
Miscellaneous .....		1	1	2	2	...	2	2	2	2	...	...	8
Unknown .....	4	4	3	8	10	8	3	6	6	3	5	1	61
Total .....	26	32	41	48	52	42	44	36	46	27	28	14	436

TABLE 7.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1884, showing the number of VESSELS and distinguishing their DESCRIPTION.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges .....	1	...	...	2	5	4	1	...	4	...	1	1	19
Barks .....	2	1	1	1	2	1	3	1	3	...	...	1	16
Barkentines .....			1	1	1	1	2	...	...	...	...	...	6
Brigs .....				2	6	2	...	4	1	1	...	1	17
Brigantines .....					1	...	...	...	...	...	...	...	1
Canal boats .....								1	...	...	...	1	2
Ferry-boats .....			1	1	...	3	...	...	...	1	...	...	6
Light-ships .....					2	...	...	...	...	...	...	...	2
Schooners .....	30	24	41	77	87	50	73	42	72	36	38	19	589
Scows .....				9	...	...	...	3	...	...	...	...	12
Ships .....	1	1		2	1	...	...	1	1	1	...	...	8
Sloops .....	1	2	3	1	3	...	2	2	6	3	1	1	25
Steamers .....	7	17	24	26	14	18	17	21	24	13	12	13	206
Steamships .....	2	6	3	1	7	5	2	...	1	2	2	...	31
Steam yachts .....		2	...	...	...	...	...	...	...	...	...	1	3
Unknown .....	4	3	3	3	5	1	1	1	2	1	3	1	28
Total .....	48	56	77	125	134	85	101	72	118	58	57	39	970

TABLE 8.—Abstract of returns of disasters to FOREIGN VESSELS on the ATLANTIC and GULF coasts during the year ending June 30, 1884, showing NATIONALITY and DESCRIPTION, and distinguishing those TOTALLY LOST and those PARTIALLY DAMAGED.

Nationality and rig.	July.		August.		Septem-ber.		October.		Novem-ber.		Decem-ber.		Janu-ary.		Febru-ary.		March.		April.		May.		June.		Total.		
	Total loss.	Partial loss.	Aggregate.																								
British berks	1	1																									4
British brigs																											2
British brigantines																											1
British schooners																											10
British ships	1				2	1	1	1	6	2	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	12
British steamships																											1
German brigs																											1
German ships																											1
Italian berks																											1
Norwegian berks																											3
Norwegian barkentines																											3
Spanish brigs																											1
Spanish steamships																											1
Total	2	2	1	2	2	2	2	2	10	2	9	1	4	2	1	1	5	1	5	2	2	2	1	12	39	51	
Aggregate	4	1	2	4	12	11	5	3	6	2	1	51															

NOTE.—For values involved, &c., in the casualties embraced in this table, as near as they can be ascertained, see Summary Table 62.

TABLE 9.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1984, showing the TONNAGE and distinguishing the number of those TOTALLY LOST and those PARTIALLY DAMAGED.

Burden of vessels.	July.		August.		Septem-ber.		October.		Novem-ber.		Decem-ber.		Janu-ary.		Febru-ary.		March.		April.		May.		June.		Total.		Aggregate.	
	Total loss.	Partial loss.																										
Not exceeding 50 tons.....	1	10	3	7	5	13	4	10	8	33	1	8	5	26	3	12	6	14	6	10	9	1	2	2	42	154	186	
Over 50 and not exceeding 100 tons.....	1	7	1	9	3	3	4	16	4	17	4	13	23	23	3	18	3	23	5	10	3	6	2	10	36	144	180	
Over 100 and not exceeding 200 tons.....	1	5	3	9	3	13	8	23	2	17	4	12	7	8	4	6	6	20	4	9	11	2	5	5	41	138	179	
Over 200 and not exceeding 300 tons.....	1	2	1	3	1	8	1	14	4	6	3	9	1	7	2	4	1	8	1	3	2	4	3	3	20	71	91	
Over 300 and not exceeding 400 tons.....	1	4	1	6	1	10	2	7	2	4	2	5	3	1	1	4	1	8	1	1	1	3	2	3	9	60	69	
Over 400 and not exceeding 500 tons.....	3	1	1	5	1	5	1	4	2	4	2	7	4	4	4	7	1	3	1	1	2	2	1	5	41	46		
Over 500 and not exceeding 600 tons.....	2	1	1	2	2	2	1	3	2	2	7	7	4	4	4	4	4	1	2	2	2	2	2	2	1	31	32	
Over 600 and not exceeding 700 tons.....	1	1	1	1	1	1	2	1	3	3	2	2	2	2	2	2	2	5	1	2	3	3	2	2	3	23	26	
Over 700 and not exceeding 800 tons.....	2	2	2	2	2	2	2	3	3	1	2	2	4	1	2	2	2	1	2	1	1	1	1	1	1	10	10	
Over 800 and not exceeding 900 tons.....	2	2	2	2	2	2	2	3	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	20	20	
Over 900 and not exceeding 1,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	6	7	
Over 1,000 and not exceeding 1,100 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	12	13	
Over 1,100 and not exceeding 1,200 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5	6
Over 1,200 and not exceeding 1,300 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	6	6
Over 1,300 and not exceeding 1,400 tons.....	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	4
Over 1,400 tons.....	2	4	3	8	3	3	1	5	9	7	4	4	1	2	2	3	2	8	2	2	3	3	1	4	3	35	40	
Unknown.....	4	4	3	8	3	3	6	6	7	7	3	3	2	2	2	2	2	8	2	2	3	3	2	2	3	45	48	
Total.....	5	43	8	48	10	67	25	100	23	111	12	73	19	82	11	61	21	97	17	41	6	49	8	31	167	803	970	
Aggregate.....	48	56	77	125	184	85	101	72	118	58	57	39	970															

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 2.

TABLE 10.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1884, showing the number of vessels and distinguishing AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years.....	8	6	8	25	17	18	10	12	11	6	6	3	129
Over 3 and not exceeding 7 years.....	6	4	10	8	9	8	11	9	15	4	5	3	92
Over 7 and not exceeding 10 years.....	5	9	10	11	19	7	11	14	15	4	8	3	117
Over 10 and not exceeding 14 years.....	5	11	9	14	18	15	15	9	16	11	9	9	141
Over 14 and not exceeding 20 years.....	6	10	19	27	30	19	26	13	22	10	9	9	200
Over 20 and not exceeding 25 years.....	4	5	7	6	4	2	7	3	7	8	4	2	59
Over 25 and not exceeding 30 years.....	3	3	2	14	15	2	3	2	5	2	4	1	56
Over 30 and not exceeding 35 years.....	2	1	4	6	6	4	6	2	11	3	3	3	51
Over 35 and not exceeding 40 years.....	.....	3	1	4	3	2	3	.....	3	2	2	.....	23
Over 40 and not exceeding 45 years.....	.....	.....	.....	1	.....	.....	3	.....	1	1	1	.....	7
Over 45 and not exceeding 50 years.....	.....	.....	.....	.....	2	1	1	.....	.....	.....	1	.....	3
Over 50 years.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	6
Unknown.....	9	4	7	9	11	7	5	6	12	7	7	2	86
Total.....	48	56	77	125	134	85	101	72	118	58	57	39	970

TABLE 11.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1884, showing the number of vessels and distinguishing their CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	15	27	28	34	44	35	38	23	45	23	15	12	339
Chemicals.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Coal.....	6	9	13	40	21	9	12	10	13	6	6	8	153
Copper.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Cotton, cotton-seed, &c.....	.....	.....	1	3	3	.....	.....	.....	.....	.....	.....	.....	9
Explosives.....	.....	.....	.....	.....	2	.....	1	.....	1	.....	.....	.....	4
Fertilizers.....	.....	1	.....	2	2	1	5	1	2	.....	.....	.....	16
Fish, oysters, &c.....	2	.....	1	4	14	2	11	5	3	6	3	1	52
Fruit, coffee, &c.....	.....	1	2	.....	.....	.....	.....	1	1	.....	.....	.....	6
Grain.....	1	.....	.....	2	.....	.....	2	4	1	.....	.....	1	12
Ice.....	1	.....	.....	.....	1	1	1	.....	.....	.....	.....	.....	11
Iron, iron ore, &c.....	1	2	.....	.....	.....	2	2	1	3	.....	1	.....	13
Lime.....	.....	.....	2	2	.....	.....	.....	1	4	3	.....	.....	13
Live stock.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Logwood.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	5
Lumber, timber, &c.....	5	1	6	9	10	11	6	5	7	4	5	4	73
Merchandise (general).....	4	6	8	9	6	7	6	7	7	4	1	2	67
Naval stores.....	2	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	3
Petroleum.....	.....	.....	.....	1	2	.....	.....	.....	.....	.....	.....	.....	3
Provisions, &c.....	.....	.....	.....	1	2	2	1	1	.....	.....	1	.....	8
Railroad iron, &c.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Salt.....	.....	.....	.....	.....	1	1	1	.....	.....	.....	.....	.....	3
Sand, plaster, &c.....	.....	1	.....	2	.....	.....	.....	.....	.....	2	1	1	9
Stone, brick, &c.....	1	2	3	4	3	1	3	.....	4	2	2	.....	29
Sugar, molasses, &c.....	1	1	1	.....	.....	2	2	4	3	1	.....	.....	15
Wood, &c.....	1	.....	4	2	3	3	1	2	5	.....	1	1	23
Miscellaneous.....	1	1	1	3	4	1	.....	2	7	2	5	2	29
Unknown.....	7	4	5	7	12	6	6	2	11	3	6	2	71
Total.....	48	56	77	125	134	85	101	72	118	58	57	39	970

TABLE 12.—Summary—ATLANTIC and GULF coasts.

Nature of casualties.	Number of vessels.	Total number of tons.	Laden.	Ballast.	Unknown whether laden or not.	Total loss.	Partial and unknown loss.	Number of passengers.	Number in crews.	Total on board.	Total number of lives lost.
Foundering.....	40	6,165	30	10	.....	24	16	46	153	199	35
Strandings.....	273	59,931	191	82	.....	97	176	347	1,792	2,139	117
Vessels collided.....	436	161,678	198	167	71	19	417	4,668	3,561	8,229	25
Other causes.....	221	60,508	141	80	.....	27	219	1,966	1,966	4,124	24
Total.....	970	288,282	560	339	71	167	803	7,219	7,472	14,691	201

\* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 2.

PACIFIC COAST.

TABLE 13.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1884, showing the NUMBER and VALUE of VESSELS and CARGOES and amount of LOSS to same where known.

Months.	Total value of vessels.		Number of vessels, value		Total value of cargoes.		Number of cargoes, value		Unknown whether laden		Loss to vessels.		Loss to cargoes.		Number of vessels damaged, amount unknown.		Number of cargoes not damaged, amount unknown.	
	Number.	Amount.	Number of vessels, value	Number of cargoes, value	Number.	Amount.	Number.	Amount.	Unknown or not.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number of vessels totally lost, amount unknown.	Number of cargoes totally lost, amount unknown.	
July.....	1	\$30,000	.....	.....	1	\$4,000	.....	.....	.....	.....	1	\$200	.....	.....	.....	.....	.....	.....
August.....	7	111,500	.....	.....	4	65,500	.....	.....	2	.....	7	11,360	.....	.....	.....	.....	.....	.....
September.....	14	528,900	.....	.....	10	477,770	.....	.....	.....	.....	14	102,005	.....	.....	.....	.....	.....	.....
October.....	6	82,000	.....	.....	1	65,000	.....	.....	.....	.....	6	30,075	.....	.....	.....	.....	.....	.....
November.....	2	166,800	.....	.....	1	11,610	.....	.....	.....	.....	2	150,600	.....	.....	.....	.....	.....	.....
December.....	11	144,900	.....	.....	7	140,790	.....	.....	.....	.....	11	36,450	.....	.....	.....	.....	.....	.....
January.....	1	4,000	.....	.....	1	250	.....	.....	.....	.....	1	1,500	.....	.....	.....	.....	.....	.....
February.....	6	284,000	.....	.....	4	48,500	.....	.....	.....	.....	6	148,520	.....	.....	.....	.....	.....	.....
March.....	3	63,400	.....	.....	3	15,750	.....	.....	.....	.....	3	350	.....	.....	.....	.....	.....	.....
April.....	3	19,800	.....	.....	2	2,400	.....	.....	.....	.....	3	2,350	.....	.....	.....	.....	.....	.....
May.....	4	47,800	.....	.....	2	1,800	.....	.....	.....	.....	4	11,500	.....	.....	.....	.....	.....	.....
June.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	58	1,491,100	7	832,900	36	832,900	2	7	58	494,910	58	494,910	17	287,650	.....	.....	.....	.....

\* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 14.

TABLE 14.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1884, showing the number of VESSELS TOTALLY LOST, the number DAMAGED, aggregate TONNAGE of vessels totally lost, number of PASSENGERS and CREW, and number of LIVES LOST.

Months.	Number of disasters resulting in total loss to vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss unknown.	Number of casualties resulting in no damage to vessels.	Total.	Total tons burden of vessels totally lost.	Total number of crew, including master, &c.	Total number of passengers.	Total number of lives lost.
July		1			1	296	37	13	
August	1	6	2		9		69	170	
September	6	8			14	1,429	220	348	
October	2	4	1		7	603	69	1	4
November	1	1	1		3	1,462	43	6	
December	4	7	1		12	227	87		2
January		1			1				
February	2	4	1		7	824	97		1
March		3			3		35	6	
April	1	2	1		4	15	16		
May	1	3			4	74	36	7	
June									
Total	18	40	7		65	4,930	711	551	7

TABLE 15.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1884, showing the number of VESSELS and CARGOES INSURED and UNINSURED, and the AMOUNT of INSURANCE, where known.

Months.	Number of vessels and cargoes reported to be insured, and the amount of insurance.					Number of vessels and cargoes reported not insured.		Number of vessels and cargoes, whether insured or not, unknown.		Vessels in ballast.
	Vessels.		Cargoes.		Total amount of insurance.	Vessels.	Cargoes.	Vessels.	Cargoes.	
	Number.	Amount.	Number.	Amount.						
July	1	\$20,000			\$20,000		1			
August	4	15,200			15,200	3	4	2	3	2
September	9	372,500	1	75,000	447,500	4	6	1	3	4
October	3	17,600	1	11,000	28,600	3		1	1	5
November	2	128,640			128,640			1	2	1
December	5	26,200	1	3,000	29,200	2	5	5		4
January	1	3,500			3,500		1			
February	6	181,000	1	7,000	188,000		1	1	4	1
March	1	20,000			20,000	2	1		2	
April	1	10,000	1	2,000	12,000	1	1	1	1	1
May						4	2			2
June										
Total	34	794,640	5	98,000	892,640	19	22	12	18	20

TABLE 16.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1884, distinguishing the NATURE of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered .....						1	6	1	1	1	4		1
Stranded .....		2	12	4	1		1						33
Collided .....		6	2	2	2	3		4	2	2			23
Damage to hull, masts, rigging, &c .....													2
Damage to machinery .....	1									1			2
Fire .....				1				1					2
Struck wharf .....		1											1
Miscellaneous .....								1					1
Total .....	1	9	14	7	3	12	1	7	3	4	4		65

TABLE 17.—Abstract of returns of disasters (excluding collisions) to vessels on the PACIFIC coast during the year ending June 30, 1884, distinguishing the CAUSE of each disaster.

Class and cause of disaster.	Foundering.	Strandings.	Other causes.	Missing vessels.	Total.
<b>CLASS 1.—Causes connected with the weather :</b>					
Calms, currents, and tides .....		2			2
Fog, &c .....		10			10
Gales, hurricanes, &c .....	1	7	2		10
Heavy sea .....		9	1		10
Total of class 1 .....	1	28	3		32
<b>CLASS 3.—Causes connected with navigation and seamanship :</b>					
Errors of masters, officers, or crew .....		3			3
Total of class 3 .....		3			3
<b>CLASS 4.—Causes connected with machinery or boilers :</b>					
Damage to machinery .....			2		2
Total of class 4 .....			2		2
<b>CLASS 5.—Other causes :</b>					
Fire .....			2		2
Misstayd .....		1			1
Struck rock, wreck, bridge, &c .....		1	1		2
Total of class 5 .....		2	3		5
Aggregate .....	1	33	8		42

**NOTE.**—Class 2 includes disasters arising from causes connected with vessels, equipments, or stowage. No casualties are reported in this class.

TABLE 18.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1884, showing the number of vessels COLLIDED, and distinguishing the CAUSE of each disaster.

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental.....		1											1
Bad management.....		1											1
Error of judgment.....													2
Fog.....			2										4
"Fault of other vessel".....		1			1								2
High, baffling winds.....								2					2
Tides, currents, &c.....						3							5
Want of proper lights.....		1								2			1
Miscellaneous.....				1									1
Unknown.....		2		1	1								4
Total.....		6	2	2	2	3		4	2	2			23

TABLE 19.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1884, showing the number of vessels and distinguishing their DESCRIPTION.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges.....						1							1
Barks.....		1	3	1									5
Barkentines.....		2	2										2
Brigs.....		2	2	1									3
Schooners.....		2	6	2	1	7	1		2	3			26
Ships.....		1	2	2	1	2		4	1				8
Steamers.....	1	2	3		1	2		2		1		2	14
Steamships.....			2			1		1					4
Steam-yachts.....				1									1
Unknown.....					1								1
Total.....	1	9	14	7	3	12	1	7	3	4	4		65

TABLE 20.—Abstract of returns of disasters to FOREIGN vessels on the PACIFIC coast during the year ending June 30, 1884, showing NATIONALITY and DESCRIPTION, and distinguishing those TOTALLY LOST and those PARTIALLY DAMAGED.

[No disasters recorded except in the months of August, September, December, and February.]

Nationality and rig.	August.		September.		December.		February.		Total.		Aggregate.
	Total loss.	Partial loss.									
British bark.....			1						1		1
British ship.....						1				1	1
British steamer.....						1		1			2
German brig.....		1								1	1
Total.....		1	1			2		1	1	4	5
Aggregate.....	1		1		2		1		5		

NOTE.—For values involved, &c., in the casualties embraced in this table, as near as they can be ascertained, see Summary Table 62.

TABLE 21.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1884, showing the TONNAGE and distinguishing the number of those TOTALLY LOST and those PARTIALLY DAMAGED.

Burden of vessels.	July.		August.		Septem-ber.		October.		Novem-ber.		Decem-ber.		Janu-ary.		Febru-ary.		March.		April.		May.		June.		Total.		Aggregate.	
	Total loss.	Partial loss.																										
Not exceeding 50 tons.....																												
Over 50 and not exceeding 100 tons.....																												
Over 100 and not exceeding 200 tons.....																												
Over 200 and not exceeding 300 tons.....	1		2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 300 and not exceeding 400 tons.....			1	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 400 and not exceeding 500 tons.....				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 500 and not exceeding 600 tons.....																												
Over 600 and not exceeding 700 tons.....																												
Over 700 and not exceeding 800 tons.....																												
Over 800 and not exceeding 900 tons.....																												
Over 900 and not exceeding 1,000 tons.....																												
Over 1,000 and not exceeding 1,100 tons.....																												
Over 1,100 and not exceeding 1,200 tons.....																												
Over 1,200 and not exceeding 1,300 tons.....																												
Over 1,300 and not exceeding 1,400 tons.....																												
Over 1,400 tons.....																												
Unknown.....																												
Total.....	1	1	8	6	8	3	5	1	2	4	8	1	2	5	3	1	3	1	3	1	3	1	3	1	3	18	47	65
Aggregate.....	1	9	14	7	3	12	1	7	3	4	4	4	65															

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 14.

TABLE 22.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1884, showing the number of vessels and distinguishing AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years.....	1	3	5	1	1	1	1	2	2	1	2	.....	20
Over 3 and not exceeding 7 years.....	.....	2	1	1	1	6	.....	1	.....	1	1	.....	14
Over 7 and not exceeding 10 years.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Over 10 and not exceeding 14 years.....	.....	.....	3	1	.....	.....	.....	.....	.....	.....	.....	.....	8
Over 14 and not exceeding 20 years.....	.....	1	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
Over 20 and not exceeding 25 years.....	.....	2	.....	1	.....	.....	.....	1	.....	.....	.....	.....	4
Over 25 and not exceeding 30 years.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Over 30 and not exceeding 35 years.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Over 35 and not exceeding 40 years.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 40 and not exceeding 45 years.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 45 and not exceeding 50 years.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 50 years.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Unknown.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Total.....	1	9	14	7	3	12	1	7	3	4	4	.....	65

TABLE 23.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1884, showing the number of vessels and distinguishing their CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	.....	2	4	5	1	4	.....	1	.....	1	2	.....	20
Coal.....	.....	.....	.....	.....	.....	.....	.....	2	1	.....	.....	.....	3
Fish.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Fruit.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Grain.....	.....	.....	1	.....	.....	2	.....	.....	.....	.....	.....	.....	3
Lumber.....	.....	3	2	.....	.....	1	.....	2	.....	.....	.....	.....	9
Merchandise (general).....	.....	1	2	.....	.....	.....	1	.....	.....	.....	.....	.....	6
Provisions, &c.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Railroad iron, &c.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Salt.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Sand, plaster, &c.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Sugar, molasses, &c.....	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	2
Wood.....	.....	.....	2	.....	.....	2	.....	1	.....	.....	.....	.....	5
Miscellaneous.....	.....	.....	2	.....	.....	.....	.....	1	.....	.....	.....	.....	3
Unknown.....	.....	2	.....	1	1	1	.....	1	.....	1	.....	.....	7
Total.....	1	9	14	7	3	12	1	7	3	4	4	.....	65

TABLE 24.—Summary PACIFIC coast.

Nature of casualties.	Number of vessels.	Total number of tons.	Laden.	Ballast.	Unknown whether laden or not.	Total loss.	Partial and unknown loss.*	Number of passengers.	Number in crews.	Total on board.	Total number of lives lost.
Foundering.....	1	8	.....	1	.....	1	.....	.....	3	3	.....
Strandings.....	33	11,103	20	13	.....	16	.....	361	400	770	.....
Vessels collided.....	23	15,142	13	3	.....	3	23	177	233	410	6
Other causes.....	8	2,332	5	3	.....	1	7	13	66	79	1
Total.....	65	28,585	38	20	.....	7	18	47	551	711	1,323

\* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 14.

GREAT LAKES.

TABLE 25.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1884, showing the NUMBER and VALUE of VESSELS and CARGOES and amount of LOSS to same where known.

Months.	Total value of ves- sels.		Number of vessels, value unknown.		Total value of car- goes.		Number of cargoes, value unknown.		Unknown whether laden or not.		Loss to vessels.		Loss to cargoes.		Number of cargoes totally lost, amount unknown.		Number of cargoes not damaged, or damage un- known.	
	Number	Amount	Number	Amount	Number	Amount	Number	Amount	Number	Amount	Number	Amount	Number	Amount	Number	Amount	Number	Amount
July.....	44	\$874,600	2	\$394,610	33	\$61,965	40	\$61,965	2	2	40	8	89,390	1	1	28		
August.....	42	899,500	3	180,220	27	68,265	38	68,265	2	2	7	10	48,114	19	19	25		
September.....	61	860,600	4	273,715	40	251,615	61	251,615	2	2	4	18	48,525	25	25	24		
October.....	56	839,700	10	219,955	45	127,382	55	127,382	7	7	11	18	32,170	34	34	44		
November.....	106	2,192,100	4	678,270	87	504,175	102	504,175	4	4	8	48	253,152	1	1	1		
December.....	10	180,450	4	23,000	4	11,795	9	11,795	.....	.....	.....	3	2,660	.....	.....	.....		
January.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
February.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
March.....	1	1,400	.....	.....	.....	.....	1	1,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	
April.....	13	403,200	1	10,820	6	45,800	12	45,800	.....	.....	.....	.....	.....	.....	.....	.....	.....	
May.....	38	619,000	5	158,560	30	63,928	36	63,928	3	3	7	10	15,925	23	23	15		
June.....	27	387,400	6	103,005	20	28,335	25	28,335	4	4	8	9	21,855	15	15	.....		
Total.....	398	7,348,950	35	2,021,155	292	1,170,760	379	1,170,760	24	24	379	127	483,034	1	1	192		

\* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 26.

**TABLE 26.**—*Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1884, showing the number of VESSELS TOTALLY LOST, the number DAMAGED, aggregate TONNAGE of vessels totally lost, number of PASSENGERS and CREW, and number of LIVES LOST.*

Months.	Number of disasters resulting in total loss to vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss unknown.	Number of casualties resulting in no damage to vessels.	Total.	Total tons burden of vessels totally lost.	Total number of crew, including master, &c.	Total number of passengers.	Total number of lives lost.
July .....	3	37	2	4	46	795	439	129	6
August .....	2	36	3	4	45	840	463	255	.....
September .....	11	50	4	.....	65	3,730	499	4	3
October .....	8	47	10	1	66	2,615	483	32	.....
November .....	26	76	4	4	110	7,990	959	30	50
December .....	1	8	.....	1	10	62	99	15	20
January .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
February .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
March .....	.....	1	.....	.....	1	.....	.....	.....	.....
April .....	3	9	1	1	14	396	136	.....	4
May .....	2	34	5	2	43	496	334	5	.....
June .....	4	21	6	2	33	223	238	29	.....
Total .....	60	319	35	19	433	17,147	3,650	499	83

**TABLE 27.**—*Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1884, showing the number of VESSELS and CARGOES INSURED and UNINSURED, and the AMOUNT of INSURANCE, where known.*

Months.	Number of vessels and cargoes reported to be insured, and the amount of insurance.					Number of vessels and cargoes reported not insured.		Number of vessels and cargoes, whether insured or not, unknown.		Vessels in ballast.
	Vessels.		Cargoes.		Total amount of insurance.	Vessels.	Cargoes.	Vessels.	Cargoes.	
	Number.	Amount.	Number.	Amount.						
July .....	29	\$497,300	17	\$136,945	\$634,245	14	14	3	6	9
August .....	26	435,300	11	111,275	546,575	16	14	3	4	16
September .....	43	523,900	20	199,140	723,040	16	17	6	6	23
October .....	33	464,700	16	117,675	582,375	23	27	10	9	14
November .....	79	1,179,350	43	342,845	1,522,195	26	34	5	15	18
December .....	6	83,800	1	1,500	85,300	4	2	.....	1	6
January .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
February .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
March .....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
April .....	2	39,500	.....	.....	39,500	10	6	.....	.....	8
May .....	23	345,170	15	119,000	464,170	14	13	6	5	10
June .....	14	162,100	13	91,835	253,935	12	7	7	4	9
Total .....	255	3,731,120	136	1,120,215	4,851,335	136	134	42	50	113

TABLE 28.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1884, distinguishing the NATURE of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	2	3	5	1	1	1						1	12
Stranded	6	23	25	52	2							7	135
Collided	14	16	12	21	10							23	115
Damage to hull, masts, rigging, &c	5	6	10	6	24	1							65
Damage to machinery	5	3	5	4		1							27
Explosion of boiler			1							1			2
Fire	2	1	2	1	3	4		1		2			18
Ice											1		1
Sprung a leak	4	2	4	3	3								16
Struck bridge, pier, sunken wreck, &c	2	3	2	4	8								21
Struck by lightning		1											1
Waterlogged		1	3	1	1					3			9
Miscellaneous	1	1		1	4	1					1	2	11
Total	46	45	65	66	110	10			1	14	43	33	433

TABLE 29.—Abstract of returns of disasters (excluding collisions) to vessels on the GREAT LAKES, during the year ending June 30, 1884, distinguishing the CAUSE of each disaster.

Class and cause of disaster.	Foundering.	Strandings.	Other causes.	Missing vessels.	Total.
<b>CLASS 1.—Causes connected with the weather:</b>					
Calms, currents, &c		1	1		2
Darkness		3			3
Fog		25			25
Gales, hurricanes, &c	6	86	86		178
Heavy sea	1	1	11		13
Lightning	1		1		1
Total of Class 1	7	116	99		222
<b>CLASS 2.—Causes connected with vessels, equipments, or stowage:</b>					
Error in compass		3			3
Total in class 2		3			3
<b>CLASS 3.—Causes connected with navigation and seamanship:</b>					
Errors of masters, officers, or crew		6	1		7
Errors of pilots		5			5
Total of Class 3		11	1		12
<b>CLASS 4.—Causes connected with machinery or boilers:</b>					
Damage to machinery		1	27		28
Explosion of boiler			2		2
Total of Class 4		1	29		30
<b>CLASS 5.—Other causes:</b>					
Absence of lights or buoys		1			1
Fire			15		15
Ice			1		1
Incendiarism			1		1
Sprung a leak	3		5		8
Spontaneous combustion			2		2
Struck rock, pile, bridge, &c		3	9		12
Miscellaneous			8		8
Unknown	2		1		3
Total of Class 5	5	4	42		51
Aggregate	12	135	171		318

TABLE 30.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1884, showing the number of vessels COLLIDED, and distinguishing the CAUSE of each disaster.

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
	Accidental.....	5	4	1	1	4							
Bad management.....				1									5
Carelessness.....					2								2
Darkness.....			1										4
Error of judgment.....													4
"Fault of other vessel".....	2	4	5	4							1		15
Fault of tug towing.....		4		5									13
Fog.....	2				2								17
Heavy sea.....		2											2
High, baffling winds.....		2		4									6
Misunderstanding signals.....	1												1
Want of proper lights.....												1	1
Unknown.....	4		5	6							1		17
<b>Total.....</b>	<b>14</b>	<b>16</b>	<b>12</b>	<b>21</b>	<b>10</b>					<b>2</b>	<b>17</b>	<b>23</b>	<b>115</b>

TABLE 31.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1884, showing the number of vessels and distinguishing their DESCRIPTION.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
	Barges.....			1	2	7					1	2	2
Barks.....											1		1
Brigs.....		1											1
Dredges.....		1											1
Ferry-boats.....			1										1
Schooners.....	30	22	40	42	77	3				7	26	21	263
Scows.....			1									1	1
Sloops.....			1									1	2
Steam-barges.....	1	4		1	1	1					1	1	10
Steamers.....	15	16	19	19	21	6			1	6	13	6	122
Steamships.....					4								4
Steam-yachts.....			1	1									2
Yachts.....												1	1
Unknown.....		1	1	1									3
<b>Total.....</b>	<b>46</b>	<b>45</b>	<b>65</b>	<b>66</b>	<b>110</b>	<b>10</b>			<b>1</b>	<b>14</b>	<b>43</b>	<b>33</b>	<b>433</b>

TABLE 32.—Abstract of returns of disasters to FOREIGN vessels on the GREAT LAKES during the year ending June 30, 1884, showing NATIONALITY and DESCRIPTION, and distinguish ing those TOTALLY LOST and those PARTIALLY DAMAGED.

[No returns of disasters made for July, December, January, February, and March.]

Nationality and rig.	August.		September.		October.		November.		April.		May.		June.		Total.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
	British barges.....				1			1						1	
British barks.....															1
British schooners.....		1		2		1	1				1			2	4
British steam-barges.....		1												1	1
British steamers.....									1				1		2
<b>Total.....</b>		<b>2</b>		<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>		<b>1</b>		<b>1</b>	<b>2</b>	<b>10</b>
<b>Aggregate.....</b>		<b>2</b>		<b>2</b>	<b>2</b>	<b>2</b>			<b>1</b>		<b>1</b>		<b>3</b>		<b>13</b>

NOTE.—For values involved, &c., in the casualties embraced in this table, as near as they can be ascertained, see Summary Table 62.

TABLE 33.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1884, showing the TONNAGE and distinguishing the number of those TOTALLY LOST and those PARTIALLY DAMAGED.

Burden of vessels.	July.		August.		Septem-ber.		Octo-ber.		Novem-ber.		Decem-ber.		Janu-ary.		Febru-ary.		March.		April.		May.		June.		Total.		Aggregate.	
	Total loss.	Partial loss.																										
Not exceeding 50 tons.....	1	4	2	2	2	1	6	3	5	2	7	1	2	1	1	1	1	1	1	1	4	1	1	1	7	25	82	
Over 50 and not exceeding 100 tons.....	1	3	4	2	5	6	6	2	7	2	7	1	2	1	1	1	1	1	1	1	4	1	1	1	8	34	42	
Over 100 and not exceeding 200 tons.....	1	3	10	15	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	73
Over 200 and not exceeding 300 tons.....	8	7	1	8	2	8	8	8	9	5	9	2	2	2	2	2	2	2	2	2	10	6	8	6	11	62	78	
Over 300 and not exceeding 400 tons.....	2	2	5	5	8	1	9	6	17	2	17	2	2	2	2	2	2	2	2	2	3	10	10	5	13	64	77	
Over 400 and not exceeding 500 tons.....	3	2	1	3	2	2	2	2	6	1	6	1	1	1	1	1	1	1	1	1	1	1	1	1	3	13	21	24
Over 500 and not exceeding 600 tons.....	1	6	2	1	4	5	5	3	3	3	3	2	2	2	2	2	2	2	2	2	1	1	1	1	3	2	14	16
Over 600 and not exceeding 700 tons.....	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	29
Over 700 and not exceeding 800 tons.....	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	9
Over 800 and not exceeding 900 tons.....	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	14
Over 900 and not exceeding 1,000 tons.....	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	8
Over 1,000 and not exceeding 1,100 tons.....	1	1	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2
Over 1,100 and not exceeding 1,200 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	9
Over 1,200 and not exceeding 1,300 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	5
Over 1,300 and not exceeding 1,400 tons.....	2	2	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	5
Over 1,400 tons.....	2	2	2	3	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	10
Unknown.....	3	43	2	43	11	54	8	48	26	84	1	9	1	9	1	9	1	9	1	9	2	41	4	29	60	373	433	
Total.....	46	45	65	66	110	10	14	43	33	433																		
Aggregate.....	46	45	65	66	110	10	14	43	33	433																		

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 26.

TABLE 34.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1884, showing the number of vessels and distinguishing AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years.....	8	8	10	4	16	2	.....	.....	.....	3	3	2	56
Over 3 and not exceeding 7 years.....	1	3	1	3	7	.....	.....	.....	.....	1	5	1	22
Over 7 and not exceeding 10 years.....	11	9	7	19	24	2	.....	.....	.....	1	5	3	81
Over 10 and not exceeding 14 years.....	6	6	9	5	13	1	.....	.....	.....	2	12	15	74
Over 14 and not exceeding 20 years.....	14	6	20	21	25	3	.....	.....	1	4	5	4	103
Over 20 and not exceeding 25 years.....	2	6	3	4	7	.....	.....	.....	.....	1	9	3	37
Over 25 and not exceeding 30 years.....	4	5	11	7	10	.....	.....	.....	.....	1	1	1	40
Over 30 and not exceeding 35 years.....	.....	.....	.....	1	2	.....	.....	.....	.....	1	1	1	6
Over 35 and not exceeding 40 years.....	.....	.....	3	1	1	.....	.....	.....	.....	.....	.....	.....	.....
Over 40 and not exceeding 45 years.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 45 and not exceeding 50 years.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 50 years.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Unknown.....	.....	2	.....	2	.....	.....	.....	.....	.....	.....	2	2	8
Total.....	46	45	65	66	110	10	.....	.....	1	14	43	33	433

TABLE 35.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1884, showing the number of vessels and distinguishing their CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	9	16	22	14	18	6	.....	.....	1	8	10	9	113
Coal.....	11	4	4	5	30	.....	.....	.....	.....	.....	9	5	68
Fish, oysters, &c.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Fruit, coffee, spices, &c.....	1	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	3
Grain.....	6	5	10	5	12	.....	.....	.....	.....	.....	4	4	46
Iron, iron ore, &c.....	3	6	9	9	7	.....	.....	.....	.....	.....	3	3	40
Lumber, timber, &c.....	7	4	13	21	19	3	.....	.....	.....	5	2	6	86
Merchandise (general).....	2	4	2	1	4	.....	.....	.....	.....	.....	2	.....	15
Petroleum.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Provisions, &c.....	.....	.....	.....	.....	6	.....	.....	.....	.....	.....	1	.....	7
Railroad iron, &c.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Salt.....	2	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Sand, plaster, &c.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Stone, brick, &c.....	.....	.....	2	.....	4	.....	.....	.....	.....	.....	2	1	9
Wood, &c.....	1	1	1	2	3	.....	.....	.....	.....	1	.....	1	10
Miscellaneous.....	.....	2	.....	.....	1	1	.....	.....	.....	.....	.....	.....	4
Unknown.....	3	2	2	7	4	.....	.....	.....	.....	.....	3	4	25
Total.....	46	45	65	66	110	10	.....	.....	1	14	43	33	433

TABLE 36.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1884, showing the number of vessels and distinguishing the LAKES and CONNECTING RIVERS on which they occurred.

Localities.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Lake Erie.....	5	6	12	6	21	1	.....	.....	.....	1	5	2	59
Lake Huron.....	7	4	10	6	16	1	.....	.....	.....	2	7	3	56
Lake Michigan.....	26	24	25	41	56	4	.....	.....	.....	9	21	22	228
Lake Ontario.....	3	2	4	3	7	.....	.....	.....	.....	.....	5	2	26
Lake Superior.....	1	4	4	2	4	1	.....	.....	1	.....	4	.....	21
Lake Saint Clair.....	.....	.....	2	1	2	.....	.....	.....	.....	.....	.....	.....	5
Straits of Mackinaw.....	.....	.....	1	.....	3	.....	.....	.....	.....	.....	1	.....	5
Detroit River.....	.....	2	3	2	1	2	.....	.....	.....	2	.....	4	16
Saint Clair River.....	2	1	5	2	.....	1	.....	.....	.....	.....	.....	.....	11
Saint Clair Flats Canal.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Saint Mary's River.....	.....	.....	.....	2	1	.....	.....	.....	.....	.....	.....	.....	3
Welland Canal.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Total.....	46	45	65	66	110	10	.....	.....	1	14	43	33	433

TABLE 37.—Summary—GREAT LAKES.

Nature of casualties.	Number of vessels.		Total number of tons.		Laden.	Ballast.	Unknown whether laden or not.	Total loss.	Partial and unknown loss.*	Number of passengers.	Number in crews.	Total on board.	Total number of lives lost.
	Number of vessels.	Total number of tons.	Laden.	Ballast.									
Foundering .....	12	3,783	11	1				12		21	116	137	66
Strandings .....	135	51,162	105	30				36	99	53	1,160	1,213	10
Vessels collided .....	115	42,651	47	44	24	2	113	45	666	45	666	711	
Other causes .....	171	64,902	133	38			10	161		380	1,708	2,088	7
Total .....	433	162,498	296	113	24	60	373	499	3,650	4,149	83		

\* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 26.

RIVERS.

TABLE 38.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1884, showing the NUMBER and VALUE of VESSELS and CARGOES and amount of LOSS to same where known.

Months.	Total value of vessels.			Total value of cargoes.			Loss to vessels.		Loss to cargoes.		Number of cargoes not damaged, or damage unknown.
	Number.	Amount.	Number of vessels, value unknown.	Number.	Amount.	Number of cargoes, value unknown.	Number.	Amount.	Number.	Amount.	
July .....	14	\$155,600	5	\$14,650	1	14	\$30,890	2	\$3,050	4	11
August .....	17	211,500	3	30,460	3	3	15	22,300	5	4	21,010
September .....	24	434,600	9	377,700	10	23	109,110	1	4	15,105	5
October .....	19	206,100	3	103,850	1	19	54,730	3	7	34,500	4
November .....	18	214,500	3	300,380	1	2	19,106,405	2	6	282,055	6
December .....	21	411,100	11	436,330	2	19	164,630	2	6	109,605	5
January .....	31	289,850	2	21,775	2	30	87,180	3			10
February .....	22	440,800	1	83,000	2	1	67,540	2	1	4,700	4
March .....	18	302,200	9	46,740	1	18	13,385	2	4	7,380	5
April .....	25	608,400	1	232,770	3	1	24,75,175	2	8	27,170	8
May .....	12	85,200	2	9,500	2	4	5,555	2	2	100	5
June .....	14	225,400	7	55,440	2	13	42,900	1	4	36,750	8
Total .....	235	3,585,250	15	991,712,595	12	12	225,779,770	25	48	539,425	75

\* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 39.

TABLE 39.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1884, showing the number of VESSELS TOTALLY LOST, the number DAMAGED, aggregate TONNAGE of vessels totally lost, number of PASSENGERS and CREW, and number of LIVES LOST.

Months.	Number of disasters resulting in total loss to vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss unknown.	Number of casualties resulting in no damage to vessels.	Total.	Total tons burden of vessels totally lost.	Total number of crew, including master, &c.	Total number of passengers.	Total number of lives lost.
July .....	3	11	.....	.....	14	70	171	30	.....
August .....	3	12	3	2	20	433	205	189	1
September .....	4	19	.....	1	24	914	322	86	3
October .....	3	16	2	.....	22	1,143	252	31	2
November .....	9	10	2	.....	21	1,913	241	165	3
December .....	6	13	.....	2	21	1,827	346	144	1
January .....	6	24	2	1	33	2,366	216	32	5
February .....	3	18	1	1	25	1,440	189	277	1
March .....	6	12	.....	1	18	303	143	48	3
April .....	3	21	1	1	26	1,486	395	526	13
May .....	.....	10	2	1	14	.....	103	72	1
June .....	2	11	.....	1	14	170	205	120	9
<b>Total .....</b>	<b>48</b>	<b>177</b>	<b>14</b>	<b>11</b>	<b>250</b>	<b>12,067</b>	<b>2,786</b>	<b>1,720</b>	<b>42</b>

TABLE 40.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1884, showing the number of VESSELS and CARGOES INSURED and UNINSURED, and the AMOUNT of INSURANCE, where known.

Months.	Number of vessels and cargoes reported to be insured, and the amount of insurance.					Number of vessels and cargoes reported not insured.		Number of vessels and cargoes, whether insured or not unknown.		Vessels in ballast.
	Vessels.		Cargoes.		Total amount of insurance.	Vessels.	Cargoes.	Vessels.	Cargoes.	
	Number.	Amount.	Number.	Amount.						
July .....	7	\$65,000	3	\$17,900	\$82,900	7	3	.....	.....	8
August .....	5	53,000	3	6,300	59,300	12	7	3	5	5
September .....	14	327,700	4	147,700	475,400	9	2	1	3	15
October .....	8	72,000	4	88,000	160,000	10	5	4	2	11
November .....	6	84,000	4	227,500	311,500	12	2	3	6	9
December .....	12	216,200	4	107,300	323,500	8	4	1	3	10
January .....	8	58,000	2	4,500	62,500	22	6	3	2	23
February .....	8	143,000	.....	.....	143,000	13	1	2	4	18
March .....	7	95,800	3	7,900	103,700	10	6	1	.....	9
April .....	6	163,100	4	74,000	237,100	16	6	4	6	10
May .....	3	17,000	2	3,600	20,600	7	4	4	4	4
June .....	5	63,200	1	50,000	113,200	9	6	.....	2	5
<b>Total .....</b>	<b>89</b>	<b>1,358,000</b>	<b>34</b>	<b>734,700</b>	<b>2,092,700</b>	<b>135</b>	<b>52</b>	<b>26</b>	<b>37</b>	<b>127</b>

**TABLE 41.**—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1884, distinguishing the NATURE of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered .....	1			3	2			2	4	2		3	17
Stranded .....	3		1	3	3	2			3	1		1	18
Collided .....	2	10	4	6	4	6	12	6	3	12	6		72
Capsized .....												1	1
Damage to machinery .....	3	3	2	3	1	2		2	1	2		1	20
Damage to hull, masts, rigging, &c .....		1	7							2			10
Explosion of boiler, &c .....			1	1			1	1					4
Fire .....	2	1	5		3	5	3	3	2	1	1	1	30
Ice .....					1	1	15	6	3	1			27
Sprung a leak .....		1											5
Struck rock, snag, wreck, &c .....	3	4	4	5	2	3	1	2	4	4	5	5	42
Miscellaneous .....				1				2	1				4
Total .....	14	20	24	22	21	21	33	23	18	26	14	14	250

**TABLE 42.**—Abstract of returns of disasters (excluding collisions) to vessels on the RIVERS of the United States during the year ending June 30, 1884, distinguishing the CAUSE of each disaster.

