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FROM

*The General Superintendent
Life-Saving Service.*

6 June, 1891.

ANNUAL REPORT

OF THE

VIII. 476

OPERATIONS

OF THE

UNITED STATES LIFE-SAVING SERVICE

FOR THE

FISCAL YEAR ENDING JUNE 30, 1889.



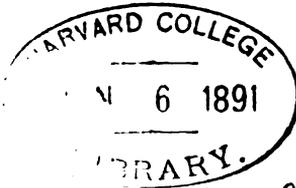
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The Gen. Supt.
Life-Saving Service.

TREASURY DEPARTMENT,
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Life-Saving Service.

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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, Washington, D. C.

FRANK BAKER, Assistant General Superintendent, Washington, D. C.

Capt. JAMES H. MERRYMAN, United States Revenue Marine, Inspector of Life-Saving Stations, No. 24 State street, New York City.

Capt. JAMES H. MERRYMAN, United States Revenue Marine, No. 24 State street, New York City. } Superintendents of Construction Life-Saving Stations, Atlantic and Lake Coasts.

Capt. GEORGE W. MOORE, United States Revenue Marine, No. 24 State street, New York City. }

Capt. JAMES H. MERRYMAN, United States Revenue Marine, No. 24 State street, New York City. } Superintendents of Construction Life-Saving Stations, Pacific Coast.

Capt. JOHN W. WHITE, United States Revenue Marine, No. 24 State street, New York City. }

ASSISTANT INSPECTORS.

First District. } **Lient. OSCAR C. HAMLET**, United States Revenue Marine, Post-office
Second District. } Building, Boston, Massachusetts.

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

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

Fifth District. } **Lient. JOHN F. WILD**, United States Revenue Marine, Onancock,
Sixth District. } Virginia.

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

Eighth District.—**Capt. HENRY T. BLAKE**, United States Revenue Marine, Custom-House, Galveston, Texas.

Ninth District. } **Lient. ROBERT M. CLARK**, United States Revenue Marine, Custom-
Tenth District. } House, Detroit, Michigan.

Eleventh District.—**Lient. JAMES H. ROGERS**, United States Revenue Marine, Custom-House, Chicago, Illinois.

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

Capt. GEORGE W. MOORE, United States Revenue Marine, on special duty, No. 24 State street, New York City.

Lient. WORTH G. ROSS, United States Revenue Marine, on special duty, Washington, D. C.

Lient. JAMES L. SILL, United States Revenue Marine, on temporary duty, Washington, D. C.

DISTRICT SUPERINTENDENTS.

- First District.*—JOHN M. RICHARDSON, Portland, Maine.
Second District.—BENJAMIN C. SPARROW, East Orleans, Massachusetts.
Third District.—ARTHUR DOMINY, Bay Shore, New York.
Fourth District.—JOHN G. W. HAVENS, Point Pleasant, New Jersey.
Fifth District.—BENJAMIN S. RICH, Onancock, Virginia.
Sixth District.—THOMAS J. POYNER, Poplar Branch, North Carolina.
Seventh District.—FRANK W. SAMS, New Smyrna, Florida.
Eighth District.—WILLIAM A. HUTCHINGS, Galveston, Texas.
Ninth District.—DAVID P. DOBBINS, Buffalo, New York.
Tenth District.—JEROME G. KIAH, Sand Beach, Michigan.
Eleventh District.—NATHANIEL ROBBINS, Grand Haven, Michigan.
Twelfth District.—THOMAS J. BLAKENEY, Appraiser's Building, San Francisco, California.

ASSISTANT DISTRICT SUPERINTENDENT.

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

BOARD ON LIFE-SAVING APPLIANCES.

- EDWARD BURGESS, No. 50 State street, Boston, Massachusetts, *President*.
 Capt. JAMES H. MERRYMAN, United States Revenue Marine, Inspector of Life-Saving Stations, No. 24 State Street, New York City.
 Capt. DAVID A. LYLE, Ordnance Department, United States Army, Box 2253, Boston, Massachusetts.
 Lieut. WORTH G. ROSS, United States Revenue Marine, Assistant Inspector Life-Saving Stations, Washington, D. C., *Recorder*.
 BENJAMIN C. SPARROW, Superintendent Second Life-Saving District, East Orleans, Massachusetts.
 DAVID P. DOBBINS, Superintendent Ninth Life-Saving District, Buffalo, New York.
 JOHN WATERS, Assistant Superintendent Third Life-Saving District, Newport, Rhode Island.

LETTER OF TRANSMITTAL.

TREASURY DEPARTMENT,
UNITED STATES LIFE-SAVING SERVICE,
Washington, D. C., November 26, 1889.

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, 1889, 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 appended.

I have the honor to be, very respectfully,

SUMNER I. KIMBALL,
General Superintendent.

Hon. WILLIAM WINDOM,
Secretary of the Treasury.

OPERATIONS
OF THE
UNITED STATES LIFE-SAVING SERVICE.

1889.

REPORT

OF THE

UNITED STATES LIFE-SAVING SERVICE.

OPERATIONS.

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

First District (coast of Maine and New Hampshire)	10
Second District (coast of Massachusetts)	19
Third District (coast of Rhode Island and Long Island).....	38
Fourth District (coast of New Jersey).....	41
Fifth District (coast from Cape Henlopen to Cape Charles).....	16
Sixth District (coast from Cape Henry to Cape Fear River).....	28
Seventh District (coast of South Carolina, Georgia and eastern Florida)	12
Eighth District (Gulf coast).....	8
Ninth District (Lakes Erie and Ontario)	10
Tenth District (Lakes Huron and Superior).....	13
Eleventh District (Lake Michigan).....	23
Twelfth District (Pacific coast).....	7
Total	225

Of these stations one hundred and seventy-two were on the Atlantic, forty-five on the lakes, seven on the Pacific, and one at the Falls of the Ohio, Louisville, Kentucky.

The following statement shows 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 :

Employment of surfmen, season of 1888-'89.

District.	Stations.	Period of employment.
1	Quoddy Head, Cross Island, Crumple Island, Cranberry Isles, White Head, Hunniwell's Beach, Cape Elizabeth, Fletcher's Neck, Jerry's Point, and Rye Beach.	6 surfmen at each station from September 1, 1888, to November 30, 1888, inclusive, and 7 at each from December 1, 1888, to April 30, 1889, inclusive.
2	Plum Island, Davis Neck, North Scituate, Fourth Cliff, Gurnet, Manomet Point, Race Point, Peaked Hill Bars, High Head, Highland, Pamet River, Cahoon's Hollow, Nauset, Orleans, Chatham, Coskata, Surfside, and Muskeget.	6 surfmen at each station from September 1, 1888, to November 30, 1888, inclusive, and 7 at each from December 1, 1888, to April 30, 1889, inclusive.

Employment of surfmen, season of 1888-'89—Continued.

District.	Stations.	Period of employment.
	Monomoy.....	7 surfmen from September 1, 1888, to November 30, 1888, inclusive, and 8 from December 1, 1888, to April 30, 1889, inclusive.
3	Brenton's Point, Narragansett Pier, Point Judith, Watch Hill, New Shoreham, Block Island, Ditch Plain, Hither Plain, Napeague, Amagansett, Georgia, Mecox, Southampton, Shinnecock, Tiana, Quogue, Petunk, Moriches, Korge 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, 1888, to November 30, 1888, inclusive, and 7 at each from December 1, 1888, to April 30, 1889, inclusive.
4	Sandy Hook, Spermaceti Cove, Seabright, Monmouth Beach, Long Branch, Deal, Shark River, Spring Lake, Squan Beach, Bayhead, Mantoloking, Chadwick's, Tom's River, Island Beach, Cedar Creek, Forked River, Barnegat, Loveladies Island, Harvey's Cedars, Ship Bottom, Long Beach, Bond's, Little Egg, Little Beach, Brigantine, South Brigantine, Atlantic City, 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.	6 surfmen at each station from September 1, 1888, to November 30, 1888, inclusive, and 7 at each from December 1, 1888, to April 30, 1889, inclusive.
5	Lewes, Cape Henlopen, Rehoboth Beach, Indian River Inlet, Ocean City, North Beach, Green Run Inlet, Pope's Island, Assateague Beach, Wallop's Beach, Wachapreague, Paramore's Beach, Cobb's Island, and Smith's Island.	6 surfmen at each station from September 1, 1888, to November 30, 1888, inclusive, and 7 at each from December 1, 1888, to April 30, 1889, inclusive.
	Hog Island.....	8 surfmen from September 1, 1888, to April 30, 1889, inclusive.
	Matomkin Inlet.....	7 surfmen from April 1 to 30, 1889, inclusive.
6	Cape Henry, Seatack, Dam Neck Mills, Little Island, False Cape, Wash Woods, Currituck Inlet, Whale's Head, Poyner's Hill, Caffey's Inlet, Paul Gamiel's Hill, Kitty Hawk, Kill Devil Hills, Nag's Head, Bodie's Island, Oregon Inlet, Pea Island, New Inlet, Chicamiconico, Gull Shoal, Little Kinnakeet, Big Kinnakeet, Cape Hatteras, Creed's Hill, Durant's, Ocracoke, Cape Lookout, and Cape Fear.	6 surfmen at each station from September 1, 1888, to November 30, 1888, inclusive, and 7 at each from December 1, 1888, to April 30, 1889, inclusive.
7	Morris Island, and Jupiter Inlet.....	6 surfmen at each station from September 1, 1888, to April 30, 1889, inclusive.
8	Santa Rosa, San Luis, Velasco, Saluria, Aransas, and Brazos.	6 surfmen at each station from September 1, 1888, to April 30, 1889, inclusive.
	Galveston.....	7 surfmen from February 12, 1889, to April 30, 1889, inclusive.
9	Big Sandy, Oswego, Charlotte, Buffalo, Erie, Fairport, Cleveland, and Point Marblehead.	7 surfmen at each station from July 1, 1888, to December 15, 1888, inclusive, and 7 at each from April 8, 1889, to June 30, 1889, inclusive.
	Louisville.....	6 surfmen from July 1, 1888, to June 30, 1889, inclusive.
10	Sand Beach, Pointe aux Barques, Grindstone City, Ottawa Point, Sturgeon Point, and Middle Island.	8 surfmen at each station from July 1, 1888, to December 5, 1888, inclusive, and 8 at each from April 1, 1889, to June 30, 1889, inclusive.
	Thunder Bay Island.....	8 surfmen from July 1, 1888, to December 9, 1888, inclusive, and 8 from April 1, 1889, to June 30, 1889, inclusive.
	Hammond's Bay.....	8 surfmen from July 1, 1888, to December 9, 1888, inclusive, and 8 from April 3, 1889, to June 30, 1889, inclusive.
	Vermillion Point, Crisp's, Two Heart River, and Muskallonge Lake.	7 surfmen at each station from July 1, 1888, to November 30, 1888, inclusive, and 7 at each from April 17, 1889, to June 30, 1889, inclusive.
	Ship-Canal.....	8 surfmen from July 1, 1888, to November 30, 1888, inclusive, and 8 from April 20, 1889, to June 30, 1889, inclusive.
11	North Manitou Island.....	7 surfmen from July 1, 1888, to November 30, 1888, inclusive, and 7 from April 10, 1889, to June 30, 1889, inclusive.
	Point Betsy, Frankfort, Manistee, Grande Pointe au Sable, Muskegon, Saint Joseph, Racine, Sheboygan, Two Rivers, and Sturgeon Bay Canal.	7 surfmen at each station from July 1, 1888, to December 5, 1888, inclusive, and 7 at each from April 1, 1889, to June 30, 1889, inclusive.

Employment of surfmen, season of 1888-'89—Continued.

District.	Stations.	Period of employment.
12	Ludington, Grand Haven, Chicago, and Milwaukee.	7 surfmen at each station from July 1, 1888, to December 12, 1888, inclusive, and 7 at each from April 1, 1889, to June 30, 1889, inclusive.
	Pent Water, White River, Holland, South Haven, and Kenosha.	7 surfmen at each station from July 1, 1888, to November 30, 1888, inclusive, and 7 at each from April 1, 1889, to June 30, 1889, inclusive.
	Evanston	6 surfmen from July 1, 1888, to November 30, 1888, inclusive, and 6 from April 1, 1889, to June 30, 1889, inclusive.
	Shoalwater Bay, Humboldt Bay, and Golden Gate Park.	6 surfmen at each station from July 1, 1888, to June 30, 1889, inclusive.
	Cape Disappointment.....	8 surfmen from July 1, 1888, to June 30, 1889, inclusive.

In the foregoing statement but two stations in the Seventh District are included, the remaining ten being simply well-provisioned houses of refuge for the shipwrecked, under the charge of keepers only. Crews are not employed at these stations, for reasons which have been stated in former reports.

STATISTICS.

The reports of the district officers show that during the year there were three hundred and seventy-eight disasters to documented vessels within the scope of station operations. On board these vessels were three thousand one hundred and six persons, of whom thirty-eight were lost.

The estimated value of the vessels was \$4,680,175, and that of their cargoes \$1,663,705, making the total value of property involved \$6,343,880. Of this amount \$4,995,130 was saved and \$1,348,750 lost. The number of vessels totally lost was sixty-three.

In addition to the foregoing there were one hundred and forty-nine casualties to smaller craft, such as sail-boats, row-boats, etc., on which there were three hundred and sixteen persons, one of whom was lost. The value of the property involved in these instances is estimated at \$72,865, of which \$59,295 was saved and \$13,570 lost.

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

Total number of disasters	527
Total value of property involved.....	\$6,416,745
Total value of property saved	\$5,054,425
Total value of property lost	\$1,362,320
Total number of persons involved.....	3,422
Total number of persons lost.....	39
Total number of shipwrecked persons succored at stations.....	*787
Total number of days' succor afforded.....	†1,732
Number of vessels totally lost.....	63

* Including two hundred and seventy-seven persons not on vessels in tables.

† Including four hundred and sixty-four days' succor to persons not on vessels in tables.

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 value of property involved.	Total value of property saved.	Total value of property lost.	Total number of persons on board vessels.	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	303	\$2,376,915	\$1,002,610	\$3,379,525	\$2,384,820	\$994,705	2,050	31	684	1,476	51
Lake coasts*	213	2,277,810	651,120	2,928,930	2,665,115	263,815	1,320	7	90	237	9
Pacific coast	11	93,790	14,500	108,290	4,490	103,800	52	1	13	19	3
Total	527	4,748,515	1,668,230	6,416,745	5,054,425	1,362,320	3,422	39	787	1,732	63

*Including the river station at Louisville, Kentucky.

†These figures include persons to whom succor was given who were not on board vessels embraced in tables.

The apportionment to the several districts is as follows:

First District.

Number of disasters	59
Value of vessels	\$311,600
Value of cargoes	\$159,705
Total value of property	\$471,305
Number of persons on board vessels	336
Number of persons lost	1
Number of shipwrecked persons succored at stations	55
Number of days' succor afforded	104
Value of property saved	\$320,110
Value of property lost	\$151,195
Number of disasters involving total loss of vessels	8

Second District.

Number of disasters	40
Value of vessels	\$343,550
Value of cargoes	\$93,490
Total value of property	\$437,040
Number of persons on board vessels	331
Number of persons lost	3
Number of shipwrecked persons succored at stations	72
Number of days' succor afforded	149
Value of property saved	\$326,950
Value of property lost	\$110,090
Number of disasters involving total loss of vessels	8

Third District.

Number of disasters	56
Value of vessels	\$463,620
Value of cargoes	\$112,485
Total value of property	\$576,105
Number of persons on board vessels	294

Third District—Continued.

Number of persons lost.....	None.
Number of shipwrecked persons succored at stations.....	41
Number of days' succor afforded.....	87
Value of property saved.....	\$427,920
Value of property lost.....	\$148,185
Number of disasters involving total loss of vessels.....	5

Fourth District.

Number of disasters.....	44
Value of vessels.....	\$278,135
Value of cargoes.....	\$145,365
Total value of property.....	\$423,500
Number of persons on board vessels.....	247
Number of persons lost.....	None.
Number of shipwrecked persons succored at station.....	62
Number of days' succor afforded.....	122
Value of property saved.....	\$367,875
Value of property lost.....	\$55,625
Number of disasters involving total loss of vessels.....	4

Fifth District.

Number of disasters.....	35
Value of vessels.....	\$230,105
Value of cargoes.....	\$195,765
Total value of property.....	\$425,870
Number of persons on board vessels.....	205
Number of persons lost.....	None.
Number of shipwrecked persons succored at stations.....	67
Number of days' succor afforded.....	176
Value of property saved.....	\$228,630
Value of property lost.....	\$197,240
Number of disasters involving total loss of vessels.....	10

Sixth District.

Number of disasters.....	45
Value of vessels.....	\$673,300
Value of cargoes.....	\$280,140
Total value of property.....	\$953,440
Number of persons on board vessels.....	562
Number of persons lost.....	27
Number of shipwrecked persons succored at stations.....	118
Number of days' succor afforded.....	460
Value of property saved.....	\$624,275
Value of property lost.....	\$329,165
Number of disasters involving total loss of vessels.....	15

Seventh District.

Number of disasters.....	7
Value of vessels.....	\$25,780
Value of cargoes.....	\$4,510
Total value of property.....	\$30,290
Number of persons on board vessels.....	22
Number of persons lost.....	None.
Number of shipwrecked persons succored at stations.....	1

Seventh District—Continued.

Number of days' succor afforded	3
Value of property saved	\$30, 290
Value of property lost	None.
Number of disasters involving total loss of vessels	None.

Eighth District.

Number of disasters	17
Value of vessels	\$50, 825
Value of cargoes	\$11, 150
Total value of property	\$61, 975
Number of persons on board vessels	53
Number of persons lost	None.
Number of shipwrecked persons succored at stations	18
Number of days' succor afforded	26
Value of property saved	\$58, 770
Value of property lost	\$3, 205
Number of disasters involving total loss of vessels	1

Ninth District.

Number of disasters	67
Value of vessels	\$245, 285
Value of cargoes	\$33, 355
Total value of property	\$278, 640
Number of persons on board vessels	193
Number of persons lost	1
Number of shipwrecked persons succored at stations	15
Number of days' succor afforded	47
Value of property saved	\$221, 155
Value of property lost	\$57, 485
Number of disasters involving total loss of vessels	None.

Tenth District.

Number of disasters	53
Value of vessels	\$1, 012, 610
Value of cargoes	\$458, 610
Total value of property	\$1, 471, 220
Number of persons on board vessels	399
Number of persons lost	6
Number of shipwrecked persons succored at stations	13
Number of days' succor afforded	13
Value of property saved	\$1, 299, 395
Value of property lost	\$171, 825
Number of disasters involving total loss of vessels	6

Eleventh District.

Number of disasters	93
Value of vessels	\$1, 019, 915
Value of cargoes	\$159, 155
Total value of property	\$1, 179, 070
Number of persons on board vessels	728
Number of persons lost	None.
Number of shipwrecked persons succored at stations	35
Number of days' succor afforded	62
Value of property saved	\$1, 144, 565
Value of property lost	\$34, 505
Number of disasters involving total loss of vessels	3

Twelfth District.

Number of disasters.....	11
Value of vessels.....	\$93,790
Value of cargoes.....	\$14,500
Total value of property.....	\$108,290
Number of persons on board vessels.....	52
Number of persons lost.....	1
Number of shipwrecked persons succored at stations.....	13
Number of days' succor afforded.....	19
Value of property saved.....	\$4,490
Value of property lost.....	\$103,800
Number of disasters involving total loss of vessels.....	3

Twenty-four persons, in addition to those saved from vessels, were also rescued. These had fallen from wharves, piers, etc., and would probably have perished but for the help of the life-saving crews.

The extent of the assistance rendered in saving vessels and cargoes was greater than ever before, five hundred and ten vessels 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 eighteen instances where vessels running into danger of stranding were warned off by the signals of the patrols, most of them being thus probably saved from partial or total loss.

In the year's operations the surf boat was used four hundred and eighty-eight times, making six hundred and eighty-two trips. The self-righting and self-bailing life-boat was used seventy-seven times, making one hundred and twelve trips. Smaller boats were used one hundred and eighty-three times, making two hundred and thirty-two trips. The river life-skiffs at the Louisville Station (Ninth District) were used thirty-one times, making thirty-four trips. The breeches-buoy was used twenty times, making one hundred and ninety-seven passages. The life-car was used once, making five passages. The wreck-gun was employed twenty-eight times, firing sixty-four shots. The heaving-stick was used twenty times. There were landed by the surf-boat four hundred and thirty-five persons; by the life-boat, seventy-four; by the river life-skiffs, fifty six; by other station boats, one hundred and seventy-nine; by the breeches-buoy, one hundred and ninety-three, and by the life-car, ten. Two were rescued by the surfmen clasping hands and wading into the surf and undertow; two, who had jumped overboard from a stranded vessel, were saved by the surfmen leaping into the water and pulling them out; while two others on the same vessel were rescued by means of heaving-lines thrown to them, the men making the lines fast under their armpits and jumping overboard, when the life-savers drew them ashore. In one instance a surfman plunged into the surf from a pier and swam to a schooner that had capsized in a heavy sea; heaving-lines were thrown to him, which he made fast to three men in succession who were clinging to the vessel—the sea, at times, completely burying them from sight—and they were

safely drawn up on the pier by the other surfmen. Four boys having capsized in a sail-boat alongside of a pier, three of the number succeeded in regaining the boat, but the other immediately sank; a surfman arriving upon the scene leaped into the water where the boy went down and succeeded in bringing him to the surface, when by means of heaving-lines the station men landed all four of them. In one instance a line which had been thrown ashore from a stranded schooner was made fast by the surfmen, when the crew of five persons, clinging to the line, slid down over the side of the vessel and were assisted to land. On an occasion where the wreck-gun was employed in casting the shot-line over a vessel the whip-line was hauled on board and the shore part made fast to a boat, which was drawn back and forth through the water, landing seventeen persons. In the latter part of November, on Lake Michigan, a schooner was pounding heavily alongside of a pier, and as the seas successively struck her stern the icy water swept into her cabin, where a woman and three small children were almost frozen; part of the life-saving crew boarded the vessel and took the sufferers from the cabin and passed them to the pier, where the rest of the surfmen stood ready to receive them. One person, while swimming ashore, became exhausted and was rescued by a line thrown to him.

The foregoing statements of the operations of the Service show a larger number of lives lost, in proportion to the number of persons on board the vessels involved, than for many years past. This is due to the frequent and violent gales which occurred during a portion of the year, and particularly to the severity of the storms along the Virginia and North Carolina coast, a region of low and continuous beaches exposed to the full sweep and fury of the Atlantic Ocean, where twenty-seven of the thirty-nine fatalities within the scope of the Service, took place. The attending circumstances were such that none of these could possibly have been averted by the life-saving crews. The latter, with their wonted daring and energy, put forth every effort of human ingenuity and skill in their struggle to rescue the imperiled, but in the cases cited they were utterly unable to successfully cope with the elements that beset and impeded them in their work. While these losses are greatly to be deplored, it is gratifying to know that the exhibit shows exceptional activity among the life-saving crews, and a marked increase over the records of previous years of the assistance rendered in saving vessels and property, which largely accounts for the comparatively small number of vessels totally lost within the domain of Service operations.

The table given below contains a summary of the statistics of the Service from the introduction of the present system in 1871 to the close of the fiscal year :

GENERAL SUMMARY

*Of disasters which have occurred within the scope of life-saving operations from November 1, 1871 (date of introduction of present system), to close of fiscal year ending June 30, 1889.**

Total number of disasters.....	4, 923
Total value of vessels.....	\$55, 473, 165
Total value of cargoes.....	\$26, 246, 579
Total value of property involved.....	\$81, 719, 744
Total value of property saved.....	\$60, 352, 077
Total value of property lost.....	\$21, 367, 667
Total number of persons involved †.....	42, 860
Total number of lives lost †.....	502
Total number of persons succored ‡.....	7, 903
Total number of days' succor afforded.....	20, 837

LOSS OF LIFE.

In pursuance of the policy of the Service every instance of casualty, attended with loss of life, within the sphere of station operations, was thoroughly investigated. There were during the year eleven such cases, of which detailed accounts are herewith given.

CAPSIZING OF THE YACHT COLLINGWOOD.

The first case was the drowning of Arthur Parks, a youth of fifteen or sixteen years of age, on board the small schooner-yacht *Collingwood*, of Toronto, Ontario, which was capsized August 13, 1888, at the mouth of the Genesee River, a little more than a third of a mile from the Charlotte Station, (Ninth District,) New York.

This vessel had sailed from Cape Vincent, at the head of the Saint Lawrence River, with the owner and three of his friends. The night of the 12th a heavy gale arose from the northwest and the yacht was kept hove-to on Lake Ontario until morning, at which time she was off the harbor of Charlotte. A tremendous sea was running and breaking over the west pier. The yacht was headed for the entrance and succeeded in passing the light-house, when she was boarded on both sides by heavy seas and swamped. This was due to the "back-wash," as it is termed, caused by the breakers sweeping over the weather pier and rebounding from the bulkhead formed by the opposite or lee pier. These coun-

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

† Including persons rescued not on board vessels

‡ Eighty-five of these were lost at the disaster to the steamer *Metropolis*, when service was impeded by distance, and fourteen others in the same year, owing to a similar cause, or while stations were not open. Ninety-eight lives lost at the wreck of the steamer *Huron*, and included in the general summary of former reports, have this year been dropped, not being properly chargeable to the operations of the Service.

§ Including castaways not on board vessels embraced in tables.

ter seas met with terrible force about midway in the channel and leaped in huge volume many feet into the air. It was in this seething tumult of water that the *Collingwood* was caught and overwhelmed. The seas swept over her in quick succession and knocked her on her beam-ends against the pier.

The craft had been attentively watched at the life-saving station from early morning until the time of the disaster at 7 o'clock. The surf-boat was launched at once and an effort made to reach the wreck, but the vessel's spars obstructing the approach in the heavy sea, the surfmen could not get near enough to succor the imperiled men, who were clinging to the capsized yacht with desperate energy. As she was close to the west pier the keeper concluded that the only way to reach her would be with lines thrown from that point. The surf-boat was accordingly rowed up the river to a landing and the station crew disembarked and hurried out on the breakwater to an accessible position, as they thought, but the waves were washing over the yacht and those on board, with such violence that the life-savers were again thwarted. At this critical juncture James Kintz, the No. 1 surfman, with remarkable bravery, plunged from the pier into the surf and succeeded in catching hold of the vessel's rigging. Lines were thrown to him, and with the assistance of Charles Eastwood, master and owner of the yacht, they were made fast around two of the men, who were brought safely to the pier, although at times the seas completely buried them from view. The bight of a line was then thrown to Kintz and Eastwood in turn and they were also safely landed. The former having secured a hawser to the foremast, the surfmen hauled the yacht some distance along the pier, and then for the first time learned from the owner that there had been a boy on board, but no one knew what had become of him. A tug now arriving upon the scene took the vessel in tow up the river. She was righted and the body of the boy was found in the cabin. It appears that he was in poor health and becoming seasick and exhausted, had gone below just before the accident occurred. The life-saving men worked over him for nearly two hours in an attempt to resuscitate him, but their efforts were fruitless. The brave act of Surfman James Kintz on this occasion needs no words of praise. It presents itself clearly and strongly as a noble deed in the cause of humanity.

The following letter was received by the keeper from the owner of the yacht:

"CHARLOTTE, NEW YORK, August 15, 1888.

"DEAR SIR: I wish, in behalf of myself and company, to express our thanks and appreciation for the prompt and gallant service rendered by yourself and crew on the morning of August 13th. Had it not been for your efforts to rescue us, we would in all probability have been drowned.

"Very truly, yours,

"CHAS. EASTWOOD,
"Captain of Yacht *Collingwood*."

"To Keeper JOSEPH O. DOYLE,
"Charlotte Life-Saving Station."

WRECK OF THE SCHOONER-BARGE *ST. CLAIR*.

The second fatality of the year was that which attended the efforts of the crew of the Sand Beach Station, (Tenth District,) Lake Huron, while striving to save the people of the schooner-barge *St. Clair*. The annals of the Service exhibit few examples of more earnest endeavor and greater heroism than were displayed by the life-savers on this occasion. What adds particularly to the melancholy nature of the calamity is the fact that it occurred just as success seemed about to crown the intrepid efforts of the station men in their work of rescue after a most daring run of thirty miles with the life-boat in the night's furious storm.

About noon of October 1, 1888, the steamer *Lowell* left Sand Beach Harbor, Michigan, bound up the lake to Bay City, with the *St. Clair* and five other barges in tow. The wind, which at this time was blowing fresh from the north, with a moderate sea, steadily increased, and the weather became so bad that late in the afternoon the vessels were obliged to put back. There was such a heavy sea running on their arrival off the breakwater that the steamer, finding she could not enter the harbor with the tow, let go the lines, and the barges anchored in the lake. The *St. Clair* took up a position, with two anchors down, about half a mile to leeward of the south breakwater and three-quarters of a mile from the shore. The scattering of the vessels was witnessed by the keeper of the Sand Beach Station, who, in the hope of rendering assistance by running lines, etc., at once caused the life-boat to be manned. The barge first spoken was the *Lilly May*, which was lying nearest, but she not wanting aid the surfmen rowed alongside the *St. Clair*. The knowledge that this craft was old, rotten, and unseaworthy, had impelled the life-savers to go to her without further delay. The captain was strongly urged to abandon her, but he declined to do so. The keeper repeatedly warned him of the weather, momentarily growing worse and plainly indicating a storm, and also told him that under the circumstances his vessel would be as well off where she was without a crew as with one, and therefore no risk involving himself and comrades should be incurred. The life-boat was kept by the schooner at least an hour in hopes that the crew would make up their minds to be taken ashore, but after it became evident that the captain was fixed in his purpose to remain on board as long as the barge held together, the surfmen, who were not prepared for the exposure, having hurriedly gone to the fleet without putting on their oil-cloths, returned to the station, first instructing the sailors to burn a signal if they required assistance. Another good reason for the life-boat's return to the shore was the fact that it would then be to windward of the vessels and in better position to render them aid should they need it. It was not more than half an hour after the life-savers reached their quarters, or at about 10 o'clock, when a torch was shown on the *St. Clair*. The wind was now a gale with a furious sea

running. The surfmen knowing that it would be impossible for them to get back that night, left word before putting off, that they would run for Port Sanilac, a harbor thirty miles to leeward. When they reached the vicinity of the barge, the sea, which had acquired great force, prevented them from at once getting to her. A line, however, was thrown from the vessel and by means of it the life-boat was finally hauled alongside. The barge's crew, which consisted of six men and a woman, the cook, were safely lowered into the boat, and the latter was headed down the lake before the gale. Here commenced a run over the dark and furious waters of the lake that for self-possessed and determined courage has rarely been equaled. The night was black and impenetrable, with sheeting rain. The start was made under oars, but soon a reefed sail was set and the boat was steered with the rudder and two quarter sails. Tremendous seas, breaking and rushing on all sides, nearly smothered the boat as it plunged onward. Finally a monstrous wave broke over the stern fairly broaching the boat to and carrying away the rudder. After this the sail was taken in and the course continued under oars. Throughout the night innumerable seas swept into the boat, drenching the occupants, and but for her able handling and her ability to bail herself every soul on board would soon have perished. No open surf-boat could have lived in such a sea. When day broke all hands were exhausted, chilled, and wet to the skin. The captain of the barge and the woman were almost dead. The life-savers had thoughtfully wrapped the latter in extra clothing, but this was not enough to shield her from the terrible exposure she had been subjected to. At this time the keeper tried oil upon the waves, and it had the effect of smoothing them so that no more seas were shipped while the boat was in deep water. The reason this course was not sooner adopted was that the can containing the oil was stowed under the deck, and it was feared, in the darkness, that a boarding sea might enter the hatch while the cover was off and fill the boat. The keeper had never been into Port Sanilac, but several of his crew were acquainted with the locality and they informed him that a safe landing could be made. Arriving off that place a few minutes before 8 o'clock in the morning, (2d), he decided to run the boat to leeward of the pier, thus hoping to avoid the roughest water, and beach her. But just as she passed the end of the pier, heading directly for the shore, a tremendous comber caught her under the starboard quarter and broached her to. Before an effort could be made to straighten her, or even a thought of it could occur, another huge wave struck on her broadside and rolled her over. The boat made three-quarters of a turn towards righting, but before she could recover herself, took the bottom on her beam-ends. Every soul was thrown out, and that any ever got hold of the boat again was due solely to the fact that she was aground. As it was, but eight of the sixteen occupants reached her. Of the others, three swam ashore, and five, including the woman, perished.

These sixteen persons had been exposed to the merciless seas that washed over them for nine and a half hours. When the last huge breaker swept them from the boat they were thoroughly wet, cold and exhausted. Those who were saved by the citizens, who had gathered on the shore to the number of at least two hundred, were more dead than alive on reaching the beach. Two of the life-saving crew were so far gone when taken from the water that they had to be put to bed, rubbed, and treated with stimulants to restore them. It was doubtful for a time whether these men would recover.

The circumstances attending this melancholy event were fully investigated by the Department. It was the universal opinion of those who witnessed the accident that nothing could have been done to prevent it and that the life-saving crew were in no way culpable. Braver men than the Sand Beach crew, or men more ardent in the discharge of duty in the face of danger, never manned a life-boat. The latter was managed throughout the whole of that terrible night with a master hand. The condition of the people—the captain and woman being almost dead at daylight—made it necessary that they should be got ashore where they could receive proper attention at the earliest possible moment. When the sea suddenly and violently overpowered the boat, those swept into the raging waters had to struggle for themselves, the stronger and dexterous ones alone surviving. This explains what might at first appear as singular, that while only two of the barge's crew were saved, all of the boat's crew, numbering nine, escaped. The latter being experienced surfmen were better able to cope with the peril that surrounded them, although some would undoubtedly have been lost had not the people on the beach quickly gone to their rescue.

The *St. Clair* foundered and went entirely to pieces. She was loaded with about three hundred and fifty tons of coal. The lost were the captain, Charles H. Jones, of Bay City, Michigan; Louis Furtah, of the same place; Julia Greavreath, of Sebawaing, Michigan; George McFarlane, of Cleveland, Ohio, and Henry Anderson, Australia. All the bodies were subsequently recovered.

THE CAPSIZING OF THE SCHOONER REED CASE'S YAWL.

The third instance of loss of life within the scope of Service operations, occurred near the Ship-Canal Station, (Tenth District,) Lake Superior, on October 20, 1888. The captain of the schooner *Reed Case*, of Chicago, Illinois, was drowned.

The vessel was bound, light, from Duluth, Minnesota, to Portage Lake, Michigan, with a crew of eight men. When she arrived off the canal the morning of the 19th, the wind was blowing a gale from the southwest, with a heavy sea running, yet she attempted to pass in between the piers. The keeper first observed the vessel some five miles off shore, and knowing the danger and difficulty she would encounter in trying to enter the canal, he hastened to the station to make prepara-

tions to go to her assistance. One of the surfmen on watch in the lookout, which is situated near the canal entrance, saw the schooner at about the same time and ran out on the pier-end in readiness to take a line when she arrived. She kept constantly sagging to leeward, and it soon became evident that she would miss the entrance. She continued on, however, and struck the end of the east or leeward pier with such force as to stave a hole in her bow. The sudden impact caused her to rebound, but the sea swept her a second time against the pier. She then managed to get clear and, standing a short distance into the lake, let go both anchors. One of the chains parted, and the remaining anchor failing to hold she commenced to drag down the lake and towards the shore. After going some four miles she reached shoaler water, where the single anchor fetched her up. She was now about half a mile from the land and five miles northeastward of the station.

The keeper on reaching the station caused the life-boat to be launched, and the crew pulled up the canal to the entrance. Here a five-gallon can of oil was suspended from the bow of the boat and another from the stern, in such a manner that the contents flowed slowly from the cans and spread over the surface of the water. The foresail was reefed and set and the boat headed down the lake towards the schooner, but it was not long before the sail had to be taken in to prevent the mast from breaking. The surfmen then took to the oars, and at 11 o'clock, two hours from the time of starting, they arrived alongside the vessel, which was rolling and pitching heavily. The captain informed the life-savers that the schooner was leaking badly and that he wanted the assistance of a tug. The keeper replied that it would be impossible to induce a tug to venture out, but that he and his men would remain by the craft and render all the aid they could. The captain, however, in spite of the keeper's advice, insisted on sending one of his crew ashore, but, after making arrangements to lower the yawl, he was finally prevailed upon to allow the surfmen to land the steward in the life-boat. The schooner's yawl would certainly have been swamped the moment it touched the water. The man was taken into the boat and the life-savers made for a small sand beach not far distant. They were soon confronted with the danger of being capsized in the trough of the breakers and were obliged to keep off before the wind and seek a landing farther down the shore, under the lee of a reef and a bluff some thirty feet high. While crossing the reef a huge comber knocked one of the men from the thwart and washed his oar overboard. Before he had time to recover himself the boat struck the beach head on, where another sea swept over it and turned it broadside against the bank with such force as to stave it badly. The life-savers succeeded in hauling it clear of the surf, whereupon the steward started off in search of a tug. It was now about 1 o'clock, and the men proceeded to the station. The wind, meantime, had veered to the north, from which quarter it was blowing strong, accompanied by heavy snow-

squalls. It was thought best as a measure of precaution to transport the beach-apparatus to a point abreast of the vessel, and so a team of horses was obtained for the purpose. Snow and slush covered the ground, and with mire-holes and roots of trees obstructing the way, it was with great labor and difficulty that the cart was drawn to a favorable position opposite the schooner. A fire was built on the beach and kept burning brightly, and the surfmen maintained a vigilant watch throughout the night. At 2 o'clock in the morning (20th) the steward returned and said that he could not get a tug to venture out in the storm. At daylight the vessel was pitching heavily in the trough of the sea, and at times it seemed as though she would capsize. An attempt was made to reach her with a line, but she was entirely beyond range and the shot fell short. It was then decided to go to the station for the surf-boat. The latter being procured was rowed to the entrance of the canal, but the breakers there were so high that it was deemed best to haul it across the land to a spot near the schooner and make an effort to reach her by pulling head to the sea, instead of taking the risk of going out between the piers and down the lake. A team of horses was accordingly obtained, and with the assistance of the crew of the steamer *City of Fremont*, which was in the canal waiting for the gale to moderate, the wagon containing the boat was started on its journey. At a point about half a mile from where the vessel lay the road became impassable for the wagon, and the boat was removed and dragged over the ground the rest of the way. It was then discovered that a hole had been stove in the bottom.

The keeper had hastened on in advance to select a good launching place, and on coming in view of the schooner saw that her yawl was being lowered. Thereupon he ran to the beach-wagon, took off the canvas cover, and marking upon it in large letters, "Boat is coming," stretched it up between the trees so that it could be seen by the crew of the vessel. He then hurried back to urge on the men in charge of the surf-boat. In five minutes the latter arrived at the shore, when it was found that the schooner's yawl was swamped in the breakers and two men were clinging to it. All the shore party, except one surfman who remained on the bluff, ran down the hill and up the beach to assist the imperiled sailors. The surfman who remained behind soon saw another man struggling in the water a little ways from the yawl, and he at once hurried to the surf-boat and procured two life-belts, but on returning found that the man had disappeared. While the station crew were going along the beach the steward of the vessel informed them that the captain was in the yawl when it left the schooner, but that he had been washed out when the boat first filled. Gaining a spot opposite the yawl, which the undertow was keeping from the shore, the life-savers joined hands and wading into the surf as far as they could, got hold of the boat and hauled it out. One of the men was sitting on the bottom grasping the thwarts, and the other was clinging to the stern from the outside.

This man, who was losing his hold, was rescued just in time by one of the surfmen, who, with a life-belt on, rushed in and caught him. The two survivors were chilled through and so completely exhausted that they were unable to stand. The life-savers quickly carried them to the fire, removed their wet clothing, and covered them with their own garments. They then briskly rubbed them to increase warmth and circulation, and administered stimulants that had been provided from the station medicine chest. Meanwhile a surfman had been dispatched to the station for dry clothing, material to repair the boat, and a conveyance for the transfer of the rescued men. As it was growing late and the situation momentarily becoming more precarious, it was decided to make an effort to reach the vessel with the surf-boat before dark. It was first necessary to lower it down the steep bank by means of a line, one end of which was made fast to the stern and the other part taken around a tree. On getting the boat to the water's edge the keeper directed Surfman Jeremiah Hanly to get into the bow and be ready with his oar to keep the craft from being thrown broadside on the beach. This Hanly refused to do, saying that he would not endanger his life in such a sea. He was promptly discharged on the spot by the keeper, and the crew thereby became short-handed by the loss of two members, the man who had been sent to the station not yet having returned. Nothing daunted by lack of numbers, the remaining men waited their chance, effected a launch, took to the oars, and succeeded in pulling clear of the shore. The first comber they met half filled the boat and compelled them to hold it in check until one of the oarsmen got to bailing. It was evident, however, that the water could not be kept out on account of the leak in the bottom, and so the surfmen bent their united energies to the oars, and by a powerful effort reached the vessel. They speedily took off the four men, and without wasting a minute's time put back to the beach and fortunately made a safe landing. These results were accomplished in the face of the greatest peril and under difficulties that appeared insurmountable, and the successful termination of the undertaking was greeted with cheers by the spectators who had gathered at the scene. The sailors were immediately conducted to the station where they were provided with food and shelter. The surfmen returned to the shore for their apparatus and made search for the captain's body, but did not then find it. They recovered it the next morning (21st) at the water's edge a mile and a half from where the accident happened. The remains were properly cared for until evening, when a relative arrived and took charge of them.

The shipwrecked men left the station for their homes the same day. The schooner filled and rolled over on her side, becoming a complete wreck. Attempts by the surfmen, in conjunction with tugs and a wrecking company, to save her proved futile. The clothing furnished to alleviate the privations of the sailors was drawn from the supply donated by the Women's National Relief Association.

The foregoing narrative shows that the life-saving crew did all they possibly could to prevent the loss of life at this disaster. The captain, Charles L. Green, of Chicago, Illinois, perished in a rash attempt to make the shore in a frail and unfit boat, while if he had remained on the vessel until assistance could have reached him he would undoubtedly have been saved with the others.

WRECK OF THE SCHOONER OLIVER DYER.

The fourth case was the loss of one life attending the wreck of the schooner *Oliver Dyer*. This vessel went on the rocks near the Jerry's Point Station, (First District,) coast of New Hampshire, the morning of November 26, 1888. The following graphic account of the disaster is from the report of the investigating officer, Lieut. Charles F. Shoemaker, of the Revenue Marine, assistant inspector, Third Life-Saving District:

"It appears that the schooner *Oliver Dyer* anchored at 1.30 A. M., of November 25th, just inside the entrance to Portsmouth Harbor and about one-half mile northeast of Jerry's Point Station. The wind at that hour was northeast, weather cloudy. The vessel was of Saco, Maine, from Weehawken, New Jersey, bound for her home port, coal laden, and with a crew of five men; the wind being ahead, she put in here for a harbor, but, owing to the strong ebb tide and scanty breeze, was unable to reach the upper anchorage.

"The wind began to breeze on at sunrise of the 25th, and at sunset was blowing a howling gale from northeast, with a thick snow-storm, while a tremendous surf had grown upon the shore. Keeper Harding, fearing that the vessels at anchor in sight of his station (of which there were three, including the *Dyer*) might drag their anchors or part their chains if the gale continued during the night, at sunset displayed from the staff at his station the international code signal M T (signifying, 'Lookout will be kept on the beach all night') to notify those on board the vessels that help would be at hand if required. Throughout the night a vigilant watch was maintained by the keeper and his crew. Before dark, as a precautionary measure, the keeper took a heaving-stick, with a long drift of line attached, to the patrol box upon the shore and deposited it there to be dry and ready for use. At 5.45 A. M. of the 26th, Surfman Robinson, while on the north patrol, descried a vessel dragging her anchors, fired his Coston signal, and hurrying to the station gave the alarm at 6. Keeper Harding at once called all hands, and then, with Robinson, ran to the shore. Arriving there (about two hundred feet from the station), he discovered that the vessel reported had been brought up by her anchors, just clear of the breakers, about four hundred yards from the station, and two hundred yards off shore, where she was laboring heavily. The first thought, notwithstanding the huge surf, was to launch the boat, it being at hand upon the beach, but as the attempt was about to be made the keeper saw the schooner's head fall off to the southward and the vessel driving before the gale, indicating that her chains had parted, and with this came the inevitable conclusion that she must strike upon the ragged ledges east of the station, about one hundred and fifty feet off shore, and, therefore, that the only hope of rescuing her people lay in the gun and line. Accordingly the beach-apparatus was hurried to the scene, and meantime the vessel

had stranded upon the ledges. As the gun was about to be charged, a tremendous sea caught the vessel upon her broadside and lifting her bodily threw her thirty or forty feet inshore. When the vessel struck upon the ledges the crew took to the fore and main rigging. As soon as the schooner brought up on the rocks the sea boarded her her entire length, fore and aft, forging her shoreward and making clean breaches over her. The first sea washed a man from the main rigging forty feet above the deck. The keeper says: 'The truth is that when the first seas went over that vessel there was nothing of her in sight but her top-masts and lower mast-heads, and it is a miracle that every soul was not washed into the sea.' It was thus seen that the gun and line could not be successfully operated, as the crew on board could not handle lines if thrown to them, so continually were the vessel's decks swept, and besides the vessel was rapidly coming on and had now worked shoreward to within fifty or seventy-five feet of a huge flat rock, which, although almost constantly swept by heavy breakers, was the only spot from which there was the least hope of rendering aid. Harding took in the situation on the instant, dropped everything else and had recourse to the heaving-stick and line which he had judiciously placed the night before in the patrol-box near by. The rock indicated above, was reached by the life-saving crew between seas, and then a man who had jumped from the wreck was seen struggling in the water. One of the life-saving crew (Surfman Hall, it is believed) jumped to the rescue and was helping him out, when, just as the rest of the crew were getting hold of him, a huge breaker washed the rescuers and the rescued together off the rock. Fortunately they fell upon the inshore side, or all would have been swept out by the undertow and drowned; they, however, clung to the ragged edges of the rock, tearing the flesh upon their arms until the blood ran, and when the sea receded, they regained their footing. While this was going on the vessel's cook jumped overboard, and Surfman Randall seeing him in the water jumped to the rescue and caught him as he was being washed out by the undertow the second time, and landed him. Two men now remained on board the wreck. The heaving-stick, with the line attached, was thrown to them, and when they got hold of it, the other end of the line was fastened to the hauling part and, by keeping the bight on shore, the sailors were enabled to haul aboard a double line and provide themselves with a single part each. Keeper Harding then hailed and told them to each make the part he held fast around his body, under the armpits, and jump overboard. This they did, and both were landed. Having thus rescued all in sight, the keeper sent Surfmen Randall and Amazeen to the rock to see if they could get sight of the man washed from the rigging. Nothing daunted by previous experience at this dangerous spot, the brave fellows had just succeeded in gaining a footing upon the rock, when a big sea took them off their feet. Amazeen caught hold of Randall, and, as the sea rolled back, they clung to the rock and were saved. Their escape was narrow indeed, and when recovered from their peril by the rest of the crew they were far gone with exhaustion.