Class and cause of disaster.	Foundering.	Strandings.	Other causes.	Missing vessels.	Total.
<b>CLASS 1.—Causes connected with the weather :</b>					
Calms, currents, and tides .....	1				1
Fog .....		1			1
Gales, hurricanes, &c .....	6	6	7		19
Total of Class 1 .....	7	7	7		21
<b>CLASS 3.—Causes connected with navigation and seamanship :</b>					
Errors of masters, officers, or crew .....		1	3		4
Errors of pilots .....		2			2
Total of Class 3 .....		3	3		6
<b>CLASS 4.—Causes connected with machinery or boilers :</b>					
Damage to machinery .....			20		20
Explosion of boiler .....			4		4
Total of Class 4 .....			24		24
<b>CLASS 5.—Other causes :</b>					
Absence of lights or buoys .....		1			1
Capsized .....	2				2
Fire .....			30		30
Ice .....			27		27
Sprung a leak .....	6	1	4		11
Struck rock, snag, wreck, &c .....		4	38		42
Miscellaneous .....		1	10		11
Unknown .....	2		1		3
Total of Class 5 .....	10	7	110		127
Aggregate .....	17	17	144		178

NOTE.—Class 2 includes disasters arising from causes connected with vessels, equipments, or stowage. No casualties are reported in this class.

TABLE 43.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1884, showing the number of vessels COLLIDED, and distinguishing the CAUSE of each disaster.

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental			1	3			1			1			6
Bad management						2					1		3
Carelessness				1									1
Darkness							1						1
"Fault of other vessel"		4	1	1			2			2	1		11
Fault of tug towing	2	1					1						4
Fog		1				4		2	2	6			16
High, baffling winds					4		3						7
Ice								2					2
Misunderstanding signals.											2		2
Tides, currents, &c			1	1						1			1
Want of proper lights		1	1							1			3
Miscellaneous									1	1			1
Unknown		4		1			2	2	1	1	2	2	14
Total	2	10	4	6	4	6	12	6	2	12	6	2	72

TABLE 44.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1884, showing the number of vessels and distinguishing their DESCRIPTION.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges	1		1	1	2								5
Barks					1		1						2
Barkentines							1	1					2
Ferry-boats		1							2				3
Schooners	5	8	5	1	6	3	9	1	7	10	4	3	62
Scows					2								2
Sloops							1						1
Steamers	7	9	18	19	9	18	20	20	8	16	9	9	162
Steamships	1											1	2
Steam-yachts												1	1
Unknown		2		1	1		1	1			1		7
Total	14	20	24	22	21	21	33	23	18	26	14	14	250

TABLE 45.—Abstract of returns of disasters to FOREIGN vessels on the RIVERS of the United States during the year ending June 30, 1884, showing NATIONALITY and DESCRIPTION, and distinguishing those TOTALLY LOST and those PARTIALLY DAMAGED.

Nationality and rig.	November.		January.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Austrian bark				1			1
British bark		1				1	1
Total		1		1		2	2
Aggregate		1		1		2	

NOTE.—For values involved, &c., in the casualties embraced in this table, as near as they can be ascertained, see Summary Table 62.

TABLE 46.—Abstract of returns of disasters on the RIVERS of the United States during the year ending June 30, 1884, showing the TONNAGE and distinguishing the number of those TOTALLY LOST and those PARTIALLY DAMAGED.

Burden of vessels.	July.		August.		Septem-ber.		October.		Novem-ber.		Decem-ber.		Janu-ary.		Febru-ary.		March.		April.		May.		June.		Total.		Aggregate.		
	Total loss.	Partial loss.																											
Not exceeding 50 tons.	3	2	2	2	8	2	8	2	5	3	3	1	3	1	6	2	7	4	5	4	5	4	5	2	2	20	52	72	
Over 50 and not exceeding 100 tons.			5	1	1	4	2	4	3	3	1	8	1	8	2	2	2	1	2	4	2	2	2	4	8	40	32	40	
Over 100 and not exceeding 200 tons.	1		4		3		4		4	3	1	5	1	3	1	3	3	1	2	1	1	5	1	2	3	31	34	34	
Over 200 and not exceeding 300 tons.	3				2		2		2	1	2	1	2	2	3	1	3	1	2	1	2	1	1	1	5	15	20	20	
Over 300 and not exceeding 400 tons.			2		2		2		2	1	1	4	2	2	3	2	3	2	1	3	1	3	1	1	1	22	23	23	
Over 400 and not exceeding 500 tons.	1	1	1		2		2		2	1	1	1	2	2	1	1	1	1	1	4	1	4	1	3	12	15	15	15	
Over 500 and not exceeding 600 tons.										1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	7	8	8	
Over 600 and not exceeding 700 tons.	2				1		1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	3	3	3
Over 700 and not exceeding 800 tons.	1				1		1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	3	3	3
Over 800 and not exceeding 900 tons.										1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2
Over 900 and not exceeding 1,000 tons.										1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2
Over 1,000 and not exceeding 1,100 tons.										1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2
Over 1,100 and not exceeding 1,200 tons.										1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2
Over 1,200 and not exceeding 1,300 tons.			1		1		1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	3	3	3
Over 1,300 and not exceeding 1,400 tons.					1		1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	3	3	3
Over 1,400 tons.										2					2		1			2		1				10	10	10	10
Unknown										1					1		1			1		1				1	1	1	1
<b>Total</b>	<b>3</b>	<b>11</b>	<b>3</b>	<b>17</b>	<b>4</b>	<b>20</b>	<b>3</b>	<b>19</b>	<b>9</b>	<b>12</b>	<b>6</b>	<b>15</b>	<b>6</b>	<b>27</b>	<b>3</b>	<b>20</b>	<b>6</b>	<b>12</b>	<b>3</b>	<b>23</b>	<b>14</b>	<b>2</b>	<b>12</b>	<b>48</b>	<b>202</b>	<b>250</b>	<b>250</b>	<b>250</b>	
<b>Aggregate</b>	<b>14</b>	<b>20</b>	<b>24</b>	<b>22</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>																				

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 33.

TABLE 47.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1884, showing the number of vessels and distinguishing AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years .....	2	6	4	5	3	4	5	4	3	5	2	1	44
Over 3 and not exceeding 7 years .....	4	4	4	5	5	7	5	7	4	5	3	5	58
Over 7 and not exceeding 10 years .....	1	3	2	2	3	1	4	5	1	4	1	4	31
Over 10 and not exceeding 14 years .....	3	2	6	4	2	2	4	4	1	6	3	1	38
Over 14 and not exceeding 20 years .....	4	3	5	1	3	7	10	1	5	2	1	1	43
Over 20 and not exceeding 25 years .....			1	1	2		2	1	1	1	3	1	12
Over 25 and not exceeding 30 years .....							1		1	2			4
Over 30 and not exceeding 35 years .....			1	1	1				1			1	5
Over 35 and not exceeding 40 years .....										1			1
Over 40 and not exceeding 45 years .....													
Over 45 and not exceeding 50 years .....					1				1				2
Over 50 years .....													2
Unknown .....		2	1	3	1		2	1		1	1		12
Total .....	14	20	24	22	21	21	33	23	18	26	14	14	250

TABLE 48.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1884, showing the number of vessels and distinguishing their CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast .....	8	5	15	11	9	10	23	18	9	10	4	5	127
Coal .....	1	1	2		2	2	1	1	1	2			15
Cotton, cotton-seed, &c .....				1	3	2			1	1			9
Fertilizers .....		1		1		2							3
Fish, oysters, &c .....		1				1	4	1	1				7
Grain .....				1	1					2		1	4
Ice .....	1		1	1	1				1	2			6
Iron, iron ore, &c .....						1					2		3
Lime .....					1				1	1			3
Lumber .....	2	2	1	1	1		1		2	2		1	12
Merchandise (general) .....	1	7	4	4	2	2	1	1	2	2	1	4	31
Provisions .....				1						2			4
Sand, plaster, &c .....									1				1
Stone, brick, &c .....	1								1				2
Sugar, molasses, &c .....								1				1	2
Tar, turpentine, &c .....				1								1	2
Miscellaneous .....			1			2	1						4
Unknown .....		3	1	1	2		2	1		1	2		12
Total .....	14	20	24	22	21	21	33	23	18	26	14	14	250

TABLE 49.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1884, distinguishing the rivers on which they occurred.

Rivers.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Alleghany.....								1					1
Altamaha.....			1		1								2
Arkansas.....							1			1			2
Ashley, South Carolina.....				2									2
Bayou Lafourche, Louisiana.....												1	1
Cape Fear, North Carolina.....												1	1
Chattahoochee.....										1			1
Chowan, North Carolina.....												1	1
Columbia.....	1								1				2
Cumberland.....								1					1
Delaware.....	3	7	9	3	6	5	9	8	5	7	5	4	71
Flint, Georgia.....				1									1
Fox, Wisconsin.....					1								1
Great Pedee, South Carolina.....			1										1
Hudson.....	1		6	2	1	1			4				17
James.....				1			1			4			6
Kennebec.....		1											1
Merrimac.....											1		1
Mississippi.....	5	2	5	4	3	2	11	6		5		3	46
Missouri.....	1	1		2					4				9
Monongahela.....						2	1	1					5
Naches, Texas.....											1	1	2
Ohio.....	2	3		3	2	3	2	4	1	1	2		23
Penobscot.....		2			1								4
Potomac.....			1	1	1	4	1		1	2			10
Rappahannock, Virginia.....							4						4
Red, Arkansas.....	1												1
Red, Louisiana.....						1							1
Roanoke, Virginia.....			1			1							2
Saint Croix.....		2											2
Saint Francis, Arkansas.....									1				1
Saint John's, Florida.....						1					2		3
Saint Lawrence.....				1	1								2
San Joaquin, California.....							2			2			5
Schuylkill.....									1				1
Suwanee, Tennessee.....											1		1
Taunton, Massachusetts.....												1	1
Tennessee.....				2		1							4
Tensas, Louisiana.....										1			1
Thames, Connecticut.....							1						1
Wabash.....		2						2			2		6
White, Arkansas.....					1								1
Willamette, Oregon.....					2								2
Total.....	14	20	24	22	21	21	33	23	18	26	14	14	250

TABLE 50.—Summary—RIVERS.

Nature of casualties.	Number of vessels.	Total number of tons.	Laden.	Ballast.	Un known whether laden or not.	Total loss.	Partial and unknown loss.*	Number of passengers.	Number in crews.	Total on board.	Total number of lives lost.
Foundering.....	17	833	10	7		8	9	22	65	87	6
Stranding.....	18	5,284	13	5		5	13	75	277	352	3
Vessels collided.....	72	18,948	30	30	12	3	69	844	543	1,387	3
Other causes.....	143	38,634	58	85		32	111	779	1,903	2,682	30
Total.....	250	63,699	111	127	12	48	202	1,720	2,788	4,508	42

\* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 39.

AT SEA OR IN FOREIGN WATERS.

TABLE 51.—Abstract of returns of disasters to American\* vessels AT SEA or in FOREIGN WATERS during the year ending June 30, 1884, showing the NUMBER and VALUE of VESSELS and CARGOES, and amount of LOSS to same where known.

Months.	Total value of vessels.		Number of vessels, value unknown.	Total value of cargoes.		Number of cargoes, value unknown.	Loss to ves- sels.		Loss to car- goes.	Number of cargoes totally lost, amount unknown.	Number of cargoes not damaged, or damage un- known.	
	Number.	Amount.		Number.	Amount.		Number.	Amount.				
July	29	\$574,000	4	22	\$578,950	1	3	29	\$182,575	4	11	15
August	52	805,700	2	41	1,135,610	3	1	50	298,090	4	24	23
September	44	1,559,800	1	36	1,233,975	1	1	43	463,225	2	20	17
October	21	321,200	2	18	212,600	1	2	20	53,175	3	3	13
November	52	988,350	1	32	280,865	4	1	49	183,950	4	20	16
December	40	553,200	2	29	819,950	1	1	39	255,210	3	20	11
January	40	636,400	1	32	651,685	1	1	39	282,898	1	17	16
February	41	1,277,400	3	31	973,025	1	3	40	182,050	4	13	21
March	47	1,098,700	3	36	729,700	1	3	42	83,785	8	21	19
April	30	850,500	1	28	628,150	1	1	29	418,710	1	20	8
May	19	767,000	1	11	327,400	1	1	19	95,100	1	6	6
June	18	315,500	1	13	280,780	1	1	17	72,905	2	8	6
Total	433	9,747,750	19	329	7,852,710	15	15	416	2,571,671	36	188	169

\* In the totals of casualties presented in the following thirteen tables are included, in order to show the whole number of vessels in collision, eleven foreign vessels which have collided with American vessels at sea or in foreign waters during the year.

† In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 52.

TABLE 52.—Abstract of returns of disasters to American vessels AT SEA or in FOREIGN WATERS during the year ending June 30, 1884, showing the number of VESSELS TOTALLY LOST, the number DAMAGED, aggregate TONNAGE of vessels totally lost, number of PAS- SENGERS and CREW, and number of LIVES LOST.

Months.	Number of disasters resulting in total loss to vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss un- known.	Number of casual- ties resulting in no damage to vessels.	Total.	Total tons burden of vessels totally lost.	Total number of crew, including master, &c.	Total number of passengers.	Total number of lives lost.
July	7	22	4	3	33	2,906	445	89	11
August	14	36	2	2	54	5,190	619	345	66
September	17	26	1	1	45	6,361	627	86	61
October	3	17	2	1	23	808	227	3	7
November	19	30	1	3	53	3,251	583	156	162
December	17	22	1	2	42	6,085	463	33	73
January	11	28	1	1	40	4,859	358	33	24
February	11	29	3	1	44	4,096	546	106	35
March	6	36	3	5	50	1,135	516	341	11
April	12	17	1	1	30	3,917	333	88	5
May	8	11	1	1	19	2,162	312	428	5
June	5	12	1	1	19	2,466	182	4	5
Total	130	286	18	18	452	43,236	5,311	2,068	463

TABLE 53.—Abstract of returns of disasters to American vessels AT SEA or in FOREIGN WATERS during the year ending June 30, 1884, showing the number of VESSELS and CARGOES INSURED and UNINSURED, and the AMOUNT of INSURANCE, where known.

Months.	Number of vessels and cargoes reported to be insured, and the amount of insurance.					Number of ves- sels and car- goes reported not insured.		Number of ves- sels and car- goes, whether insured or not, unknown.		Vessels in ballast.
	Vessels.		Cargoes.		Total amount of insurance.	Vessels.	Cargoes.	Vessels.	Cargoes.	
	Number.	Amount.	Number.	Amount.						
July .....	22	\$253,990	10	\$370,520	\$624,510	7	8	4	8	7
August .....	38	281,930	23	574,655	856,585	12	8	4	14	9
September .....	30	510,820	20	937,710	1,448,530	10	5	5	12	8
October .....	12	114,900	11	85,550	200,450	7	4	4	4	2
November .....	39	396,450	17	188,315	584,765	13	6	1	14	16
December .....	30	219,725	14	373,000	592,725	9	7	3	10	11
January .....	32	239,660	22	463,175	702,835	7	7	1	4	7
February .....	33	314,085	13	306,150	620,235	7	9	4	13	9
March .....	33	177,240	20	138,300	315,540	11	5	6	15	10
April .....	18	547,725	14	383,587	931,312	10	6	2	8	2
May .....	14	236,250	7	33,550	269,800	4	.....	1	5	7
June .....	8	39,300	6	89,800	129,100	8	4	3	4	5
Total .....	309	3,332,075	177	3,944,312	7,276,387	105	69	38	113	93

TABLE 54.—Abstract of returns of disasters to American vessels AT SEA or in FOREIGN WATERS during the year ending June 30, 1884, distinguishing the NATURE of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered .....	1	3	6	.....	10	3	1	3	1	1	3	1	33
Stranded .....	.....	10	6	3	4	9	7	3	.....	4	4	2	61
Collided .....	8	6	2	4	4	.....	.....	10	.....	.....	.....	.....	50
Abandoned .....	.....	.....	3	.....	2	1	1	2	.....	1	.....	.....	12
Capsized .....	1	.....	.....	.....	.....	1	.....	.....	.....	1	.....	.....	5
Damage to hull, masts, rigging, &c .....	4	2	16	8	16	12	15	13	25	8	4	5	148
Damage to machinery .....	1	1	1	.....	1	1	1	1	.....	.....	2	.....	8
Fire .....	3	.....	2	.....	.....	1	3	1	1	1	.....	1	13
Ice .....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	3
Never heard from .....	.....	4	3	1	5	3	3	1	1	.....	.....	.....	21
Sprung a leak .....	5	4	3	3	6	5	6	6	1	5	3	4	51
Struck by lightning .....	1	.....	1	.....	.....	1	.....	.....	1	1	.....	.....	5
Waterlogged .....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Miscellaneous .....	1	2	2	3	4	4	3	4	8	8	.....	2	41
Total .....	33	54	45	23	53	42	40	44	50	30	19	19	452

TABLE 55.—Abstract of returns of disasters (excluding collisions) to American vessels AT SEA or in FOREIGN WATERS during the year ending June 30, 1884, distinguishing the CAUSE of each disaster.

Class and cause of disaster.	Foundering.	Strandings.	Other causes.	Missing vessels.	Total.
<b>CLASS 1.—Causes connected with the weather:</b>					
Calms, currents, and tides.....		8			8
Fog.....		7			7
Gales, hurricanes, &c.....	26	18	204		243
Heavy sea.....		2	36		38
Lightning.....			5		5
Total of Class 1.....	26	35	245		306
<b>CLASS 2.—Causes connected with vessels, equipments, or stowage:</b>					
Defective hull, masts, rigging, &c.....			3		3
Defective chart.....		1			1
Error in chronometer.....		2			2
Error in compass.....		1			1
Total of Class 2.....		4	3		7
<b>CLASS 3.—Causes connected with navigation and seamanship:</b>					
Errors of masters, officers, or crew.....		1	1		2
Errors of pilots.....		3			3
Total of Class 3.....		4	1		5
<b>CLASS 4.—Causes connected with machinery or boilers:</b>					
Damage to machinery.....			8		8
Total of class 4.....			8		8
<b>CLASS 5.—Other causes:</b>					
Absence of lights or buoys.....		1			1
Fire.....			13		13
Ice.....			4		4
Mistayed.....		4			4
Sprung a leak.....		4			4
Struck rock, wreck, bridge, &c.....	4	4	4		12
Miscellaneous.....		2	2		4
Unknown.....	3	4	1	21	29
Total of Class 5.....	7	18	30	21	76
Aggregate.....	33	61	387	21	402

TABLE 56.—Abstract of returns of disasters to American vessels AT SEA or in FOREIGN WATERS during the year ending June 30, 1884, showing the number of vessels COLLIDED and distinguishing the CAUSE of each disaster.

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Carelessness.....		1	1								1		3
Darkness.....													3
"Fault of other vessel".....	1	1		1	1				1				7
Fog.....	6	1										4	15
High, baffling winds.....					2								4
Stress of weather.....				2									2
Tides, currents, &c.....									2				2
Want of proper lights.....					1								1
Unknown.....	1	3	1	1		2		2	3		1		14
Total.....	8	6	2	4	4	2		10	8		2	4	50

TABLE 57.—Abstract of returns of disasters to American vessels AT SEA or in FOREIGN WATERS during the year ending June 30, 1884, showing the number of vessels and distinguishing their DESCRIPTION.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barks .....	9	12	5	3	3	3	5	3	3	3	4	2	55
Barkentines.....	1	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Brigs .....	2	7	4	1	4	2	8	1	3	3	.....	2	37
Brigantines .....	1	.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	3
Schooners .....	11	25	25	16	40	27	24	27	37	20	12	12	276
Ships .....	4	3	4	1	2	6	2	6	2	2	1	1	34
Sloops .....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Steamers .....	2	2	1	1	1	2	1	3	3	2	.....	.....	18
Steamships .....	2	2	5	.....	2	.....	.....	2	1	.....	2	1	17
Unknown .....	2	1	.....	1	.....	1	.....	2	1	.....	.....	1	9
<b>Total.....</b>	<b>32</b>	<b>54</b>	<b>45</b>	<b>23</b>	<b>53</b>	<b>42</b>	<b>40</b>	<b>44</b>	<b>50</b>	<b>30</b>	<b>19</b>	<b>19</b>	<b>452</b>

TABLE 58.—Abstract of returns of disasters to American vessels at sea or in foreign waters during the year ending June 30, 1884, showing the tonnage and distinguishing the number of those totally lost and those partially damaged.

Burden of vessels.	July.		August.		Septem-ber.		October.		Novem-ber.		Decem-ber.		Jann-ary.		Febru-ary.		March.		April.		May.		June.		Total.				
	Total loss.	Partial loss.	Aggregate.																										
Not exceeding 50 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	7	4	11	
Over 50 and not exceeding 100 tons.....	1	3	3	2	4	1	3	11	6	7	4	1	2	4	9	1	8	1	2	1	1	1	1	1	1	2	31	55	86
Over 100 and not exceeding 200 tons.....	1	3	2	4	3	4	4	3	5	4	4	1	7	3	3	2	4	5	1	1	2	1	1	2	1	5	26	46	72
Over 200 and not exceeding 300 tons.....	2	2	1	3	1	4	2	9	2	3	1	2	3	2	3	2	3	3	3	4	2	1	2	1	2	19	42	61	
Over 300 and not exceeding 400 tons.....	1	4	2	7	5	4	1	3	4	1	5	3	6	1	4	1	9	2	1	1	1	1	1	1	1	18	47	65	
Over 400 and not exceeding 500 tons.....	1	2	3	5	2	5	1	2	1	2	2	2	2	2	1	3	5	1	3	5	1	2	1	1	1	11	28	39	
Over 500 and not exceeding 600 tons.....	1	2	3	3	2	2	2	3	2	1	3	2	1	5	1	3	4	2	1	2	1	1	1	1	1	4	26	30	
Over 600 and not exceeding 700 tons.....	1	2	3	3	2	2	2	1	3	2	1	3	1	3	1	3	4	2	1	2	1	1	1	1	1	4	26	30	
Over 700 and not exceeding 800 tons.....	3	3	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	14	15	
Over 800 and not exceeding 900 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	7	
Over 900 and not exceeding 1,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	14	15
Over 1,000 and not exceeding 1,100 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	7	
Over 1,100 and not exceeding 1,200 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	7	
Over 1,200 and not exceeding 1,300 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	7	
Over 1,300 and not exceeding 1,400 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	7	
Over 1,400 tons.....	3	1	1	1	7	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	6	22	28
Unknown.....	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	11
Total.....	7	26	14	40	17	28	3	20	19	34	17	25	11	29	11	33	6	44	12	18	8	11	5	14	130	322	452		
Aggregate.....	33	54	45	23	53	42	40	44	50	30	19	19	452																

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 57.

**TABLE 59.—Abstract of returns of disasters to American vessels AT SEA or in FOREIGN WATERS during the year ending June 30, 1884, showing the number of vessels and distinguishing AGE.**

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years .....	3	5	8	5	9	9	9	9	7	4	2	2	72
Over 3 and not exceeding 7 years .....	4	5	9	4	7	4	3	3	4	3	1	...	47
Over 7 and not exceeding 10 years .....	4	10	6	...	6	9	8	5	9	4	...	3	64
Over 10 and not exceeding 14 years .....	4	8	6	6	9	5	5	11	15	5	4	3	81
Over 14 and not exceeding 20 years .....	10	16	9	4	13	7	10	8	8	4	6	6	101
Over 20 and not exceeding 25 years .....	2	2	3	1	4	2	3	4	2	3	1	...	27
Over 25 and not exceeding 30 years .....	1	3	1	2	3	1	2	2	1	1	2	1	20
Over 30 and not exceeding 35 years .....	1	2	1	...	2	2	...	...	2	3	1	...	14
Over 35 and not exceeding 40 years .....	1	1	1	...	1	...	...	...	1	1	1	2	9
Over 40 and not exceeding 45 years .....	...	...	...	...	...	1	...	...	...	...	...	...	1
Over 45 and not exceeding 50 years .....	...	...	...	...	...	...	...	...	...	...	...	1	1
Over 50 years .....	1	1	1	...	...	...	...	...	...	1	1	...	5
Unknown .....	2	1	...	1	...	1	...	2	1	1	...	1	10
Total .....	33	54	45	23	53	42	40	44	50	30	19	19	452

**TABLE 60.—Abstract of returns of disasters to American vessels AT SEA or in FOREIGN WATERS during the year ending June 30, 1884, showing the number of vessels and distinguishing their CARGOES.**

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast .....	7	9	8	2	16	11	7	9	10	2	7	5	93
Coal .....	2	4	2	3	4	2	2	6	1	2	2	1	31
Chemicals .....	...	...	...	...	...	...	1	1	...	...	...	1	2
Cotton, cotton seed, cotton-seed oil, &c .....	...	...	2	...	...	...	1	...	1	...	...	...	4
Explosives .....	...	...	...	...	1	...	...	...	...	...	...	...	1
Fertilizers .....	1	1	3	2	1	2	6	1	1	...	...	1	19
Fish, oysters, &c. ....	3	8	4	1	...	1	2	2	1	1	1	1	25
Fruit, nuts, coffee, &c. ....	3	...	...	...	1	1	...	2	1	1	...	...	9
Grain .....	...	1	...	...	...	...	3	...	...	...	...	...	4
Hides, furs, &c. ....	...	...	...	...	1	1	...	...	...	...	...	...	2
Ice .....	3	1	1	...	...	...	1	1	...	...	...	1	7
Iron and iron ore .....	...	...	...	...	1	...	1	...	1	...	...	1	4
Lime .....	...	...	...	...	...	...	...	1	1	...	...	...	2
Logwood .....	1	...	...	...	...	1	1	...	...	...	...	...	3
Live stock .....	...	...	...	...	1	...	...	...	...	...	...	...	1
Lumber .....	2	6	8	5	11	7	7	6	7	10	2	2	73
Merchandise (general) .....	3	8	8	1	3	2	3	5	2	5	2	...	42
Petroleum .....	1	4	2	...	2	2	1	2	...	...	...	...	14
Provisions, &c. ....	...	2	1	...	2	1	...	...	...	...	...	...	6
Salt .....	...	...	...	4	...	...	3	1	4	...	...	...	12
Sand, plaster, &c. ....	...	1	...	1	1	...	...	...	...	...	1	...	4
Stone, brick, &c. ....	1	1	...	1	1	1	1	...	2	...	...	1	9
Sugar, molasses, &c. ....	2	2	1	1	1	3	3	3	10	5	1	2	34
Tar, turpentine, &c. ....	...	...	...	1	...	...	...	...	...	...	...	...	1
Whale oil, &c. ....	...	3	1	1	1	2	...	...	2	1	1	...	12
Wood, &c. ....	...	...	1	2	...	...	...	...	...	...	...	1	4
Miscellaneous .....	1	3	2	1	1	3	2	...	2	1	2	1	19
Unknown .....	3	1	...	2	1	1	...	3	2	...	...	1	15
Total .....	33	54	45	23	53	42	40	44	50	30	19	19	452

TABLE 61.—Summary At SEA, or in FOREIGN WATERS.

Nature of casualties.	Number of vessels.	Total number of tons.	Laden.	Ballast.	Unknown whether laden or not.	Total loss.	Partial and unknown loss.*	Number of passengers.	Number in crews.	Total on board.	Total number of lives lost.
Foundering .....	33	7, 298	18	15	.....	32	1	9	341	350	233
Strandings .....	61	26, 314	40	21	.....	41	20	127	710	837	1
Vessels collided .....	50	26, 625	25	10	15	5	45	201	478	679	4
Other causes .....	306	134, 159	261	47	.....	52	256	1, 721	3, 682	5, 403	227
<b>Total .....</b>	<b>452</b>	<b>194, 396</b>	<b>344</b>	<b>93</b>	<b>15</b>	<b>130</b>	<b>322</b>	<b>2, 058</b>	<b>5, 211</b>	<b>7, 269</b>	<b>465</b>

\* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 52.

TABLE 62.—Summary of disasters which have occurred to FOREIGN vessels on and near the coasts and on the rivers of the United States, during the fiscal year ending June 30, 1884.

Nature of casualties.	Number of vessels.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Atlantic and Gulf coasts .....	51	33, 786	25	7	19	12	39	3	289	292	8
Pacific coast .....	5	4, 889	2	.....	3	1	4	.....	38	38	.....
Great lakes .....	13	3, 936	7	1	5	3	10	14	58	72	.....
Rivers .....	2	1, 084	.....	.....	2	.....	2	.....	.....	.....	.....
<b>Total .....</b>	<b>71</b>	<b>43, 695</b>	<b>34</b>	<b>8</b>	<b>29</b>	<b>16</b>	<b>55</b>	<b>17</b>	<b>385</b>	<b>402</b>	<b>8</b>

	Atlantic and Gulf coasts.	Pacific coast.	Great lakes.	Rivers.	Aggregate.
Total value vessels involved .....	\$580, 800	\$93, 700	\$64, 200	.....	\$738, 700
Total value cargoes involved .....	375, 820	118, 850	49, 595	.....	544, 265
Aggregate .....	956, 620	212, 550	113, 795	.....	1, 282, 965
Total insurance on vessels .....	61, 000	.....	35, 000	.....	96, 000
Total insurance on cargoes .....	213, 400	.....	43, 305	.....	256, 705
Aggregate .....	274, 400	.....	78, 305	.....	352, 705
Total losses to vessels .....	197, 350	55, 700	16, 745	.....	269, 795
Total losses to cargoes .....	232, 495	18, 850	35, 060	.....	286, 405
Aggregate .....	429, 845	74, 550	51, 805	.....	556, 200
Total tonnage vessels involved .....	33, 786	4, 889	3, 936	1, 084	43, 695
Total tonnage vessels lost .....	6, 650	975	294	.....	7, 919

TABLE 63.—GENERAL SUMMARY.

Nature of casualties.	Number of vessels.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.*
<b>Foundering:</b>											
Atlantic and Gulf coasts.....	40	6,165	30	10	.....	24	16	46	153	199	35
Pacific coast.....	1	8	.....	1	.....	1	.....	.....	3	3	.....
Great lakes.....	12	3,783	11	1	.....	12	.....	21	116	137	66
Rivers.....	17	833	10	7	.....	8	9	22	65	87	6
At sea or in foreign waters.....	33	7,208	18	15	.....	32	1	9	341	350	233
Total.....	103	18,087	69	34	.....	77	26	98	678	776	340
<b>Strandings:</b>											
Atlantic and Gulf coasts.....	273	59,931	191	82	.....	97	176	347	1,792	2,139	117
Pacific coast.....	33	11,103	20	13	.....	16	17	361	1,409	1,770	6
Great lakes.....	135	51,162	105	30	.....	36	99	53	1,100	1,213	10
Rivers.....	18	5,284	13	5	.....	5	13	75	277	352	3
At sea or in foreign waters.....	61	26,314	40	21	.....	41	20	127	710	837	1
Total.....	520	153,704	369	151	.....	195	325	963	4,348	5,311	137
<b>Vessels collided:</b>											
Atlantic and Gulf coasts.....	436	161,678	198	167	71	19	417	4,668	3,561	8,229	25
Pacific coast.....	23	15,142	13	3	7	.....	23	177	233	410	.....
Great lakes.....	115	42,651	47	44	24	2	113	45	666	711	.....
Rivers.....	72	18,948	30	30	12	3	69	844	543	1,387	3
At sea or in foreign waters.....	50	26,625	25	10	15	5	45	201	478	679	4
Total.....	696	265,044	313	254	129	29	667	5,935	5,481	11,416	32
<b>Other causes:</b>											
Atlantic and Gulf coasts.....	221	60,508	141	80	.....	27	194	2,158	1,966	4,124	24
Pacific coast.....	8	2,332	5	3	.....	1	7	13	66	79	1
Great lakes.....	171	64,902	133	38	.....	10	161	380	1,708	2,088	7
Rivers.....	143	38,634	58	85	.....	32	111	779	1,903	2,682	30
At sea or in foreign waters.....	308	134,159	261	47	.....	82	256	1,721	3,682	5,403	227
Total.....	851	300,535	598	253	.....	122	729	5,051	9,325	14,376	289
<b>Grand total.....</b>	<b>2,170</b>	<b>737,460</b>	<b>1,349</b>	<b>692</b>	<b>129</b>	<b>423</b>	<b>1,747</b>	<b>12,047</b>	<b>19,832</b>	<b>31,879</b>	<b>798</b>

RECAPITULATION—(GENERAL SUMMARY).

Nature of casualties.	Number of vessels.		Aggregate tonnage.		Laden.	Ballast.	Unknown whether laden or not.		Wrecks involving total loss.		Casualties involving partial and unknown damage.		Number of passengers.		Number in crews.		Total on board.		Number of lives lost.		
	Atlantic and Gulf coasts.	Pacific coast.	Atlantic and Gulf coasts.	Pacific coast.			Great lakes.	Rivers.	At sea or in foreign waters.	Aggregate.	At sea or in foreign waters.	Aggregate.	At sea or in foreign waters.	Aggregate.	At sea or in foreign waters.	Aggregate.	At sea or in foreign waters.	Aggregate.	At sea or in foreign waters.	Aggregate.	
Atlantic and Gulf coasts.....	970	288,282	560	339	71	167	803	7,219	14,691	7,472	201	7,219	14,691	7,472	201	7,472	14,691	7,472	201	7,472	14,691
Pacific coast.....	65	28,585	38	20	7	18	47	551	1,262	47	7	18	47	551	1,262	47	551	1,262	47	551	1,262
Great lakes.....	433	162,498	296	113	24	60	373	499	3,650	24	60	373	499	3,650	24	60	373	499	3,650	24	60
Rivers.....	256	63,699	111	127	12	48	202	1,720	2,788	12	48	202	1,720	2,788	12	48	202	1,720	2,788	12	48
At sea or in foreign waters.....	452	194,396	344	63	15	130	322	2,058	7,269	15	130	322	2,058	7,269	15	130	322	2,058	7,269	15	130
<b>Total.....</b>	<b>2,170</b>	<b>737,460</b>	<b>1,349</b>	<b>692</b>	<b>129</b>	<b>423</b>	<b>1,747</b>	<b>12,047</b>	<b>19,832</b>	<b>31,879</b>	<b>788</b>	<b>12,047</b>	<b>19,832</b>	<b>31,879</b>	<b>788</b>	<b>12,047</b>	<b>19,832</b>	<b>31,879</b>	<b>788</b>	<b>12,047</b>	<b>19,832</b>
Total value vessels involved.....	\$19,463,500	\$1,491,100	\$7,348,950	\$3,485,250	\$2,021,155	\$1,712,595	\$17,800,460	\$17,800,460	\$17,800,460	\$17,800,460	\$17,800,460	\$17,800,460	\$17,800,460	\$17,800,460	\$17,800,460	\$17,800,460	\$17,800,460	\$17,800,460	\$17,800,460	\$17,800,460	\$17,800,460
Total value cargoes involved.....	4,989,847	2,324,000	9,370,105	5,397,845	3,731,120	1,358,000	784,700	3,332,075	3,044,312	8,232,027	17,409,307	17,409,307	17,409,307	17,409,307	17,409,307	17,409,307	17,409,307	17,409,307	17,409,307	17,409,307	17,409,307
Aggregate.....	6,631,060	892,640	4,851,335	2,092,700	1,170,760	779,770	539,425	1,806,600	3,788,979	11,032,105	11,032,105	11,032,105	11,032,105	11,032,105	11,032,105	11,032,105	11,032,105	11,032,105	11,032,105	11,032,105	11,032,105
Total insurance on vessels.....	4,296,290	794,640	1,170,760	779,770	433,034	257,650	288,282	28,585	32,269	194,396	737,460	737,460	737,460	737,460	737,460	737,460	737,460	737,460	737,460	737,460	737,460
Total insurance on cargoes.....	2,324,800	98,000	1,120,215	784,700	433,034	257,650	4,989,847	2,324,000	9,370,105	5,397,845	3,731,120	1,358,000	784,700	3,332,075	3,044,312	8,232,027	17,409,307	17,409,307	17,409,307	17,409,307	17,409,307
Aggregate.....	6,631,060	892,640	4,851,335	2,092,700	1,170,760	779,770	539,425	1,806,600	3,788,979	11,032,105	11,032,105	11,032,105	11,032,105	11,032,105	11,032,105	11,032,105	11,032,105	11,032,105	11,032,105	11,032,105	11,032,105
Total losses to vessels.....	2,226,075	494,910	1,170,760	779,770	433,034	257,650	288,282	28,585	32,269	194,396	737,460	737,460	737,460	737,460	737,460	737,460	737,460	737,460	737,460	737,460	737,460
Total losses to cargoes.....	722,270	287,650	433,034	257,650	433,034	257,650	4,989,847	2,324,000	9,370,105	5,397,845	3,731,120	1,358,000	784,700	3,332,075	3,044,312	8,232,027	17,409,307	17,409,307	17,409,307	17,409,307	17,409,307
Aggregate.....	2,048,345	782,560	1,603,794	1,037,420	866,068	515,300	288,282	28,585	32,269	194,396	737,460	737,460	737,460	737,460	737,460	737,460	737,460	737,460	737,460	737,460	737,460
Total tonnage vessels involved.....	288,282	28,585	162,498	63,699	17,147	12,047	19,832	31,879	788	12,047	19,832	31,879	788	12,047	19,832	31,879	788	12,047	19,832	31,879	788
Total tonnage vessels lost.....	32,269	4,920	17,147	12,047	12,047	12,047	12,047	12,047	12,047	12,047	12,047	12,047	12,047	12,047	12,047	12,047	12,047	12,047	12,047	12,047	12,047

\* In addition to the number of lives lost here reported, 212 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 1,010.

TABLE 64.—*Wrecks and Casualties on and near the Coasts of the United States, and to American vessels at sea or in foreign waters, involving Loss of LIFE, during the year ending June 30, 1884, in four divisions, viz: (1) Foundering; (2) Strandings; (3) Collisions; and (4) Casualties from Other Causes; showing in each case, when known, the DESCRIPTION of the VESSEL and the CARGO, the number of LIVES LOST, and the DATE and PLACE of disaster, &c.*

(1) FOUNDERINGS.

Date of disaster	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether result in total or partial loss.	Nature of cargo.	No. of lives lost.	Place of disaster.
1883.									
July 21	Sea Bird	American schooner.	140	Jonesport, Me.	La Have Banks, Nova Scotia.	Total	Unknown.	6	Lake Michigan.
Aug 29	Mary O. Andrews	do	31			do	Fish	7	Off Cape Sable, Nova Scotia.
30	Samuel Skiffeld, 24.	American ship	1,580	Calcutta, India	New York City	do	General.	14	At sea.
	Alaska	American schooner.	64	Canso, Nova Scotia	Grand Bank	do	Ballast.	12	Do.
Sept 6	Dauntless	American brig	247	Bangor, Me.	San Domingo, West Indies.	do	Unknown.	7	Off San Domingo, West Indies.
6	Chatham	American schooner.	113	New York City	do	do	Sugar, honey, and wood.	15	Do.
Oct 2	Carrie	American steamer	30	Petersburg, Va	James River, Va.	Partial	General.	1	Windmill Point, James River, Va.
20	Sparta	American schooner	75	Boston, Mass	Bangor, Me.	Total	Ballast.	3	Five miles southeast of White Head Light, Me.
Nov. 11	Arab	do	158	Arcadia, Mich.	Milwaukee, Wis.	do	Lumber	1	Lake Michigan.
11	Lucy J. Clark	do	309	Chicago, Ill.	Cross Village, Mich.	do	Wood	3	Do.
12	Willie F. Thomas	American sloop	24	Crisfield, Md	Chesapeake Bay	Partial	Oysters	9	Off James Point, Chesapeake Bay, Md.
12	James E. Richardson	American schooner.	10	do	do	do	Ballast.	4	Kedges Straits, Chesapeake Bay, Md.
13	Oprey	American barge	468	Hoboken, N. J	Providence, R. I.	Total	Coal	2	Long Island Sound, 10 miles east of New Haven, Conn.
12	Dunderberg, No. 2	do	601	do	do	do	do	3	Do.
13	Hattie Chester	American schooner.	74	Boston, Mass	Saint George's Bank	do	Ballast.	14	Saint George's Bank.
13	H. C. Akeley	American steamship	1,187	Chicago, Ill	Buffalo, N. Y.	do	Corn	6	Thirty-five miles southwest of Grand Haven, Mich., Lake Michigan.
14	Manistee	American steamer	677	Bayfield, Wis	Ontonagon, Mich	do	Flour	30	Off Eagle Harbor, Mich., Lake Michigan.
14	Mary Ann	American schooner.	20	Baltimore, Md.	Dredging Grounds, Chesapeake Bay.	do	Ballast.	8	Off Rockin Creek, Chesapeake Bay, Md.
27	Sallie M. Evans	do	191	Georgetown, S. C	Philadelphia, Pa	do	Lumber.	6	Off Flying Pan Shoal, N. C. (Supposed.)
29	Elias Ann	do	68	Boston, Mass	Bangor, Me.	do	Kerosene oil	1	Off Thatcher's Island, Mass.
-	Ruth Groves	do	69	Provincetown, Mass.	Saint George's Bank	do	Ballast.	12	Saint George's Bank.