"Thus have I recounted the details of this disaster, and told of the service rendered by the Jerry's Point life-saving crew. Within thirty minutes from the stranding the four survivors were safe at the station and cared for. That the fifth man of the *Dyer's* crew was lost was owing to no fault of the life-saving crew, but solely due to a power that human endeavor could not stay, nor mortal man combat. It is not often that life saving crews are called upon to perform service under such

circumstances as environed this case, but this crew was equal to the emergency, and under the able leadership of Keeper Harding performed prodigies of heroism seldom equaled. Every man in this crew came within an ace of losing his life, from the keeper down; so that while they were doing their utmost to save the crew of the wreck, they were in turn saving the lives of each other. Harding was washed from the rock and saved by Randall; Amazeen and Randall were washed from the ledge and dragged almost lifeless from the seething smother; all hands were tumbled from the rock by merciless breakers and rescued each other. Every time they went to that sea-combed rock upon their errand of mercy it was a forlorn hope, but they led it and conquered."

It should be stated that the weather was piercing cold, the thermometer registering below the freezing point, and that the ground was covered with slush and ice. The man who was lost, Giuseppe Puez, was said to be an Austrian. He fell from the rigging into the sea outside of the schooner when she first struck, and was not seen afterwards. Although the station men diligently searched for the body for several days no trace of it could be found. The four survivors, after being taken to the station, were provided with dry clothing from the stores donated by the Women's National Relief Association. They received shelter and care for two days. The vessel and cargo became a total loss. The surfmen, however, saved the personal effects of the sailors.

On the recommendation of Lieutenant Shoemaker, and after a full review of the testimony, the Secretary of the Treasury awarded a gold medal to Keeper Harding and each of his men, in recognition of their heroism. Reference to this award will be found under its appropriate caption.

WRECK OF THE SCHOONER H. C HIGGINSON.

The stranding on Nantasket Beach, Massachusetts, of the schooner *H. C. Higginson*, of Rockland, Maine, and the consequent loss of three lives, follows next in order. While this case was practically beyond the scope of Service operations and fell directly under the management of the Massachusetts Humane Society's agents, it is nevertheless deemed proper to make it part of the record, since the Government life-saving crew arrived on the scene during the progress of the work of rescue and were present when the survivors were landed.

The vessel struck at about 8 o'clock in the evening of November 25, 1888, during the furious northeast gale which prevailed on the New England coast on that date. Tidings of the occurrence were first brought to Keeper Brown, of the North Scituate Station, (Second District,) at a quarter of 8 o'clock the following morning (26th), by a resident of Nantasket, who stated that the crew of the schooner were in the rigging crying for help. As soon as teams could be procured the surfmen started with the beach-apparatus for the place designated, which was between seven and eight miles distant. The condition of the roads was heavy, owing to recent rains, and although all possible haste was made, the life-savers did not reach the spot until nearly 10 o'clock, or

two hours from the time of starting. Arriving on the ground they found the volunteers of the Humane Society at work with their beach-gun. They had already fired several shots, but the lines had parted and failed to go on board. The vessel lay sunk, decks under, about a hundred and fifty yards from the shore, and the sailors were clinging for life to the rigging. A strong wind accompanied by rain and sleet was blowing, with a high and dangerous sea. The keeper of the North Scituate Station began operations at once by selecting a position well to windward of the craft, where he planted his gun. He caused a No. 7 line to be fired, which went true to its mark and fell across the flying-jib stay. Simultaneously with this effort the Society's people also fired a line, and this falling close to the fore rigging the men easily got hold of it and paid no further heed to the line thrown them by the Government crew. As soon as the keeper saw that those on the schooner had succeeded in hauling off the whip-block sent them, he abandoned his own apparatus and tendered the services of himself and men to Captain Anderson, who was in charge of the Humane Society's force. Anderson, however, retained control of and directed the operations. The lawser soon became hopelessly entangled with the whip-line, and the latter becoming foul of the main boom that was thrashing violently about in the surf, got the whole gear in an effectual snarl, from which it could not be extricated. When it was plain that this effort to establish communication by means of the breeches-buoy would fail, Keeper Brown fired another line, which dropped conveniently near the imperiled men, but they took no notice of it. Meantime an unsuccessful attempt had been made by three fishermen to go off in a dory and clear the gear. Just as the keeper fired his second line the Humane Society's twelve-oared life-boat, which had been brought to the scene, was launched under command of Captain Joshua James, of Hull, and succeeded in reaching the schooner and rescuing five of the crew—all that remained alive. There had been eight, all told, but it appears that the master and one man were washed overboard in the early part of the night, soon after the vessel stranded, and another had subsequently died in the rigging from exposure. They were Captain A. N. Fales, of Rockland, L. C. Brems (cook), of Boston, and an unknown Danish seaman.

The schooner was bound to Newburgh, New York, from Hillsboro, New Brunswick, with a cargo of rock plaster. Having lost some of her sails in the storm she had anchored off the land, where her chains had parted, causing her to be driven ashore. She was afterwards raised and taken into port in a damaged condition.

WRECK OF THE STEAM-SCHOONER MENDOCINO.

A case which put the energies and fidelity of the life-savers to the severest test, and one that was characterized on their part by the highest order of heroism in the face of obstacle and danger, was the rescue of the

people from the steam-schooner *Mendocino*, which stranded on the south spit of the bar of Humboldt Bay, coast of California. A little child, however, perished.

This vessel, only six months old, hailed from San Francisco, registered about two hundred and fifty tons, and was equipped with auxiliary steam power. Shortly before noon of December 22, 1888, with a load of lumber and eighteen persons on board, which included, besides the crew, the wife and child of the chief engineer, she started, without the services of a pilot, from a point known as Field's Landing to put to sea on her way to San Pedro. It was the captain's intention in passing out of the bay to take advantage of high water, which occurred on the bar between 1 and 2 o'clock. There was a strong southeast wind accompanied by drizzling rain, with a rough sea and a heavy break on the shoals. The lead was kept going, which indicated soundings from thirty-three to eighteen feet. At the latter depth it appears a big sea caught the vessel and she struck bottom. The engines were at once reversed under full pressure. She then fetched up astern, carrying away her rudder, and began to pound heavily. The steam-pipes burst, and the sea and current caused her bow to swing to the southward and drove her farther on the spit, where she soon commenced to leak, the water rising eighteen inches in the engine-room. The spot where she brought up was not less than three-quarters of a mile from the main channel, a fact that makes it extremely doubtful whether those in charge were sufficiently familiar with the locality to justify their course in attempting to cross the bar under the conditions that prevailed.

Soon after the schooner struck, the captain, with the purpose of easing her, ordered the forward lashings which confined the deck-load to be cut, but his men refusing to obey, he was obliged to undertake the task himself. While absent to do this work the small boat, which had previously been cleared, was lowered, the occupants being the chief engineer, his wife and child, and four of the crew. It had not proceeded more than fifty yards when it swamped, precipitating every one into the sea.

The schooner's peril was discovered by the man on watch at the Humboldt Bay Station, (Twelfth District,) two miles northeast of the scene of the accident, who immediately gave the alarm, and the surf-boat, in charge of Surfman No. 1 (the keeper at the time being at Eureka), was speedily launched and the life-savers set out to reach the vessel. They had a strong flood tide to contend with, which greatly augmented their labors, but caused them to work with redoubled zeal. Entering the first line of breakers they saw on the crest of the sea a boat which was right-side up, but full of water, with two men clinging to it. It was evident that no time was to be lost if they were to be saved, and so the station crew, with every nerve strained to its utmost tension, shot their boat ahead by vigorous strokes through the foaming

waters. They had not gone far when a heavy wave burst directly upon the swamped boat, rolled it over and over like a log, and washed the two men into the boiling surf. There was a quantity of lumber from the wreck floating about, and among this the imperiled men were now struggling. It was found necessary by the life-savers to put over the drogue, by which means they were enabled to sheer alongside the men and pick them up. These then stated that five others were in the surf, among them a woman and her child. The boat was again urged onward, and the chief engineer and his wife were rescued. While the latter was crying in agony for her little one, the surfmen kept on through wave and breaker, guided by excellent steerage, toward a small object ahead. This was found on nearer approach to be the child, wrapped in a life-preserver, floating with its head under water. Just as an effort was made to grasp it a huge comber dashed it far astern. Attempts to reach it by backing the boat through the breakers proved fruitless. Here it was that Surfman John Regnier performed an act of marked heroism. Without a word of notice he sprang overboard and swam to the child, which he recovered, and after a resolute battle with the waves succeeded in bringing it to the boat. It was a feat of exceptional daring, but barren of results beyond regaining the body, as the child was already dead. No time was lost, but the boat was again urged on, and the two men yet remaining, who were clinging to pieces of floating timber, were saved. The rescued persons were at once taken to the station, which they reached in an exhausted condition. The prompt attention, however, shown them by the life-saving crew and neighboring residents soon revived them. Efforts begun at the first practicable moment and continued for a considerable length of time to resuscitate the child proved unavailing.

The conduct of the station men in immediately manning the surf-boat deserves the highest praise. Had they waited to launch the ponderous life-boat, under the circumstances that prevailed, it is probable that all who were in the schooner's boat would have perished. As soon as the comfort of these people was assured the life-savers returned to the scene of the wreck. The vessel was lying broadside to the beach with the seas breaking over her amidships. The ebb tide, combined with strong currents and eddies, swept the surf-boat past the schooner, and although every possible effort was made the oarsmen could not reach her. They then went back to the station, and with the assistance of two volunteers launched the life-boat. On their way out they were joined by the keeper, who had preceded them on a tug. By this time three of the sailors were ready to be taken off, and the surfmen conveyed them to the tug, which thereupon towed the life-boat to the station. The captain of the schooner, wishing to float his vessel, had requested the keeper to run out a kedge for him, but this was found entirely impracticable in the heavy and increasing surf. At half past 9 o'clock that night the tug, with the life-saving crew and their appa-

ratus on board, again returned to the bar. The gun was lashed to the bow-bits and two attempts were made to effect communication with the wreck by means of a line. The first of these failed, the line missing the vessel. It was then hauled in and faked on deck. At the second fire it was successfully landed on board, whereupon the sailors hauled it in until they reached the single whip, which they made fast to a hawser. They then gave a signal and the life-savers, by use of the steam winch, endeavored to get the hawser to the tug, but the strain parted the whip-line. The tide had now turned ebb, and further efforts to float the craft at this time were abandoned. Early the next morning, (23d), in response to a flag which was raised at half-mast on the vessel, the life-boat was manned by the station crew and a number of volunteers. Owing to the strong flood tide and heavy sea it was next to impossible to get the boat near the wreck, and it was only after the keeper had requested those on board to throw out a cork fender with a line attached, which was picked up by the surfmen, that any progress was made. Taking advantage of a smooth time the life-boat was hauled as close to the bow, which afforded no lee whatever, as it was safe to do, and a heaving-line was thrown to the schooner. One of the sailors tied the lines around him, and at a signal from the keeper, jumped overboard and was hauled into the boat. Another was taken off in the same manner. During these maneuvers the surf was seething and boiling on both sides of the bow and washing into the life-boat in such volumes as to nearly overwhelm the occupants. The quick receding breakers now and again let the boat down with hard thumps on the sand, while the eddying currents whirled it about in such a way as to render all efforts to handle it useless on the part of the crew. At one time every oar was wrenched from the hands of the men, and four were broken, the others being recovered by the fastenings that held them to the boat. The line leading to the wreck finally parted and the surfmen were obliged to pull for a tug that meantime had fortunately arrived, upon which they placed the two sailors, and then were towed back to the station. The beach-gear was now for the second time put on the tug, with the intention, if possible, of taking the remaining people off the schooner by means of the breeches-buoy. It was not until the third shot had been fired that a line was successfully put across her. Then, after a long, hard, and wearisome pull the sailors secured the whip, which was sent off double. Failing to follow the directions on the tally-board they threw the tail-block over, for the reason, as was subsequently explained, that they thought it was the purpose to drag them through the breakers, an expedient they were unwilling to adopt. The keeper now had a hurried consultation with the tug captain, and it was agreed that to save the people a desperate effort would have to be made with the life-boat. The situation was critical, as it was nearly high water, and if the ebb tide caught the boat there would be great danger of its being swept over the bar. After a vigorous pull, however, the

life-savers got near enough to the vessel to enable them, by the use of a line, to haul all the men through the surf to the boat, the captain being the last one to leave. Amid cheers from the tug's crew the surfmen safely landed the survivors and were towed to the station.

The next day (24th), the surf having somewhat moderated, the life-savers took advantage of the circumstance to recover some of the clothing and property belonging to the wrecked crew. The incoming tide, however, soon made it so rough that operations had to be suspended. One of the seas stood the boat on end, and it came down with such force on the sand as to split the rudder in pieces. On the 25th the surf had abated sufficiently to allow the station men to remove the rest of the sailors' effects. They also ran a line from the schooner to a tug.

On the night of the 26th, contrary to expectation, the patrolman discovered that the craft had floated off the shoal, drifted across the channel, and lodged on the north spit. The surf-boat was immediately launched and brought to an anchor a safe distance from the vessel, it being the purpose of the keeper to board her in case she floated on the flood tide and moor her in deep water. Instead of coming off, however, she buried herself in the sand and stuck fast.

Little more was done by the surfmen, except to take off two men who had been put aboard the wreck by a tug which had been compelled to relinquish work on account of fouling her propeller. The schooner became a total loss; about half of her cargo was saved.

The work of the station men on the occasion of this disaster deserves special commendation. They did their work unflinchingly and handled their boat in a manner that did credit to their resolution and prowess. Surfman Regnier's brave act in leaping into the raging sea that threatened to engulf him to the rescue of the child was the crowning event of their gallant labors and one worthy to be placed among the noblest of heroic deeds.

Grateful acknowledgment is made to Captain Buhne for the free use of his tugs, the *H. H. Buhne* and *Mary Ann*, and to the captains and crews of these vessels for their voluntary and helpful services.

WRECK OF THE BARK JOSIE TROOP.

An appalling disaster, resulting in the loss of eleven lives out of a total crew of seventeen, was that to the British bark *Josie Troop*, of Saint John, New Brunswick, February 22, 1889, which occurred a short distance south of the Chicamicomico Station, (Sixth District,) coast of North Carolina.

At about half-past 7 o'clock in the evening of the date named, as the north patrolman was returning over the beach on horseback he discovered the bark in the breakers. Putting spurs to his horse he dashed up to the station, which was between him and the vessel, alarmed the life-saving crew, then galloped on down the shore and burned two Coston signals to apprise the people on board that assistance was close at hand.

The wind was blowing fresh from the north-northwest with a furious sea running, making an impassable surf along the beach. The station crew immediately ran out the apparatus cart, summoned by telephone the men of the adjacent stations, and in twenty minutes time had their gear opposite the vessel. She was lying, as near as could be judged, between five and six hundred yards from the beach, head on, but slowly swinging broadside to, and working to the southward. A tar barrel was aflame near the forecastle and a torch was burning on the poop deck. The gun was at once placed in position and efforts were made to reach the bark with shot-lines, but they fell short owing to her extreme distance from the shore, until but one line remained of the supply the life-savers had with them. The keeper dispatched a surfman to the station with the horse and cart, with directions to bring to the scene all the shot-lines in store. In the meantime the company, reinforced by the crews of the two adjacent stations and a number of people from the neighboring hamlet of Chicamicomico, followed the rapidly disintegrating craft as she pounded through the heavy breakers down the beach, and when the cart returned made several further attempts to throw lines over her but to no purpose. Finally the vessel came within range of the smallest line in use, which was fired off, but before the report of the gun had died away the mainmast fell with a crash, the lights on board were extinguished, and utter darkness closed over the scene. The line, however, ran out so rapidly that the beachmen were obliged, in order to prevent its escape altogether, to fasten on another. When the latter was nearly exhausted the strain suddenly ceased and the line came to a standstill. The slack being hauled in it was found that the first line had parted a few feet from its union with the other. It is quite evident that the line fired must have fallen across some part of the wreck, probably the mainmast, and was drawn off when the spar went over the side.

It was now between 10 and 11 o'clock at night. The life-savers, discouraged, unable to get even a glimpse of the distressed vessel, and hearing no sound from her, were fearful that the fall of the mainmast betokened a complete collapse. Large quantities of wreckage coming ashore south of the scene of operations seemingly confirmed this apprehension. All the men, except enough to successfully work the apparatus if occasion required, were sent down the beach to render prompt assistance to any that might possibly wash in from the wreck. This patrol was kept up for a distance of two miles, during the entire night, without result.

The keeper with his chosen assistants remained opposite the spot where the bark had disappeared, vainly straining their eyes to obtain even a shadowy outline of her. Finally, at about 2 o'clock in the morning (23d), a portion of the after part of the vessel (which latter, it appears, had by this time broken into three pieces), consisting largely of the upper works, suddenly loomed into view within two hundred yards

of the beach. As quickly as possible a line was fired across it. The whip was at once hauled off and made fast to the stump of the mizzenmast, after which the hawser was sent aboard and set up. Then the six sailors who had taken refuge on the top of the after cabin were conveyed ashore in the breeches-buoy. The first man rescued had his throat cut, his head badly battered by some blunt instrument, and his feet gashed. It was subsequently ascertained that the wounds were self-inflicted in a frenzy of fear of death by drowning. The shipwrecked men were conducted to the station and cared for, while the life-savers kept watch on the beach in hope of being able to succor others of the crew. This hope, however, was dispelled, as the light of day slowly brought into view all the parts of the vessel, except a portion of the hull, strewn in fragments along the shore. The bottom of the hull, buried under its load of chalk, remained where the vessel had finally fetched up and gone to pieces.

From the testimony of the survivors it was learned that the bark was bound from London, England, to Philadelphia, Pennsylvania, by the southern trade-wind passage, with a cargo of seventeen hundred tons of chalk. Some days prior to the disaster she had encountered thick and stormy weather, the last observation to determine her position having been taken February 17th. Since that time she had been run by dead-reckoning. In the forenoon of the 22d, while the vessel was being kept to the westward, the captain, thinking that he was nearing the North Carolina coast, and expecting by midnight to raise the Cape Hatteras or some more northerly light, took soundings which resulted in an ascertained depth of twenty-five fathoms. The bark was immediately put about on the off-shore tack and a course shaped to the north-eastward until some time in the afternoon. During this run she logged not more than twelve miles. The craft was then worn round and steered to the westward until she struck. The lead had not been used while standing inshore. Orders had been given to tack ship at 8 o'clock in the evening, but forty minutes before that hour she was in the breakers, when, according to the captain's calculations, she should have been thirty-six miles at sea. A tar barrel and some oakum were then ignited, and as soon as the answering signals on shore were seen the men were got aft to the cabin by the first mate and steward, who considered it the safest part of the vessel and clear of the seas that were sweeping the forward decks with great force. Ten minutes after the bark stranded she gave a heavy lurch, and the captain, who was trying to clear away one of the boats, was washed overboard. As time passed and none of the lines fired by the life-savers came aboard ten of the crew stole forward, where the large open boats were kept. No sooner had they done so than the mainmast went over the side and the craft began to break up amidships, thus cutting off all communication between the two groups of men. It is quite certain that those forward were carried overboard with the foremast, upon which they had sought refuge. This fell at

about 1 o'clock in the morning. The vessel finally broke up and the first mate and his five companions were rescued from the cabin in the manner already described.

All the evidence gathered by the investigating officer concerning this affair, which included sworn statements of the survivors, the keepers and the station crews, and a number of citizen eye-witnesses, shows that everything was done that human ingenuity could devise to save the lives so unnecessarily sacrificed that night off Chicamicomico. Had the lead been used continuously from the time the vessel was first found to be in twenty-five fathoms of water until the light of which they were in search had been sighted, it would not now be necessary to record in these columns the wreck of the *Josie Troop* and the melancholy loss of the captain and ten of her crew. It is probable that to the neglect of this, the most important duty of the navigator when approaching land, is attributable the loss of more life and property than to any other of the many causes of shipwreck by stranding.

As soon as possible after the men were taken from the wreck the keeper of the Nag's Head station was requested by telephone to send a boat at once to Manteo for a physician. This was done, and by using a relay of station horses he was enabled to reach Chicamicomico early in the afternoon. The wounded man's throat was sewed up, and his bruises were dressed, as were those of the other men. The sailors were kept at the station and cared for as well as the facilities of the place admitted until the morning of March 3d—eight days—when they were put aboard a small schooner chartered by the superintendent of the district, acting for the British consul at Norfolk, Virginia, for transportation to that city. It was learned that the wounded seaman bore the trip without disadvantage and that there was every promise of his ultimate recovery. All attested the unvarying kindness shown them while at the station. The following statement, expressing their gratitude and praise of the work of the life-saving crew, was handed to the keeper:

"CHICAMICOMICO STATION, *March 2, 1889.*

"This is to certify that in my opinion the captain and crew of this station, assisted by the captains and crews of New Inlet and Gull Shoal stations, did all in their power to save the lives of myself and crew of the bark *Josie Troop*, which went ashore here on the night of February 22. It would have been impossible for any crew of men to have done more. Also for the kind treatment we have received from Captain J. H. Wescott and his crew during our stay here, their kind attention to the injured men (the steward and seamen) being beyond praise. In fact, the kindness of all the officers is beyond description and a credit to the nation they are serving. Their conduct throughout is beyond commendation and will never be effaced from our memory.

"Yours truly,

"ROBERT E. HUNTER,
"First Mate, Barque *Josie Troop*, *Saint John's, New Brunswick.*"

The clothing donated by the Women's National Relief Association was used on this occasion for the benefit of the distressed men, and contributed needful comfort and relief.

Several days after the disaster a number of the dead were found on the beach by the patrolmen and were properly cared for. The names and residences of the lost, as near as can be ascertained, are as follows: W. G. Cook (captain), Yarmouth, Nova Scotia; H. R. Christofsen, Norway; Thomas McCoy, Dublin, Ireland; John Rodgers, Wexford, Ireland; G. Johannsen, Norway; George Williams, London, England; Hermann Andersen, Hamburg, Germany; John Coffe, Portsmouth, England; G. S. Scidblad, Sweden; Charles Medeke, Bremen, Germany; J. Cuthbertson, Carmunnock, Scotland.

The subjoined letter, conveying the thanks of Her Majesty's Government to the life-saving crews, was subsequently received at the Department of State, from the British *chargé d'affaires* :

"WASHINGTON, August 5, 1889.

"SIR: I have the honor to state that Her Majesty's Government have been informed of the circumstances attending the wreck of the bark *Josie Troop*, of New Brunswick, in February last, on the coast of North Carolina, near Chicamicomico, and of the services then rendered by the life-saving station of that place, as well as of New Inlet and Gull Shoal, who succeeded in rescuing part of the crew of the wrecked vessel. I am now instructed to request you to be so kind as to convey, through the proper channels, to the crews of the stations above mentioned, the thanks of Her Majesty's Government for the bravery displayed by them on that occasion, and for their kindness to the survivors of the wreck.

"I have the honor to be, with the highest consideration, sir, your most obedient, humble servant,

"H. G. EDWARDES.

"The Hon. JAMES G. BLAINE,
"Secretary of State."

WRECK OF THE BRIG AGNES BARTON.

One of the most distressing cases of the year occurred March 14, 1889. During a heavy northeaster the brig *Agnes Barton*, of Baltimore, Maryland, was wrecked on the Virginia coast a short distance north of the Dam Neck Mills Station, (Sixth District.) She was bound home from Navassa, West Indies, with a cargo of phosphate rock and a crew of ten men. This disaster was particularly unfortunate in view of the attending circumstances. The brig went ashore only a quarter of a mile from the station, in broad daylight, within easy reach of line operations, but owing to a succession of unavoidable incidents six of the sailors lost their lives, drowning in plain view of the workers on the beach, who had exhausted every means known to their calling in vain efforts to save them.

The vessel was of four hundred tons burden and had started from Navassa, February 20th, on her return voyage. Her passage was a very tempestuous one, and on March 14th she encountered an unusually se-

vere northeast blow. Owing to the thick and rough weather that had been experienced, she was thrown a considerable distance to the westward of her reckoning and instead of making Cape Henry, at the entrance to Chesapeake Bay, in the forenoon of that date, as the captain expected, it was found that she was off Currituck Beach, more than thirty miles to the southward. When this fact became known the vessel was hauled by the wind, now mounting to nearly a gale, and a course shaped about north-by-west, some five miles off the land. Soundings were taken and the depth of water was ascertained to be twelve fathoms. The brig had been leaking ever since she left Navassa, and by this time the watch were compelled to pump at the rate of a thousand strokes an hour to keep her free. As she proceeded northward, under a full press of canvas, she was driven to leeward and constantly neared the shore. After reaching a point opposite the Dam Neck Mills Station, it became obvious that she could not be made to fetch by Cape Henry, and it was decided to beach her as near the station as possible. The weather was too heavy to tack; besides, in the vessel's leaky condition, it would have been a perilous venture to stand off shore. The captain hoisted a signal of distress to inform the station crew of his intentions, and then headed the brig, under all forward sail, squarely for the beach. She was driven at a high rate of speed before the gale and furious sea and struck the outer bar, head on, some two hundred and fifty yards from the land. This was at twenty minutes of 5 o'clock. The tide was nearly half flood. The swift succeeding breakers swept over the stern and reached as far as the foremast, the crew being obliged to seek safety near the break of the forecastle.

The vessel was first sighted from the station when she was some three miles to the southeastward. She passed by, attracting no unusual attention. As soon, however, as she hoisted her ensign, union down, the life-savers saw that something was amiss, and they ran up, in answer, a code signal to open communication. Hardly had this been done when she was seen to stand for the shore. The beach-apparatus was immediately ordered out and the station crew were abreast of the craft almost the moment she struck. A fine rain now began to fall, and the wind and surf were momentarily increasing in violence. In five minutes' time a line was fired off, but it fell short some forty or fifty yards. This was speedily hauled back and coiled in the box. It was then fired again, with an increased charge of powder, and went between the headstays, landing on the starboard fore yard-arm. The line was passed clear of the rigging by the sailors, and the whip hauled aboard and made fast on the foremast about twenty-five feet up. The hawser quickly followed, and was secured a couple of feet above the tail-block. Thus far everything worked well. Meanwhile the deck-houses, bulwarks, etc., began to break up and go adrift. The vessel kept working nearer the shore, rolling heavily with the action of the seas, and swinging round so that she was finally broadside to the beach, and

listed hard over to port with her head to the north. Her constant swaying and shoreward movements caused the loss of an hour's time by preventing the tautening of the lines so that the buoy could be operated. The shore purchase had to be flected several times. At last, however, as darkness was approaching and the brig was listing over more and more every minute, the breeches-buoy was sent off, but would alternately drop into the surf and be jerked out as the hawser slacked and tautened. One of the sailors entered the buoy, and the surfmen, after waiting a few minutes and receiving no signal, hauled him ashore. He was drawn through the surf most of the way and proved to be the first mate. Notwithstanding that some twenty persons assisted on the whip-line, it worked very hard and several times caught, obliging the beach party to use their utmost endeavors to move it. The mate, who was considerably exhausted on reaching shore, informed the life-savers that a piece of rope had lodged in the tail-block and jammed the sheave and line, and that he had been trying to clear it (having entered the breeches-buoy for the purpose) when he was hauled ashore. There was so much rope and junk adrift that the keeper had been obliged to keep one of his men continually clearing the whip-line so that it would render through the sand-anchor block. The breeches-buoy was hauled back again to the vessel, and the ship's steward was landed under about the same circumstances as attended the first trip. Darkness now prevented those on shore from seeing the buoy when it reached the vessel. It came back the third time empty. Two of the survivors testified that the captain, in a weak and helpless condition, was assisted into the buoy. It seems that he got into it with a long overcoat on, the skirts of which hung outside. He was advised to remove the garment, but showing no inclination to do so, a comrade, fearing that an underrush of the surf between the coat and body might lift the feeble man out of the buoy, pulled out a jackknife and attempted to cut the skirts clear. This was only partly accomplished when the buoy was hauled towards the shore. It is stated that one of the sailors saw the captain washed out. This is the first occurrence of the kind in the history of the Service.

The buoy was again sent back to the brig and a sailor and the cabin boy were safely landed. For the fifth time the buoy was hauled off, but on its return it was found empty. It must be remembered that these operations were executed under the greatest difficulty; the lines became repeatedly fouled with pieces of rope and wreckage; the vessel was very unsteady, and a tremendous surf swept the beach and broke over the lines a large portion of their extent. The breeches-buoy was started on its sixth trip to the craft, but after it had traveled some fifty yards it stopped altogether, and the united efforts of the rescuers could not move it in either direction. The life-savers tried in various ways to break it loose, but to no purpose. The vessel had now listed over so that nearly all the gear was under water. Shortly after this the keeper and crew of the Seatack Station arrived on the scene. Ef-

forts were renewed to get the buoy clear, but without success. About this time what appeared to be the flying jib-boom went by the board, together with all the head-sails, and the wreckage was swept under the foremast. After satisfying themselves that it was useless to continue trying to break loose the buoy, the station men decided to wait until low water (the tide was falling,) and put another line over her, as she would then probably be lying easier, and less difficulty would be experienced in throwing the line clear of the wreck-stuff.

The weather was not cold and there was no immediate danger of the crew's perishing. A fire was built on the beach to encourage them and a strict watch maintained. Keeper Payne, of the Little Island Station, with one of his crew, also arrived shortly after 11 o'clock. About midnight another line was fired across the vessel, but no efforts were made on board to haul it off. The surfmen kept working it up and down the beach, so as to give the sailors a chance of reaching it, but the expedient proved futile. No sounds that would indicate that a living soul was on board the vessel could be heard, and the worst fears were entertained. The life-savers, being powerless to do anything effectively, now resolved to wait until daylight. Further precaution was taken to vigilantly patrol the beach, in order to give prompt help to anyone who might come ashore in the surf. When day broke five men were seen clinging to the vessel. Three were on the fore-topgallant-mast and two on the fore-topmast; one of the latter was lying across the mast, apparently lashed, with his legs dangling, giving the appearance that he was dead. The craft was listed so far over that her topmast heads almost reached the breakers. A line was speedily fired, which fell to leeward of the brig, as there was nothing high enough out of water to catch it. This was quickly hauled in and fired again. It fell across the starboard braces. The surfmen walked with it up the beach and succeeded in drawing it to the yard-arm, so that one of the men could reach it. The whip was then taken a short distance up the beach, to gain the advantage of the current, and bent on to the shot-line. It was the intention, if the sailors succeeded in hauling off the whip, to send aboard a hawser and try to effect a rescue by means of another breeches-buoy. As soon as they commenced to haul off the whip the other gear, which had remained standing, was cut clear, so that there would be no danger of the lines fouling. The whip went off so well at the start that a number of the life-savers immediately proceeded to the station to obtain a hawser and breeches-buoy. After thirty or forty fathoms of whip had been paid out the weight of the line prevented the sailors, in their exhausted condition and from their cramped positions, from hauling it farther against the inrushing sea. They then, apparently, made the shot-line fast. The surfmen motioned to them to slack up the line, but they did not seem to understand. Signals were also made for one of them to tie the shot-line around his waist and take the chances of being dragged ashore through the surf,

but without effect. The man on the end of the topmast was seen to leave the brig and attempt to follow the shot-line in, hand-over-hand, but he soon disappeared. The life-savers scattered along the beach in hopes of saving him, but he did not gain the shore. Twenty minutes after this the vessel's topmasts began to dip deeply into the water, and she suddenly took three heavy rolls and collapsed, the heels of her masts floating up. Those on board of her were instantly engulfed, and, so far as could be seen, did not come to the surface again. Diligent search was made along the beach, but no traces of the men were found.

From the foregoing account it will be seen that the life-saving men, from the moment they commenced operations until the vessel went to pieces, did everything in their power to rescue those on board. Three keepers and two full crews were present during most of the work, and every expedient that had any chance of success was employed. During the entire proceedings a furious storm was raging, the wind at no time being less than forty-eight miles an hour, and at times rising to a velocity of seventy-two miles according to the Signal Service record at Cape Henry. The sea that swept the beach was so tremendous that it was utterly impossible to launch a boat; in fact it was not once thought of. The life-saving men supposed that little difficulty would be experienced in bringing off the sailors in the breeches-buoy, but the fouling of the gear as described, the almost immediate swinging of the vessel broadside to and listing over, combined to defeat their best efforts and render them powerless to do effective work. No mistake seems to have been made on their part. They exerted themselves to the utmost in trying to save life and their failure to effect a complete rescue was due solely to unfortunate conditions over which they had no control.

The following are the names and residences of the lost: H. B. Knight, captain, Baltimore, Maryland; James Richards, second mate, Philadelphia, Pennsylvania; John Smith (colored), Cape Charles, Virginia; Peter Florida (colored), Panama, United States of Colombia; Charles Hobbs (colored), Suffolk, Virginia, and Edward Forbes (colored), Turk's Island, West Indies. Four of the bodies, including those of the captain and second mate, subsequently washed upon the beach, one of them forty miles south of the scene of the wreck. Two of them were buried by the surfmen and the other two sent to relatives in Baltimore.

The four survivors, who were provided with suitable clothing from the supply placed at the disposal of the Service by the Women's National Relief Association, were cared for at the Dam Neck Mills Station several days, after which they proceeded to their homes. The vessel and cargo were a total loss.

WRECK OF THE SCHOONER NORTHAMPTON.

The ninth case in the record of fatal casualties was another peculiarly unfortunate one. On April 7, 1889, during a furious storm, the small schooner *Northampton*, of Cherrystone, Virginia, was driven on

the Virginia beach midway between the Seatack and Dam Neck Mills Stations, (Sixth District.) Three of her crew perished, only one surviving.

The vessel measured a fraction over thirty-six tons burden and was what is locally known as an "oyster puny." The afternoon previous to the disaster she had discharged her cargo at Cherrystone. While lying at anchor off the town the storm broke upon her and both chains parted. The wind, which first came from the southwest, soon shifted with great force to the northeast and the craft was helplessly driven across the entrance of Chesapeake Bay. The sea and wind rapidly increased in violence and the vessel being light it was feared that she would roll over. Both masts were therefore cut away shortly after she went adrift. She was tossed about to the great peril of those on board, wholly at the mercy of the waves, until 9 or 10 o'clock the following morning (7th). A steamer then drew near and made strenuous efforts to get a line to her, but without avail, the heavy weather completely preventing successful operations. The steamer, after remaining on the scene for an hour and a half, left her, and she was swept down along the Virginia coast, most of the time not more than a mile off shore, and was finally driven into the breakers and well up on the beach two miles and a quarter north of the Dam Neck Mills Station.

From the testimony of John Moody, the survivor, it appears that as the vessel was being blown southward, those on board of her could make out nothing on shore except when lifted on the top of some huge wave, they caught glimpses of the Princess Anne Hotel (five miles below Cape Henry) and occasionally of a few of the small houses scattered along the beach. The seas constantly swept over the craft, and the crew, who clung with desperation to the cabin doors and hatch, had the greatest difficulty in maintaining their hold. It was raining and snowing most of the time and the imperiled men, from their severe exposure, grew more and more exhausted and helpless. When opposite a fish house, a short distance south of the hotel, they tried to hold up part of the foresail with some oars so that the wind might blow them ashore. The vessel got within about two hundred yards of the shore and was driving between the pound-net stakes, which range out at right angles to the beach, when a furious breaker suddenly engulfed her and washed all hands overboard. One of the men (Moody,) managed to catch hold of the side of the vessel, whereupon another sea knocked him back on deck and he succeeded in crawling aft to the tiller. The captain and the other two men were last seen by him seaward of the vessel struggling in the water and clinging to the fore-boom. They were doubtless soon drowned. Five or ten minutes after this the cabin hatch commenced going to pieces, and the schooner being in the heaviest of the breakers and close in, Moody became alarmed and jumped into the surf and started to swim for the shore. The intruding seas luckily lifted him out on the beach and he scrambled to dry land in

safety. He was very cold and much exhausted, but made his way in a bewildered condition to the woods and through them to the inlet beyond. Here he was seen by a man on the other side of the inlet named Gallup, who leaped into a skiff, rowed to the opposite bank, took the sailor into the boat, and conveyed him to his home. Moody was speechless and pretty far gone when he reached shelter. He bore a number of cuts and bruises, his clothing was torn in shreds, and his head and face were covered with sand. He was given hot coffee and carefully attended during the night, and by morning was nearly restored. That day he was enabled to go to the Seatack Station and later to Norfolk, whence he proceeded by boat to Baltimore, the keeper obtaining free passage for him. The schooner, after the sailor left her, struck the beach, and, as near as could be ascertained, went to pieces in a half hour's time.

The vessel was first discovered approaching the Virginia beach by some of the guests of the Princess Anne Hotel. As she had no bulwarks and was half full of water, she was nearly submerged, and could only be seen as some wave lifted her on its crest. The weather being stormy and thick, with clouds of sand flying along shore, the condition and number of those on board could not be determined. Two of the waiters of the hotel followed the craft a mile and a half down the beach as far as Rudy Inlet. There was such a heavy sea rushing in at this point that they were unable to cross over. Taking a position on a sand hill they saw the sailor jump into the surf and escape to the woods and the vessel subsequently strike.

When the schooner was sighted from the hotel veranda a messenger was immediately dispatched to the Seatack Station. The life-saving crew had returned to their quarters at about 9 o'clock that morning from the rescue of the crews of two schooners which had stranded during the night a short distance to the northward. (See record of April 7—Services of Crews). The surfmen were all pretty much fagged out by their work, but had had some rest when news of the *Northampton's* condition reached them. They quickly procured sufficient gear from the scene of the wrecks which they had been attending and hurried to the inlet, two miles south of the station, and a quarter of a mile north of where the schooner lay. They were obliged to haul their apparatus along the narrow-gauge railroad track, which runs some distance parallel to the shore, and then work their way with considerable difficulty over the sand hills and through the hollows back of the beach. They arrived at the inlet a little more than half an hour after the craft struck. The heavy sea at the mouth of the inlet prevented them from proceeding farther than its northern edge. They met, however, a fisherman who had just come from the wreck, and from him obtained information that there was no one on the vessel, and that she had broken to pieces. After making inquiries as to the survivor who, they were told, was being comfortably cared for at a neighboring farmhouse, and satisfy-

ing themselves that no service could be rendered, they returned to the station.

The loss of life in this case was due wholly to circumstances over which the life-saving men had no control. It was entirely out of their power to afford the slightest assistance. The three men perished before the schooner came upon the beach and at a point beyond the reach of human aid.

Several days afterwards the body of the captain, Elijah Lawson, was recovered by the station men about ten miles down the beach and, with the money and papers found upon it, was delivered to his friends.

WRECK OF THE SCHOONER JOHN SHAY.

The next loss of life was that of the entire crew of the schooner *John Shay*, which was wrecked on the North Carolina coast in the vicinity of the Cape Hatteras Station, (Sixth District,) April 17, 1889. The vessel hailed from Port Jefferson, New York, and was bound from Hastings, in that State, to Washington, District of Columbia, with a cargo of stone and a crew of six men all told. It will be seen from the narrative that the fatal results could not, by any effort of the Life-Saving Service, have been averted.

The vessel was discovered by the keeper of the Big Kinnakeet Station at about noon of the date mentioned. She was a short distance off shore, coming straight for the beach, flying a signal of distress. A strong wind had been blowing from the eastward almost continuously for several days and had made up a tremendous sea. Throughout this period the weather had been thick, with occasional showers, and during the forenoon of the day in question a strict patrol had been maintained north and south of the station. As soon as the schooner was sighted the life-savers took it for granted that she was about to be beached and active preparations were made to start at once for the scene with the breeches-buoy apparatus. The adjacent stations were notified by telephone of the situation, though hardly had this been done when the vessel was seen to anchor about three-quarters of a mile off; she swung broadside to and at intervals the sea broke completely over her. The fury of the intruding breakers, which formed an impassable wall of surf, precluded the use of a boat. In a little while a two-flag International Code signal was hoisted on the vessel, but its meaning could not be made out from the shore. Nevertheless the keeper endeavored to open communication, but, for a time, ineffectually, doubtless because the signals shown could not be distinguished by those on board. At last the weather lighted up somewhat and a signal asking for a tug was read by the station men and immediately answered. Word was at once telephoned to the Signal Service operator at Cape Hatteras, but a reply soon came back that the telegraph wires were down beyond that point and a telegram could not be forwarded.

The keeper, after signaling the master of the vessel to this effect,

telephoned to the next station north with instructions to the life-saving men to transmit the message as quickly as possible along the coast over the Service telephone wires, in the hope that it might possibly be got to Norfolk. Nothing more was shown on the vessel. The surfmen, after a brief wait, ran up the code signal L M, ("The berth you are now in is not safe.") This was done because it would take at least fifteen or twenty hours for a tug to arrive, and with night approaching and no indication of a favorable change in the weather, it was unsafe for the schooner to remain where she was. It was advisable for her to seek an anchorage farther off shore. She was all the while closely watched, but owing to the rain the station men, even with the aid of glasses, could not make out what was taking place on board. The wind meantime had drawn off shore to the west of north. Shortly after 4 o'clock the craft was seen to hoist her mainsail part way up, slip her cables, and stand off the land. She soon set her jibs, and afterwards lowered the mainsail and headed down the beach. The keeper at once had horses hitched to the mortar-cart and notified the station to the south (Cape Hatteras) that the schooner had got under way and was running down the coast, and that he and his crew were about to follow with the apparatus. The beach was soft and covered with water, and when some two miles on the way, good progress having been made, one of the axles of the cart became heated, causing a halt. Efforts were made in various ways to remedy the trouble, and a number of citizens of the neighborhood who had accompanied the surfmen aided in the work, but it was found impossible to get the cart in running order until the axle should cool.

It may be well to state, in order that the explanation of the vessel's movements may be better understood, that Cape Hatteras makes out about eight miles to the southward of the Big Kinnakeet Station and that at the point of the cape (just beyond the outer bar) and between it and the Inner Diamond Shoals there is a channel called the Inner Slue. Between the Inner and Outer Diamond Shoals there is another channel known as the Outer Slue. Many vessels pass through these channels during good weather to save the long sail out and around the shoals, while many attempt to do so in heavy weather to more quickly reach a lee and smooth water.

It was evident that the captain intended to seek shelter by trying to go through the Inner Slue, for if he had wanted to beach the schooner he could easily have done so when she first came in sight of the station. The fact that the jibs were the only sails set after heading down the coast supports this theory. Besides, whenever the vessel showed a tendency to head up towards the land the jib-sheets would at once be drawn to windward (the wind being a little off shore) when she would immediately resume her course. The captain seems, however, to have finally changed his mind and abandoned the undertaking, for after a while the mainsail was again hoisted and the schooner was steered for



the beach. She struck, as near as could be judged, some five or six hundred yards off, at a point about three miles north of Cape Hatteras.

When the cart became disabled and there was no prospect of getting it over the beach, orders were given for the men to hurry along and meet the crew of the Hatteras Station, on whose beach it was now obvious the vessel would strike if she was headed for the shore. The keeper rode one of the horses as fast as he could for a half mile or so in advance, when he dismounted and tied the horse to a telegraph pole, so that some member of his crew following after could secure a rest by riding the animal and also hurry the quicker to the scene of operations. The keeper then ran down along the beach, passing the vessel just as she struck the bar, until the surfman on the horse overtook him, when he remounted and galloped on until he met the crew of the Hatteras Station, who were hurrying to the schooner's assistance as fast as the condition of the beach, the beating rain, and strong head wind would permit. The vessel struck at about twenty minutes of 6 o'clock.

The work of the life-saving men now proceeded under the direction of the keeper of the Hatteras Station. The latter, as soon as he received word that the vessel was in distress in the vicinity of the Big Kinnakeet Station, ordered out the apparatus-cart. Some ponies belonging to the surfmen were caught and hitched to it, and all hands, pushing and helping as best they could, started up the beach with the gear. Before the two crews could join forces the mainmast of the craft was seen to topple and the foremast almost immediately did the same. Both kept gradually going over, and finally fell together into the sea, the vessel entirely disappearing. It was a sudden and unlooked-for collapse, and a moment afterwards nothing could be seen in the waves but a confusion of wreckage, most of which began to drift towards the cape. The keeper of the light-house, who witnessed the occurrence, testified that the schooner went to pieces just seventeen minutes after she struck. The expectation of rescuing the entire crew, which had stimulated the life-savers to put forth their utmost endeavors, now vanished, but they were yet hopeful of saving at least some of them. Their efforts, therefore, were not once relaxed. When they reached a favorable spot the gun was quickly placed in position and a line fired over the floating wreckage. The keeper thought that he could make out two of the sailors amongst the débris and a bystander testified that the line fell across one of them, but that he made no effort to secure it. As soon as it was found that the line was not made fast the surfmen bent on several cork jackets and attempted to float them by the action of the current within reach of some of the shipwrecked people, but the surf was so high that the life-preservers could not be sent off shore.