TABLE 64.—*Wrecks and Casualties on and near the Coast and on the Rivers of the United States, &c.—Continued.*

(1) FOUNDERINGS—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	No. of lives lost.	Place of disaster.
1883.									
Nov.—	Maud F. Leighton	American schooner.	73	Provincetown, Mass.	Saint George's Bank.	Total.	Ballast.	12	Saint George's Bank.
—	George H. Pierson	do	68	Gloucester, Mass.	do	do	do	12	Do.
—	Rutherford B. Hayes	do	77	do	do	do	do	12	Do.
—	John McDonough	do	77	Provincetown, Mass.	do	do	do	16	Do.
—	Wichcraft	do	53	do	do	do	do	12	Do.
—	Helen M. Dennis	do	68	Gloucester, Mass.	Western Bank	do	do	14	Western Bank.
—	Sultana	do	70	do	do	do	do	11	Do.
Dec. 13	Mary M. Hamilton	do	110	New York City	Westerly, R. I.	do	Coal	3	Long Island Sound, between New Haven and New London, Conn.
14	Mary Ann Hulbert	do	62	Port Arthur, Canada	Michipicoten, Canada	do	Ballast	20	Off Saint Ignace Island, Lake Superior.
28	Waldo Irving	do	64	Gloucester, Mass.	Saint George's Bank.	do	do	14	Saint George's Bank.
—	George W. Steaton	do	74	do	do	do	do	12	Do.
1884.									
Feb. 23	John K. Shaw	do	379	Newport News, Va.	New York City	do	Coal and pig iron.	7	At sea.
—	Phoenix	do	60	Gloucester, Mass.	Saint George's Bank.	do	Ballast	14	Saint George's Bank.
—	Sea Bird	do	41	Tompkins Cove, N. Y.	Sing Sing, N. Y.	do	Gravel	2	Off Sing Sing, Hudson River, N. Y.
Mar. 30	William S. Baker	do	104	New York City	Booth Bay, Me.	do	Salt	6	Forty miles northeast from Cape Cod, Mass.
—	President	American barge	129	do	New Haven, Conn.	Partial.	Wire rods and iron plate.	2	Three miles from Penfield Reef, Long Island Sound, Conn.
28	Mary E. Van Cleef	American schooner.	255	Beaufort, S. C.	Satilla River, Ga.	Total.	Ballast	4	Fifty miles from Beaufort, S. C.
June 1	Wave	American steamer	73	Fayetteville, N. C.	Wilmington, N. C.	Partial.	Resin and spirits of turpentine.	3	Wares' Landing, Cape Fear River, N. C.

Totals: Vessels, 39; tonnage, 7,964; total losses, 24; partial losses, 5; lives lost, 340.

(2) STRANDINGS.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	No. of lives lost.	Place of disaster.
1883.									
Sept. 7	Laura Bell	American schooner.	269	Cleveland, Ohio.	Marquette, Mich.	Total.	Coal	1	Shot Point, Mich., Lake Superior.
—	Robert E. Anderson	American steamer	191	Decatur, Ala.	Guntersville, Ala.	Partial.	Merchandise	2	Bluff City, Ala., Tennessee River.
Oct. 1	J. C. Cousins	American schooner.	85	Astoria, Ore.	Pilot Grounds	Total.	Ballast	4	Twelve miles southeast of Columbia River Bar, Ore.

Nov. 12	Ida	American barge	410	Hoboken, N. J.	Fall River, Mass.	do	Coal	3	Sheals west of Cornfield Point Long Island Sound Conn.
14	Protection	American steamer	60	Saint Joseph, Mich	Milwaukee, Wis	Partial	Ballast	1	Sauganack Mich. Lake Michigan.
Dec. 10	E. Fitzgerald	American schooner	298	Detroit Mich	Buffalo N. Y.	Total	Wheat	8	Long Point Canada, Lake Erie.
1884.	E. B. Handy	do	74	San Francisco, Cal.	Signal Port, Cal.	do	do	2	Eight miles south of Point Arena, Cal.
Jan. 3	Adrianna	do	113	New York City	Wood's Holl, Mass.	do	do	2	Block Island R. I.
8	Elmina	British barkentine	247	Brasil, S. America	New York City	do	Sugar	8	Long Beach, N. J.
18	City of Columbus	American steamer	1,992	Boston, Mass.	Savannah, Ga.	do	Merchandise	99	Light Martha's Vineyard, Mass.
Feb. 22	Lizzie Marshall	American bark	454	San Francisco, Cal.	Port, Townsend, Wash	do	Ballast	1	Bonilla Point, Vancouver Island, British Columbia.
June 24	L. and A. Babcock	American schooner	255	Philadelphia, Pa.	Boston, Mass	do	Coal	5	Island Beach N. J.
30	James Lee	American steamer	743	Memphis, Tenn.	Frisar's Point, Miss.	Partial	General	1	Mississippi River.

Totals: Vessels, 13; tonnage, 5,196; total losses, 10; partial losses, 3; lives lost, 137.

(3) COLLISIONS.

1883.	July 26	No name*	Rowboat		In New York Harbor.	No dam- age.		1	East River, New York Harbor.
	Aug. 10	Sarah Lavinia	American schooner	133	Havre de Grace, Md.	Total	Coal	4	Off Point Lookout, Md.
	22	Emma A. Kline	American steam- yacht.	12	Philadelphia, Pa.	Partial.	Ballast	1	West of Windmill Island, Delaware River.
	30	Ida Miller	American steamer	42	In New York Harbor.	do	do	1	East River, New York Harbor.
	Sept. 1	No name†	Fishboat			No dam- age.		1	San Joaquin River, Cal.
	Oct. 23	Jessie	American sloop	7		do	Ballast	2	Newport News, Va.
	26	No name;‡	Skiff			do	do	1	Off North Vallejo, San Pablo Bay, Cal.
	Nov. 18	No name§	Open boat		In New York Harbor.	do	Ballast	1	Off Choptank River light, Md.
	28	B. S. Cronin	American steamer	17	Hoboken, N. J.	Partial.	Oysters	2	East River, New York Harbor.
	Dec. 3	Three Sons	American schooner	59	Messongo, Va.	do	do	10	Near Cove Point light, Chesapeake Bay.
	Dec. 8	Columbia	do	68	New York City	Total	Ballast		Eleven miles northeast of Fire Island light, N. Y.
	1884.	No name	Mud scow		Hoboken, N. J.	Partial.	Naval stores and cotton.	1	New York Harbor.
	Feb. 6	Nelle Floyd	American schooner	458	Georgetown, S. C.	do	do	1	Eighteen miles south-southeast from Highlands, N. J.
	27	Glen Island	American steamer	63	New York City	No dam- age.	Ballast	2	Between Bodloe's Island and Rob- bins Reef, New York Harbor.
	Mar. 30	Riverdale	American schooner	74	Lewes, Del.	Total	Pine wood	5	Delaware Breakwater.
	Apr. 15	No name¶	Yawl		Philadelphia, Pa.	No dam- age.	do	2	New York Harbor.

\* Collision with ferryboat Hoboken.  
 † Collision with ferryboat Central.

‡ Collision with schooner Pinto.  
 § Collision with steamer Enoch Pratt.

\* Collision with steamer Advance.  
 † Collision with steamer City of Stockton.

TABLE 64.—*Wrecks and Casualties on and near the Coasts and on the Rivers of the United States, &c.*—Continued.

(3) COLLISIONS—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether result- ing in total or partial loss.	Nature of cargo.	No. of lives lost.	Place of disaster.
1884.	U. S. Grant	American schooner.	33	Stockton, Cal.	San Francisco, Cal.	Partial.	Flour	1	San Joaquin River, Cal.
Apr. 24	No name*	Sailboat		Saint Paul and Pa- cific coal dock.	Rice's Point, Lake Superior.	No dam- age.		3	Off Rice's Point, Lake Superior.
June 7	Princess	American steamer.	11	Palatka, Fla.	Seville, Fla.	Partial.	Ballast.	1	Saint John's River, Fla.
16	Fanny Fern	American schooner	48	Gloucester, Mass.	Saint George's Bank	Total.	Fish	4	Off Cape Cod, Mass.
	No name†	Rowboat				No dam- age.		1	New York Harbor.
18	No name‡	do				do		1	Off Lambert's Point, Va., Chesapeake Bay.

\* Collision with steamer *Mary Martin*.

† Collision with steamer *Columbia*.

‡ Collision with steamer *Lumberman*.

Totals: Vessels, 22; tonnage, 1,025; total losses, 4; partial losses, 8; no damage, 10; lives lost, 47.

TABLE 64.—*Wrecks and Casualties on and near the Coasts and on the Rivers of the United States, &c.—Continued.*

(4) OTHER CAUSES.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether result in total or partial loss.	Nature of cargo.	No. of lives lost.	Place of disaster.	Nature of casualty.
1883.										
July 1	A. W. Wright	Am. sch.	531	Bay City, Mich.	Tonawanda, N. Y.	No damage.	Lumber.	1	Ten miles off Charity Island, Lake Huron.	Fell overboard.
1	Thronateska	Am. str.	197			do	Unknown.	1	Chattahoochee River, Fla.	Do.
4	Minnie Kershaw	Am. sch.	10	Tolchester Beach, Md.	Baltimore, Md.	do	Ballast.	1	Rock Creek, Chesapeake Bay.	Knocked overboard by jibboom.
5	Matteawan	Am. str.	775	Lying at Hoboken, N. J.		do	Unknown.	1	Hoboken, N. J., Hudson River.	Fell overboard.
6	Frederick Fraley	do	7	Baltimore, Md.	Towing.	do	Ballast.	1	Baltimore Harbor, Md.	Knocked overboard from scow in tow, while unfastening lines.
8	Minnie Anna Bon-sall.	Am. sch.	459	New York City.	Port Royal, S. C.	Partial.	Machinery, brick and cement.	1	Fifty miles southeast of Cape May, N. J.	Lost overboard.
12	Ellen Ripsh.	do	67	Provincetown, Mass.	Whaling.	do	Ballast.	1	Lat. 72° N., long. 38° W.	Fell from mast-head.
12	Iroquois	Am. ship	2,121	Baltimore, Md.	San Francisco, Cal.	do	Coal.	2	At sea.	Fell from aloft.
13	John Gates	Am. str.	551	Lying at Hoboken, N. J.		do	Merchandise.	1	Riparis, Wash.	Fell overboard.
13	Conqueror	do	176	New York City.	New York City.	do	do	1	Off Esopus Meadows, Hudson River, N. Y.	Do.
13	Thomas Gawn	Am. sch.	522	Cleveland, Ohio.	Milwaukee, Wis.	do	Coal.	1	Black River, Ohio.	Fell from aloft to deck.
14	Geo. C. Perkins.	Am. barken-tine.	389	San Francisco, Cal.	Puget Sound, Wash.	do	Ballast.	1	Off Bolinas, Cal.	Jumped overboard while drunk.
15	Mary Taulane	Am. sch.	24	Curtis Creek, Md.	Baltimore, Md.	do	do	1	Off Murray's wharf, Baltimore, Md.	Fell overboard from small boat.
15	C. Kern.	do	27	Baltimore, Md.	Chesapeake Bay.	do	Brick.	1	Locust Point, Chesapeake Bay.	Knocked overboard by jibbing of main boom.
16	Morro Castle	Am. bark.	394	Russell, New Zealand.	New Bedford, Mass.	do	Sperm and whale oil.	1	Lat. 49° 21' S., long. 110° 30' W.	Fell overboard from aloft.
16	Lottie K. Morton.	Am. sch.	68	Gloucester, Mass.	Fishing.	do	Fish.	2	Thirty miles south of Cape Sable, Nova Scotia.	Capitizing of boat while attending trawl.

TABLE 64.—*Wrecks and Casualties on and near the Coasts and on the Rivers of the United States, &c.—Continued.*

(4) OTHER CAUSES—Continued.

Date of disaster	Name of vessel	Description of vessel	Tons	Port sailed from	Port bound to	Whether result in total or partial loss	Nature of cargo	No. of lives lost	Place of disaster	Nature of casualty
1888. July 18	Freeman Clark	Am. ship	1,336	Calcutta, India	New York City	Total	Jute	0	Off Cape Saint Francis, west coast of Africa.	The crew having abandoned burning vessel, seven were lost by capsizing of boat while attempting to land, and twodled from exposure at sea.
19	Ontario	Am. sch	91	Gloucester, Mass	Western Bank	No damage.	Ballast	2	Western Bank	Capsizing of dory while attending trawls.
20	Saint Lucie	Am. bark	683	Pisagua, Peru	Boston, Mass	do	Unknown	1	Off Cape Horn, South America.	Lost overboard during a gale.
21	Captain Miller	Am. str.	149	Point Clear, Ala.	Mobile, Ala	do	Ballast	1	Mobile Harbor	While leaning over vessel's rail, was struck by a sapling which was in the channel, and killed.
21	F. and P. M. No. 2	do	537	Milwaukee, Wis.	Ludington, Mich	do	Unknown	1	Pere Marquette, Lake Michigan.	Slipped overboard.
21	S. E. Pomeroy	Am. sch	430	In Chicago Harbor, Ill.	Chicago, Ill	No damage.	Ballast	1	South branch Chicago River.	Fell overboard from yawl.
23	Japan	do	192	Ludington, Mich.	Chicago, Ill	do	Lumber	1	Six miles from Ludington, Mich., Lake Michigan.	Jumped overboard while insane.
24	Mattie E. Fitchett	do	20	Baltimore, Md	Norfolk, Va	Partial	Ballast	3	Four miles south of Thomas Point, Chesapeake Bay.	Sudden shifting of wind capsized vessel.
26	Thomas Hood	Am. str.	39	In Chicago Harbor, Ill.	San Francisco, Cal	No damage.	do	1	Chicago River	Fell overboard at night.
30	Ellen Adella	Am. sch	53	Boven's Landing, Cal.	San Francisco, Cal	Total	Lumber	1	Fourteen miles north-west of Port Reyes, Cal.	Capsized in a gale.
31	Essex	Am. bark	663	New York City	Mozambique, Africa.	No damage.	Unknown	1	At sea.	Fell overboard from top-sail yard.
31	Rising Sun	Am. sch	60	do	do	do	do	1	do	Fell overboard.
Aug. 2	Theresa Wolf	do	307	Lynn, Mass.	Philadelphia, Pa.	do	Ballast	1	Seventy-five miles north-east of Barnegat, N. J.	Washed overboard from jibboom.



TABLE 64.—*Wrecks and Casualties on and near the Coasts and on the Rivers of the United States, &c.*—Continued.

## (4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether result or partial loss.	Nature of cargo.	No. of lives lost.	Place of disaster.	Nature of casualty.
1883. Sept. 9	Joseph Hilton	Am. sch.	439	Darien, Ga.	Newburyport, Mass.	Total	Lumber	8	At sea	Missing.
10	Newport	Am. steam-ship.	2,735	New York City	Havana, Cuba	Partial	Merchandise	2	Sixty miles southwest of Frying Pan Shoal Lightship, N. C.	Lost overboard during a cyclone.
11	Scotia	Am. ship	1,113	Havre, France	Bath, Me.	No damage.	Ballast	1	Lat 43° 15' N., long. 48° 17' W.	Fell overboard while painting.
12	Rosedale	Am. str.	839	New York City	Bridgeport, Conn.	Partial	Merchandise	1	Off Greenwich, Conn., Long Island Sound	Scalded by escaping steam.
12	Norman L. Wagner	do	96	Buffalo, N. Y.	Grand Island, Mich.	No damage.	Ballast	1	Buffalo, N. Y., Lake Erie.	Fell from gang-plank.
12	Julia B. Haskell	Am. brig	345	Pensacola, Fla.	Providence, R. I.	do	Lumber	1	Lat 31° N., long. 78° W.	Fell from aloft, struck head on deckload, and went overboard.
12	Anna L. Mulford	Am. sch.	546	Philadelphia, Pa.	do	do	Coal	1	Off Billingsport, Delaware River.	Carried overboard by sudden puff of wind while loosening mizen sail.
17	Niger	Am. sch.	70	Boston, Mass.	Damariscotta, Me.	No damage.	Merchandise and lumber.	1	Midway between Securin Light and Damariscove Island, Me.	Knocked overboard by yawning of main-boom.
18	Bertha Dean	do	713	Providence, R. I.	Baltimore, Md.	do	Unknown	1	Sixteen miles northeast of Block Island, R. I.	Fell overboard.
19	Alfred Brabrook	do	534	Georgetown, D. C.	Providence, R. I.	do	Coal	1	Off Lower Cedar Point, Potomac River.	Do.
20	James Riley	do	31	On dredging grounds, Potomac River.	do	do	Ballast	1	Month of Potomac River.	Pulled overboard by dredging line.
21	Harl Cash	Am. str.	335	Memphis, Tenn.	Jacksonport, Ark.	do	do	2	Mount Adams, White River, Ark.	Knocked overboard by staging.
23	Garland	do	172	Detroit, Mich.	Sandwich, Ontario	do	do	1	Detroit River.	Fell overboard in a fit.
23	Our Hampton	Am. sloop	22	Charleston, S. C.	Annapolis River, S. C.	do	do	1	Annapolis River, S. C.	Fell overboard while jumping from sloop into small boat.

23	L. E. Coulbourn...	Am. sch....	19	On dredging grounds, Potomac River, San Francisco, Cal.	Whaling voyage.	.....do.....	1	Smith's Creek, Potomac River, Md.	Jumped overboard, and tried to swim ashore.
24	Louisa.....	Am. bark....	304	San Francisco, Cal.	Total	Whale oil and whalebone.	6	Arctic Ocean, near Herald Island.	Vessel struck ice and sunk.
24	General McClellan	Am. ship....	1,583	.....do.....	No dam- age.	Unknown.....	1	Latitude 40° N., longi- tude 43° W.	Fell overboard.
25	Amy Turner.....	Am. bark....	991	Iloilo, Philippine Islands.	.....do.....	.....do.....	1	At sea.....	Fell from aloft.
28	Cora.....	Am. str.....	10	In Albany Harbor, N. Y.	Partial	Ballast.....	1	Albany, N. Y., Hudson River.	Explosion of boiler of steamer John S. Robinson along side.
28	John S. Robinson	.....do.....	21	.....do.....	Total	.....do.....	2	.....do.....	Explosion of boiler.
28	Maria and Eliza- beth.	Am. sch....	103	Norfolk, Va.....	No dam- age.	Railroad ties.	1	Abrsset of Chicoteague Light, Va.	Knocked overboard by libboom.
29	Colorado.....	Am. str.....	1,471	Buffalo, N. Y.....	Partial	Merchandise.	2	Off Buffalo, N. Y., Lake Erie.	Explosion of boiler.
29	Ida Walker.....	Br. sch....	187	Oswego, N. Y.....	No dam- age.	Ballast.....	2	Oswego Harbor, N. Y., Lake Ontario.	One knocked overboard, the other jumped overboard to rescue the former.
30	Saint Mark.....	Am. ship....	1,973	Liverpool, Eng.	.....do.....	Unknown.....	1	Mouth of the Mersey River, England.	Fell overboard while drunk.
—	Charles H. Hill- deth.	Am. sch....	58	Yarmouth, N. S.	Total	Ballast.....	10	At sea.....	Missing.
2	Jacob E. Ridgway	Am. ship....	1,803	Manila, East Indies	No dam- age.	Sugar.....	1	China Sea.....	Fell overboard.
2	Nabob.....	Am. sch....	32	Baltimore, Md.	.....do.....	Ballast.....	1	Mouth of Severn River, Chesapeake Bay, Md.	Knocked overboard by tilting of mainboom.
3	Mary Brewer.....	.....do.....	94	Perth Amboy, N. J.	.....do.....	Coal.....	1	Off Plum Island, Long Island Sound.	Fell overboard.
3	Sunbeam.....	.....do.....	121	Philadelphia, Pa.	.....do.....	.....do.....	1	Off Point Judith, R. I.	Thrown overboard while attempting fire sheet.
12	William E. Price.....	.....do.....	39	Kedges Straits, Chesapeake Bay.	.....do.....	Unknown.....	1	Off Poplar Island, Chesapeake Bay, Md.	Fell overboard.
18	M. V. Reid.....	Am. str.....	65	.....do.....	.....do.....	.....do.....	1	Near Chattanooga, Tennessee River.	Crowded overboard by cattle.
20	Henry S. Lawson.	Am. sch....	40	Poplar Island, Md.	.....do.....	.....do.....	1	Off Annapolis, Md.	Fell overboard while pulling foresail.
20	Helen M. Crosby.....	.....do.....	67	Provincetown, Mass.	.....do.....	Fish.....	8	Five miles west of Race Point, Cape Cod.	Capitizing of small boat.
21	Clara Bell.....	Am. str.....	64	Stockton, Cal.	.....do.....	Ballast.....	1	Stockton, Cal., San Joa- quin River.	Fell overboard.
23	Western Texas.....	.....do.....	984	In Port Royal Harbor, S. C.	.....do.....	Unknown.....	1	Port Royal, S. C.	Fell through hatchway.
24	Reindeer.....	Am. bark....	357	Hakodadi, Japan	.....do.....	Oil and whale- bone.	1	At sea.....	Fell overboard.
25	C. C. Trowbridge.	Am. sch....	243	Point Saint Ignace, Mich.	.....do.....	Poles and posts	1	Between Two Rivers and Manitowoc, Wis., Lake Michigan.	Do.
27	Margaret C. Lyon.	.....do.....	314	Baltimore, Md.	Total	Coal.....	7	At sea.....	Missing.

Oct.

TABLE 64.—*Wrecks and Casualties on and near the Coasts and on the Rivers of the United States, &c.*—Continued.

(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether result or partial loss.	Nature of cargo.	No. of lives lost.	Place of disaster.	Nature of casualty.
1888.										
Oct. 28	H. W. Edye	Am. str.	59	Mobile, Ala.	Towing	Total	Ballast	4	Off Fort Morgan, Mobile Bay.	Explosion of boiler.
28	A. Weiskettle	Am. sch.	41	Anchored in Choptank River, Chesapeake Bay, Md.		No damage.	Unknown	1	Choptank River, Chesapeake Bay, Md.	Supposed lost overboard.
	A. L. Mitchell	do	147	Dredging in Chesapeake Bay.		do	do	2	At sea.	Lost from small boat.
Nov. 2	Elnor D. Custis	do	24	Green Bay, Wis.		do	do	1	Off Eastern Bay, Md.	Knocked overboard by jib sheet.
5	Morning Star	do	205	Portland, Oreg.	Chicago, Ill.	do	Pig-iron	1	A breast of Menominee, Mich., Lake Michigan.	Falling through hatch-way.
6	Coloma	Am. bark	853	Portland, Oreg.	Hong-Kong, China	do	Lumber	4	Lat. 22° N., Long. 150° W.	One fell overboard; three were lost in small boat while attempting to save him.
7	C. H. Hackley	Am. sch.	297	Chicago, Ill.	Manistee, Mich.	do	Ballast	1	Chicago Harbor, Lake Michigan.	Fell overboard.
8	John H. Muir	do	23	Dredging in Chesapeake Bay.		do	do	1	Off Point Lookout, Md., Chesapeake Bay.	Knocked overboard by crank handle.
9	Annie L. Palmer	do	119	Wisconsin, Me.	New York City	Partial	Laths	1	Off Ward's Island, East River, N. Y.	Explosion of boiler of steamer James N. Thompson.
9	James N. Thompson	Am. str.	52	Towing in New York Harbor.		Total	Ballast	4	do	Explosion of boiler.
12	Centennial	Am. sch.	73	Baltimore, Md.	Norfolk, Va.	No damage.	Unknown	1	Chesapeake Bay	Knocked overboard by jib-boom.
12	Benj. Gartside	do	343	Boston, Mass.	Savannah, Ga.	Partial	Guano	1	Off Barnegat, N. J.	Lost during a heavy gale.
12	Geo. E. Dale	Am. brig	230	Bangor, Me.	Charleston, S. C.	do	Hay and potatoes.	1	At sea	Lost in a hurricane.
13	Fannie H. Loring	Am. bktn.	460	Philadelphia, Pa.	Portland, Me.	Total	Coal	10	do	Missing.
13	Mima A. Read	Am. sch.	321	Saint John, New Brunswick.	Philadelphia, Pa.	No damage.	Lumber	1	Off Reedy Island, Delaware River.	Knocked overboard by main boom.
13	Kate Darley	do	389	Racine, Wis.	Chicago, Ill.	do	do	1	Ten miles south of Sheboygan, Wis., Lake Michigan.	Knocked overboard by mainsail.
15	G. T. Burroughs	Am. str.	111	White Fish Bay, Wis.	Milwaukee, Wis.	do	Wood	1	Abnapee Harbor, Lake Michigan, Wis.	Struck by windlass.
17	Fanny Dutard	Am. sch.	252	Coos Bay, Oreg.	San Francisco, Cal.	do	Coal and lumber.	1	Lat. 42° 7' N., Long. 129° 20' W.	Fell overboard.

17	William Penn	do	166	Vineyard Haven, Mass.	Saco, Me.	Total	Coal	5	At sea	Missing.
17	Alberta	Am. str.	257	Newport, Ark.	White River, Ark.	do	Cotton and cotton-seed.	1	White River, Ark.	Fire.
18	S. H. Parfoot	do	832	Vicksburg, Miss.	New Orleans, La.	do	Cotton.	1	Six miles above Natchez, Mississippi River.	Do.
20	Eoy	Am. ferry-boat	.....	Arkansas City, Ark.	Mound Landing, Miss.	No dam- age.	Ballast	1	Foot of Island No. 79, Mississippi River.	Fell overboard.
22	Oregon	Am. steam-ship	1,642	Astoria, Oreg.	San Francisco, Cal.	do	General	1	Columbia River Bar	Washed overboard by heavy sea.
22	Frederick Billings	Am. str.	965	Ainsworth, Wash.	South Ainsworth, Wash.	do	Freight-cars	1	South Ainsworth, Columbia River, Wash.	Fell overboard.
24	Onedis	do	12	Trenton, Mich.	Detroit, Mich.	do	Ballast	1	Detroit River, Mich.	Fell overboard (sup- posed).
24	Saint Paul	do	910	Lying at Detroit, Mich.	.....	Partial.	Merchandise	1	do	Fire.
25	Henry Norwell	Am. bark	534	Wood's Holl, Mass.	Mobile, Ala.	No dam- age.	Unknown	1	At sea	Washed overboard in a heavy gale.
25	Westmoreland	Am. sch	228	Portland, Me.	Saint Pierre, West Indies.	Total	Lumber	9	do	Missing.
27	Chas. H. Sprague	do	319	New York City	Savannah, Ga.	Partial.	Phosphate	1	One hundred miles northeast of Hatteras, N. C.	Boat thrown from davits over the stern of the vessel by a heavy sea, striking the captain and causing fatal inju- ries.
27	Mattie Holmes	do	160	Bangor, Me.	Wilmington, N. C.	do	Bricks and hay	1	At sea	Heavy sea struck and killed the captain.
28	Henry B. Cleaves	Am. brig	390	Pernambuco, South America.	New York City	No dam- age.	Sugar	1	Lat. 27° 20' N., Long. 72° W.	Fell from upper topsail yard.
28	Thomas Dana	Am. ship	1,445	Liverpool, Eng- land.	do	do	General	1	At sea	Fell from aloft.
20	Abbie H. Brown	Am. sch	95	Boston, Mass.	Fortune Bay, Newfoundland.	Total	Ballast	6	do	Missing.
20	T. B. Witherspoon	do	364	New York City	Port Spain, Trinid- ad, W. Indies.	Partial.	Merchandise	1	Lat. 29° 30' N., Long. 65° 40' W.	Washed overboard by heavy sea.
-	Sarah W. Hunt	do	116	New Bedford, Mass.	Sealing voyage	No dam- age.	Unknown	7	Indian Ocean and South Pacific Ocean, near New Zealand.	One fell overboard from mast-head; six were lost in small boat while hunting for seals.
2	Nathaniel Chase	do	69	Beava, Capoe Verde Islands.	Portland, Me.	Total	Salt and goat- skins.	7	At sea	Missing.
2	Britannia	Am. str.	33	Baltimore, Md.	Rappahannock, River, Va.	No dam- age.	Unknown	1	Off Holland Point, Md., Chesapeake Bay.	Fell overboard.
2	Annie	Am. sch	11	do	Patuxent River, Md.	do	do	2	Off Rock Creek, Patape- co River, Chesapeake Bay.	One fell overboard from jib-boom; the other thrown from yawl while being lowered to rescue the former.
8	Una	do	200	Port Wash.	San Pedro, Cal.	do	Lumber	1	Lat. 47° 10' N., Long. 129° 30' W.	Washed overboard by heavy sea.
8	Wonder	Am. brig	226	Astoria, Oreg.	Portland, Oreg.	do	Ballast	1	Portland, Oreg.	Fell from gang-plank.

Dec.

TABLE 64.—*Wrecks and Casualties on and near the Coasts and on the Rivers of the United States, &c.*—Continued.

(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether result of partial loss or in total.	Nature of cargo.	No. of lives lost.	Place of disaster.	Nature of casualty.
1883.										
Dec. 12	Eunie McKown	Am. sch.	142	Bluefields, Nica- ragua.	New York City	No dam- age.	Unknown	1	At sea	Fell overboard.
13	Soth Stockbridge	Am. sch.	90	Gloucester, Mass	Saint George's Bank.	Partial.	Ballast	1	Saint George's Bank	Knocked overboard by heavy sea.
14	Clara E. Uhler	Am. str.	44	Philadelphia, Pa.	Washington, D. C.	do.	do	1	Potomac River, Va.	Scalded by escaping steam.
19	Mabel Comeaux	do	194	New Orleans, La.	Point Houma, La.	No dam- age.	Unknown	1	Mississippi River	Supposed to have walked overboard while asleep.
20	J. W. Campbell	Am. sch.	83	Gloucester, Mass.	Fishing	do.	Ballast	2	Twenty-seven miles south of Cape Ann.	Lost while attending trawls.
27	D. Chapin	Am. bark	541	Pernambuco, South America.	New York City	do	Unknown	1	At sea	Fell overboard from sparker-boom.
27	William J. Mad- ocks.	Am. sch.	91	Gloucester, Mass.	Saint George's Bank.	Total.	Ballast	16	Saint George's Bank (supposed).	Missing.
29	John Calhoun Johnson.	do	26	Baltimore, Md.	Potomac River	No dam- age.	Unknown	1	Potomac River	Sinking of yawl.
30	Bombay	Am. ship	955	Philadelphia, Pa.	New Orleans, La.	Total.	Coal	16	At sea	Missing.
—	Knutsford	Am. sch.	84	Gloucester, Mass.	Saint George's Bank.	do.	Ballast	14	Saint George's Bank (supposed).	Do.
1884.										
Jan. 1	Mary S. Ames	Am. bark	700	Pittsburgh, Pa.		No dam- age.	Unknown	1	At sea	Fell from fore-topsail yard.
1	J. N. Bunton	Am. str.	140			Total.	Ballast	4	Davis Island Dam, Ohio River.	Fire.
3	Nail City	do	191	Wheeling, W. Va.	Marietta, Ohio	Partial.	do	1	Mouth of Muskingum River, Ohio.	Bursting of steam-pipe.
4	Sallie Young	Am. sch.	396	Philadelphia, Pa.	Savannah, Ga.	Total.	Coal	7	At sea	Missing.
4	S. L. Wood	Am. str.	515	Louisville, Ky.	Pittsburgh, Pa.	No dam- age.	Unknown	1	Louisville, Ky., Ohio River.	Fell overboard.
4	James Satter- thwaite.	Am. sch.	227	Wilmington, Del.	Wilmington, N. C.	Total.	Phosphate	7	At sea	Missing.
5	Free Wind	do	145	Norfolk, Va.	Philadelphia, Pa.	Partial.	Railroad ties	1	Off cape of Virginia	Fell overboard.
8	T. K. Weldon	Am. bark	406	Gonaives, Hayti	Boston, Mass.	do	Logwood	1	At sea	Lost overboard in a gale.
9	Belle McGowan	Am. str.	150	Pittsburgh, Pa.	Louisville, Ky.	No dam- age.	Ballast	1	Madinan, Ind., Ohio River.	Fell overboard.

18	Mascot	Am. sch	Gloucester, Mass.	Saint George's Bank	do	Fish	1	Saint George's Bank	Washed overboard by a heavy sea.
18	Emily Washington	do	Baltimore, Md	Dredging grounds, Chesapeake Bay.	do	Ballast	1	Off Thomas' Point, Chesapeake Bay, Md.	Fell overboard (supposed).
23	Agenor	Am. ship	Ham burg, Germany.	New York City	Partial.	Salt.	1	At sea.	Struck by falling yard.
26	Melrose	Am. sch	Rockport, Me	Port au Prince, Hayti.	Total.	Ice and lumber.	7	Missing.	
27	Garonook	do	Lake Charles, La.	Corpus Christi, Tex.	No damage.	Unknown.	1	Sixteen miles off Bolivar Point Light, Tex.	Knocked overboard by jib-boom.
28	Ellen Crusoe	do	Turk's Island, W. Indies.	Vineyard Haven, Mass.	do	do	2	Off Barnegat, N. J.	Fell overboard while reefing sails.
30	George Appold	Am. steam-ship.	In harbor of Baltimore, Md.		do	do	1	Harbor of Baltimore.	Fell from mast-head while furling topsail.
3	Natchez	Am. str.	New Orleans, La.	Vicksburg, Miss.	Partial.	Miscellaneous	1	Near Baton Rouge, La., Mississippi River.	Bursting of steam-pipe.
4	Everett Pierce	Am. sch	Gloucester, Mass	Saint George's Bank.	No damage.	Ballast	1	Saint George's Bank.	Lost overboard.
5	John W. Hall, jr.	do	Bath, N. C	Philadelphia, Pa.	do	Lumber.	1	Off Chimcoctague, Va.	Fell overboard while jib-ing main boom.
6	Annie C. Hall	do	Gloucester, Mass	Grand Bank	do	Ballast	1	At sea.	Washed overboard by a heavy sea.
6	Leah Blum	do	Dredging grounds, Chesapeake Bay.	Tangier Sound, Chesapeake Bay.	do	do	1	Tangier Sound, Chesapeake Bay.	Knocked overboard by crank handle while dreaking.
10	James L. Maloy	do	Philadelphia, Pa.	Norfolk, Va.	do	Coal	1	Delaware River.	Fell overboard while getting boat to the davits.
11	Arabia	Am. ship	San Francisco, Cal	Liverpool, England	Partial.	Wheat	1	Near Queenstown, Ireland.	Washed overboard by a heavy gale.
16	Jay Gould	Am. str.	Louisville, Ky	Pittsburgh, Pa.	No damage.	Unknown.	1	Near Commerce, Mo., Mississippi River.	Fell overboard.
18	Nellie Speer	do	Camden, N. J	Port Norris, N. J.	do	Ballast	1	Long Beach, Manrice River, N. J.	Fell overboard from barge in tow.
19	Katie Burton	Am. sch	Boston, Mass	Saint George's Bank.	do	do	1	Saint George's Bank	Swamping of small boat while running anchor at night.
19	Susie Hooper	do	Gloucester, Mass	San Quentin, Cal.	Total.	do	1	do	Washed overboard in a gale.
23	Belle Franklin	do	San Francisco, Cal	San Quentin, Cal.	do	do	1	do	Washed overboard.
24	Sausalito	Am. str.	On dredging grounds, Chesapeake Bay, Md.		No damage.	Ballast.	1	Point San Quentin, San Francisco Bay, Cal.	Fire.
28	Victoria	Am. sch	Gloucester, Mass	Saint George's Bank.	Total.	do	1	Off Sharp's Island, Chesapeake Bay, Md.	Washed overboard by a heavy sea.
28	Magie	do	do	do	do	do	12	Saint George's Bank	Missing.
29	Isaac A. Chapman	do	do	do	No damage.	do	1	do	Lost overboard.
29	Nevada	do	do	do	do	do	1	do	Washed overboard by a heavy sea.

Feb.

TABLE 64.—*Wrecks and Casualties on and near the Coasts and on the Rivers of the United States, &c.*—Continued.

## (4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether result- ing in total or partial loss.	Nature of cargo.	No. of lives lost.	Place of disaster.	Nature of casualty.
1884. Mar. 1	Victoria	Am. str.	117	Windsor, Ontario.	Detroit, Mich.	No dam- age.	Ballast	1	Windsor, Ontario, De- troit River.	Caught between the dock and the vessel in at- tempting to board her while under way. Fell overboard.
5	N. M. Jones	do	17	Towing in New Orleans Harbor, La.	do	do	do	1	New Orleans, La., Mis- sissippi River.	Do.
7	Clinton	do	909	In New Orleans Harbor, La.	do	do	do	1	do	Do.
15	William P. Hood	Am. sch.	666	Providence, R. I.	Baltimore, Md.	do	Unknown	1	Off Block Island, R. I.	Fell from aloft while loosening sails. Fell overboard.
21	Freddie Walter	do	82	Provincetown, Mass.	Fishing	do	Fish	1	Twenty-five miles from Thatcher's Island, Mass.	Do.
21	Lettie	Am. str.	42	Steubenville, Ohio	New Cumberland, W. Va.	Partial.	Miscellaneous	1	New Cumberland, W. Va., Ohio River.	Scalded by escaping steam.
23	Thronateska	do	197	do	do	No dam- age.	Unknown	1	Nell's Landing, Chatta- hoocbe River.	Fell from upper to lower deck. Capsized.
23	Henrietta Collyer	Am. sch.	59	New York City	Bridgeport, Conn.	Partial.	Iron	1	One mile east of Sand's Point, Long Island Sound, N. Y.	Washed overboard from the wheel in a gale. Missing.
29	Maud Sherwood	do	498	Baltimore, Md.	Boston, Mass.	do	Coal	1	At sea	Washed overboard from the wheel in a gale. Missing.
29	Mary Stow	do	180	Kennebunkport, Me.	New York City	Total	Ballast	4	do	Knocked overboard by freesail.
30	Nautlius	do	136	New York City	Portland, Me.	Partial.	Whiting	1	Six miles northwest of Chatham Light, Mass.	Fell overboard.
30	Thomas Booz	do	310	Philadelphia, Pa.	Boston, Mass.	No dam- age.	Coal	1	Delaware River.	Fell overboard.
31	Reliance	Am. str.	76	Providence, R. I.	Sakonnet, R. I.	do	Unknown	1	Sakonnet, R. I.	Capsizing of small boat.
Apr. 2	C. H. Starke	do	318	Arcadia, Mich.	Milwaukee, Wis.	Partial.	Wood	1	Lake Michigan	Washed overboard by a heavy sea.
2	Essex	Am. bark	663	Zanzibar, Africa.	New York City	do	General	1	Lat. 32° N., Long. 70° 25' W.	Lightning.

Apr	3	Josie E. Burt.....	Am. scb.....	76)	Baltimore, Md.....	do	do	No dam- age.	Unknown.....	1	At sea.....	Fell overboard.
	3	Rebecca Evering- ham.	Am. str.....	32)	Apalachicola, Fla.	Columbus, Ga.....	Cotton.....	Total.....	Cotton.....	12	Above Fitzgerald's Landing, Chattahoo- che River, Ga.	Fire.
	4	Juanita Julia.....	Am. scb.....	47)	Tuxpan, Mexico.....	Galveston, Tex.....	Fruit.....	Total.....	Fruit.....	2	Seventy-five miles southeast from Pass Cavalo, Tex.	Capized.
	5	Heeter Ann.....	do	25)	Choptank River, Md.	Baltimore, Md.....	Unknown.....	No dam- age.	Unknown.....	1	Off Macorthy River, Chesapeake Bay.	Knocked overboard by mainboom.
	5	William P. Hood.....	do	66)	Baltimore, Md.....	Providence, R. I.....	Coal.....	Partial.....	Coal.....	2	At sea.....	Washed overboard by heavy sea.
	6	Peter Smith.....	Am. str.....	23)	Cleveland, Ohio.....	Toledo, Ohio.....	Ballast.....	Total.....	Ballast.....	3	Off Vermillion Harbor, Lake Erie, Ohio.	Explosion of boiler.
	10	Fred Smith.....	Am. scb.....	26)	Chicago, Ill.....	Grand Haven, Mich.	Unknown.....	No dam- age.	Unknown.....	1	At sea.....	Lost overboard.
	16	G. P. Heath.....	Am. steam- barge.	117)	Honolulu, Sand- wich Islands.	Port Townsend, Wash.	Ballast.....	do	Ballast.....	1	Entrance to Grand Ha- ven Harbor, Lake Michigan.	Fell overboard.
	18	Hueseme.....	Am. scb.....	35)	Coos Bay, Ore.....	San Francisco, Cal.....	Molasses.....	do	Molasses.....	1	At sea.....	Fell overboard from dy- ing jibboom.
	22	Vega.....	do	245)	Savannah, Ga.....	Augusta, Ga.....	Coal and lum- ber.	do	Coal and lum- ber.	2	Off Port Orford, Ore.....	Washed overboard by a heavy sea.
	23	Kadie.....	Am. str.....	709)	New York City.....	Hoboken, N. J.....	Unknown.....	do	Unknown.....	1	Angusta, Ga., Savan- nah River.	Fell overboard in a fit.
	26	Moonachie.....	do	806)	Port Eads, La.....	New Orleans, La.....	Ballast.....	do	Ballast.....	1	New York Harbor.....	Struck by engine crank.
	27	Saint Mary.....	do	214)	Port Hawkesbury, N. S.	Western Bank.....	Fish.....	No dam- age.	Fish.....	1	Western Bank, New foundland.	Fell overboard.
	27	Howard Holbrook.....	Am. scb.....	97)	Trieste, Austria.....	Marbella, Spain.....	Ballast.....	do	Ballast.....	1	Off Cape Boujaroni, coast of Africa.	Fell into hold.
	28	Tonawanda.....	Am. ship.....	1,504)	In Portland Har- bor, Me.	Gloucester, Mass.....	Total.....	do	Total.....	3	Portland, Me.....	Fire.
	29	Falmouth.....	Am. steam- ship.	1,156)	Gloucester, Mass.....	Grand Bank.....	do	No dam- age.	do	1	At sea.....	Fell overboard from jib- boom.
	29	Loring B. Haskel.....	Am. scb.....	91)	Anchored in Ketah Harbor, N. S.	Baltimore, Md.....	do	do	do	1	Ketah Harbor, N. S.....	Capizing off dory.
May	1	M. A. Baston.....	do	47)	Rappahannock River, Va.	New York City.....	do	do	do	1	Off Poplar Island, Ches- apeake Bay, Md.	Knocked overboard by mainmast.
	2	Levin E. McNam- ara.	do	38)	Havana, Cuba.....	do	do	do	do	1	Seventy-five miles northwest from Ha- vana, Cuba.	Scalded by escaping steam.
	3	City of Merida.....	Am. steam- ship.	1,462)	Lying at Eagle Point, Missis- sippi River.	Cincinnati, Ohio.....	do	do	do	1	Mississippi River.....	Fell overboard.
	3	Sidney.....	Am. str.....	618)	Charleston, S. C.....	Returning from sea.	do	do	do	1	Shawneetown, Ill., Ohio River.	Do.
	3	John Gilbert.....	do	647)	Charleston, S. C.....	Returning from sea.	do	do	do	1	Off Charleston Battery, S. C.	Fell overboard while furling sail.
	5	Chlocra.....	Am. scb.....	22)	Charleston, S. C.....	Returning from sea.	do	do	do	1	Off Charleston Battery, S. C.	Fell overboard while furling sail.

TABLE 64.—Wrecks and Casualties on and near the Coasts and on the Rivers of the United States, &c.—Continued.