Just at this time one of the schooner's crew was discovered on the cabin. The gun was, therefore, hurried to a new position and quickly loaded and fired—a No. 4 line (the smallest size) being used on account of the great distance. This went true to the mark and fell within easy

grasp of the man, who immediately made it fast and waved his hands to those on shore. The line was then carried by the beach party to windward and held taut so that the wash of the sea might bear the cabin to land, a plan that was considered safer than putting an undue strain on the line which might break it. Notwithstanding the great care that was exercised, however, the line parted. The gun was now reloaded and a No 9 line fired. The heavier line was used because those which had already been thrown were still in the surf and for the reason also that the cabin had drifted nearer the shore while the bulk of wreckage had worked farther off and beyond range. The line fell to leeward of the house and had to be hauled in and fired again. It this time fell just out of the man's reach. It must be borne in mind that much of the time the cabin, which was but a small portion of the schooner, was entirely hid from view by the furious seas which constantly swept over it. The gathering darkness and the varying force of the wind also added to the difficulty of accurately firing the line. Furthermore the object was so small that the line had to fall within very narrow limits to insure the man's getting it. The wonder is that any line at all was successfully thrown within his reach. The house being unable to long resist the heavy seas was quickly demolished on entering the inner breakers. It is doubtful whether the man was seen after the cabin went to pieces. One of the surfmen, nevertheless, hastily buckled on a cork jacket and fastening a line around his waist plunged into the surf to the rescue, but the heroic effort proved futile. The wreckage of the cabin was carefully examined after it reached the shore but no trace of the man could be found. Meanwhile the rest of the drifting wreckage had been swept to sea and out of sight.

The keeper and crew of the Creed's Hill Station (six miles to the westward of the Cape Hatteras Station) had arrived during the operations and joined in the work. Darkness had now shut down and nothing remained but to watch the shore. An effective patrol was maintained throughout the night and the two following days, but nothing came on the beach. Many persons of the vicinity had rendered willing and efficient aid in the efforts to rescue the shipwrecked, and a number of them remained far into the night keeping vigil with the life-savers. On the 19th the sea had gone down sufficiently to enable the station men, together with a party of wreckers, to go off in a boat to the wreck. The stern of the vessel, which was found fast to the débris, was cut loose and towed ashore. By sawing out some of the planks her name was ascertained.

From a careful investigation of this case, in which exhaustive testimony was taken, there can be drawn no other conclusion than that the Service crews did all in their power to save life. The long continued blow from the east and northeast had produced a fearful sea and surf, the latter being almost if not quite as dangerous as any ever before experienced on this exposed portion of the coast. It was utterly im-

possible for an open boat to live, or even to be successfully launched from the beach, and so there was no way by which the surfmen could reach the schooner when she first came to anchor off the Big Kinnakeet Station.

The diligence of the crews in their efforts to reach a position abreast of the schooner when she was beached is unquestionable. The accident to the cart belonging to the Big Kinnakeet Station, as subsequent events proved, did not affect the result in any way. The men put forth their strongest endeavors and acted with great promptness and judgment, and the sad loss of life was due to no failure in effort or error in execution. The vessel broke up so quickly that had they been abreast of her when she struck they could not in the limited time at their disposal have effectually set up and worked the beach-apparatus.

Three of the bodies, without marks of identification, one of which was supposed to be the captain's, were subsequently found on the beach between the Big Kinnakeet and Cape Hatteras Stations. They were decently buried by the life-saving men.

CAPSIZING OF THE YAWL BELONGING TO THE SCHOONER MARY S. BRADSHAW.

The last instance of fatality occurred June 1, 1889, about a quarter of a mile from the Creed's Hill Station, (Sixth District,) coast of North Carolina, during the inactive season when the regular life-saving crew were off duty.

The schooner *Mary S. Bradshaw*, of Philadelphia, Pennsylvania, sailed from Charleston, South Carolina, May 28th, bound for her home port. She had a crew of seven men and a cargo of phosphate rock. In a southeast gale which she encountered, her sails were blown away and she began to drift towards the Diamond Shoals, off Cape Hatteras. The weather was foggy, with a high sea running, and the vessel being old began to leak badly. She was therefore brought to an anchor; this at about daybreak of June 1st. The captain knowing, under the conditions that prevailed, that he was beyond signaling distance from the shore, being some nine miles off, determined, in view of the critical situation of the schooner, to attempt to gain the land in his small boat. The crew accordingly abandoned the vessel and pulled for the shore. When they had reached the outer bar the yawl was discovered by the wife of the keeper of the Creed's Hill Station, who immediately sent a boy for her husband, he having but a short time previously started for a store about three miles distant to obtain necessary provisions. The sailors, instead of waiting outside the line of breakers to see whether any assistance could be rendered them from the beach, started through the surf, which was sweeping in with great fury, when their boat was quickly turned end over end and the occupants dashed out. All except the steward, Thomas Williams, reached the shore in safety. The latter was not seen alive after the capsize, and from the bruises which were found upon his head when the body was recovered three days

later, it was judged that he was fatally injured at the time the boat upset, and was consequently drowned immediately. The keeper, who put back with all haste when the messenger overtook him, reached the scene just as the survivors were landing. He at once conducted them to the station, where they were properly cared for and furnished with dry clothing from the stores placed at the disposal of the Service by the Women's National Relief Association.

At the time of the accident the surf was so heavy along the beach that it would have been impossible to launch a boat and go to the rescue of the imperiled men. The only chance of aiding them would have been by means of a line which might have been fired to them when they were outside the breakers. It appears, however, that the captain fully realized that a boat could not be got clear of the shore to their assistance, and so he resolved to take the desperate risk of landing, the chance of success seeming to be as one in a hundred. It is little less than a miracle that all were not drowned.

It is plain that the loss of this life happened under conditions which made its prevention by the Life-Saving Service practically out of the question. The keeper, on the 4th, found the body of the steward and gave it a decent burial.

The schooner, the day after being abandoned, was taken in tow by a steamer to Baltimore. She was badly damaged although not more than one-fifth of her cargo proved a loss.

DEATH OF WILLIAM D. O'CONNOR.

One of the saddest cases on the death roll of the year is that of William D. O'Connor, the late Assistant General Superintendent of the Life-Saving Service, which occurred in the city of Washington on the 9th of May, 1889.

The stroke was peculiarly painful to all who had ever enjoyed the privilege of his personal friendship, because to them his death was not only the extinguishment of a shining light, but the departure of a singularly delightful and lovable companion. Few persons, and none but those most truly constituted of gentleness and grace, have held their friends by such strong yet tender cords as he.

It is appropriate that these pages should bear more than formal tribute to his services, for he was more than a formal servant.

William Douglas O'Connor was born in Boston, January 2, 1832, and there mingled in his veins that good blood of Scotch and Irish ancestry which has so often taken high place in the pathways of distinction. His youthful years gave not only early but certain promise of extraordinary character and ability. Endowed with an exuberant imagination and an intensely poetic temperament, he naturally found delight in the realm of art, and was an ardent worshiper at her shrine. In painting, to which his boyhood fancy first inclined, he acquitted himself in such manner as to show that success lay easily within his reach.

In poetry also he manifested excellent gifts. At the age of twenty, however, he turned his attention to the wider fields of literature, and took an editorial desk in the office of the "Boston Commonwealth," a prominent daily newspaper established for the advocacy of free-soil principles. From 1854 to 1860 he was a member of the editorial staff of the "Philadelphia Saturday Evening Post." In the latter year he published a powerful romance entitled "Harrington," and during the following years of his life many other productions of his facile and trenchant pen enriched the literature of the times. Of these the most notable in fiction are "The Ghost" and "The Carpenter," and in the field of controversy, "The Good Gray Poet" and "Hamlet's Note-Book." The former are characterized by an abounding wealth of sentiment and vivid imagery depicted with captivating grace and fluency, while the latter exhibit a complete mastery of every polemic weapon.

In 1861 he entered the civil service of the United States as corresponding clerk of the Light-House Board, becoming chief clerk in 1873. From 1874 to 1875 he was librarian of the Treasury Department; from 1875 to 1878 was a clerk in the office of the Revenue Marine Division, with which the Life-Saving Service was then connected, and on the 28th of June, 1878, was made Assistant General Superintendent of the Life-Saving Service. He brought to the latter not only a mind richly stored with valuable attainments, but a heart full of the love of humanity, which through long subsequent years he thoroughly dedicated to the great work intrusted to this department of the Government.

How much the Service owes to his untiring and loving fidelity none fully know save those most closely associated with him officially. Besides discharging his administrative duties in the office, he was largely engaged in the preparation of the Annual Reports of the Service. For this important task he possessed, in addition to nature's bounteous gift of clear and powerful expression, the skill and cultivated judgment which come with long and critical experience. The labor of preparing a volume of this character involves an amount of patient application verging upon drudgery, and is liable in unskillful hands to impart a shade of dullness to the pages. No such defect ever marred Mr. O'Connor's work.

Most of the accounts of shipwreck involving the loss of life, which have greatly enhanced the interest of the reports, are from his pen. Such reports, being of an official character and usually limited to the naked recital of facts, would seem to afford little opportunity for that play of imagination and descriptive power which are so essential to enlist and sustain the interest of the general reader, but some of these narratives are couched in language at once so apt and graphic, with illustration so vivid and fascinating as almost to make the story a real, present transaction, taking place with all its heroism and horror, within the reader's actual vision.

To his daily associates especially was it given to witness, in the days of his declining strength, that unusual combination of amiable qualities which so much endeared him to all his friends. Always distinguished

by an affability that never lacked dignity, nor ever suggested coldness, his later days took on a tinge of patient and uncomplaining endurance of physical misfortune which added the final touch to the fine fabric of his character.

AWARDS OF MEDALS.

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

The first case was that of Charles Gibbons, jr., a young lawyer of Philadelphia, Pennsylvania, who was awarded a gold medal. The evidence presented shows that, on or about the 28th of July, 1883, near the Engleside Hotel, Beach Haven, New Jersey, a fatal accident was averted by the timely and heroic effort of the gentleman named. In the middle of the day, while a number of persons were bathing, a young man, who was unable to swim, was carried into the breakers beyond his depth. A fresh breeze had been blowing some time from the southeast, causing a short and rough sea, and there was a strong current setting up and somewhat off the shore. A line was immediately formed by the people on the beach, who firmly joined hands and waded out within reach of the helpless man, but just as they were on the point of rescuing him, the one at the end of the line having grasped his outstretched hand, a huge wave broke over the party, separating and confusing them, and washing the drowning man still farther into the breakers. At this critical juncture Charles Gibbons appeared on the scene, almost breathless, having run a considerable distance. Without hesitating an instant, unthoughtful of all personal peril, he dashed past the crowd, plunged into the surf and struck boldly out in the direction of the imperiled man, who seemed to be hopelessly struggling for life. Gibbons succeeded in reaching him when he was nearly exhausted by fruitless and frantic efforts to save himself, and after a desperate struggle, involving the imminent peril of his own life, brought him to where the group of men stood ready to lend their assistance. On reaching the beach Mr. Gibbons was nearly overcome by his exertions, while the rescued man was so far gone, that sinking on the sand he lost consciousness. The attentions of the bystanders, however, soon brought him to and he was aided to his bath-house. Mr. Gibbons's act combined the highest order of manly courage and nobleness of purpose, and challenged the admiration of all who witnessed it.

A silver medal was next bestowed upon William J. Venable, a life-guard at Coney Island, in the employ of the Ocean Navigation Pier Company. It is claimed that from 1879 to 1888 he was instrumental, in one way or another, in saving more than thirty lives. The following cases were submitted in testimony of his brave acts, which were found to justly entitle him to the award made. It appears that on or about the 1st of October, 1881, a lady and gentleman, whose names are unknown, while bathing off Coney Island got beyond their depth and

were in imminent peril of their lives. Venable, who witnessed their predicament, dived from the iron pier, swam out and assisted them to the shore. On the 5th day of July, 1883, Venable jumped into the breakers from his boat and after several attempts rescued a drowning man, by the name of August Bohle, who had sunk to the bottom. After safely taking him to the shore, Venable, by producing artificial respiration, resuscitated him. The 10th of September of the same year a Mr. Tweedle came very near being drowned in the surf opposite Rauch's Hotel. He was some three hundred yards from the shore, and every moment added to his danger. Venable quickly manned a boat, which he skillfully impelled against a strong wind and tide, and reached the struggling man just in time to save him. At another time, in August, 1884, discovering Mr. Jagmetti, the *chef* of the Hotel Brighton, in risk of losing his life in the surf, Venable plunged in and swam to his relief. Jagmetti was completely overcome when he reached the shore in charge of Venable, and had the latter not used vigorous measures to revive him would doubtless have died. Finally, July 31, 1887, Venable sprang into the surf to the rescue of an unknown man, who was making violent but apparently futile struggles to maintain himself above water, and brought him to the beach. He was very much exhausted, but under Venable's careful treatment was soon restored.

The third case was in relation to the rescue of four of the crew of the schooner *Havana*, of Milwaukee, Wisconsin. This vessel sailed September 30, 1887, from Escanaba, Michigan, bound to Saint Joseph, in the same State, with a cargo of iron ore and a crew of seven men. The night of October 2nd, she encountered a strong gale and high sea, and early the following morning (30th,) anchored off her port of destination, the captain considering it unsafe to run into the harbor on account of the heavy breakers that choked the entrance between the pier heads. Up to this time no difficulty had been experienced in keeping the schooner free with one pump, but as soon as her anchors were down the leak increased, and the seas washing over her amidships, the main pump could not be worked. At about 7 o'clock after vain endeavors to signal a tug, the crew becoming exhausted and the water gaining steadily in the hold, the cables were slipped and under some head sail the craft was started for the beach. The wind having hauled to the southward was blowing almost parallel to the shore and, with no after sail, the vessel decks to and waterlogged, could not be steered directly towards the land. After drifting along before the wind for nearly two hours she went to the bottom taking all hands down with her. The masts remaining out of water, the crew on coming to the surface took to the rigging. The mainmast soon fell and the three men on it, which included the captain, were drowned. The other four sailors still clung to the foremast. As soon as the *Havana's* condition became known at Saint Joseph, Capt. Charles Mollhagen and Engineer August Kuehn, who were the owners of the small fishing steamer *Hannah Sullivan*, held a hurried consultation as to

whether they could get their vessel over the bar at the harbor entrance, where a continuous line of seas were breaking with great violence. The undertaking was a venturesome one and seemed impossible to accomplish, but the men were large-hearted and resolute and determined to make the attempt. The machinery, parts of which were disconnected, was quickly put together and the tug got ready. If she struck the bar there was no chance of escape, the hard earnings of many years would go to the bottom of the lake, and those on board doubtless perish in the waves leaving their families penniless. Besides, there was no certainty that any one alive was on the ill-fated vessel. Only a single mast and the fragment of a topsail flying in the gale could be seen above water. It was a heroic moment and the on-lookers felt its inspiration as only those can feel who see the courage of true manhood put to a crucial test. The tug with a crew of nine on board finally set forth on her errand of mercy. She successfully breasted the furious seas that one after another swept her from stem to stern and momentarily threatened to engulf her. The brave crew remained steadfastly at their posts and the undaunted hand at the helm guided her safely over the bar. After a run of eight miles from the harbor piers the sunken schooner was reached. The tug steamed to windward, lowered a small boat which by means of a line was dropped down to the standing mast and three of the sailors were rescued. The fourth man, who was the mate, was so far gone with exhaustion that he could not get into the boat. The tug approached him as near as she could and a heaving-line was thrown him. This he made fast around his waist and was hauled through the water safely on board the steamer, which put back and entered port without mishap. Taking into consideration the attending circumstances, more daring and laudable rescues than this rarely fall within the province of life-saving work. It was not the first time that Captain Mollhagen had imperiled himself in behalf of others. On several former occasions he had nobly and fearlessly saved life at the risk of his own. Gold medals were awarded to him and Engineer August Kuehn and a silver medal each to the men who made up the tug's crew on that day, as follows: John Carrow, J. H. Langley, August Habel, Robert Mollhagen, Alexander Cran, Louis Mollhagen, and George W. Schneider.

A deserved tribute to bravery was the award of a silver medal to Augustus L. Heckler, of New York City. The story of his heroism is as follows: On August 11, 1885, a young gentleman and lady, Mr. Morris and Miss Bridener, of Baltimore, who were in the surf at Asbury Park, New Jersey, ventured beyond the life-lines for the protection of bathers, and were swept by the undertow into deep water where they were in imminent danger of losing their lives. The young man, fortunately, did not lose his presence of mind, but made efforts to keep his companion afloat while he lustily called for assistance. Mr. Heckler,

who was on the shore, hearing the cries for help, plunged into the sea and struck out vigorously for the pair, who were every minute becoming more exhausted and helpless by exertions to save themselves. Heckler, by powerful strokes, swam an unerring course to the imperiled couple, while the people who lined the beach stood eagerly and breathlessly watching his intrepid movements. He reached the young lady and brought her to the shore in an unconscious condition. He then returned and assisted the young man, who by this time was very weak, to a place of safety. It was some time before Miss Bridener was fully restored. Mr. Heckler's daring and humane act was extolled by all who witnessed it and gained him a well-earned reputation for manly courage. He was also awarded a medal by the Life-Saving Benevolent Association of New York for the same exploit.

The fifth award was a gold medal to William A. Harris, of San Bernardino, California, in token of his courageous conduct in saving a youth from drowning on August 2, 1886. On this date four gentlemen and Harry Willis, a lad sixteen years of age and son of one of the party, were seining for fish at the mouth of the Santa Margarita Creek, which empties into the Pacific Ocean three miles north of Oceanside, in the county of San Diego. The surf at the time was heavy and there was a strong undertow. Young Willis was at one end of the seine, farther out than the others, when the current caught him and swept him a long distance off shore beyond the breakers. In spite of his desperate efforts to get back he was carried seaward until all hope of rescuing him seemed gone. Mr. Harris was standing on the beach and witnessing the perilous situation of Willis, ran to the ocean's edge, hastily throwing off his clothes as he went, and sprang in. Gaining deep water he struck out for the struggling boy, who could not now be seen from the shore except at intervals when the swell would lift him into view. After a long and arduous swim Harris reached the lad who by this time was enervated and helpless, and started with him for the land. They were hidden so long by the swell of the sea from the anxious gaze of the spectators that for awhile it was feared that both were drowned. They however finally appeared in sight and Harris by great exertion brought the youth safely to the shore. All on the beach had despaired of the boy's life as they thought he surely had been borne beyond reach of succor. Mr. Harris's daring and noble exploit merits the highest mark of distinction.

On the 21st of August, 1888, three men were rescued from drowning in Charleston Harbor, South Carolina, by the gallant work of a young woman and a girl living at the light-house depot at Castle Pinckney. It was about midday and blowing a gale from the southwest with a heavy sea running. Three men and a boy, who had been out fishing, had their yawl suddenly capsized by a furious squall, about a hundred and fifty yards from the wharf. The boy, who was a good swimmer,

struck out for the shore, which he finally reached in safety. Meanwhile, one of the men clung to the capsized boat, and the other two, after being buffeted about by the waves, managed to reach the piles of the wharf, where, owing to the strong tide and rough water, they were barely able to sustain themselves. Their loud cries for help attracted the attention of the inmates of Castle Pinckney, who happened to be all females, the keeper at the time being absent attending to some official duties. Maud King, a girl of thirteen, the grand-daughter of the master of the light-house tender *Wistaria*, seeing the perilous situation of the men, determined to go to their rescue and ran down to the wharf, where after great difficulty and risk she lowered a boat from the davits into the water and got into it. Her mother tried to dissuade her from the undertaking, which seemed rash and hopeless; but the girl, inspired by a noble purpose, was resolute and unflinching. Mrs. Mary Whiteley, her aunt, then consented to accompany her, and together they manned the oars and pulled through the boisterous waves, jeopardizing their own lives, to the assistance of the imperiled men. It was only through the undaunted exertions of this young woman and girl who so fearlessly faced danger, that the three fishermen, exhausted and on the point of perishing, were got into the boat and brought to the shore. They were cared for in every way, and when fully restored were taken to their homes in Charleston, being deeply grateful for their preservation. The brave rescuers were each awarded a silver medal in consideration of their heroic act.

Officer Dennis O'Hara, of the police department of New York City was the next to receive a medal of honor. It appears that at about 2 o'clock in the morning of December 2, 1885, a woman by the name of Bridget Garrity accidentally fell from Pier 1 into the North River, where she was in great danger of drowning. Her cries attracted a number of persons to the vicinity, among them Patrolman O'Hara of the second precinct police station. There was a very strong tide running. The woman managed to keep afloat by grasping a rope, but was speedily becoming exhausted. O'Hara quickly divested himself of his coat, vest and shoes and plunged into the river. He caught the woman and swam with her to a boat that was moored near by and which enabled him to hold her above the surface until a ladder could be lowered from the pier. They were then assisted safely ashore. The woman, who was almost unconscious when rescued, was taken to the Chambers Street Hospital and cared for. Officer O'Hara's deed was a humane and courageous one, accomplished as it was, on a dark, cold winter's morning. The others present showed no disposition to hazard their lives in behalf of the unfortunate woman, and had it not been for the patrolman's promptness she would undoubtedly have perished. O'Hara was awarded a silver medal.

A silver medal was conferred upon Walter Claus, a farm lad of the province of Ontario, Canada, for bravely rescuing, on October 15, 1886, four sailors from the wrecked schooner *O. M. Bond*, of Oswego, New York. This vessel was on her way from Detroit, Michigan, to Buffalo, New York, when she encountered a severe gale on Lake Erie and her cargo shifting became unmanageable and was driven ashore in the evening of October 14th, about three miles west of Rondeau, Ontario. Two of the crew were lost overboard; the others, including the captain, Stephen Lefaiver, remained in the rigging through the night suffering excessive hardship and were discovered by Claus early the following morning. The storm was unabated, and a dangerous sea raged between the schooner and the shore, a distance of at least an eighth of a mile. Claus procured a skiff which he launched and at great personal peril rowed out through the breakers to the craft. He succeeded, after four successive trips, in bringing the distressed sailors to the shore. They were treated with considerate kindness by the Claus family who contributed to their wants and comfort in every way within their power. The schooner became a total loss, and it was doubtless due to the hardy efforts of young Claus that those on board survived. His father, Mr. James Claus, was instrumental in the rescue and deserves great praise.

By reference to the Annual Report of the Service for 1886-'87, under date of December 4, 1886, there will be found a brief account of the rescue of five men from the stranded schooner *D. H. Ingraham*, of Rockland, Maine, by the life-savers of the Hereford Inlet Station, (Fourth District,) coast of New Jersey. It will be noted that these lives were saved under exceptional circumstances and by the exercise of consummate skill and bravery. It was between 10 and 11 o'clock at night, during a furious northeast gale and blinding snowstorm, that the beach patrolman descried the gleam of a torch in the direction of the north bar, two miles from the station. Notwithstanding the severity of the weather and the impenetrable darkness of the night, the crew unfalteringly launched their boat and set out in the tremendous seas that were sweeping along the shore. There was nothing to guide them save the faint glimmer of light that could be seen on the vessel only at intervals through the thickness of the storm. The misstroke of an oar or an error of judgment in approaching the bar would almost to a certainty have proved fatal. After a pull lasting more than two hours, seldom equalled for hardihood, indomitable courage and skillful maneuvering, these men arrived alongside the schooner. Her cargo of lime was found to be on fire and the sailors were in great trepidation lest they should be compelled to abandon the craft in their frail yawl, a course that could only have resulted in disaster. They were taken without delay into the surf-boat and after a hazardous trip back were safely landed on the beach. The life-savers were well-nigh exhausted when they got to the station and all the party were covered with ice and snow. At

sunrise the schooner was a total wreck. Some of the oldest residents of the neighborhood who were familiar with the particulars of this case, declared that they had never before known a boat to board a vessel in the night in such a storm, and that the rescue was the most daring within their knowledge. Had the captain and his crew been obliged to take to their own boat, an expedient that could not have been much longer deferred, they would have been swept on the south bar and inevitably lost. In testimony of their intrepid services on this occasion, the keeper, Christopher Ludlam, was awarded a gold medal and each of the following members of his crew a silver medal: W. W. Hildreth, S. S. Hand, S. C. Godfrey, Millard Ware, P. S. Ludlam and Jason Buck.

The next instance was the award of a silver medal to Harry A. George, a youth of eighteen, who pluckily saved from drowning a companion who had broken through the ice while skating. The evidence shows that on January 28, 1888, George, in company with William Wertebaker, a lad twelve years old, went to skate on a pond in the grounds of the University of Virginia near Charlottesville. Ice had been taken from one end of the pond, but that portion had frozen thinly over the night before, giving the appearance of a clear and unbroken sheet, which was found by the boys to be perfectly safe at the western side. Young Wertebaker being the first to get on his skates struck out, but on reaching the thin ice broke through at a place some thirteen feet deep and went under. George did not see his friend fall in, but his attention was soon attracted by the noise of rending ice and the splash of water and he at once hastened to the spot. After vainly trying to push a plank to the struggling lad he plunged in to his assistance. With considerable difficulty he cleared away the broken ice and finally grasped Wertebaker, who was becoming much exhausted, and succeeded by "treading water" in keeping his head above the surface. A student of the university who saw the accident together with Dr. J. C. Gordon, who at the time happened to be riding by, broke off the limb of a tree and attempted to get it to the youths but it proved to be too short. A small boy, who meanwhile had arrived on the scene, then stretched himself on the ice, the men holding him by the feet, and managed to get near enough to the hole to push the limb within reach of Wertebaker. The latter, by the aid of George, who was still holding him up, was then landed on the top of the ice. He was almost unconscious and was taken to a neighboring house and cared for. George after being relieved of his charge got safely ashore, but was chilled through and very weak. Too much cannot be said in praise of his prompt and courageous action. He unhesitatingly sprang to the rescue of his companion without removing any of his clothing or even his skates, and had it not been for his presence of mind Wertebaker would surely have drowned. As far as known neither of the boys suffered any ill effects from their adventure.

The eleventh award was in the case of Private James Manning, of Company B, Sixth United States Infantry, who at great risk to himself rescued a comrade from drowning at Grand River Crossing, Utah, June 6, 1886. It seems that the ferry-boat at that place broke from its moorings and Captain D. H. Murdock and a soldier by the name of Edmunds were thrown overboard and swept downstream by the swift current. Manning was also on the boat when the accident occurred, but managed to retain his position. He was knee-deep in water and expected the craft to be either swamped or carried over the rapids a short distance below. Without a moment's hesitation he threw off his clothes, jumped into the river and swam to the aid of Captain Murdock. Before the latter could be reached, however, he had sunk for the last time. Edmunds, who could swim, succeeded in grasping a floating board which sustained him. He was, nevertheless, much frightened and with his clothes and boots full of water was drifting rapidly down the river, being unable to gain the bank. Manning seeing that his efforts to save Captain Murdock were of no avail, swam to Edmunds, seized the board which supported him and towed him towards the ferry-boat. When within about ten yards of it a rope was thrown out which Manning caught and gave to Edmunds and then swam to the boat alone. It is quite certain that the soldier would have drowned but for the timely assistance of Manning, who in his heroic endeavor to save both lives placed his own in great jeopardy, as the strong and treacherous current of the river was a menace to the most expert swimmer. He was the recipient of the silver medal of the service.

The Government next granted a silver medal to private John Coyle, United States Army, for bravely saving a lady's life at Yellowstone Park, Montana Territory, August 9, 1888. The following Orders No. 52, issued by the regimental commander shortly after the occurrence, give a brief account of Coyle's courageous act:

“HEADQUARTERS TWENTY-SECOND INFANTRY,

“*Fort Keogh, Montana, August 25, 1888.*

“The colonel commanding is pleased to announce to the regiment an act of heroism and gallantry displayed by Private John Coyle, Company B, Twenty-second Infantry, while on duty in camp at the ‘Old Faithful Geyser,’ Yellowstone Park. A lady stepping too close to the vent of the geyser, and becoming frightened at the hissing steam, stepped backward into a pool of almost boiling water, then made a leap forward toward the mouth of the geyser, into which she certainly would have fallen and lost her life but for the prompt action of Private Coyle, who, risking his own life, sprung forward into the pool of hot water rescuing the lady, both being badly scalded.

“Such commendable and exemplary conduct entitles Private Coyle to great praise, and the thanks of the regimental commander are hereby extended to him.

“By order of Colonel Swaine:

“W. H. KELL,

“*First Lieutenant, Twenty-second Infantry, Adjutant.*”

The silver medal of the Service was bestowed upon John F. Condon, of New York City. The testimony submitted in the case shows that in February, 1886, Henry Schaefer, a lad eight years of age, fell through the ice of a pond on One-hundred-and-seventieth street, near Fulton avenue, and was unable to get out by his own exertions. Condon, who was near by at the time, plunged boldly in amidst the broken ice and brought the half-drowned boy out of the water. The pond was large and deep and Schaefer's life was undoubtedly saved by Condon's prompt and fearless act. At another time Condon rescued a young man, named James Beane, from drowning in West Farms Creek, a tributary of Long Island Sound. Beane, who was in bathing, had ventured beyond his depth and being unable to swim was in imminent danger. Condon observing his struggles instantly sprang to his aid and at much personal risk succeeded in bringing the man safely to the bank. This exploit was made especially hazardous by the swift current and great depth of the stream.

The fourteenth award was made to John T. De Liesseline, of Charleston, South Carolina. In the morning of August 13, 1888, the keeper of the insane department of the City Hospital gave the alarm that an inmate of the institution, Eliza Higgins, had thrown herself into the Ashley River at the foot of Calhoun street, with the purpose of committing suicide. De Liesseline, who happened to be in the vicinity, immediately plunged into the stream and after swimming about a hundred yards to where she was last seen, dived to the bottom of the river and succeeded in grasping her and bringing her to the surface. He then swam with his burden to the shore and made a safe landing. The unfortunate woman was only restored to consciousness after the application of the most energetic measures. The place where she went under was some thirteen feet deep, and De Liesseline's alacrity and ready courage were all that saved her. It is stated that he has rescued several persons from drowning on previous occasions. He was awarded a silver medal.

On page 27 is narrated in detail the circumstances attending the rescue of four of the crew of the schooner *Oliver Dyer* by the surfmen of the Jerry's Point Station, (First District,) coast of New Hampshire, November 26, 1888.

Lieutenant Shoemaker's report of this case tells on the part of the life-saving men a story of indomitable courage, untiring energy, sturdy fortitude and dauntless heroism, in which devotion in behalf of suffering humanity was put to an unsparing test. A gold medal was awarded to each member of the Jerry's Point crew, which consisted of Keeper Silas H. Harding and Surfmen G. W. Randall, E. S. Hall, Ernest Robinson, S. F. Wells, John Smith, and W. A. Amazeen.

The last case was the award made to a number of volunteers of the Massachusetts Humane Society, who were instrumental, by their heroic

efforts, in saving thirteen lives from the schooners *Gertrude Abbott* and *H. C. Higginson* during the furious northeast gale and snow-storm that swept the New England coast on November 25th and 26th, 1888. The storm was particularly severe in the vicinity of Boston Bay and Harbor, where extensive damage was done to shipping. Many vessels were driven on the Nantasket, Cohasset, and Scituate beaches, and other sections of the Massachusetts coast, and a large number of lives and much property were lost. In fact the storm was the most destructive experienced in this locality for many years.

In the afternoon of the 25th the veteran life-saver Captain Joshua James, of Hull, observing several vessels dragging their anchors in Nantasket Roads, called together a crew of sturdy fishermen and got the society's surf-boat, the *R. B. Forbes*, ready for use. No sooner had this been done than a large schooner stranded a short distance west of Toddy Rocks, but the sea was so high that it was thought best to fire a line to her and land the crew by means of the breeches-buoy. With the assistance of a number of residents of the neighborhood this task was successfully accomplished. Meanwhile the coal-laden schooner *Gertrude Abbott*, of Philadelphia, Pennsylvania, struck the rocks about an eighth of a mile to the eastward and hoisted a signal of distress in the rigging. She was so far off that it was at once apparent that communication could not be effected with the beach-apparatus. It was now growing dark, the tide was high, and the storm was raging with increased fury. These conditions prompted James and his men to wait for lower water before attempting a launch. A fire was set ablaze on a bluff so that the vessel could be kept in view. The tide fell but little, owing to the violence of the gale, and between 8 and 9 o'clock at night the men decided not to delay longer, but to undertake to board the schooner. They managed to launch the surf-boat through the furious breakers and bent vigorously to the oars. Two of the crew were obliged to bail constantly to keep the boat from swamping. The vessel was lying head-to, and the volunteers after a desperate pull got near enough to heave a line on the bow. The eight sailors then swung themselves by means of ropes into the boat and a start was made for the beach. The wind and sea were sweeping wildly along the shore, which made the return exceedingly hazardous; besides, the boat being crowded, with little or no room to work the oars, was hard to manage. When within two hundred yards of the beach it struck a rock, filled, and rolled one side deep under. The occupants quickly shifted to windward and succeeded in righting the boat, although one man fell overboard, but fortunately was hauled in by his comrades before the sea could sweep him beyond reach. Captain James admonished every one to stick to the boat as long as possible. It struck the rocks a number of times and was buffeted along at the mercy of the waves, the men just managing with the few oars that were left to keep it headed for the shore so that the sea might heave it in. It is a won-

der that it was not completely capsized in the breakers or demolished amongst the ledges. Finally it was thrown upon the rocks in shoal water and all hands promptly jumped out and scrambled safely ashore. The schooner's crew were immediately taken to a neighboring house and comfortably cared for. This was a notable rescue and one that put to the test the noble qualities of every member of the boat's crew. Actuated by the highest motives, they set forth amidst untold peril and triumphed by their cool courage and determination of purpose. There are few examples of greater heroism. During the remainder of the night a strict watch was kept along the beach, and at 3 o'clock in the morning of the 26th Captain James was again called out. The wind was blowing with unusual violence, accompanied by rain and sleet.

At daybreak James had assembled another boat's crew, composed in part of those who had gone with him to the *Gertrude Abbott*, and they pulled out to the sunken schooner *Bertha F. Walker* and took from the rigging seven men who were in danger of perishing.

In the latter part of the forenoon Captain James and his men were summoned to the assistance of the schooner *H. C. Higginson*, ashore on Nantasket Beach. The reader is referred to page 29 for an account of this disaster, showing the part taken by the United States life-saving crew of the North Scituate Station. When it became evident that the efforts of the volunteer forces to bring off the sailors by means of the breeches-buoy would fail, Captain James and his men launched their large surf-boat, the *Nantasket*, which had been brought to the scene. The sea was very rough and breaking heavily along side the stranded vessel. After a hard pull the boat was rowed near enough to the schooner, which was lying stern to the shore, so that the men could throw a line on board. A sailor who was in the mizzen rigging then came cautiously down the shrouds and tying the line around his body leaped overboard and was hauled into the boat. The latter by dint of hard work on the part of the oarsmen was then forced forward abreast of the mainmast. The rest of the sailors, four in number, were in the fore rigging and very much exhausted from their long exposure. It was with the greatest difficulty that they worked their way, by aid of the hawser which had previously been sent to them, to the main rigging; then fastening lines to themselves they in turn jumped into the breakers and were hauled one by one into the surf-boat and taken safely to the shore amid the enthusiastic cheers of many spectators who were anxiously watching the proceedings from the beach. The half-starved and half-frozen men were quickly conveyed in carriages to the home of Selectman David O. Wade, of Hull, where they were rubbed dry, warmed and furnished with a change of clothing. Three of the schooner's crew lost their lives at this wreck. The captain and one other were washed overboard in the night and a third died in the rigging from exposure.

The Humane Society's men by their zealous and unswerving work rescued some twenty-eight people from different vessels in distress

during this great storm. When it is considered that they imperiled their lives practically without hope of reward, influenced solely by the desire to succor their fellow-creatures, too much praise can not be accorded them. Gold medals were awarded to Captain James and the following men who composed his crew at the rescue of those on board the *Gertrude Abbott*: G. F. Pope, L. F. Galiano, A. B. Mitchell, Joseph Galiano, O. F. James, A. L. Mitchell, E. T. Pope, J. L. Mitchell, Frederick Smith and H. W. Mitchell. Upon those who did not participate in that rescue, but who with some of those already mentioned made up the boat's crew that went to the *H. C. Higginson*, silver medals were conferred. These were Eugene Mitchell, Alfred Galiano, George Augustus, Eugene Mitchell, jr., and W. B. Mitchell.

ESTABLISHMENT OF STATIONS.

Three new stations located respectively at Matomkin Inlet, Virginia; at the east end of Galveston Island, Texas; and at Michigan City, Indiana, and mentioned in the last report as under contract for construction, have since been completed and put in operation. The station at Oak Island, North Carolina, although completed, has not yet been placed in commission. New stations are in process of construction at Point Allerton and Cuttyhunk, Massachusetts; Point Adams, Oregon; and at Point Reyes, and Fort Point, California.

REBUILDING, REPAIR AND IMPROVEMENT OF STATIONS.

The stations at Point Judith, Rhode Island; Napeague, Long Island; and at Great Egg and Hereford Inlet, New Jersey, which were building at the date of the last annual report have been completed. The Sheboygan Station, Wisconsin, has also been rebuilt. Contract has been made for the reconstruction of the station at Humboldt Bay, California. It was also found necessary to make repairs and improvements to the stations at Cranberry Isles, White Head, Hunniwell's Beach, and Cape Elizabeth, Maine; Deal Beach, New Jersey; Fairport, Ohio; and Point Betsey, Michigan. On account of the encroachments of the sea the stations at Hunniwell's Beach, Maine; Far Rockaway, Long Island; Brigantine, New Jersey; and Hog Island, Virginia, were moved to safe localities.

TELEPHONIC COMMUNICATION.

Telephonic communication has been established between the Big Sandy Station, Lake Ontario, and the custom-house at Woodville, New York, a distance of three and a quarter miles. By this means connection is had with the telephone and telegraph facilities of the vicinity, which will enable the life-saving crew to promptly receive tidings of wrecks and other casualties occurring beyond the station patrol limits. All the stations from Montauk Point to Coney Island, coast of Long Island, are now being connected by telephone, and the system, when completed, will prove in many ways of signal advantage to the service.

THE WOMEN'S NATIONAL RELIEF ASSOCIATION.

The thanks of the Service are gratefully given to the Women's National Relief Association for the liberal supplies of clothing, delicate food and restorative cordials that it has donated during the year for the relief of the shipwrecked. By this means the society supplements and assists the efforts of the Life-Saving Service in an effective manner. Like Florence Nightingale, in the Crimean war, and the Sanitary Commission in our own civil war, the ladies of this association step in to relieve, in their own peculiar way, the distressed and suffering and many a storm-beaten mariner has blessed them for their kind gifts and timely assistance.

During the year the stores of the association were used to supply the needs of persons rescued from the sloop *Minnie M.*, at the Evanston Station, coast of Lake Michigan, on July 31, 1888; the catboat *Phil. Sheridan*, at the Gurnet Station, coast of Massachusetts, on August 28, 1888; the schooner *Lewis Clark*, at the Lewes Station, coast of Delaware, on September 6, 1888; the schooner *H. A. De Witt*, at the Chatham Station, coast of Massachusetts, on September 26, 1888; the schooner *Isaac H. Borden*, at the Point Judith Station, coast of Rhode Island, on October 9, 1888; the schooner *Richard Morrell*, at the Coney Island Station, coast of Long Island, on October 12, 1888; the schooner *John F. Warner*, at the Middle Island Station, coast of Lake Huron, on October 18, 1888; the schooner *Reed Case*, at the Ship Canal Station, coast of Lake Superior, on October 19, 1888; the schooner *Sallie C. Morton*, at the Cape May Station, coast of New Jersey, on October 21, 1888; the schooner *J. I. Worthington*, at the Quoddy Head Station, coast of Maine, on November 6, 1888; the schooner *Ella*, at the Rehoboth Beach Station, coast of Rhode Island, on November 25, 1888; the schooner *Oliver Dyer*, at the Jerry's Point Station, coast of New Hampshire, on November 26, 1888; the barkentine *Alexander Campbell*, at the Block Island Station, coast of Rhode Island, on November 27, 1888; the steamer *George Appold*, at the Ditch Plain Station, coast of Long Island, on December 9, 1888; the schooner *H. Bird*, at the Quoddy Head Station, coast of Maine, on January 9, 1889; the barkentine *Walter S. Massey*, at the Cape Hatteras Station, coast of North Carolina, on January 18, 1889; the schooner *James B. Anderson*, at the Durant's Station, North Carolina coast, on January 21, 1889; the schooner *Allie R. Chester*, at the Ocracoke Station, coast of North Carolina, on January 21, 1889; the British bark *Violet*, at the Ship Bottom Station, New Jersey coast, on January 31, 1889; the schooner *John H. McManus*, at the Cahoon's Hollow Station, coast of Massachusetts, on March 21, 1889; the schooner *Hattie Lollis*, at the Nag's Head Station, North Carolina coast, on April 7, 1889; and the schooner *Mary S. Bradshaw*, at the Creed's Hill Station, coast of North Carolina, on June 1, 1889. Clothing was also furnished to a man who fell into the water near the Racine Station, coast of Lake Michigan, on July 1, 1888; to a man from

a small boat capsized near the Little Beach Station, New Jersey coast, on November 26, 1888; to four persons caught by the rising tide near the Rockaway Station, Long Island coast, on November 26, 1888; to the pilot of the bark *Powell*, landed at the New Shoreham Station, coast of Rhode Island, on January 10, 1889; to a man drowned near the Monmouth Beach Station, New Jersey coast, on March 25, 1889; to the crew of a catboat capsized near the Coney Island Station, coast of Long Island, on April 13, 1889; to eight persons from two row-boats capsized near the Evanston Station, coast of Lake Michigan, on May 7 and 17, 1889, respectively; and to two men from a canoe capsized near the Cleveland Station, coast of Lake Erie, on May 18, 1889.

The stores of thirty-three stations have been renewed by the association during the year, and supplies have been sent to six additional ones.

CONCLUSION.

The record of the year continues to show the maintenance of the same high standard of discipline and efficiency that has heretofore distinguished the Service. The district superintendents and the inspecting officers deserve the highest credit for their fidelity in executing the tasks confided to them. Their work has been characterized by conscientious, persevering and judicious effort.

Too much praise can not be accorded the keepers and crews of the stations for their steadfast zeal and unselfish devotion in the discharge of the duties that have devolved upon them—duties, which in many instances were especially burdensome and dangerous.

The necessity for appropriately uniforming the men of the Service has grown constantly more apparent. The reasons for this are not difficult to see. Frequently the work of station crews is of such a nature that it is of the greatest importance that the keeper should be able to instantly identify his men, in order to properly control and direct their movements in the operations of rescue. When the employment of crews first became a feature of the Service the stations were few and mostly located on desolate beaches remote from settlements. The need of uniforms was not then so apparent; but now that many of the stations are either in, or adjacent to thickly populated localities the conditions are changed. The beach in proximity to a wreck is often thronged with excited people wearing the ordinary clothing of fishermen and other residents of the vicinity; and in such a crowd the life-saving men are not easily distinguishable. There is then the same necessity for the surfmen to be in uniform, as for firemen at a great fire or policemen in a mob. It is not uncommon that the crews are regarded with suspicion when they attempt to board foreign vessels, on account of their rough and unofficial appearance, and on several occasions they have been mistaken for beach-combers and picaroons, and have had their offers of aid rejected even when life was in jeopardy. Now and then complaints are made that the men of the Service have been guilty of

gross misconduct and violation of law by being concerned in the plunder of stranded vessels and their cargoes. In the investigation of these charges it is generally found exceedingly troublesome to determine the guilt or innocence of the men on account of the difficulty of identification. A uniform would greatly lessen this trouble and protect the men from slanderous and unfounded accusations. Keepers in charge of property saved from shipwreck have to rely upon the assistance of their crews in shielding it from depredation until it is turned over to those legally entitled to receive it, or until the Secretary of the Treasury gives instructions relative to its disposition. This guardianship frequently lasts several days. Disreputable characters that resort to the beach for the purpose of plunder do not yield to the life-savers the respect and obedience that would be shown them if clothed with the insignia of authority. Many other good reasons could be given for the introduction of a measure of this kind in the Service. In general it may be said that a uniform not only inspires the respect of the public, but fosters habits of neatness, sense of responsibility, self-respect and *esprit de corps*—all most essential for the efficiency of the Service; and experience has shown beyond doubt that when any corps of men in the exercise of governmental functions come in contact with a miscellaneous out-of-door public it is far better that they should be uniformed. This has long been recognized in various branches of the public service—such as the naval, revenue-marine, marine-hospital, light-house, customs and postal services—and the same is true of private enterprises and corporations. Its necessity in the Life-Saving Service is not less than in any of the cases cited. This is very generally recognized by the men themselves. In three entire districts they have for several years past asked and obtained the permission of the Department to procure uniforms at their own expense, and individuals in other districts have also frequently expressed a similar desire. But while the adoption of a uniform for the Service has been contemplated for some years, the matter has been put off from time to time for fear that it might cause some embarrassment to the too meagerly paid men. The enlargement of the Service, however, and the more frequent demands upon the station crews resulting from the growth of our commerce and the greater number of wrecks, have rendered it imperative that action should not be longer postponed. At the close of the last active season, therefore, measures were taken for putting the crews in uniform as soon after the commencement of the current season as practicable, and on August 5, 1889, a circular was issued prescribing an appropriate outfit for the keepers and surfmen and giving suggestions for procuring it at the best advantage.

On several previous occasions recommendations have been made that the compensation of the surfmen be increased and that the benefit of the pension laws be extended to the officers and men of the Service and to the widows and minor children of those who perish in the line of

duty. These recommendations are again earnestly renewed. Their adoption would be but a simple and long neglected act of justice to a body of men upon whose employment are imposed conditions to which few others are subjected. The hardships endured, dangers encountered and toils undergone by these faithful and stout-hearted men certainly entitle them to remuneration more worthy of their labor and undaunted spirit and more nearly approaching that accorded to others in less trying and hazardous occupations. Now that a uniform for the Service is required, another very good reason for the increase of compensation presents itself. No appropriation is available to defray the cost that this change will impose, and therefore the men will be obliged to purchase their own outfits. The clothing prescribed is as simple and inexpensive as is compatible with the requirements and interests of the Service and of such a character as to be readily convertible into ordinary apparel; nevertheless the necessary outlay, small as it may appear, will be felt to be something of a tax upon the men. The propriety of increased pay and pensions was very fully discussed in the report of 1888, pages 48 to 62, inclusive, to which attention is again invited.

SERVICES OF LIFE-SAVING CREWS

DURING THE

FISCAL YEAR ENDING JUNE 30, 1889.

SERVICES OF LIFE-SAVING CREWS

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July 1, 1888.—In the latter part of the afternoon a party of three boys started in a small sloop out of the harbor of Cleveland, Ohio, for a pleasure sail. On their way they hauled up alongside the west pier to take on board a companion. The latter in attempting to get into the boat leaped against the sail and caused a capsize. The boys were thrown into the water and although unable to swim three of them fortunately succeeded in getting back to the boat. The fourth sank out of sight. The accident was discovered by the watch of the Cleveland Station, (Ninth District,) and the life-savers immediately hastened to the scene. Surfman Distel being the first to arrive at the pier bravely and without a moment's hesitation sprang into the river where the boy went down and managed to bring him in an almost lifeless condition to the surface. A line was thrown out by means of which the surfman safely reached the pier with his charge.

July 1.—Early in the morning Surfmen Lounderville and Foran, of the Two Heart River Station, (Tenth District,) Lake Superior, heard cries for assistance. Rushing to the river's bank, they saw a young man struggling in the water some distance from shore and in danger of drowning. The two surfmen plunged into the river, swam to the man and brought him safely to the shore.

July 1.—Early in the morning a man who was fishing near the Racine Station, (Eleventh District,) Lake Michigan, fell off the dock into the lake. As he could not swim he would probably have been drowned but for his speedy rescue by the surfman on watch duty. The man was furnished with clothing from the supply donated by the Women's National Relief Association, which he returned to the keeper after his own had been dried.

July 2.—During a fresh northeasterly blow on the morning of this date, a dory anchored near the Gurnet Station, (Second District,) Coast of Massachusetts, dragged among the breakers and soon filled with water. The keeper, observing the circumstance, summoned a man to assist him, (his crew being disbanded for the inactive season,) took a small boat and shortly succeeded in getting the dory to a place of safety and afterwards restored it to the owner.

July 3.—At 3 o'clock in the morning the crew of the Ship-Canal Station, (Tenth District,) Lake Superior, recovered a cat-rigged fishing-boat that was found by the patrol full of water on the beach a mile and a half northeast of the piers and restored it to the owner.

July 3.—Twenty minutes after the crew of the Ship-Canal Station, (Tenth District,) Lake Superior, had returned from the fish-boat, recovered as above described, a yawl with three men in it arrived at the station and reported the schooner *Belle Stevens*, of Duluth, Minnesota, ashore at the mouth of Salmon Trout River, nine and a half miles to the south west-

ward. She had a crew of four men, and was bound, without cargo, from her home port to Marquette, Michigan. The accident was caused by mistaking a couple of lights on the beach for those at the ship-canal entrance. There was a strong southwest wind blowing with a heavy sea. A tug was needed to assist in floating the schooner, and after considerable difficulty, the keeper succeeded in engaging one to go to the scene later in the day. The life-savers proceeded to the vessel in the surf-boat, arriving alongside at about half-past 1 o'clock. They ran out an anchor and tried to heave her clear, but the bottom being flat rock the anchor would not hold. Several efforts to free her, therefore, proved ineffectual. At about dusk the tug put in an appearance and the surfmen sounded out deep water for her. They then ran her tow-line to the schooner, and in about half an hour pulled her afloat. She was towed to Hancock, on Portage Lake, and found to have suffered little or no damage. Her crew were very thankful for the valuable aid rendered by the station men.

July 4.—Two bodies washed ashore about three miles west of the Cape Elizabeth Station, (First District), coast of Maine, and were reported to the keeper. He took charge of the remains and sent word to the coroner. The men were supposed to have belonged to the schooner *Nellie Bowers*, of Camden, Maine, which had been lost on the 25th of February, 1888, near Richmond's Island.

July 4.—At 4 o'clock in the afternoon a sloop containing two men capsized in Sheepshead Bay channel, a short distance northeast of the Coney Island Station, (Third District,) coast of Long Island, New York. A fresh south wind was blowing and the accident was due to the carrying of too much sail. The keeper, who saw the boat go over, speedily summoned a man who was near at hand, (the regular life-saving crew being off duty at this season) and put off to the scene in a skiff. The imperiled men were rescued and their sloop was towed to the shore, where the life-savers righted it and bailed it out. The men, who had experienced a very narrow escape from drowning, were members of a boat club on Manhattan Beach.

July 4.—During the heat of the day a young man somewhat under the influence of liquor, was bathing from the old breakwater at Buffalo, New York, when he suffered a sunstroke and lost consciousness. Fortunately he was not in the water at the time. Word of the accident was sent to the Buffalo Station, (Ninth District,) and the dinghy was speedily dispatched to the place. The surfmen found the young man lying on the breakwater perfectly nude and exposed to the full force of the sun's rays. They took him to the station, where he was put into a cool place and cared for. When he had sufficiently recovered he was restored to his friends.

July 4.—Just before 8 o'clock in the morning the boatman on lookout duty at the Louisville Station, (Ninth District,) Louisville, Kentucky, saw a skiff containing a man in the strong current of the middle chute of the falls a quarter of a mile northwest of the station. The life-savers quickly put off and rescued the man and towed his skiff to the bank.

July 4.—Towards evening the tug *Washburn*, of Buffalo, New York, bound down Lake Huron, was seen from the Pointe aux Barques Station, (Tenth District,) to stop about two miles to the eastward. After drifting awhile she blew her whistle for assistance. The life savers had kept a close watch of her, and when she showed signs of distress at once put off to her in the life-boat. It was found that in crossing a reef, which juts out some distance from the shore, a large stone had lodged in her propeller and disabled her. The surfmen by means

of an iron bar succeeded after working an hour in removing the obstruction. The steamer, apparently undamaged, then continued her course. Being new, without anchor or outfits, she would have drifted hard on the reef and doubtless been wrecked had not assistance promptly arrived. Having no boat, those on board could not have worked the stone clear. The captain was very grateful for the timely aid of the station men. The vessel was on her way to Detroit, Michigan, and had a crew of four men.

July 4.—At about twenty minutes past 7 o'clock in the morning the tug *Crusader*, which had towed a raft of boom-poles to Oqueoc River, Michigan, came to off the Hammond's Bay Station, (Tenth District,) Lake Huron, and some of her crew landed and reported to the patrol that the tug had picked up a small capsized sail-boat, with a man clinging to it, about four miles north-northeast of the station. The life-savers were asked to take charge of the boat, which had been left with the rescued man at the mouth of the river. Accordingly they at once rowed to the spot indicated, two miles distant, and after righting the craft and bailing it out, towed it to the station, where the damage it had sustained was promptly repaired. It appears that the man met with the mishap the previous night during a squall near Horseshoe Harbor, some fourteen miles northwest of the station. The surfmen furnished him with dinner and supper, and secured him means to reach Cheboygan, where he lived. He warmly appreciated the kindness shown him.

July 5.—In the afternoon the seven-year old son of a family living about a mile from the Little Kinnakeet Station, (Sixth District,) coast of North Carolina, was missed from his home. Search was at once instituted, and the child was shortly found in the surf, apparently drowned. He was quickly brought to the shore. There were no signs of life, but a surfman, who during the active season is a member of the station crew, now arriving, took charge of the boy and with the assistance of the gentleman who had made the rescue applied the method of resuscitation in use in the Service. The effort was successful, and after artificial respiration had been practiced for some time the boy was restored. The prompt action of the surfman saved the child's life.

July 5.—In the afternoon at about half past 2 o'clock a lighter loaded with chain and containing three men, capsized while going from a tug to the shore in the vicinity of the Hammond's Bay Station, (Tenth District,) Lake Huron. Two of the men reached a yawlboat, which was alongside the lighter, while the other was thrown into the lake. The yawl becoming fouled, the occupants could not go to the assistance of their comrade who was in danger of drowning. The keeper, noticing their predicament, quickly put off in a skiff, and rescued the struggling man and brought him safely to the shore. The life-saving crew then succeeded in towing the lighter to the station dock, where they righted it and bailed it out. The three men were then enabled to resume their work, being none the worse for their ducking.

July 5.—During the afternoon word was brought to the Racine Station, (Eleventh District,) Lake Michigan, that a seven-year-old boy named Harry Parkinson, had been drowned at a place three-quarters of a mile up the river. The crew rowed to the spot and after dragging for half an hour recovered the body. It had been under water about two hours.

July 6-7.—On these dates the keeper of the Bethel Creek House of Refuge, (Seventh District,) eastern coast of Florida, found twenty-four cases of five-gallon cans of crude petroleum that had washed up on

the beach. The oil was afterwards ascertained to be a part of four thousand cases jettisoned by a British steamer bound to Havana from New York. The underwriters were duly notified of the recovery of the property, and gave instructions as to its disposition.

July 6.—In the evening of this date word was received at the Louisville Station, (Ninth District,) Louisville, Kentucky, that a small boy had been drowned in the Ohio River near an island two miles east of the station. The life-savers manned a boat and proceeded with lines and drags to the place indicated, and after several hours' search succeeded in recovering the body. They conveyed it to the station and at once notified the coroner.

July 6.—With the aid of his glass the keeper of the Sturgeon Point Station, (Tenth District,) Lake Huron, discovered, about 5 o'clock in the afternoon, the lumber dock at Harrisville, Michigan, to be ablaze. The surf-boat was immediately launched and the crew hastened to the scene, where they rendered valuable service in extinguishing the fire that had caught in some floating lumber that was drifting towards and endangering the steam-boat dock.

July 6.—Early in the morning a man fell from a pile of lumber into the Manistee River, Michigan, and was drowned. The accident occurred about one-fourth of a mile from the Manistee Station, (Eleventh District,) Lake Michigan, and the surfmen were attracted by the cries of the man's companion. They immediately pulled to the place in two small boats and assisted to recover the body. Life was extinct when the body was found, and long-continued efforts at resuscitation proved futile. The coroner took charge of the remains.

July 7.—At a quarter of 2 o'clock in the morning the steamer *Cumberland*, of Sandusky, Ohio, caught fire from some unknown cause while lying alongside the wharf in Fairport Harbor, a quarter of a mile south of the Fairport Station, (Ninth District,) Lake Erie. The fire was discovered by the lookout, who immediately gave the alarm. The life-savers put their force-pump and hose in the surf-boat and summoning a tug that was near by, proceeded with all haste to the imperiled vessel. In a short time the station crew had two streams, one from their own and the other from the tug's pump, playing on the fire, and a few minutes afterwards a dredge was brought alongside which added a third stream. Meantime assistance had been telephoned for to the fire department of Painesville, two miles distant. The surfmen and others present, by means of the pumps and buckets of water, kept the flames in check until a steam-engine and firemen arrived. Then the combined forces made a vigorous fight and finally subdued the fire. Considerable damage was done to the vessel. She was loaded with iron ore and had a crew of sixteen men.

July 7.—During a yacht race at Chicago, Illinois, in the afternoon of this date, one of the contesting sloops with five persons on board, while nearing the goal under a large spread of canvas, was capsized, throwing her occupants into the water. Two surfmen from the Chicago Station, (Eleventh District,) Lake Michigan, who had been sent by the keeper to sail over the course in company with the yachts in order to render assistance in case of mishap, immediately proceeded to the unlucky craft, picked up her crew and with the sloop in tow, took them to the shore.

July 7.—In the afternoon, at about half-past 1 o'clock, a gravel lighter was seen adrift half a mile northeast of the Evanston Station, (Eleventh District,) Lake Michigan. The wind, which was fresh, was carrying the lighter towards a pier south of the station where she would have been dashed to pieces. The life-savers quickly put off in their boat and

after getting alongside, two of them boarded the craft and made a line fast to her and she was towed to the station and secured under the lee of the breakwater. Later in the day the captain and the owner of the schooner *Antelope*, of Chicago, Illinois, arrived at the station and informed the keeper that they had lost the lighter in the morning by the parting of her tow-line about four miles to the northward. They were very glad that she had been taken care of and warmly thanked the surfmen for saving her.

July 8.—In the afternoon the breeze freshened up in the vicinity of the Bethel Creek House of Refuge, (Seventh District,) eastern coast of Florida, and at sundown was blowing hard from the southeast. A man and a boy bound southward in a small open boat finding the wind too strong for their little craft came to the station for shelter and were lodged for the night.

July 8.—About the middle of the forenoon the lookout at the Holland Station, (Eleventh District,) Lake Michigan, saw a sail-boat, half a mile or so to the northwest, lose her mast in a sudden squall. He quickly gave the alarm and with all speed the surf-boat was launched and pulled to the place. The craft was the sloop-yacht *Mohawk*, of Holland, Michigan, with three men on board. They were taken into the surf-boat and with the yacht in tow the life-savers returned to the harbor. They were warmly thanked by the yachtsmen for the well-timed assistance they had given.

July 10.—Late in the afternoon the wind shifted to the southeast and a storm set in while religious services were being held on the beach near the False Cape Station, (Sixth District,) coast of Virginia. Thirty-six persons in attendance applied to the keeper for shelter and were housed in the station for the night.

July 11.—Towards evening the steam launch *Partuxet*, of Boston, with two men on board, stood slowly in by the Gurnet Station, (Second District,) coast of Massachusetts. It was noticed that she barely had steerage-way and was getting dangerously near a sand bar. A local pilot quickly put off in his dory and directed her to a safe anchorage. At the same time the keeper, having secured the services of two men, (the station being closed for the summer,) went alongside the launch in a small boat and found that she had exhausted her supply of fresh water for the boiler. The keeper and his men therefore made two trips with buckets and a barrel and provided the little steamer with enough water to take her into the harbor where she could be fully supplied.

July 11.—At 5 o'clock in the afternoon the watch of the Big Sandy Station, (Ninth District,) Lake Ontario, reported a small steam yacht a mile or so to the southwestward trying to work up towards the station. She had been caught in a heavy wind and rain squall. A rough sea was running along shore, and the craft, being close in, was very near the breakers. The life-saving crew immediately launched their boat and put off to her assistance. When they were about half way to her she headed for the beach. The surfmen reached her just as she stranded. It was found that she had been overtaken by the squall quite a distance out on the lake, and had run to within a hundred yards of the shore and anchored, but the cable parted and those on board, having no alternative, were compelled to beach her. She was of light draught and went well up, so that the crew of four men easily reached a place of safety. The life-savers hauled their boat out on the beach, waded through the surf to the yacht, and at once commenced work on her. By diligent effort they finally succeeded in getting her into deep water and hauling her clear of the line of breakers to a safe berth in

Big Sandy Creek. She received no damage. The prompt action of the surfmen was all that saved her from destruction, as the wind continued to increase, making up a heavy sea that would soon have completely wrecked her. She was the *Mary Stewart*, of and from Rochester, New York, bound to the St. Lawrence River. Her crew were made comfortable at the station, where they remained three days. The weather then moderating, they were enabled to proceed safely on their journey. All the bedding, etc., belonging to the yacht, which by reason of the accident had become soaked with water, was dried at the station and put in order. On the 16th the life-saving crew swept for and recovered her lost anchor, and several days later turned it over to the captain, who called at the station on his return to Rochester. The subjoined letter, in relation to the service rendered in this case, was received at the Life-Saving Bureau:

"BIG SANDY, NEW YORK,
" July 11, 1888.

"This is to certify that while coasting and caught by too great a storm we cast anchor about a hundred yards from shore, but our line parting, we were compelled to beach our boat, which was saved by the prompt and timely assistance rendered by the life saving crew under Mr. T. M. Williams, surfman No. 1, in charge of Big Sandy Station.

"A. G. WRIGHT,
" Owner of yacht *Mary Stewart*.

"To the GENERAL SUPERINTENDENT, LIFE-SAVING SERVICE,
" Washington, D. C."

July 11.—The lookout of the Charlotte Station, (Ninth District,) Lake Ontario, discovered, about 3 o'clock in the afternoon, a small boat adrift being carried by the wind in a northeasterly direction. The surf-boat put out at once and the boat was overtaken about a mile from the station. It proved to be a yacht's dinghy, which had been blown off the pier. The surfmen towed it safely back to the harbor.

July 11.—At 3 o'clock in the afternoon the lookout at the Ludington Station, (Eleventh District,) Lake Michigan, discovered a capsized yacht two miles to the westward. He instantly gave the alarm, and the life-saving crew at once launched the surf-boat and pulled out into the lake. They were soon overtaken by a tug, which had also started to the rescue, and were towed the rest of the way. Two ladies and two gentlemen were clinging to the capsized craft; they were shortly taken into the surfboat, which the tug then towed to the station, whence the drenched parties were at once transferred to their homes. The life-savers, still in tow, again went to the yacht, got a line from her to the tug, righted her upon reaching the harbor, and turned her over to the owners in good condition. She was the sloop *Water Witch*, of Ludington, and had been upset in a sudden northwest squall.

July 11.—At 10 o'clock in the forenoon the small schooner *Cora Bell*, of Marquette, Michigan, bound to South Haven, in the same State, stood in for the harbor before a fresh southwest wind. Just as she passed the pier heads, her rudder unshipping, she became unmanageable and was forced to anchor. The craft swung against the north pier, receiving some slight injuries. The men of the South Haven Station, (Eleventh District,) Lake Michigan, who chanced to be in their boat at the time, hurried to the place and offered their assistance. They ran lines to the pier and warped the craft well up into the river out of danger. The captain, who was accompanied only by his wife and two small children, fully appreciated the help extended by the life-savers.

July 12-13.—In the forenoon of the 12th, two sail-boats from Plymouth, Massachusetts, were caught off Gurnet Point, several miles from home, by a fresh westerly blow, against which they could make no headway and were obliged to anchor near the Gurnet Station, (Second District.) There were four persons on board, who at once landed and went to the station. As one of the boats had a poor anchor, the keeper supplied a line and large grapnel. He also provided shelter over night for the storm-bound party.

July 12.—The schooner *Nellie D. Vaughn*, of Provincetown, Massachusetts, bound thither from Elizabethport, New Jersey, with a cargo of coal and a crew of four men, at half past 6 in the morning struck a rock off Watch Hill Point, coast of Rhode Island, and commenced to fill. The captain was obliged to run her ashore on Narragansett Beach, three-quarters of a mile northeast of the Watch Hill Station, (Third District.) A strong west breeze was blowing at the time, with a rough sea. The crew took to their yawl and succeeded in making a safe landing and were conducted to the station by the keeper, who gave them a warm breakfast. As soon as the surf sufficiently moderated to admit of working on the vessel, the keeper, who at this season was the only member of the life-saving crew on duty, assisted the sailors to save the sails and rigging. This was not accomplished until the 13th. On the 14th work was resumed and the starboard anchor and nearly all the cable were recovered. The vessel became a complete wreck, only about five hundred dollars being realized from her sale. Three of her crew were sheltered and cared for at the station five days.

July 12.—At 10 o'clock in the forenoon the steamer *John Rodgers*, belonging to the Light-house Establishment, while entering Fire Island Inlet, coast of Long Island, New York, grounded on what is known as the Steamboat Shoal, about two miles west of the Fire Island Station, (Third District.) The weather was clear, with a strong westerly breeze. The regular life-saving crew having been disbanded for the summer, the keeper was the only one at the station, and on seeing the accident quickly put off to the vessel in a small boat. Efforts were at once begun towards working her off the shoal, but the rapidly falling tide for a time delayed the success of the operation. At low water an anchor was run out, and at the next full tide the craft was hove safely afloat and anchored. The next day, at the request of the commander, who was the inspector of the light-house district, the keeper piloted the steamer out of the inlet and assisted to set the channel buoys. The subjoined letter was subsequently received by him in recognition of his services:

“TREASURY DEPARTMENT,
“OFFICE OF THE LIGHT-HOUSE BOARD,
“Washington, July 20, 1888.

“MR. CHAS. E. WICKS,

“Keeper of Fire Island Life-Saving Station, New York:

“SIR: The inspector of the third light-house district has informed the Board of the kind and valuable assistance rendered by you on the occasion of the grounding of the tender *John Rodgers* in Fire Island Inlet, July 12, 1888.

“The Board desires to express to you its appreciation of the assistance rendered, and begs that you will accept its thanks for your services in behalf of the Light-house Establishment.

“Respectfully, yours,

“R. D. EVANS,
“Commander U. S. N., Naval Secretary.”

July 12.—In the evening at about 8 o'clock, during a strong northerly wind, the small sloop-yacht *Ripple*, which had been lying at anchor in the outer harbor, some four hundred yards from the Cleveland Station, (Ninth District,) Lake Erie, filled with water from the heavy seas sweeping over her and breaking adrift from her moorings, capsized. The life-savers at once manned the dinghy and went to her assistance. They fastened a line to her and towed her ashore, where she was righted and bailed out. The surfmen then, by means of tackles, hove her up on the beach to a safe place.

July 12.—At about noon the schooner *Harriet Ross*, of Chicago, Illinois, with a cargo of cedar posts, and carrying a crew of five men, ran into Sand Beach harbor of refuge, Lake Huron, and anchored. A fresh north wind was blowing and a high sea running. The captain called at the Sand Beach Station, (Tenth District,) and reported his vessel leaking badly, and that he was in need of immediate assistance. The surfmen quickly manned their boat and put off to the schooner, which had five feet of water in the hold. They at once set to work at the pumps, and kept them going steadily until half past 4 o'clock in the afternoon, when the sailors were enabled to get at and stop the leak, which was found under the cabin floor. The schooner had met with the accident the previous day, and while crossing Saginaw Bay the crew had been obliged to throw overboard some five hundred posts. She was from Bratton's Dock, near Middle Island, Michigan, bound to Detroit, in the same State.

July 13-14.—The sloop-yacht *Ella Miller*, of Somers Point, from Atlantic City, and bound to Hereford Inlet, all in New Jersey, while attempting to enter the last-named harbor an hour before midnight of the 12th, ran ashore on the north point of Five Mile Beach, half a mile east of the Hereford Inlet Station, (Fourth District.) This being the inactive season on the Atlantic coast, the keeper was alone at the station. He did not discover the accident until 4 o'clock the next morning (13th), when he found her high and dry on the beach. After procuring rollers and jack-screws he assisted the crew of two men to move the craft down to the water, and then ran out a kedge. On the high tide they hove her afloat, but the anchor failed to hold and the wind drove her back upon the beach. On the 14th similar operations were repeated, and shortly before midnight they floated the sloop and took her to a safe anchorage. The light-house keeper assisted in the work on both days. The yachtsmen were sheltered at the station until their craft was released.

July 13.—At 6 o'clock in the evening the schooner *Daniel Brown*, of Detroit, Michigan, bound to Chicago, Illinois, with a cargo of cedar posts and seven men on board, in hauling out from Turnbull's Landing, Michigan, where she had loaded, struck on a reef about a hundred and fifty yards from the dock. Low water caused the trouble. The scene of the accident was four miles south of the Middle Island Station, (Tenth District,) Lake Huron. Although no signal for assistance was made by the vessel, the life-savers, recognizing the danger of her position should the wind shift and freshen, launched the surfboat and pulled alongside of her. They helped the sailors to heave on a kedge that had been planted, but it failed to hold under the heavy strain brought upon it. The surfmen then assisted to run out the port anchor, but this also, for the time, availed little, as the vessel's stern was found to be very hard aground. At last, after several ineffectual trials to dislodge her it was decided to shift a portion of the deck-load forward. The life-savers entered upon the task with a will, and when enough had

been moved they manned the windlass and continued heaving until the schooner floated. She had apparently sustained no damage. The captain warmly thanked the station crew for their valuable services. The weather outlook was not at all favorable, and with the wind freshening and hauling to the northward it was fortunate that the vessel was got off the shoal.

July 14.—The keeper of the Ocean City Station, (Fourth District,) coast of New Jersey, saw a schooner run ashore at 3 o'clock in the afternoon, on the north bar of Great Egg Harbor Inlet, about a mile and a half to the northeastward of his station. His crew was off duty for the summer and could not readily be called together. He therefore pulled to the schooner in a small boat, and assisted her crew of five men in running out a kedge. Early on the flood tide by making sail and heaving on the windlass they floated the craft, and the keeper piloted her into the harbor, receiving the captain's earnest thanks. The schooner was the *Centennial*, of Somers Point and from May's Landing, both in New Jersey, bound to New York with a cargo of wood.

July 14.—In the afternoon the keepers of the Wachapreague and the Paramore's Beach Stations, (Fifth District,) coast of Virginia, having assembled their crews, (the stations were closed at this time for the inactive season,) went to the schooner *Lady of the Lake*, of Crisfield, Maryland, stranded and sunk on Dawson Shoals, about a mile and a quarter east-southeast of the first-mentioned station. The life-savers stripped the vessel of sails and other removable articles, but could do nothing further. She had struck upon the shoal the night before (13th,) while skirting too closely along the beach on her way from New York to Baltimore with a cargo of salt. Being old and weak she had shortly bilged and filled with water. The sea being moderate, her crew of four men had easily landed in their own boat. Three of the men were entertained at the Wachapreague Station for three days. Schooner and cargo became a total loss.

July 16.—At 9 o'clock in the forenoon the catboat *Our Own*, of and from Brooklyn, with two men on board on a pleasure trip, ran ashore about one hundred and fifty yards south of the Shark River Station, (Fourth District,) coast of New Jersey, where she was in danger of going to pieces. The station being closed for the summer, the keeper summoned a man to help him, went to the stranded craft and soon had her afloat. He then sailed her into the inlet to a place of safety.

July 16.—During smoky weather, between 12 and 1 o'clock in the morning, the steamer *Thomas Davidson*, of Milwaukee, Wisconsin, bound to Ashtabula, Ohio, from Escanaba, Michigan, with a cargo of iron ore, and having on board six passengers and a crew of eighteen men, ran ashore at Hard Wood Point, some five miles to the northward of the Sand Beach Station, (Tenth District,) Lake Huron. No signals were made by the vessel and her condition was not known by the life-saving crew until 4 o'clock in the morning, when the mate came ashore for assistance. The keeper accompanied him to the telegraph office, where a message was sent for a tug, after which shovels and buckets were purchased and a gang of men was hired to aid in the work of floating the vessel. The surfmen manned the life-boat and with the steamer's yawl, containing the men and implements, in tow proceeded to the scene of the accident. The life-savers assisted to throw overboard about five hundred tons of her cargo, the task not being finished until late in the night. Then a couple of tugs worked her clear. She was somewhat damaged, but able to continue her journey. In addition to

the portion of cargo jettisoned, about a hundred tons had been put on a small schooner. The surfmen did not get back to the station until half-past 2 o'clock in the morning of the 17th. They had labored assiduously for nearly twenty hours.

July 17-19.—Towards evening of the first of these dates, a vessel was seen approaching the North Carolina coast, a few miles to the westward of Cape Hatteras, and shortly after 7 o'clock she stranded between the Creed's Hill and the Durant's Stations, (Sixth District,) and nearer the first-named. This being the inactive season, the life-saving crews were disbanded, and the keepers were therefore delayed in proffering assistance through having to send some distance to summon their men. No time, however, was unnecessarily lost, the keepers having sent out as soon as the vessel's signal of distress (a small flag at half-mast,) could be seen. The life-saving crews arrived at the wreck at about 8 o'clock and found her to be the German brigantine *Annchen*, of Papenburg. The sea being smooth, the crew had landed in their own boat, and the life-savers returning ashore, found them abreast of the vessel. There were seven all told. The brig had loaded spirits of turpentine at Savannah, Ga., and was bound to Glasgow, Scotland. Early in the morning of the 16th, when some 42 miles off shore, she had sprung a bad leak, and being unable to make any harbor the captain found it necessary to beach her. The crew were taken to the Durant's Station, where they remained two days. During the forenoon of the 18th the Creed's Hill crew took the captain on board his craft and helped to save a number of articles of value. The greater part of the cargo was subsequently saved in a damaged condition, but the vessel became a total loss.

July 18.—Late in the afternoon a small boat containing seven men was capsized in the Ohio River near Louisville, Kentucky. The men were intoxicated and consequently could not manage their over-laden boat in the strong and dangerous current of the river. Those who could swim were unable to assist their less fortunate companions, and three of the party were drowned. The mishap occurred at the end of Two-Mile Island, about one and one-quarter miles east of the Louisville Station, (Ninth District,) Kentucky. Half an hour after the accident the keeper of the station was notified. A boat was launched and the life-saving crew proceeded to the place indicated to drag for the bodies. The search was long and wearisome, and it was not until early the following morning (19th,) that the men met with any success. Two bodies were recovered, taken to the station, and later delivered to the city authorities. The work was afterwards resumed, and the remains of the third man were found and turned over to the brother of the deceased.

July 18-19.—The crew of the Muskegon Station, (Eleventh District,) Lake Michigan, during the forenoon went to a point about a mile north of the station, and hauled a stranded sail-boat, which they found half buried in sand near the water's edge, out to a place of safety on the beach. The little craft had sailed out of the harbor the day before, had been left at anchor overnight—the party having disembarked and camped near the lake—and had dragged ashore in a southwest blow which had sprung up during the night. The owner, thinking she would go to pieces, had stripped her of everything. There was at this time too much sea to permit launching the sail-boat, but towards evening, the sea having moderated, the life-savers again launched their surf-boat, pulled to the place, got the craft afloat and towed her to the station. The party, which included the owner of the boat and six members of his family, (four women and two children,) proceeded to the station on foot and were hospitably entertained until the following noon, at

which time the keeper and his men had finished the necessary repairs to their craft. The grateful pleasure-seekers resumed their way and reached their destination, White Lake, without further mishap.

July 19.—At half past 7 o'clock in the morning, during a southwest blow, the coal-laden schooner *A. Boody*, of Detroit, Michigan, while making for a shelter in Beaver Harbor, in tow of a steam barge, got out of the channel and stranded some four hundred yards southeast of the Beaver Island Station, (Eleventh District,) Lake Michigan. The keeper having observed that the steamer was standing too close to the north bank for safety had jumped into a small boat and pulled out to warn her, but before he could reach the place the schooner was aground. He went on board and by his knowledge of the channel materially assisted the steamer in getting the craft afloat. This work occupied about two hours, after which the keeper piloted the two vessels inside. They were from Buffalo, New York, bound to Green Bay, Wisconsin, and the schooner carried a crew of seven men.

July 20.—Shortly after noon the schooner *Honest Abe*, of Bangor, Maine, from Cohasset, bound to Millbridge in the same State, in the thick fog then prevailing ran off her course and in among the ledges about half a mile west-northwest of the White Head Station, (First District.) She was instantly brought to anchor near Norton's Island Reef, where the keeper discovered her a few minutes later. The station crew having disbanded for the summer, the keeper quickly summoned four of them to his assistance, launched a small boat, and boarded the schooner. There was a heavy sea heaving in, and the vessel lay in a dangerous position. The life-savers carried out a kedge and assisted her crew of three men to warp her out clear of the ledges, when they got her underway and took her into Seal Harbor and anchored her.

July 20.—About 8 o'clock in the evening the little son, aged five years, of the keeper of the White River Station, (Eleventh District,) Lake Michigan, while playing on the pier abreast of the station fell into the lake. Surfman William Vanauroy, who was near at hand and witnessed the accident, jumped in after the little fellow and brought him safely ashore.

July 21.—About 7 o'clock in the evening of this date a drunken man, who was walking along the beach close by the water's edge, toppled over into the surf and would have drowned but for his speedy rescue by the keeper of the Rockaway Point Station, (Third District,) coast of Long Island. The keeper seeing the mishap from the station lookout hurried to the spot and dragged the helpless man ashore. When rescued he was drifting rapidly away from the beach.

July 21.—At twenty minutes after 10 o'clock in the forenoon a skiff with a man in it was seen by the lookout of the Louisville Station, (Ninth District,) Louisville, Kentucky, to be in danger above the cross-dam of the falls of the Ohio River. The life-savers quickly put off in their boat and brought the skiff safely to the station. The occupant was unacquainted with the locality and not aware of the peril of his situation.

July 22.—About 2 o'clock in the afternoon word was received at the Santa Rosa Station, (Eighth District,) coast of Florida, that two men from a picnic party at Fort Pickens, inexperienced in the management of a boat, had been carried out to sea by the strong ebb tide, which was running at the rate of six miles an hour. The keeper summoned to his aid two men, the regular crew being off duty at this season, and set out in search of the missing party. After sailing in various directions some twelve or fifteen miles and examining all the buoys on

the bar and in the vicinity, the boat was discovered abandoned and full of water, on the beach, three miles westward of Fort McRae. Foot-prints in the sand leading in the direction of the fort dispelled all fear as to the safety of the men, so the keeper proceeded to free the boat of water, and took her in tow for Fort Pickens, where she was delivered to the owner. The two men shortly afterwards were ferried across the bay and joined their friends.

July 22.—While the lumber-laden barge *R. N. Rice*, of Buffalo, New York, was being towed out of the harbor by the steamer *Huron City* she fetched up on the bar about a hundred and fifty yards northwest of the Muskallonge Lake Station, (Tenth District,) Lake Superior. She was loaded too deep to pass the channel. The life-saving crew manned their boat at once and started to her assistance, but before they could reach her the tow-line to the steamer parted. The surfmen ran another hawser between the vessels and then boarded the barge, which was found to have sprung a leak. She had already made some twenty-two inches of water. The life-savers pumped her out, after which the steamer dredged out a channel and in about two hours' time succeeded in pulling the barge clear. The latter had a crew of six men and was bound to Michigan City.

July 23.—Two persons were very gallantly rescued on this date near the Rehoboth Beach Station, (Fifth District,) coast of Delaware, as the following account will show. Mrs. H. M. Schooley and Mr. W. M. S. Brown, boarders at the Bright House, a summer hotel at Rehoboth Beach, were bathing in the surf opposite the hotel, when before they realized it they were carried by the undertow out beyond their depth. Brown being a good swimmer immediately made efforts to assist his companion back, but the task was beyond his strength, and becoming exhausted he shouted loudly for help from the shore. His cries were heard by a young man, C. Allen Maull, of Lewes, Delaware, but seventeen years old, who dashed out to his assistance. Seizing hold of Mrs. Schooley he succeeded in keeping her afloat at great risk to himself, until Mr. Walter Burton, the manager of the hotel, who was indoors at the time, upon hearing the outcry on the beach, rushed out and hastily removing his coat and shoes, swam to young Maull's aid, and between them Mrs. Schooley was brought safely ashore. Mr. Brown in the meantime had drifted further off and was still calling piteously for help when Keeper Thomas J. Truxton of the Rehoboth Beach Station, who happened to be in the hotel when the manager rushed out, and had followed him throwing off his coat as he ran, sprang into the surf and by strong strokes soon reached the drowning man and brought him also in safety to the beach amid the plaudits of the assembled crowd. It was a narrow escape for both Mrs. Schooley and Mr. Brown, the latter being unconscious when he was landed and requiring the attention of a physician. He was confined to his bed for several days.

July 23.—At about 10 o'clock in the forenoon the alarm was given at the Louisville Station, (Ninth District,) Louisville, Kentucky, that a small flat with two boys on it was in a perilous position above the cross-dam of the falls. The life-savers at once put out on the river, overtook the flat before it reached the most dangerous current, and brought it to the bank. The boys narrowly escaped being swept over the falls.

July 24.—The crew of the Ship-Canal Station, (Tenth District,) Lake Superior, rowed to Portage Lake, six miles south of the station, and recovered a fishing-boat that had been capsized without serious results the previous day. They righted it, bailed it out, and delivered it to the owner.

July 25.—Between 11 and 12 o'clock in the forenoon the watch of the Cleveland Station, (Ninth District,) Lake Erie, sounded the alarm and reported that a small sloop-yacht had capsized near the breakwater, a third of a mile northwest of the station. Several of the surfmen at once put off to the scene in the dinghy and found the sloop bottom up with her crew of three men clinging to her. The life-savers promptly rescued them from their perilous position and took them into the dinghy until the sloop was righted and put in order, when the men re-embarked, having suffered nothing further than a good drenching.

July 26.—At about twenty minutes past 6 o'clock in the evening the patrol of the Middle Island Station, (Tenth District,) Lake Huron, while making the circuit of the island, discovered a schooner ashore on what is known as Can Buoy Reef, about two miles southeast of the station. A thick fog had prevailed throughout the day, but at the time mentioned it lifted sufficiently to make distant objects visible. The surfman hurried to the station and made report, whereupon the life-savers manned the surf-boat and pulled to the scene. The vessel was found to be the Canadian schooner *M. L. Breck*, of Kingston. She was loaded with lumber, bound from the Spanish River, Ontario, to Detroit, Michigan, and had on board a crew of seven men and three of the captain's children. She was about three-quarters of a mile from the land. An anchor had been run out on the port beam and the surfmen turned to and assisted to heave upon it, but it soon became evident that she could not be got off or swung around from that quarter. The keeper then advised the planting of a kedge astern, where there was deeper water. This suggestion was acted upon, and after sail had been taken in the windlass was manned and all hands continued heaving until about 10 o'clock at night, when the vessel floated. The surfmen then aided to set the canvas, but the wind having almost died away it was found that she would be in danger of again drifting on the reef if an attempt was made to sail her out. The port anchor was therefore used to hold her while the station crew carried out the kedge, with a long scope of line attached, to the northward. By heaving on the kedge the schooner was hauled out clear of the reef to where there was plenty of sea room. She then filled away and the surfmen, after picking up the kedge, as a further precaution ran a line to her bow and assisted to tow her to a safe offing. The schooner had sustained no perceptible damage and resumed her voyage. The captain warmly thanked the life-saving men for their valuable assistance, and stated that he could not otherwise have dislodged his vessel without sending for a tug, which would have consumed much time and entailed heavy expense. Besides, being on a dangerous reef and lee shore, had bad weather set in the schooner might have suffered the most serious consequences.

July 27.—In the evening of this date a visitor at the Evanston Station, (Eleventh District,) Lake Michigan, while in bathing with one of the surfmen, got frightened in attempting to swim to the outer bar, lost his strength, and sunk where the water was only a little over his head. He was rescued by the surfman and carried ashore in an apparently lifeless condition. The keeper and several members of the crew who were on the beach immediately proceeded with the method employed in the Service for resuscitating the apparently drowned, and in a short time induced respiration. The man was then carried into the station and after two hours of judicious treatment was fully restored to consciousness. Being utterly exhausted, though unable to sleep, he was given an opiate and kept in bed until morning, when a carriage was procured and he was sent to his lodging house.

July 27.—At 10 o'clock in the forenoon word was received at the Milwaukee Station, (Eleventh District,) Lake Michigan, that the steamer *Rand*, of Milwaukee, Wisconsin, had gone ashore during a fog, about six miles north of the station. At the time of the accident she was bound home from Manistee, Michigan, with a cargo of lumber and a crew of twelve men. The life-savers launched the surf-boat and proceeded to the vessel in tow of a tug. The surfmen assisted to transfer the *Rand's* deck-load to a lighter that had been brought along, after which the tug succeeded in pulling the steamer afloat. The station men then re-stowed the deck-load and the steamer proceeded on her voyage.

July 27.—A boy seven years of age, while fishing from the dock near the Sheboygan Station, (Eleventh District,) Lake Michigan, slipped and fell into the water. He could not swim and would probably have drowned but for one of the surfmen, who seeing the accident, ran to the child's assistance and pulled him out.

July 28.—At half-past 5 o'clock in the morning the keeper of Crumple Island Station, (First District,) coast of Maine, who is alone at the station during the inactive season, set out for Jonesport for stores. On the way he fell in with the British schooner *Lillie G.*, of St. John, New Brunswick, ashore in an exposed position on Horse Rock, near Sawyer's Cove, about seven miles northeast of the station. Four of the station crew and two other men were already on board, rendering every assistance in their power. The vessel was from her home port, bound to Rockland, Maine, with a crew of four men and a cargo of wood. Through mistaking a buoy she had stranded half an hour before the keeper reached the place, immediately beginning to leak. All hands manned the pumps and kept her free until the tide floated her, when they made sail and worked her out into the channel. Her only damage was the loss of her false keel.

July 28.—Early in the morning of this date the keeper of the Cleveland Station, (Ninth District,) Lake Erie, was requested by telephone to send some of his crew to search for the body of a boy who had been drowned in the Cuyahoga River, about six miles from the station. Two surfmen were immediately dispatched in the small boat, with the necessary appliances for dragging the river and they arrived at the place of the accident at 2 o'clock in the morning. After six hours' work the body was recovered and given in charge of an undertaker.

July 28.—A large scow laden with lumber, while entering Manistee Harbor, Michigan, in tow of a steam-tug, struck the head of one of the piers and lost about four-fifths of her load overboard. The crew of the Manistee Station, (Eleventh District,) Lake Michigan, quickly manned their surf-boat and gave their assistance in recovering the lumber. After working about seven hours they got the craft reloaded and took her inside the piers.

July 30.—An eighteen-foot cat-boat, the *Lillie B.*, of Sheepshead Bay, New York, was seen at about 2 o'clock in the afternoon by the keeper of the Coney Island Station, (Third District,) coast of Long Island, about three-quarters of a mile southeast of the station, in danger of capsizing. There was a fresh south wind blowing. The regular life-saving crew being off duty at this season the keeper quickly manned a skiff and put off to the boat, which on his arrival was nearly on its beam ends in the trough of the sea. There were two gentlemen and a young lady on board. The keeper took the latter into his skiff and then properly trimmed the sail so that the men, who said that they needed no further assistance could get to the point of beach for the purpose of reefing down and where the young lady could again join

them. After standing off shore awhile they headed for Sheepshead Bay Inlet, but had not run far before the boat capsized. The keeper speedily pulled to the scene, and after working almost an hour and a half, got the craft to the beach, where with the aid of another man, it was righted and bailed out. The party were then taken up the bay.

July 31.—The sloop *Little Fred*, of Lewes, Delaware, while lying at anchor near the Cape May steamboat landing, New Jersey, early in the morning, was caught by a drifting hulk, dragged from her anchorage and finally forced ashore some two hundred yards southwest of the Cape May Station, (Fourth District.) The keeper, who is alone at the station during the summer months, went at once to the aid of the crew of three men, and on the following flood tide they got the craft afloat and took her back into the harbor.

July 31.—During the afternoon word was brought to the Louisville Station, (Ninth District,) Louisville, Kentucky, that a man had been drowned at Jeffersonville, on the Indiana side of the Ohio River. With drags and lines the surfmen immediately set out for the place in one of the station boats. They recovered the body and delivered it to friends of the deceased who were waiting on the shore. The man had been bathing in the river.

July 31.—The small schooner *Norman*, of Milwaukee, Wisconsin, from Sheboygan, in the same State, bound to Holland, Michigan, when abreast of the Muskegon Station, (Eleventh District,) Lake Michigan, and about a mile off shore, encountered a squall of wind and rain. She lost most of her canvas, and the lime which constituted her cargo caught fire. Shortly after daybreak she was towed into the harbor and moored near the station. The keeper and his crew boarded her at once and after working two hours and a half unloaded the vessel and succeeded in extinguishing the flames. The vessel had a crew of only two men, and they would have been unable to save her without assistance. The loss sustained was comparatively slight.

July 31.—At a quarter past 5 o'clock in the evening, a yacht was seen from the Evanston Station, (Eleventh District,) Lake Michigan, in tow of a steamer. Shortly afterwards the tow-line was cast off and the yacht, hoisting her jib, headed for the shore at a point about a mile north of the station. At the same time a flag of distress was set. The life-saving men were quickly mustered and set off in the surf-boat for the vessel. The wind was fresh and squally with heavy rain. The yacht continued running for the beach, and was in the breakers before the station crew were sighted. Then her helm was put hard down and she stood out to meet the surf-boat. The latter went alongside and found her to be the sloop *Minnie M.*, of and from Chicago, Illinois, bound to Mackinaw, Michigan, with four passengers and a crew of three men on board. She was in a sinking condition, and the captain intended to beach her as the only means of saving her. The crew of the yacht had their life-preservers on expecting to be thrown into the surf. The captain was especially solicitous about his wife, who was one of the passengers, and had been sick all day, and requested the station men to convey her ashore. Before she could be transferred to the boat, however, she fainted from fright and exhaustion, but was finally taken to the keeper's house and provided with dry clothing and comfortably cared for. A number of valuables were also taken off. The keeper advised the captain of the yacht to try and keep her afloat as long as possible and sent three surfmen on board to assist at the pumps. It was learned that she had sprung a leak in the forenoon off Waukegan, Illinois, and as the water gained very rapidly, she was put about for Chi-

ago. She soon became water-logged and could carry only a jib. At about 3 o'clock in the afternoon she was taken in tow by a steamer. Her crew, becoming worn out from continuous pumping and bailing, were compelled to cut the tow-line and run for the beach in the hope of preventing the craft from sinking and saving themselves, the sea being too high to transfer the people to the steamer. After the captain's wife was landed the surf-boat returned to the sloop and as it was found that with the assistance of the life-savers, the leak could be kept under control, the keeper put another man on board and the yacht was headed for Chicago. The surfmen landed another of the passengers and furnished him with dry clothing, part of which was from the supplies donated by the Women's National Relief Association. The yacht continued on her course, starting under a jib alone, but by hard work with buckets and the pump the water in her was lowered so that, after a while, she was able to proceed under a close-reefed mainsail. Arriving off Chicago a tug met her and towed her to the dry dock. The surfmen who accompanied her then returned to Evanston. The wife of the captain of the sloop, and the other passengers landed by the life-savers, remained at a boarding-house near the station until they could leave for their homes.

August 1.—The fishing-tug *John Cowan*, of Grand Haven, Michigan, caught fire, and burned while at anchor on the fishing ground in Platte River Bay, Lake Michigan, her crew of four men being ashore at the time at work on their nets. The crew of the Point Betsey Station, (Eleventh District,) were notified by telephone and at once manning their surf-boat, pulled to the tug, a distance of some seven miles—but could render little assistance. They helped to get up the anchor, however, and towed the hulk into shoal water, where it soon filled and sunk, becoming a total loss. The fishermen, wishing to return to their homes in Frankfort, were taken in the surf-boat as far as the station.

August 2.—About 6 o'clock in the evening of this date the schooner-yacht *Ramona*, of New York, bound to Providence, Rhode Island, from Portland, Maine, having on board six passengers, and a crew of nineteen men, stranded on Great Point Rip, some two and a half miles north of the Coskata Station, (Second District,) Nantucket Island, Massachusetts. The station being closed for the summer season, the keeper, who discovered the craft a few minutes after the accident occurred, launched the small boat and went to the scene. The vessel's kedge was out, but the crew had ceased heaving as the tide was ebbing rapidly. Acting upon the keeper's advice they resumed operations, and succeeded in sluing the vessel somewhat. The mainsail was trimmed and hauled to starboard, when she slid off the shoal and was safely anchored in the bay. In consideration of the service rendered by the keeper, the owner voluntarily presented him with a sum of money.