(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Number of lives lost.	Place of disaster.	Nature of casualty.
1884, May 5	Louisville	Am. str.	192			No dam- age.	Unknown.	1	Near Lynxville, Wis., Mississippi River.	Fell overboard from boat in tow.
9	New Orleans	Am. steam ship.	1,440	New York City	New Orleans, La.	Partial.	Miscellaneous.	1	At sea	Killed by breaking of machinery.
14	Sea Serpent	Am. ship	16	Savannah, Ga.	South Newport, Ga.	No dam- age.	Merchandise.	1	Warsaw Sound, Ga.	Fell overboard.
16	T. Herbert	Am. sch.	18	Portsmouth, N. H.	Fishing	do	Ballast.	1	Jeffrey's Bank	Capsizing of dory while attending trawls.
18	David Clark	Am. str.	483	Lying at Savan- nah, Ga.		do	do	1	Savannah, Ga.	Slipped and fell over- board.
20	J. A. Falkenberg	Am. barken- tine.	303	Okhotsk Sea	San Francisco, Cal.	do	Fish	1	Latitude 49° 40' north, longitude 176° 30' west.	Fell overboard in a fit.
24	Sue	Am. str.	569	Baltimore, Md.	Washington, D. C.	do	Unknown.	1	Off Liverpool Point, Po- tomac River, Va.	Fell overboard in a fit.
26	William H. Bar- num.	do	1,213	Sandusky, Ohio	Buffalo, N. Y.	do	Ballast.	1	A breast of Dunkirk, N. Y., Lake Erie.	Fell through hatchway.
28	Louise	do	105	Houston, Tex.	Liberty, Tex.	do	do	1	Two miles below Lib- erty, Tex., Trinity River.	Fell overboard.
June 2	Pharos	U. S. light- house tender.	213	Baltimore, Md.	Mosquito Inlet, Fla.	do	Light-house material.	4	Entrance to Mosquito Inlet, Fla.	Capsizing of whale-boat while crossing bar.
7	Stella	Am. steam- yacht.	5	Philadelphia, Pa.	Mount Holly, N. J.	Partial.	Ballast.	2	Ranocas Creek, N. J.	Struck bridge and sunk before escape could be made from the cabin.
14	Rebecca Bartlett	Am. sch.	67	Gloucester, Mass.	Cape North, C. B.	No dam- age.	Unknown.	2	Off Cape North, C. B.	Capsizing of dory.
15	Walter W. Mur- phy.	do	48	Baltimore, Md.	Havre de Grace, Md.	do	do	1	Off North Point, Ches- apeake Bay, Md.	Thrown overboard by sudden lurch of vessel.
17	W. M. Wood	Am. str.	58	Towing on Missis- sippi River.		Partial.	Ballast.	3	Twelve-Mile Point, be- low New Orleans, La., Mississippi River.	Capsized.
18	Two States	do	149	Evansville, Ind.	Owensboro, Ky.	No dam- age.	do	3	Below Newburg, Ind., Ohio River.	One stopped overboard while drunk; two fell overboard from railing.

24	Morro Castle.....	Am. bark.....	404	Iquique, S. A.....	New Bedford, Mass.	Partial.....	Nitrate of soda	1	Off Cape Horn, S. A.....	Washed overboard in a gale.
25	James Thomas.....	Am. sch.....	36	Broad Creek, Md.	Baltimore, Md.....	No dam- age.	Unknown.....	1	Plain Dealing Creek, Chesapeake Bay, Md. mainland.	Pulled overboard by the mainmast.
25	Ada F. Whitney.....	do.....	312	Savannah, Ga.....	Philadelphia, Pa.....	Partial.....	Lumber.....	1	Twenty-five miles south-east from Winter-Quar-ter Shoal, Va.	Knocked overboard by fore-boom.
27	Sarah L. Thomp-son.....	do.....	92	Baltimore, Md.....	Boston, Mass.....	No dam- age.	Retorts and fire-brick.	1	Great Wicomico River, Chesapeake Bay.	Fell overboard in a gale.
28	Maine.....	do.....	152	Manistee, Mich.....	Chicago, Ill.....	do.....	Lumber.....	1	Seven miles off Manistee, Mich., Lake Michigan.	Fell from cross-trees, struck rail, and disap-peared.
29	Anna and Mary.....	do.....	72	Gloucester, Mass.	Western Bank.....	do.....	Unknown.....	2	Western Bank.....	Capizing of dory.

Totals: Vessels, 237; tonnage, 91,238; total losses, 36; partial losses, 37; no damage, 164; lives lost, 498.

TABLE 65.—Summary of Wrecks and Casualties on or near the Coasts and on the Rivers of the United States and at Sea and in Foreign Waters during the year ending June 30, 1884, involving LOSS OF LIFE.

	Foundering.			Strandings.			Collisions.			Other causes.			Totals.			Lives lost on vessels totally lost.			Lives lost on vessels partially damaged.			Lives lost on vessels not damaged.			Aggregate number of lives lost.				
	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.		
Atlantic and Gulf coasts .....	9	1,508	35	5	3,017	117	8	850	25	11	3,633	24	33	9,003	201	18	6,237	171	15	2,666	30	50	7,202	64	83	14,295	265		
Pacific coast .....	2	159	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Great Lakes .....	6	2,836	66	3	627	10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rivers .....	3	135	6	2	939	3	3	56	3	12	3,869	30	20	4,499	42	6	1,563	22	14	2,916	20	39	18,049	42	59	17,548	84		
At sea or in foreign waters .....	21	3,805	233	1	454	1	1	48	4	45	20,800	227	68	23,107	465	49	11,041	440	20	14,066	25	58	31,856	76	136	54,943	541		
Total .....	39	7,964	340	13	5,196	137	12	954	32	73	31,211	286	137	45,345	798	84	22,937	718	53	22,408	80	174	60,096	212	311	105,443	1,010		

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded, during the last ten years.

ATLANTIC AND GULF COASTS.\*

Name of place.	Fiscal year ending June 30—										Total.
	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	
Absecom Beach, N. J.	3	2				5			7	3	20
Alden Rock, Portland, Me.		1		1							2
Allen Island, Penobscot Bay, Me.	1										1
Alligator Point, west coast of Florida.									1		1
Amagansett, Long Island, N. Y.					2					1	3
Amazeen Island, N. H.	1										1
Anastacia Island, Fla.	1							1			2
Anchorage Island, Little Egg Harbor, N. J.						2	1		1		4
Annisquam Light (¼ mile east of), Mass.				1							1
Aranas Pass, Tex.		1	1		1		1	4	1		9
Asbury Beach, N. J.				1							1
Ash Island Muscle Ridge Channel, Me.				1							1
Ash Island Point, Me.						1					1
Ash Point, Lark Ledges, Me.						1					1
Ashley River (mouth of), S. C.								2	3	1	2
Assateague Island, Va.		1		2					3	1	8
Assawoman Inlet, Va.								1			1
Atlantic City, N. J.			1		1		4		1	1	8
Atlanticville, N. J.					1						1
Avery's Ledge, approaching Rockport, Mass.			1				2		1		4
Back River Shoals, Chesapeake Bay.				1		3					4
Badger's Island, Portsmouth Harbor, N. H.						2	1				3
Badger's Island Bar, Mount Desert, Me.		2			1		2				5
Baker's Island Shoals, Mass.						1					1
Bald Rock, Frenchman's Bay, Me.							1				1
Bang's Island, Me.		1						1			1
Bantam Ledge, Penobscot Bay, Me.				1	2		1				4
Barrancas, Fla.											1
Barnegat, N. J.	2	3	2	1	3	2	5	1	3	11	33
Bar Harbor, Mount Desert, Me.			1								1
Barren Island, N. Y.							1				1
Barren Inlet, N. C.									1		1
Barrett's Point, N. Y.		1									1
Barter's Island, Southeast Bay, Me.	1										1
Bartlett's Reef, Conn.				2	2				1		5
Bass Harbor Bar, Me.								1			1
Bass Island, Cape Porpoise, Me.		2									2
Bass Rip (off Sankaty Head), Mass.							1	1			2
Bass River Breakwater, Cape Cod, Mass.				1							1
Bating Hollow Beach, Long Island, N. Y.			1								1
Bayou La Fourche, La.					1						1
Bayou Reef, South Pass, La.	1										1
Bay View, Cape Ann, Mass.	1						1				2
Beach Haven, N. J.		1							1		2
Beach Island Ledge (near Fletcher's Neck), Me.									1		1
Beacon Ledge, Portsmouth, N. H.				2							2
Bear Island, Me.						1					1
Bearse's Shoal, Cape Cod, Mass.										3	3
Beaufort, N. C.	2	1	1			4		2		2	12
Beaufort, S. C.				1							1
Beaver Tail Point, R. I.	1	1	1					1		1	5
Bedloe's Island Reef, New York Bay.					1	1					2
Bedloe's Island (rock 1 mile west of), New York Bay.							1				1
Beermore Ledge, Cape Ann, Mass.			1								1
Bemo Ledges, Cape Ann, Mass.								1			1
Ben Davis Point (shoals near), Delaware Bay, N. J.								1		1	2
Berkley Flats, Norfolk, Va.						4		1			4
Big Dauphin Island, Mississippi Sound.							1				1
Billingsgate Shoal, Cape Cod Bay, Mass.					2						2
Birch Point, Sheepscot River, Me.					1						1
Birch Point, Wekeag River, Me.		1									1
Bird Island, Galveston Bar, Tex.					1						1
Biscayne Bay, Fla.							1				1
Bishop and Clerk's Shoal, Nantucket Sound, Mass.	1		2		1					1	5
Bishop Rock, Narragansett Bay, R. I.							1				1
Black Head (off), Me.				1							1
Black Island, Me.	1										1
Black Island (Blue Hill Bay entrance), Me.									1		1
Black Island (ledge near), Casco Passage, Me.									1		2
Blackbeard Island, Ga.								1			1
Black Ledge, New London, Conn.		1	1			1					3
Black Rock Channel, Boston Harbor, Mass.								1			1

\* In a few instances the number of stranded vessels in this table do not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded, &amp;c.—Continued.

## ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	
Black Rock, New London, Conn		2	2						1		5
Black Rock, Newburyport, Mass					1						1
Black Rock, Rye Beach, N. H.						1					1
Black Rock, West Quoddy Bay, Me.							1				1
Black Rocks (York River), Me.								1			1
Blackwell's Island, N. Y.				1				3	1	2	8
Block Island, R. I.	4	3	1	4		1	1	6	7	4	30
Block Island (Grove Point), R. I.						1	1				2
Block Island Breakwater, R. I.						1		1			2
Block Island (northeast end of), R. I.					1						1
Block Island (northwest shore of), R. I.									1		1
Block Island (southeast point of), R. I.				1							1
Block Island (southwest shore of), R. I.			2		2				2		6
Block Island (west side of), R. I.					4				1		5
Block Island (Black Rock), R. I.								1			1
Block Island (Sandy Point), R. I.								1			1
Blue Rock, R. I.					1						1
Bluff Island, Saco Bay, Me.		1									1
Bluff Point, Chesapeake Bay, Va.										1	1
Bodkin Bar, Chesapeake Bay, Md.			1				1				2
Bogue Inlet, N. C.			1								1
Bogue Island, N. C.			1								1
Boisubert Island, Me.	1										1
Bolivar Beach, Tex.		1					1				2
Bombay Hook, Delaware Bay			1	1							2
Bonnet Point, Narragansett Bay, R. I.							2	1			3
Boon Island, Me.						1					1
Boon Island Ledge, Me.						3					3
Booth Bay, Me.	1			1					3		5
Boston Bay, Mass.						1	1				2
Bowdoinham Bar, Me.					1		1				2
Bower's Beach, Delaware Bay, Del.				1							1
Boyd Shoal, Delaware Bay									1		1
Brace's Cove, Cape Ann, Mass.				1		2					3
Brandywine Shoal, Delaware Bay	3	1	1	1	2	2			2		11
Brantford Reef, Long Island Sound				1				1			3
Brant Island, Pamlico Sound, N. C.		1	1	1				2			3
Brant Point, Cape Cod, Mass.											1
Brazos Bar, Tex.		1		1	3					2	7
Brazos de Santiago, Tex.					1		2	2			5
Brazos River and San Luis Pass (between), Tex.	4				1				1		9
Breaking Ledge, Me.	1										1
Brenton's Reef, R. I.			1		1	2					4
Brewster Islands, Boston Harbor, Mass.					3						3
Bridgehampton Beach, Long Island, N. Y.		1					1				2
Bridgeport, Conn.								1	1		2
Brigadier Island, Penobscot Bay, Me.				1							1
Brigantine Beach, N. J.	1	2	1	1	3	1	4	2	1	4	20
Brimstone Point, N. J.				1							1
Broad Cove Rock, Casco Bay, Me.						1				1	2
Broadkill River (mouth of), Del.											1
Brownie Island Ledge (Fisherman's Island Passage), Me.		1				1		1			3
Brown's Bank, or Brown's Island, Mass.							1	3		3	7
Brown's Cove, Fox Island Thoroughfare, Me.							1				1
Brown's Cove, North Haven Island, Me.	1				2	1	1				4
Bull Rock, Boston Bay, Mass.				1							1
Bull Rock, Carver Harbor, Me.					1						1
Bull's Island Shoal, S. C.					1						1
Burnt Island, Seal Harbor, Me.							1				1
Button Moulds, The (off Cape Small Point), Me.							1				1
Caffey's Inlet, N. C.									2		2
Cahoon's Hollow, Cape Cod, Mass.							1				1
Calcasieu Bar, La.					1			1		1	3
Calif Island, Boston Harbor, Mass.			2								2
Calif Island, or The Calves, Long Island Sound, Conn.									1		1
Cape Ann, Mass.			1	1							2
Cape Arundel, Me.		1									1
Cape Canaveral (15 miles south of), Fla.	1				1						2
Cape Canaveral (25 miles north of), Fla.						1					1
Cape Charles, Va.			1			1					3
Cape Charles (Fisherman's Island), Va.					1					1	1
Cape Cod, Mass.			1								1
Cape Elizabeth, Me.	1	2	1			1			1	1	7
Cape Fear, N. C.						1					1
Cape Fear River (mouth of), N. C.	2	1	1	1		2	1	9	2	9	28
Cape Florida light-house			1								1

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded, &c.—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	
Cape Hatteras, N. C.	1	3			1	2	1		1	1	10
Cape Henlopen, Del.	1	5	5		1	3	3	2	3	1	24
Cape Henlopen (5 miles south of), Del.			1								1
Cape Henlopen (7 miles south of), Del.				1							1
Cape Henry, Va.	3	1	6	2	2	2	5	1		2	24
Cape Island, Me.						1					1
Cape Lookout, N. C.	2	1		1	2	1	1				8
Cape Lookout Shoals, N. C.								1	1		2
Cape May, N. J.	2	1	1		2	2	3	1			16
Cape Poge, Mass.		1	1		2				2	1	8
Cape Porpoise, Me.	1					1	1				3
Cape Romain, S. C.		1					1	1			3
Cape Romano, Fla.					1						1
Cape Rosier, Eggenoggin Reach, Me.								1			1
Cape San Blas, Fla.		1		1					1		3
Cape Small Point, Me.						1				2	4
Captain's Island, Long Island Sound				1							1
Carr's Rock Ledge, Me.			1				1	1			3
Castle Hill (rocks off), R. I.							1				1
Cedar Hummock, N. C.			3								3
Cedar Island, Va.		1							4		5
Cedar Keys, Fla.				1							1
Cedar Point, Chesapeake Bay, Md.					2						2
Cedar Tree Neck, Vineyard Sound, Mass.	1						1				2
Centreville (ledge near), Vineyard Sound, Mass.										1	1
Chandeleur Island, La.	1					1					2
Chandeleur Island light (4 miles southeast of), La.		1									1
Chandeleur Island light (14 miles southwest of), La.			1								1
Channel Rock, Moos-a-bee Reach, Me.									1		1
Chappaquiddick Point, Martha's Vineyard, Mass.					1			1			2
Charles Island, Conn.	1										1
Charleston Bar, S. C.	1	2			1	1	4	2	2	1	14
Chatham, Mass.	1			1		2		3	2	1	10
Chatham Bar, Cape Cod, Mass.		5			2		3	1		3	18
Chebeag Island, Casco Bay, Me.		1	1	2	2			1	2		8
Cherrystone Inlet, Va.		1									1
Cherrystone Inlet (5 miles above), Va.		1									1
Chicomicomico, N. C.									2		2
Chincoteague Shoals, Va.		1	1		1	1	5	2		2	13
City Island, Long Island, N. Y.			1	1	2			1	1		6
Clam Ledge, Muscle Ridge Channel, Me.										1	1
Clapboard Island, Casco Bay, Me.		2									2
Clark's Island, Me.	1				1						2
Clark's Island, Portsmouth, N. H.		1		1				1			3
Clark's Island, Tex.							1				1
Clark Ledge (approaching Saint Croix River), Me.										1	1
Clay Head, Block Island Sound					1						1
Cobb's Island, Va.			1	1	1			1	1	2	7
Cobb's Island (Carter's Shoals), Va.		1					2	2	1	2	8
Cobb's Island (William's Shoals), Va.					1	2					3
Cobscook Bay, Me.			1								1
Cockspur Island, Ga.								1			1
Coffee Island, Ga.						1					1
Cohasset Rocks, Mass.					1						1
Cold Spring Inlet, N. J.	2	1	6	2	5	2	3		1	1	23
College Point, East River, N. Y.										1	1
Collin's Beach, Delaware Bay, Del.						1					1
Common Flats (near Chatham Roads), Mass.						4			1	1	6
Conanicut Island, R. I.	1				1				1		3
Coney Island, N. Y.			1	1			1	1	1	1	6
Copp's Island, Conn.	1										1
Cornfield Point (Long Island Sound), Conn.									1		1
Cornfield Point (shoals west of), Long Island Sound, Conn.										1	1
Corpus Christi, Tex.									1		1
Corson's Inlet Bar, N. J.										2	2
Cottage City, Mass.							1				1
Cove Beach, Va.						1					1
Cove Point (Chesapeake Bay), Md.		1	1								2
Cow Bay, Long Island, N. Y.							1				1
Cow Shoal, Conn.					1						1
Cows, The (off Shippan Point), Conn.									1		1
Cox's Head, Me.		1									1
Crab Meadow, Long Island Sound								1			1
Crabtree Point, North Haven, Me.		1									1
Cranberry Island, Me.	2	1	2				3				8

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded, &c.—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	
Cranberry Island, Petty Pan Reef, Me		1									1
Crane Neck Point, Long Island, N. Y.				1							1
Crane Reef, Long Island Sound, Conn.									1		1
Craney Island, Hampton Roads, Va.											1
Cross Island, Machias Bay, Me					1		3			2	6
Crow Shoal, Delaware Bay, Del.					2						2
Crowell's Ledge, Quoddy Bay, Me										1	1
Cuckolds, The (approaches Damariscotta River), Me.									1		1
Cunningham Spit, Ga.								1			1
Currituck Beach, N. C.	1			1					1		3
Curtis Creek, Chesapeake Bay, Md.								1			1
Curtis Island, Conn.		1									1
Cushing Island, Casco Bay, Me			1								1
Cutler, Me.				1		2	4	2	2		11
Cuttyhunk Island, Vineyard Sound, Mass.	2	3	4	2	1	1	1		2		16
Damiscove Island, Me.			1								1
Dam Neck Mills, Va.										1	1
Davis Neck, Mass.	2										2
Davis Point, Little Machias Bay, Me.							1				1
Deal Beach, N. J.		2	1	2	1			1	1		8
Dearmon Ledge (near Gloucester), Mass.			1								1
Decros Point, Tex.		1									1
Decros Point (3½ miles east of), Tex.						1					1
Deer Island, Boston Harbor, Mass.							1				1
Delaware Bay (The Shears), Del.										4	4
Delaware Breakwater, Del.	2	2	1	2	3	1		1		3	15
Dennisport, Mass.				1		8		1			10
Despair Island, Narragansett Bay, R. I.			1								1
Devil's Back, Boston Harbor, Mass.			1		1	1	1				5
Diamond Shoals, Cape Hatteras, N. C.		1		3	2	1	3				10
Dick's Flat, Mass.	1								1		2
Dighton, Mass.						1					1
Dimer's Creek, Chesapeake Bay, Va.							1				1
Dixie Island, Mobile Bay, Ala.						1					1
Dog Island, Fla.						1					1
Dogfish Ledges (entrance Cross Island Narrows), Me.				1							1
Double Headed Island, Machias Bay, Me.									1		1
Dow Ledges, Deer Island Thoroughfare, Me.						1					1
Doyle's Island, Moos-a-bec Reach, Me.								1			1
Drinkwater Point, Me.				1							1
Duck Island, Mass.	1			1							2
Duck Rocks, West Penobscot Bay, Me.								1			1
Duck Ledges, Me.	1										1
Dumpling Rock, Buzzard's Bay, Mass.		1									1
Dutch Island, Narragansett Bay, R. I.		2	1	1	3		1	1		2	11
Duxbury Beach, Mass.							1	1			2
East Bunker's Ledge (off Mount Desert Island), Me.									2		2
East Chop, Vineyard Haven, Mass.	2		1		1	1	1				6
East Dennis, Mass.								1			1
Eastern Egg Rock (near Moos-a-bec light), Me.					1						1
Eastern Point, Cape Ann, Mass.							1	1		1	3
East Hampton, Long Island, N. Y.						2		1			3
East Orleans, Mass.					1		1		1		3
East Sister, The, near Portsmouth Harbor, Me.								1			1
Eaton's Neck, Long Island, N. Y.					3	1	1	1	5		11
Edgartown, Mass.				2	4	1	2			3	12
Egg Harbor, N. J.						1					1
Egg Island, Altamaha Sound, Ga.					1						1
Egg Rock (near Browney Island), Me.					1						1
Egg Rock (near George's Island), Me.								1			1
Eldridge's Shoal, Vineyard Sound, Mass.											1
Elthu's Island (mouth of Wicketequoock River), Conn.	1										1
Execution Rocks, Long Island Sound.						1		1			2
Falkner's Island, Long Island Sound.		1			1						2
Fall River, Mass.			3		1						4
Falmouth, Mass.				1	1						2
False Cape, Va.		2		1	1	1	1	1	2	1	10
Federal Point, N. C.						1					1
Fenwick's Island, Md.			1	4	4	1	1	3	6	1	18
Fernandina Bar, Fla.	1							2			4
Fiddler's Ledge, Fox Island Thoroughfare, Me.						1			1		2
Fingers, The, N. C.						1					1
Fire Island, Long Island, N. Y.	2	4			3	1	2	2	2	2	18
Fire Island light (8 miles east of), Long Island, N. Y.		1		1							2
Fire Island, Penobscot Bay, Me.		1									1
Fisher's Island, Long Island Sound.	1	1	1	1	1		3	1	2	1	12

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded, &c.—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	
Fisher's Island Sound (rocks in), Conn							1				1
Fisherman's Island, Me		1			1		1				3
Fishing Creek Shoal, Delaware Bay, N. J						1					1
Fishing Island, N. H.	1								1		2
Fishing Point, Assateague Island, Va					1						1
Fishing Rip, Nantucket Sound, Mass					1			1			2
Five-Mile Beach, N. J.			1								1
Flat Rock, New Haven, Conn						1					1
Flatty Creek Bar, Albemarle Sound					1						1
Fletcher's Neck, Me	1								1	3	5
Florida Reefs			1	1				4			6
Florida Reefs (Alligator Reef), Fla								1			1
Florida Reefs (American Shoals), Fla				2							2
Florida Reefs (Boca Grande Key), Fla									1		1
Florida Reefs (Cary's Fort Reef), Fla	1					1					2
Florida Reefs (Cayo Costa), Fla			2					1			3
Florida Reefs (Conch Reef), Fla											
Florida Reefs (Davis Shoal), Fla	2										2
Florida Reefs (Duck Key), Fla			1								1
Florida Reefs (Fowey Rocks), Fla				1							1
Florida Reefs (French Reef), Fla	1				1						2
Florida Reefs (Key West), Fla		1	2		1						4
Florida Reefs (Key West, 18 miles northeast of), Fla.				1							1
Florida Reefs (Key West, 18 miles northwest of), Fla.				1							1
Florida Reefs (Lost Man's Key), Fla								1			1
Florida Reefs (Marquesas Key), Fla	1	1	2					1	2		7
Florida Reefs (Molasses Key), Fla			1						2		3
Florida Reefs (Pelican Reef), Fla	1	1				1					3
Florida Reefs (Pickle's Reef), Fla			1	2		1					4
Florida Reefs (Pulaski Shoals), Fla					1			1			2
Florida Reefs (Sandy Keys), Fla				1				1			2
Florida Reefs (Stirrup Key), Fla				1							1
Florida Reefs (Tortugas), Fla		1	2	1	1				5	1	11
Florida Reefs (Western Dry Rocks), Fla			1								1
Flynn's Knoll, New York Bay								2	3		5
Folly Island Light-house, Me		1									1
Folly Island, Cape Porpoise, Me		1									1
Fort Green, E. C		1									1
Fort Macon, N. C	1										1
Fort Pickens Point, Fla					1					1	2
Fort Point Rock, Gloucester Harbor, Mass			1								1
Fort Pond Bay, Long Island, N. Y										1	1
Fort Preble (near), Me									1		1
Foster's Island, Me						1					1
Fox Island, Penobscot Bay, Me							2				2
Frost Point, N. H.							1		1		2
Frying Pan Shoals, N. C				2							2
Gallup's Island, Boston Harbor, Mass	1				1		1	3			6
Galveston, Tex		1	2	2		2	1		1		9
Galveston Island, Tex		3				2	2				7
Gangway Ledge, Muscle Ridge Channel, Me						1				1	2
Gangway Rock (off Watch Hill), R. I.		1								1	2
Gardiner's Island, Long Island Sound, N. Y.	1		1	1		6	2			1	12
Gay Head, Martha's Vineyard, Mass			1						2		3
Gay Head (Devil's Bridge), Martha's Vineyard, Mass										1	1
George's Island, Boston Harbor, Mass	1		1				1				3
George's Island, Me											
Georgetown Breakers, S. C						1					1
Georgetown Harbor, S. C		2		2			2	1			5
Gerrish's Island, Portsmouth Harbor, N. H.		1						1			2
Gilgo Inlet Bar, Long Island, N. Y			1				1		2		3
Gloucester, Mass		4	1	2	2	1	2	3	1	1	17
Glover's Rock, Me			1								1
Goat Island, Cape Porpoise, Me		3		1							4
Goose Island, Long Island Sound		1				1					2
Gooseberry Island, Narragansett Bay, R. I.						1					1
Gooseberry Neck, Mass									1		1
Goose Rocks, Kennebunkport, Me					1						1
Goshen Reef, Long Island Sound, Conn	1	2	1		1					1	6
Gott's Island, Me								2			2
Gould Island, R. I.						1					1
Governor's Run, Chesapeake Bay							1				1
Graces Rock (Kennebeck River), Me											1
Grand Grozier Shoal, La						1		1			2
Graves, The, Boston Harbor, Mass											1
Great Brewster, The, Boston Bay, Mass	3							1			4

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded, &c.—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.	
	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.		
Great Cranberry Island, Me.....									1		2	4
Great Duck Island (off Mount Desert), Me.....						1				1		1
Great Egg Harbor, N. J.....		1		1	1	1				1		3
Great Fawn Bar, Boston Bay, Mass.....			1		1	1						3
Great Island Shoal, Portsmouth, N. H.....			1		1	1						3
Great Ledge (near Wood's Holl), Mass.....										1		1
Great Rock (near Seaconnctt), R. I.....		1										1
Greenbury's Point, Chesapeake Bay, Md.....					1							1
Green Island, Boston Harbor, Mass.....	1											1
Green Island Ledge, Casco Bay, Me.....		1	1									2
Green Island Ledge, Moos-a-bec Reach, Me.....								1	1			2
Green Island Reef, Me.....						1						1
Green Island, N. J.....					1	1						2
Green Run Inlet, Md.....	1		1	1	1							4
Greenport, N. Y.....				1								1
Greenwich Point, Conn.....						2						2
Grindstone Ledge, Muscle Ridge Channel, Me.....				1						2		3
Gullford, Conn.....	1					1						2
Gull Island, The, near Long Island Sound.....							1					1
Gull Rock, Newport Harbor, R. I.....	2											2
Gull Rock, Pamlico Sound, N. C.....			1									1
Gunnison's Cut (between Nassau Sound and Saint George's Inlet), Fla.....								1	1			2
Gunning Rocks, Me.....								1				1
Gun Rock, Lubec Narrows, Me.....		1	1									2
Gurnet Point, Mass.....			1					1	1	1		4
Half-Tide Rock, New Haven, Conn.....						1						1
Half-Way Rock, Narragansett Bay, R. I.....							1					1
Halbut Point, Cape Ann, Mass.....					2							2
Hampton Bar, Va.....		1	2			1	1	1		1		7
Hampton Ledges (approaches Hampton River), N. H.....						1		1	1			3
Handkerchief Shoal, Mass.....	2				1	3		1	1	1		8
Harbor Island Bar, N. C.....				1								1
Harding's Beach, Chatham Roads, Mass.....		1								3		4
Harding's Ledge (approaches Boston Harbor), Mass.....		1				2			1	1		5
Hart Island, Long Island Sound, N. Y.....	1	2	2					1	2			8
Hart Bar, Me.....								1				1
Hart's Ledges, near entrance of Saint George's River, Me.....										1		1
Haskell's Island, Me.....		1										1
Hatchett's Point (1 mile west of), Conn.....			1									1
Hatchett's Reef, Long Island Sound, Conn.....					1					1		2
Hatteras Inlet, N. C.....		2	4	3		3		4	7	3		26
Hatteras Inlet (7 miles southwest of), N. C.....							1					1
Hatteras Inlet (8 miles south of), N. C.....							1	1				2
Hawes's Shoal, Vineyard Sound, Mass.....			1		1		1	1		1		4
Hawkins's Point, Chesapeake Bay, Md.....	1											1
Hay Island Ledge, Muscle Ridge Channel, Me.....				1	1			2		1		5
Head Harbor Island, Moos-a-bec Reach, Me.....								1		2		3
Hedge Fence Shoal, Vineyard Sound, Mass.....	2	1	2	1	1	1			2	2		12
Hell Gate, N. Y.....	6	6	5	3	1	1		6	2	2		30
Hell Gate (Flood Rock), N. Y.....												0
Hell Gate (Hallet's Point), N. Y.....						1						1
Hell Gate (Negro Head), N. Y.....						1			1	1		3
Hell Gate (North Brother), N. Y.....								1				1
Hell Gate (Stealy Rock), N. Y.....							1					1
Hell Gate (Steep Rock), N. Y.....		1	1									2
Hell Gate (The Gridiron), N. Y.....								4	1			5
Hell Gate (The Hog's Back), N. Y.....										1		1
Hen and Chickens Shoal (off Cape Henlopen), Del.....				1				1		2		4
Hen and Chickens, The (Buzzard's Bay), Mass.....									1			1
Henry's Point, Castine Harbor, Me.....							1					1
Hereford Inlet, N. J.....	1	3	1	1			1	1	4	3		15
Hereford Light, (6 miles northeast of), N. J.....					1							1
Heron Island Point, Me.....				1	1							2
Heron Neck (ledge near), Me.....						1						1
Herring Bay, Chesapeake Bay, Md.....	2		1									3
Herring Gut, Me.....			2	1								3
Hershey's Head (near Pembroke), Me.....			1							1		2
Highlands, N. J.....	1						1					2
Highland Light, Cape Cod, Mass.....			1									1
High Pine Ledge, Cape Cod, Mass.....								2				2
Hillsborough Inlet, Fla.....				1								1
Hill's Point, Chesapeake Bay, Md.....							1					1
Hill's Point, Va.....						1						1
Hodgdon's Ledge, Me.....			1									1

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded, &c.—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	
Hodgdon's Point, Me.					1						1
Hog Island Bar, Muscongus Sound, Me								1			1
Hog Island, Va		3	2			4		3			19
Hog Island Inlet, N. Y									2	2	4
Hog Island, Narragansett Bay, R. I							1				1
Hog Island Ledge, Seal Harbor, Me.					1	1	1				3
Holland's Island, Chesapeake Bay, Md			1		1						2
Holmes's Cove (east point), Me							1				1
Hooker's Island, Chesapeake Bay, Md					1						1
Hooper's Island Ledge, Herring Gut Harbor, Me				1							1
Hope Island, Narragansett Bay, R. I								1			1
Horn Island, Mississippi Sound		1		1			1	1			4
Horn Point, Chesapeake Bay, Va				1							1
Horse-Shoe Reef, Fisher's Island Sound, Conn							1				1
Horse-Shoe Shoal, Chesapeake Bay, Md				1							1
Horse-Shoe Shoal, Nantucket Sound, Mass					1						2
Horton's Point, Long Island, N. Y	1									1	2
House Island, Salem Entrance, Mass							1				1
Hunniwell's Beach, Me								1		1	2
Hunniwell's Point, Me						1	1		1		5
Hunting Island, S. C			1								1
Huntington Neck, Long Island Sound	1										1
Hyannis, Mass		2	1			3	2				8
Hypocrite Ledge, Me			1		1	1	1	1			5
Indian Point, Penobscot Bay, Me				1							1
Indian River Inlet, Del						2	1	1	3	1	8
Indian River Inlet (30 miles north of), Fla					1						1
Inlet Point, Long Island, N. Y		1			1						2
Inner Middle Ground, Chesapeake Bay, Va								1			1
Ipswich Bar, Mass	4	1		1	1	1	1	1			12
Island Beach, N. J	1					2	1	1		2	9
Island Ledge, Mass		1									1
Isle au Haut, Penobscot Bay, Me						1					1
Isles of Shoals		2	1			2			1	1	7
Jacob's Point, Long Island, N. Y		1									1
Jamaica Island (off Kittery), Me		1							1		2
James Island (Appalachicola Bay), Fla									1		1
James Ledge, Narragansett Bay, R. I		1									1
Jamestown Island, Va						1					1
Jekyll Island, Ga			1					1			2
Jekyll Spit, Ga				1							1
Jerry's Point, Portsmouth Harbor, N. H										1	1
Jewell's Island Reef, Me			1								1
Joe Flogger Shoal, Delaware Bay	1	1	1			2	1		2	1	9
Johnson's Point Reef, Ga					1						1
John's Island Ledge (Burnt Coat Harbor Approaches, Me)									1		1
Jones's Beach, Long Island, N. Y	3			1			1	1		1	7
Jones's Hill, N. C		1									1
Jonesport, Me				1						1	2
Joshua Rock (mouth of Connecticut River)						2					2
Kedges Strait, Chesapeake Bay, Md							1				1
Kegs, The, Muscongus Bay, Me											1
Kelsey's Ledge, Damariscotta River, Me						1					1
Kennebunkport, Me				1							1
Kennebec River (mouth of), Me.										2	2
Kent Island, Chesapeake Bay, Md.			1	1	1	2		1	1		7
Kill Pond Bar, Mass								2			2
Kimball's Island (ledges off), Penobscot Bay, Me									1		1
King's Beach, Lynn, Mass.		2									2
Kinnakeet, N. C		1									1
Kittery, (ledge near), Me.				1						1	2
Kittery Point, Me		2									2
Kitty Hawk, N. C			1								2
Knight's Island, Moos-a-bee Reach, Me									1		1
Lace's Landing, Long Island Sound, N. Y									1		1
Lake Worth (beach, south end of), Fla									1		1
Lambert's Cove, Vineyard Sound, Mass		1									1
Lambert's Point, Va.							1			1	2
Lane's Island, Penobscot Bay, Me					1						1
Lanesville, Cape Ann, Mass						1					1
Latimer's Reef, Long Island Sound		1		1					1		3
Lavallette City, N. J.					1						1
Lazy Gut Island, Deer Island Thoroughfare, Me.							1				1
Leaming Beach, N. J		1									1
Leete's Reef, Conn.			1	1							2

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded, &amp;c.—Continued.

## ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	
Leighton's Point, Pembroke, Me			1								1
Lewes, Del		1	3	1	3				1	6	19
L'Homme à Dieu Shoal, Vineyard Sound, Mass		2		2		2				1	7
Libby Island, Machias Bay, Me								1	2		5
Little Bay, Va						1					1
Little Beach, N. J				1							1
Little Cove Point, Chesapeake Bay, Md				1							1
Little Cranberry Island, Me	1					2	3	1	3	6	16
Little Deer Island, Eggemoggin Reach, Me								1			1
Little Egg Harbor, N. J		4			4	1	1	1	3	6	20
Little Gull Island, Long Island Sound		1				1	1				3
Little Inlet, Long Island Sound											1
Little Island, Va						1				1	2
Little Kinnakeet, N. C								2		1	3
Little Mud Thoroughfare, N. J					1						1
Little Nahant, Mass										1	1
Little River Island, Me		1									1
Little River Inlet, S. C									1		1
Little Spoon Island, Me			1								1
Lloyd's Neck, Long Island, N. Y	1		1			1	1	1			5
Lobster Rock, Saco Bay, Me					1						1
Lobster Rocks, Beverly Harbor, Mass			1								1
Lockwood's Folly Inlet, N. C	1	1				1	2				5
Loggerhead Inlet, N. C								1			1
Londoner, The (near Thatcher's Island), Mass				1					1		2
Long Beach (6 miles east of Cape Ann Harbor), Mass					1						1
Long Beach, Plymouth, Mass								1			1
Long Beach, Long Island, N. Y							2				2
Long Beach, N. J			2		3	7		2	1	1	16
Long Branch, N. J	1	3	1			3		1	1		10
Long Island, Boston Harbor, Mass				1							2
Long Island, Harbor Head, Me		1									1
Long Ledge, Bass Harbor, Me							1				1
Long Ledge, Scituate, Mass						1					1
Long Ledge, Seal Harbor, Me				1						3	4
Long Ledge (Sheepscott River), Me								1			1
Long Point, Cape Cod, Mass					2						2
Long Point, (near Little River entrance), Me								1			1
Long Shoal, Nantucket Sound, Mass			2	1						1	4
Lord's Gifts Flats, Me						1					1
Lovell's Island, Boston Harbor, Mass	1										1
Love Ladies' Island, N. J					1						1
Lowell's Rocks, Penobscot Bay, Me						1					1
Lowe's Point, Chesapeake Bay, Md					1						1
Ludham's Beach, N. J			1	1	1						3
Ludinton Rock, Long Island Sound, Conn									1	1	2
Lynn, Mass								3	1	1	5
Lynn Haven Bay, Va			1	1	1						3
Machias, Me		1									2
Machiasport, Me		2									2
Machipongo Inlet, Va			1				1			1	3
Magothy River (mouth of), Chesapeake Bay, Md								1			1
Main Inlet Bar (2½ miles northeast of), N. C			1								1
Mamaroneck, N. Y					1						1
Mandeville, Lake Pontchartrain, La							1				1
Manhattan Beach, N. Y						1					1
Man Island, Englishman's Bay, Me									2		2
Manomet Point, Mass						1					1
Manor Hills, The, Long Island, N. Y			2								2
Mansfield Ledge, Deer Island Thoroughfare, Me		1									1
Marblehead, Mass				1							1
Marblehead Neck, Mass		1									1
Mare Island, Me							1				1
Mark Island Ledge, Penobscot Bay, Me		1									2
Mark Island, Moos-a-bec Beach, Me								1			1
Marsh Bank Bar (off Harwick), Mass		1									1
Marshfield Beach, Boston Bay, Mass						1	1	1			3
Marshall's Island, Me					1						1
Martha's Vineyard (south beach), Mass							1				1
Masonboro Inlet, N. C						1					1
Matagorda Bay, Tex		11		1							12
Matagorda Island, Tex		4		2	1	2	1	3	2		15
Matagorda Peninsula, Tex								2			2
Matanzas Inlet (mouth of), Fla						1	1				2
Matinicus Island, Me						1		1			2
Matinicock Point, Long Island, N. Y			1							2	3

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded, &c.—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	
Maurice River (near), Delaware Bay, N. J.								1			1
Mayport Beach, Fla.					2						2
Menemsha Bight, Vineyard Sound, Mass.								1			1
Merrimac River (north breakers), Mass.		1	3	1	1	1					6
Merry Meeting Bay (rocks in), Me.							1	1			2
Merwin's Point, Conn.			1							4	5
Metinic Island, Me.					1						1
Metompink Inlet, Va.			1	1						1	3
Middle Ground, Boston Harbor, Mass.											2
Middle Ground, Chesapeake Bay.				1	1	1				1	4
Middle Ground, N. C.						1					1
Middle Ground, Quoddy Bay, Me.								1		2	3
Middle Ground, Vineyard Sound, Mass.							2				2
Middle Ground, New York Bay, N. Y.										1	1
Middle Reef (near Woosiey's Point), Long Island, N. Y.			1								1
Milk Island, Mass.	1										1
Millstone Point, Long Island Sound, Conn.										1	1
Mississippi River (South Pass of), La.										1	1
Mispillion Light, Del.					1						1
Mistake Island, Me.	1		1								2
Mobile Bay, Ala.				1							1
Mobile Point, Ala.						1	1				2
Monhegan Island, Me.		1								1	2
Monmouth Beach, N. J.										1	1
Monomoy Point, Cape Cod, Mass.		1	2		1	2	1		1	1	9
Monroe Island, Penobscot Bay, Me.			1			4					5
Montauk Point, Long Island, N. Y.					1	1					2
Montauk Point (5 miles northwest of), Long Island, N. Y.										1	1
Moose Island, Booth Bay Harbor, Me.	1							1			2
Morgan's Point, Fisher's Island Sound, Conn.										1	1
Moriches, Long Island, N. Y.	1				1						2
Morris Cove, New Haven, Conn.	1		1								2
Morris Island, S. C.				1							1
Mount Desert Island (south coast of), Me.								1			1
Mount Desert Rock, Me.					1				1		2
Mount Desert (Schooner Head), Me.								1			1
Mulberry Island, near mouth of James River, Va.									1		1
Munroe's Island (West Penobscot Bay), Me.									1		1
Muskeget Island, Nantucket Sound, Mass.					3		2			1	6
Musquito Inlet, Fla.		1	1	1	1			3			7
Musquito Inlet (3 miles north of), Fla.					2						2
Musquito Inlet (7 miles north of), Fla.					1						1
Musquito Inlet (4 miles south of), Fla.					1						1
Musquito Inlet (12 miles south of), Fla.							1				1
Musquito Island (approaches Saint George's River), Me.	1										1
Mustang Island, Tex.								1	2		3
Myrtle Island, Va.			1						1		2
Nag's Head, N. C.				1	1	1				2	5
Nancy Ledge, Lubec, Me.					1						1
Nantasket Beach, Mass.								1			1
Nantucket Bay, Mass.		4		1	1		1	1			8
Nantucket (west end of), Mass.								2			2
Nantucket, Great Point, Mass.	1			1	3	1	1			2	8
Nantucket, Sankaty light, Mass.				1							1
Nantucket Shoals, Mass.			1		3	1		6	2	1	14
Napatree Point, R. I.		1			2	1					5
Napague, Long Island, N. Y.			1							2	3
Narragansett Pier, R. I.				1	1		1	1			4
Nashawena Island, Vineyard Sound, Mass.			1		1						2
Nash's Island, Moos-a-bee Reach, Me.								1		1	2
Nauson Beach, Cape Cod, Mass.	1	1	3	3					1		9
Nauson Island, Vineyard Sound, Mass.		1		1							3
Negro Island, Saco Bay, Me.		1								1	2
New Bedford Harbor, Mass.	1		1		1	1		1	1		6
Newburyport Bar, Mass.	1	1			1				2	6	11
Newcomb's Hollow, Mass.		2									2
New Haven, Conn.	1	1	1					1		2	7
New Inlet, Long Island, N. Y.	1	1	2		3	1			1	1	10
New Inlet, N. C.		2	1			1			3		7
New Inlet, N. J.										1	2
New London, Conn.	1		3		1		2	1			6
New London (ledge off), Conn.							1	1			2
New Mill Creek, Va.							1				1
New Point Comfort, Chesapeake Bay									1		1

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded, &amp;c.—Continued.

## ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total
	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	
Newport, R. I.	1		2			1	1	3	1		9
Newport News, Va.			1				1				2
New Topsail Inlet, N. C.								1			1
New River (mouth of), N. C.						1	1			1	3
New Rochelle Harbor, N. Y.							2				2
Newton's Creek (mouth of), New York Harbor, N. Y.								1		1	2
Newton's Rock, Narragansett Bay, R. I.								1			1
Nix's Mate, Boston Harbor, Mass.			1					1			2
No Man's Land, Mass.							2				2
Nonamasset Island, Vineyard Sound, Mass.	1								2		3
Norfolk (near), Va.							1				1
Norman's Woe, entrance Gloucester Harbor, Mass.									1		1
North Inlet, S. C.	1										1
North Island Beach, S. C.									1	1	2
North Point, Chesapeake Bay, Va.					2						2
Northport, Me.			1								1
Northport Harbor, N. Y.						1					1
North River Bar, N. C.					1	2			1		4
Nort Truro, Cape Cod, Mass.					2						2
North West, Long Island, N. Y.						2					2
Norton's Cove (ledge in), Me.					1						1
Norton's Island, Seal Harbor, Me.			1								1
Norton's Point, Carver Harbor, Me.				1							1
Norwalk Islands, Long Island Sound	1						1				2
Nova's Rock, Moos-a-bec Reach, Me.										1	1
Noye's Point, R. I.		1	1								2
Oak Island, N. Y.										1	1
Ocean City, Md.		1			1			2			4
Ocean Grove, N. J.			1	1					2		4
Ocean View, Va.			1		1	2					4
Ocklockonee Bar, Fla.							1				1
Ocracoke Inlet, N. C.		1	3	1	1	1				1	8
Ocracoke Inlet (5 miles northeast of), N. C.									1		1
Odiorne's Point, N. C.			1								1
O'Donnell's Point, Lubec Narrows, Me.					1						1
Old Cilley Ledge, Penobscot Bay, Me.	1	1				1					3
Old Currituck Inlet, N. C.						1					1
Old Ferry Point, N. Y.						1					1
Old Field Point Light, Long Island, N. Y.					1						1
Old Field Point (½ mile southeast), Long Island Sound, N. Y.										1	1
Old Man Ledge, Penobscot Bay, Me.	1				1						2
Old Man's Ledge, off No Man's Land, Vineyard Sound, Mass.										1	1
Old Point Comfort, Va.							1	1	1		3
Old Prince, The, Cape Porpoise Harbor, Me.					1						1
Old Topsail Inlet, N. C.									1		1
Old Woman Ledge, Me.						1				1	2
Onset Island, Buzzard's Bay, Mass.										1	1
Oregon Inlet, N. C.	1	1	1				2		1	1	7
Orleans Beach, Cape Cod, Mass.			2	2			1		1		6
Ossabaw Island, Ga.						1					1
Otter Island Ledge, Muscle Ridge Channel, Me.									1		1
Outer Diamond Shoal, Cape Hatteras, N. C.						1	1			1	3
Outer Ledge, (entrance Camden Harbor), Me.									1		1
Owl's Head, Me.	1									1	2
Oyster Bay, N. Y.						2					2
Oyster Pond Reef, Long Island, N. Y.	1									1	2
Oyster Rock, Wilmington Harbor, N. C.			1								1
Padre Island, Tex.				2			4		4		10
Pamet Hollow, Cape Cod, Mass.				1							1
Paramore's Beach, Va.							1	1	1	3	6
Parker's Cove, Hlesborough, Me.			1								1
Parker's Island, N. Y.				1							1
Pascagoula Bar, Miss.	1						1				2
Pasque Island, Vineyard Sound, Mass.	3		1								4
Pass a l'Ouvre, mouth of Mississippi River, La.	1										1
Pass Cavallo, Tex.		3									3
Patapsco River (mouth of), Chesapeake Bay, Md.					3	1	2		2	1	9
Patuxent River (mouth of), Md.		2	1		1	1				1	5
Pavilion Beach, Mass.		2		1							3
Pawley's Island, S. C.									1		1
Peaked Hill Bar, Cape Cod, Mass.	2	1	1		1	1	3	3		2	14
Peak's Island, Casco Bay, Me.					1	1	1		1		3
Peck's Beach, N. J.					1	1		1			3

TABLE 65.—List of places on the Coasts of the United States where vessels have Stranded, &c.—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	
Peconic Bay (Mattituck), Long Island, N. Y										1	1
Pierce's Island, Portsmouth Harbor, N. H							1				1
Pelican Bank, Saint Helena Sound, S. C.									1		1
Pelican Island, Tex						1	1	1			3
Pelican Spit, Galveston Bay, Tex								1			1
Pembroke Me	1								1		2
Penfield's Reef, Conn					1			1	1		3
Penikese Island, Buzzard's Bay, Mass				1						1	2
Pensacola, Fla				2				1			3
Pensacola Bar, Fla		1		1							2
Pepperell's Cove, Portsmouth Harbor, N. H			1								1
Perdido Bay Bar, Fla		1									1
Perkins' Ledge (mouth of Kennebec River), Me	1										1
Perry's Creek, Penobscot Bay, Me											2
Petit Menan Island, Me	1		2	1							6
Piantokank River Bar, Va					2	2					2
Pickard's Point, Penobscot Bay, Me	1										1
Pine Island (off New London), Conn					1						1
Plum Beach Shoal, Narragansett Bay, R. I								1			1
Plum Island, Long Island Sound, N. Y	1			1			1			1	4
Plum Island, Mass								1	2	2	5
Plum Island Point, Mass						1	1	1			3
Plum Point, Chesapeake Bay, Md					1	1					2
Point Allerton, Boston Harbor, Mass	1							1		1	3
Point au Fer, Fla	1										1
Point Isabel, Tex	3						3				6
Point Judith, R. I	2	1	1		2	1		1		3	11
Point Lookout, Chesapeake Bay, Md								1		1	2
Point No Point, Chesapeake Bay, Md.				1							1
Point No Point, Conn						1					1
Point of Rocks, Lynn, Mass					1						1
Point Pleasant, N. J					1						1
Point Seguin, Me						1					1
Pollock Rip, Mass	1	1						1	1	1	5
Pomp's Island, Moos-a-beck Reach, Me								1			1
Pond Cove, Cape Elizabeth, Me			1								1
Pond Cove Island, Englishman's Bay, Me		1									1
Popasquash Point, Narragansett Bay				1							1
Pope's Island, Chesapeake Bay					1			2			3
Pope's Island (near), Md									1		1
Portland Head, Cape Elizabeth, Me		1			1			1			3
Port Jefferson, Long Island, N. Y			1								1
Port Morris (rock near), N. J					1						1
Portsmouth, N. H			1	3	2		1			4	11
Portsmouth, Va						1					1
Portsmouth (8 miles northwest of), N. C									1		1
Port Royal Bar, S. C									1		1
Powder Horn Bayou, Tex		2									2
Promised Land, Long Island, N. Y						5					5
Prospect Harbor, Me		5									5
Provincetown, Mass		5	2		7	4	1			1	20
Prudence Island, Narragansett Bay, R. I									1		1
Pulpit Rock (near Portsmouth), N. H								2			2
Pumpkin Hill Shoal, Charleston, S. C		1	1		1		1				4
Pumpkin Island, Portsmouth Harbor, N. H							1				1
Punta Rassa, Fla						1					1
Quoddy Head, Me	1	1		1	1	1		2			7
Quon-chontaug Beach, R. I		1				1		1			3
Race Point, Cape Cod, Mass	2	4			2	1		3	1	2	15
Race Point (near Cutler), Me				1							1
Race Rock, Long Island Sound			1							1	2
Rackliff Island, Seal Harbor, Me					1				2		3
Ragged Island, Penobscot Bay, Me		1									1
Ragged Point, Assateague Island, Va				1							1
Rainsford Island, Boston Harbor, Mass										1	1
Ram Island (Kennebec River, below Bath), Me									1		1
Ram Island Reef, Long Island Sound				1							1
Ram Island (entrance to Portland Harbor), Me										1	1
Ram's Head Ledge, Boston Harbor, Mass	1							1			2
Randall's Island, Long Island Sound, N. Y									1		1
Ravenswood Rock, East River, N. Y							1				1
Ray's Point (near), Me								1			1
Red Fish Bar, Tex			1		2						3
Red Spring Point, Long Island, N. Y	1										1
Reed's Point, Albemarle Sound, N. C							1				1

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded, &amp;c.—Continued.

## ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	
Rehoboth Beach, Del.....						1					1
Revenue Point Shoal, Ala.....	1										1
Rich Inlet, N. C.....					1		1				2
Richmond's Island, Casco Bay, Me.....		1	1								2
Rigolets, The, La.....							1				1
Rip Raps, Hampton Roads, Va.....			1								1
Robbin's Reef Bay, New York Harbor.....						1	1				2
Robert's Harbor, Penobscot Bay, Me.....		1									1
Robinson's Beach (Southwest Harbor), Me.....						1					1
Robinson's Hole, Vineyard Sound, Mass.....				1				1		1	3
Rockaway, Long Island, N. Y.....			3		1	1	1				6
Rockaway Beach, Long Island, N. Y.....					1			1	1		3
Rockaway Shoals, Long Island Sound.....		1	1				1	1		1	5
Rock Island Beach, Long Island Sound.....	1										1
Rockland, Me.....				1	1	1					3
Rock Point, Chesapeake Bay, Md.....		1			1						2
Rockport, Mass.....							1		2	1	4
Rocky Neck, Gloucester Harbor, Mass.....					1						1
Rocky Point, Long Island Sound.....		1		1							2
Rocky Point, Plymouth Bay, Mass.....							1				1
Romer Shoal, N. Y.....	1	3			2	1	4	3	1	1	16
Rose Island, R. I.....					1			1		1	3
Round Shoal, Quoddy Bay, Me.....						1	1				2
Royal Shoal (northwest point), N. C.....							1				1
Rumstick Shoal, Narragansett Bay, R. I.....								1			1
Rudder Rock, Deer Island Thoroughfare, Me.....		1							1		2
Rye Beach, N. H.....					2			2			4
Rye Ledge, N. H.....					2						2
Rye Point, Long Island Sound, N. Y.....										1	1
Sabine Pass, Tex.....		1				2	1	1			5
Sachem's Head, Conn.....					1						1
Saco (rock near), Me.....									1		1
Saddle Island, Penobscot Bay, Me.....		1									1
Sag Harbor, Long Island, N. Y.....						1					1
Sag Harbor (12 miles east of), N. Y.....							1				1
Saint Andrew's Bay, Fla.....								1			1
Saint Augustine, Fla.....				1							1
Saint Augustine (12 miles north of), Fla.....						1					1
Saint Augustine Bar, Fla.....			1		1				1		3
Saint Catharine's Sound, Ga.....								1			1
Saint George's Island, Chesapeake Bay.....						1					1
Saint John's Bar, Fla.....	1		1	2	2	2	1		1		10
Saint Joseph's Island, Tex.....										1	1
Saint Lucie (10 miles north of), Fla.....					1						1
Saint Simon's Bar, Ga.....						1					1
Saint Vincent's Island, Fla.....				1							1
Sail Rock, off West Quoddy Head, Me.....										1	1
Sakonnet Point, R. I.....		2			1	3					7
Salem, Mass.....						1				1	2
Salt Island Ledge (off Cape Ann), Mass.....	1									1	2
Saluria, Tex.....		2									2
Sand Island, Ala.....								1			1
Sand's Point, Long Island Sound, N. Y.....										1	1
Sand Shoal Inlet, Va.....				1							1
Sandwich, Mass.....						1					1
Sandy Hook, N. J.....		4	1	3	2	2	2	2	4	4	24
Sandy Point, Albemarle Sound, N. C.....									1		1
Sandy Point, Chesapeake Bay.....			4								4
Sandy Point, Conn.....						1					1
San Bernard Bar, Tex.....								1			1
San Luis Pass, Tex.....		4			1		1		1	1	8
San Luis Pass (2 miles northeast of), Tex.....				1					1		2
San Luis Pass (2 miles southwest of), Tex.....									1		1
San Luis Pass (4 miles west of), Tex.....				1	1						2
San Luis Pass (30 miles west of), Tex.....										1	1
Sanibel Island, Fla.....										1	1
Santa Rosa Island, Fla.....	1		2		2	1	2	1	1	1	11
Saquish Point, Mass.....						1					1
Saybrook Bar, Conn.....	1	1	2	3		3				1	11
Saybrook Point, Conn.....					1			1			2
Schoodie Island, Frenchman's Bay, Me.....				1		1					2
School-ship Rock, Vineyard Haven, Mass.....					1						1
Scituate, Mass.....	3		2	3	1	2	1	1		3	16
Seabright, N. J.....									1		1
Sea Grove, N. J.....			1								1

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded, &c.—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	
Sea Horse Ledge, Machias Bay, Me.									1		1
Seal Cove, Mount Desert, Me		1									1
Seal Harbor, Muscle Ridge Channel, Me			1	1				1			2
Seal Island, Machias, Me				1							1
Seavey's Island, Portsmouth Harbor, N. H.		1					1	2			4
Seven-foot Knoll, Chesapeake Bay								1			1
Seyern River (mouth of), Md				1							1
Sewell's Point, Chesapeake Bay, Va		1									1
Shabbit Island, Me.	1										1
Shallotte Inlet, N. C.			1								1
Shark River, N. J.				2	1				1		5
Sheep Island, Moos-a-bec Reach, Me									1	1	1
Sheep Island Bar, West Penobscot Bay, Me							1	1		1	3
Sheepscoot River (mouth of), Me				1							1
Shinnecock, Long Island, N. Y.		2	1				2				5
Ship Island (shoal off), Miss.								1			1
Ship Shoals, Va			1								1
Shippan Point Reef, Long Island Sound	1										1
Shively Ledge (off Spruce Head), Me				1							1
Shore Island, R. I.											1
Short Beach, N. J.					3					1	4
Shot Islands, Englishman's Bay, Me								1			1
Shovelvill shoal, Nantucket Sound, Mass.	1	3		1	2						7
Simonton's Cove, Cape Elizabeth, Me.		1									1
Sinepuxent Neck, Md			1	2	1						4
Sisters, The approaches, Saint George's River, Me								1			1
Skiff Shoals, Nantucket Sound, Mass							1				1
Skinn r's Head, Marblehead Harbor, Mass			1	1							2
Sloop Ledge, Sheepscoot Bay, Me					1						1
Smith's Island, Va		3		1	1	1	1	1	3		11
Smith's Island (Isaac's Shoals), Va.						1	2		2	3	8
Smith's Point, Chesapeake Bay, Va						3	1	1	2		7
Smith's Point (5 miles northwest of), Chesapeake Bay, Va								1			1
Smith's Point, Long Island, N. Y.				1	1		1	1	1	1	6
Smith's Rock, Scituate Neck, Mass			1								1
Smithtown Harbor, Long Island, N. Y.			2	1							3
Somers Point, N. J.					2						2
South Breaker, off Baker's Island				2							1
South Chatham, Mass				1							1
Southern Island (near Saint George), Me				1							1
Southhampton, Long Island, N. Y.	1										1
South Harwich, Mass							1				1
South Island Fishing Bank, S. C.						1					1
South Marshfield, Beatie's Island, Me	1										1
South Norwalk, Conn							1				1
Southport Bar, Conn.											1
South Saint George, Me.			2								2
South Thomaston (ledge off Sleeper's Point), Me.										1	1
Southwest Harbor (Mount Desert Island), Me								1			1
Southwest Ledge, New London, Conn						1					1
Southwest Pass, mouth of Mississippi River, La.			1								1
Sow and Pigs, Vineyard Sound, Mass			1			2	1			1	5
Spectacle Island, Cumberland Inlet, Ga			1								1
Spindle Rock, south side Rose Island, R. I.							1				1
Sprague's Neck (east side Machias Bay), Me.										1	1
Spruce-Head Island, Muscle Ridge Channel, Me					1		1	1	1	1	5
Spruce Island (off Machias), Me				1							1
Spruce Point, Booth Bay Harbor, Me			1			1					2
Spruce Point Ledge, Me	1										1
Squam Beach, Mass									1	1	2
Squan Beach, N. J.	2	2	2	1		2	3	1		3	16
Squash Meadow Shoals, Vineyard Sound, Mass	2	1						1			4
Squid Ledge, Block Island Sound, R. I.									1		1
Squipnocket Beach, Mass							1				1
Stage Island, Saco Bay, Me					1						1
Stamford, Conn	1				1	2					6
Stanley's Point, Me						1					1
Staten Island, N. Y.	1	1	1				1		1		5
Steel Coat, or Steel Harbor Island, Englishman's Bay, Me										1	1
Stingray Point, Chesapeake Bay, Va		2									2
Stone Beacon Ledge, Portsmouth Harbor, N. H.			1								1
Stone Horse Shoal, Nantucket Sound, Mass		1	1	1		1		3		1	8
Stone Horse Shoal (near Tybee Island), Ga.		2									2

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded, &amp;c.—Continued.

## ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	
Stonington Harbor, Conn .....		1								1	2
Stony Inlet, S. C .....		2									4
Stony Point, Cape Poge, Mass .....			1		1				1		3
Straitsmouth Island (off Cape Ann), Mass .....					1				1		2
Stratford Shoals, Conn .....			1						1	1	3
Straw's Point (ledge near), N. H .....					1						1
Success Rock, Long Island Sound .....								1			1
Sugar Loaf (mouth of Kennebec River), Me .....						1					1
Sugar Reef (near Watch Hill), R. I .....							2		1		4
Sutton's Island (ledges off), Me .....									1	1	2
Swampscott, Mass .....		2								1	3
Swan Point, Chesapeake Bay .....				1					1		2
Sweet's Island, Sheepscott River (mouth of), Me .....				1							1
Tally's Point, Chesapeake Bay, Md .....				1							1
Tampa, Fla .....				1							1
Tampa Bay (rocks near), Fla .....								1			1
Tampa Bay (30 miles south of entrance), Fla .....								1			1
Tanner's Point, Long Island, N. Y .....				1							1
Tarpanin Cove, Vineyard Sound, Mass .....					1	1					2
Taylor's Island, Chesapeake Bay, Md .....					1	1					2
Tennant's Harbor, Me .....				1							1
Ten-Pound Island, Gloucester Harbor, Mass .....		2				1		1			4
Terry Ledge (off White Head Light), Me .....											1
Thatcher's Island, Mass .....		3	2			1					6
Thimble, The, Long Island Sound .....		2			1	1					4
Thompson's Ledge Cranberry Island, Me .....						1					1
Three Sisters, Chesapeake Bay .....			1					1			2
Three Tree Island, Me .....		1									1
Thomas Ledge, Fox Island Thoroughfare, Me .....										1	1
Thomas Point Shoal, Chesapeake Bay, Md .....									1		1
Throg's Point (rock near), Long Island Sound .....					1						1
Thurlow's Island, Deer Island Thoroughfare, Me .....								1			1
Tiger Island, Ga .....					1						1
Tilghman's Island, Chesapeake Bay, Md .....					1						1
Timbalier Island, La .....				1	1	1					3
Tiverton, R. I .....				1	1						2
Toddy's Rocks, Boston Harbor, Mass .....		1				1		1			3
Tom More's Rocks, Mass .....					1						1
Tom Never's Head, Nantucket Sound, Mass .....					1						1
Tom's River, N. J .....					1						1
Tom's Rock (off Kennebec River), Me .....								1			1
Too's Point, Chesapeake Bay, Va .....		1									1
Townsend's Inlet, N. J .....	4	2			2	2		2	4	5	21
Truro, Mass .....		1	1	1			2				5
Tucker's Beach, N. J .....							1	1			2
Tuckernuck Shoals, Nantucket Sound, Mass .....		2	2	1	2	1	1		2		11
Turner's Shoal, Assateague, Va .....					1				1		2
Turtle Gut Inlet, N. J .....			1	1			1		2		5
Two Bush Reef, West Penobscot Bay, Me .....										1	1
Tybee Island, Ga .....		2		1			1		1		5
Vancoek Shoals, Tex .....		1									1
Vineyard Haven, Mass .....		6	3	4	12	6	3	2	1	3	40
Wading River, Long Island, N. Y .....						1					1
Wallop's Beach, Va .....								1			1
Warwick Neck, Narragansett Bay, R. I .....									1		1
Washington Shoal, Block Island Sound, N. Y .....										1	1
Wasque Bluff, Martha's Vineyard, Mass .....								1			1
Watchepreague Inlet, Va .....		2	2	2	3	1		2	1		13
Watchepreague Inlet (Dawson's Shoals), Va .....							2			2	4
Watch Hill, R. I .....							2	1			5
Webber's Ledge, Muscongus Sound, Me .....			1								1
Waldport, Cape Cod, Mass .....						1		1		1	3
Well's Beach, Me .....			1					1			2
West Chop, Vineyard Sound, Mass .....		2	9		1	1	3	2		1	19
West Dennis, Cape Cod, Mass .....						1					1
West Island, Buzzard's Bay, Mass .....								1			1
West Hampton Bar, Long Island .....				1							1
Westport Point, Mass .....				1							1
West Quoddy Head, Me .....					1			1	1	1	4
West Sister, The, Portsmouth Harbor, N. H .....								1			1
West Triangle, Me .....						1					1
Whale Back Shoal, Cape Cod, Mass .....					1						1
Whale Rock, Narragansett Bay, R. I .....					1	1					2
Whale Rock Light, Me .....		1									1
Wheaton's Reef, Long Island Sound, Conn .....									1		1

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded, &c.—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	
Wheeler's Bay, Me.....		1							2		3
White Head (1 mile south of light), Me.....					1						1
White Head Island, Penobscot Bay, Me.....							2	1	1		4
White Ledge, near Tennant's Harbor, Me.....										1	1
Whitestone Point, N. Y.....						1					1
Whortleberry Island, Long Island Sound.....						1					1
Wickford, R. I.....									1		1
Wicopesset Island and Reefs, Conn.....					1				1		2
Wilkes' Ledge, Buzzard's Bay, Mass.....	1										1
Willoughby Spit, Chesapeake Bay.....					1						1
Windmill Point, Chesapeake Bay, Va.....								1			1
Windmill Point, Stonington, Conn.....		1									1
Winter Quarter Shoals, Va.....	1	1				2					4
Winthrop Beach, Boston Bay, Mass.....	1										1
Winthrop Head, Boston Bay, Mass.....					1						1
Wolf Island Spit, Ga.....								1			1
Wolftrap Shoal, Mobjack Bay, Va.....		1		1					1		3
Wood End, Cape Cod, Mass.....	5		1	1	4						12
Wood's Holl, Mass.....		1			1						2
Wood Island, Saco Bay, Me.....				1							1
Wood Island Ledges, Kennebec River, Me.....					1						1
Woodville Landing, Conn.....						1					1
Wreck Pond Inlet, N. J.....									1		1
Wreck Shoals, Mass.....					1						1
York Beach, Me.....		1			1						2
York Ledge, Me.....	1		1								2
York Point, Blue Hill Bay, Me.....					1						1
York Spit, Chesapeake Bay, Va.....							1				1
Young's Point, Fox Island Thoroughfare, Me.....	1								1		2

PACIFIC COAST.\*

Albion River (mouth of), Cal.....					1					1	2
Alcatraz Island, San Francisco Bay, Cal.....		1		1			1				3
Angel Island, San Francisco Bay, Cal.....							1				1
Aquina Bar, Oreg.....		1									1
Arch Rock, San Francisco Bay, Cal.....				1				1			2
Astoria, Oreg.....	1								1		2
Belkopsky (10 miles north of), Alaska.....						1				1	1
Berkeley, San Francisco Bay, Cal.....						1					1
Black Point, San Francisco Bay, Cal.....											1
Bodega Bar, Cal.....										1	1
Bodega Head, Cal.....						2					2
Bollinas, Cal.....					1						1
Bowen's Landing, Mendocino County, Cal.....			2	1	1				1	1	6
Bridgeport Landing, Mendocino County, Cal.....										1	1
Brother's Island, San Francisco Bay, Cal.....						1		1			2
Burrows Island, Rosario Strait, Wash.....											1
Cape Blanco Channel (rock in), Oreg.....										1	1
Cape Flattery, Wash.....		1		1							2
Cape Foulweather (10 miles north of), Oreg.....		2									2
Cape Hancock or Cape Disappointment, Wash.....								1			1
Cape Prince of Wales (20 miles north of), Alaska.....										1	1
Casarian Islands, Alaska.....		1									1
Caspar, Cal.....		1									1
Chatalina Island, Cal.....						1			1		2
Chernobour Rocks, Alaska.....								1		1	1
Clark's Island Reef, Washington Sound.....	1								1		1
Clatsop's Spit (mouth of Columbia River).....	1	1						2		3	7
Columbia River Bar.....	2		1	4	1	1	1	2	1		14
Columbia River Bar (12 miles southeast of), Oreg.....										1	1
Columbia River (10 miles north of), Wash.....										1	1
Coos Bay Bar, Oreg.....				1	1	2	1	1			6
Coos Bay Bar, Oreg.....	1										1
Coquille River (9 miles north of), Oreg.....								2			2
Coquille River (mouth of), Oreg.....			1								1
Coquille River (5 miles south of), Oreg.....			1								1
Cottoneva, Cal.....			1								1
Crescent Bay, Wash.....					1	1					2
Crescent City, Cal.....			1	1	1	2	3			1	8

\* In a few instances the number of stranded vessels in this table do not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded, &amp;c.—Continued.

## PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.	
	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.		
Cuffey's Cove, Cal.			1				1		1			3
Deadman's Island, San Pedro Bay, Cal.						1						1
Destruction Island, Wash		1										1
Drake's Bay, Cal.				2								2
Duncan's Mill, Sonoma, Cal.	1											1
Duxbury Point Reef, Cal.	1		1	1								3
East Brother Island, San Francisco Bay, Cal.								1				1
Ediz Hook, Wash						1						1
Eel River Bar, Cal.				2							2	2
Farallon Islands, Cal.		2					1					3
Ferguson's Cove (near Point Arena), Cal.									2	1		3
Fidalgo Island, Alaska						1						1
Fish Rocks, Cal.	1			1	1	1	1	1				6
Fisk's Mill, Cal.		1										1
Fort Point, San Francisco Bay, Cal.	1		1					2				4
Fort Ross, Cal.	1					1		1				3
Fort Stevens, Oreg.	1											1
Fresh Water Bay, Wash	1					1						2
Gerstler's Cove, Cal.				1								1
Golden Gate, Cal.							1	1	1			3
Goleta, Cal.				1								1
Golovin Sound, Alaska.								1				1
Gualala, Cal.										1		1
Hueneme, Cal.										1		1
Humboldt Bar, Cal.				2				1	2	1		6
Hunter's Point, San Francisco Bay, Cal.				1								1
Kadiak Harbor (21 miles southeast of), Alaska	1											1
Kake Island, Alaska.	1											1
Karluuk, Kadiak Island, Alaska									1			1
Karluuk Strait, Cal.				1		2						3
Koronsky Island (unknown reef near), Alaska.										1		1
Lime Point, San Francisco Bay, Cal.				1				1		1		3
Little River, Cal.		1		1	1	1			3			7
Marrowstone Point, Wash		1							1			2
Maury Island, Puget Sound, Wash										1		1
Mendocino, Cal.				1								1
Middle Grotund, Suisun Bay, Cal.						1						1
Mile Rocks, entrance to San Francisco Bay, Cal.			1	2		1	1		1			6
Mission Rocks, San Francisco Bay, Cal.					1							1
Monterey Harbor, Cal.					1							1
Mora Bay, Cal.			2									2
Mora Bay, Wash							2					2
New Dungeness, Wash					2							2
Newport, Cal.						1			1			2
Nisqually River (mouth of), Puget Sound							1					1
North Beach, San Francisco Bay, Cal.						1						1
North Head, San Francisco Bay, Cal.	1											1
Navarro River (mouth of), Cal.				1	1		1					3
Noyo River (mouth of), Cal.				1			1					2
Onalaska Island, Alaska						1						1
Ounga Island, Alaska				1	1							2
Peacock Spit, mouth of Columbia River									1			1
Pearl Island, entrance to Roche Harbor, Wash										1		1
Pillar Point, Cal.			1									1
Pillar Point, Straits of Fuca, Wash								1				1
Point Adams, Oreg.						1						1
Point Arena, Cal.	2	1			1	1	1					6
Point Arena (8 miles south of), Cal.										2		2
Point Belcher, Alaska										1		1
Point Bonita, Cal.				1			1					2
Point Bonita (5 miles northwest of), Cal.					1							1
Point Fernin, Cal.								1				1
Point Greenville, Wash						1						1
Point Lobos, Golden Gate, Cal.								1				1
Point Montara Reef (near), Cal.								1				1
Point of Rocks, Mission Bay, Cal.				1								1
Point of Rocks, Wrangel, Alaska		1										1
Point Reyes, Cal.	1		1	1	1				1	1		6
Point Sal, Cal.		1		1	1							3
Point San Luis (1 mile west of), Cal.							1					1
Point San Pedro, Cal.												1
Point Sar, Cal.	1											1
Point Wilson, Wash		1					1					2
Port Orford, Oreg.		1									1	2
Port Orford (15 miles south of), Oreg.				1								1

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded, &c.—Continued.

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	
Port Susan, Wash										1	1
Port Townsend, Wash						1					1
Prince of Wales Island, Alaska										1	1
Red Rock, San Francisco Bay, Cal						1					1
Rockport, Cal									1		1
Rocky Point, Cal			1								1
Rogue River Bar, Oreg	1	1				2					4
Rough and Ready (5 miles south of Point Arena), Cal.				1							1
Sacramento River (mouth of), Cal								1			1
Saint Lawrence Island, Behring Sea, Alaska								1			1
Saint Paul's Island (ledge off), Alaska								1			1
Salmon Creek, Cal				1							1
San Buenaventura, Cal		3	1								4
San Diego Bay, Cal				1							1
San Juan de Capistrano, Cal									1		1
San Juan Island, Straits of Fuca, Wash			1								1
San Miguel Island, Cal						2	1				3
San Pablo Bay, Cal				1					1		2
San Pedro Bay, Cal							1				1
Sand Island, Oreg		1			1						2
Santa Cruz Point, Cal			1			1					2
Shalwater Bay, Wash		1				1		2			4
Sitka (4½ miles southeast of), Alaska									1		1
Smith's Point, Oreg		1									1
Smith's River (mouth of), Cal				1	1		1				3
Soquel, Cal							1				1
South Beach, San Francisco Bay, Cal	1	1									2
Stewart's Point, Cal		1					1				2
Tacoma, Wash									1		1
Ten-mile Beach (7 miles north of Big River), Cal.										1	1
Tillamook Bar, Oreg							1				1
Timber Cove, Cal									1		1
Trinidad, Cal				1							1
Umpqua Bar, Cal		1			1						2
Umpqua Bar (4 miles north of), Oreg									1		1
Utsaladdy Bay, Wash									1		1
Westport, Humboldt Bay, Cal						1	1				2
Whitesboro' Landing, Mendocino County, Cal									1		1
Wilmington Bay, Cal		1									1
Wyanda Rock, Peril Straits, Alaska									1		1
Yaquina Bay, Oreg		1	1	1						1	4

LAKE COASTS.\*

[NOTE.—This list includes also places on the Canadian shore where American vessels have stranded.]

Ahnapee, Lake Michigan, Wis	1				1			3			5
Alabaster, Lake Huron, Mich		1							1		2
Alaska, Lake Michigan, Wis						1					1
Alcona, Lake Huron, Mich				2				1			3
Amherstburg, Detroit River, Canada	2			1							3
Amherst Island, Lake Ontario, Canada					1				1		2
Antrim, Lake Michigan, Mich	1	1									2
Apostle Islands, Lake Superior, Wis	1										1
Ashlaud Bay, Lake Superior, Wis							1				1
Ashtabula, Lake Erie, Ohio	1	2	2		1			1			7
Ashtabula (8 miles southwest of), Lake Erie, Ohio							1				1
Au Sable, Lake Huron, Mich				1		2			1		4
Avon Point, Lake Erie, Ohio	1										1
Bad River (mouth of), Lake Superior, Wis									1		1
Bailey's Harbor, Lake Michigan, Wis		2					7		1		10
Barcelona, Lake Erie, N. Y.			1								1
Bark River (mouth of), Green Bay, Mich			1	1				1			3
Bar Point, Lake Erie, Canada	1	1		1		1			2		8
Bay View, Lake Erie, N. Y.								2		1	1
Beaver Bay (2 miles northeast of), Lake Superior						1					1
Beaver Bay (8 miles northeast of), Lake Superior						1					1
Beaver Island, Lake Michigan, Mich		1			1	2	2	3	1	2	12
Belle Island, Detroit River, Mich	1	1				2					4

\* In a few instances the number of stranded vessels in this table do not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded, &amp;c.—Continued.

## LAKE COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	
Biddle's Point, Lake Michigan, Mich.....					1						1
Big Point au Sable, Lake Michigan, Mich.....							1	1	1	1	4
Big Point au Sable (6 miles north of), Lake Michigan, Mich.....									1		1
Big Sandy Creek, Lake Ontario, N. Y.....						5	6	4	4	1	20
Big Sandy Creek (5 miles north of), Lake Ontario, N. Y.....								2			2
Big Sodus, Lake Ontario, N. Y.....				2		2				1	5
Big Summer Island, Lake Michigan, Mich.....										1	1
Black Lake Harbor, Lake Michigan, Mich.....						1					1
Black River, Lake Erie, Ohio.....									1		1
Black River, Lake Huron, Mich.....	2									1	3
Black River, Lake Michigan, Wis.....						1					1
Black Island Reef, Lake Huron, Mich.....						2	2				4
Bois Blanc Island, Detroit River, Canada.....		1			1			3	1	1	7
Bois Blanc Island, Straits of Mackinac, Mich.....	1	2				1		2			6
Braddock's Point, Lake Ontario, N. Y.....			1						1		2
Buffalo, Lake Erie, N. Y.....	2	1	1	2		5	4	1	3	2	21
Buffalo (4 miles west of), Lake Erie, N. Y.....						1					1
Burnt Cabin Point Reef, Lake Huron, Mich.....				1				1		1	3
Buckhorn Dock, Lake Erie, Canada.....			1								1
Calumet, Lake Michigan, Ill.....	1							1			2
Calumet (14 miles south of), Lake Michigan, Ill.....								1			1
Cana Island, Lake Michigan, Wis.....	1						1				2
Cape Vincent, Lake Ontario, N. Y.....									1		1
Carlton, Lake Michigan, Wis.....					1						1
Caseville, Lake Huron, Mich.....									2		2
Caseville (8 miles northeast of), Lake Huron, Mich.....										1	1
Catarangus Creek (mouth of), Lake Erie, N. Y.....										1	1
Cat-Head Point, Lake Michigan, Mich.....	1								2		3
Cedar Point, Lake Huron.....						1					1
Cedar Point, Sandusky Bay, Lake Erie, Ohio.....	1	1				2	1			1	6
Cedar River, Lake Michigan, Wis.....		1								1	2
Centreville (1 mile north of), Lake Michigan, Mich.....								1			1
Charity Shoal, Lake Ontario.....								1			1
Charle-voix, Lake Michigan, Mich.....			1						1		2
Charlotte, Lake Ontario, N. Y.....	1	1			2			1		1	6
Charlotte (5 miles west of), Lake Ontario, N. Y.....				1			1				2
Chaquamegon Point, Lake Superior, Wis.....							1				1
Cheboygan (Straits of Mackinac), Mich.....	4		1	1	1	1	1	1		1	10
Cheboygan (18 miles east of), Straits of Mackinac, Mich.....							1				1
Chester's Reef, Lake Erie.....	1										1
Chicago Harbor, Lake Michigan, Ill.....	1	6		3		4	1	2	4	1	23
Chick-n-no-lee Reef, Lake Erie, Canada.....						1			1		2
Chocoy River (1 mile east of), Lake Superior.....			1								1
Christian Island, Lake Huron, Canada.....							1				1
Clay Banks, Lake Erie.....							1				1
Clay Banks, Lake Michigan, Wis.....						2					2
Cleveland, Lake Erie, Ohio.....	1	2		1		2	3	3		5	17
Cockburn Island, Lake Huron, Canada.....											2
Colchester Reef, Lake Erie, Canada.....					1		1	5			7
Collingwood, Lake Huron, Canada.....	1				1	1					3
Conneaut (4 miles east of), Lake Erie, Ohio.....					1					1	2
Copper Harbor (reef at entrance), Lake Superior, Mich.....								1			1
Cove Island, Lake Huron, Canada.....							1				1
Cove Island (entrance Georgian Bay), Canada.....										1	1
Death's Door, Lake Michigan, Wis.....	1	1	1					1			4
Detour, Detour Passage, Mich.....	1			1		2	1		3	1	9
Dorney's Reef Point, Lake Michigan.....	1										1
Dunkirk Harbor, Lake Erie, N. Y.....	2	1						1			4
Eagle Harbor, Green Bay, Lake Michigan, Wis.....					1						1
Eagle Harbor, Lake Superior, Mich.....								1			1
East Hamburg, Lake Erie, N. Y.....				1							1
East Sister Reef, Lake Erie, Canada.....					1						1
Eleven-Foot Shoals, Green Bay, Lake Michigan.....	1						1	1	2		5
Elk Creek, Lake Erie, Pa.....						1					1
Elk Rapids, Lake Michigan, Mich.....						1				1	2
Ellison Bay, Lake Michigan, Wis.....			1				1				2
Erie Harbor, Lake Erie, Pa.....	2	1				2	1		1		8
Erie (4 miles east of), Lake Erie, Pa.....							4				4
Erie (reef 9 miles east of), Lake Erie, Pa.....							1				1
Escanaba, Lake Michigan, Mich.....		1									1
Escanaba (6 miles south of), Lake Michigan, Mich.....									1		1
Evanston, Lake Michigan, Ill.....						1		1			2

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded, &c.—Continued.

LAKE COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	
Fair Haven, Lake Ontario, N. Y.										1	1
Fair Haven (7 miles west of), Lake Ontario, N. Y.										1	1
Fairport, Lake Erie, Ohio	2	1								1	14
False Presque Isle, Lake Huron, Mich		2				1				1	6
Fayette Harbor (1 mile southwest of), Lake Michigan, Mich											1
Featherbed Shoals, Lake Ontario	1							1			2
Fighting Island, Detroit River	1				1	1		2			6
Fish Point (near Point au Pelée), Lake Erie, Canada					1						1
Fisherman's Island, Lake Michigan, Mich										3	3
Fishing Island Shoal, Lake Michigan, Mich			1						1		2
Ford Shoals, Lake Ontario, N. Y.					1					1	2
Forest Bay, Lake Huron, Mich	1				1						2
Forty-mile Point, Lake Huron, Mich	1		1	1					1		4
Forty-mile Point, Lake Ontario, N. Y.				1							1
Foscovo, Lake Michigan, Wis						1					1
Fox Island Shoal, Lake Michigan, Mich							1				1
Fox Point (4 miles north of), Lake Michigan, Wis										1	1
Frankfort, Lake Michigan, Mich	1	2			1		2	1	1	1	9
Free Soil, Lake Michigan, Mich									1		1
Galloo Island, Lake Ontario, N. Y.				1			1				2
Garden Island, Lake Michigan						1					1
Georgian Bay, Canada								1			1
Glen Arbor, Lake Michigan, Mich						1			1		2
Glencoe, Lake Michigan, Ill						1					1
Goderich (15 miles north of), Lake Huron, Canada										1	1
Good Harbor Bay, Lake Michigan, Mich		2								1	3
Goose Island Shoal, Straits of Mackinac, Mich						1					1
Graham's Shoals, Straits of Mackinac, Mich				2			1	1	1		5
Grand Haven, Lake Michigan, Mich	3	6	2	3	9	9	1	2	1	2	38
Grand Haven (10 miles south of), Lake Michigan, Mich										1	1
Grand Island, Lake Superior, Mich	1	1	1							1	4
Grand Manitoulin, Lake Huron, Canada					1					1	2
Grand Marais, Lake Superior, Minn			1			1					2
Grand Traverse Bay, Lake Michigan, Mich								1			1
Gravelly Island (entrance Green Bay), Mich										1	1
Gravelly Point, Lake Huron, Mich									1		1
Gray's Reef, Lake Michigan, Mich					1						2
Greenbush, Lake Huron, Mich							1				1
Green Island, Lake Erie, Ohio									1		1
Grindstone City, Lake Huron, Mich		1	1			1				1	4
Grosse Island, Detroit River, Mich		1	1					2			4
Grosse Point, Lake Saint Clair, Mich							1	1	2		4
Grosse Point, Lake Michigan, Ill									1		1
Gull Island, Lake Michigan, Mich				1	1		1		1	1	5
Gull Island, Lake Ontario, New York	1										1
Gull Island Reef, Lake Erie						2	1	1			4
Gull Island Rock, Lake Superior					1						1
Hamlin, Lake Michigan, Mich						2					2
Hammond's Bay, Lake Huron, Mich								1			1
Hammond's Bay (10 miles northwest of L. S. S.), Lake Huron, Mich								1			1
Harrisville, Lake Huron, Mich				1				3			4
Hat Island, Green Bay, Lake Michigan, Wis	1										1
Hedge-Hog Harbor, Lake Michigan, Wis							1			2	3
Herson's Island, Lake Saint Clair, Mich	1			1		1		1			4
Hog Island Reefs, Lake Michigan, Mich										1	2
Holland, Lake Michigan, Mich		1	1	1		1					4
Horn Pier, Lake Michigan, Wis						1					1
Horseshoe Reef, Lake Erie, N. Y.					1	1	2	1	3		8
Horseshoe Reef, Green Bay, Lake Michigan					1			1			2
Huron Island, Lake Superior, Mich		1									1
Huron River (mouth of), Lake Erie, Mich								1			1
Hyde Park (off), Lake Michigan, Ill				1					1	1	4
Indian Town Reef, Green Bay, Lake Michigan					1						1
Inverhuron Harbor, Lake Huron, Canada	2										2
Irondequoit, Lake Ontario, N. Y.						1					1
Isle Royale, Lake Superior, Mich			1	1							2
Jack-onport, Lake Michigan, Wis				1			2	1	1	1	6
Kalamazoo River (mouth of), Lake Michigan					1	1					2
Kelley's Island, Lake Erie, Ohio	1	1							1	3	6
Kenosha, Lake Michigan, Wis			1		1						4
Keweenaw, Lake Michigan, Wis	1	1									2
Keweenaw Bay, Lake Superior, Mich			1								1
Lake Forest (2 miles south of), Lake Michigan, Ill						1					1

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded, &amp;c.—Continued.