August 4.—At about 4 o'clock in the morning the schooner *John S. Richards*, of Detroit, Michigan, was towed into Fairport Harbor, Ohio, leaking badly. The crew of the Fairport Station, (Ninth District,) Lake Erie, boarded her and pumped for three hours, lowering the water in the hold some fourteen inches. They then returned to the station for breakfast by which time the captain had secured a sufficient number of men to work the pumps until he could discharge the cargo which consisted of iron ore. The vessel was on her way from Escanaba, Michigan, to Buffalo, New York, and had sprung a leak in midlake.

August 4.—Up to 11 o'clock in the forenoon a thick fog prevailed in the vicinity of the Crisp's Station, (Tenth District,) Lake Superior. At that time it lifted somewhat, when the day-watch made out a steamer

and her consort, the latter apparently aground, a mile and a half west of the station. The life-savers at once manned the surf-boat and pulled to the scene. They found the vessels to be the steamer *H. B. Tuttle*, and the schooner *Queen City*, both of Cleveland, Ohio, bound home from Ashland, Wisconsin, with cargoes of iron ore, and carrying crews of twelve and ten men respectively. The schooner had been run ashore during the thick weather. The surfmen lost no time in procuring shovels from the station, and after continuously working until 10 o'clock at night, being assisted by the crew of the Two Heart River Station who arrived on the scene in the evening, jettisoned about a hundred tons of the vessel's cargo. She was then successfully pulled afloat, little or no damage having been sustained. During the operations the life-savers ran all the necessary lines and when the schooner was off helped to make sail on her. The captain of the steamer thoroughly appreciated the prompt and effective aid rendered him and expressed his gratitude in the warmest terms.

August 4.—The evening patrol from Muskallonge Lake Station, (Tenth District,) Lake Superior, returned to the station at 9 o'clock, and reported a steamer off shore to the westward sounding distress signals. The surf-boat was at once launched and rowed in the direction indicated. A pull of about four miles brought the life-savers alongside of the steamer *Huron City*, of Chicago, Illinois, lost in the fog and desirous of entering the harbor. The keeper piloted the steamer through the channel and to the dock, where she was made fast.

August 5.—An hour before noon the schooner *Ann Cooley*, of Somers Point, New Jersey, while attempting to leave Little Egg Harbor, stranded on a shoal some two miles to the southward of the Little Egg Station, (Fourth District,) coast of New Jersey. The keeper witnessed the mischance and quickly manned the surf-boat with volunteers—the regular crew being off duty for the summer. They pulled to the schooner and found her to be lying uneasily and in danger of being badly damaged. The tide was falling, but they lost no time in running out an anchor and after some vigorous work on the windlass succeeded in heaving the craft afloat. The captain desiring to return to the harbor to ascertain the extent of the injuries received, the keeper piloted the schooner in. She was found to be leaking considerably, but was not otherwise injured. The captain expressed much gratitude for the prompt release of his vessel from her perilous situation. The schooner, which was laden with brick from Croatan, North Carolina, and bound to Atlantic City, New Jersey, had on board five men, two of whom were passengers.

August 5.—At about half-past 3 o'clock in the morning a telegram was received at the Cleveland Station, (Ninth District,) Lake Erie, that the tug *Allie May*, of Cleveland, was ashore at Dover Bay, some twelve miles west of the station and that assistance was needed. The life-saving crew procured a hawser and engaged the local tug *Dreadnaught* to tow the surf-boat to the scene of the accident. It was found that besides the *Allie May* two lighters were also ashore. These vessels had been trying during the night to raise the tug *Paddy Murphy*, which was burned at this place the previous spring. A heavy sea making up they were compelled to abandon the operations and while the tug was towing the lighters farther out into the lake a line got foul of her propeller and disabled her. The lighters were then cast adrift and the tug's anchor failing to hold her, all three vessels were driven ashore. The surfmen ran the hawser from the stranded tug to the *Dreadnaught*, but it was unequal to the strain brought upon it and

parted. The broken ends were bent together and a second attempt was made to pull the tug clear, but this proved as unsuccessful as the first. A telegram was then sent to Cleveland for a heavier line which, later in the day, was brought by the tug *Tom Maytham*. The life-savers used the surf-boat in running the line to the *Allie May* and the two tugs after some hard work finally succeeded in getting her clear. The surfmen then carried lines to the lighters and they were also pulled off. The three vessels were towed to Cleveland, having suffered but little damage.

August 5.—An eleven-year-old boy accidentally fell into the Ohio River from the foot of Floyd street, four blocks from the Louisville Station, (Ninth District,) Louisville, Kentucky, early in the evening and was drowned. The life-saving crew was notified of the accident, and providing themselves with grapnels and lines, proceeded in their boat to the place indicated. After dragging half an hour, the search was rewarded by the recovery of the body, which was taken to the station and subsequently given into the custody of the city coroner.

August 5.—At half past 12 o'clock in the morning the lookout of the Sheboygan Station, (Eleventh District,) Lake Michigan, noticed a boom of logs drifting down the river. He alarmed the station crew and they proceeded in a small boat to secure the logs, which were rapidly floating towards the lake, where they would have been lost. The boom was towed back to the ship-yard where they belonged and properly made fast. The following morning the owner of the logs warmly thanked the life-saving crew for having saved his property, which was valued at \$150.

August 6-7.—On page 139 of the report of 1887-'88 will be found an account of the stranding of the steamer *Laketon*, of Port Huron, Michigan, near the Muskallonge Lake Station, (Tenth District,) Lake Superior, and the rescue of seven of her crew. The accident occurred during a northeast gale October 23, 1887. It was not until August 6th of the following year that efforts were made to float her. In the morning of that date the owner arrived on the scene and the life-savers began work on the vessel. A clump of piles was driven in the lake abreast of her, to which the surfmen made fast a large hawser. They then rigged a double purchase and succeeded in heaving her off the beach. By means of the station anchor she was kedged into deep water, after which the life-saving crew towed her with the surf-boat alongside the wharf. They had used hand pumps to free her and she leaked very little when they left her. All the next day (7th,) the surfmen worked putting aboard fuel and her outfit, which had been stored at the station for more than nine months. They also assisted to repair her engine and kept her pumped out. The following afternoon she left for Sault de Ste. Marie, Michigan.

August 6-9.—About the middle of the afternoon of the 2d, the small schooner *Rambler*, of Detroit, Michigan, from Saint Joseph, in the same State, without cargo, when about fifteen miles off Chicago, Illinois, to which place she was bound, encountered a heavy northerly squall of wind and rain and capsized. The four men constituting her crew managed to crawl upon the bottom of the boat, where they clung to the keel for three hours. The craft then turned on her beam ends, so that the men were able to hold on by the rigging, and in this situation they remained for twelve hours, at the end of which time the steamer *A. B. Taylor*, of Grand Haven, Michigan, arriving in the vicinity discovered their perilous case. She took the men on board and into port, and afterwards returned to tow the craft into Chicago harbor. On the 6th the

keeper and crew of the Chicago Station, (Eleventh District,) Lake Michigan, worked hard and steadily for nine hours pumping her out. Watch was kept on board by the surfmen until the 9th, when the schooner was towed back to Saint Joseph. She was but slightly damaged. One of her crew received five days' shelter and sustenance at the station while the vessel remained in Chicago.

August 8.—At about noon three persons were pleasure sailing in Sand Beach Harbor, Lake Huron, in the small sloop *Lalla Rookh*, when, in going about, the center-board struck bottom and the boat capsized. Two of the occupants were taken ashore in a small skiff that happened to be near while the third remained on the sloop. The life-savers of the Sand Beach Station, (Tenth District,) pulled to the scene, righted the boat and after towing it to the breakwater, bailed it out.

August 8.—Towards evening two young men started from Thunder Bay Island, Lake Huron, for Alpena, Michigan, a distance of at least 12 miles. The wind at the time was blowing hard from the southwest and increasing, with a heavy sea running. The weather was so bad in fact, that the men were able to proceed only about 4 miles to a fishing station on the main-land. After remaining there some little time, with no prospect of reaching their destination, they started back for the island, on which the wind was now blowing a gale. The crew of the Thunder Bay Island Station, (Tenth District,) saw trouble ahead as the boat came in sight under her foresail with the boom dragging in the water. It was seen that the occupants were unable to steer her and the wind was so high that they could not get the sail down. On reaching the breakers she broached to twice and came very near capsizing. The keeper called out to the men to let go their anchor, which they did. The surfmen then sprang into the lake in hopes of saving the boat from damage, but before they could do anything she dragged broadside on the beach. The young men, who were drenched to the skin, were provided with dry clothing, given supper, and sheltered over night. The following morning the life-savers ran out an anchor and succeeded in getting the boat off. It was considerably damaged. The two men, from their want of knowledge in handling a boat, had narrowly escaped losing their lives.

August 9.—A lady who had swum out to the bar at Long Branch, New Jersey, unattended, upon attempting to return to the beach found the outward current too strong for her and though a fine swimmer was obliged to call for help. Surfman Rundquist, of the Long Branch Station, (Fourth District,) and two companions who were at work on the bluff mending their nets, heard the cries, ran to their boat, pulled vigorously to the place and rescued the exhausted swimmer. The lady afterwards said she should certainly have given up but for the encouragement of seeing the approaching boat, and that being utterly tired out, she could not in any event have kept up longer.

August 11.—At 3 o'clock in the afternoon two young ladies and two boys in a rowboat attempted to cross Great Egg Harbor Inlet, New Jersey. The tide was running out very fast and their boat becoming unmanageable drifted rapidly toward the bar. The keeper of the Ocean City Station, (Fourth District,) observing their peril hastened to launch a small boat which lay on the strand. Then as he had only one small oar he took the end of a shot-line in the boat and sculled out to the aid of the terrified young people. He reached them just as their boat was entering the line of breakers, where without doubt they would have been capsized and drowned. He quickly made the line fast to the boat, which was then hauled safely to the beach by the people who had gathered to watch the rescue.

August 12.—In the afternoon of this date the watchman on duty at the Saint Joseph Station, (Eleventh District,) Lake Michigan, put out at fire on the south pier which had caught from the sparks of a passing steamer and would have done much damage had it not been discovered early and promptly extinguished by the surfman.

August 12.—A small flat-bottomed ferry boat found adrift in the river was picked up by one of the surfmen from the Sheboygan Station, (Eleventh District,) Lake Michigan, and taken to the station. The recovery of the boat was advertised, and after remaining a long time at the station was claimed by the owner, who thanked the crew for having saved and cared for his property.

August 13.—About 9 o'clock in the morning, during a northeasterly breeze with rain, the sloop *Ida*, of Boston, Massachusetts, with a crew of two men and nine passengers, bound home from Bar Harbor, Maine, while getting under way to run into Biddeford Pool, misstayed and fetched up dangerously near a ledge of rocks three-quarters of a mile north of the Fletcher's Neck Station, (First District,) coast of Maine. The station being closed for the summer, the keeper with the assistance of a man who lived in the neighborhood, launched the small boat and boarded the craft. They helped reef the sails and work her clear of the rocks and into the Pool.

August 13.—At half past 7 o'clock in the morning two men started with the sloop-yacht *Guenn*, of New York, to sail from Watch Hill, Rhode Island, to Stonington, Connecticut, but when a short distance from the Watch Hill Station, (Third District,) the strong wind and rain caused them to discontinue their journey. Not having an anchor, they tried to improvise one by tying together three iron rods. These failed to hold on being thrown overboard, and the craft dragged ashore on Napartree Beach, half a mile northwest of the station. The latter was closed for the summer, but the keeper, who was on duty, proceeded immediately to the sloop's assistance and found that the two men had abandoned her. Half an hour later a steamer arrived on the scene and the keeper by means of the yacht's boat ran a hawser, being aided by two surfmen belonging to his regular crew in the active season, who had reached the spot. The steamer pulled the sloop afloat undamaged and towed her to Stonington. It was there learned that she had been stolen a couple of nights before.

August 13.—Towards evening the sloop-yacht *Christiana*, of Sheepshead Bay, New York, ran aground a quarter of a mile to the northward of the Coney Island Station, (Third District,) coast of Long Island. Besides the sailing-master, there was a pleasure party on board, consisting of a gentleman and three ladies, all but one of whom were elderly people and invalids. A fresh wind was blowing with a good deal of a sea running, and the craft striking on the ebb tide soon became fast. The weather being chilly, the occupants were very anxious to get ashore. At the time of the accident the keeper and his son were out on the bay in a small skiff, and on seeing the sloop strand they at once pulled to her. Ascertaining the situation, they proceeded ashore and obtained a larger boat, with which they took off the party and after a hard row succeeded in landing them safely at a convenient point about a mile and a quarter up the bay. The keeper then returned to the yacht and assisted to float her. She came off unharmed at about 8 o'clock.

August 13.—On this date a fresh northerly gale with thick, rainy weather prevailed in the vicinity of the Big Sandy Station, (Ninth District,) Lake Ontario. At about half past 4 o'clock in the afternoon, as a heavy squall cleared away, the lookout sighted a schooner standing

in for the land before the wind. A close watch was kept on her and it was soon observed that she was laboring heavily in the seas and was under short sail. Her movements indicating that she was in a bad way, the life-boat was launched and got ready for immediate use. As she continued to keep her course it became obvious that she was running for the beach. Accordingly the life-savers bent to the oars, pulled through and beyond the line of breakers, and rowing outside the latter some two miles to the southward, reached the vessel a few minutes after she struck. She proved to be the *Delaware*, of Belleville, Ontario, loaded with coal, bound home from Charlotte, New York. While anchored under South Bay Point, Canadian shore, one of her chains parted, and the remaining anchor failing to hold she was compelled to slip and run for shelter across the lake. She soon began to leak badly and the captain deemed it advisable to beach her. The surfmen took off the crew, consisting of four men and a woman, and conveyed them together with their personal effects, to the station, where they were made comfortable for the night. The next morning, the sea having moderated, the life-savers again boarded the schooner and found her in an easy position. The following day (15th,) considerable water ran into her and listed her over. The captain went to Oswego to procure assistance, and during his absence the station crew made several trips to the vessel, but nothing could be done in the way of floating her until means arrived for the discharge of her cargo. At daybreak of the 19th a steamer and lighter put in an appearance and the surfmen went off to render whatever aid might be required of them. After the schooner was freed of water, a sufficient portion of her cargo was removed to insure her release. The life-saving men ran a hawser and the steamer pulled the vessel off without further trouble. The surfmen then went back to the station and obtained the articles that had been stored there and returned them to the sailors. The latter had received shelter nearly a week.

August 13.—For an account of the capsizing of the yacht *Collingwood*, of Toronto, Canada, at the mouth of the Genesee River, near the Charlotte Station, (Ninth District,) Lake Ontario, whereby one life was lost, see page 19.

August 13.—In the forenoon the crew of the Louisville Station, (Ninth District,) Louisville, Kentucky, put off in their boat and rescued two boys who were on a flat in the middle chute of the falls. The strong current made their position one of extreme danger. The life-savers towed the flat to the station and safely landed the occupants.

August 14.—The lumber-laden schooner, *Eva I. Shenton*, of Crisfield, Maryland, and from North Carolina, ran ashore in the afternoon, half a mile south of the Atlantic City Station, (Fourth District,) coast of New Jersey. She was bound to Atlantic City and was standing into Absecon Inlet at the time in charge of a pilot. The life-saving station being closed for the summer, the keeper made up a volunteer crew as soon as he could, and accompanied by the keeper of the adjacent Absecon Station, pulled to the schooner's assistance. A hawser from the station was taken in the boat, but upon arriving on board it was found that the position of the vessel on the shoal prevented the advantageous use of the kedge. At the captain's request, therefore, the life-savers, in company with the schooner's crew, which numbered five, set to work to lighten the vessel. Some ten thousand feet of lumber was thrown overboard, and shortly after midnight, the tide rising and the wind blowing fresh from the southeast, the men made sail and forced the vessel off the shoal. The keeper then took her into the harbor, leav-

ing her in a snug berth. She was not injured, but the lumber thrown overboard and lost.

August 14.—A northerly storm on August 13th drove the yacht *Amelia*, of Rochester, New York, from her anchorage at the mouth of the Genesee River, onto one of the piles of the old east pier a few hundred yards southwest of the Charlotte Station, (Ninth District,) Lake Ontario. A hole was stove in the yacht and she filled and sunk. On the 14th the life-savers put a chain around her, raised her and temporarily stopped the leak by nailing canvas over the hole. They then pumped her free and towed her to the pier near the station, where the owner took charge of her.

August 15.—About midnight the keeper of the Monmouth Beach Station, (Fourth District,) coast of New Jersey, (which was without a crew, the station being closed for the summer,) discovered a fire in the wooden breakwater some two hundred yards from the station and about fifteen feet from which stands a small church. Securing a fire-bucket and other necessary articles from the station and the assistance of a man who happened to be near, the keeper succeeded in extinguishing the flames. The two men worked until daylight, their efforts resulting in saving several hundred dollars' worth of property.

August 15-16.—On these dates the crew of the Middle Island Station, (Tenth District,) Lake Huron, were engaged in picking up logs that had drifted upon the island and in towing them to the station, where they were hauled well up on the beach. The logs bore the owner's mark and had apparently broken adrift from a raft.

August 15.—Shortly after 4 o'clock in the afternoon a seaman of the steamer *Alaska*, of Erie, Pennsylvania, arrived at the North Manitou Island Station, (Eleventh District,) Lake Michigan, reporting that vessel ashore about four miles to the southward and requesting the help of the life-saving crew. The steamer had just stranded, having got out of her course in the fog which prevailed at that time and which prevented her being seen from the station. The surf-boat was at once launched and pulled rapidly to the scene. The keeper took charge of the work and directed the cargo, as far as practicable, to be shifted aft. The surfmen ran an anchor out astern and made an unsuccessful attempt to heave her afloat. They then dropped the bowers and let the chain-cables run out of the lockers to lighten the bow, after which by again heaving on the kedje and working the engines they got her off. It was now near midnight, and after the station crew had aided in recovering and stowing the ground-tackle again, the steamer resumed her voyage. She was on her regular trip from Buffalo, New York, to Chicago, Illinois, with a valuable freight of general merchandise and a crew of twenty-four men.

August 15.—The lumber-laden steamer *New Era*, of Milwaukee, Wisconsin, having stranded about 3 o'clock in the day, during a thick fog, the crew of the Point Betsy Station, (Eleventh District,) Lake Michigan, went to her at once—she lay a mile or so north of the station—and proffered their assistance. They commenced by laying out an anchor and endeavored by this means to heave the vessel off. This failing, a tug was sent for and after shifting the cargo, the steamer by working her own engines and with the aid of the tug was finally floated off. She was but slightly damaged, and as soon as the cargo was replaced with the station crew's help, she proceeded to her destination. She was bound to Racine, Wisconsin, from Northport, Michigan, with a crew numbering eight, all told.

August 15.—In the afternoon of this date the crew of the Saint Joseph

Station, (Eleventh District,) Lake Michigan, were called to Benton Harbor to search for the body of a man who had fallen into the canal basin and been drowned. The men arrived on the spot in about twenty minutes after the accident, and half an hour later found the remains. The body had been under water nearly fifty minutes, yet from abundant caution the crew faithfully endeavored for half an hour, according to the Service rules, to resuscitate life. No evidences of vitality developed and the remains were accordingly handed over to the coroner.

August 16.—In the afternoon of this date the crew of the Pointe aux Barques Station, (Tenth District,) Lake Huron, manned the surf-boat and pulled out about two miles east of the station and picked up a skiff that was drifting down the lake. A resident of Huron City, to whom it was found to belong, was duly notified of its recovery.

August 16.—A considerable number of telegraph poles found drifting in the lake were secured by the crew of the Thunder Bay Island Station, (Tenth District,) Lake Huron, on this date, and held for the owner.

August 16.—Early in the evening the crew of the Hammond's Bay Station, (Tenth District,) Lake Huron, recovered the body of a man which one of the patrolmen discovered floating in the lake about three-quarters of a mile from the station. The man had been lost from the schooner *Commerce* of Chicago, Illinois, eight days previously. The vessel at the time was at anchor, two miles west of the station, riding out a gale, during the prevalence of which her yawl broke adrift. One of her crew jumped overboard to secure the boat but was drowned before reaching it. At the coroner's request the life-savers buried the remains.

August 16.—Shortly before 2 o'clock in the morning the lookout at the Pent Water Station, (Eleventh District,) Lake Michigan, discovered what appeared to him to be a small skiff drifting past the station. He called to the watchman on the pier, who launched a row-boat and set out to overhaul the object. It proved to be two skiffs chained together belonging to a resident of Pent Water, to whom they were restored.

August 17.—While a fisherman was attempting to land near the Monmouth Beach Station, (Fourth District,) coast of New Jersey, his boat capsized and in so doing the gunwale struck and broke one of his legs. He was taken into the station, where the keeper gave him remedies from the medicine chest to allay the pain and otherwise afforded him every possible comfort until the physician who had been summoned arrived and took charge of the case.

August 17.—The crew of the Grande Pointe au Sable Station, (Eleventh District,) Lake Michigan, removed the deck-load from a small scow, which had filled and sunk at her anchorage during the preceding night half a mile north of their station, pumped her out, towed her into good water and replaced the deck-load. The craft was laden with cedar posts and ties and was bound to Ludington, Michigan. The captain, his wife and one man were on board at the time of the accident, but escaped without injury.

August 18.—During a northerly gale on August 13th, the small sloop-yacht *Gem*, of Rochester, New York, was driven from her anchorage, at the mouth of the Genessee River, onto the flats a short distance southwest of the Charlotte Station, (Ninth District,) Lake Ontario. On the 18th the life-savers assisted to float her. A chain was passed around her, she was hoisted clear of the bottom, and towed to a safe berth.

August 19.—The cat-boat *Flying Dutchman*, of Chicago, Illinois, after capsizing some six miles north of the Chicago Station, (Eleventh Dis-

trict,) Lake Michigan, was towed in by a passing tug and dropped near the station. The life-saving crew took charge of her and subsequently returned her to the owner. Three young men who were sailing her at the time of the accident were rescued by the tug.

August 21.—At half past 9 o'clock at night the watch of the Cleveland Station, (Ninth District,) Lake Erie, discovered that the small sloop-yacht *Mary*, which had been at anchor in the outer harbor, had broken from her moorings and was rapidly drifting towards the shore. There was a high north wind with a heavy sea. The surfmen went to her assistance without delay, but before anything could be done she stranded. The life-saving crew got a hawser to her and by means of a tackle, hauled her safely out on the beach. She sustained no damage.

August 21.—During a fresh wind a small sail-boat used for fishing purposes, while moored to a clump of piles a short distance west of the Muskallonge Lake Station, (Tenth District,) Lake Superior, broke loose and was driven against the breakwater. The boat would soon have gone to pieces had the day-watch not promptly discovered it. The life-saving crew rowed quickly to the scene, and by throwing a grapple on board succeeded in making a line fast so that they were enabled to tow the boat to a safe place. They then bailed it out and hauled it up on the beach.

August 21.—A small boat left on the shore by a man who went about the beach in the vicinity of the Grand Haven Station, (Eleventh District,) Lake Michigan, picking up logs, was swamped by a heavy sea. The surf was making rapidly and the boat would soon have gone to pieces but for the life-saving crew, who, after freeing it of water, hauled it up to a safe place.

August 22-26.—A very heavy southeasterly gale prevailed on the 22d along the Rhode Island coast, and during its height, at about half-past 2 in the morning, the three-masted schooner *Earl P. Mason*, of Providence, Rhode Island, bound to Boston, Massachusetts, from Newport News, Virginia, with a cargo of coal and a crew of seven men, went ashore a mile and a half north of the Point Judith Station, (Third District.) The tides being very high she came up to within a third of a mile of the beach. A tremendous sea was rushing in, which at once broke furiously over her and caused the crew to take to their yawl for safety. This being the inactive season the regular life-saving crew were off duty. At half-past 4 o'clock the keeper discovered the craft and also, some distance off shore, the boat containing the sailors. Thinking the latter would probably make an attempt to land through the breakers, a course which, if undertaken, would lead to fatal results, the keeper summoned a young man who lived close by, and the two launched a large seine-boat. By almost superhuman efforts and at imminent peril to themselves, they succeeded in working their way against the wind and sea, and in a wet and well-nigh exhausted condition, reached the schooner's yawl soon after sunrise. It was a heroic and fearless act. The keeper, while there were lives in danger, was unwilling to waste time in calling together a sufficient number to man the life-boat, and accordingly he and his companion set out unassisted to rescue the vessel's crew in the face of an almost hopeless task. The tide was rising rapidly, which caused the sea to momentarily increase. There being no chance whatever to land at this time, the keeper deemed it best to anchor the boats and wait until the fall of the tide, when, as the wind had shifted off the land, the sea would likely run down and less difficulty would be experienced in gaining the shore. Meanwhile, however, the light-house keeper, taking in the situation, drove to Narragansett Pier and engaged a large cat-boat to go to the rescue. Shortly before 8 o'clock it arrived on the

scene and towed the boats to Newport. As the schooner's crew had had nothing to eat since the previous day, the keeper took them to a restaurant and gave them breakfast. The captain made a contract with a wrecking company to float the vessel, and then returned to the station with the keeper and remained over night. During the next four days (23d, 24th, 25th, and 26th) the keeper, assisted by the keeper of the Brenton's Point Station, who was visiting friends at Point Judith, lent valuable aid to the wreckers in stripping the schooner of sails, etc., and by conveying through the breakers in the surf boat, the workmen to and from the vessel. The keepers also helped to run anchors and rig the steam pumps and other wrecking gear. In the forenoon of the 26th the schooner was successfully floated and taken to Newport. She sustained more or less damage, besides the loss of a third of her cargo.

August 22.—About 8 o'clock in the evening of the 21st, during heavy weather, the fishing sloop *Favorite*, of New London, Connecticut, was dismasted and sprung a leak several miles off Montauk Point, Long Island. Her crew, consisting of three men, were obliged to abandon her in their small boat, and were picked up by the revenue cutter *Grant* in the afternoon of the 22d. The sloop was driven ashore a quarter a mile east of the Ditch Plain Station, (Third District,) New York. The keeper was the only member of the life-saving crew on duty at this season, and having fears for the safety of those he supposed were on board the vessel, (not knowing that they had been rescued,) he mustered several surfmen and caused a strict watch to be kept along the beach. He also had all the articles of value belonging to the sloop, including the furniture, rigging, anchors, etc., taken ashore and stored in a safe place. These were subsequently delivered to the owner. The craft soon broke up and became a total loss.

August 22.—At 2 o'clock in the morning the keeper of the Cape May Station, (Fourth District,) coast of New Jersey, was called upon to assist a sloop which had just been blown ashore in an exposed position near the steamboat landing, a mile and a half northwest of his station. The regular life-saving crew had not yet gone on duty for the active season, and the keeper hastily made up a volunteer crew and went to the sloop, which was the *Harry*, of Lewes, Delaware, manned by two men. All worked until daylight discharging her ballast. They then ran out an anchor, hove the craft afloat, warped her out clear of the beach, and left her to ride out the northwest gale, which still prevailed. The next day (23d,) she proceeded to Delaware Breakwater.

August 22.—In the morning the keeper of the Oswego Station, (Ninth District,) Lake Ontario, was notified that the body of a man was seen floating in the lake outside of the west breakwater. The life-saving crew immediately manned the surf-boat, proceeded to the place indicated, and recovered the body, which they delivered to the proper authorities.

August 22.—During a strong north wind and heavy sea the sloop-yacht *Lady Ida*, which had been at anchor in the outer harbor of Cleveland, Ohio, broke adrift and narrowly escaped being dashed to pieces on the rocks. The accident, which was caused by the bolt of the cable shackle working out, occurred at half-past 6 in the morning. The crew of the Cleveland Station, (Ninth District,) Lake Erie, lost no time in manning the dinghy and going to her assistance. They succeeded in getting a line to her, with which they held her until some of them got on board and made sail. They then ran her about a mile up the bay and anchored her in a secure berth.

August 22.—At 11 o'clock in the forenoon a telegram was received at the Cleveland Station, (Ninth District,) Lake Erie, containing the in-

formation that the schooner *Emma C. Hutchinson*, of Cleveland, was in distress near Avon Point, Ohio, some eighteen miles to the westward. The wind was blowing strong from the north, with a heavy sea running. The surfmen launched the life-boat and in tow of the local tug *John Gregory*, which had been secured, proceeded with all dispatch to the scene. Arriving there at about 1 o'clock they found the vessel very near the beach and in a disabled condition, having lost her mizzen-mast, fore and main top-masts and her yawl-boat, besides being badly crippled in other respects. The life-saving crew managed to run a line from her to the tug, as the latter could not get very near the schooner on account of the shoal water surrounding her. When the line was ready the surfmen boarded the schooner and assisted to heave up her anchor. She was taken to Cleveland for repairs. The previous night she had left that port in tow of the steamer *Rube Richards*, bound for Toledo, Ohio. Encountering heavy weather she had broken adrift from her consort and was driven so near the shore that the steamer, being unable to pick her up, was obliged to abandon her. She was unladen and had a crew of ten men all told.

August 22.—At 3 o'clock in the morning a schooner anchored in the harbor of Sheboygan, Wisconsin, which listed so much as to alarm the lookout of the Sheboygan Station, (Eleventh District,) Lake Michigan, and he went on board to make inquiries. He found the vessel had shifted her deck-load of lumber, was leaking badly, and had four feet of water in her hold. The captain needed assistance, as his own crew had been pumping most of the night and were almost worn out. The life-savers were immediately summoned and went to the disabled schooner in a small boat. She was then pumped out, and enough of her cargo discharged to bring her on an even keel. The crew returned to the station at 7 o'clock. The vessel was the *Evening Star*, of and for Sheboygan, Wisconsin, from Traverse Bay, Michigan, and carried a crew of seven men, all told.

August 23.—In the afternoon of the 21st a tug, the *Sweepstakes*, of Detroit, Michigan, was compelled on account of a northerly gale and heavy sea to cast loose and anchor a raft of logs that she had in tow. It was not long before the chain parted and the raft, composed of pine logs, long and short timber, was driven ashore about a mile and a quarter east of the Grindstone City Station, (Tenth District,) Lake Huron. The following day the captain of the tug and the man in charge of the raft called at the station and requested the life-saving crew to try and grapple the anchor and chain and buoy them. The sea was running so high that this could not be done at once, but early the next morning (23d,) the surfmen made an effort to recover them, but without success. They then went alongside the tug, which had returned to the scene with the crew of the Pointe aux Barques Station on board, for the purpose of getting the raft. The life-saving men proceeded to the latter and underdun and buoyed the tow-line. In the afternoon the keeper of the Grindstone City Station piloted the tug near where the raft lay, and the surfmen ran a line to her. At half past 4 o'clock the raft was pulled afloat, and after the station crew had transferred the men and their gear to the tug she proceeded down the lake with the logs in tow.

August 23.—Two young men who had been bathing in the vicinity of the Grand Haven Station, (Eleventh District,) Lake Michigan, launched their boat late in the afternoon and attempted to return to the harbor. In the effort to get out through the surf, however, they broke an oar and became helpless. They were compelled to put back to the shore, where they left their boat and applied to the keeper for assistance. The

latter accordingly sent out two of his crew, who shortly brought the boat into the harbor and landed it at the station.

August 24, 25.—The crew of the Sand Beach Station, (Tenth District,) Lake Huron, being notified early in the morning of the 24th that the barge *Eliza*, off of Saginaw, Michigan, lying at the breakwater, was leaking, went off to her and kept the pumps going for three hours, when the captain thought he could keep her clear without further aid. At 8 o'clock, however, the life-saving crew were again called upon and remained all night on the vessel, working the pumps at intervals. The barge belonged to a tow, and was bound home from Buffalo, New York, with a cargo of coal and a crew of six men.

August 24.—About half-past 4 o'clock in the afternoon, during thick weather, the lookout at the Cape Arago Station, (Twelfth District,) coast of Oregon, hearing a steamer's whistle close inshore, took the station gun to the end of the Cape and fired two shots as a warning. The vessel immediately hauled off and steamed seaward.

August 25.—At about daylight the watch of the Pointe aux Barques Station, (Tenth District,) Lake Huron, reported a vessel about three and a half miles southeast of the station, apparently stranded. The keeper called out the crew, who quickly manned the surf-boat and proceeded to the scene. The vessel, which meantime had hoisted a flag of distress, was found to be the schooner *J. S. Austin*, of Cleveland, Ohio, loaded with lumber and having a crew of six men. She was one of a tow that had approached too near the shore the previous night. The wind being off the land, with little or no sea, no signals had been made until morning. The station crew assisted to fill up a barge with lumber from the *Austin*, after which some fifteen thousand feet was jettisoned. The stranded vessel was then worked off by means of the sails, the surfmen picking up her tow-line with their boat. The captain was very thankful for this service, as the wind a few hours afterwards shifted to the north, followed by a heavy sea, and had the schooner not been released she would in all probability have become a total wreck. While work was progressing on the schooner a man by the name of William Wilsey, a resident in the locality, who had arrived on the scene in a small skiff, attempted to make a raft of the jettisoned lumber, and was blown off shore some four miles. The life-saving crew, seeing his predicament, pulled off to him in the surf-boat, taking along his skiff, which he had left behind. It appears that the man, who was very old and feeble, had made arrangements for the barge to return and pick him up after she discharged her cargo at Sand Beach. This plan could not have been carried out, for the wind changed, as has been noted, making it impossible for the barge to have got back. Had the surfmen not brought him ashore he would doubtless have been lost. The *Austin* was bound from Cheboygan, Michigan, to Cleveland. The following card, relative to the aid rendered by the Pointe aux Barques crew, subsequently appeared in the Detroit Free Press:

"To the Editor :

"I see by an article in the marine news of your paper of 27th instant that the propeller *Messenger* is given the credit of lightering and pulling the barge *J. S. Austin* off the reef at Pointe aux Barques on the 26th instant, and wish to correct said statement. With the help of the scow *Lucinda Lozen* and the life-saving crew at Pointe aux Barques, I lightered up the *Austin* so that by throwing overboard about fifteen thousand feet I got her off and afloat and was well on my way to Sand Beach under sail when I met the *Messenger* and she took my line and towed the

vessel into harbor; and that is as near as she came to lightering and pulling the *Austin* off. I would return my sincere thanks to the life-saving crew at the Pointe for prompt assistance in helping to relieve my vessel; also the crew at Sand Beach Harbor in getting lumber back on board again.

“J. W. HAZEN,
“Master of the *J. S. Austin*.”

“DETROIT RIVER, August 29.”

August 25.—The crew of the Two Heart River Station, (Tenth District,) Lake Superior, were busy the whole day assisting to work a large raft of logs from the mouth of the river out into the lake. The service rendered was timely and valuable, for during the following night a heavy storm came up and the raft would probably have been stranded and broken had it not been moved out of the river.

August 26.—At Chicago, Illinois, during the afternoon, a young man, while bathing in Lake Michigan, was seized with cramps and being at a little distance from his companions sunk without their notice. His friends soon missed him, however, and by diving shortly found him and took him as quickly as possible to the shore. By this time two of the surfmen of the Chicago Station, (Eleventh District,) who had been placed on watch in the vicinity in anticipation of accidents, arrived at the place and took charge of the apparently lifeless body. The method of resuscitation approved and practiced in the Service was actively applied, and after about twenty minutes' work the efforts of the surfmen were crowned with success, and the young man was fully restored.

August 27.—About 3 o'clock in the afternoon the keeper of the Cold Spring Station, (Fourth District,) coast of New Jersey, saw a sloop run aground on the north bar of the inlet about a mile and a half to the eastward of his station. The station had not at this time been opened for the active season, but the keeper happening to be at the inlet when the accident occurred, at once made preparations to go to the assistance of the craft. Taking a cat-boat, which was fortunately near, and accompanied by one man, he went alongside. The sloop was the *William B. Foster*, of Onancock, Virginia, with a party of eight men on a pleasure trip. Six of these were transferred to the cat-boat and safely landed. The captain, who with one man remained on board, needed no further assistance, and at 9 o'clock at night the vessel being floated by the rising tide made the harbor in safety.

August 28, 31.—Early in the morning of the 28th the keeper of the Gurnet Station, (Second District,) coast of Massachusetts, assisted to float a cat-boat, which, while getting under way, had gone upon the rocks, about one hundred and fifty yards to the southwest of the station. There was only one man with the boat and as he got overboard during the work and was thoroughly wet and chilled, the keeper took him to the station and loaned him clothing from the supply kept there through the efforts of the Women's National Relief Association. The keeper subsequently became convinced that the craft had been stolen and on the 31st went to Plymouth and conferred on the subject with the police authorities. Investigation proved that the boat, which was the *Phil Sheridan*, of Marblehead, had been stolen from that place, and the man was arrested. On the following day, (September 1st,) the keeper turned the boat over to the proper officers.

August 28.—As the patrol of the Cleveland Station, (Ninth District,) Lake Erie, was returning over his beat between 3 and 4 o'clock in

the morning, he discovered the sloop-yacht *Eole*, of Cleveland, adrift in the outer harbor and in danger of going on the rocks. There was a fresh wind from the northeast and foggy weather. The patrol hastened to the station and alarmed the crew. The dinghy was speedily manned, and the surfmen, taking with them an anchor and a cable, put off to the yacht's assistance. She was found pounding against the rocks and in danger of doing herself serious injury. The life saving crew ran out the anchor ahead, then carried the cable on board, and succeeded in heaving her clear before any material damage was done. They afterwards towed her to a safe berth in the river.

August 29.—Shortly before 4 o'clock in the afternoon word was received at the Buffalo Station, (Ninth District,) Lake Erie, that a skiff containing two men had capsized near the stone breakwater, and that one of the occupants had been drowned. The life-saving crew hastened to the spot and dragged for the body, but failed to recover it until fully two hours after the accident. The remains were taken to the station, whence they were removed to the morgue by directions of the coroner.

August 30.—The midnight watch at the South Haven Station, (Eleventh District,) Lake Michigan, recovered a small boat that had gone adrift in the river. It was safely cared for until the owner called for it some days later.

August 31.—Shortly before midnight the wind began blowing strong from the north in the vicinity of the Evanston Station, (Eleventh District,) Lake Michigan. Soon afterward the lookout discovered a signal for assistance—a red lantern—set in the rigging of a schooner lying at the south pier. The crew were called and immediately went over to the vessel. They found her on the weather side of the pier, with a heavy surf rolling in upon her and the captain anxious to get her away. They assisted to warp the vessel to the end of the pier, where sail was made and she stood off shore clear of danger. The next day she came in and finished discharging her cargo of coal. She was the *George O. Finney*, of Buffalo, New York, from Oswego, in the same State, with a crew of seven men.

September 1.—The captain of the lumber-laden schooner-barge *David Ferguson*, of and from Bay City, Michigan, which was lying at the breakwater, called at the Sand Beach Station, (Tenth District,) Lake Huron, at 8 o'clock in the morning and reported his vessel leaking badly. The life-saving crew at once put off in the life boat to her assistance. They manned the pumps and kept them going until nightfall. The captain of the barge went ashore at about noon and hired extra men to proceed with him on his voyage. When the surfmen left the vessel she was almost free of water, having none forward and only twenty inches aft. She had a regular crew of eight men and left the harbor that night bound for Cleveland, Ohio.

September 1.—At 10 o'clock at night the steamer *F. and P. M. No. 2*, of Port Huron, Michigan, from Manistee, in the same State, on her way to Chicago, Illinois, with forty passengers, a crew of twenty-five and a cargo of salt, while attempting to enter the harbor at Ludington, Michigan, to land passengers, got aground about five hundred yards northwest of the Ludington Station, (Eleventh District.) The station crew went to her and ran lines and hawsers to a steamer and tug-boat which were endeavoring to get her afloat. They also took ashore in their surf-boat twenty-two persons who wanted to land, enabling the steamer as soon as released, which was shortly before midnight, to proceed to her destination.

September 1.—A surfman at the Sheboygan Station, (Eleventh District,) Lake Michigan, recovered a small skiff that was adrift in the river and took it to the station, where it was kept safely until the owner called for it.

September 1.—In the forenoon the crew of the Cape Disappointment Station, (Twelfth District,) coast of Washington Territory, manned the surf-boat and picked up a small skiff that was seen adrift about a quarter of a mile northeast of the station. In the afternoon it was delivered to the owner, who proved to be the captain of the steamer *John West*, of Astoria, Oregon. The skiff had been lost the night before during a fog.

September 2.—The British schooner *Clara*, of Saint John, New Brunswick, from Moncton, in the same Province, laden with lumber and bound to Boston, Massachusetts, after making Seal Harbor, coast of Maine, ran upon a ledge some two hundred yards off Rackliff's Island. The accident, which was observed by the watch at the White Head Station, (First District,) occurred at twenty minutes past 1 o'clock in the day. The station crew manned the surf-boat, pulled to the schooner, which lay about a mile to the northward, and found her uninjured and resting easily on the rocks. As it was near low water there was nothing to do but wait for the ensuing flood tide, which floated her a couple of hours later. The station men then assisted her crew of five to make sail and work her to a snug berth in the harbor.

September 2.—Shortly after sunset during a dense fog the attention of the crew of the Coney Island Station, (Third District,) coast of Long Island, New York, was attracted by some one off shore hailing them. The keeper and two of the surfmen put off in a skiff and after rowing about a hundred yards came alongside the sloop-yacht *Hermine*, of New York, with two gentlemen on board. The latter did not know the way into Sheepshead Bay, and, besides, there being little or no wind they were unable to continue their course. To spare them the discomfort of remaining at anchor all night the life-saving crew towed the sloop to a secure berth in the bay and then conveyed the two men to the station where they were afforded shelter until the following morning.

September 2.—The crew of the Monmouth Beach Station, (Fourth District,) coast of New Jersey, shortly before 11 o'clock in the day, pulled to a sloop-yacht in trouble about a mile to the eastward of the station. While she lay at anchor on the fishing banks a passing schooner had carelessly sailed too near and the main-boom of the latter vessel had struck the sloop's mast. The little craft filled with water and narrowly escaped capsizing. There were seven men on board, and they at once began to bail vigorously, but were unable to free her. They therefore cut the cable and let the sloop drift before the wind and sea. The life-saving crew upon reaching her assisted to make sail. They then stood by in their surf-boat while the sloop worked in under the lee of the land, where everything could be made ship-shape.

September 2.—A horse which while in the care of a boy got overboard near the north pier at Chicago, Illinois, was drowned about 9 o'clock in the morning, the wagon to which it was attached preventing the animal from swimming. A telephone message at once summoned the crew of the Chicago Station, (Eleventh District,) Lake Michigan, to the scene of the accident. The life-saving crew recovered the wagon and harness, which had sunk in fifteen feet of water.

September 2.—Between 8 and 9 o'clock in the forenoon the alarm was given by the lookout of the Cape Disappointment Station, (Twelfth District,) Washington Territory, that a scow had broken adrift from a steamer near the bar, and had been abandoned. The life-saving crew

put off in the surf-boat, and after a row of three-quarters of an hour reached the scow which had drifted well in toward Peacock Spit. Her line was found to have been cut. She was taken in tow and the surfmen had a hard pull of an hour and a half, part of the time against an ebb tide, before they got back to the station. Later in the day the steamer's captain called and stated that the heavy swell near the bar made it dangerous for him to hold on to the tow, and to avoid disaster he had cast the scow adrift. He warmly thanked the station men for recovering the craft, which he thought would otherwise have been lost. She was the *Four Sisters*, of Chinook, Washington Territory, and had no cargo.

September 3.—Between 12 and 1 o'clock in the afternoon the keeper of the Narragansett Pier Station, (Third District,) coast of Rhode Island, discovered a cat-rigged yacht on the rocks about three hundred yards south of the station. The life-saving crew were at once called out and went to her assistance. Finding that she was provided with no suitable means for working her off, a line and necessary tackle were speedily obtained from the station, and in a short time the surfmen succeeded in getting her afloat undamaged. There was considerable sea on, and had it not been for the prompt aid rendered, the yacht would undoubtedly have soon pounded to pieces. The two men belonging to her were put on board by the station men with the boat which had been used in running the lines. She was the *Elaine*, of Newport.

September 3.—During an unusually low tide, at about 11 o'clock in the forenoon, the yacht *Twin Brothers*, of Patchogue, New York, with a crew of two men and a pleasure party of seven on board, grounded on a shoal about a third of a mile north of the Blue Point Station, (Third District,) coast of Long Island. The keeper quickly manned a skiff and put off to her assistance. As there was no prospect of moving her until a more favorable tide, he loaned his boat to the captain and assisted the latter to disembark the party, who were conveyed to their homes. The keeper then returned to the yacht and aided the man who had been left in charge of her to run anchors and shift the ballast, and at high water she was floated off without having sustained any damage.

September 3.—Shortly before 9 o'clock in the morning as the keeper of the Coney Island Station, (Third District,) coast of Long Island, was going out of Sheepshead Bay Inlet in his skiff, he saw the sloop-yacht *Daisy*, of New York, aground on a shoal near by, with a fishing party on board. He pulled alongside and carried an anchor out and in various ways assisted in trying to float the craft, but it soon became evident that she could not be moved until the next favorable tide. Thereupon the keeper conveyed the four gentlemen composing the party, who were desirous of landing, to the beach where they were enabled to reach the hotels in the vicinity. At high water, late in the afternoon, the sloop came off uninjured and the two men in charge sailed her up the bay.

September 3.—On this date a large bell that had been used during foggy weather to guide vessels into the harbor at Sheboygan, Wisconsin, and which a heavy sea had washed off the pier into the lake, was recovered by the crew of the Sheboygan Station, (Eleventh District.)

September 4.—During the forenoon the sloop *Young Folks*, of Forked River, New Jersey, while sailing in Barnegat Bay with a fresh north-east wind, carried away her mast, badly damaging the deck. The accident, which occurred some two miles southwest of the Forked River Station, (Fourth District,) was not observed by the surfmen at that place on account of the thick weather which prevailed at the time, but at noon the captain applied at the station for assistance. The life-

saving crew, equipped with such carpenter's tools as they thought needful, went to the sloop and after about three hours' work made such repairs as enabled her to go on her way. She had a crew of four men.

September 4.—At 2 o'clock in the morning the south patrol of the Sturgeon Point Station, (Tenth District,) Lake Huron, found a yawl on the beach about two miles from the station. He secured it as best he could and reported the fact to the keeper. The life-saving crew manued the surf-boat and brought the yawl to the station. It was supposed to belong to a rafting company that was doing business in the vicinity and the keeper accordingly notified the superintendent, who several days afterwards sent a tug for it and took it away.