## LAKE COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	
Leamington, Lake Ontario, Canada		1									1
Leland, Lake Michigan, Mich				1		1					2
Leland (5 miles north of), Lake Michigan, Mich										1	1
Lester River (mouth of), Lake Superior, Minn								1			1
Lexington, Lake Huron, Mich		1		1		1			1		4
Lexington (10 miles north of), Lake Huron, Mich									1		1
Limekiln Crossing, Detroit River						5	1	4		1	11
Limekiln Reef, Detroit River	3	2	1	2			1				9
Limekiln Reef, Niagara River (mouth of), Lake Ontario						2					2
Limekiln Shoals, Lake Erie, Canada								3			3
Limestone Island, Georgian Bay, Canada			1								1
Little Sturgeon Bay, Lake Michigan, Wis		1									1
Little Summer Island Reef, Lake Michigan, Mich						1	1				2
Lone Rock (1 mile west of), Lake Superior, Mich										1	1
Long Point, Lake Erie, Canada	5	2		4		1				4	16
Long Point, Lake Ontario, Canada						1	1				2
Long-Tail Point, Lake Michigan, Wis				1						1	2
Lorain, Lake Erie, Ohio									1		1
Ludington, Lake Michigan, Mich	1				2	1	1	1	1	1	8
Mackinac City, Straits of Mackinac, Mich		1		1							2
Mackinac Island, Straits of Mackinac, Mich							1				1
Macgulpin's Point, Straits of Mackinac, Mich						1					1
Maitland, Lake Erie, Canada						1					1
Malden, Detroit River, Canada	1										1
Manistee, Lake Michigan, Mich	1	2	1			5	3		1	2	15
Manitowoc, Lake Michigan, Wis	1	3					2	3			9
Marblehead, Lake Erie, Ohio		1		1		4	1	1	1		9
Marquette, Lake Superior, Mich							1	1		1	3
Michigan City, Lake Michigan, Ind	2	1		2		3	1	1			10
Middle Bass Island, Lake Erie, Ohio	1									1	2
Middle Island, Lake Huron, Mich									2	3	5
Middle Island (reef 1 mile east of), Lake Erie, Canada				1				1			2
Middle Village, Lake Michigan, Mich											1
Milwaukee, Lake Michigan, Wis	1	2		1		3	1	3	1	4	18
Milwaukee (8 miles south of), Lake Michigan, Mich									1		1
Minnesota Point, Lake Superior, Minn										1	1
Mission Point, Lake Michigan, Mich		1									1
Mohawk Island, Lake Erie, Canada									1		1
Monastique (6 miles south of), Lake Michigan								1			1
Morgan Point, Lake Erie, Canada	1		1				2	2			4
Mud Bay, Lake Michigan, Wis							2	1			3
Muskegon, Lake Michigan, Mich	1	1	1	1		1	3	2	1	3	14
Napanee, Lake Ontario, Canada									1		1
Nebish Rapids, Saint Mary's River	4	1					2		1		8
New Buffalo, Lake Michigan, Mich		1									1
Niagara Reef, Lake Erie, Ohio			1								1
Niagara River, Lake Erie					1						1
Nine-mile Point, Lake Huron, Mich						2					2
North Bay, Lake Michigan, Wis	1	1					2			1	5
North Fox Island, Lake Michigan									1		1
North Harbor Island Reef, Lake Erie, Canada	2										2
North Manitowish Island, Lake Michigan, Mich	1	2	2			2			1	3	11
North Point, Lake Huron, Mich				4		1				2	7
North Point, Lake Michigan, Wis						1	2		2		5
Northport, Lake Michigan, Mich								1			1
Oak Creek, Lake Michigan, Wis						1					1
Oak Point, Lake Huron, Mich									1		1
Oconto Reef, Lake Michigan, Wis		1									1
Old Fort Mackinac, Straits of Mackinac, Mich		3	1								4
Oquoc River (mouth of), Lake Huron, Mich								1			1
Oscoda, Lake Huron, Mich					1		3	3			4
Oswego, Lake Ontario, N Y		1	2		2	1	3	1	2	2	14
Oswego (3½ miles west of), Lake Ontario, N Y						1				1	2
Oswego (6 mile east of), Lake Ontario, N Y						1	1				2
Ottawa Point, Lake Huron, Mich	1					1		1	1		4
Otter Creek (mouth of), Lake Michigan, Mich							1				1
Parisian Island, Lake Superior, Canada								1			1
Pêche Island, Lake Saint Clair, Canada	1										1
Peninsula Point, Lake Michigan, Mich		1					1				2
Peninsula Point (reef 5 miles from), Mich						1					1
Pentwater, Lake Michigan, Mich					1			1		3	5
Peshigo Harbor (on bar), Lake Michigan, Wis							1	1	1		3
Peshigo Reef, Lake Michigan, Wis	1									2	3
Pictured Rocks, Lake Superior, Mich										1	1
Pierport, Lake Michigan, Mich								2	1		3

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded, &c.—Continued.

LAKE COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	
Pigeon Bay, Lake Erie, Canada				2							2
Pigeon Island, Lake Ontario, Canada	1										1
Pilot Island, Lake Michigan, Wis.		1		2		1		2	1		7
Pine Point, Georgian Bay, Canada										1	1
Pine River, Lake Michigan, Wis.				1							1
Plum Island, Lake Michigan, Wis.	1	1		1		1	1	2		1	8
Point Albino, Lake Erie, Canada	3				1	1		1		1	7
Point au Pelée, Lake Erie, Canada	3	3		2	1				1	2	12
Point au Pelée Island, Lake Erie, Canada				2		2	1	1			5
Point au Sable, Lake Superior, Mich										1	1
Point au Sable, Straits of Mackinac, Mich		1				1	1				3
Point au Sable Bar, Green Bay, Lake Michigan, Wis								1	1		2
Point aux Barques, Lake Huron, Mich	1	1		1			1	1	1	4	10
Point aux Barques (2 miles east of), Lake Huron, Mich						1					1
Point aux Barques (4½ miles above), Lake Huron, Mich						1					1
Point aux Gres, Lake Huron, Mich									1		1
Point Clark, Lake Huron, Canada		1									1
Point Detour, Lake Michigan, Mich								1			1
Point La Barbe, Straits of Mackinac, Mich		1									1
Point Moullier, Lake Erie, Mich	1										1
Point Peninsula, Lake Ontario, N. Y.				1		1					2
Point Saint Ignace, Straits of Mackinac, Mich						1			1		2
Portage, Lake Michigan, Mich				1							1
Portage Bay, Lake Michigan, Mich									1		1
Portage Island Reef, Green Bay, Lake Michigan						1					1
Portage River, Lake Superior, Mich	1							1			2
Port Austin, Lake Huron, Mich	2	2		2				1			7
Port Burwell, Lake Erie, Canada		1									1
Port Colborne, Lake Erie, Canada	1			1	1	1		1			5
Port Dalhousie, Lake Ontario, Canada		1									1
Port Hope, Lake Huron, Mich						1	1		1		3
Port Maitland, Lake Erie, Canada	4										4
Port Ontario, Lake Ontario, N. Y.						1	1		1		3
Port Ryerse, Lake Erie, Canada				1							1
Port Sanilac, Lake Huron, Mich				1						1	2
Port Sarnia, Saint Clair River, Canada	1				1				2		6
Port Washington, Lake Michigan, Wis	1									2	1
Poverty Island, Lake Michigan, Mich				1							1
Presque Isle, Lake Erie, Pa.				1				1	2	1	6
Presque Isle, Lake Huron, Mich	1			2		1	5			1	10
Presque Isle, Lake Superior, Wis							1				1
Put-in-Bay Island, Lake Erie, Ohio	1					1	1				3
Pultneyville (2 miles east of), Lake Ontario, N. Y.						1					1
Pyramid Point, Lake Michigan, Mich									1	1	2
Quinte Bay, Lake Ontario, Canada		1							1		2
Rabbit's Peak, Straits of Mackinac, Mich										1	1
Racine, Lake Michigan, Wis				3					4		11
Racine Point, Lake Michigan, Wis						4					2
Racine Reef, Lake Michigan, Wis	2	1		1			1	1	2	2	10
Rawley's Bay, Lake Michigan, Wis								1	1		2
Rock Falls, Lake Huron, Mich		2									2
Rock Island, Lake Michigan, Wis									1		1
Rondeau, Lake Erie, Canada								1			1
Sackett's Harbor (rocks near), Lake Ontario, N. Y.							1				1
Saginaw River (month of), Lake Huron, Mich	1				1	1				1	4
Saint Clair Flats, Lake Saint Clair	2			1		1			3	1	8
Saint Helena Island, Straits of Mackinac, Mich		1		1		1		2			5
Saint Joseph, Lake Michigan, Mich		3	2	2	1	6	1	1	2	2	20
Saint Martin's Island, Lake Michigan, Mich					1	1					3
Saint Mary's River, Mich				2				1	1	2	6
Salmon Point, Lake Ontario, Canada							1		1		2
Sand Beach, Lake Huron, Mich	1			2	1	8		1	2	4	23
Sand Beach (7 miles south of), Lake Huron, Mich								2			2
Sand Point, Lake Michigan, Mich							1				1
Sandusky Bay, Lake Erie, Ohio										1	1
Saugatuck, Lake Michigan, Mich								1		2	3
Sheboygan, Lake Michigan, Wis	2	1				1	1	4	1	2	12
Sheboygan (6 miles north of), Lake Michigan, Wis									2		2
Sheboygan (7 miles south of), Lake Michigan, Wis								1			1
Shot Point, Lake Superior, Mich										1	1
Sincoe Island, Lake Ontario, Canada									1		1
Sister Bay, Lake Michigan, Wis				1				1	1		4
Sister Island, Lake Michigan, Wis		1									1
Skilligalee, Lake Michigan, Mich				1				1			2
Sleeping Bear Point, Lake Michigan, Mich	1	1									2

TABLE 66.—List of places on the Coasts of the United States where vessels have Stranded, &amp;c.—Continued.

## LAKE COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	
Sodus Harbor, Lake Ontario, N. Y. ....									1		1
South Bay Point, Lake Ontario, Canada. ....						1					1
South Fox Island, Lake Michigan, Mich. ....						1					1
South Haven, Lake Michigan, Mich. ....	1	4			1	2	2	2			11
South Manitou Island, Lake Michigan, Mich. ....	1	5	2			1	5	2		3	19
South Point, Lake Michigan, Wis. ....						1					1
Spectacle Reef, Lake Huron, Mich. ....				1						2	3
Spider Island, Lake Michigan, Wis. ....											1
Starver Island Reef, Lake Erie, Ohio. ....									1		1
Stowe Island Reef, Lake Erie. ....	2	1		1	1			3			8
Stony Island, Detroit River. ....	1				1			1			3
Stony Point, Lake Ontario, N. Y. ....			2								2
Stony Point (5½ miles south of), Lake Ontario, N. Y. ....							1	1			2
Stony Point (near), Lake Erie, N. Y. ....										1	1
Sturgeon Bay, Lake Michigan, Wis. ....								1		1	2
Sturgeon Bay (5 miles north of), Lake Michigan, Wis. ....									1		1
Sturgeon Point, Lake Erie, N. Y. ....	1										1
Sturgeon Point, Lake Huron, Mich. ....	1					1		1	1		4
Sugar Island, Lake Huron, Mich. ....				1				1			2
Tawas Harbor, Lake Huron, Mich. ....							1		1		2
Thunder Bay, Lake Huron, Mich. ....			2	2	1						5
Thunder Bay Island, Lake Huron, Mich. ....				1	1	1		3	1	2	8
Tibbit's Point, Lake Ontario, N. Y. ....				1							1
Toledo, Lake Erie, Ohio. ....								1	1		2
Toronto, Lake Ontario, Canada. ....		1	1								2
Traverse Island Reef, Lake Superior, Mich. ....										1	1
Turtle Island, Lake Erie, Ohio. ....							1		1		2
Twin Rivers, Lake Michigan, Wis. ....						3	2	2	3	1	11
Twin Rivers Point, Lake Michigan, Wis. ....	1					1	1	2			5
Two Creeks, Lake Michigan, Wis. ....	1							1			2
Walker's Point, Lake Huron, Canada. ....					1						1
Washington Island, Lake Michigan, Wis. ....					2					1	3
Waugoshance Island, Lake Michigan, Wis. ....		3			1		2				6
Waukegan, Lake Michigan, Ill. ....	1	2					1		1		5
Wellington, Lake Ontario, Canada. ....								1			1
Whale Back Shoal, Green Bay, Lake Michigan. ....									1		1
Whiskey Bay, Lake Superior. ....						1					1
White Fish Bay, Lake Michigan, Wis. ....							1	2	1		4
White Fish Bay, Lake Superior, Mich. ....							2		1		3
White Fish Point, Lake Michigan, Wis. ....							1				1
White Lake Harbor, Lake Michigan. ....	1	1		2	2	2	1		1		10
White Rock, Saginaw Bay, Lake Huron, Mich. ....	1										1
White Rock (south of Sand Beach), Lake Huron, Mich. ....										2	2
White Shoals, Lake Michigan, Mich. ....									1		1
Wilson Harbor, Lake Ontario, N. Y. ....	1									1	2
Windmill Point, Lake Michigan, Wis. ....		1	1						1	1	4
Windmill Point, Lake Erie, Canada. ....										1	1
Winnetka, Lake Michigan, Ill. ....								1	1		2

TABLE 67.—List of places where American vessels have Stranded in FOREIGN WATERS during the last ten years.\*

Name of place.	Fiscal year ending June 30—										Total.
	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	
Abraham's Bay, Mougana Island		1									1
Abrolhas Island, Brazil, South America											1
Adacora, Venezuela, South America				1							1
Adjuah, west coast of Africa					1						1
Aignes-Mortes, France										1	1
Ale-ste Reef, near Gasper Strait, East Indies										1	1
Algoa Bay (½ mile from Port Elizabeth), Africa							1				1
Alicante, Spain										1	1
Alligator Reef, Jamaica										1	1
Altata (sand beach 20 miles north), Mexico	1										1
Altata Harbor, Mexico				2				1			3
Alvarado (25 miles east of), Mexico		1									1
Alvarado Bar, Mexico						1					1
Amakusa Island, Japan								1			1
Amherst Island, Gulf of Saint Lawrence	1	2									3
Anegada Island, British West Indies				1	1						2
Anegada Reef, 15 miles from Vera Cruz, Mexico										1	1
Apple River (mouth of), Nova Scotia								1			1
Argyle (Old Man), Nova Scotia		1									1
Arica, Peru, South America					1						1
Arecibo, Porto Rico, West Indies					1						1
Arogant Shoal (latitude 5° 17' south, longitude 113° 29' east)		1									1
Aspinwall, Central America					2	2				1	5
Atlas Straits, East Indies						1				1	2
Australia (southwest coast)											1
Awauni Heads, New Zealand							1				1
Azores (Fayal Island)							1				1
Bahamas			2						1		3
Bahamas (Abaco Island)					1				2	1	4
Bahamas (Abaco Light, 15 miles north of)				1							1
Bahamas (Andros Island)										1	1
Bah-maa (Anguilla Island, Salt Key Bank)	1										1
Bahama Bank			1								1
Bahamas (Bimini Island)						2					2
Bahamas (Bone-Fish Bay)		1									1
Bahamas (Bud Rock Reef)									1		1
Bahamas (Caicos Islands)			1	1		2	1		1	1	8
Bahamas (reef north of West Caicos)								1			1
Bahamas (Castle Island)						1					1
Bahamas (Cay Bars)			1								1
Bahamas (Crooked Island)	1	1			1						3
Bahamas (Eleuthera Island)									1		1
Bahamas (Exuma Island)										1	1
Bahamas (Gingerbread Ground)						1	1				2
Bahamas (Grand Bahama Island)	1										1
Bahamas (Grand Cay Reef)				1							1
Bahamas (Grand Sand Cay)		1									1
Bahamas (Grand Turk and Salt Cay Reef, between)					1						1
Bahamas (Green Turtle Key)		1									1
Bahamas (Harbor Island)					1						1
Bahamas (Hogsties Reef)			1			2				1	4
Bahamas (Inagua Reef)							1				1
Bahamas (Little Bahama Island)					1			2			3
Bahamas (Mariguana Island)	1	1				2					4
Bahamas (Matanilla Reef)			1								1
Bahamas (Middle Reef)	1										1
Bahamas (Miradporvus Island)					1						1
Bahamas (Moselle Shoals)	1										1
Bahamas (Nassau, New Providence)					1					1	2
Bahamas (No Name Cay)				1							1
Bahamas (North Bimini)				1							1
Bahamas (Northwest Reef)	1										1
Bahamas (Orange Key)							1		2		3
Bahamas (Piana Keys)										1	1
Bahamas (Powell's Key)		1									1
Bahamas (Rum Cay)		2									2
Bahamas (Sandy Cay)					1	1					2
Bahamas (San Salvador)					1						1
Bahamas (Sh-ep Keys Shoal)			1	1							2
Bahamas (Silver Key Bank)						1					1
Bahamas (South Bimini)	1	1									2
Bahamas (Watling Island)										1	1
Bahamas (Whale Key)					1						1

\* In a few instances the number of stranded vessels in this table do not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

TABLE 67.—List of places where American vessels have Stranded in FOREIGN WATERS, &amp;c.—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	
Bahamas (Wood Key) .....		1									1
Balabare Islands, Hebrides .....				1							1
Balbriggan, Ireland .....							1				1
Banca Straits, East Indies .....						1					1
Banilla Point, Vancouver Island, British Columbia .....										1	1
Baracoa Harbor, Cuba .....			2								2
Barbadoes .....		1						1			2
Barbaretta Island, Honduras .....			1								1
Barbuda Island, British West Indies .....		1								1	2
Barrington, Nova Scotia .....						1			1		2
Basket Island, Terra del Fuego, South America .....									1		1
Batavia Harbor (Neptune's Shoals), Java .....			1								1
Bay of Fundy (Saint Mary's Ledges, entrance to) .....					1						1
Belfast, Carrickfurgus Bank, Ireland .....		1									1
Belize (main reef, 30 miles off) .....		1									1
Benoit's Cove, Newfoundland .....				1							1
Bermudas .....		2	2		1			1	2	1	9
Bermudas (Adventure Reef) .....					1						1
Bermudas (Saint George Island) .....					1		1				2
Bermudas (White Island) .....							1				1
Black Point, Honduras .....	1										1
Boca del Rio, Mexico .....									1		1
Bog Shippegan Gully, New Brunswick .....					1						1
Bolling Reef, Gulf of Georgia .....	1										1
Bolton Island, Molucca Group, East Indies .....	1										1
Bonacca Harbor, Honduras .....	1										1
Bordeaux River (entrance to), France .....							1				1
Brava Island, Cape Verde Islands .....		1									1
Brazil (latitude 5° 2' south, longitude 25° 22' west), South America .....				1							1
Brazil Rock, Nova Scotia .....						1					1
Briar Island, Bay of Fundy .....			2								2
Buckos Reef, Tobago, British West Indies .....	1										1
Buffalo River (mouth of), South Africa .....										1	1
Bull Ledge (off Cape Canso), Nova Scotia .....						1					1
Byron Island, Gulf of Saint Lawrence .....					1						1
Cambodia River (mouth of), China .....							1				1
Campobello Island, New Brunswick .....		1									2
Canso Harbor, Man-of-War Rock, Cape Breton .....								1			1
Cape Agulhas (15 miles north of), Africa .....				1							1
Cape Bollard, Newfoundland .....				1							1
Cape Breton Island .....		2									3
Cape Corrientes, Cuba, West Indies .....						1					1
Cape Frio, Brazil, South America .....					1						1
Cape Gracias-a-Dios, Honduras, Central America .....										1	1
Cape Henry, Anticosti Island, Gulf of Saint Lawrence .....						1					1
Cape Hogan, Arichat Island, Nova Scotia .....		1									1
Cape Horn, South America .....				1							1
Cape Isabella, Saint Domingo, West Indies .....			1								1
Cape Negro, Brazil, South America .....		1									1
Cape Negro Harbor, Nova Scotia .....					1						1
Cape Negro Island, Nova Scotia .....	1		1								2
Cape Patani, Siam .....							1				1
Cape Race, Newfoundland .....										1	1
Cape Roxo (10 miles northwest of), West Indies .....							1				1
Cape Sable, Nova Scotia .....	1							1		1	3
Cape Saint Mary, Newfoundland .....			1								1
Cape Saint Mary (5 miles south of), Newfoundland .....					1						1
Cape Saint Roque (near), Brazil, South America .....								1			1
Cape Saint Roque (20 miles west of), Brazil .....										1	1
Cape Sharp, West Bay, Nova Scotia .....							1				1
Cape Town, Africa .....					1						1
Cape Verde Islands .....		2						1			3
Cape Verde Islands (Santiago) .....										1	1
Cardenas, Cuba, West Indies .....				3					1		4
Carbarien, Cuba .....			1								1
Cariaco, Venezuela, South America .....				1							1
Carimata Straits, East Indies .....	1										1
Carlisle Bay, Barbadoes .....		1									1
Carnarvon Bar, North Wales .....					1						1
Carraquette Island, Bay of Chaleurs, New Brunswick .....								1			1
Caroline Islands (Kusaie Islands), Pacific Ocean .....										2	2
Cazonas, Mexico .....								1			1
Cascumpeque, Prince Edward Island .....					1						1
Castle Island, West Indies .....										1	1

TABLE 67.—List of places where American vessels have Stranded in FOREIGN WATERS, &c.—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	
Cette, France				1							1
Champerico, Central America								1			1
Charles Island (Galapagos Group), Pacific Ocean						1					1
Charlottetown, Prince Edward Island				1							1
Che-Foo Light (Stick-up Rock), China							1				1
Cheticamp, Cape Breton Island			1								1
Chickotan Island, Kurile Islands, Asia			1								1
Chiltepec Bar, Mexico									1		1
Chincorro Reef (off east coast of Yucatan)		1									1
Cienegos, Cuba		1	1						1		3
Coachman's Reef, Nova Scotia					1						1
Coatzacoalcos River Bar, Mexico		1						1			2
Cockburn Harbor Shoal, E. C.			1								1
Corocorame Reef, Honduras					1						1
Colonia Harbor Rock, Uruguay, South America	1										1
Colorado Reef, Lord Howe's Island, Australia			1								1
Comacho Bay, Peru			1								1
Constantinople, Turkey		1									1
Coral Island, Japan Bay				1							1
Corn Island, Central America	1				1				1		3
Cow Bay, Cape Breton Island										2	2
Coxyde, Belgium				1							1
Cruz del Padre, Cuba, West Indies						1		1			2
Cuba (Anguilla Key), West Indies								1			1
Cuba (Breton Key), West Indies								1	1		2
Cuba (reef north side of), West Indies						1					1
Cuba (reef south coast of), West Indies									1		1
Cuba (Cay Largo Island), West Indies			1								1
Cuba (Colorado Reef), West Indies	1		2						1		4
Cuba (entrance of Boca de Sagna), West Indies										1	1
Cuba (Green Key), West Indies								1			1
Cuba (Matanzas Harbor), West Indies		1	1		1						3
Cuba (17 miles east of Matanzas), West Indies										1	1
Cuba (Mona Key), West Indies								1			1
Cuba (Romano Cayo), West Indies								1			1
Cuba (Salt Key), West Indies								1			1
Cuba (San Felipe Keys), West Indies				1		1					2
Cuba (Stone Key), West Indies							1				1
Cumberland Gulf, British America						1					1
Dartmouth, England			1								1
Deer Island, New Brunswick	1	1		1	1						4
Demas Key (Salt Key Banks), West Indies		1									1
Desolation Island, Africa								1			1
Digby Beach, Nova Scotia								1			1
Dona Maria Inlet, Cuba	1										1
Dos Bocas (3 miles west of), Mexico								1			1
Duck Island, New Brunswick		1			1						2
Dudgeon Shoal, off Norfolk, England							1				1
Duke of York Island, South America							1				1
Duncan's Reef, Halifax, Nova Scotia								1			1
Dunkirk Roads (entrance to), France					1						1
Dungeness, Kent County, England					1						1
East Lammock Island (rock near), China									1		1
East Lond n. Africa			1							1	2
Ellingwood Island, Nova Scotia									1		1
Emulous Ledge, Nova Scotia			1						1		2
English Bank Bristol Channel	1										1
Esenada (mouth of), Bristol Channel, Argentine Republic			1								1
Falmouth Harbor Reef, Jamaica				1							1
Fiji Islands, northeast group			1								1
Flores Islands (mouth of Rio de la Plata), South America		1									1
Flushing, Holland				1				1			2
Flushing Roads (below Antwerp), Belgium					1			1			2
Formentor, Balearic Islands		1									1
Frenchman's Harbor, Isle of Ruatan, Honduras		1									1
Galway, Ireland							1				1
Gabriola Reef, Gulf of Georgia, British Columbia					1						1
Garrucha Roadstead, Spain				1							1
Gibraltar, Spain		1					1				2
Gonaive Island, West Indies			1								1
Goodwin Sands, England			1								1
Gough's Island, South Pacific Ocean					1						1

TABLE 67.—List of places where American vessels have Stranded in FOREIGN WATERS, &amp;c.—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	
Grand Cayman, West Indies				1			1				2
Grand Maun Island, New Brunswick			1		1						1
Grand Sands, near Trieste, Austria			1								1
Grand Turk Island, British West Indies		1									1
Greytown, Nicaragua				1							1
Grindstone Island, New Brunswick	1										1
Guantanamo, Cuba, West Indies				1							1
Gull Island, Long Harbor, Newfoundland			1								1
Gull Island, Nova Scotia	1							1			2
Gun Fleet Sound, Essex, England				1							1
Hainan Island, China							1				1
Hake (south bank), Nieuwe-Diep, Holland				1							1
Halifax, Nova Scotia			1				1				2
Hammond's Knoll (off Yarmouth Head)		1									1
Harbor Island, Bay of Islands, Newfoundland			1								1
Havana (reef side of), Cuba					1						1
Havana and Ma'anzas (between), Cuba, West Indies	1										1
Hawaii Island, Sandwich Islands					1			1			2
Hayo, Main Rock, Bay of Yeddo, Japan		1									1
Hayti, West Indies									1		1
Hearl's Island, Indian Ocean							1				1
Hebrides Island (MacIvor Rock), Scotland							1				1
Helicon Point, entrance harbor of Bahia, Brazil										1	1
Helgoland, North Sea						1					1
Herschel Island (near Cape Horn), South America									1		1
Holyrood, Conception Bay, Newfoundland										1	1
Hong-Kong, China	2										2
Honolulu (near) Sandwich Islands								1			1
Hoogly River, Diamond Harbor, British India	1										1
Hook Point, Wexford, Ireland				1							1
Hope Point, England						1					1
Hull, England									1		1
Idsumosaki Island, Japan				1							1
Imbetiba, Brazil				1							1
Indian Island, Labrador		1									1
Ingonish Harbor, Cape Breton Island, Nova Scotia									1		1
Isle Bois, Straits of Belle Isle					1						1
Isle de Aves, Venezuela, South America						2					2
Island of Veido								1			1
Jacquemel Bay, Hayti, West Indies		1		1							2
Jardimillos Reef, West Indies		1	1					1			3
Jarvis Island, South Pacific				1							1
Jeremie Harbor, Hayti, West Indies					2						2
Jig Rock, near Shelburne, Nova Scotia			1								1
Kabe, Japan							1				1
Kabenda, Africa							1				1
Kaffraria, Africa								1			1
Kahoolawe Island, Sandwich Islands								1			1
Kaloot Bank, Holland		1									1
Kamschatka, Sea of Okhotsk, Asia			1								1
Kapaa, Sandwich Islands						1					1
Kingston Harbor, Jamaica						1					1
Kingstown, Ireland							1				1
Kutsino Island, off coast of Japan					1						1
Laguna Bn, Mexico								1			1
Lamoig, Jutland			1								1
Lang de Island, Newfoundland						1					1
Last Island, Gulf of Mexico		1									1
Las Palmas, Canary Islands				1							1
Leones Islands, Montego Bay, Jamaica	1										1
Lepreaux, Bay of Fundy, New Brunswick					1						1
Letete Passage, New Brunswick								1			1
Liberty Point, Campobello Island, New Brunswick	1										1
Liscomb Harbor, Nova Scotia				1							1
Little Curacoa, Caribbean Sea				1							1
Little Fish Bay (60 miles south of), west coast of Africa									1		1
Liverpool, England			1								1
Liverpool Harbor, Nova Scotia										1	1
Lockeport Harbor (ledge off), Nova Scotia				1							1
Lockville, Geography Bay, West Australia	1										1
Louisburg, Cape Breton Island										1	1
Luca (reef), Jamaica					2						2
Luzon Island (5 miles south of Cape Bozorda), East Indies								1			1

TABLE 66.—List of places where American vessels have Stranded in FOREIGN WATERS, &c.—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	
Macassar Straits, East Indies	1										1
MacMaster's Island, New Brunswick								1			1
MacMillard's Point, Straits of Canso								1			1
MacNutt's Island, Nova Scotia		1									1
Madeira Island		1									1
Magdalen Islands, Gulf of Saint Lawrence		1				1			1	1	4
Magdalena Point, Buenos Ayres, South America		1						1			1
Magdalena River (mouth of), United States of Colombia							1	1	1		3
Main à Dieu Reef, Cape Breton Island			1								1
Malpeco Bar, Gulf of Saint Lawrence	1										1
Manchioneal Reef, Jamaica, West Indies						1					1
Manila Bay, Philippine Islands						1			3		4
Manuel Lagoon (entrance), Lower California									1		1
Manzanillo de Cuba (reef north of Sloop Channel), West Indies								1			1
Manzanillo, Mexico								2			2
Maquabo, Porto Rico, West Indies			1								1
Marfa Drychon Beach, Cardigan Bay, Wales	1										1
Matane, Saint Lawrence River, Canada				1							1
Mayaguez, Porto Rico, West Indies										1	1
Mayo Island, Cape Verde Group	1										1
Mazatlan, Mexico				1			1	1			3
Meloria Bank (5 miles from Leghorn, Italy)										1	1
Middle Island, Albo Straits, East Indies							1				1
Middle Wolf, New Brunswick			1								1
Milford Haven, South Wales					1						1
Miragoane, Hayti, West Indies					1	1					2
Mistaken Point, Newfoundland			1								1
Mocha Island, Chili, South America									1		1
Monte Rugginore (east of), Sardinia, Italy	1										1
Montego Bay, Jamaica, West Indies									1		1
Montego Bay (10 miles east of), Jamaica, West Indies										1	1
Montevideo, Uruguay, South America						1					1
Morant Cays, Jamaica, West Indies				1							1
Mosquito Coast, Nicaragua								1	1		2
Mosquito Coast (Prince Apulco Bar), Nicaragua								1			1
Moule, Guadeloupe, West Indies					1						1
Murder Island Ledge (near Yarmouth), Nova Scotia			1								1
Musquash, Bay of Fundy, New Brunswick			1					2			3
Nag's Head, Louisburg, Cape Breton	1	1									2
Nanaimo, British America						1					1
Navidad Bay, Mexico							1				1
Neiva (between Saint Domingo and Navassa)				1							1
Nevis, Windward Islands				1							1
New Guinea (coral reef off southwest coast of)					1						1
New Harbor Point, Nova Scotia				1							1
Newport Roads, Wales		1									1
Nicaragua (coast of)						1				1	2
Noel's Point Reef (entrance to Saint George's Harbor), Newfoundland		1									1
Noon-Day Rock, Pacific Ocean						1					1
Nuevitas Harbor, Cuba, West Indies		1		1							2
Old Providence Island, Caribbean Sea									1	1	2
Old Providence Island (reef 9 miles north of), Caribbean Sea								1			1
Opobo, west coast of Africa						1					1
Outer Brandy Rock, Newfoundland						1					1
Pabillon de Pica, South America			1								1
Packet Rock, Saint Thomas Harbor, West Indies						1					1
Palance Shoals (near Manila), Philippine Islands		1									1
Pamarang Island, East Indies										1	1
Para River (mouth of), South America											1
Paracel Reefs, China Sea								1			1
Passages, Bay of Biscay, Spain							1				1
Pedro Keys, Caribbean Sea								1			1
Pemba Islands (5 miles north of), off east coast of Africa									1		1
Penzance, Mount's Bay, England								1			1
Perula Cay (50 miles north of Manzanillo), Mexico									1		1
Petty's Harbor, Newfoundland									1		1
Pictou, Nova Scotia					1						1
Piraguara Bay, Brazil					1						1
Platte River (mouth of), South America						1					1
Plover Bay, Siberia						1					1

TABLE 66.—List of places where American vessels have Stranded in FOREIGN WATERS, &amp;c.—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	
Point Barbara, San Domingo Island.....						1					1
Point Castilla, Honduras, Central America.....				1							1
Point Della Madonna, South America.....					1						1
Point Espada (off Cape Saint Rafel), West Indies.....										1	1
Point Lepreaux, New Brunswick.....										1	1
Point Negro and Point Race (between), South America.....			1								1
Point Toro, United States of Colombia.....										1	1
Ponape Islands, Caroline Group, Pacific Ocean.....						1					1
Ponce, Porto Rico, and Saint Thomas (between), West Indies.....				1							1
Popa Islands, Malay Archipelago, Pacific Ocean.....			1								1
Porter's Passage (east side of), Halifax, Nova Scotia.....			1								1
Port aux Basques, Newfoundland.....									1		1
Port Elizabeth, South Africa.....					1						1
Port Simon, Central America.....									1		1
Portland Point, Vancouver's Island, British America.....						1					1
Port Maria, Jamaica, West Indies.....	1										1
Port Natal, South Africa.....					2	1					3
Port Natal, Brazil.....								1			1
Porto Cabello, Venezuela.....										1	1
Porto Rico, West Indies.....			1				1				2
Progreso, Mexico.....		1							1		2
Prospect, Nova Scotia.....		1									1
Puerto Cortez (6 miles from), Honduras Bay, Central America.....						1					1
Puntas Arenas (18 miles south of), Costa Rica.....					1						1
Quoin Point, Cape of Good Hope, Africa.....		1									1
Quronata, Honduras, Central America.....				1							1
Redcar Rocks, Yorkshire, England.....									1		1
Rhio Straits (near Singapore), Malay Peninsula, East Indies.....						1					1
Rio de Contas (mouth of), Brazil.....					1						1
Rio Grande River, Mexico.....							1				1
Rio Grande do Sul Bar, Brazil.....						1				1	2
Rocas Reef (125 miles northwest of Cape Saint Roque), Brazil.....	1										1
Rocky Reef, Point Carlisle Bay, Jamaica.....				1							1
Roe's Welcome, Hudson's Bay, Canada.....								1			1
Round Reef, Saint John Harbor, New Brunswick.....						1					1
Russell's Point, Cape Breton Island.....						1					1
Rustico Harbor, Prince Edward Island.....											1
Sable Island, Nova Scotia.....		2									2
Sagua La Grande Harbor, Cuba, West Indies.....									1		1
Saint Antonio, Brazil.....						1					1
Saint Ann's Bay, Jamaica.....										1	1
Saint Christopher Island, British West Indies.....					1						1
Saint George, New Brunswick.....	1										1
Saint George Bay, Newfoundland.....		1									1
Saint George's Bay, Syria.....						1					1
Saint John, New Brunswick.....						1			1		2
Saint John's, Porto Rico, West Indies.....			1								1
Saint Lucia Island (Vig Reefs), West Indies.....										1	1
Saint Mary's Bay, Nova Scotia.....	1										1
Saint Pierre, Newfoundland.....			1								1
Saint Thomas, West Indies.....			3				1				4
Sand Island (island near), Straits of Formosa.....					1						1
San Antonio Light (15 miles east of), Cuba.....				2							2
San Blas, Mexico.....								1			1
San Geronimo Island, Lower California.....				1							1
San José de Guatemala.....	1										1
San Juan Island, Brazil.....								1			1
San Juan, Vancouver's Island, British Columbia.....						1				1	2
San Lucas Island, Gulf of Mexico.....								1			1
San Quentin Harbor, Lower California.....				1							1
Sanger Island, Hoogly River, British India.....			1								1
Santa Anna, Mexico.....					3						3
Santa Catalina Island, Pacific Ocean.....					1						1
Santiago de Cuba, West Indies.....					1						1
Santo Domingo, West Indies.....								1	3		5
Saona Island, Hayti, West Indies.....			1		1						2
Saracen Shoal, coast of Borneo.....							1				1
Scarborough Shoals, China Sea.....	1										1
Scilly Island, South Pacific.....					1						1
Seal Shoal, Newfoundland.....			1								1

TABLE 66.—List of places where American vessels have Stranded in FOREIGN WATERS, &c.—Concluded.

Name of place.	Fiscal year ending June 30—										Total.
	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	
Serrana Keys, Central America								1			1
Serranilla Bank, Caribbean Sea			1					1			2
Seven Stones (off Land's End), England				1							1
Shag Harbor, Nova Scotia					1						1
Shark's Point (mouth of Congo River), Africa			1								1
Sheelee River (mouth of), Nova Scotia						1					1
Shelburne, Nova Scotia								1	1		2
Shoal Bay, Newfoundland				1					1		2
Sicily Island (near Avola), Italy	1										1
Smith's Island, Port Hood Harbor, Cape Breton Isl- and				2							2
Soerabaya, Java								1			1
Soledad Lagoon, Lower California				1							1
Solomon Islands (Guadalcanar), Pacific Ocean									1		1
Sooloo Sea, or Sea of Mindoro (unknown rock)										1	1
Stockport, England	1	1									2
Straits of Georgia, British North America					2						2
Straits of Magellan, South America		1									1
Straits of Sunda, East Indies								1	1		2
Sumatra (Gasper Straits)			1								1
Surinam, Dutch Guiana, South America							1				1
Suwarrow Reef, South Pacific			1								1
Swallow Reef, China Sea				1							1
Swansea, Wales						1					1
Tabasco River (mouth of), Mexico							1		2		3
Talbot's Passage, Cape Horn		1									1
Tallock Reef, Carimata Straits, East Indies							1				1
Tamaulipas, Mexico								1			1
Taylor's Bank, Mersey River, England		1									1
Tecumshin, Wexford, Ireland					1						1
Tequish Island, Prince Edward Island						1					1
Terra del Fuego, South America						1		1			2
Terschelling Light, Netherlands			1								1
Thrum-Cap Shoal, Nova Scotia								1			1
Tonalá Bar, Mexico	1	1		1				1	1		5
Tongue Island, English Channel	1	1									2
Torkeo, Sweden		1									1
Trackio, Nova Scotia					1						1
Trial Island, British Columbia		1									1
Triangle Reef, Campeche Bank, Mexico									1		1
Trinidad, West Indies				1							1
Tristan d'Acunha Island, South Atlantic						1					1
Truxillo, Honduras, Central America				1							1
Turtle Bay, Lower California									1		1
Tusket Island, Nova Scotia	1				1						2
Taspan, Mexico						1					1
Tnapan Reef, Mexico							1	1			2
Taspan River Bar, Mexico	1	1		1			1		1		5
Two Rivers, Nova Scotia					1						1
Tyaartoo's Island, Barclay Sound, British Columbia	1										1
Ujæe Island, latitude 8° 54' N., longitude 165° 36' E., Pacific Ocean										1	1
Unknown reef, latitude 50° S., longitude 107° E						1					1
Valdes Peninsula, Patagonia	1										1
Vancouver's Island, British Columbia							1				1
Vancouver's Island (12 miles east of Cape Beale), British Columbia							1				1
Vancouver's Island (Hesquit Harbor), British Co- lumbia	1								1		2
Verdon Roads (near Bordeaux), France		1									1
Venezuela (coast of), South America								1			1
Vera Cruz, Mexico								1			1
Victoria Harbor, British Columbia			1						2		3
Walney Island, England				1							1
Wentworth Creek, Nova Scotia						1	1				2
West Bay, Nova Scotia									1		1
White Head, Nova Scotia					1					1	2
Wicklow Bay, Ireland			1								1
Woahoo Island, Sandwich Islands						1					1
Wood Creek, New Brunswick						1					1
Wood's Island, Bay of Islands, British America	1										1
Woody Island, Cape Breton, British America	1										1
Yabucoa, Porto Rico, West Indies			1						1		2
Yarmouth, Nova Scotia		1	1								2
Zanzibar, Africa			1								1



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**REPORT**  
**OF THE**  
**BOARD ON LIFE-SAVING APPLIANCES.**

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**NEW YORK MEETING, OCTOBER, 1884.**

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## LETTER OF TRANSMITTAL.

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NEW YORK CITY, *October 22, 1884.*

SIR: I have the honor to transmit herewith the report of the Board on Life-Saving Appliances for the October meeting, 1884, together with accompanying papers.

Very respectfully,

F. R. BABY,  
*President of the Board.*

SUMNER I. KIMBALL, Esq.,  
*General Superintendent United States Life-Saving Service.*



# REPORT.

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BOARD ON LIFE-SAVING APPLIANCES,  
24 State Street, New York, October 21, 1884.

## I.—PREAMBLE.

The Board on Life-Saving Appliances constituted by the honorable Secretary of the Treasury in Department letter of January 3, 1882, met at No. 24 State street, New York, New York, on October 16, 1884, for the transaction of such business as should properly come before it.

## II.—DOCKET.

### CLASS II.—*Miscellaneous appliances.*

1. Bryant's double life-boat.
2. Fryer's buoyant propeller ship.
3. Eddy's patent surf-boat.
4. Haskins' self-propelling raft.
5. Watson's keel-plate for surf-boats.
6. Cogswell's water-repellent life-preserver.
7. Pain's night signal.
8. Cresse's hawser-detacher.
9. Hawser-cutter (English Board of Trade).
10. Patterson's beach-wagon.
11. McLellan's apparatus-wagon.
12. Ottinger's sand-wheel.
13. Choate's eye-protector.
14. Gamewell's fire-alarm telegraph for Life-Saving Service.

## III.—COMMITTEES APPOINTED.

1. On Pain's night signal: Capt. J. H. Merryman, U. S. R. M.; Capt. D. A. Lyle, Ordnance Department, U. S. A.; Keeper J. C. Patterson, United States Life-Saving Service.
2. On Haskins' self-propelling raft: Capt. F. R. Baby, president of the Board; Capt. J. H. Merryman, U. S. R. M.; Capt. D. A. Lyle, Ordnance Department, U. S. A.; Superintendent B. C. Sparrow, Second District United States Life-Saving Service.
3. On apparatus-wagons: Committee of the whole Board.

## IV.—COMMITTEES REPORTED.

### CLASS II.—*Miscellaneous appliances.*

1. On Cogswell's water-repellent life-preserver.
2. On Ottinger's sand-wheel.
3. On apparatus-wagons.

## V.—PRESENCE OF EXHIBITORS.

Inventors and exhibitors were allowed to be present for the purpose of explaining their devices.

## VI.—RESULTS.

CLASS II.—*Miscellaneous appliances.*

1. *Bryant's double life-boat.*—Nothing having been heard from the inventor since the last meeting of the Board, and no boat having been submitted for its consideration, the subject was dropped from the docket.

2. *Fryer's buoyant propeller ship.*—Mr. Stone, the exhibitor, was requested to notify the committee of the Board when he could have his vessel at Sandy Hook, New Jersey, for trial in their presence. No notification having been received, and the Board considering the boat ill-adapted to the needs of the Service so far as is shown by the evidence before it, directed it to be dropped from the docket.

3. *Eddy's patent surf-boat.*—Mr. Eddy having died, his heirs withdrew the papers submitted by him, without presenting a boat for trial as recommended by the Board; therefore it was determined to drop the subject from the docket.

4. *Watson's keel-plate for surf-boats.*—This is a steel plate pointed at the forward end and fastened to the keel of the boat. Its object is to increase the stability of boats in heavy seas by diminishing the rolling and pitching. Its use would retard the motion of the boat and endanger its safety. It is not considered desirable to add such a plate to the Service boats, since the resistance of the water on the plate would counteract the natural buoyancy of the boat and render it liable to be swamped.

5. *Cogswell's water-repellent life-preserver.*—These belts are sufficiently described in the committee's report. Vests Nos. 1 and 2 were filled with granulated cork treated with the "water-repellent." They were found to absorb so much water as to seriously impair their buoyancy. Life-belt No. 3, made of solid cork and "water-repellent," has about the same efficiency as the life-belt now employed. The slits over the hips in this belt enable it to conform more comfortably to the form of the wearer. The Cogswell belt No. 3 is simply the Ward belt treated with "water-repellent." This repellent is not desirable and soon wears off. It appears to be of little practical use.

6. *Cress's hawser-detacher.*—This is a device for tripping the hawser after all shipwrecked persons have been hauled ashore. It is necessarily rather heavy and would have to be hauled out to the wreck. It is made fast to the mast by a tail and the hawser is fastened in a link held by this device. To release the hawser a small line is attached to a cover held by a spring-catch, and when ready, the hawser is detached by pulling the small line, opening the hooked jaws and permitting the escape of the link carrying the hawser end. This operation necessitates the loss of the device, as it remains attached to the mast.

7. *Hawser-cutter.*—This is used by the English Board of Trade. It is elliptical in form and is made of hard wood. It is divided longitudinally into two symmetrical parts. A groove for the hawser runs through the block from end to end. A cavity on each side of this groove contains a curved cutting edge actuated by a lever to which one end of the whip-line is attached. This instrument is drawn out on the hawser by one end of the whip-line, and when it reaches the wreck, simply pulling

on the other end of the whip-line rotates the levers carrying the cutting edges and throws the latter inwards in contact with the hawser, cutting it off. The whole is then drawn ashore. The halves of this block are hinged together.

8. *Ottinger sand-wheel*.—This wheel has been described in the report of the committee. The patentee claims that it is unfitted for use on "hard ways." The experiments show that if there be any difference it is in favor of using it on wet or hard sand surfaces, as upon these the draught of this wheel is slightly less than that of the same wheel on soft, loose sand. He also states that "the valuation of the sand-wheel must be based entirely on its capabilities for effective use on loose sand." Experiments show that it possesses no advantage in draught over the common wheel, though the latter is of less radius and less width of tire.

The Service requires that the carts or wagons used shall pass over any kind of road or beach that may be met with along any coasts where life-saving stations are established. In the majority of cases of wrecks, the sand will be wet or moist, and may be either compact or loose. In considering this matter the following points must be noted:

- (1.) That sand is inelastic and incompressible.
- (2.) That the condition of the roadway is usually moist or wet.
- (3.) That moist snow is of frequent occurrence during the season of wrecks.
- (4.) That within the limits of the operations of nearly every station different kinds of surface are generally encountered.
- (5.) That the sand-wheel adds weight to the wagon.
- (6.) That its construction is weak, and that it will not stand travel over rough or gravelly roads without injury.
- (7.) That in moist snow, especially when mixed with sand, it will collect the snow so as to impede and delay the transportation and increase the draught.
- (8.) That in mud or slush, from its great width, when the wheel sinks beneath the surface, the mud will close over the felloes, rendering their extraction more difficult than if a narrower tire were employed.
- (9.) That the changing of the sections of the tires in transit, to suit the different kinds of surface encountered, would be impracticable.
- (10.) That in crossing small inlets or sluice-ways scoured by the incoming and receding waves, the wheel is apt to become imbedded in the quicksands, and from its wide tire is very difficult to extricate.

9. *Choate's eye-protector*.—This is an improvement on the wooden snow-goggles used by the Eskimos in the Arctic regions. It is made of pasteboard or other stiff material, and colored green on the inside. There is a slit in front to furnish a visual field. There is no doubt that in some instances this might prove of advantage to patrolmen.

10. *Gamewell's fire-alarm telegraph*.—While such a system of communication between stations would be useful, the adoption of it at the present time would be impracticable, on account of the great expense attending its establishment.

11. *Patterson's beach-wagon*.—This wagon was submitted by model, and was considered together with the other means devised for the transportation of wreck apparatus, viz, the Service cart, the Jones hand-cart, and McLellan's apparatus-wagon. As it had become apparent that no hand-cart would fully meet the demands of the service, the Patterson wagon was contrived to meet a much-felt want. It is a great advance upon the system of hand-carts as represented by the Service and Jones carts, and was designed to carry the apparatus as then arranged. It is four-wheeled and indicates a superiority over the hand-carts. But the

McLellan wagon makes a radical change in some particulars, and possesses advantages and modifications not contemplated at the time of the construction of the Patterson wagon, and which the latter was not designed to embrace.

12. *McLellan's apparatus-wagon*.—This is a four-wheeled wagon, constructed similarly to the gun-carriage and limber used by field artillery. The rear portion, or gun-carriage, carries the Lyle gun and projectiles, shot-line, whip-line, breeches-buoy, and everything necessary to operate them. The remainder of the apparatus is carried by the forward part or limber.

The traction as determined on the loose dry sand of the Jersey coast is just about the same as that of the Service hand-cart. Distributing the weight upon four wheels instead of two diminishes the specific pressure (for the same load), and the diminution of width of tire is offset by the increase in the height of the wheels and the reduction of the specific pressure above noted. Some of the advantages of the wagon are set forth in the claims of Lieutenant McLellan, appended to this report. These claims are fully sustained by the examination, trials, and investigations made by the Board, but experience in service will no doubt suggest modifications of details. The wheels are 60" in height and have a width of tire equal to 4". The weight was not determined, as there were no means at the disposal of the Board for weighing it. Although heavier than the hand-cart, the resistance to rolling as shown by the traction trials was no greater than in the case of the cart, owing to the causes previously set forth.

## VII.—OPINIONS.

1. *Watson's keel-plate for surf-boats*.—The Board is of the opinion that this device is impracticable, and that no tests are advisable.

2. *Cogswell's water-repellent life-preservers*.—The Board is of the opinion that vests Nos. 1 and 2 are not adapted for use in the Service, and that belt No. 3 is equal in efficiency to the belt now in use, and possesses the advantage to be derived from the slits over the hips, but that this advantage is not sufficiently great to cause the replacement of the traight belts now in use by the Cogswell belt.

The belts issued latterly have a gore at the hips which insure a better fit. The Board is also of the opinion that the application of this particular "water-repellent" possesses no practical advantage.

3. *Cresse's hawser-detacher*.—The Board is of the opinion that this device is not so well adapted to the wants of the Service as an English device for cutting the hawser, which has the further advantage of being easily hauled ashore after use, and thus being available for service a number of times. The English instrument is more buoyant, being chiefly made of wood.

4. *The English hawser-cutter*.—The Board is of the opinion that this instrument is well adapted for the purpose intended, and that it would be a valuable addition to the apparatus for use at life-saving stations.

5. *Ottinger sand-wheel*.—The Board, after mature consideration, is unanimously of the opinion that the Ottinger sand-wheel not only possesses no advantages over the Service wheel now in use, but that it has disadvantages not met with in the employment of the latter. That the principle of its construction is faulty and weak, and that the patentee's assertion that it is effective on "loose sand," but is "unfit for use on hard ways," is not borne out by the dynamometer trials, which show, if anything, that it is better fitted for very hard or compact sand than for

loose, dry, or moist sand, though in both cases it is inferior in efficiency to the Service wheel.

The Board is also of the opinion that no further expenditure of money should be made by the United States upon the construction or trial of these wheels, or any others of a similar pattern. It is the unanimous opinion of the Board that the Ottinger sand-wheel is not adapted to the wants of the Service.

5. *Choate's eye protector*.—The Board is of the opinion that this device may sometimes prove useful upon our sea-coasts, and would respectfully suggest that the inventor be informed by the General Superintendent that if he will furnish a dozen of these protectors without expense to the Government, they will be tested upon the coast and a report made upon their merits.

7. *Gamevell fire-alarm and signal-telegraph*.—The Board is of the opinion that while there is no doubt such a system of communication between the stations of the Life-Saving Service would be useful, its adoption at the present time would be impracticable on account of the great expense attending its establishment.

8. *Patterson's beach-wagon*.—In considering this vehicle the Board has instituted a comparison of merits with the Service and Jones hand-carts, and the McLellan apparatus-wagon. The Board is of the opinion that while the Patterson beach-wagon is superior to both the Jones and service carts, and meets the requirements of conveniently transporting the apparatus as formerly arranged, it does not cover the requirements demanded by the better arrangement of the apparatus as shown in the McLellan wagon.

9. *McLellan's apparatus-wagon*.—The Board is of the opinion that this wagon presents merits superior to the Service cart, the Jones cart, or the Patterson beach-wagon. The Board is also of the opinion that this wagon is adapted to the wants of the Service, but would respectfully suggest that it be placed in service for a period of not less than six months, under the supervision of the designer, in order that any defects in details may be developed and detected, and any modifications or improvements suggested by use may be made before the final model is adopted as the standard of the Service. The Board believes this procedure essential, as all new apparatus must necessarily leave some details in a crude and undeveloped state. The Board would especially advocate the interchangeability of the parts proposed by Lieutenant McLellan.

#### VIII.—RECOMMENDATIONS.

1. *The English hawser-cutter*.—The Board would respectfully recommend that the General Superintendent procure enough of these cutters, without delay, to supply one to each life-saving station.

2. *McLellan's apparatus-wagon*.—The Board would respectfully recommend that the width of tire of this wagon be increased to five inches (5) for loose sand, in case others be made, which will diminish the displacement of soil and reduce the traction by diminishing the resistance to rolling.

#### IX.—UNFINISHED BUSINESS.

##### CLASS II.—*Miscellaneous appliances.*

1. Haskins' (Rev. D. G.) self-propelling raft.
2. Paiu's night signal.

## ADDENDA.

- I.—Daily record of proceedings of Board.
- II.—Reports of committees.
1. Cogswell water-repellent life-preservers. Report of Superintendent B. C. Sparrow, of the Second Life-Saving District.
  2. Ottinger sand-wheel. Report of committee on the Ottinger sand-wheel. (Four plates).  
Committee: Superintendent B. C. Sparrow; Capt. D. A. Lyle, U. S. A.; and Keeper J. C. Patterson.
    - A.—Report of trials made by Keeper J. C. Patterson.
    - B.—Copy of letter of Captain Douglass Ottinger, U. S. R. M., to the Secretary of the Treasury, dated June 26, 1884.
- III.—Letters relative to Watson's keel-plate (omitted).
- IV.—Letter relative to Cresse's hawser-cutter.
- V.—Model of English hawser-cutter.
- VI.—Letter and photographs, McLellan's apparatus-wagon.
- VII.—Letters relative to Choate's eye-protector (two models).
- VIII.—Letters and pamphlets relative to the Gamewell alarm telegraph for Life-Saving Service.
- IX.—Letter relating to Jones's hand-cart (omitted).
- F. R. BABY,  
*President of the Board.*
- J. H. MERRYMAN,  
*Captain, U. S. R. M.*
- D. A. LYLE,  
*Captain of Ordnance, U. S. A.*
- THOMAS D. WALKER,  
*Lieutenant, U. S. R. M., Recorder.*
- B. C. SPARROW,  
*Superintendent Second District, Life-Saving Service.*
- D. P. DOBBINS,  
*Superintendent Ninth District, Life-Saving Service.*
- JNO. C. PATTERSON,  
*Keeper Shark River Life-Saving Station.*

There being no further business before it, the Board adjourned *sine die*.

F. R. BABY,  
*President of the Board.*

THOMAS D. WALKER,  
*Lieutenant, U. S. R. M., Recorder.*

# A D D E N D A .

## I.

### DAILY RECORD OF THE PROCEEDINGS OF THE BOARD.

NEW YORK, *October 16, 1884.*

In compliance with the call of the president, the Board on Life-Saving Appliances assembled in New York City, at the office of the Inspector of Life-Saving Stations, No. 24 State street, on the 16th day of October, 1884, at noon.

All the members were present, viz: Frank R. Baby, president; Capt. J. H. Merryman, U. S. R. M.; Capt. D. A. Lyle, Ordnance Department, U. S. A.; Lieut. T. D. Walker, U. S. R. M., recorder; Superintendent B. C. Sparrow, U. S. L. S. S.; Superintendent D. P. Dobbins, U. S. L. S. S.; and Keeper John C. Patterson, U. S. L. S. S.

The proceedings were opened by the reading of the minutes of the last meeting at Buffalo, New York, in September, 1883.

The following resolution was then adopted:

*Resolved*, That the General Superintendent of the Life-Saving Service, Mr. S. I. Kimball, who is now in the city, be invited by the president of the Board to attend the meetings of the Board and participate in its discussions.

The president laid before the meeting letters from the General Superintendent of the Life-Saving Service, dated the 14th and 15th instants, referring the following subjects for the consideration of the Board, viz:

A letter from Rowland A. Robbins, of No. 141 Chambers street, New York, dated October 7, 1884, submitting a night torch, known as the "Pain Signal," with drawings and specifications thereof.

A letter from Lieut. C. H. McLellan, U. S. R. M., dated October 12, 1884, submitting an apparatus-wagon of his design, with photographs of the same.

A letter from Mr. A. Watson, of Washington, District of Columbia, dated October 11, 1884, calling attention to his plan of securing stability in a life-boat by the attachment of a broad steel plate to the keel.

A letter from Joseph M. Stover, of Boston, Massachusetts, president of the Gamewell Fire-Alarm Telegraph Company, dated April 5, 1884, submitting the Gamewell system of telephone and signal telegraph for use in the Life-Saving Service.

Letters from Rev. D. G. Haskins, of Cambridge, Massachusetts, dated April 7 and October 13, 1884, relative to his invention of a self-propelling life-boat or raft, together with a letter from Capt. R. B. Forbes, of Milton, Massachusetts, commending the invention to consideration.

Letters from Dr. Rufus Choate and A. H. Ragan & Co., of Washington, District of Columbia, submitting Dr. Choate's patented "eye-protector." (Two samples.)

### COMMITTEE REPORTS.

Under the call for reports of committees, Superintendent B. C. Sparrow, of the committee on the Cogswell "water-repellent" life-preserver, submitted the committee's report thereon.

The report was accepted, the committee discharged, and the subject laid aside until the docket can be reached.

The committee on Patterson's beach-wagon requested further time for the consideration of the subject, desiring to compare it with another wagon now also on the docket.

After an interchange of views a motion was adopted discharging the committee and referring this wagon to a committee composed of the full Board.

The chairman of the committee on the Ottinger sand-wheel (Superintendent B. C. Sparrow), presented a detailed report on the trials of this device by the committee, at Shark River, New Jersey, in June of the present year (1884).

The report was accepted, and the committee discharged, its discussion being deferred until it can be regularly reached on the docket.

#### CONSIDERATION OF DOCKET.

The Board then proceeded to the consideration of subjects on the docket; the unfinished business from the last meeting (September, 1884) being first in order.

##### 1. Bryant's double life-boat.

As nothing further has been heard from Capt. J. J. Bryant in regard to the construction of a full-sized model, it was, upon motion, dropped from the docket.

##### 2. The Fryer buoyant propeller ship.

As nothing further on this subject has been received from Mr. R. C. Stone, it was ordered stricken from the docket.

##### 3. Eddy's patent surf-boat.

This subject was also dropped from the docket, the full-sized model requested by the Board, for trial, not having been submitted.

The consideration of the next subjects in order on the docket, viz, the Cogswell "water-repellent" life-preserver, Patterson's beach-wagon, and the Ottinger sand-wheel, was laid over until to-morrow.

##### 4. The Gamewell fire alarm telegraph was then taken up.

Mr. Joseph W. Stover, of Boston, Massachusetts, president of the Gamewell Fire-Alarm Telegraph Company, appeared in person before the Board and explained the features of the Gamewell system of signals, and advocated its adoption by the Life-Saving Service, to insure vigilance on the part of the surfmen patrolling the beaches. As Mr. Stover had presented no estimates of the cost of the apparatus, &c., the consideration of the subject was deferred until such estimates could be prepared.

##### 5. Pain's patent night signal.

The Board next proceeded to examine the Pain night signal; samples of which were submitted in person by Mr. R. A. Robbins, the sole agent for the sale of the same in the United States.

He explained the method of its use and requested a thorough trial of it with a view to its adoption, if found efficient, by the Life-Saving Service.

The subject was referred to the following committee, viz: Capt. J. H. Merryman, Capt. D. A. Lyle, and Keeper J. C. Patterson, with instructions to test and report on it.

The Board informally laid aside the consideration of subjects on the docket when Mr. George H. Cresse appeared and requested permission to submit his patent horse-detacher.\* He exhibited a sample of it and

\* Presented as a horse-detacher, but also intended to be used as a *hawser*-detacher.

claimed that it would be useful for detaching lines from wrecks. As he had not complied with the regulations governing the Board by submitting it through the General Superintendent, Mr. Cresse was advised as to the course he must pursue in the premises.

The consideration of subjects on the docket was then resumed.

6. Rev. D. G. Haskins' self-propelling raft.

This raft is of novel construction. Between the two side frames or rails are fitted a series of movable floats or buckets which are acted upon by the rising and falling of the raft upon the waves; and serves to propel the structure, as claimed by the inventor, at the rate of three or four knots per hour against the direction of wind and sea. The Rev. Mr. Haskins appeared and explained its features in minute detail, and requested a trial of the working models that he now has at Cambridge, Massachusetts. Upon motion it was ordered that a committee of four be appointed to examine and report upon it. The committee was appointed as follows: Capt. F. R. Baby, Capt. J. H. Merryman, Capt. D. A. Lyle, and Superintendent B. C. Sparrow.

At 4.45 P. M. the Board adjourned until to-morrow morning (17th) at 10 o'clock.

THOMAS D. WALKER,  
*Lieutenant U. S. R. M., Recorder.*

FRIDAY, October 17, 1884.

The Board reassembled at 10 o'clock as per adjournment, all the members being present.

The minutes of yesterday's proceedings were read and approved.

There were no committee reports.

CONSIDERATION OF DOCKET.

7. McLellan's (Lieut. C. H.) apparatus-wagon.

This is a vehicle constructed after the manner of an artillery gun-carriage and limber, adapted to the transportation of the beach-apparatus; the gun being mounted the same as an artillery piece, while the limber is arranged to carry the hawser, shot-line boxes, tripod, flag-staff or signal-pole, tool-box, box for signal-flags, and medicine-chest. The gun-carriage takes the whip and other articles.

Lieutenant McLellan appeared and set forth in detail the advantages claimed by him for this wagon, and requested that the working model now at Chadwick's Station (Fourth District), coast of New Jersey, be examined by the full Board.

This was agreed to by the Board; the Board deciding to proceed to the point named on Monday next, the 20th instant.

A motion was adopted discharging the committee on the Patterson beach-wagon from the further consideration of that subject and referring the wagon to the full Board, the same as the McLellan wagon.

8. A. Watson's keel-plate, for improving the stability of life-boats or surf-boats.

This consists of a steel plate nearly the full length of the keel and one-half or two-thirds the width of the boat, with the forward end sharpened off to a point, and is designed to prevent a boat from rolling deeply and thus increase its stability.

After discussing the merits of this device the Board expressed the opinion that it would be impracticable, as the resistance of the water above the plate would counteract the natural buoyancy of the boat and thus render it liable to be swamped.

The Board, therefore, does not consider a test necessary.

## 9. Dr. Rufus Choate's eye-protector.

This is a device intended to shield the eyes from flying sand and snow in windy or stormy weather.

Two samples were submitted, one made of stiff pasteboard, coated with a water-proof preparation, and the other made of cambric, suitably stiffened with paper, both being colored green on the inner side.

There is a narrow slit in front to furnish a visual field. The device is in fact an improvement on the wooden snow-goggles used by the Eskimo Indians in the Arctic regions. The Board decided to request the General Superintendent to inform the inventor that if he will furnish a sufficient number of samples without expense to the Government they will be tested upon the coast and a report made upon its merits.

Mr. George W. Cresse, of Cape May, New Jersey, who was before the Board yesterday with his appliance for detaching lines from wrecks, having complied with the rules by submitting the device regularly through the General Superintendent, his letter and the description of his invention were referred to the Board for consideration and at once taken up.

## 10. Cresse's hawser-detacher.

The working model was examined by the Board. It is a device for tripping the hawser from a wreck. It is of iron or steel, and necessarily heavy and cumbersome. The design of the inventor is to attach the hawser to it when the hawser is to be used for the rescue of people from wrecks. The end of the hawser is to be hauled out to the wreck, where the "detacher" is made fast by a stout rope-tail. To release the hawser, a small line is attached to a lever held in place by a spring-catch, and when the people have been landed and it is desired to unrig the apparatus, the link holding the hawser is detached by hauling from the shore on the small line and the hawser can then be recovered. This operation necessitates the loss of the device in case the vessel breaks up and the spar to which it is attached is not cast ashore.

The Board expressed the opinion that this article is not so well adapted to the wants of the service as an article of English make designed for *cutting* the hawser near the wreck, and which, besides being chiefly of wood and more buoyant, can be hauled ashore as soon as its mission is accomplished.

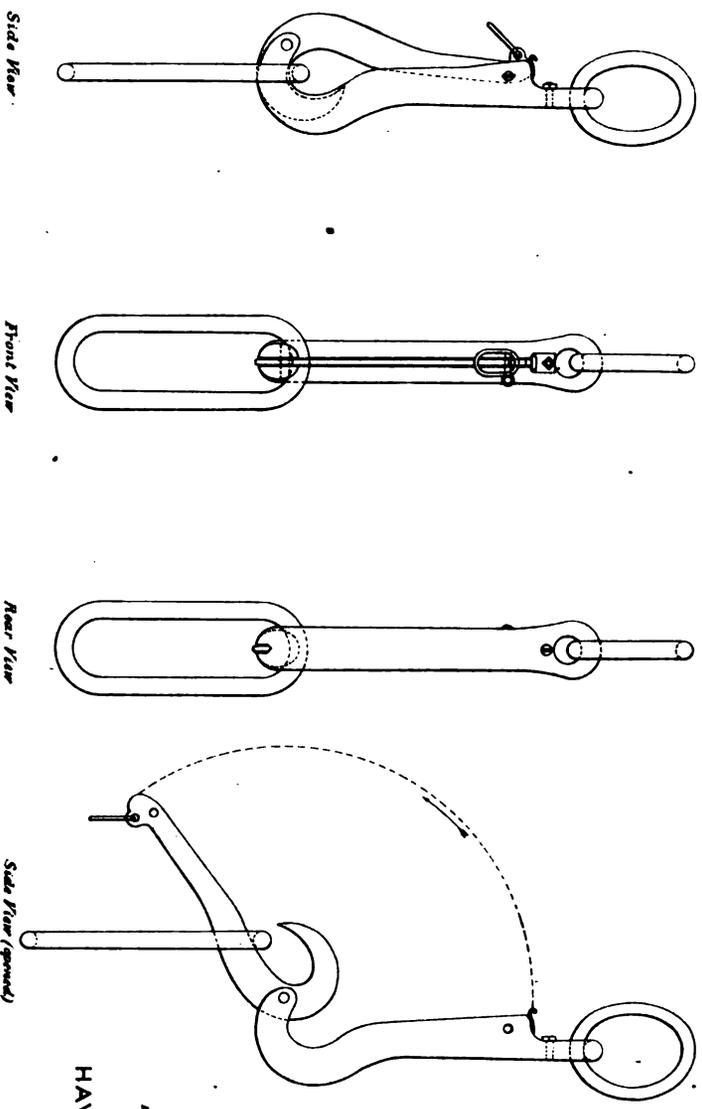
## 11. Cogswell's "water-repellent" life-preservers.

Three samples of this life-preserver were before the Board.

The report of the committee describing these articles was fully considered. Two of the samples are of granulated cork treated with "water-repellent" composition. They were found by the committee to absorb water so readily as to seriously impair their buoyancy. The other sample made of cork blocks after the manner of the Ward life-belt now used by the Service, is also coated with the "water-repellent," and has about the same efficiency as the Service belt. The only advantage the latter appears to possess over the Service belt is that the cloth body band to which the cork is stitched is slashed at the hips, which enables it to conform more comfortably to the form of the wearer. It is within the knowledge of the Board that this advantage is met in all Service belts of recent manufacture by the insertion of a gore piece at the hips.

The Board expressed the opinion that the Cogswell life-preservers possess no practical advantages that would warrant a recommendation for their substitution for the Ward or Service belt now in use.

At this point the General Superintendent personally referred to the Board two samples of a recently invented "hawser-cutter," which has been adopted by the British Board of Trade for use at the stations of

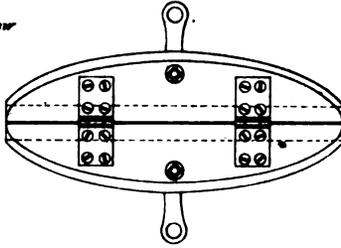


LITHOGRAPHING APPARATUS.  
 CRESSBIE'S  
**HAWSER DETACHER**  
 1894.





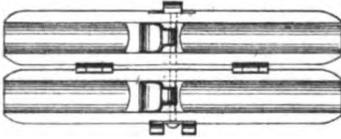
Rear View



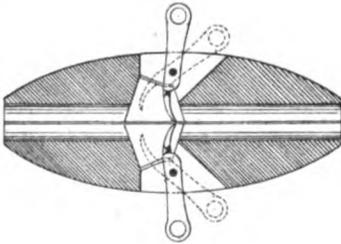
Top View



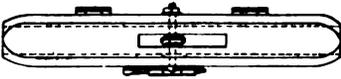
Side View (opened)



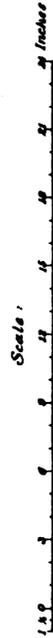
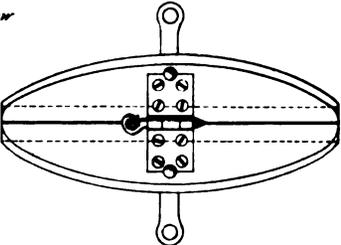
Section



Side View



Front View



LIEP-SAVING APPARATUS.  
**HAWSER CUTTER**  
 ENGLISH  
 1884.

the Royal National Life-Boat Institution, the samples having been obtained from England by Lieut. C. H. McLellan, assistant inspector of life-saving stations. The name of the inventor is not given. The Board proceeded at once to its consideration.

12. Hawser-cutter (English pattern).

The frame of this device is nearly elliptical in form and made of hard wood. It is divided longitudinally into two symmetrical parts. A groove for the hawser runs through the center from end to end. A cavity on each side of this groove contains a cutting iron actuated by a lever to which the inshore end of the whip-line is attached. The instrument is clamped on the hawser when needed, the offshore end of the whip being bent to the outer end and the other part of the whip to the inner end. It is then hauled out in the same manner as the breeches-buoy, and when it reaches the mast or place where the hawser is attached, by simply hauling back with a jerk on the inner part of the whip the cutting blades are thrown into action after the manner of nippers and the hawser is severed at once. The hawser can then be hauled ashore. The "detacher" is also drawn back by means of the whip.

The only possible loss by using this simple contrivance is the whip tail-block and the short length of hawser required in making fast to the wreck.

The Board after testing the facility with which a rope the size of the service hawser could be cut in twain, expressed the opinion that this instrument is well adapted for the purpose intended, and as its cost is not great, unanimously decided to recommend the purchase of a sufficient number to meet the needs of the service.

At 4 o'clock the Board adjourned until 11 o'clock to-morrow morning.

THOMAS D. WALKER,  
*Lieutenant, U. S. R. M., Recorder.*

SATURDAY, *October 18, 1884.*

The Board reassembled at 11 o'clock as per adjournment, all the members being present.

The minutes of yesterday's proceedings were read and approved.

A letter was read from the Acting General Superintendent of the Life Saving Service in Washington, dated the 17th instant, inclosing a communication from Mr. J. M. Jones, of Paris, Kentucky, under date of the 15th, giving prices for which he will supply hand-carts of his manufacture in stated quantities.

The letter was upon motion referred to the committee of the full Board on apparatus-wagons.

A letter was received from Joseph W. Stover, president of the Gamewell Fire Alarm Telegraph Company, dated the 17th instant, giving estimates of the cost of furnishing telephone and telegraph signal stations to the Life-Saving Service.

There were no committee reports.

THE DOCKET.

The Board resumed the consideration of the Gamewell signal system, which was laid aside on the 16th instant until further information could be obtained. The Gamewell Company propose the establishment of their signal stations along the coast between the stations of the service, at convenient distances apart, the object being to increase the efficiency of the patrol system and to call aid when necessary upon the occurrence of wrecks.

The estimated cost of each signal station is \$200, and that of the necessary wire and poles, \$150 per mile. The proposed station would be about the size of a sentry-box, is constructed of sheet iron, and would contain the necessary apparatus for signalling after the method of the fire-alarm telegraph employed in cities. The Board expressed the opinion that while there is no doubt that such a system of communication between the stations would be useful, the adoption of it at present would be impracticable on account of the great expense attending its establishment.

### 13. Ottinger's sand-wheel.

The Board then passed to the consideration of the report of the committee on this appliance. The report indicates that the wheel was thoroughly tested at Shark River, coast of New Jersey, in June last. The experiments with a dynamometer showed that the Ottinger sand-wheel possesses no advantage, in draught, over the common broad-tired wheel now in use by the Service, although the latter is of less radius and of narrower tread. After discussing the subject at length the Board arrived at the conclusion that the Ottinger attachment not only possesses no advantages over the Service wheel now in use, but has disadvantages not met with in the latter, and that it is therefore inferior. It was therefore unanimously voted that the invention is not adapted to the wants of the Service.

At 5 o'clock the Board adjourned, agreeing to meet at Chadwick's Station (Fourth District), coast of New Jersey, on Monday the 20th instant, at noon, for the purpose of examining the McLellan apparatus-wagon.

THOMAS D. WALKER,  
*Lieutenant, U. S. R. M., Recorder.*

MONDAY, *October 20, 1884.*

The Board reassembled at noon at Chadwick's Station (Fourth District), New Jersey coast, as per adjournment, all the members being present.

The reading of the minutes of Saturday's session was laid over until to-morrow. The Board proceeded at once to examine the McLellan apparatus-wagon. The inventor, who was present, claimed the following advantages for it over the present Service cart, viz:

That additional articles can be transported to the locality of a wreck that have hitherto for want of room in the cart been necessarily left behind.

That, in an emergency, the rear section carries a sufficient number of the appliances for saving life, viz, the gun and its ammunition, the shot-line, the whip-line, and the breeches-buoy; so that in case the conditions of the wind, weather, or sea should be such that it is found impossible to proceed expeditiously with the complete life-saving outfit the rear section can be hauled abreast of the vessel, communication quickly established, and, if the craft be breaking up, the crew hauled ashore by means of the whip through the surf without waiting for the hawser. By this arrangement also, after the rear section reaches the ground, one or two men could establish communication while the rest hasten back for the other section, carrying the hawser and the rest of the gear.

The gun mounted as a field-piece is handled with greater facility, and, by running it down into the surf as far as safety will permit, the

distance to the vessel is lessened and the chances of establishing communication materially increased without increasing the charge of powder.

That the apparatus can be unloaded with greater facility.

That the gun is in readiness for action as soon as the carriage is unlimbered; that labor is saved in unreeling the hawser, thus allowing the man usually detailed for that duty to assist elsewhere. That by enabling the carriage of three shot-lines instead of one, as with the Service cart, the chances of establishing early communication with a wreck are correspondingly improved.

That the carriage of signals and a suitable pole for hoisting them on will enable the crew to open signal communication with the people on a wreck.

That advantage will be derived by the arrangement of the medicine-chest.

And, finally, the great advantage in the distribution of the several articles on the two sections of the wagon, whereby any article can be removed at will, without interfering with the others, and thus securing a generally increased efficiency in the service of the apparatus.

The Board, with the assistance of the crew of the Chadwick's Station, tested the draught capacity of this wagon, in comparison with the present Service cart, by means of a dynamometer, the traction being about the same in both cases.

Upon the completion of the trial the Board returned to New York, and at 6 o'clock P. M. adjourned until 11 o'clock to-morrow, 21st instant.

THOMAS D. WALKER,  
*Lieutenant, U. S. R. M., Recorder.*

TUESDAY, *October 21, 1884.*

The Board reassembled at No. 24 State street, New York, at 11 o'clock, as per adjournment, all the members being present.

The minutes of the proceedings on the 18th and 20th instants were read and approved.

The following communications received by the president were then read, viz:

A letter from Rev. D. G. Haskins, dated the 20th instant, relative to the test of his self propelling raft by the committee appointed for that purpose.

The letter was referred to the committee.

A letter from Mr. George H. Cresse, inclosing letters-patent on his invention, and giving the price at which he will furnish it to the Government. The Board ordered that the communication be transmitted to the General Superintendent with its report.

A letter from Mr. A. Watson, of Washington, District of Columbia, relative to his proposition to secure stability in ships and boats by the attachment of a plate of iron or steel to the keel, was received. The Board having decided upon the nature of its report upon this subject, it was ordered that the letter be appended to the report.

#### COMMITTEE REPORTS.

The Board, in committee of the whole on the several apparatus-wagons now before it, discussed the merits of the Jones hand-cart, the Patterson beach-wagon, and the McLellan apparatus-wagon, with reference to their adaptability to the needs of the Service, and agreed upon its report on the subject.

14. Hand-carts, &c.—J. M. Jones's hand-cart, J. C. Patterson's beach-wagon, and McLellan's apparatus-wagon.

From its report the committee is of the opinion that the McLellan apparatus-wagon presents merits superior to either the Service cart, the Jones hand-cart, or the Patterson beach-wagon, and that it is well adapted to the needs of the Service. The committee further decided to recommend that the working model examined yesterday at Chadwick's Station be placed in service for a period of six months under the supervision of the designer, in order that any defects in its details may be developed and detected, and any modifications or improvements suggested by use may be made before the final model is adopted as the standard of the service. The committee advises that so far as practicable a system of interchangeability of the parts be adopted. It was also agreed to recommend an increase in the width of the tire of the wheel from four (its present width) to five inches, should the wagon be furnished to stations situated upon sandy beaches.

The report was adopted and the committee discharged from the further consideration of this subject, the views of the committee being ordered embodied in the general report.

There being no further business before it the Board then proceeded to the preparation of its report to the General Superintendent, and when that was completed and signed by all the members a motion was adopted to adjourn *sine die* at 5.30 P. M.

THOMAS D. WALKER,  
*Lieutenant, U. S. R. M., Recorder.*

## II.

### REPORTS OF COMMITTEES.

#### I.—COGSWELL'S WATER-REPELLENT LIFE-PRESERVERS.

GURNET LIFE-SAVING STATION,  
*Second District, October 13, 1884.*

SIR: The committee appointed at a session of the Board held in Buffalo, New York, September 4, 1883, to test the Cogswell water-repellent life-preserver (presented and described by the Cogswell Manufacturing Company, Nos. 13, 14, and 15 State street, New York City, in circular herewith marked A, letters of April 2, July 16, and August 28, 1883, marked B, C, and D, respectively), having attended to their duty, have the honor to submit the following report.

Very respectfully,

B. C. SPARROW,  
JNO. C. PATTERSON,  
*Committee.*

FRANK R. BABY, Esq.,  
*President of Board on Life-Saving Appliances.*

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#### REPORT.

#### ACKNOWLEDGMENTS.

The committee desire to acknowledge the assistance rendered by Keeper John F. Holmes and crew, of Gurnet Life-Saving Station, in the Second District, during the time the inquiry has been in progress.

#### VEST NO. 1.

This device is of granulated cork saturated with a chemical composition (not described in letters referred to, and unknown to the committee) called "water-repellent." In the letter of August 28 the weight of this number is said to be six and one-half pounds with a buoyancy of thirty pounds dead weight. The weight is found to be seven and one-half pounds with a buoyancy of thirty-nine pounds. After being submerged in water twenty-four hours and subjected to a drainage of fifteen minutes, it is found to weigh thirteen pounds and four ounces, showing an absorption of five pounds and twelve ounces. When worn upon the person in rowing it is stiff and awkward, greatly impeding the movements of the wearer, and chafes badly under the arms.

#### VEST NO. 2.

This is of granulated cork, and water-repellent, and in letter of August 28 is said to weigh about five pounds with a buoyancy of seventeen pounds.

It is found to weigh six pounds and three ounces with a buoyancy of

eighteen and one-half pounds. After being submerged in water as stated in regard to vest No. 1, it is found to weigh nine pounds and five ounces, showing an absorption of three pounds and two ounces.

When worn upon the person in rowing, it affords greater freedom of movement to the wearer than any cork belt now in use, and for this reason is a favorite with all surfmen who have worn it. (It is significantly called by them "the string of sausages.") When worn in swimming it is found that in diving from a boat it is possible to get under water with it but not to swim more than one or two strokes before being forced to the surface. It has been carried in the surf-boat during all the active season since November 19, 1883, and has been worn six times per month two hours or upwards on each occasion and has proved durable thus far.

#### BELT NO. 3.

This is composed of solid cork (same as the belts now in use in the Life-Saving Service) and water-repellent. In letter of August 28th it is said to weigh about five pounds, with a buoyancy of sixteen pounds. It is found to weigh five pounds and nine ounces, with a buoyancy of twenty-nine pounds. (The same as that of the belts now in use in the service.) The slit on the hip causes it to fit more comfortably on the person than the belts now in use.\* On being submerged in water for the same length of time as Nos. 1 and 2, it was found to weigh seven pounds, showing an absorption of one pound and seven ounces.

The Service belt subjected to the same test was found to absorb two pounds and fourteen ounces.

In diving from a boat it is not possible for the wearer to get under water in it. (The same fact has also been established for the belts now in use.)

B. C. SPARROW,  
JNO. C. PATTERSON,  
*Committee.*

#### A.

(Circular.)

The Cogswell Manufacturing Company, Cogswell Water-Repellent Life-Preserver (patented 1873 and 1883), and all Life-Saving Appliances, 14 State street, New York. Approved by United States Supervising Inspectors, Washington, 1883.

In offering the Cogswell Water-Repellent Life-Preserver, we claim it is the only life-preserver containing six pounds of cork (the amount required by Congress) that will stand the test as to buoyancy, which is in excess of the law requirement, it being able to float the dead weight of thirty pounds, while the rules of the United States Treasury Department require but twenty-four pounds dead weight.

Cork life preservers, as heretofore made, no matter what their form or detail of construction, have been subject to inherent defects, which have impaired their usefulness and reliability. Cork in its ordinary condition, whether granulated or in what may be termed its "solid" natural form, slowly deteriorates by the combined action of air and moisture, especially where the air is not only damp but closely confined, as is ordinarily the case in places where life-preservers are stored, as on ship-board, &c. Furthermore, when life-preservers are filled with "granu-

\* Gurnet Station, where the Cogswell belts were tested, is provided with the straight belt instead of the gored belt more recently introduced at newer stations.

lated" cork, so termed, this deterioration increases in rapidity in proportion to the greater surface exposed to the action of the air and moisture; and although the buoyancy of a given weight of granulated cork is commonly believed to be greater than that of an equal weight of cork in its ordinary or solid condition, yet this increased buoyancy is due to the presence of air confined between the granules of the material; and when in the use of the life-preserver water has access the air is displaced and this artificial buoyancy of the cork is destroyed, thereby impairing the buoyant power of the life-preserver, so that in fact a life-preserver filled with granulated cork of an ordinary character has a delusive and misleading buoyancy, which in itself is a source of danger instead of a means of safety to those depending upon them for aid in the event of accident. Furthermore, all cork, as ordinarily used in life-preservers, is liable to absorb more or less of water when immersed in it, and to a corresponding extent to become "water-logged," thereby making it less buoyant.

We manufacture three kinds of water-repellent cork life-preservers, all of equal buoyancy, and differing only in the form and make.

No. 1, the best, is in form of a vest (similar to our pattern of '73), thus making it easy of adjustment, and preventing it from slipping either up or down on the body.

No. 2 is made in the form of the regulation life-preserver. Both the above life-preservers are made of granulated cork which has been put through a chemical process, making it water-repellent and vermin-proof.

No. 3 is in regulation form, of solid cork, made under our patent water and air repellent.

\* \* \* \* \*

COGSWELL MANUFACTURING COMPANY,  
Nos. 13, 14, and 15 State Street, New York, U. S. A.

—

B.

NEW YORK, U. S. A., *April 2, 1883.*

DEAR SIR: Herewith we beg to hand you a sample of our "Water-Repellent Life-Preserver," which we desire to submit to you in accordance with the regulations of your Department.

The life-preserver is made under letters patent dated August 12, 1873, and January 16, 1883, and approved by the General Board of Supervising Inspectors January 19, 1883. It is made of granulated cork prepared and coated with a "water-repellent," then said cork is placed in small bags previously prepared with the same "water-repellents," and, lastly, these bags are put in jackets having pockets made to receive them.

The life-preserver thus finished has a buoyancy of thirty-two pounds, six pounds more than required by Congress, and yet only containing the required six pounds of cork.

The company will furnish your Department this year what you require at \$1 apiece.

Respectfully, yours,

CHAS. E. CALEN,  
*Secretary.*

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

## C.

NEW YORK, U. S. A., *July 16, 1883.*

SIR: I send by express to-day to your address (prepaid) one of our water-repellent life-preservers, and one of the bags same as contained in life-preserver. Also, some of the water repellent cork same as contained in bag.

I do this at the request of Judge Folger, Secretary of the Treasury, who desires that you should have it tested. It contains six pounds of cork, the amount required by Congress, and it floats a dead weight of over thirty pounds, while the rule of the United States Treasury requires but twenty-four pounds dead weight.

Yours, respectfully,

E. R. COGSWELL,  
*Patentee.*

S. I. KIMBALL, Esq.

## D.

NEW YORK, U. S. A., *August 28, 1883.*

SIR: In reply to your letter of August 27, 1883, I respectfully submit the following description of life-preservers sent by us to the Treasury Department to be tested at Buffalo, on or about September 3, 1883.