September 5.—Five persons were sheltered over night at the Hither Plain Station, (Third District,) coast of Long Island, New York, and cared for until noon of the 6th. The party, which included two ladies and a child, had been assisted by the crew to safely land in their sail-boat through the surf the evening of the 5th. The weather was threatening, which obliged them to seek quarters at the station.

September 5.—At about a quarter-past 1 o'clock in the morning, the lookout of the Buffalo Station, (Ninth District,) Lake Erie, reported a vessel on what is known as the Horseshoe Reef, a mile and a half north-west of the station. The crew were immediately summoned and manning the surf-boat proceeded to the spot. They found that the tug *Michael Davitt*, of Buffalo, had missed the channel and grounded. There were three men on board. The surfmen ran a hawser from her to another tug, which had arrived on the scene, and in a short time the stranded craft was pulled afloat.

September 6.—At 5 o'clock in the afternoon the lookout of the Tiana Station, (Third District,) coast of Long Island, New York, saw a cat-boat capsize during a sudden squall of wind, about half a mile north of the station. Two of the three occupants were ladies, who were taken into a skiff which happened to be near by, before the station men could reach the scene. The latter, however, were in time to rescue the captain, whom they found in a perilous position clinging to the overturned boat. The surfmen then righted the craft, bailed it out and hoisted the sail, so that the man could safely reach his home.

September 6.—A sixteen-foot boat, in good condition, washed ashore near the Long Branch Station, (Fourth District,) coast of New Jersey, and was found by one of the patrolmen. A few days later it was restored to the owner, the captain of a sloop, who was in search of it.

September 6-10.—About midnight of the 5th, during a stormy north-easter, the coal-laden schooner *Lewis Clark*, of Bangor, Maine, from Philadelphia, Pennsylvania, bound to Boston, Massachusetts, mistook the lights and ran upon the point of Cape Henlopen, fetching up some fifty yards from shore. There were on board nine persons, including the captain, his wife, child and sister, and a crew of five men. An hour later the patrolmen from the Lewes and Cape Henlopen Stations, (Fifth District,) coast of Delaware, approaching the cape on their regular rounds—the accident occurred about midway between the two stations—discovered the vessel and hastened to summon their comrades. Upon receiving the alarm both life-saving crews set out without delay, Keeper Clampitt and men of the Lewes Station taking their beach-apparatus and Keeper Salmons and crew their surf-boat. The former had a horse to haul the apparatus cart; the others, as the head wind and sea prevented rowing the boat to the place, were obliged to drag it up the beach. The flood tide was making, there was a heavy sea

running and the beach, which was wet and soft, was thickly strewed with wreckage and heavy timbers, rendering the progress of the life-savers very slow and difficult. When half way to the cape, Keeper Salmons found it necessary to procure a horse to help his crew with the boat, and both crews arrived shortly after 3 o'clock. One of the keepers hailed the vessel and in reply was informed by those on board that the schooner was leaking very badly and they wanted to abandon her. The heaving confusion of wreckage rendered it impossible to cross the surf with the boat. The Lyle gun was accordingly prepared and the shot-line thrown across the vessel at the first fire. After three of the crew had landed, the captain having sent word that he was afraid to send the ladies and the child in the breeches-buoy through the rough surf, Keeper Clampitt went back to his station with the team for the life-car, leaving the work at the wreck in the hands of Keeper Salmons. The vessel meanwhile was slowly driving along the beach, so that the sand-anchor had to be shifted and the hawser set up again, and before the car could be got to the place the vessel was full of water, the waves were dashing over her, and she had begun to go to pieces. The others on board were therefore taken ashore in the breeches-buoy without further delay, and a messenger was sent towards the Lewes Station to request the keeper to bring a wagon instead of the life-car, as the distance to the station—something over two miles—was too great for the ladies to walk. The wagon soon arrived and the captain's family were conveyed to the house, the members of the crew proceeding on foot. All were made comfortable with dry clothing from the supply furnished by the Woman's National Relief Association, and kindly cared for until they were enabled to proceed to their homes. During the forenoon Keeper Salmons and crew endeavored to board the vessel for the purpose of securing the personal effects of the shipwrecked people, but the surf was still so high that the boat filled at every attempt, and all efforts proved unavailing. On the day following, the vessel fast breaking up, a portion of the baggage belonging to the ladies washed ashore and was picked up by the surfmen. The vessel and cargo, however, became a total loss. Three of the party left the station on the 9th, the others on the morning of the 10th.

September 6.—Shortly after noon a fire in a pile of planks and shavings in a lumber yard about fifty yards from the Chicago Station, (Eleventh District,) Lake Michigan, was discovered by the lookout. The crew hastened to the spot with the station force-pump and by dint of hard work succeeded in extinguishing the flames before serious damage had been done.

September 7-11.—About 5 o'clock in the morning of the 7th, the two patrolmen from the Paramore's Beach Station, (Fifth District,) coast of Virginia, reported to the keeper that a schooner had just stranded two miles to the southward. A fresh easterly gale was blowing which made a rough surf. Knowing that it would be impossible to use the boats, the keeper ordered out the beach-apparatus and set out with his surfmen for the wreck. The tide was very high on the beach and they had to haul the apparatus cart the whole distance through soft sand and water ankle deep. They arrived, however, at 6 o'clock abreast of the schooner, which at this time lay some two hundred and fifty yards from shore. The Lyle gun was made ready and the shot-line thrown on board at the first fire. The schooner was headed on shore and listed well over, and the strong current swept the line, as the men were hauling it off, across the head-stays, where chafing caused it to part before the whip could be got on board. The keeper quickly

hauled the line in, bent it to another projectile, and fired again. At the same time, fearing another failure, he sent one of his men back to the station to procure a heavier shot-line and some spare projectiles. The second shot, like the first one, was successful, but before the men on board had succeeded in securing the whip the shot-line again parted in the same manner and from the same cause as before. The surfman, who had made all possible speed on his errand to the station, soon arrived with the articles for which he had been sent. The craft had now heeled completely upon her beam-ends so that the main cross-trees were dipping in the water and the crew were forced to cling to the upper rail, while every breaker washed over them, threatening to dash them from their places. While in this position two of the men were considerably bruised by floating wreckage. The Lyle gun being again in readiness a third shot-line was thrown on board, and by leading it under the head-gear, so as to avoid the chafing which had proved so disastrous upon previous trials, full communication was shortly established. The vessel was rolling so much and working so rapidly in shore that the hawser was constantly slacking, but by frequently setting it taut the life-savers managed to work the apparatus, and the entire crew of seven men were brought safely to the shore in as many trips of the breeches-buoy. The vessel was the British schooner *Esk*, of Lunenburg, Nova Scotia, with a cargo of fustic from Maracaybo, Venezuela, bound to Providence, Rhode Island. The shipwrecked men were conducted to the station, arriving shortly before noon. A hot breakfast was at once served to them, and dry clothing, drawn in part from the gift of the Woman's National Relief Association and in part the contribution of the surfmen, was provided for their comfort. On the following day (8th,) the keeper took the captain to the main-land on business connected with the wreck that by this time was breaking up, and which ultimately became a total loss. A wrecking company saved about two-thirds of the cargo. On the 11th the captain and his crew left the station for their homes. The captain acknowledged the good work of the station crew by cards of thanks in various newspapers, and also wrote to the General Superintendent of the Service the following grateful letter:

"PARAMORE'S BEACH, VIRGINIA, *September 11, 1888.*

"DEAR SIR: I wish to give expression to the gratitude I feel for the noble services rendered to me and my crew by Capt. N. B. Rich and his crew of the life-saving station at this place. My vessel, the British schooner *Esk*, of Lunenburg, Nova Scotia, bound from Maracaybo to Providence, Rhode Island, came ashore about two miles south of this station at 5 o'clock in the morning of the 7th instant during a heavy easterly gale. We had not been ashore over thirty minutes before Captain Rich and his crew with their mortar-cart were at the scene. A line was soon thrown to us, the breeches-buoy rigged, and myself and crew of six men safely landed, taken to the station, furnished with dry clothing, and kindly cared for until this date, the vessel having broken up and become a total loss.

"I remain, very truly,

"WM. F. WATT,
"Master, Schooner *Esk*."

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

September 7.—At 9 o'clock at night the schooner *Libbie Carter*, of Grand Haven, Michigan, got under way at South Haven, in the same State, and attempted to leave the harbor. The wind failed her, however, and she drifted on the shoal about two hundred feet west-south-west of the South Haven Station, (Eleventh District.) The keeper with three members of his crew quickly ran out her lines to the pier and assisted to float her and warp her out clear. The craft was bound to Racine, Wisconsin, with a crew of four men and a cargo of lumber.

September 7.—At midnight of the 6th the lookout of the Racine Station, (Eleventh District,) Lake Michigan, reported that a sloop had missed the entrance to the harbor and was in the breakers south of the piers. As the night was very dark little could be seen from the station, and the keeper crossed over to the south pier in a skiff to make out the situation. He discovered that the sloop had dropped anchor close in shore and was pitching heavily in the surf. He quickly returned and summoned a tug, which took in tow the life-boat provided with the necessary lines. It was blowing fresh from the southeast with a high sea running, but after three-quarters of an hour of hard work the surfmen got their boat, which had been dropped down from windward by the tug, within reach of the sloop, and threw a line on board. The keeper then directed her cable to be slipped. When she was free the surfmen shortened up their tow-line and signaled to the tug to go ahead. At the harbor entrance the sloop's tow-line parted and the station men were obliged to go back and make fast another line. The vessel was then taken into the harbor without further mishap. She proved to be the *Lapwing*, of and from Howland, Michigan, with a cargo of fruit and having only one man on board. He heartily thanked the life-saving crew for their aid and attributed his safety and that of his vessel to their energetic action. His sloop was in great danger and would soon have been wrecked against the piles which protect the shore south of the harbor. In the afternoon the surfmen recovered the vessel's anchor and returned it to the owner.

September 8, 9.—In the forenoon of the 8th the barge *Genesee Chief*, of Port Huron, Michigan, was towed into Tawas Bay leaking badly. At the time the keeper of the Ottawa Point Station, (Tenth District,) Lake Huron, was crossing the bay in the supply-boat, but learning the condition of the vessel he returned at once to the station and ordered out the life-boat. The wind being fair, in half an hour the surfmen were alongside. The captain stated that the barge had been run into by a steamer the previous night and that he wanted to keep her from sinking until he could obtain the assistance of a tug to pump her out and take her to a dry-dock at Bay City. The station men at once turned to and kept the pumps going without intermission for thirty-one hours. At 5 o'clock in the afternoon of the 9th, word was received that owing to a break in the telegraph wires, the dispatch which had been sent for a tug could not reach its destination. The captain concluded, therefore, to ground the barge in a slip and leave her there until aid arrived. The surfmen joined in the work and made the craft fast. Had it not been for their timely assistance she would no doubt have sunk. She was without cargo, bound to Au Sable, Michigan, from Cleveland, Ohio, with a crew of seven men. The following letter, in regard to the services rendered by the life-saving crew, was received by the superintendent of the district:

“LAKE HURON, *October 25, 1888.*

“MY DEAR SIR: On the morning of September 8th I went into Tawas in a sinking condition and the kind treatment I received from Captain

Cleary and his noble crew I can never forget. I hope all the crews under your command are equally as willing to assist a vessel that is in trouble. I wish to say that I think Captain Cleary is a man of good judgment and is well worthy of the position he now holds, and that I am very thankful for the service rendered me.

"Yours, very respectfully,

"A. H. SHAFER,

"Master of Barge Genesee Chief.

"Captain J. G. KIAH."

September 8.—About 2 o'clock in the morning the schooner *William H. Chapman*, of Milwaukee, Wisconsin, in attempting to enter the harbor at Muskegon, Michigan, while the wind was light and baffling, ran to leeward of the south pier, and to avoid stranding was compelled to anchor. The crew of the Muskegon Station, (Eleventh District,) quickly repaired to the place and ran a line to a tug which soon arrived, whereupon the vessel was towed into port.

September 9.—At 4 o'clock in the morning during a dense fog the patrol from the Race Point Station, (Second District,) coast of Massachusetts, discovered a schooner ashore some two hundred yards northeast of the station. Burning a Coston signal to apprise the people on board that help was at hand, he hastened to report to the keeper. The life-saving crew then went to the schooner in the surf-boat, finding her hard and fast aground on the inner bar. The tide was falling rapidly and it was evident that she could not be got off the bar until the following flood tide. She was the *Ethel Swift*, of Provincetown, with a crew of twenty-seven men, homeward bound from a fishing trip to the Grand Banks. The station crew, using two of her dories, ran out and backed an anchor, then returned to their station to await the tide. Soon after low water they again went to the schooner and assisted her crew on the windlass, and shortly before noon they had her afloat, enabling her to proceed to her destination.

September 9-13.—At about 10 o'clock on the night of the 9th, during a south-easterly rain-storm and foggy weather, the north patrolman of the Point Judith Station, (Third District,) coast of Rhode Island, discovered a vessel on the rocks some three miles north of the station. She was about a hundred and fifty yards from the shore, but the night being dark and thick it was impossible to make out whether she was a sailingcraft or a steamer. He at once fired a Coston light and was then driven in a carriage with all speed to the station by a coachman who happened to be present, and who was an employé of one of the cottagers in the neighborhood. There being a very heavy sea running, the keeper telegraphed to the Narragansett Pier Station, next adjacent to the northward, for the crew there to come to the scene of the wreck with the beach-apparatus, while the Point Judith crew would try to reach the vessel in the surf-boat. The west patrol, who by this time had returned, was sent on in advance to mark out by range lights a safe landing place opposite the stranded craft. At fifteen minutes of 11 the surfmen got away from the beach in their boat, and after a hard pull of three-quarters of an hour in the rain and fog reached the vicinity of the vessel. A white Coston signal was burned which showed her to be a two-masted schooner hard and fast on a dangerous reef. The station boat was backed carefully alongside, and three of the surfmen jumped on board and assisted to lower and furl the mainsail. It was only by the most dexterous management that the life-savers succeeded in keeping their boat from being stove on the rocks which were thick on every hand. After secur-

ing a number of valuables belonging to the vessel, the crew, consisting of three men, were conveyed safely ashore. The crew of the Narragansett Pier Station had arrived with their apparatus and aided in hauling the surf-boat up on the beach and in landing the sailors. The latter, who were thoroughly drenched, were conducted to the station and comfortably lodged over night, first being provided with dry clothing from the stock placed at the disposal of the Service by the Women's National Relief Association. The schooner was the *Isaac H. Borden*, of and from New York, bound to Providence, Rhode Island, with a cargo of kerosene. The heavy sea and strong flood tide had thrown her out of her course onto the ledge. The following day (10th,) the surfmen again boarded her and brought ashore a dog, the yawl, and some small articles of value. The captain employed wreckers, who saved the cargo, but were unable to get the vessel off. She afterwards went to pieces. The sailors were sheltered and fed at the station four days, when the keeper secured them a free passage to New York.

September 9.—In the evening the crew of the Kitty Hawk Station, (Sixth District,) coast of North Carolina, floated the small sloop *Mary Ann*, of Elizabeth City, in the same State, which having been moored and left with no one on board during the afternoon, had been blown ashore in a sudden storm. She had brought up on the beach at the head of Kitty Hawk Bay, about three-fourths of a mile to the westward of the station, and as the gale did not abate until after sunset, nothing could be done for the craft until that time. She was found upon her release to have sustained no damage.

September 9-11.—At twenty minutes of 7 o'clock in the morning of the 9th, during thick, smoky weather the attention of the lookout of the Pointe aux Barques Station, (Tenth District,) Lake Huron, was attracted by the blowing of a horn at short intervals off shore. The life-saving crew were called, and manning the surf-boat rowed out in the direction of the sounds and came upon the stranded schooner *Sunrise*, of and from Chicago, Illinois. She was on a reef about two miles northwest of the station. The vessel was loaded with a valuable cargo of grain and was bound to Buffalo, New York, with a crew of eight men all told. The captain wanted a tug and lighter, and so the surfmen pulled ashore and telephoned to Port Huron for all necessary aid. After partaking of dinner they returned to the schooner and conveyed ashore the captain, who was desirous of telegraphing to his owners. The surfmen of the Grindstone City Station also reached the scene and the two crews remained by the vessel awaiting the arrival of the wrecking outfit. Meantime they endeavored by means of the surf-boats to carry out astern the schooner's anchor, but the water was too shoal for favorable operations. At 2 o'clock in the morning (10th,) the small steamer *Mary Pringle* put in an appearance and attempted to pull the stranded vessel off, but without success. The life-saving crews then commenced to lighten her by transferring her cargo to the *Pringle*. Another effort was shortly made to float her, but this also failed. The surfmen resumed work removing her cargo and about noon ran out an anchor. A good strain was got upon it and the steamer managed by hard pulling to swing the schooner round, but could not get her off. Finally the tug *W. B. Castle*, of Port Huron, arrived on the scene and the station men ran her hawser to the *Sunrise*. At 5 o'clock the tug pulled her clear, apparently undamaged, and proceeded with her down the lake to Sand Beach harbor. On the 11th the life-saving crew at that point were called upon to assist in putting the four thousand bushels of grain that had been lightered back on board. This

crew worked over seven hours before the task was completed, and in various ways aided the captain of the vessel in transacting his business.

September 9.—During the afternoon a pleasure party from Ilwaco arrived in a small open boat at Fort Canby, near the Cape Disappointment Station, (Twelfth District,) coast of Washington Territory. The party, however, soon set out on their return, having the wind and tide against them. While in the lookout about an hour after they had started, the keeper discovered their boat close by the dock, with sail lowered, and the occupants trying to pull against wind and tide, occasionally gaining a little, but gradually drifting towards a stronger current. He plainly saw that the men knew nothing about managing the boat and that if left to themselves they would soon drift out to sea. He therefore called to them to make for the dock and when the boat reached it he put two surfmen aboard the craft with instructions to sail the party back to their homes. All were safely landed at Ilwaco, and in about two hours the surfmen returned to the station.

September 9.—About midnight during a thick fog the mew of a cat heard seaward led to the discovery of the abandoned schooner *Bessie Everding*, of San Francisco, stranded in the breakers about one mile south of the Golden Gate Park Station, (Twelfth District,) coast of California. The patrol had previously noticed firewood and railroad ties drifting on the beach and when his attention was attracted as above described, he flashed his signal light and saw the dim outlines of the vessel in the breakers some forty yards from shore. The life-saving crew hurried to the scene with the beach-apparatus, but soon found that there was no one on board the craft. When the tide fell they managed to get to her and examine her condition. About one-half the deck-load was washed overboard. The keeper then drove to the signal station at Point Lobos and had a telephone message sent to San Francisco. About daylight the captain and cook of the vessel appeared on the beach, and from them it was learned that on the previous evening the schooner had been anchored near the breakers and a little while later began pounding. Soon the seas broke over her, and the crew of six men, not knowing their position on account of the fog, took to their boat and safely reached San Francisco, whither the schooner was bound. The station men assisted to strip the vessel of all sails, rigging, etc., and guarded her until the owners arrived. She became a total loss, although about half her cargo, consisting of railroad ties and firewood, was saved.

September 10.—During a dense fog, at half-past 2 o'clock in the morning, the schooner *Harry L. Whiton*, of and for Boston, Massachusetts, from Hoboken, New Jersey, loaded with coal and having a crew of seven men, stranded about five hundred yards west of the Eaton's Neck Station, (Third District,) coast of Long Island, New York. The life-saving men boarded the vessel in the surf-boat and finding her hard and fast, with the tide falling, assisted to lay out an anchor. On the next flood tide they tried to heave her afloat, but without avail, and during the night another unsuccessful attempt was made to dislodge her. The surfmen then conveyed the captain to Port Eaton for additional help and a lighter. On the 11th, some forty tons of her cargo having been removed, she was got off without damage, an increasing easterly wind having caused unusually high water.

September 10.—During the prevalence of a violent storm of wind and rain in the afternoon of the 9th, a small sloop broke from her moorings near the Caffey's Inlet Station, (Sixth District,) coast of North Carolina, and capsized and sunk. On the following day (10th,) the life-saving crew succeeded in raising her.

September 11.—A man who with a number of persons was bathing near the Fletcher's Neck Station, (First District,) coast of Maine, became exhausted and sunk twice. He was rescued by his friends before the life-saving men could get to him from the station, but by request the station crew took charge of him. As quickly as possible the water was drained from his mouth and he was carried to his home near by, where by the application of heat to his extremities for a couple of hours he was restored to consciousness and comparative comfort. A physician who had been summoned, upon his arrival praised the crew very highly for their intelligent treatment of the case, and expressed the opinion that the means they had employed saved the man's life.

September 11.—In the forenoon the crew of the Little Egg Station, (Fourth District,) coast of New Jersey, boarded the lumber-laden schooner *Hattie Lollis*, of Wilmington, Delaware, which, having been in collision the preceding night, was considerably damaged and had put into the inlet for a harbor. She was from Bangor, Maine, and bound to Atlantic City, New Jersey, with a crew of five men. The life-saving crew took the captain up the harbor, where he made arrangements for a tug, and then returned with him to the schooner. Further assistance not being needed, they soon returned to their post.

September 11, 12.—The schooner *West Side*, of Oswego, New York, on her way from Buffalo, in the same State, to Chicago, Illinois, with a freight of coal, having lost all her sails in a blow was forced to anchor about 10 o'clock in the forenoon (11th,) near High Island, nine miles southwest of the Beaver Island Station, (Eleventh District,) Lake Michigan. The vessel was on a lee shore and in a dangerous position, and in the afternoon her captain with three of the crew went to Beaver Harbor for a tug, but found none available. The night was stormy and threatening and the captain was much alarmed for the safety of his vessel and the three men still on board. No crew was employed there, but the keeper took his sail-boat, and with the three sailors from the schooner and the same number of volunteers, went to her, a distance of twelve miles by water, arriving an hour before midnight. The keeper and his three men remained until morning, when the wind having shifted and moderated there was at the time no further danger and they returned to the island. The next day a tug, which the captain had in the meantime secured, took charge of the schooner and proceeded with her to her destination.

September 12.—While a surfman of the Coney Island Station, (Third District,) coast of Long Island, New York, was on his way from his home to the station in a skiff, he overtook a man in a sail-boat who, when he attempted to haul by the wind, made little or no headway. The surfman observing his poor management assisted him to sail his boat into Sheepshead Bay and then proceeded to the station. Shortly afterwards it was seen that the man was again experiencing difficulty in handling his boat, which was making no headway, and that unless he received some aid he would in all probability be obliged to remain out all night exposed to the weather which was very threatening. The keeper and one of the crew pulled to the scene in a small skiff and conveyed the man to the beach, whence he was able to walk to his hotel. The life-saving crew took charge of the sail-boat and the next day delivered it to the owner.

September 12.—As Surfman H. M. West, of the Monmouth Beach Station, (Fourth District,) coast of New Jersey, approached a party of bathers while on his way to the village of Seabright, in the afternoon of this date, he noticed that a man who was out beyond the breakers

acted as if exhausted and that another one of the party was swimming from that direction inshore. He found that the latter had taken out a life-preserver, but was unable to render further assistance. The surferman instantly removing his shoes and vest caught up a life-buoy, bent on a piece of bathing-line that happened to be near and quickly adjusted the buoy upon himself; then directing the bystanders to pay out the line as he went he plunged into the surf and after vigorous exertions reached the man, whom he found unable to help himself beyond clinging to the life-preserver. Seizing him firmly the life-saver signaled to the people on shore, who hauled in the line, thus safely landing both men.

September 12.—Early in the morning the schooner *Lem Higbey*, of Grand Haven, left the harbor at Pent Water on her way to Muskegon, all in Michigan, with a crew of three men and a cargo of cedar posts. There was a strong northwest wind with a heavy sea, and the schooner had not gone far before she shifted her deck-load and listed deeply to port. She immediately displayed a signal to recall the tug which had towed her out, but the tug had gone back up the river. One of the men from the Pent Water Station, (Eleventh District,) Lake Michigan, went to notify the tug. In a few minutes, a bad leak being discovered on board, the signal was lowered to half-mast, the sails were taken in and the schooner began to drift towards the beach. The life-saving crew lost no time in pulling to her—a distance of a mile and a half to the southwest—and the tug arriving at the same time, they ran lines between the vessels, and the schooner was taken back into port. Her damages were slight, and there was a small loss on the cargo. The station crew also recovered and restored to the schooner her yawl, which had gone adrift.

September 13.—While two men were fishing in the vicinity of the Crumple Island Station, (First District,) coast of Maine, a shark struck their boat, cutting a hole in it and causing it to leak so badly that they were obliged to run in. They rowed to the station, where the keeper had the boat hauled out and the hole patched, enabling them to reach home, where permanent repairs could be made.

September 13.—Early in the morning a dory was discovered adrift some two miles off shore by the life-saving crew at Race Point Station, (Second District,) coast of Massachusetts. They launched a small boat, pulled to the dory and brought it ashore. Finding that it belonged to the schooner *Lizzie D. Barker*, the keeper notified the owners and by their order subsequently sold it and transmitted to them the proceeds.

September 14.—About 11 o'clock in the morning word was received at the Monomoy Station, (Second District,) coast of Massachusetts, that the schooner *Delaware*, of Thomaston, Maine, anchored some three miles to the south-westward, had a signal of distress set in her main rigging. Owing to intervening hills the craft was not visible from the station. The life-saving crew at once put off in their boat to the scene. After boarding the vessel they were informed by the captain that he desired to inquire the way into Chatham harbor or some good place where he could dock his craft for repairs, as she was leaking. The station men manfied the pumps and freed her of water. A favorable breeze having sprung up the captain decided to proceed and accordingly at 2 o'clock got under way. The schooner was bound to Lincolnville, Maine, from New Bedford, Massachusetts, light, with a crew of three men.

September 14.—In the afternoon two men in a sloop-rigged yawl got into trouble just to the northward of the Ludington Station, (Eleventh

District,) Lake Michigan, through carrying away their halyards and losing their rudder. They knew nothing about a boat and were fast drifting towards the beach. Their predicament being noted by the lookout at the station, the life-saving crew went to their assistance and towed their craft into the harbor.

September 14.—In the morning at half-past 9 o'clock the lookout of the Kenosha Station, (Eleventh District,) Lake Michigan, noticed a small yacht, the *Jersey Lily*, acting strangely about three miles north-east of the station. In a few minutes a coat was hoisted at half-mast. There was a strong southeast wind with a heavy sea. The life-saving crew put off quickly in the surf-boat, but had not proceeded more than half way to the yacht when she capsized. The surfmen bent vigorously to the oars and arrived alongside in season to save three young men, all that were on board, who were clinging to the bottom of the boat. They were conveyed to the station, having narrowly escaped with their lives. The yacht drifted ashore five miles to the northward, where she was picked up and hauled out on the beach.

September 16.—A chest of drawers drifted ashore near the Fort Lauderdale House of Refuge, (Seventh District,) eastern coast of Florida, during the night of the 15th, and was found the next morning by the keeper and taken to the station. It evidently came from the cabin of the Dutch brig *Albatross*, as it contained the official papers and journal of that vessel and a number of letters addressed to her commander. The chest and its contents were dried and stowed away to await reclamation.

September 16.—In the morning the steamer *Mignon*, of Fairport, Ohio, while proceeding to her fishing grounds in Lake Erie, and when about two miles from the shore, broke her shaft and became totally disabled. The crew of the Fairport Station, (Ninth District,) observing her signal of distress, launched the surf-boat and pulled to her assistance. They got a line to her, and notwithstanding a strong breeze blowing off shore, succeeded in towing her safely to the harbor. She had a crew of five men.

September 16.—At half-past 2 o'clock in the morning, in response to a steamer's whistle for assistance, the crew of the Sand Beach Station, (Tenth District,) Lake Huron, manned the life-boat and put off to the breakwater. It was found that the barge *David Ferguson*, of Bay City, Michigan, (the same vessel assisted on September 1st,) lumber-laden, and having a crew of seven men, was again leaking badly, not having been docked for repairs. At about 9 o'clock the steamer *Burlington*, which had her in tow, came alongside and put in a syphon. The surfmen pumped on the barge until noon, when their services were no longer required.

September 16.—Shortly before 2 o'clock in the afternoon a steamer with a barge in tow came into Sand Beach Harbor, Michigan, with her flag at half-mast. The crew of the Sand Beach Station, (Tenth District,) went out in the life-boat and found the barge to be the *Norway*, of Port Huron, Michigan, with four feet of water in her hold. She was from East Saginaw, Michigan, bound to Detroit, in the same State, with a load of lumber and a crew of seven men. The station men pumped on her for over three hours and then by pulling the foresail under the bow stopped the worst leak. After this their services were not needed, the captain having secured an extra force of men to assist him.

September 16.—In the forenoon during a fresh southeast wind a man who was out for a pleasure sail in Humboldt Bay, California, through mismanagement capsized his boat about one mile from the Humboldt

Bay Station, (Twelfth District,) and was in great danger of drowning, being unable to swim. Two surfmen who were watching the boat at the time of the accident immediately put off in the station supply-skiff to the man's assistance and succeeded in rescuing him. With the help of others who arrived on the scene they righted the boat and towed it ashore, where it was bailed out. The man walked to his home, while the surfmen beat back to the station against a strong wind and sea. The accident was due to the common error among the inexperienced of tying the sheet fast to the boat. In this case, after the boat was righted, the sheet was found with several turns around the thwart.

September 17.—About half-past 3 o'clock in the afternoon, during a fog, a party consisting of two men and two women, en route from Shinnecock Bay to Rockaway, Long Island, having lost their way and exhausted their stock of provisions, put into Zack's Inlet Station, (Third District). After partaking of dinner, which the keeper ordered for them, they were supplied with food sufficient to last until they could reach their destination.

September 17.—During rainy weather, while the evening patrol was on his way east from the Coney Island Station, (Third District,) coast of Long Island, New York, he discovered the sloop *Silence*, of Sheepshead Bay, ashore on the end of Manhattan Beach, a quarter of a mile from the station. Soon he met the two men who had been in her, and learned that in jibing they had run the boat, owing to the darkness, onto a small reef. After the accident happened they lowered the sail and carried their anchor up on the beach. As both were wet and cold the surfmen took them to the station, whither they were going when he met them, and they were given hot coffee and otherwise cared for. Later the keeper loaned them oil-skin coats and the patrol conducted them to the Manhattan Hotel, whence they crossed by roadway to Sheepshead Bay. The surfmen meantime went to the sloop, shifted the anchor, and when the tide rose she floated clear and swung off into deep water. The next morning the owner came and secured her.

September 18.—At a quarter before 3 o'clock in the afternoon the schooner *Oliver Dyer*, of Saco, Maine, bound home from New York, with a cargo of coal, and carrying a crew of six men, stranded about one-fourth of a mile from shore and three-quarters of a mile to the north-westward of the Fletcher's Neck Station, (First District,) coast of Maine. At low tide the vessel, which was lying at anchor, grounded. As the weather was threatening, the captain becoming alarmed for the safety of his craft set a signal of distress, which was immediately seen by the day-watch at the station. The life-saving crew at once launched the surf-boat and went to her assistance. At flood tide they kedged her off the shoal and anchored her in a safe place. They then returned to their quarters, having been absent seven hours.

September 19, 20.—Early in the afternoon of the 19th the granite-laden schooner *Cordova*, of Deer Isle, Maine, bound to Boston, Massachusetts, from her home port, while entering Seal Harbor, coast of Maine, struck Long Ledge and instantly sprung a bad leak. The captain therefore ran her ashore on the flat in the northern part of the harbor. The keeper of the White Head Station, (First District,) who was watching her, immediately called away the surf-boat and proceeded with his crew to her assistance. They pumped her out and took up the cabin floor and found the leak, which, after working for some time, they succeeded in partially stopping. They then returned to their station, arriving an hour before midnight. The next morning they again boarded her, got her under way and attempted to sail her to Tenant's Harbor for

repairs. They had not covered much of the distance, however, before they lost the wind and were obliged to take the surf-boat out ahead and tow the schooner back to the flat. They then made further temporary repairs, which enabled her to resume her cruise on the following day. She had a crew of three all told and carried one passenger.

September 19.—During the day a number of heavy chains, attached to large boom-timbers that had evidently broken adrift from a raft, were picked up by the crew of the Middle Island Station, (Tenth District,) Lake Huron, and stored in a safe place for the owners, whose mark they bore. About a hundred logs, which had drifted ashore during the past several days, were also secured by the surfmen.

September 19.—Shortly after noon the wife of Keeper William Nequette of the Sturgeon Bay Canal Station, (Eleventh District,) Lake Michigan, and a friend, a young lady of seventeen, while walking on the dock with locked arms, by some misstep fell into the canal. The keeper was only a short distance away and at once ran to the place, his son having seen the mishap and raised the alarm. He jumped into the water and brought the women, who were now sinking for the second time, to the surface, supporting them until the surfmen from the station arrived and helped to get them out of the water. Their escape from drowning was a very narrow one, as a delay of even a few minutes in the rescue would doubtless have resulted fatally.

September 20.—On this date the keeper of the Lone Hill Station, (Third District,) coast of Long Island, recovered an anchor that had been lost by the small steamer *Empress*, of Patchogue, New York, while out in the bay with an excursion party during a hard blow, and returned it to the owner.

September 20.—At 11 o'clock in the forenoon the sloop *Virginia Bedell*, of Greenport, New York, ran ashore one-fourth of a mile north of the Sandy Hook Station, (Fourth District,) coast of New Jersey. One of the surfmen was watching her at the time and instantly reported the occurrence. The life-saving crew at once launched their surf-boat and pulled to the sloop. The tide was falling and the craft was hard and fast aground, but the surfmen ran out two kedges, and in the afternoon, on the rising tide, hove her uninjured off the shoal. The captain who had only one man on board to assist him was very grateful to the station men for their timely aid.

September 21.—Early in the afternoon while two men were fishing from the sloop-yacht *Jennie Havermeyer*, of New York, on Rockaway Shoals, about two miles and a half west of the Rockaway Point Station, (Third District,) Long Island, a sudden squall of wind overturned the boat and she swamped. The men took to their yawl and rowed ashore, and one of them reported the accident at the station. The surf-boat was quickly launched and the life-saving crew pulled to the scene. With the assistance of a sail-boat they succeeded in towing the sloop into the inlet. The crew from the Coney Island Station by this time arrived and aided to get the craft ashore. She was then righted and on the fall of the tide bailed out and put in condition so that the two men could again take charge of her.

September 22.—One of the surfmen of the Jerry's Point Station, (First District,) coast of New Hampshire, found a dory that had drifted ashore a short distance north of the station and delivered it to the owner on the following day.

September 23.—A small dory and a pair of oars were found in the breakers by one of the patrolmen of the Plum Island Station, (Second

District,) coast of Massachusetts, and delivered to the owner the next day.

September 23.—During thick weather the day-watch at the Crisp's Station, (Tenth District,) Lake Superior, warned off a steamer standing into danger, by several blasts of a fog-horn.

September 24.—During the day the crew of the Orleans Station, (Second District,) coast of Massachusetts, picked up a quantity of shingles and laths that had washed ashore in their vicinity. They were hauled to the station on the following day, and finally turned over to the wreck commissioner.

September 26.—Shortly after midday a gale of wind with rain coming up suddenly caused the small sloop *Lizzie Harwood*, of Bath, Maine, moored at a wharf at Fort Popham, to part her lines and drive upon the rocks, about one mile to the northward of the Hunniwell's Beach Station, (First District,) coast of Maine. The life-saving crew were informed of the casualty a few minutes after its occurrence, and at once went on foot to the scene. By means of a plank laid from the shore to the vessel they were enabled to board her, after which they got out a line and sprung her clear of the rocks. The surfmen then made sail and worked the craft into a sheltered cove. At the time of the accident her crew of three men were absent on Heron Island and owing to the suddenness with which the wind arose, were unable to get back to their craft. She was but slightly damaged. The captain expressed his thanks to the station men for their timely assistance.

September 26.—About a quarter-past 1 o'clock in the afternoon, during a northeasterly gale and rain-storm, the schooner *Emily C. Denison*, of and from Saco, Maine, bound to Boston, Massachusetts, with a cargo of bricks and a crew of four men, stranded a third of a mile north of the Fletcher's Neck Station, (First District,) coast of Maine. The vessel had parted one of her anchor-chains and dragged the remaining anchor until it fetched her up on the south side of the harbor. A signal of distress was set, which was immediately seen by the life-saving crew, and they boarded her without delay. Shortly afterwards the schooner *Tivano*, lying near by, was also observed to be dragging, and the surfmen put off to her assistance (see following account). While absent on this errand the *Denison* began dragging again. The station men returned, took off her crew and landed them. The following day the life-saving crew assisted in floating the vessel by throwing over a part of her deck-load. She was then towed to a safe anchorage by a tug, having sustained but slight damage. Her crew were furnished with supper at the station.

September 26.—Early in the afternoon, during the gale mentioned in the preceding case, the schooner *Tivano*, of Damariscotta, Maine, bound to Bristol, in that State, from Gloucester, Massachusetts, with a cargo of salt fish and a crew of two men, dragged her anchors, and stranded about one-third of a mile to the northward of the Fletcher's Neck Station, (First District,) coast of Maine. The life-saving crew (who were aboard the schooner *Emily C. Denison*,) observing the vessel dragging, at once went to her assistance and took off the crew before she went ashore. On October 1st the craft was floated in a damaged condition by parties who had purchased her. Her crew were cared for at the station on various occasions while she was ashore.

September 26.—The patrol at the Jerry's Point Station, (First District,) coast of New Hampshire, recovered and restored to the owners a small boat which was adrift off the island.

September 26, 27.—About the middle of the afternoon of the 26th the

crew of the Jerry's Point Station, (First District,) coast of New Hampshire, boarded the schooner *Valparaiso*, of Deer Isle, Maine, anchored off the point. A northerly gale prevailed at the time, with a heavy chopping sea, and though no signal had been shown on board, the vessel was evidently in a dangerous position. They found that she had broken her windlass and that her chains, which had fortunately been made fast to the foremast, had been paid out to the end. She also had out a kedge with some fifty fathoms of line, and as her resources were now exhausted, the captain fearing the storm would increase resolved to take his crew of two men ashore. The life-saving crew piloted them to the station and kept them over night. The next morning (27th,) the weather having moderated, the station men went on board with the schooner's crew and assisted them to make things ship-shape and to get under way. The vessel, which was from Boston, Massachusetts, with a general cargo, bound to Green's Landing, Maine, then proceeded on her cruise.

September 26.—About noon of this date, during a violent northeast gale and rain-storm, the coal-laden schooner *Abbie P. Cranmer*, of New York, bound to Newburyport, Massachusetts, from Philadelphia, Pennsylvania, parted her anchor-chains and was driven on Coffin's Beach, coast of Massachusetts, a little less than two miles to the westward of the Davis Neck Station, (Second District). There was a high and dangerous sea running, and the life-saving crew set out to the wreck with their beach-apparatus. After several trials they succeeded in firing a line across the vessel's jib-boom. Meantime, however, a party of fishermen on the beach, encouraged by the abating wind and sea, brought to the scene the surf-boat of the Massachusetts Humane Society, which is kept at the Annisquam light-house, three-quarters of a mile from where the schooner lay. The sailors, seeing the boat, relinquished the line that had been thrown to them, and the volunteers, including a member of the station crew, effected a launch and rescued the people on board. There were six men and the captain's wife. The vessel broke up during a gale two months later. All but a small portion of her cargo was saved.

September 26-29.—In the morning of the 26th a furious northwest gale prevailed in the region of Cape Cod. At half past 10 o'clock the schooner *Anna E. Ketchum*, of Philadelphia, caught off the cape by the storm while homeward bound from Gloucester, Massachusetts, was driven on the lee shore something less than a mile to the westward of the Peaked Hill Bars Station, (Second District). Her anchors were quickly dropped, but they availed little against the hurricane force of the wind, and the vessel soon dragged on the shoal, fetching up some two hundred yards from the beach. Both the west patrol and the surfmen at the station had observed the vessel's situation as soon as she got into trouble. They therefore lost no time in getting the beach-apparatus started for the scene, and notwithstanding the rain and sand which the wind drove in their faces with cutting force and which made a struggle of every step to windward as they dragged the heavy apparatus-cart, they arrived abreast the schooner almost as soon as she struck. As the Lyle gun was placed in position the seas swung the vessel broadside to the beach, and the first shot carried the line on board. The whip-line, hawser, and breeches-buoy were in turn sent off with all possible celerity. When communication was fully established the anxious group on the beach saw through a break in the storm the men on board assisting a woman up the rigging to the buoy. The schooner was exposed to the full strength of the gale. The headsails were blown to ribbons, and every onslaught of the furious seas

shook the craft to the last timber. At one part of that trying climb for life, the lady, who was a passenger on board, became completely unnerved and lost consciousness, but the next wave, breaking nearly mast-head high, drenched and revived her, and she was after much difficulty, on account of the laboring of the schooner and the shaking of the rigging, placed securely in the breeches-buoy. The buoy was then hauled ashore and the lady taken from it in a fainting condition. She soon recovered, however, sufficiently to walk to the station with the help of Mr. Robert Lavender, of Provincetown, who had kindly assisted the life-savers in getting their beach-apparatus to the place. The others of the schooner's complement, eight men, one of whom was a passenger, were landed with satisfactory dispatch, the entire company reaching the shore within twenty minutes from the time the first trip of the breeches-buoy was made, and conducted to the station. The shipwrecked people being wet, cold and exhausted, dry clothing, stimulants, and food were supplied for their use and all were hospitably cared for at the station until the morning of the 29th. The Woman's Relief Corps, of Provincetown, rendered a valuable service by the donation of a quantity of clothing. On the 9th of October the vessel, which was laden with paving stones, was floated by a wrecking company assisted by the station crew, and towed into Provincetown. She was found to be considerably damaged. The following, published in the Boston Globe of October 2, 1888, shows the deep appreciation in which the services of the life-saving crew were held by the rescued people:

“PROVINCETOWN, *September 28, 1888.*

“We, the undersigned, passengers and crew of the schooner *Anna E. Ketchum*, hereby tender our thanks to Captain Fisher and crew of Life-Saving Station No. 7, for their prompt and efficient service in saving our lives as we struck on Peaked Hill Bars during the hurricane of September 26. We were in a heavy sea, which was breaking over us, and we were expecting every moment that the vessel would go to pieces. We hardly knew what to do in our predicament, when we saw the crew of the station hurrying along the beach with their apparatus. They lost no time in shooting us a line—the first shot being successful. After rigging the breeches-buoy we attempted to save the wife of Captain Ketchum's brother, but it was a difficult task, as the sea was breaking over us so that it took three of us to hold her in the rigging while we placed her in the buoy. After a hard struggle we were successful in saving her, and the rest of us were soon landed on the beach, not over twenty minutes being consumed in landing nine souls. They then took us to the station, where they furnished us with dry and sufficient clothing to make us comfortable.

“We would also thank the Woman's Relief Corps, of Provincetown, who so kindly furnished us with clothing, and also all the others who were so kind.

“Captain EDWARD KETCHUM *and others.*

“Mrs. Andrew Ketchum, jr., a passenger on the ill-fated schooner, sent the following letter to Captain Fisher:

“PROVINCETOWN, *September 28, 1888.*

“I desire to express my thanks to Captain Fisher and his noble crew for rescuing me. After assisting me to the station and furnishing me with restoratives and necessary clothing they were exceedingly kind, for all of which my husband and I are very thankful and hope

that Captain Fisher and his crew may live long and be the means of succoring many more unfortunates who may be sufferers from the angry sea. It is a noble service to be engaged in.

“Mrs. ANDREW KETCHUM, JR.

“Our loss has put it beyond our power to give other compensation than this, but we feel that the attention of the public should be called to this noble act of heroism and humanity.

“Mrs. ANDREW KETCHUM, JR., *Passenger*.

“EDWARD HANKIN, *Mate*.

“GEORGE PLUMBER, *Cook*.

“CHARLES JOHNSON, *Sailor*.

“FRANK POWELL, *Sailor*.

“THOMAS SHIELDS, *Sailor*.

“ROBERT BANKS, *Sailor*.

“ANDREW KETCHUM, JR., *Passenger*.”

September 26-28.—On the morning of the 26th an easterly gale raged on the Massachusetts coast. By 8 o'clock the wind had risen to almost a hurricane, and in a short time the coal-laden schooner *H. A. De Witt*, of Bath, Maine, at anchor in Nantucket Sound, parted her chains. She at once attempted to make Hyannis Harbor, but an hour before noon the wind suddenly came out from the northwest in a heavy squall, forcing the vessel to change her course. She accordingly stood for the head of Chatham Roads, but before reaching a place of safety had her sails blown away and became helpless. She then drifted broadside upon the shoal known as Common Flat, stranding some three and a half miles to the southwest of Chatham Station, (Second District). The seas dashed constantly over her, drenching the crew and soon filling her with water. The watch at the station had observed her perilous situation some time before she struck, and knowing that she was certain to be driven ashore the life-saving crew immediately made preparations to transport the surf-boat to the inside beach. The wind was dead ahead and the surfmen had hard work to make their way against it. They at length reached the beach, however, launched the boat, and after pulling with all their energies for two hours against the adverse seas, succeeded in getting alongside the stranded craft. The crew of six men were speedily taken into the boat and safely landed. Upon arriving at the station the supply of clothing donated by the Women's National Relief Association was drawn upon for the use of the schooner's crew, who were made as comfortable as possible under the circumstances. On the following day, the storm having abated, the station men took the captain to the schooner to see how she had fared, and on the 28th tugs employed by her owners arrived, pumped her out, and hauled her afloat. The vessel, which had loaded at New York and was bound for Augusta, Maine, was found to have sustained damages to the extent of one-third her value. On the date last named the crew left the station, very grateful for the many services of the life-savers.

September 26.—Shortly before noon, during a northwest gale and heavy sea, the small sloop-yacht *Neptune*, of Harwich, Massachusetts, dragged her anchors and stranded on the west side of Monomoy Island, half a mile north of the Monomoy Station, (Second District,) coast of Massachusetts. At the time of the accident there was no one on board. The station men at once manned their boat and went to her assistance. To prevent the sloop from heeling over and filling they ran a tackle from her masthead to an anchor planted well inshore. They then removed her

ballast and bailed her out, when she was thrown further up on the beach and lay comparatively easy. Some three hours later, the wind having moderated, they carried out anchors and succeeded in floating her. She was but slightly damaged.