*Questions per Rules and Regulations of the Board of Life-Saving Appliances.*

First. Name: The Cogswell Water-Repellent Life-Preserver.

No. 1 Vest. Granulated cork water-repellent, sent July 16, 1883.

No. 2 Vest. Granulated cork water-repellent, sent August 24, 1883.

No. 3 Belt. Solid cork water-repellent, sent August 24, 1883.

Second. Covered by letters patent.

Third. Cotton, linen, cork and chemicals composing water-repellent.  
No drawings sent.

Fourth. As above.

Fifth. As above.

Sixth. See models.

Seventh. Weight of vest No. 1: Six and a half pounds; buoyancy, thirty pounds dead weight. Weights of vest No. 2: About five pounds with a buoyancy of seventeen pounds. Weights of solid cork belt, about five pounds with a buoyancy of sixteen pounds.

Eighth. Price: Vest No. 1, \$2; vest No. 2, \$5; belt, solid cork, \$5.

Ninth. See model.

Tenth. See life-preserver.

Eleventh. See life-preserver.

Twelfth. Drawing not considered necessary.

The above description is given in accordance with instructions of members of Life-Saving Service Board.

Very respectfully,

COGSWELL MANUFACTURING COMPANY,  
Per T.

S. I. KIMBALL,

*General Superintendent U. S. Life-Saving Service.*



Fig. 1.

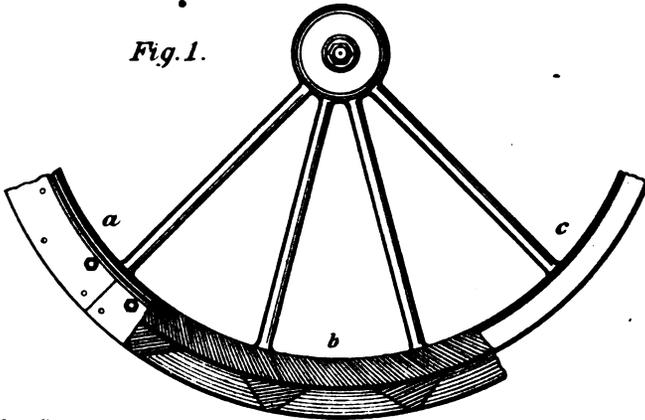


Fig. 2.

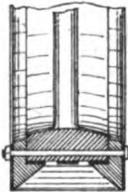
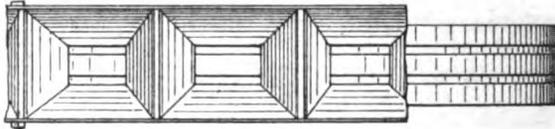


Fig. 3.



**OTTINGER'S SAND WHEEL.**

Fig. 4.



Fig. 5.



Fig. 6.



- A *Bottom of inverted cup.*
- B *Surface of sand.*
- C *Bottom of rut.*

**LIFE-SAVING APPARATUS.**

**IMPRESSIONS in the SAND**  
 SHOWING ACTION OF  
**OTTINGER'S SAND WHEEL.**

1884.

II.—OTTINGER SAND-WHEEL.

DESCRIPTION.

The peculiarity of this device consists in a wooden tire in four sections fitted to each wheel of the ordinary boat wagon.

The sections are bound at the sides with one-eighth inch iron plates, three inches wide. The face of the tire contains a series of rectangular-pyramidal frusta countersunk with the apexes directed toward the center of the wheel.

There are four of these pyramidal depressions in each section. The average dimensions of these cavities are as follows:

External base: Length=10.''125 to 10.''25; breadth=8.''25 to 8.''375.  
 Internal base: Length=4.''5 to 5.'' ; breadth=3.'' ; depth=2.''.

Hence, assuming for purposes of calculation:

$$\begin{aligned} \text{External base} &= 10'' \times 8'' = a' \\ \text{Internal base} &= 5'' \times 3'' = a \\ \text{Depth} &= 2'' = d \end{aligned}$$

Then the volume of the pyramidal frustum equals

$$V = \left( a + a' + \sqrt{a + a'} \right) \frac{d}{3} = \frac{259.28}{3} = 86.42 \text{ cubic inches.}$$

But, including the positions between the depressions, each space would equal about 10.''5 in length.

Hence: 10 spaces or depressions with their divisional spaces = 10.''5 × 10 = 105.'' ; and the corresponding volume of the depressions or cups = 86.42 × 10 = 864.2 cubic inches.

Each of these peripheral sections is fastened to the exterior of the wheel by 2 assembling bolts. The *tread* of the wheel is a little over 8 inches, but for convenience take it to be that number.

DIMENSIONS.

Ottinger wheel:	
Diameter .....	inches.. 53
Width tire (=tread) .....	inches.. 8
Developed length containing 10 cups .....	inches.. 105
Volume of 10 pyramidal cups .....	cubic inches.. 864.2
Service wheel:	
Diameter .....	inches.. 48
Width tire (=tread) .....	inches.. 6
For compression of track with above assumed length .....	105.''

WEIGHTS.

Weight of boat wagon with service wheel .....	pounds.. 930
Weight of boat .....	pounds.. 830
Weight of service wagon and boat .....	pounds.. 1,760
Weight of boat wagon with Ottinger wheel .....	pounds.. 1,215
Weight of wagon with Ottinger wheel and boat .....	pounds.. 2,045
Weight of Ottinger wheels .....	pounds.. 630
Weight of service wheels .....	pounds.. 345
Excess of weight of Ottinger wheels .....	pounds.. 285

These weights were determined from the apparatus at Shark River Life-Saving Station, Fourth District, New Jersey.

EXPERIMENTS.

Trials were made at Shark River Life-Saving Station, District No. 4, New Jersey, in the early part of June, and a second series June 24,

after a Fairbanks dynamometer had been procured to test the draught of the wagon with the two kinds of wheels.

The patentee of the Ottinger sand-wheel was present at the second set of experiments.

Captain Patterson, keeper of the station, had been directed by the committee to make tests with the wheel as soon as received at the station. His report is appended, marked A.

#### FIRST SERIES.

These trials were made by the full committee assisted by the crew of Shark River Life-Saving Station.

##### No. 1.—On wet sand, hard surfaces, level.

	Wheel.	
	Ottinger.	Service.
Length of track taken .....	<i>Inches.</i> 105.	<i>Inches.</i> 105.
Width of track .....	8.	6.
Depth of rut .....	1.5	.5
Top of pyramids on track above surface .....	0.625	.....
Displacement of sand .....	*395.8	315

\* Displacement of sand, 1,280 cubic inches—884.2=395.8 cubic inches.

##### No. 2.—On wet sand, very hard. Surface inclination, $3\frac{1}{2}^{\circ}$ .

	Wheel.	
	Ottinger.	Service.
Length of track taken .....	<i>Inches.</i> 105.	<i>Inches.</i> 105.
Width of track .....	8.	6.
Depth of rut .....	1.	.1875
Displacement of sand .....	*24.2	118.125

\* Displacement, 840—864.2=(−) 24.2 cubic inches.

##### No. 3.—Dry, loose sand, crumbled in track.

	Wheel.	
	Ottinger.	Service.
Length of track taken .....	<i>Inches.</i> 105.	<i>Inches.</i> 105.
Width of track: top .....	11.75	8.75
bottom .....	7.	3.75
Depth of track or rut .....	1.625	1.5
Top of pyramids above surface .....	.3125	.....
Displacement of sand .....	*735.4	984.375

\* Displacement of sand, 1,599.6—864.2=735.4 cubic inches.

##### No. 4.—Dry sandy beach with some beach grass.

	Wheel.	
	Ottinger.	Service.
Length of track taken .....	<i>Inches.</i> 105.	<i>Inches.</i> 105.
Width of track: top .....	8.375	8.25
bottom .....	7.	4.
Depth of track or rut .....	1.75	1.25
Displacement of sand .....	548.4	828.0

\* Displacement of sand, 1,412.6—864.2=548.4 cubic inches.

These measurements were all taken from the two tracks running parallel and as near together as they could be run without disturbing the sand or interfering with each other, so as to have the conditions identical. The spindles were wiped clean before either wheel was used, and then well greased before putting on the wheels.

SECOND SERIES.

In this series horses were used, and the same weight was placed upon the wagon in each case.

The double-tree was attached to the dynamometer, and its indications were followed constantly and noted by two of the committee and part of the time by all three members.

As was to be anticipated, the dynamometer fluctuated constantly, due to the roughness of the ground and the movements of the horses. The readings were noted at the same points in both cases, the wagon being driven over the same ground after each set of wheels had been placed upon it. The only thing that could be done was to note the extreme and mean range of the instrument and the maximum indications. These readings have been tabulated below so as to correspond with the same points on the ground passed over. In rough places the indicator would show higher readings, as was to be expected; these have also been noted in some instances. These readings have all been taken as carefully as practicable, and entered at once in note-books, the team being stopped for that purpose.

The lowest and highest readings are entered for each interval or portion of track, thus showing the limits between which the index oscillated.

Table of tractions as indicated by Fairbanks's dynamometer, June 24, 1884.

Surface.	Nature of soil.	Range.	Dynamometer readings with—	
			Service wheel.	Ottinger wheel.
			Pounds.	Pounds.
Level .....	Dry sand :			
	Soft, moist below .....	Average .....	300 to 400	300 to 550
Do .....	In rough places .....	Leaps .....	550 to 600	700
	Moist sand .....	Extreme .....	150 to 450	300 to 650
		Average .....	200 to 425	300 to 500
		Mean .....	250 to 325	400
		To start wagon ...	(*)	750
Slight inclination, 7½° ..	Wet sand; tide just out :			
	Surface, soft .....	do .....	(*)	600 to 700
	Surface, soft .....	Average .....	200 to 450	350 to 600
	Surface, hard .....	do .....	150 to 300	200 to 450
		Maximum .....	500	800
	Soft, drying at high-water mark.	To start wagon ...	(*)	750
		Average .....	200 to 450	300 to 550
		Mean, about .....	300	400
		Maximum .....	500	650 to 700
Sand hill .....	Dry sand .....	Going up .....	(†)	500 to 650
		Maximum .....	850	950
Side inclination .....	Loose made sand, moist. ....	do .....	850	900
Nearly level .....	Dry sand, moist 3' below surface	Extreme .....	300 to 500	400 to 900
		Average, about .....	400	500
	In rough places .....	Leaps .....	550 to 600	650
Sharp rise .....	Loose dry sand, some grass. ....	Maximum .....	1,300	1,350
Level, near boat-house.	Dry sand, with beach grass. ....	Average .....	300 to 500	400 to 500

\* Not taken.

† Not taken; horses going too fast.

Colonel Owen, R. A., in his "Modern Artillery" (page 51), referring to the construction of carriages, says the following points must be attended

to in order to decrease, as far as possible, the work necessary for the draught of the carriage:

- (1) The wheels must have all the height they can be allowed.
- (2) The mean diameter of the axle-tree arms must be reduced to a minimum, consistent with the necessary strength.
- (3) The axle-tree arms and boxes of the wheels must be made of materials between which there will be but slight friction.
- (4) The angle of traction must be that most favorable to the motive power.

In the trials made by the committee the conditions to which attention is directed in Nos. 2, 3, and 4, above, were identical as far as the two kinds of wheels were concerned. As to No. 1, relating to height of wheel, the Ottinger wheel had the advantage of greater diameter, being 53 inches while the diameter of service wheel was 48 inches—5 inches less.

“When a wheel rolls on soft ground the resistance to rolling is due to the fact that the wheel makes a rut and depresses the ground as it advances over it. Thus, the resistance to motion is proportional to the product of the weight moved, into the depth of the depression. The depth of the rut depends on the radius as well as the breadth of the wheel.

“It is found that the resistance may be expressed by

$$R = \frac{b W}{r}$$

where  $W$  = weight,  $r$  = radius of wheel, and  $b$  is approximately a constant length.”\*

This resistance is not sensibly diminished by lubricants, but depends mainly on the smoothness and hardness of the surfaces.†

In passing over sand, gravel, or soft earth the surfaces are partly elastic or partly soft, so that the resistance to rolling is due partly to surface friction and partly to permanent deformation.

For comparison, these resistances have been calculated from the data given in the first series of experiments, and are tabulated below together with their corresponding displacements.

TABLE.

Experiment.	Ottinger wheel.		Service wheel.	
	Resistance.	Displacement.	Resistance.	Displacement.
	<i>Pounds.</i>	<i>Cubic inches.</i>	<i>Pounds.</i>	<i>Cubic inches.</i>
No. 1 .....	115.7	395.8	38.6	315
No. 2 .....	77.1	(—) 24.2	13.75	118.125
No. 3 .....	125.4	735.4	110.	984.375
No. 4 .....	135.	548.4	91.6	803.9

From this table it will be seen that in every case the resistance to rolling is greater than with the Service wheel, notwithstanding the fact that the Ottinger had the advantages of greater radius and greater width of tire; and that in the last three instances its rut showed less apparent displacement of sand than the Service wheel, which would lead one to suppose that its resistance, judging from apparent displacement

\* Professor Cotterill's Applied Mechanics, p. 259.

† Ibid., page 261.

alone, should have been less instead of greater than that of the Service wheel.

The phenomenon of negative displacement in experiment No. 2 is readily accounted for, since the hardness of the wet sand and the form of the periphery, with its wedge-shaped outlines prevented the wheel from sinking deep enough to fill the cups. The whole cubic contents of the cups were deducted in calculating the displacements, but as they were not filled, of course a greater deduction was made than accorded with the conditions that obtain.

This explanation does not obtain, however, in Nos. 3 and 4, where the surface was loose, dry sand and the pyramidal cups were filled as shown by the impressions left in the track.

But in these cases the measurements of width and depth are less than those actually made by the tire, since the loose sand crumbled and slid back into the track after the passage of the wheels.

The sharpness of the angle made by the lateral wedge-shaped edges of the Ottinger tire was extremely favorable for allowing the minimum of returning sand to produce a maximum of closing effect or diminution of depth of rut.

That the depths of the rut in dry sand, as measured, were less than the actual depths produced was clearly shown by measuring the chord on the wheel at its lowest point, as defined by the surface of the sand.

To prove that the depth of rut in loose sand, as measured, was less than that actually made by the Ottinger wheel the chords on both wheels were measured, and the angles of inclination to the horizontal, as given by the tangent to the wheel at the point of contact of the surface of the ground with the front of the wheel was determined in both cases. It is a well-known fact that in rolling along the surface of the ground the wheel must roll over the top, or, if it be soft, it must depress the surface in front of it, forming a rut, and that this rut will be deeper the softer the ground or the shorter the radius of the wheel and the narrower the tire.

The wheel tends constantly to rise up out of the rut and get on the surface, but in doing so the weight depresses the soil in front, continuing the rut; but the resistance and effect are the same as if the wheel were running up an incline whose angle of elevation is the same as that made with the horizontal by the tangent to the wheel at the point where the soil intersects it in front.

In the case cited, this angle was for the Ottinger wheel  $17^{\circ}$ , Service wheel  $14^{\circ}$ , thus showing for the Ottinger wheel a greater inclination of this tangent by  $3^{\circ}$ , or, what is the same thing, showing that it made a deeper rut in the sand than the Service wheel, though from the filling in of the sand the measurements of depth of the rut showed less than they really were.

And this, too, notwithstanding that its greater breadth of tire and greater diameter should both have worked to produce less depth of rut than the narrower tire and lesser diameter of the Service wheel.

“Resistance (to traction) increases with speed, and is diminished by an enlargement of tire up to a moderate limit.”

Resistance to traction is directly proportional to pressure on uniform surfaces. Therefore—

Resistance of Ottinger wheel : Resistance of Service wheel :: 2045 : 1716; or :: 1.162 : 1. or the resistance to traction of the Ottinger wheel, due to pressure alone, supposing it to be of same diameter and same width of tire as Service wheel, would be about two-tenths greater than

that of the Service wheel. It is also inversely proportional to the square root of the diameter of the wheel, according to Dupuit. Hence:

Resistance of Ottinger wheel : resistance of Service wheel ::

$$\sqrt{53} : \sqrt{48} \text{ or as } \frac{1}{7.28} : \frac{1}{6.9} \text{ or as } \frac{1}{1.055} : 1, \text{ or as } .94 : 1.$$

The difference between .94 and 1. represents the advantage the Ottinger wheel has over the Service wheel, due to increased diameter, supposing all other conditions to be the same.

Morin claimed that the resistance to traction varied inversely as the diameter instead of as the square root of the diameter in which case the advantage due to increased diameter of wheel should be as 0.9 : 1. instead of as .94 : 1., as given by Dupuit, in favor of the Ottinger wheel..

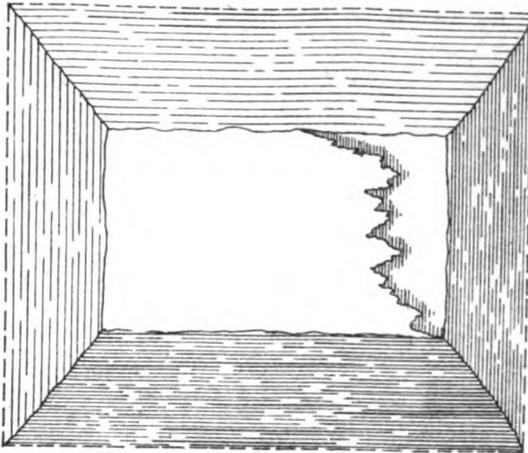
Now, as will be seen above, there is an increase of .16 in resistance of the Ottinger wheel due to the increased pressure from the extra weight in the wheels, and a decrease of about .1 in this resistance due to its larger diameter which leaves a difference of .06 *increase* of resistance to be offset by the diminution of resistance due to its greater width of tire. That there is a gain in diminution of resistance to traction due to the employment of a wider tire there can be no doubt, as all authorities admit, and that this gain is greater than .06 of the resistance few persons will doubt; therefore, there should appear a less resistance to traction with the Ottinger wheel with its greater diameter and greater width of tire notwithstanding its increase of weight, than with the Service wheel. But the table of tractions determined experimentally by the dynamometer show that these resistances are *greater* in every instance instead of *less* as they should be. It is true that they are only about 100 pounds to 150 pounds greater (roughly taken) than those for the Service wheel, but since observation and experiment have settled the fact that a man can draw on a horizontal plane only 26 pounds, 2 feet per second for eight hours per day, or 26 pounds  $1\frac{1}{2}$  miles per hour, and in harness where he exerts his strength to the greatest advantage he can only draw 150 pounds that distance per hour with difficulty, it will be seen that the added resistance, 100 to 150 pounds as shown by dynamometer, of the Ottinger wheel is about equivalent to the work of one man and would require another man to be added to the crews of life-saving stations to compensate for the extra resistance added by the adoption of the Ottinger wheel.

With the Service wagon and boat weighing 1,760 pounds the seven men composing the crew have each to draw a load of 251.41 pounds; with the same wagon with the Ottinger wheels this weight would be increased to 292.1 pounds each, or an increase of 40.7 pounds each.

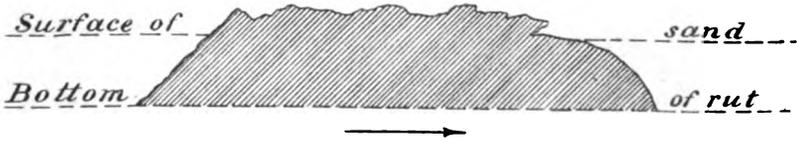
In dry sand with a traction of 400 pounds required with the Service wheel, each man has 57.1 pounds resistance to overcome, while on the same ground with the 500 pounds required by the Ottinger wheel each man has 71.4 pounds resistance to overcome.

The action of the Ottinger wheel was admirably shown upon the hard surface of the wet sand. It was found that the transverse partitions came in contact with the sand and that instead of rolling as does the ordinary tired wheel this cog-like projection was dragged slightly to the front until the moment of the resistance of the sand heaped up in front of the cog was in equilibrium with the moment of tractile effort, when the wheel would rotate until the next projection was imbedded. This effect was so quickly produced that at first it eluded observation and was not noticed until the wheel was run over hard, wet sand, which

*Fig. 1.*



*Fig. 2.*



**LIFE-SAVING APPARATUS.**

**IMPRESSIONS in the SAND**

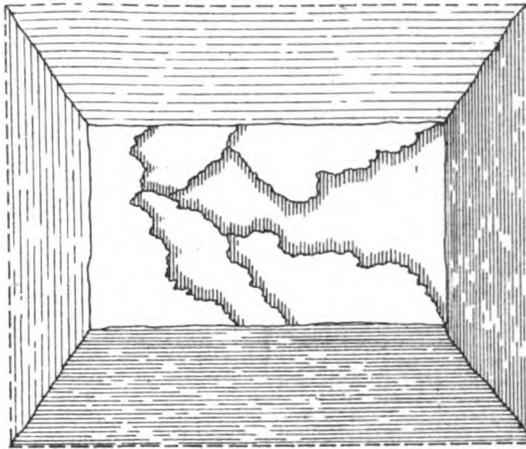
SHOWING ACTION OF

**OTTINGER'S SAND WHEEL.**

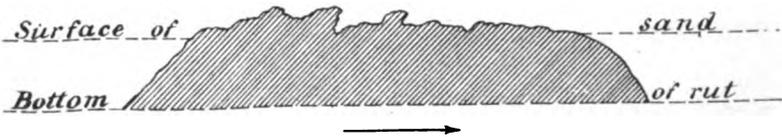
1884.



*Fig. 1.*



*Fig. 2.*



**LIFE-SAVING APPARATUS.**

**IMPRESSIONS in the SAND**  
SHOWING ACTION OF  
**OTTINGER'S SAND WHEEL**

1884.



did not fill the pyramidal cups, where the rupture and sliding forward of the tops of the sand pyramids betrayed the action, since the sand was so hard and compact that the wheel did not sink deep enough to let the bottoms of the cup-like cavities rest upon and compress this ruptured shell. This dragging effect would of course increase the resistance to traction. In very soft dry sand this action would, and at first did, escape detection on account of the lack of cohesion of the particles and the pressure of the cup-bottoms upon the top of the easily moving particles of the pyramid.

It could be detected in this case only by careful measurement of the spaces between the pyramids, which spaces were found to be greater than that due to the transverse cog-like projections. Sketches of pyramids showing this action were made and are appended to this report. The sketches are slightly exaggerated, to show more clearly this action.

The *dragging* tore off and pushed forward a shell upon the top of each pyramid.

Exterior to the rut of each wheel, Service and Ottinger, was a wavy line of sand pressed aside by the wedging and dragging effects of the wheel; this extended to each side a distance proportionate to the depth of the rut, but in soft dry sand was obscured or obliterated by the caving in of the sides of the rut by the movement of the incoherent particles as they adjusted the surface to the angle of repose, after the passage of the wheel.

<p>B. C. SPARROW,  <i>Superintendent Second Life-Saving District, Chairman,</i>                  D. A. LYLE,  <i>Captain of Ordnance, U. S. A.,</i>                  JNO. C. PATTERSON,  <i>Keeper Shark River Life-Saving Station,</i></p>	}	<p><i>Committee.</i></p>
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A.

REPORT OF KEEPER JOHN C. PATTERSON, L. S. S., ON TRIALS WITH THE SAND-WHEEL.

UNITED STATES LIFE-SAVING SERVICE, FOURTH DISTRICT,  
*Shark River Life-Saving Station, April 20, 1884.*

SIR: I have the honor to make the following report of the trials I have made with the Ottinger sand-wheel since receiving the same at this station.

In reporting my experience with this wheel, I give carefully the results of a practical trial with the best means I had for testing it.

On the 20th day of February, 1884, I carted the Ottinger sand-wheel to my station for trial, when an opportunity offered that did not interfere with the duties of the station.

On March 3, 1884, there being a wet snow on the ground about two and one-half inches deep, I took out the Ottinger wheel and found it to pull very hard. It was particularly noticed on one wheel that the sand and snow combined clogged in the "cups" so as to project from two and one-half to four and one-half inches.

From this trial in snow two and one-half inches deep I am convinced that the Ottinger sand-wheel, in wet snow mixed with sand (a common thing on our beach) and slush, would clog more than the ordinary sand-wheel under like circumstances.

There being no snows of sufficient depth to give further trials with the wheel in wet and in dry snow, I am unable to further report upon the use of the wheel in snow.

On April 4, 1884, under directions received from you, I had beveled blocks cut at the steam saw-mill adjoining the station, for the purpose of filling in the concave or beveled cups of the Ottinger wheel so as to test the draught of the wheel with the increased diameter. The Ottinger wheel is five inches greater in diameter than the wheel now in use. The common wheel has a six-inch tread, the Ottinger wheel an eight inch. I found upon attempting to fit the blocks that it was a very difficult matter to make a perfectly smooth surface, such as should be produced to make the test of the two wheels a fair one, that is, with an eight-inch tread with cups open, and an eight-inch tread with the cups closed. Therefore I did not fit them.

On April 7, 1884, I took out the Ottinger sand-wheel and our common wheel to compare the draught in dry sand.

We carefully ran the boat-wagon, with the different wheels attached, over the same ground. I was careful to go over different elevations and different kinds of ground in the trial. I carefully wiped the axles and greased them well at each change of the wheel.

After working for three or four hours, using a full crew with each kind of wheel, and dropping first one man and then two from the drag ropes, I am forced to come to the conclusion that the common sand-wheel can be pulled as easy in dry sand (such as we usually find on most of our beaches) as the Ottinger sand-wheel.

On April 10, 1884, I again took out the two sets of wheels (Ottinger and common) to try them upon quite dry sand on which a light rain had fallen, wetting in about a half inch. I again carefully greased the arms of the wagon, and went over the same ground, moving to the right or left sufficient to give a smooth surface for track of each wheel. Found the impressions made by each wheel to be as follows :

OTTINGER WHEEL.		Inches.
Length of chord of arc imbedded in sand .....		15.5
Depth of rut .....		1.25
COMMON WHEEL.		
Length of chord of arc imbedded in sand .....		11.375
Depth of rut .....		0.625

On April 12, 1884, I again tried the Ottinger sand-wheel over very dry sand, interspersed with beach grass. In each trial I caused to be placed in the boat all that is needed in going to a wreck. After working with the wheel for about one and a quarter hours, I returned it to the station.

From my experience with this wheel at different times, I cannot see that there would be any practical benefit in adopting or putting it in service.

There are many conditions to be considered in using these wheels.

During the winter on our beach (Fourth District) it becomes frozen hard and at times is very rough and bumpy. At such times no benefit would be derived from this wheel, and if the segments should be placed on the common wheel by screw-bolts (as now applied), they would have to be removed before starting; as in going over the roads that we are forced to travel in most cases, the flanges and cups would be unfit for use after one trip. On such occasions, *time* is of the *greatest* importance. I do not believe these wheels, or at least the sand-tire attach-

ment, would stand one trip over such roads without sustaining serious damage. From the improvements taking place along our coast (Fourth District), we are forced back from the beach in the transportation of our apparatus to the scene of a wreck, and obliged to travel the turn-pikes and roads, where instead of sand there is often mud and slush to the depth of five to six inches. I do not believe an ordinary team could pull the boat and wagon, with the Ottinger sand-wheel attached, over such heavy roads.

In taking the loaded boat-wagon with this device applied to the wheels, to the scales for the purpose of being weighed, I noticed that the cups were too slightly built for service over any kind of road except soft beach sand. Hence, in cases where both soft sand and gravel road would have to be passed over, the Ottinger wheel would be impracticable.

There are many objections to this wheel :

1. When wrecks occur, especially on the Atlantic coast, eight times out of ten the ground or sand is wet, so that our ordinary wheel is of as easy draught as the Ottinger wheel.

2. There are but few wheels now in use upon which the Ottinger segments could be attached as snugly as they should be without being changed, which would entail a large expense in altering the felloes so as to make them perfectly round.

3. It would consume too much precious time to remove the Ottinger tire if on and not needed; or, if deemed best to use it, to put it on.

4. If employed it would require an iron facing to be put upon the floor of the stations; for, with the weight of boat, &c., upon the wheels, the floor would soon become defaced from the cutting of the iron flanges on the tire.

5. The segments add weight to the already heavy load, and where a team could not be procured this disadvantage would outweigh any benefit to be derived from their use. The study of those in charge of the Life-Saving Service for the past ten years has been to reduce the weight to the lowest possible limit consistent with the needs of the service.

From my experience in the Life-Saving Service the past thirteen years, I am unable to say from my experience with the Ottinger sand-wheel that it would be of any practical benefit in transporting the apparatus now used in the United States Life-Saving Service.

Very respectfully,

JOHN C. PATTERSON,  
*Keeper.*

B. C. SPARROW, Esq.,  
*Superintendent Second District Life-Saving Service,  
Chairman Committee on the Ottinger Sand-Wheel, East  
Orleans, Mass.*

—  
B.

No. 4431 GERMANTOWN AVENUE,  
*Philadelphia, June 26, 1884.*

SIR: I respectfully state that on the 24th instant I was at Shark River life-saving station, and witnessed the testing of the sand-wheel, as also the wheel now in use on the boat-wagon there, and I submit the following statements:

The wheel now used is adapted to hard sand or compact surfaces, whereas the sand-wheel of my invention given by me to the United States for life-saving purposes is calculated for use on deep, loose sandy coasts, its mechanical construction being such as to fit it to gather in and compress the sand on which it travels and so makes its own

solid roadway. This peculiar construction unfits it for use on hard ways. The value of it as an implement for use in the Life-Saving service cannot be properly measured by comparison, when run on hard sand, with other wheels adapted to running on hard surfaces.

The valuation of the sand-wheel must be based entirely on its capabilities for effective use on loose sand.

I am, very respectfully, your obedient servant,

DOUGLAS OTTINGER,  
*Senior Captain Revenue Marine.*

Hon. CHARLES J. FOLGER.

[First indorsement.]

TREASURY DEPARTMENT,  
June 30, 1884.

Respectfully referred to the General Superintendent of the Life-Saving Service.

E. W. CLARK,  
*Chief Revenue Marine Division.*

[Second indorsement.]

NEW YORK [N. Y.],  
July 11, 1884.

Respectfully referred to Capt. B. C. Sparrow, Capt. D. A. Lyle, and Keeper Patterson, committee on Ottinger sand-wheel.

F. R. BABY,  
*President of Board.*

### III.

#### WATSON'S KEEL-PLATE FOR SURF-BOATS.

[Description given by the inventor.]

Spike on to the bottom of the keel of a life-boat horizontally a thin steel plate the length of the keel, one-half or even two-thirds the width of the boat, the two outside forward corners of the plate to be cut off so as to form a sharp point forward the shape of the boat.

Now, when the boat is pressed by wind and waves, the plate being always submerged, one side would *lift up* on the water, and the other side *press down*, and thus prevent rolling, and the same action would prevent pitching, while the plate would also prevent the boat from drifting to leeward. I cannot see but that such a plate would greatly prevent a boat from rolling and pitching in a heavy sea, and sometimes from capsizing. Of course the boat wagon would have to be altered in the boat seat to accommodate the new form of bottom, but this could be easily done by making the bearing the ordinary form for a wagon-box.

### IV.

#### LETTER RELATIVE TO CRESSE'S HAWSER-DETACHER.

Letter omitted. See plate.

### V.

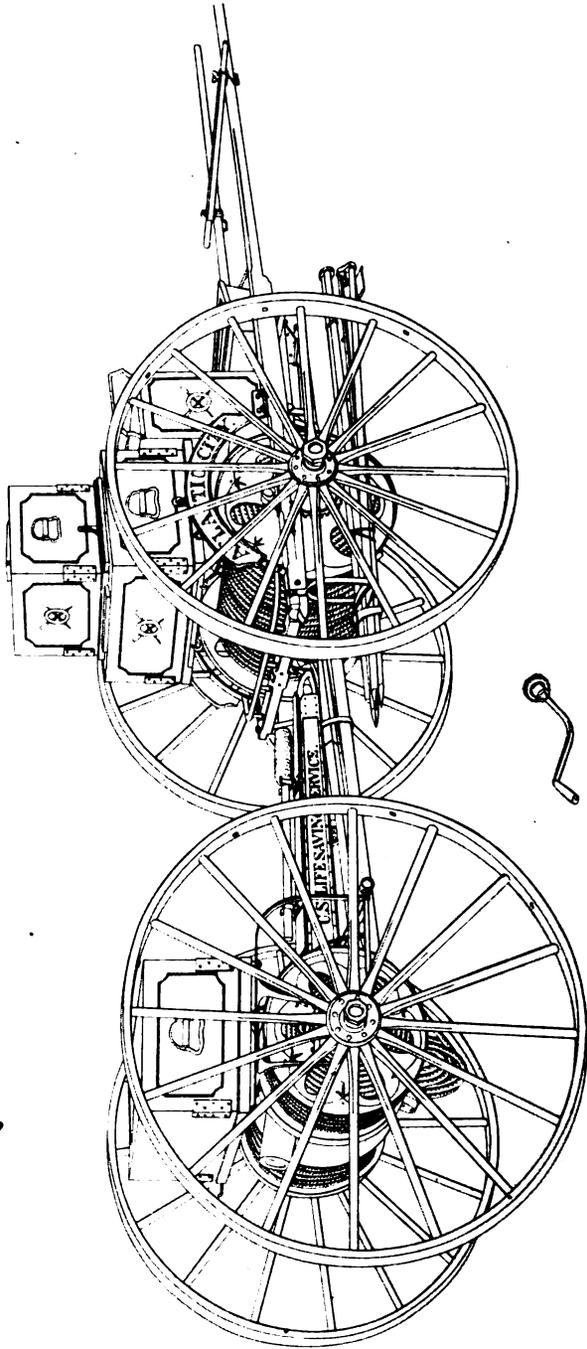
#### MODEL OF ENGLISH HAWSER-CUTTER.

A drawing of this device is inserted.



LIFESAVING APPARATUS.

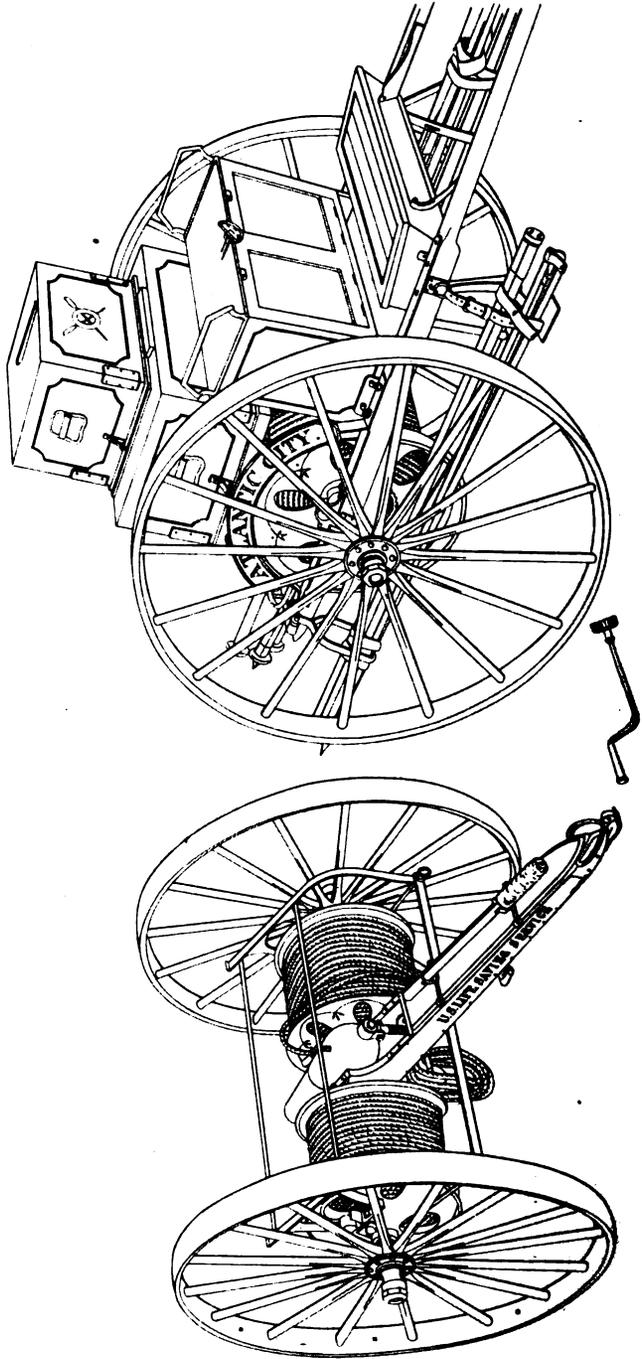
MC LELLAN'S APPARATUS WAGON.





LIFESAIVING APPARATUS.

MC LELLAN'S APPARATUS WAGON.



Drawn by Charles G. ...

N. Peckham, Photo: Lithograph, Washington, D. C.

## VI.

## MCLELLAN'S APPARATUS-WAGON.

## CLAIMS OF INVENTOR.

[Two plates.]

By the arrangement of the apparatus as above I claim—

1. That additional and necessary apparatus can be taken to a wreck which heretofore has been impossible, for the want of room on the cart and power to haul it.

2. That the rear section carries sufficient apparatus to save life in an emergency, viz, gun, whip, ammunition, shot-line, and buoy, so that in case the conditions of wind, tides, snow, &c., should be such that it is impossible to proceed with the whole carriage, the rear section can be taken to the wreck, and if the ship is breaking up and instant action necessary, the crew can be landed with the apparatus on that section by hauling them through the surf. Otherwise the majority of the crew could return for the forward section while the keeper and one man are making connection with the wreck.

3. That the gun is easier loaded, sighted, and fired and on low flat beaches can be placed nearer a wreck by running it down into the surf, which the height of the gun-carriage wheels will admit of doing.

4. That with the same elevation the gun will attain with four ounces of powder a wreck whose distance now requires six ounces, in consequence of being able to run the carriage into the surf on flat beaches.

5. That the sand-anchor and shovels are taken off together with one motion, whereas now the pick, shovel, and anchor are taken off the cart separately.

6. That the gun is in position for action as soon as the sections are disconnected, thereby avoiding the necessity of lifting it from the cart, which has already resulted in the rupture of one or more men and placing them on the pension roll, and also avoids the delay which arises from a portion of the crew having to wait until the gun is lifted from off the load before they can go on and distribute the remainder.

7. That the hawser, by being on a reel, unreels without attention, thereby giving one man to assist at another point, besides insuring that the hawser will never foul when being hauled off to a wreck, which sometimes occurs now even with a man to attend to it.

8. That by carrying three instead of one shot-line, the chance of prompt connection with a wreck is correspondingly increased.

9. That by carrying a set of signals and pole, communication can be opened with a vessel should she strand at a distance from the station signal pole.

10. That by carrying the medicine chest restoratives will be at hand at the time they are needed, when the patient first lands.

11. That by this arrangement the apparatus, upon its arrival at a wreck, can be separated into two parts, and the rear section used at or near the water when the apparatus it carries is needed, while the forward section can be taken to the beach hills abreast of the wreck where its load is required, thus avoiding the delay caused by unloading the apparatus from the cart and distributing it from the water to the beach hills as is now necessary with the cart.

Lastly in the construction of the wagon the very best of material and workmanship are employed, and it is proposed to make the parts interchangeable and numbered so that in case of breakage any part can be ordered by its number and replaced.

## VII.

## CHOATE'S EYE-PROTECTOR.

[Printed letter.]

SIR: I claim for Choate's eye-protector that it protects the eyes from the glare of the sun, from the entrance of dust, and from the severity of winds, while affording perfect ventilation. It keeps the eyes in a darkened, cool, well ventilated place. Glasses color the object at which one looks and impair the eyes by their presence. This protector in no manner does injury, but affords nearly as extended range of vision as without a protector.

You are respectfully asked to give it a trial.

Respectfully,

RUFUS CHOATE, M. D.,  
310 Indiana Avenue, Washington, D. C.

## VIII.

## THE GAMEWELL ALARM TELEGRAPH FOR THE LIFE-SAVING SERVICE.

A.

BOSTON, MASSACHUSETTS, *April 5, 1884.*

GENTLEMEN: I would respectfully call your attention to our system of telephone and signal telegraph, especially designed and now being rapidly introduced for the benefit of police departments, which I think is in every way adapted and will prove of great value to your Life-Saving Service.

An examination of the descriptive pamphlets [omitted], which I send you by mail, will, I think, make it clear to you that it is just what is needed to bring the efficiency of your service to its highest point; by requiring your patrolmen to report at every station as they proceed along their beats, you would insure their attention to duty. There would be no possible way for them to neglect it, without its being known, and it would place your head stations in frequent communication with the patrol.

In case of wreck discovered by a patrolman, if our signal stations were properly placed, he would have the means near at hand of promptly calling assistance, and by indicating definitely what might be needed, whether the life-boat, mortars, &c.

With printed circulars, properly distributed to all ship-owners and navigators, the moment a wrecked party should reach a point distant from a station they could proceed to one of these signal stations, provided Life-Saving Service patrolmen were not at hand, and could use the arbitrary signals of the signal box or the telephone for calling aid.

The cost of this system would not be large, and the expense of maintenance and working a merely nominal matter.

If my suggestion as to its adoption for the Life Saving Service should

be favorably regarded by your Board, I should be pleased to wait upon any of its representatives, after due notice, to discuss the matter in detail.

Very respectfully, yours,

JOSEPH W. STOVER,

*President Gamewell Fire-Alarm Telegraph Company.*

The Hon. BOARD FOR THE EXAMINATION OF PLANS, DEVICES, &C.,  
*United States Life-Saving Service,*  
*Treasury Department, Washington, D. C.*

---

B.

EXECUTIVE OFFICE, 1½ BARCLAY STREET,  
*New York, October 17, 1884.*

DEAR SIR: In compliance with your request, I beg leave to say that the Gamewell Fire-Alarm Telegraph Company will furnish the Life-Saving Service Department of the United States with what is generally known as their "Telephone and Telegraph Signal Station," with all the apparatus and appliances pertaining thereto, at two hundred (\$200) dollars each. These "stations" are made of iron or of iron and wood, as may be desired, with glass roofs, and arranged for the display of a light or signal at the top. Each "station" to contain the necessary automatic signal box, operated by simply pulling a hook or slide, and arranged to transmit one or more of the ten separate and distinct signals or calls. They will also contain all the fixtures and battery, properly located and protected, for operating telephones when desired. We will also place these "stations" wherever they may be located, fastening them firmly in the ground without extra charge. Should any modification of the form or size of the "station" be desired, we will furnish such modification for an extra charge, covering the exact cost of such modification. The cost of constructing a substantial line of telegraph of No. 9 extra best galvanized wire, with poles of good size and firmly set in the ground, would be about one hundred and fifty dollars (\$150) per mile, to be increased or lessened somewhat in proportion as the difficulties of construction, that is, if pole setting should be increased or lessened. We possess every facility, and can command the most superior mechanical and electrical skill for devising and constructing such special and peculiar apparatus as the requirements of your Service may develop.

Very respectfully submitted.

JOS. W. STOVER,  
*President.*

Capt. F. R. BABY,  
*President Board on Life-Saving Appliances, 22 State Street, City.*



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