September 26.—During the prevalence of a northwest gale and thick weather, at half-past 1 o'clock in the afternoon, the schooner *Enola C.*, of Gloucester, Massachusetts, stranded about one mile to the northeastward of the Coskata Station, (Second District,) Nantucket Island, Massachusetts. She was bound home from Newport, Rhode Island, with a cargo of fish and a crew of seventeen men. Meeting with unfavorable winds she anchored in the vicinity of the station the previous day. About noon, the wind having hauled to the northwest, she got under way and had proceeded some two miles when her jib and foresail split. Her anchors were immediately let go, but the wind was now blowing a gale and the cables parted. She then hove to under the foresail and drifted to leeward until within half a mile of the shore, when an effort was made to hold her with another anchor. Again the chain parted and her only recourse was to square away for the beach. The life-saving crew, who had been watching her from the lookout at the station, started with the beach-apparatus to the place where they judged she would strike, and were abreast of her within five minutes after she fetched up. The gun was immediately placed in position and a line fired over the vessel, falling just abaft of the mainmast. The shot-line was then bent on to the whip and the latter hauled aboard. In the meantime the craft worked along the beach a couple of lengths, necessitating the shifting of the apparatus. While this was being done, the sailors becoming impatient, hauled up their seine-boat and nine of them jumped into it. By direction of the keeper they made the whip-line fast to their boat, and the surfmen, taking advantage of the first opportunity, hauled them ashore. The seine-boat being heavy and partly filled with water, a large dory was substituted, which, with the whip made fast to bow and stern, was twice hauled to the vessel, landing five men on the first and the remaining three on the second trip. The shipwrecked men were then conducted to the station, where they received shelter and succor for three days. The schooner was subsequently floated in a slightly damaged condition.

September 26-28.—All day of the 26th the Canadian steam-barge *Myles*, of Hamilton, had been some eight miles north of Portage Lake Ship Canal, Michigan, vainly trying to make headway against the wind. At 3 o'clock in the afternoon the weather became stormy and a heavy sea made up. The craft being obliged to seek shelter stood for the canal entrance. The captain supposing from his chart that the water there was some sixteen feet deep, whereas it is only a little over thirteen, thought he would have no difficulty in making the harbor with his vessel which was drawing fourteen feet. As soon, however, as her bow was inside she struck bottom and swung broadside round with her stern against the east pier. The shock broke her large steam-pipe and unshipped her rudder. The crew of the Ship-Canal Station, (Tenth District,) went immediately to her assistance in the life-boat, ran lines, and tried to get her off but were unsuccessful. The captain decided that a tug would be necessary and so the surfmen secured one and carried her hawser to the barge. The only result of the tug's efforts was to swing the steamer around and pull her about a ship's length inside. After several futile attempts to release the *Myles*, in which a number of lines were parted, the tug abandoned the undertaking and went for some lighters to remove the cargo, which consisted of corn. The next

day the surfmen remained by the vessel and turned back three steamers that were on their way into the canal, there being no room in the channel for them to pass in while the barge was aground. One of these steamers might otherwise have met with a serious accident as she arrived off the entrance after nightfall. The tug did not return to the scene until the morning of the 28th. She brought two lighters which the surfmen aided to load with the barge's cargo. This sufficiently lightened the stranded vessel and she floated off and was towed into the harbor, having sustained some damage. She had a crew numbering twenty men and was bound from Washburn, Wisconsin, to Kingston, Ontario.

September 26.—Late in the afternoon a yawl drifted ashore about half a mile south of the Saint Joseph Station, (Eleventh District,) Lake Michigan. It was hauled out to a safe place by the crew, and notice of its recovery sent to the owner.

September 26.—Early in the afternoon of this date, the schooner *Dreadnaught*, of Grand Haven, Michigan, in trying to enter the harbor of Two Rivers for shelter during a strong southwest wind, was driven against the north pier and her crew of two men being unable to extricate her she was in imminent peril of being dashed to pieces. The accident was witnessed by the crew of the Two Rivers Station, (Eleventh District,) Lake Michigan, and they hurried to the vessel's relief and worked her into a place of safety. There were no tugs in readiness to go to her aid and it was entirely due to the exertions of the life-saving crew that the craft was not wrecked. Her captain gratefully acknowledged the value of the assistance rendered.

September 27.—Shortly after sunrise the schooner *Kioka*, of Machias, Maine, set a signal for the crew of the Quoddy Head Station, (First District,) coast of Maine. The station men at once launched their surf-boat and went on board the vessel, which lay a mile and a half east-northeast from the station, finding that the captain had only one man with him and was unable to weigh anchor. A heavy easterly gale had prevailed over night, and a second anchor had been dropped for safety. All hands manned the windlass, when it was discovered that one of the chain cables had parted during the blow. The station crew then swept for and recovered this anchor, after which they assisted to heave up the other and make sail. The schooner, which was from Jonesport, Maine, unladen, proceeded to Calais, in the same State, whither she was bound.

September 27.—During the forenoon a dismasted yacht anchored off the Nauset Station, (Second District,) coast of Massachusetts. The tide being flood, with a heavy sea on the outer bar, the keeper feared that the small boat which had started for the shore would be swamped in the breakers. He mustered his crew and in a few minutes reached the beach with the surf-boat, ready to go to the assistance of the landing party. He signaled to them, however, not to attempt to cross the bar, and they obeyed the warning, standing back at once to the yacht. A little later the disabled vessel was taken in tow by a fishing schooner, and towed to a harbor.

September 27.—Shortly after sunrise the crew of the Coskata Station, (Second District,) Nantucket Island, Massachusetts, launched the surf-boat and went to the assistance of the small sloop-yacht *Addie*, of Newburyport, Massachusetts, which had dragged dangerously near the shore. They assisted in raising her anchors and in getting her under way.

September 27.—About noon the tug *Temple Emery*, hailing from Buffalo, New York, arrived off the Two Rivers Station, (Eleventh District,)

Lake Michigan, and signaled for assistance. She had in tow an immense raft of logs and was unable, owing to the direction of the wind, to get it into the river. The keeper and his crew responded immediately to the call, went to the raft in the surf-boat, and worked about four hours in running lines and guiding the unwieldy tow into the harbor.

September 27, 28.—At half-past 9 o'clock in the evening of the 27th the mate and three seamen of the three-masted schooner *Monguagon*, of Detroit, Michigan, arrived at the Two Rivers Station, (Eleventh District,) Lake Michigan, and requested the assistance of the life-saving crew, and a tug to float their vessel, which had grounded, two hours previously, about five miles north of the station and three hundred yards from shore. A tug was secured, which took the surf-boat in tow and arrived at the stranded vessel at half-past 10 o'clock. One surfman was left in charge of the station. No time was lost in boarding the schooner and passing a line to the tug. The *Monguagon*, laden with iron ore, was on a voyage from Escanaba, Michigan, to Wyandotte, in the same State, when she met with the mishap. She was hard aground, had considerable water in her hold, and was leaking. Her crew, claiming to be exhausted, had refused to work and turned in. All sail was made by the life-saving men, and then the pumps were manned. As the tug could not move the vessel, a portion of her cargo was jettisoned, though this proved of little avail in the efforts to release her. At 4 o'clock in the morning (28th,) the steamer had to return to port for a supply of fuel. When she came back, three hours later, she brought the surfman who had been left at the station. Another tug was called, and at 9 o'clock, after an hour's combined effort by the two tugs, the schooner was floated. She was towed two miles southeast of the station, where she was anchored to repair bulwarks and foresail (which had been split the previous afternoon,) and stop the leak. The station crew had to work the pumps most of the time. The vessel received but slight damage.

September 28.—The small schooner *Lady Lincoln*, of Gloucester, Massachusetts, engaged in mackerel fishing and carrying a crew of six men, stranded at 10 o'clock in the forenoon on Brown's bank, about three-fourths of a mile to the southwest of the Gurnet Station, (Second District,) coast of Massachusetts. The keeper, at once observing her situation, went to her in a small boat with three of his surfmen. As it was near low water nothing could be done before the turn of the tide. About an hour later, the wind being favorable and the flood tide having made, the station men assisted to make all sail. The vessel, however, was still hard aground aft; but by direction of the keeper all hands went out on the bowsprit and the combined weight of the men sufficiently altered the schooner's trim to float her. She at once resumed her cruise.

September 28.—At half-past 6 o'clock in the morning the crew of the Coney Island Station, (Third District,) coast of Long Island, New York, manned their boat and went to the relief of the small sloop *Mystery*, of New York, aground one and a quarter miles to the southward. The man on board mistook the lights between Tottenville and Canarsie and ran the craft on the shoals. The station men having brought coffee, sugar and sandwiches along, made a fire in an old stove on board and soon had a warm breakfast for the occupant of the sloop. He was very thankful for this act of kindness, as he had been without food since the previous morning. The surfmen then ran out an anchor, and when the tide served hove the craft afloat and sailed her to Barren Island. From the latter place one of the surfmen accompanied her to Canarsie, whither she was bound.

September 28.—At noon the sloop *Frank C. Barker*, of Perth Amboy, New Jersey, outward bound on a fishing trip, with a crew of nine men, missed stays and stranded on the point of Sandy Hook, about a quarter of a mile to the northward of the Sandy Hook Station, (Fourth District,) coast of New Jersey. A surferman of that station, who witnessed the accident, promptly notified a tug which lay at a wharf in the vicinity. The tug at once went out, got a line to the stranded craft and pulled her afloat.

September 28.—The keeper of the Manistee Station, (Eleventh District,) Lake Michigan, when in the vicinity of the pier where the schooner *Elizabeth A. Nickolson* lay, shortly before 8 o'clock at night, saw a man slip and fall overboard. He ran out on the pier, and as the man rose to the surface, seized him by the arm and pulled him out. He proved to be the mate of the schooner. None of the vessel's crew knew of the accident until the rescue had been effected.

September 29.—Late in the evening the body of a man was seen floating in the lake, close to the beach, two miles northwest of the Erie Station, (Ninth District,) Lake Erie. The keeper and two surfmen walked along the shore until the body was found. It was entirely destitute of clothing, and had been in the water so long that it could not be lifted; the station men pulled it clear of the water and then returned and notified the coroner. The latter furnished a box, and the following morning (30th,) accompanied the station crew to the place where the remains were left. The body was then conveyed in a station boat to Erie, where the proper authorities took charge of it.

September 29.—At 2 o'clock in the afternoon a steamer with a tow came into Sand Beach Harbor, Michigan, and blew several whistles for assistance. The crew of the Sand Beach Station, (Tenth District,) Lake Huron, put off in the life-boat and found the barge *Ataunto*, of Buffalo, New York, leaking badly. The surfmen cut away some of the lumber with which she was loaded and found the leak under the cabin floor. They then pushed blankets down outside and over the holes and pumped her out. There was about four feet of water in her when the station men went on board. She was bound from Alpena to Detroit, Michigan, and had a crew of seven men.

September 29.—At noon the lumber-laden barge *R. N. Rice*, of Buffalo, New York, in tow of a stean barge, hove to off the Ludington Station, (Eleventh District,) Lake Michigan. The steamer sounded four blasts of her whistle, whereupon the life-saving crew launched the surf-boat and pulled to the place, finding that the *Rice* was leaking badly and that her crew were worn out by continued pumping. They at once relieved the crew at the pumps, and after an hour and a half of vigorous work freed the craft of water, enabling her to proceed. She was from Ashland, Wisconsin, bound to Chicago, Illinois, and had a crew of seven all told.

September 30.—At half-past 5 o'clock in the morning the small schooner *Agnes*, of and from Bangor, Maine, bound to Boston, Massachusetts, with a cargo of brick and empty barrels, a crew of two men, and one passenger, in attempting to work out of the harbor, misstayed and stranded on the north point of Negro Island, about one mile north of the Fletcher's Neck Station, (First District,) coast of Maine. The patrolman, who saw the vessel strike, immediately reported to the station. The crew at once launched the surf-boat and went to her assistance. They ran out an anchor, got a hawser to a tug which fortunately just then arrived, and the schooner was hauled afloat without having sustained damage.

September 30.—A sad accident happened at half-past 4 o'clock in the afternoon, about three and one-half miles east of the Louisville Station, (Ninth District,) Louisville, Kentucky. Through mismanagement a small sail-boat, containing three men, was capsized and two of the occupants were drowned. It was not until 5 o'clock that the life-saving crew were notified of the casualty. Before the station boat, which was speedily dispatched to the scene, arrived, one of the bodies had been recovered. The other was immediately dragged for and was found in about half an hour. The remains of both men were then taken in the surf-boat to the station, where the coroner took charge of them.

September 30.—At about a quarter of 8 in the morning the lookout of the Grindstone City Station, (Tenth District,) Lake Huron, reported a small schooner anchored very near to Port Austin Reef, about four miles to the westward of the station. The keeper, by the aid of the marine glass, saw that she had a flag of distress flying and immediately ordered out the surf-boat. A strong northeast wind was blowing with a high sea running. The station men reached the vessel at a quarter of 10 and found that she was the *Lante Sims*, of Presque Isle, Michigan, with a cargo of barrel staves and a crew of three men, bound from Algonac to Bay City, Michigan. She had sprung a leak and had run in under the land to make a lee, as it was expected the wind would shift to the northeast. The captain was anxious to reach a place where he could repair the leak; so the life-saving crew hoisted the anchors, made sail, manned the pumps, and worked the vessel in to Port Austin. They then removed a portion of her deck-load and piled it on the dock. The leak was found, but as it was not of a very serious nature the captain said that he could easily attend to it himself, and therefore would not require further assistance. He thanked the surfmen for their services and they returned to the station.

September 30.—During the day the crew of the Muskallonge Lake Station, (Tenth District,) Lake Superior, took twenty-five laboring men ashore in the surf-boat from the steamer *Ste. Maries*, of Marquette, Michigan, the sea being so rough that it was deemed unsafe for the vessel to land at the dock.

September 30.—At 7 o'clock in the evening the schooner *Australia*, of Milwaukee, Wisconsin, being full of water, attempted to stand into Holland, Michigan, for a harbor. When entering between the piers, however, the channel being too shoal for her in her water-logged condition, she went aground about one hundred and fifty yards west of the Holland Station, (Eleventh District,) Lake Michigan, the crew of which at once hastened to her assistance. There was a fresh southwest wind and a heavy surf and the vessel was in great danger of breaking up. The station men made her lines fast on the pier, helped her crew of seven men to get ashore, and saved her papers and other movable articles, besides unbending and landing the foresail. This was all that could be done at the time, and the keeper took the men to the station, where they were made comfortable. One of the number left on the following day; the others remained until the 3d of October. The vessel was from Beaver Island, Michigan, bound for Chicago, Illinois, with a cargo of posts. She went to pieces within twenty-four hours from the time she struck, and the station crew subsequently saved a very small portion of her cargo.

October 1.—Two fishermen of Cedar Creek, New Jersey, while crossing the bar in a small skiff, on their way from the fishing grounds to the beach, were upset in the heavy surf. The crew of the Cedar Creek Station, (Fourth District,) knowing the men to be inexperienced and the

bar to be dangerously rough, were watching the progress of the little craft. They had held a small boat in readiness in case of accident, and instantly put off to the rescue in it. The fishermen were well buffeted by the surf and were nearly exhausted when succor reached them. They were taken into the boat as quickly as possible and conveyed to the station, where they were supplied with hot coffee and dry clothing, after which they proceeded to their homes. The surfmen saved the capsized boat, but the catch of fish was lost.

October 1.—The circumstances attending the wreck of the schooner-barge *St. Clair*, of Port Huron, Michigan, and the capsizing of the life-boat of the Sand Beach Station, (Tenth District,) Lake Huron, off Port Sanilac will be found on page 21. The surfmen made heroic efforts in the furious storm that prevailed, to save the entire crew of the barge, but an unfortunate accident just as success seemed assured caused the loss of five lives.

October 1.—At twenty minutes past 6 o'clock in the morning the lookout of the Pointe aux Barques Station, (Tenth District,) Lake Huron, reported a steamer about three or four miles to the eastward apparently making no headway. The crew were immediately called, and manning the life-boat, pulled off to the vessel. She proved to be the *Rhoda Emily*, of Port Huron, Michigan, bound to Ogdensburgh, New York, from Chicago, Illinois, with a cargo of corn, and having two passengers and a crew of seventeen persons on board. She had stranded early in the morning, during smoky weather, about a mile and a quarter from the shore. The wind being from the west her signals had not been heard at the station. The station men took soundings and assisted to jettison about two thousand bushels of corn. At 9 o'clock in the forenoon a passing steamer was engaged, and an hour afterwards, the wind having hauled to the northward and raised the water, the stranded vessel was pulled afloat.

October 1-3.—On the first of these dates the break of day disclosed to the man on watch at the Holland Station, (Eleventh District,) Lake Michigan, a lumber-laden barge apparently in distress, some eight miles to the northwest of the station. He reported her to the keeper, who at once roused his crew, manned the surf-boat and set out for her. There was at the time a fresh northwest breeze, with a heavy surf and the pull to windward was long and difficult; but the station men reached the craft after nearly three hours of hard work, and found that she was the barge *R. N. Rice*, of Buffalo, New York, which had received assistance at the hands of the crew of the Ludington Station two days before, as already reported under the appropriate date. She was water-logged, had lost her foremast and steering gear, and no one was on board. The station crew could do nothing for her, and therefore returned to the harbor. An hour before noon the vessel went upon the beach four miles north of the station and the keeper immediately sent a surfman to take charge of her. On the 3d the owner and the underwriters' agent arrived, and the keeper turned the craft and cargo over to them, receiving their grateful acknowledgments for his services. The vessel proved a total loss; but about one-sixth of the cargo was saved in good condition. It was learned that during the storm of the 30th of September the barge had filled and become unmanageable, compelling her crew to abandon her.

October 1.—Shortly after dark the keeper and one of the surfmen of the Racine Station, (Eleventh District), Lake Michigan, at the request of the captain of the tug *West*, assisted to haul that vessel to a sheltered berth up the river. She had no steam up and could not remain

longer with safety at her wharf on account of the heavy sea running in the harbor.

October 2.—During the evening of the 1st two fishermen anchored their sloop, the *J. A. Garfield*, of Lubec, Maine, close inshore some four hundred yards south-southwest of Quoddy Head Station, (First District,) coast of Maine. Shortly after midnight the wind suddenly shifted and before they could extricate her the sloop had brought up on Carrying-point Ledge. Seeing the lantern of the patrol they signaled for assistance. The surfman hastened to the station and notified the keeper. The station men, launching their dory, quickly boarded the craft, ran out an anchor and as soon as the tide served kedged her off the shoal.

October 2.—At a quarter of 9 o'clock in the morning, while the regular life-saving crew were at Port Sanilac (see account of the wreck of schooner-barge *St. Clair*, page 21,) the superintendent of the Tenth District mustered a volunteer crew at Sand Beach, Michigan, and went off in the surf-boat to the schooner *Racine*, of Chicago, Illinois. This vessel had stranded inside of the south end of Sand Beach Harbor, and was flying a distress signal. A gale was raging from the north with a high sea running, and it had required considerable persuasion before a sufficient number of men were induced to man the boat. The course out being somewhat sheltered by the breakwater, it was not long before the rescuing party were alongside the vessel. They took off the sailors, numbering seven, and safely landed them. On the 10th the *Racine* was floated with the assistance of the regular life-saving crew, having sustained damage to the extent of about a fourth of her value. The surfmen worked several days on her, putting steam-pumps aboard and hoisting out the hay composing her cargo. She was bound from Lexington, Michigan, to Point Saint Ignace, in the same State.

October 2.—The worst storm of the season swept over Lake Huron the night of October 1st, strewing the shores with wrecks and causing much suffering and loss of life. The damage to shipping interests was incalculable. The wind, which came from the northeast in the afternoon was accompanied by rain and sleet. After dark it reached a veritable hurricane and lashed the waters of the lake into a furious sea. The night was one of great anxiety and alarm to the life-savers of the Thunder Bay Island Station, (Tenth District). The intruding surf submerged the northeast end of the island for a considerable distance and there was every prospect of numerous disasters to exposed vessels. Between 7 and 8 o'clock the patrol came running to the station with the tidings that signals of distress were being burned north of the island. The keeper, with the patrolman and another of the crew, started off at once, but when they got across the island to the water's edge nothing was visible in the intense darkness but a wall of angry breakers. They had not stood long peering into the gloom, however, before a large bright light, such as a torch would make, revealed to them a three-masted schooner with no sails set, broadside as they supposed, on the rocks. The apparition of this vessel, clearly defined against the inky blackness of the night, in the midst of the storm-driven sea, was a picture not soon to be forgotten. The north side of Thunder Bay Island is one of the worst places on Lake Huron for a craft to strand in a northeast gale, as the rocks are precipitous, dropping straight down from three and four feet to six fathoms. The keeper lost no time, but ordered one of his men back to the station to bring the rest of the crew and the beach-apparatus. A Coston signal was flashed to apprise those on the vessel that their peril was known, and then the keeper himself hurried to the station. It was the work

of a short time only for the life-savers to reach the scene with their gear. Then they waded as far out on the rocks as possible and burned lights, but received no answer from the schooner, and nothing could be seen of her. The surfmen patrolled the shore for some time in vain efforts to discover her, and finally all but the keeper and one man returned to the station. These two continued the search, venturing as far out in the surf amongst the drift-wood as they could, but their efforts to again catch a glimpse of the craft were futile. Hardly had the surfmen reached their quarters when another light was seen to the southward in the direction of North Point (the main-land). The life-boat was now got ready, and the crew put on their cork jackets in anticipation of making a launch through the breakers. No more signals were displayed, however, and the keeper did not deem it prudent, therefore, to run the risk of putting off from the shore on a doubtful errand. Few of the live-savers rested that night; they kept on their cork jackets ready for a call and maintained a watch along the shore. A quantity of lumber washed up and served to increase their anxiety. The time until morning was made up of a succession of violent squalls, and finally, when day dawned (2d,) six vessels were seen at anchor, all but one exposed to the full sweep of the storm. The nearest of these, lying close to North Point, had run up a signal of distress. The surfmen speedily launched the life-boat, and were soon pulling with all their strength through the furious breakers. Before they had proceeded far four other vessels had set their flags at half-mast. The foresail was spread in the life-boat, and the latter was headed for the nearest craft, which was at least two miles from the shore south of the island. When the station men got near her, sail was taken in and by using the oars they succeeded, notwithstanding the tremendous sea, in rowing up under her stern. The wife of the keeper, who anxiously watched the surfmen from the upper-story window of the station, stated afterwards that when the life-boat descended into the trough of the sea it disappeared entirely from her view. The vessel was found to be the water-logged barge *Dan Rogers*. The captain, who did not wish to leave the vessel, was very anxious to obtain assistance so that he could reach port. The surfmen quickly put off to the next vessel, which was the schooner *F. B. Gardner*. Part of her deck-load was gone, and her booms, gaffs, and sails were carried away; in fact, she was almost a complete wreck. The third craft the station men reached was the schooner *Chester B. Jones*. They had very hard work in getting to her, and encountered breakers that nearly submerged them. She was leaking badly, with seven feet of water in the hold, and lying in such a position that a shift of wind would have put her broadside on the reefs. The *Manitowoc* was the schooner that the station men pulled alongside of next. Her rudder was gone and she was leaking, with the water continually gaining. These vessels, all of which were laden with lumber, hailed from Buffalo, New York, and each had a crew of seven. Their condition made it necessary to obtain aid with the least possible delay, so sail was set in the life-boat and the surfmen started for Alpena, ten miles distant. The four vessels, some of them lying three miles apart, had been visited in about an hour and a quarter. The keeper, on arriving at Alpena, engaged the steamer *Garden City* and the tug *Ralph* to go to the rescue and by 10 o'clock in the forenoon the relief party were on their way to the scene. The life-boat, while in tow of the steamer, was most of the time swept by the waves, and the keeper came very near being washed overboard. The surfmen assisted to get the distressed craft under way and to place them in charge of the steamers.

By sundown they were all safe at Alpena. The services of the station crew in connection with these vessels were quite remarkable. They had occupied only five and a half hours in making over thirty miles in the life-boat, and this during the worst of the gale. Property to the value of a hundred thousand dollars, and twenty-eight lives had been imperiled and relieved. Yet the labors for the day were not ended. Forty minutes after the surfmen returned to the station a large steamer was seen heading for the island with a flag of distress hoisted. They again speedily manned the life boat, taking along the light-house keeper who volunteered to pull an oar. The vessel soon began blowing whistles and the life-saving men made all possible haste to reach her. After rowing and sailing about two miles they got alongside. She was the steamer *Susquehanna*, of Erie, Pennsylvania, one of the largest and finest vessels on the lakes. She had a crew of thirty-three persons on board and was loaded with a valuable cargo of general merchandise. She had lost her rudder off Pointeaux Barques early in the morning and had been worked to Thunder Bay Island, a distance of seventy-five miles, without assistance. The captain wanted to send a telegram to the owners. After the vessel had been anchored the station men proceeded, with the chief engineer and a watchman, to Alpena. It was a hard pull, as the wind was ahead and blowing strong. Fortunately, just about dusk, a passing steamer took the life-boat in tow. At 9 o'clock at night, after a reply had been received to the telegram sent, the surfmen started back for the disabled steamer. She was met entering Thunder Bay in charge of the steamer *Lycoming*, which had offered to see her safely into port.

The crews of the several vessels assisted, some of whom had about despaired of their lot, were loud in praise of the life-savers for their courageous and effective work. The following extract is from a local newspaper—the Pioneer—which published a detailed account of the affair:

“One of the hardest battles that the Thunder Bay Island life saving crew have ever been called upon to fight to save life and property from the angry storm-waves on Lake Huron was fought Tuesday morning. The test was severe upon their skill and endurance, but they succeeded, thereby saving a number of lives and many thousands of dollars' worth of property. Monday night was one of the worst ever seen off the island and all night in a storm of rain and sleet, with the wind blowing a hurricane, Keeper Persons patrolled the beach. * * * The weather is described by the captains of the disabled boats as some of the worst they ever saw. They are strong in their praises of the work of Keeper Persons and his crew, stating that everything that could be done for their immediate relief was promptly and efficiently done, and that the amount of work accomplished was wonderful. Captains C. E. Brown, of the *Jones*, and A. G. Davis of the *Rogers*, hand us the following statement for publication, which is heartily endorsed by the captains of the other disabled vessels:

“Keeper Persons and his life-saving crew deserve the greatest praise for their exertions in behalf of the water-logged tow of the *D. M. Wilson*. They were prompt, energetic, and efficient, doing everything that could be done, and in the face of the worst storm of sleet, rain, and wind we have known for years.”

October 3.—At 2 o'clock in the morning of October 2nd, during a northerly gale of wind, the schooner *Forester*, of Port Huron, Michigan, while loading stone and brick at Grindstone City, in that State, was driven ashore at a point a mile and a half southeast of the Grindstone City Station, (Tenth District,) Lake Huron. The next day (3d,)

the vessel not being seen from the station, the watch proceeded to the spot and found her lying head to the sea about thirty feet from the beach. The fact was immediately reported and the surfmen hastened to the scene. As it was plain that nothing could be done before the wind and sea went down, the life-saving crew returned to the station. They subsequently manned the surf-boat, and pulled to the vessel where they found that her crew of three men meantime had thrown overboard a portion of the cargo. The station men, by running out a small anchor, succeeded in heaving her afloat and getting her to the end of the wharf.

October 3, 10, 12.—On these dates the crew of the Middle Island Station, (Tenth District,) Lake Huron, hauled well up on the beach and secured some two hundred logs that had been washed ashore. They had probably broken adrift from the raft mentioned under dates of August 15th and 16th and September 19th.

October 4.—Just before noon the schooner *Ralph Campbell*, of and for Chicago, Illinois, with a cargo of lumber from Garden Bay, Michigan, and carrying a crew of nine men, including the captain, sprung a leak when about fifteen miles off Sturgeon Bay Canal Station, (Eleventh District,) Lake Michigan. The leak was so serious that it was deemed advisable to put into the nearest port for repairs. The schooner was accordingly run into the canal near the station, where she arrived at 2 o'clock in the afternoon, and the master requested the assistance of the life-saving crew to free his vessel of water. It required four hours of steady work to pump her out, and during this time the schooner's crew were occupied in finding and stopping the leak, which they succeeded in doing. The services of the station crew were gratefully acknowledged.

October 5.—On this date the keeper and three surfmen from the Big Kinnakeet Station, (Sixth District,) coast of North Carolina, with three of the crew of the adjacent Little Kinnakeet Station, by request of the captain of the small schooner *Ella*, of New Berne, North Carolina, aground in Pamlico Sound, about a mile and a half north-northwest of the first-named station, assisted him to get his vessel afloat. She had dragged her anchors and stranded some time previously during a north-west gale. The life-saving men constructed temporary ways, and after moving the schooner some fifty yards she floated without appreciable damage. Her crew consisted of two men and she had no cargo.

October 5.—Shortly before midnight of the 4th, during a northeast gale and high sea, the watch of the Racine Station, (Eleventh District,) Lake Michigan, made out a vessel burning a torch for a tug, about two miles from the harbor. A tug that was lying near the station was immediately notified and as soon as possible started to the assistance of the vessel, but before a line could be got to her she struck the end of the north pier a third of a mile east of the station. The captain finding that he was on the weather side of the pier let go his anchor just in time to save his craft from knocking out her spars by colliding with the light-house crib. Seeing the dangerous position of the schooner—for such she was—the surfmen hurried out on the pier with heaving-lines to rescue the crew, as the use of a boat or the breeches-buoy apparatus was out of the question. The vessel was rolling and pitching very heavily and the sea and wind kept forcing her against the pier. It was expected every moment that her side would be smashed in. The captain called out to pass a line from the schooner's stern to the tug, the latter by this time having reached the lee side of the pier. The waves were sweeping in quick succession over the

structure and there was great danger of being washed off, as the night was very dark. The surfmen, however, crept along on their hands and knees and succeeded in passing the line. The tug being short-handed two of the station crew went on board to help handle the gear. When the steamer started ahead, the tow-line, which had not been properly made fast on the schooner, slipped and went adrift and the tug dragged it astern out in the lake. The two surfmen hauled it in again, after which the tug returned to the pier and the station men repeated their previous experience in running the line, the seas drenching them to the skin. Then the tug pulled the schooner clear and towed her into the lake where the tow-line was transferred to her bow and she was brought safely into the harbor. One of the surfmen who had assisted on the tug had his finger badly hurt during the course of these operations. The vessel was the three-masted schooner *Delos De Wolf*, of and from Chicago, Illinois, bound to Marinette, Wisconsin, in ballast. She carried a crew of eight men all told. The captain in thanking the station men for their valuable services stated that their prompt action was all that saved his vessel from total loss.

October 6.—A small skiff was picked up by the crew of the Cross Island Station, (First District,) coast of Maine. The owners were found by means of the keeper's advertisement in a local paper and recovered their property.

October 6, 7.—At 9 o'clock in the forenoon (6th,) the tug *Jos. E. Rumbell, jr.*, of Chicago, Illinois, was in collision with another tug and was sunk in fifty feet of water in Manistee Lake, about two miles east of the Manistee Station, (Eleventh District,) Lake Michigan. Her crew of three men made their escape by means of a small boat. An hour later the keeper received a message by telephone requesting his assistance. He went to the lake, put on submarine armor, and during the afternoon dived twice to examine the wreck. The following day (7th,) he went down six times and succeeded in making a lawser fast to the sunken craft so that she could be dragged into shoal water. She was subsequently raised and found to be very badly damaged.

October 7.—About half-past 1 o'clock in the morning a surfman of the Brenton's Point Station, (Third District,) coast of Rhode Island, while on his patrol, discovered fire in a small engine-house situated on a private estate. Seizing an old bucket and carrying water a distance of nearly three hundred yards, he succeeded after an hour's hard work in extinguishing the flames.

October 7.—Shortly before 5 o'clock in the morning, the steamer *Enterprise* towing the schooner *Albatross* ran ashore about five miles south of the North Manitou Island Station, (Eleventh District,) Lake Michigan. The steamer's lights as she approached the island were seen by the surfman on watch, who observing that the lights soon ceased to move, reported to the keeper his belief that she had met with an accident. The surf-boat was at once launched and the life-saving crew, leaving one man on watch at the station, pulled to the southern point of the island and alongside the stranded vessels. Both hailed from St. Catharines, Ontario, and were laden with corn from Chicago, Illinois, and bound to Buffalo, New York. The steamer's crew numbered fifteen, that of her consort eight. The station men boarded the schooner and made an effort to heave her off by means of the tow-line, but the attempt failed. They then ran out an anchor and made a second attempt, but this too was unsuccessful, and they next went on board the steamer and helped her crew to throw overboard corn to

lighten her. After about two hours of this work, during which the engines were kept going, she backed off the shoal. The station crew ran the hawser between the vessels. At the first trial the steamer parted the line, but this being soon spliced a renewed effort brought the schooner afloat.

October 8.—During a strong northwest wind, at about 3 o'clock in the afternoon, the watch at the Point Lookout Station, (Third District,) coast of Long Island, discovered a sloop ashore on New Inlet bar, about a mile and a half east of the station. The surf-boat was immediately launched and after a half hour's hard pull the station men arrived alongside the vessel, which proved to be the *Naushon*, of New York, on a pleasure trip from Fire Island with a party of five persons. She stranded while running for shelter and the seas were already making a clean breach over her. Those on board being anxious to land, were taken into the surf-boat and conveyed ashore. By this time the men from the Short Beach Station had arrived on the scene and the two crews went off to the sloop and by dark succeeded in getting her off the bar and into a safe harbor, with the loss only of an anchor and chain. All but the captain and one of his men who were sheltered over night at the station took the train for New York in the evening.

October 8.—About 9 o'clock in the morning the steamship *S. S. Gaboon*, of Glasgow, Scotland, while crossing the Cape Fear River bar failed to steer and grounded some five miles west-northwest of the Cape Fear Station, (Sixth District,) coast of North Carolina. The day-watch at the station discovered her a few minutes after she struck, and the life-saving crew lost no time in going off to her in the surf-boat. The captain had gone to Southport for assistance and the officer in charge was unable or unwilling to give the surfmen any information in regard to the accident. As no assistance could be rendered at that time, they made arrangements for a signal to be given should their services be needed and returned to the station. By jettisoning some two hundred tons of salt, and with the assistance of two tugs, she got off at the next high water. She was bound to Wilmington, North Carolina, from Liverpool, England, with a cargo of salt and cotton ties, and carried a crew of twenty-eight men. The vessel sustained no damage.

October 8.—On this date the abandoned Canadian schooner *E. M. Foster*, of Port Arthur, loaded with pulp bolts, capsized and became a complete wreck about five miles southeast of the Pointe aux Barques Station, (Tenth District,) Lake Huron. The surfmen had discovered her drifting down the lake and had started for her in the life-boat, there being a strong breeze and heavy sea at the time. Before they could reach her, however, she toppled over. From a newspaper item which was seen afterwards it was learned that her crew, consisting of six men, were rescued several hours before by a passing steamer. The life-saving men succeeded in recovering from the wreckage many articles belonging to her, landed them for safe-keeping on the dock at Port Hope and notified the captain of the fact.

October 9.—The lumber-laden schooner *Majestic*, of and from Bangor, Maine, bound to Chelsea, Massachusetts, with a crew of three men, while passing through Muscle Ridge Channel, struck on Hay Island Ledge, about a mile east-northeast of the White Head Station, (First District,) coast of Maine. She passed over the rock, losing a piece of her keel some twenty-five feet in length. The captain immediately brought her to anchor in the channel, but made no signal of distress. The night was very dark and the accident, which occurred at 10 o'clock in the

evening of the 8th, was not known at the station until day-break the following morning, when the vessel was seen to be full of water. The life-saving crew launched their surf-boat and went on board. Finding that a tug was needed, they at once pulled back to the station and telephoned to Rockland and then returned to the schooner. Upon the arrival of the tug the life-saving crew ran lines between the two vessels and slipped the schooner's cable, when she was towed into Rockland harbor, where she was repaired. On the 19th the station men recovered and restored her anchor and chain and she resumed her voyage.

October 10.—At sunrise of this date the keeper of the Monomoy Station, (Second District,) coast of Massachusetts, sighted a schooner displaying a signal of distress about six miles southwest of the station. The life-saving crew at once launched the surf-boat and put off to the scene. Upon their arrival in the vicinity a barkentine was also discovered with a signal of distress set. The latter being the nearer, the station men boarded her and learned that the two vessels had been in collision during the night. The first craft mentioned proved to be the schooner *Rabboni*, of Bangor, Maine. The other was the barkentine *Nellie E. Rumball*, of Machias, Maine, bound to Boston, Massachusetts, from Apalachicola, Florida, with a valuable cargo of lumber and carrying a crew of eight men. She was full of water and was prevented from sinking only by her cargo. The surfmen worked four hours in assisting to clear away the broken spars and heave up her anchor. They also aided in getting a hawser to her from the steamer *Wilkesbarre*, which had been engaged to tow the disabled vessels into port.

October 11-16.—The schooner *Annie E. Rudolph*, of Philadelphia, lay at anchor on the morning of the 11th in Hatteras Cove, North Carolina. A strong northeast gale with fog prevailed at the time, but the vessel could be seen at intervals from the three life-saving stations in the vicinity—Cape Hatteras, Creed's Hill, and Durant's, (Sixth District,) and the crews at these places, recognizing her peril, watched her closely. About an hour after noon the gale having shifted to the southwest, the vessel began to drag her anchors. It became evident to the station crews that she would fetch up on the beach, but the sea was very heavy and violent, rendering the surf impassable to boats. They could therefore do nothing but await the event. They accordingly made every thing ready and at 10 o'clock at night the north patrol from the Creed's Hill Station seeing that the vessel was rapidly approaching the beach about a third of a mile southeast of the station, flashed his Coston signal to summon his comrades and notify the people on board that help would be given them as soon as possible. The surfmen hastened to the place with their beach-apparatus and while the craft was still three hundred yards off shore made a successful shot with the Lyle gun, throwing the line between her masts. The waves were dashing over her, however, and in the tumult, by some mistake, the shot line was let go. The vessel surged on towards the beach and shortly stranded at a distance of some seventy-five yards. The crews of the other stations had now arrived and the gun in the mean time having been made ready, another line was thrown on board. The combined crews made short work of completing the arrangements and the crew of six men were safely and speedily brought to land in the breeches-buoy and taken to the nearest station, where they were hospitably cared for. On the following day (12th,) the Cape Hatteras and the Creed's Hill crews boarded the craft and saved the cabin furniture, stores and other articles that could be taken into the surf-boat. The entire crew staid at the station two days and two of the number

three days longer. The vessel was from Clark's Cove, Maine, with a freight of ice, bound for Elizabeth City, North Carolina. The cargo was lost. The vessel was ultimately saved in a damaged condition. The captain, before leaving, made the following statement and acknowledgments:

"At 10 P. M., October 11, my vessel struck on the outer reef opposite Creed's Hill Life Saving Station, and one of the surfmen from that station burnt his red Costou light to let us know he had seen us. In about twenty minutes they shot a line across the vessel, which my men got, but let go again while coming down the rigging. Captain Dailey, of Cape Hatteras, and Captain Burrus and crew, of Durant's, then came to our assistance. We got the second line, which was fired as soon as the gun could be loaded. We were all landed in safety, for which the life-savers deserve credit, as the sea was very high and breaking eight or ten feet above deck.

"We also wish to thank them all for their kindness after we were rescued.

"JOHN A. LEVINS,
"Master Schooner *Annie E. Rudolph*."

October 11.—In the afternoon about 3 o'clock the schooner *Fiat*, of and from Oswego, New York, with a crew of three men, while trying to enter Big Sandy Creek, whither she was bound, ran on the bar a quarter of a mile west of the Big Sandy Station, (Ninth District,) Lake Ontario. The life-saving crew, as soon as her purpose became evident, got their boat ready in anticipation of trouble, as the water was unusually low and the sand had washed into the channel and shoaled it. Therefore, when the accident occurred, they immediately put off to the vessel's assistance. They ran out anchors and lines and tried with the aid of the windlass to heave her stern off, but she was so firmly lodged that they could not budge her. The surfmen then returned to the station and procured a lighter. This they towed alongside the schooner to receive her cargo, which consisted of general merchandise. It was found necessary to fill the lighter twice, the first load being taken ashore and piled up. The station men gave a heavy strain on the lines, which they had led to an anchor embedded in the sand of the beach, and by opportunely swinging the booms from side to side, succeeded finally in working the craft clear. She fortunately came off undamaged and was taken into the harbor. The surfmen had worked industriously for five hours, and it was only through their persistent and well-directed efforts that the schooner was saved from serious injury. After she reached a safe berth the life-saving men put back the cargo that had been removed. The following acknowledgment of the valuable services rendered on this occasion was subsequently received at the office of the General Superintendent:

"WOODVILLE, NEW YORK, *October 12, 1888.*

"MY DEAR SIR: Allow me to express my gratitude to the Life-Saving Service in general for the lives and property it has saved, and especially in behalf of the captain and crew of the Big Sandy Station for their timely and valuable assistance on the 11th of October, 1888. In attempting to enter the channel of Big Sandy Creek my vessel, the schooner *Fiat*, went on the rocks. The life-saving crew immediately came to my assistance and rendered aid which saved the vessel and cargo from untold damage. The channel having barred up, made it certain that the vessel and cargo would have been damaged very much if the captain and

crew had not rendered immediate assistance with their lighter and lines. Allow me again to express my gratitude to the Life-Saving Service.

"I remain, your humble servant,

"WM. A. JENKINS,
"Master of Schooner *Fiat*."

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

October 11.—During a strong northeast wind and heavy sea a steamer with a tow of lumber-laden vessels came to off Fairport, Ohio, and signaled for assistance to enter port. Two tugs started out to bring the vessels into the harbor. While on the way in one of the latter, the schooner *B. B. Buckhout*, struck the bar and the tow-line parting soon drifted against the pier, half a mile north of the Fairport Station, (Ninth District,) Lake Erie, and began to pound heavily. Had it not been for the prompt aid rendered by the life-saving crew, who went to her immediately, she would have swung round and been driven ashore. The surfmen got out lines and held her until others were run further up the pier where the tugs could reach them. This proved a very difficult and dangerous task, as the seas were sweeping the pier and making a clean breach over the vessel, and was only accomplished after the most sturdy and persistent effort. One tug was disabled by being driven against the pier by a breaker and had to be taken up the river. The station men finally succeeded in getting the schooner safely into the harbor, to the great satisfaction of the captain, who warmly praised them for their energetic and clever work. The next day he indicated his appreciation in the following communication :

"FAIRPORT, OHIO, October 12, 1888.

"I desire to express thanks to the Fairport life-saving crew for the timely assistance rendered to the schooner *Buckhout*. But for their prompt and efficient aid in releasing her from her perilous position she would have been driven ashore or been badly damaged by pounding against the piers.

"JAMES HALL,
"Master."

The schooner hailed from Port Huron, Michigan, and was bound from Bay City, in that State, to Tonawanda, New York, with a crew of six men.

October 11.—At half-past 7 o'clock in the morning the captain of a tug notified the keeper of the Milwaukee Station, (Eleventh District,) Lake Michigan, that the three-masted schooner *America*, of Chicago, Illinois, was at anchor in Whitefish Bay, some six miles north of the station, and was leaking badly and in need of assistance. The life-saving men launched the surf-boat and after an arduous pull reached the vessel. They assisted to pump her out, and then finding the leak, successfully stopped it. They also aided to heave up the anchor, which was out to the extent of sixty fathoms of chain. The schooner was now enabled to proceed on her way to Chicago, whither she was bound. She was from Menominee, Michigan, with a cargo of lumber and a crew of seven men. The latter, who were nearly worn out from having been at the pumps all night, were very grateful to the life-saving crew for their prompt assistance.

October 12.—About half-past 3 o'clock in the morning, while the schooner *Richard Morrell*, of New York, was loading sand, she dragged her anchors and stranded on the west shoals of Rockaway Inlet, coast of New York, two

and a quarter miles south of the Coney Island Station, (Third District). A fresh east wind was blowing, with a high sea. The crew of five men were obliged to seek safety in the rigging, owing to the heavy breakers that at once swept over the vessel. She was about a mile off the land and was discovered by the patrol between 4 and 5 o'clock. The life-savers made an attempt to reach her with their boat, but they found it impossible to make headway against the wind and sea and had to put back. The keeper then hurried to Barren Island to obtain a tug to tow the surf-boat off, but on his arrival there he found that the two small tugs usually at that place had gone to Canarsie. Failing in his errand he hastily retraced his steps, but before proceeding far saw the schooner *S. Greenwood* standing off and on opposite the station. He ran to within hailing distance of her and learned that the crew of the *Morrell* were still on board, not having been seen from the shore on account of their position in the starboard rigging. The station men speedily ran a line to the *Greenwood*, and she towed the surf-boat to within half a mile of the stranded schooner. From this point the life-saving men, by dint of hard rowing, succeeded in getting close to the stern of the vessel and threw a line on board. As opportunity offered they pulled up and took the sailors into the boat one at a time. In this manner they succeeded in taking off the entire crew—a task that was not accomplished without much difficulty and danger, as the schooner's yawl was lying astern swamped and it required the constant efforts of the surfmen to keep it from getting under their own boat. A good deal of water had been shipped and one of the men was put to bailing. The station men cleared the break and then were again taken in tow by the *Greenwood* to a point where they were enabled to row ashore in safety. The sailors had been in the rigging in a drenched condition, unable to show a signal of distress, for more than five hours and were all well-nigh exhausted. One of them was so far gone that it required two hours of vigorous treatment after his arrival at the station to restore him. The party were provided with dry clothing from the stores donated by the Women's National Relief Association and were comfortably cared for during the day. The vessel became a total loss.

October 12.—In the morning the crew of the Turtle Gut Station, (Fourth District,) coast of New Jersey, pulled to the light schooner *Rebecca A. Taulane*, of Somers Point, New Jersey, in response to a signal of distress. She lay at anchor about two miles east-northeast of the station, near the bar, and as an easterly gale had prevailed during the night making up a heavy sea, the captain wanted to telegraph for a tug in order to get his vessel out of her exposed position, but needed no other assistance. The station men accordingly landed and forwarded the captain's telegram. At 3 o'clock in the afternoon, the weather having moderated, the schooner got under way and proceeded on her course.

October 13, 14.—Shortly before noon of the 13th, the crew of the White Head Station, (First District,) coast of Maine, launched their surf-boat and pulled to the British schooner *Frances Z.*, of Annapolis, Nova Scotia, which had just anchored in Seal Harbor. She was from Hillsborough, New Brunswick, laden with rock plaster and bound to Boston, Massachusetts, with a crew of seven all told. She had struck upon Lower Gangway Ledge, about a mile to the eastward of the station, and at once put into the harbor leaking badly. A gale from the east-northeast with rain and a heavy sea prevailed at the time. By unremitting labor at the pumps the combined crews finally managed to gain control of the leak, and at high water, getting the schooner under way, they ran her on the flat at the head of the harbor. Here she was safe for the night

and the surfmen returned to their post. Early the next morning (14th,) they again boarded her and found that she leaked very little. As the wind was favorable the captain resolved to proceed on his cruise. The station men therefore assisted to get her under way and piloted her out into the channel.

October 14—Shortly after 1 o'clock in the day the crew of the Louisville Station, (Ninth District,) Louisville, Kentucky, manned their boat and put off to the assistance of two young men whose skiff had been carried by the current into the middle chute of the Falls of the Ohio River. The life-saving crew made fast to the skiff and towed it to the station, thereby averting a serious accident.

October 14.—At twenty minutes of 1 o'clock in the morning the watch of the Racine Station, (Eleventh District,) Lake Michigan, had his attention attracted by the blowing of a steamer's whistle out on the lake. The signals were several times repeated and seemed to indicate that the vessel was in distress. The sounds came from a point a long distance off and no lights could be seen from the station. The keeper jumped into a skiff and notified a tug which took the life-boat in tow as soon as it was manned. After steaming in the direction whence the sounds proceeded for nearly two hours the dim lights of two torches were seen. The tug headed for them and found the first to be in a yawl boat containing five men. They belonged to the steamer *D. J. Foley*, of and from Chicago, Illinois, which had broken her rudder and was in a disabled condition. The men were on their way to obtain assistance. The other torch was on board the three-masted schooner *American Union*, which had been in tow of the steamer previous to the accident. The captain of the *Foley* desired to have his vessel taken to Milwaukee, but as the tug was short of fuel she would first have to return to Racine. Accordingly after the surfmen had run the necessary lines, the steamer was towed to within a short distance of the harbor and anchored. The tug then proceeded into port and an hour or so later returned and took the steamer to Milwaukee. The latter had a crew of fifteen and was without cargo.

October 15.—In the forenoon the crew of the Big Kinnakeet Station, (Sixth District,) coast of North Carolina, put the small sloop *M. O. Alice*, of Hatteras, in the State just mentioned, on temporary ways constructed by them for the purpose, and by means of rollers took her from the inner beach (where she was ashore three-fourths of a mile northwest of the station,) a distance of a hundred yards out into Pamlico Sound to a position from which she would float on the rising tide. She had dragged her anchor and stranded during a northwest blow.

October 17.—At 7 o'clock in the morning the tug *W. H. Bentley*, of New York, while towing a schooner from that place to Barren Island, grounded on the shoals about one mile to the south-eastward of the Coney Island Station, (Third District,) coast of Long Island, New York. The accident was witnessed by the life-saving crew, and they at once went in their boat to the scene. As the schooner was in danger of stranding, the keeper volunteered to go to Barren Island for a tug to take her in charge. It was thought best, however, to first attempt to float the *Bentley*. Accordingly her boilers were freed of water, and thus lightened, after considerable endeavor she was got safely off. The man in charge not knowing the channel, the keeper took his place and piloted the tug and her tow to destination.

October 17.—Late in the afternoon the steamer *Joys*, of Milwaukee, Wisconsin, while standing down the river about to leave Manistee, Michigan, on her way to Chicago, Illinois, with a cargo of lumber,

collided with a vessel, which while steaming up the river suddenly refused to steer and sheered across the channel. The *Joys* was disabled by the accident, which occurred near the Manistee Station, (Eleventh District,) Lake Michigan, and the life-saving crew immediately went to her in their surf-boat, ran out lines and helped to make her fast alongside the dock. The keeper subsequently put on a diving suit and went down twice and examined the vessel. He found her badly damaged, having injured her stern-bearing and knocked off three blades of her propeller. The steamer carried a crew of twelve all told.

October 18.—At a quarter-past 7 o'clock in the morning a three-masted schooner was seen from the Oak Island Station, (Third District,) coast of New York, standing a course that if continued would fetch her up on Fire Island bar. The surfmen tried to apprise her of her danger by means of the International Code of Signals, but the warning was unheeded and she stranded on the point of the bar, about two miles south-southeast of the station. A fresh northwest wind was blowing at the time, with considerable sea. The life-saving crew manned their boat and proceeded to the craft, which proved to be the *Walter F. Parker*, of Philadelphia, Pennsylvania, bound thence to Boston, Massachusetts, with a cargo of coal and a crew of seven on board. Fifteen minutes later the crew of the Fire Island Station, which had also observed the vessel, arrived on the scene. The surfmen ran hawsers to a tug that was at hand, but the low state of the tide compelled an abandonment of operations until the latter part of the afternoon when, with the assistance of the tug and both station crews, the schooner was pulled off undamaged and resumed her voyage.

October 18.—About midday the captain of the sloop *Nathaniel W. Morris*, of Perth Amboy, New Jersey, anchored his craft a short distance off the Bayhead Station, (Fourth District,) coast of New Jersey, and landing applied at the station for assistance. He stated that some portion of the sloop's steering gear had broken and she had been unable to keep her course. Two of the surfmen equipped with tools from the station went on board and after working for an hour or so succeeded in making repairs which enabled the sloop to proceed on her way to Barnegat, whither she was bound. She had two men on board and had sailed from Sandy Hook.

October 18.—The small coal-laden schooner *Maggie Sutphen*, of Somers Point, from Jersey City, and bound to Port Republic, all in New Jersey, at 7 o'clock in the morning ran aground on the flats half a mile to the westward of the Little Egg Station, (Fourth District). She was beating up the channel at the time against a westerly wind and stood too near the beach. The life-saving crew instantly launched their boat and boarding the vessel ran out a kedge, but as the tide was falling fast it was found impossible to budge her. Nothing more could be done until the succeeding high water and the surfmen pulled back to their station with the understanding that a signal would be made if any further assistance should be needed. There were only two men on board, but the tide running very full at night they easily hove the schooner afloat.

October 18.—On this date three of the surfmen of the Big Kinnakeet Station, (Sixth District,) coast of North Carolina, assisted to launch the small schooner *Anna Lee*, of Hatteras, in the State mentioned. She had been blown ashore from her anchorage in Pamlico Sound during the destructive gale of April 7th, stranding three-fourths of a mile west-northwest of the station. The owner had hauled her out and repaired her, and at this time was ready to put her afloat.

October 18—Thirteen men who were journeying on foot along the Florida beach, arrived early in the afternoon of this date at the Cape Malabar House of Refuge, (Seventh District,) in an almost famished condition, and requested food and water. They had been unable to procure anything to eat since leaving Bethel Creek House of Refuge the day previous. They were given a substantial meal, and were then taken in two small boats that happened to be at the station to Melbourne. The men were very grateful for the kind treatment received and the help extended.

October 18.—In the afternoon the boatman on lookout duty at the Louisville Station, (Ninth District,) Louisville, Kentucky, saw a skiff containing a man, in the dangerous current of the Indiana chute of the Falls, about a mile northwest of the station. The station men speedily launched a boat, overtook the skiff, and brought it to the bank. The rescue was accomplished none too soon as the man was unaware of his peril and would have been swept over the falls.

October 18.—During a heavy southeast blow and high sea, at about 5 o'clock in the evening, the lookout of the Racine Station, (Eleventh District,) Lake Michigan, reported a schooner south of the harbor flying a signal for a tug. One was immediately notified, but on reaching the harbor entrance she found the breakers so high that she could not with safety venture outside. She therefore awaited the arrival of the schooner. The latter in attempting to enter port got too close to the bar which lies near the north pier and grounded. As soon as she struck the breakers swept completely over her. The life-saving crew hastened to obtain lines with which to save the crew but when they returned the sea and wind had thrown the vessel against the pier. The tug, after striking bottom several times, managed to get a line to her but parted it in trying to release her. All efforts in this direction failing, the keeper offered the captain and crew the shelter of the station, but they were not ready to leave the schooner, being of opinion that if a line was run to the opposite pier she could be hove off. The surfmen, therefore, procured a stout hawser at the station and ran it from the vessel to the south pier. They then manned the windlass and worked for an hour trying to heave the craft afloat, but unavailingly. As she was full of water and there was no prospect of moving her, the sailors got their effects together and went to the station. Being drenched to the skin they were provided with dry clothing from the stores donated by the Women's National Relief Association. They were comfortably cared for two nights and a day. The schooner was the *Mediator*, of and for Chicago, Illinois, with a load of lumber from Menominee, Michigan. Her crew consisted of seven men. The cargo was saved but the vessel was badly damaged, part of her hull being torn off. She was towed to Chicago, in a water-logged condition, for repairs.

October 19.—At 7 o'clock in the morning the schooner *Lizzie Babcock*, of Somers Point, New Jersey, with a crew of eight men, bound to Philadelphia, Pennsylvania, from Boston, Massachusetts, without cargo, stranded on the north-western part of Bears's Shoal, some two miles to the southward of the Monomoy Station, (Second District,) coast of Massachusetts. In attempting to pass between the shoal and beach she was misled by a buoy out of place, and ran aground. The station men seeing the vessel strike, launched the surf-boat and put off to her assistance. They aided in heaving her afloat, and to weigh anchor and make sail, but, as the wind died out, the anchor had to be dropped again to prevent the craft's going upon the shoal a second time. However, the breeze soon sprang up, when the surfmen helped get her

again under way and clear of the shoal. Being undamaged, she proceeded on her way.

October 19-21.—A heavy southeast gale and rain-storm set in on Lake Huron on the 18th and by midnight had reached almost a hurricane. At about 8 o'clock the next morning the weather moderated somewhat and began to clear in the vicinity of the Middle Island Station, (Tenth District,) and the watch discovered a schooner about six miles southeast of the station with a flag flying at her topmast head. The life-boat was quickly launched and after a hard pull, the sea being very heavy, the surfmen reached the vessel, which proved to be the *John F. Warner*, of Port Huron, Michigan. She was without cargo and had six men on board. The craft had been one of a tow, but during the storm her steering gear had been disabled and thus becoming unmanageable she had broken adrift. An anchor was let go, but the vessel dragged some two or three miles before she fetched up. The captain was anxious to get her into harbor as she was in a dangerous position, at least five miles from shore, and exposed to the full sweep of the sea. The life-saving men finding the crew desirous of remaining on board as long as they could with safety, put off for the shore to obtain assistance, having to row between eight and nine miles before making a landing. The keeper then proceeded six miles overland to Long Lake, where he telephoned to Alpena for a tug, receiving in reply assurance that one would start immediately to the aid of the distressed vessel. He then returned to the schooner and informed the captain of the result of his errand. The surfmen remained by the craft for two hours and a half waiting for the tug, but it failed to put in an appearance. The schooner had only one anchor to depend upon, and the weather growing worse the sailors finally decided to leave her for the night and go to the station. If she rode out the gale in safety they could easily return to her the following day. The wind and sea caused the schooner to roll and pitch so heavily that the surfmen found it impossible to keep alongside. Fortunately their boat was provided with a rope ladder, which was sent on board and suspended from the taffrail. The station men then rowed up under the stern and managed by skillful and expeditious work to take the sailors into the boat as they descended the ladder. The party arrived at the station at about 11 o'clock at night after a hard and tedious row of nearly five miles. All hands were cold and hungry and had suffered keenly from exposure. The sailors were furnished with food and comfortably quartered. During the twenty-four hours the surfmen had rowed and sailed some thirty miles and were well-nigh fagged out. Although a heavy gale prevailed that night the schooner weathered it safely. In the morning, (20th,) there being no signs of the storm abating, the captain was taken in the life-boat to the main-land so that he could make further efforts to engage a tug. On the 21st the weather moderated and the surfmen conveyed the crew back to their vessel. A tug shortly arrived on the scene and the station men aided to heave up the schooner's anchor and overhaul the tow-line. The vessels then proceeded on their way, the schooner having sustained no additional damage. They were bound from Cleveland, Ohio, to Cheboygan, Michigan.

October 19.—About half-past 7 o'clock in the morning the keeper of the Milwaukee Station, (Eleventh District,) Lake Michigan, was notified that the three-masted schooner, *America*, of Chicago, Illinois, was leaking badly at her anchorage in Whitefish Bay, some six miles north of the station, and that the captain needed assistance. The life-saving crew immediately launched the surf-boat and pulled to the vessel. They

helped to pump her out and stopped the leak which was found in the run. They then hove up her anchor, which was out to the scope of sixty fathoms, and got her under way for Chicago, whither she was bound from Menominee, Michigan, with a cargo of lumber and a crew of seven men. The latter were nearly worn out from their arduous work at the pumps the previous night.

October 19, 21.—About noon of the 19th the crew of the North Manitou Island Station, (Eleventh District,) Lake Michigan, in response to a signal of distress on board the schooner *David Stewart*, of Detroit, Michigan, went to her in their surf-boat. She lay at anchor about a mile and a half northeast of the station. A south-westerly gale prevailed at the time, and the vessel received the full force of a heavy back sea which set in around the north point of the island. She was consequently rolling so violently as to endanger her spars and was also leaking badly. The captain was very anxious about his craft and requested the advice of the keeper, who at once advised shifting her anchorage, and all hands—the vessel's crew numbered eight—set about getting her under way. Under the direction of the keeper, they soon worked her up the bay to a snug berth, and the life-saving crew, after helping to pump her out, returned to the island. Two days later, the weather having moderated, the station men, at the captain's request, again went on board, got the schooner under way, piloted her out clear, and saw her on her course to Chicago, Illinois, whither she was bound with a freight of coal from Buffalo, New York.

October 19.—During the forenoon the crew of the Saint Joseph Station, (Eleventh District,) Lake Michigan, assisted to moor the small schooner *Charley J. Smith*, of Grand Haven, Michigan, which had entered the harbor in a south-westerly gale. The little craft had lost her foresail before standing in, and had carried away her main-boom in jibing as she passed between the piers. She had then dropped an anchor which failed to hold and she was fast dragging toward the railroad bridge when the life-saving crew arrived and made her fast. They then assisted her crew, which numbered three men, to clear away the wreckage and put things to rights.

October 19.—On this date the schooner *Mineral State*, of Detroit, Michigan, was caught in a fresh easterly breeze while on a voyage from Toledo, Ohio, to Manitowoc, Wisconsin, with a cargo of coal, lost main-sail, foresail, and jib, and was driven close in shore; her anchors did not hold well and she drifted until her stern touched the rocky bottom, where she pounded and soon sprung a leak. The keeper of the Sturgeon Bay Canal Station, (Eleventh District,) Lake Michigan, was notified by telegraph of the accident, which occurred about midnight ten miles north of the station. The surf-boat was immediately launched and the crew began their long row through the heavy sea, which the fresh on-shore breeze had raised. A tug in the harbor had also been notified and soon started for the stranded vessel. The steamer overhauled the surf-boat and took her in tow. Owing to shoal water the tug was unable to run alongside the schooner, but the latter was boarded about 1 o'clock in the morning by the station crew and found in the disabled and precarious condition described above. In all there were eight men in her crew. The surfmen promptly began work. Both anchors were down and every fathom of chain had been veered out. An attempt was made to heave up the smaller anchor, but had to be discontinued as the vessel began to drag again. The surf-boat then made a trip to the tug, which was to windward, going as close as the depth of water would permit, and ran a line from her to the *Mineral State*. After long and

heavy heaving both anchors were weighed, when it was found that one of the arms of the best bower was missing, probably having been broken off by the rocks. The tug took the vessel into the canal and the following forenoon (20th,) towed her to Manitowoc, her destination. The captain warmly praised the work of the life-saving crew, and declared that but for their opportune assistance his vessel and cargo would have become a total loss.

October 20.—An account of the wreck on this date of the schooner *Reed Case*, of Chicago, Illinois, and the drowning of her captain, appears on page 23. The disaster occurred about five miles northeast of the Ship-Canal Station, (Tenth District,) Lake Superior.

October 20.—At 10 o'clock in the forenoon the steamer *J. Evenson*, of Milwaukee, Wisconsin, which was taking out a mud scow, got the tow-line in her propeller and became disabled about half a mile south of the Kenosha Station, (Eleventh District,) Lake Michigan. She at once commenced blowing distress whistles. The life-saving crew quickly procured a tug and then proceeded to the scene of the accident in the surf-boat. They ran a line from the steamer to the tug and the latter towed the disabled vessel inside. This assistance was accomplished just in time, as the steamer was drifting helplessly towards the breakwater, which would surely have wrecked her had she struck it and greatly imperiled her crew of four men, as the weather was stormy, with a high sea running, and it would have been extremely difficult to rescue them.

October 21-24.—At 8 o'clock in the morning of the 21st, while a scow was being towed into Pettaquamscot River, Rhode Island, the line parted and the craft went ashore inside of Bass Rock, about a mile northeast of the Narragansett Pier Station, (Third District.) The life-saving crew at once proceeded to the scene, but the tide being low they were unable to get her afloat. Several efforts were also made by them during the next two days with no better result. Finally, on the 24th, the surfmen succeeded, after diligent trial, in heaving her off, and took her to a landing place up the river.

October 21, 22.—Shortly before 9 o'clock in the forenoon of the 21st, during a north west blow, the schooner *Sallie C. Morton*, of Bridgeton, New Jersey, sunk just north of Eph's Shoal and about two miles to the eastward of the Cape May Station, (Fourth District), coast of New Jersey. The accident was witnessed by one of the surfmen, who instantly gave the alarm, and the station crew at once launched the surf-boat and put off for the schooner. Her crew of five men were in the rigging. They had been dipped under water when the vessel went down and were wet and cold. All were taken into the surf-boat, landed, and conducted to the station. The surfmen provided them with dry garments and the stock of clothing supplied by the Women's National Relief Association was also drawn upon to render them comfortable. The crew, who had lost everything except what they wore, remained with the life-savers until the afternoon of the 22d, when the keeper procured for them free passes by rail to their homes. The schooner, which was old and unseaworthy, was from Millville, New Jersey, bound with a cargo of sand for New York. The wreck became an obstruction to navigation, but was subsequently destroyed by the authorities.

October 22.—At half-past 6 o'clock in the evening a surfman of the Milwaukee Station, (Eleventh District,) Lake Michigan, saw an intoxicated man trying to cross the river in a small boat. Assistance was offered him but declined. The surfman reported the case to the keeper and was sent out in a skiff to watch the man and guard him from accident. The evening was dark and rainy, a strong wind was

blowing, and the boat was in danger of being run down by one of the many tugs in the river. The boat was found some three-quarters of a mile south of the station, drifting with the current, its occupant sitting on the gunwale and so benumbed by the cold that he could scarcely move. It is a wonder that he had not been pitched into the river. The surfman guided the boat safely to shore and directed the man to his home. The following day he visited the station and expressed his deep gratitude for the timely assistance rendered him.

October 23.—Shortly after dark the patrolmen of the Eaton's Neck Station, (Third District,) coast of Long Island, New York, observed a steamer standing in dangerously near the land. They immediately showed a red Coston signal, but apparently without effect. Another light was accordingly struck. The engines were then reversed on board and the steamer made an attempt to haul out clear, but being too near the beach she brought up about two hundred yards from the shore and two and a half miles to the eastward of the station. One of the patrolmen hastened back with the alarm, and the life-saving crew, launching their surf-boat, went on board. Beyond giving the captain, full information about the vessel's position, however, there was nothing they could do. At about half-past 9 o'clock, the tide having risen somewhat, she worked herself afloat uninjured and proceeded on her trip. The timely burning of the Coston signal without doubt prevented a more serious mishap, as she would otherwise have run aground at full speed. She proved to be the Metropolitan Line steamship *H. F. Dimock*, of Boston, Massachusetts, bound thence to New York with a general cargo.

October 24.—About 1 o'clock in the afternoon, during a squall of wind, the sloop *Ellen B.*, of and from New London, Connecticut, carrying a crew of five men, bound to Block Island, with a cargo of rocks, parted her cables while at anchor outside the New Shoreham harbor and was driven upon the breakwater near the New Shoreham Station, (Third District,) Block Island. The occurrence was witnessed by the day-watch at the station, who gave the alarm, and in a few minutes the life-saving crew were on their way to the scene in the surf-boat. Upon their arrival they ran out anchors and succeeded in kedging the vessel off. She pounded bottom heavily during the operations, but the amount of damage she sustained could not be ascertained.

October 25.—At daylight the watch at the Chatham Station, (Second District,) coast of Massachusetts, saw a schooner under short sail and apparently in trouble, standing in toward the beach. She came to anchor a mile to the eastward of the station and a signal of distress was made on board. The life-savers pulled to her in the surf-boat and found her to be the *Sophie Behrmann*, of Patchogue, New York, with a young man alone on board who was unable to manage the craft. During the night, while wearing ship, the captain had been knocked overboard by the main-boom and drowned. The station crew got the schooner under way and sailed her down around Monomoy Point and up into Stage Harbor, Chatham, a distance of some eighteen miles, arriving an hour after noon and leaving her snugly at anchor. The young man from the schooner was taken to the station, where he remained during the following two days. The keeper reported to the owner by telegraph the schooner's situation, and on the 27th a captain sent by the owner arrived and took charge of her. She was from Boston, bound to New York, and carried a freight of gunpowder.

October 26.—At half-past 9 o'clock in the morning the keeper of the Jerry's Point Station, (First District,) coast of New Hampshire, sighted a schooner standing in for Portsmouth Harbor with a signal of distress flying from her starboard main rigging. The life-saving crew launched

the surf-boat and in fifteen minutes boarded her. She proved to be the schooner *Duroo*, of Portland, Maine, bound home from Boston, Massachusetts, with a cargo of china clay and turpentine, and a crew of three men. The vessel had sprung a leak about 9 o'clock the previous night between Cape Porpoise and Boone Island, and was now in a sinking condition, having three and a half feet of water in her hold. Her crew, who had been at the pumps all night, were exhausted and unable to keep them going. The surfmen manned the pumps and ran the craft into a cove at New Castle. At the request of the captain they procured the services of a tug, which towed her to Portsmouth. Meanwhile the station men kept the pumps going, and by 3 o'clock entirely freed the vessel of water. There being nothing further for them to do they returned to the station, arriving at a quarter-past 5 o'clock.

October 26.—A skiff and some small scows that owing to a change of wind were chafing badly against the wharf to which they were secured, were removed to a safe place early this evening by the patrol from the Pointe aux Barques Station (Tenth District,) Lake Huron.

October 26, 27.—The crew of the Ludington Station, (Eleventh District,) Lake Michigan, having been notified by telephone that the small steamer *Volunteer*, of Grand Haven, Michigan, was ashore at Lincoln Piers, about three miles north of Ludington, went to the place in the afternoon of the 26th, ran a line to a tug, and rendered what assistance they could. The effort to float her, however, proved unavailing, and at night the life-saving crew returned home. The following morning (27th,) they again pulled to the steamer, but the sea was so heavy that nothing could be done. They subsequently went twice to assist in floating the craft, but the owners finally decided to haul her out on the beach for the winter. She sustained but slight damage.

October 27.—About half-past 12 o'clock in the day the lookout at the Velasco Station, (Eighth District,) coast of Texas, discovered a small schooner apparently anchored in the first line of the outer breakers, some three miles to the southwest. The crew pulled alongside of her in the surf-boat, when she was found to be the *William Murray*, of Lake Charles, Louisiana, bound to the San Bernard River, Texas, loaded with lumber, and having a crew of three men. She was in a dangerous position, her stern rising and falling with the heavy ground swell not twenty yards from the breakers. Taking her line the surfmen by hard pulling swung her head off shore, where assisted by the strong ebb tide, they got her far enough to windward to enable them to shape a course for the harbor, whither she was safely taken. The captain highly appreciated the services rendered him. His vessel was new, and he was unacquainted with the dangers of the locality, and had narrowly escaped stranding. He had attempted to make the channel without the aid of a pilot and had stood too far to the southward.

October 27.—At 2 o'clock in the morning word was received at the Milwaukee Station, (Eleventh District,) Lake Michigan, that the steam-*barge H. S. Pickands*, of Grand Haven, Michigan, had run ashore during thick weather on Fox Point Reef, some twelve miles north of the station, and was in need of assistance. The life-saving crew launched the surf-boat and proceeded to the scene in tow of a tug. They went aboard the barge and assisted to jettison a portion of her cargo of lumber. This enabled the tug to pull her off into deep water. They then rowed ashore and procured the vessel's yawl, it having been left on the beach by one of the sailors.

October 28.—Between 4 and 5 o'clock in the afternoon, while two men were on a pleasure sail in a small cat-boat about half a mile south-

east of the Coney Island Station, (Third District,) coast of Long Island, New York, a heavy squall came up and they attempted to seek shelter in Sheepshead Bay. When within a short distance of Point Breeze the squall struck them and they were obliged to hastily let go their anchor. No sooner was this done than the cable parted and the boat was put before the wind, but the rudder breaking adrift, the craft became unmanageable and was swept helplessly seaward. The life-saving crew seeing the men being driven off shore launched the surf-boat and pulled to their assistance. The cat-boat was already nearly full of water and the occupants were immediately taken off and conveyed ashore. They received shelter at the station, one of them remaining over night. It was a timely rescue, as ten minutes afterwards the cat-boat filled and was carried out by the ebb tide and subsequently stranded on what is known as the West Dry Bar. A couple of days later she was towed to a place of safety by a resident of Sheepshead Bay and given in charge of the keeper, who delivered her to the owner.

October 28.—At noon two men arrived at the Bethel Creek House of Refuge, (Seventh District,) eastern coast of Florida, claiming that they had walked along the beach from Jupiter, a distance of sixty miles. One of them was unable to proceed further without rest, his feet and legs being much swollen. The men were cared for by the keeper until the next day, when they proceeded on their way.

October 29, 30.—The schooner *Laconia*, of and for Rockland, Maine, from New York, with a crew of three men and a freight of coal, while passing through Muscle Ridge Channel, at half-past 10 o'clock at night (29th,) ran upon Hay Island Ledge, a mile eastward from the White Head Station, (First District,) coast of Maine. The men on board immediately showed a torch, which was seen by the patrol. He flashed a Coston signal in response, then reported the circumstance to the keeper. The life-saving crew, launching the surf-boat without delay, went on board and quickly trimmed the sails to prevent as much as possible her thumping on the ledge. As she had brought up at low water, there was nothing to do but to wait for the tide to rise. The schooner floated a few hours later and the life-saving crew worked her into Seal Harbor where they anchored her securely and returned to their station, arriving at 6 o'clock in the morning of the 30th.

October 29.—At 11 o'clock at night the tug *George B. Dickson*, of Port Huron, Michigan, started out of Fairport Harbor, Ohio, to bring in a schooner that desired to enter port. The wind was blowing fresh from the northwest, with a heavy sea running. The tug in going out struck the bar and disabled her rudder, and was driven ashore a quarter of a mile north of the Fairport Station, (Ninth District,) Lake Erie. The breakers at once swept over her and she began to fill. The life-saving crew who were summoned by the lookout as soon as the accident occurred, speedily manned the life-boat and pulled to the vessel's assistance. They took a line and ran it to the pier, and got a taut strain upon it; then the tug started her engines, and the surfmen, by means of the line worked her ahead and finally succeeded in floating her off and getting her safely into the harbor. By the time this was accomplished the water was nearly up to her furnace doors and had she remained ashore ten minutes longer the fires would have been quenched, and she would doubtless have gone to pieces where she stranded. Her crew consisted of four men.

October 29.—The crew of the South Haven Station, (Eleventh District,) Lake Michigan, assisted to float the steamer *H. W. Williams*, of Grand Haven, Michigan, which while leaving the harbor at South Haven, for

Chicago, Illinois, to which place she was bound, ran upon a bar one hundred and fifty yards west of the station. The life-saving crew ran out lines, sounded about the vessel and helped to heave her over the shoal. She stranded at half-past 10 o'clock at night and got off at midnight. There were on board twenty-five passengers and a crew of seventeen, and her freight consisted of fruit and general merchandise.

October 30, 31.—In the afternoon the sloop *Nellie Wright*, of and from Rockland, Maine, bound to Thomaston, in the same State, when near White Head Island, took considerable water aboard and became unmanageable. The wind at the time was northwest, blowing fresh with passing squalls, and the two men on board were obliged to anchor their craft at once, though she was near the shore and in a dangerous position. A surfman of the White Head Station, (First District,) noting their predicament put off in a dory, landed them and took them to the station where they dried their wet clothing. A short time afterwards the wind increased and the sloop began to drag towards the rocks. The station crew boarded her and took her into Seal Harbor, mooring her securely. The men were kept at the station until the following day when the storm abated and they were able to go on their way.

October 30.—The sloop *Eliza Ellen*, of New Berne, from Little River, bound to Little Kinnakeet, all in North Carolina, with a crew of two men and a load of pine wood, while attempting to stand in for her destination missed the channel and stranded in Pamlico Sound three miles west of the Little Kinnakeet Station, (Sixth District.) The mishap which occurred about 10 o'clock in the day was seen by the lookout, and the life-saving crew at once proceeded to the assistance of the craft. Upon their arrival they set to work to float her and by means of the anchor soon kedged her off the shoal, after which they piloted her in to the desired anchorage.

October 30.—After the crew of the Fairport Station, (Ninth District,) Lake Erie, had finished with the tug *George B. Dickson*, as described on October 29th they went at once to the schooner *Swallow*, which in attempting to reach port, had struck near the harbor entrance and sunk. It appears that as soon as the *Dickson* went ashore, the steamer which was towing the *Swallow* made an effort to bring the vessel inside, as the wind and sea were steadily increasing and there was every indication of bad weather. The schooner took the bar heavily and the steamer pulled out her towing-bitt in trying to clear her. The stranded craft then swung round broadside to the sea and filled from the heavy surf that broke over her. The surfmen had endeavored to procure the assistance of a harbor tug to go to the relief of the schooner, but the latter sank so quickly they did not have time to successfully carry out their purpose. They went on board and helped to furl her sails to keep them from blowing away. They then conveyed the crew, numbering seven, ashore. The captain was sheltered at the station three days. The vessel was loaded with iron ore and was from Escanaba, Michigan. Subsequently the owners raised her, and she was taken to Detroit for repairs.

October 30.—During a southwest gale on the night of the 27th, a large scow, while towing into the harbor entrance at Manistee, Michigan, where she was bound with a load of stone from Sturgeon Bay, Wisconsin, struck the north pier, stove a hole in her bow and sunk in twelve feet of water about four hundred yards west of the Manistee Station, (Eleventh District,) Lake Michigan. The life-saving crew could be of no assistance at the time, but three days later they went out in the surf-boat, grappled for and recovered the towing-hawser,

and restored it to the owner. The wreck subsequently becoming an obstruction upon the beach-road, was cleared away by the life-saving crew. The vessel and cargo were a total loss.

October 31.—At half-past 7 o'clock in the evening the patrol at Hunniwell's Beach Station, (First District,) coast of Maine, saw a schooner run ashore upon the North Sugar Loaf, a small rocky island near the mouth of the Kennebec River, about half a mile northeast of the station. A signal for assistance was instantly made on board and the surfman responded by showing a Coston light. He then hastened to the station with the alarm, and as quickly as possible the crew pulled to the vessel which proved to be the *Lizzie J. Call*, of Portsmouth, New Hampshire, on her way to Augusta, Maine, with a cargo of coal from New York. There was a high wind from the southwest and the night was cloudy and dark—facts which account for the accident. The life-saving crew set out at once and having procured the services of a steamer, returned to the schooner. As she was leaking badly some of them turned to at the pumps, while others assisted to throw a portion of her coal overboard. When the steamer arrived the surf-boat ran out a hawser, which was parted without budging the schooner. The line was then run a second time but the steamer finding it impossible on a falling tide to haul off the stranded craft, soon gave up the attempt and steamed away. The keeper and his men remained on board during the night, assisting the schooner's crew of six men at the pumps. In the morning, as there was still considerable water in the hold, a number of articles of value were taken ashore for safety. Another steamer towed the vessel off on the high water—the surfmen having run the necessary lines—and proceeded up the river with her as far as Gardiner. In order to prevent her sinking it was necessary to keep the pumps going vigorously, and the station men therefore accompanied her. They returned in tow of a steamer bound down the river, reaching home at 7 o'clock in the evening. The schooner was seriously damaged. The grateful captain afterwards wrote to the keeper, substantially as follows:

“AUGUSTA, MAINE, *November 5, 1888.*

“DEAR SIR: I wish in some way to express to you and your crew, my heartfelt thanks and gratitude for the prompt response to my signals of distress when my vessel was ashore on the North Sugar Loaf, for your valuable aid in procuring a tow-boat and in running our hawser, and for your kindness in helping throw overboard about fifteen tons of coal and in working the pumps. Words can not describe the gratitude I feel towards you and your very efficient crew for these and many other favors. I shall never forget your valuable * * * assistance, without which my vessel would in all probability have filled, as I know I could not have kept the water out with my crew. * * * I close hoping that if ever I shall be so unfortunate as to be in a like condition again, I may find just such a crew as yours to assist me. May you live long to help many more unfortunate ones.

“Very truly, yours,

“JOHN J. CALL,

“*Master of Schooner Lizzie J. Call.*

“Capt. J. H. HALLEY,

“*Keeper of Hunniwell's Beach Life-Saving Station.*”

October 31.—Shortly past noon the master of the schooner *Rosalie*, of Galveston, Texas, bound to that place from the San Bernard River, loaded with cotton and having a crew of three men, applied to the keeper of the Velasco Station, (Eighth District,) coast of Texas,

for assistance to get his vessel out over the bar at the entrance to the river, where he had been detained two weeks on account of the shifting of the shoal and filling up of the channel. The life-saving crew arrived alongside of the schooner late in the afternoon after a hard pull of twelve miles in a strong southeast wind. The captain returned by another route after a fruitless effort to obtain a vessel to lighter his cargo. The life-saving men remained aboard the schooner for the night and in the morning carefully sounded for an outlet, finding only three feet of water in the channel. It was evident that the schooner would have to be relieved of part of her cargo and as there were no craft in the vicinity that could be used for that purpose, the captain was conveyed in the surf-boat to Velasco, where he desired to make another attempt to secure help. Meantime the life saving men returned to the station. Several days later (November 5th,) the captain again appeared at the station, having secured the services of a small schooner. After first discharging the latter's cargo of lumber the station crew proceeded aboard of her to the *Rosalie*, taking the surf-boat in tow. Upon transferring the vessel's deck-load they with considerable difficulty kedged her over the bar into deep water and immediately got her under way. A strong southeast wind sprung up accompanied by a heavy sea and the schooner was headed for a harbor in the Brazos River, arriving abreast of the entrance after dark. As no lights were on the buoys to guide her in, the life-saving crew started out in the surf-boat to find the channel and by means of lantern signals successfully piloted the schooner in to a safe anchorage. The services rendered by the surfmen were of much value and the captain duly appreciated them.

October 31.—Shortly before 4 o'clock in the morning the schooner *Wanatee*, of Grand Haven, Michigan, attempted to enter the harbor at Pent Water, in the same State. There was a strong south wind, and the current was consequently setting to the northward. The vessel upon approaching the pier-heads was swept to leeward, struck the north pier, stove a hole in her port bow, swung clear of the pier, and shortly sunk in six feet of water. The watch at the Pent Water Station, (Eleventh District,) Lake Michigan, witnessed the occurrence and the life-saving crew quickly proceeded to the schooner. They helped to furl the sails and make everything as secure as possible, after which they landed the crew of five men. After breakfast the station crew taking with them the crew of the vessel again went on board and stripped the craft of her sails and running rigging. They endeavored to stop the hole in the bow and pump the craft out, but finding that the work required the services of a diver, they returned to their station at half-past 2 o'clock in the afternoon. The following day (November 1st,) the station crew were employed several hours on board freeing the schooner of water, after which a tug took her into the harbor. She was from Chicago Illinois, without cargo. She was seriously damaged by the accident. The following letter was afterwards received by the district superintendent:

“PENT WATER, MICHIGAN, *November 17, 1888.*

“DEAR SIR: About the 1st of this month the schooner *Wanatee* struck the north pier here and filled. Our object in writing this is to say that the life-saving crew were on board inside of ten minutes after she struck, and had it not been for them we do not know what we would have done. They worked hard for two days, pumping in the

rain, and at anything at which they could be useful, shirking nothing. Thinking they did their full duty, and more too, we wish to let you know of their excellent services.

“Respectfully, yours,

“J. S. BIRD, *Managing Owner.*

“DAN. I. DAVIS, *Master.*

“Captain ROBBINS,

“*Superintendent Eleventh District, U. S. Life-Saving Service.*”

November 1.—By request of the captain of the steamer *Rhode Island*, of Providence, Rhode Island, the keeper and crew of the Watch Hill Station, (Third District,) coast of the State mentioned, transferred nine men of his crew and a quantity of provisions from the steamer *Frances* to the *Rhode Island*, making two trips with their surf-boat for that purpose. The latter steamer had stranded over night during foggy weather and at the time of these services had just been released and enabled to proceed to New York whither she was bound.

November 1.—The previous night the lumber-laden schooner *Gurnett*, of Duxbury, Massachusetts, bound to Patchogue, New York, from Bangor, Maine, with a crew of four men, mistook the channel of Fire Island Inlet, coast of Long Island, and stranded on Whig Inlet Shoals, a mile and a half northwest of the Fire Island Station, (Third District). The life-saving crew went to her in the surf-boat and ran out anchors but the first attempt to get her off proved unsuccessful owing to the low state of the tide. The next morning (2d,) the surfmen again boarded the schooner, planted her largest anchor with a scope of ninety fathoms of chain and at high water in the afternoon hove her afloat undamaged and anchored here in a safe berth.

November 1.—Shortly after dark the small schooner *Wolin*, of Grand Haven, Michigan, with a cargo of cord wood and a crew of five men, attempted to sail into Racine Harbor. The wind was blowing fresh from the southwest with a moderate sea. The surfmen of the Racine Station, (Eleventh District,) Lake Michigan, saw her approaching and apprehending that she would have trouble in entering port ran out on the pier to her assistance. They took a line from her and towed her some distance inside but could not keep her from grounding on the sand bar which runs along the north pier. A heavy swell rolling in caused her to pound considerably. As additional aid was necessary the keeper hastened to the station, manned a small boat and rowed up the river to procure a tug. The captain could do no more than promise to go to the schooner as soon as his engineer, who was away, returned. When the keeper got back to the vessel he found that one of the anchors which had been hanging from the cat-head had stove a hole in her bow and she was in danger of sinking. The life-saving crew were at once called and threw overboard five or six cords of wood, while the sailors worked the pumps until the leak was brought above the water line. The keeper then hurried off again for the tug which shortly arrived and with the help of the station men the schooner was pulled clear, towed into the harbor and secured alongside a wharf. The vessel was very old and had she not been promptly aided would doubtless have become water-logged and badly damaged.

November 2.—Early in the morning one of the crew of the Brenton's Point Station, (Third District,) coast of Rhode Island, found a fourteen-foot yawl on the beach, full of water, with her mast broken off at the thwart. It proved to be the property of the light-house keeper at Gould Island, and was turned over to the owner the following afternoon.

November 3.—The sloop-yacht *Avalon*, of Jersey City, with a party of four on board, while attempting to make a harbor behind the Government wharf, a quarter of a mile west of the Sandy Hook Station, (Fourth District,) coast of New Jersey, got into a dangerous position on the weather side of the pier. Two of the station crew seeing her predicament jumped into a small boat, pulled quickly to the sloop and piloted her into a sheltered berth.

November 3.—In answer to a tug's whistle, about half-past 8 o'clock in the morning, the life saving crew at the Vermillion Point Station, (Tenth District,) Lake Superior, went off to the vessel and brought ashore two persons who desired to land. Later the wind freshened suddenly and changed to the northwest, compelling two men who were managing a couple of small boats that were lashed together and loaded with lumber, to make for the shore about one and a half miles from the station. Several of the crew went down the beach and helped the men to haul the boats well up from the water's edge, after which the surfmen recovered the lumber that had been washed overboard and piled it in a safe place. The superintendent of the district subsequently received the following letter from the owner:

“WHITE FISH POINT, MICHIGAN, *November 12, 1888.*

“DEAR SIR: I wish to acknowledge in some way the good services rendered by the life-saving crew at Vermillion Point to me on November 3d, while on my way to White Fish Point with a boat-load of lumber. The heavy wind and surf compelled me to beach my boat, and the crew promptly came to my assistance.

“WM. H. CLARK.

“Captain J. G. KIAH,

“*Superintendent Tenth Life-saving District.*”

November 3.—On this date the crew of the Racine Station, (Eleventh District,) Lake Michigan, picked up a scow used in painting and calking vessels, that got adrift, and returned it to the owner.

November 4.—Shortly after 2 o'clock in the morning the schooner *Annie Thorine*, of Grand Haven, Michigan, being heavily laden with lumber and drawing too much water for the harbor, got aground between the piers about two hundred yards west of the Holland Station, (Eleventh District,) Lake Michigan. The station watchman witnessing the stranding at once informed the keeper, who called his crew and with them hastened down the pier. They got the vessel's lines and made them fast, and then procured a scow and transferred a portion of the cargo to it, thus lightening and releasing the schooner. They towed her near the station and moored her securely. The captain thanked them very heartily, saying that but for their aid his craft might have received serious damage. The vessel was on her way from Manistee to Benton Harbor, both in Michigan, and had a crew of four men.

November 5.—At 7 o'clock in the morning the schooner *James Parker, Sr.*, of New York, while on her way from the North River to Islip, was set by the strong flood tide on East Island flats, about two miles northwest of the Point of Woods Station, (Third District,) coast of Long Island. The breeze was not strong enough at the time for the vessel to maintain steerage-way or to offset the force of the current. The keeper with part of his crew boarded her in a small sail-boat and after shifting several thousand bricks, which composed her cargo, succeeded by running out an anchor in floating her without damage. She then proceeded up the channel with safety. Her crew consisted of five men, who warmly thanked the station men for their assistance.

November 5.—No sooner had the crew of the Point of Woods Station, (Third District,) coast of Long Island, finished their labors with the *James Parker, Sr.*, as previously described, than they were called upon to assist the schooner *Cinderella*, of Patchogue, New York, which was also bound into the Great South Bay with a cargo of bricks. She had four men on board. The first-named vessel had stranded in such a position as to shut out the ranges from the *Cinderella*, which caused her to ground on the west side of the channel. The surfmen shifted a portion of her cargo, and after laying out an anchor hove her off and she proceeded in safety.

November 5.—At a quarter past 2 o'clock in the morning the surfman on watch at the Pent Water Station, (Eleventh District,) Lake Michigan, discovered a small steamer adrift in the harbor. There was a strong outward current sweeping the craft towards the lake. He at once notified the keeper. The surf-boat was quickly launched and the life-saving crew overhauled the steamer near the pier heads, got lines to her and after towing her back abreast of the station moored her securely. She was the *William H. Browne*, of Grand Haven, Michigan, and had been maliciously set adrift by parties unknown.

November 6.—About 9 o'clock in the morning the schooner *Sea Gull*, of Eagle Pass, Texas, bound from Galveston to Matagorda, in the same State, with a cargo of general merchandise and a crew of two men, grounded about four and a half miles northeast of the Saluria Station, (Eighth District,) coast of Texas, and immediately hoisted a signal for assistance. Proceeding with the surf-boat to the point of beach nearest the vessel, the life-saving crew launched and pulled out to her. At the request of the captain they ran out a heavy kedge and after some three hours' heaving on the windlass succeeded in dislodging the vessel and getting her into deep water. The surfmen then assisted to make sail and the schooner proceeded in safety. The captain warmly thanked the station men for their aid.

November 7-8.—At half past 6 o'clock in the morning of the 7th the patrol of the Quoddy Head Station, (First District,) coast of Maine, discovered a wrecked schooner near Duck Point, Campobello Island, New Brunswick, about two miles east-northeast of the station. The life-saving crew manned their surf-boat and pulled to the place, finding that the captain, with his wife and their child of two years, and the crew of six men, had taken refuge on the ledge. The schooner was the *J. I. Worthington*, of New London, Connecticut, from Salem, Massachusetts, bound to Saint John, New Brunswick, without cargo. While attempting to make a harbor in Quoddy Roads at 7 o'clock the previous evening, during a strong southwest breeze and thick fog, she had struck a reef about a hundred yards from shore, and springing a leak had soon filled. Her people were driven to the top of the deck-house, where they spent the night wet and half frozen. The station men immediately upon their arrival wrapped their dry coats about the mother and child, both of whom had suffered much from exposure. Then taking all into the surf-boat they proceeded to Lubec, Maine, where the shipwrecked party were hospitably cared for. They had lost everything but the few clothes they wore. The keeper therefore gave them from the box supplied by the Women's National Relief Association, such articles of wearing apparel as were most needed. Later in the day and also on the 8th, the life-saving men worked at the wreck, stripping her of everything of value that could be removed.

November 7.—After landing the crew of the *Worthington*, as recorded above, the Quoddy Head crew set out to return to the wreck. On the

way they found on the beach the captain and mate of the schooner *Alligator*, of Calais, Maine, which had gone ashore on Liberty Point, Campobello Island, New Brunswick, during the fog and south-westerly blow of the evening of the 6th, while attempting to enter Quoddy Roads. She was homeward bound from Danversport, Massachusetts, with a cargo of apples. She had filled and rolled over soon after striking. The crew of four men escaped in their yawl, in which they had spent the night, being unable to land through the surf. At daybreak they had effected a landing some six miles to the northeast of the place of the accident and the captain was now in quest of his vessel. The two men were taken into the surf-boat, and the keeper soon succeeded in finding the stranded craft. As nothing could be done on board at the time, he took the captain and the mate to the station, where they were supplied with dry clothing while their own wet garments were drying and where they were cared for till the following day. The next morning a tug arrived in response to a telegram sent by the captain to the owners. It was found impossible either to float the schooner or to save the cargo, and the station crew assisted the tug to strip the vessel of her spars, sails and rigging.

November 7-11.—At 8 o'clock in the morning of the 7th the lookout at the Cross Island Station, (First District,) coast of Maine, discovered a schooner ashore on the northeast end of Chauncey's Island, about four miles northwest of the station. The life-saving crew at once set out for her in their surf-boat. She proved to be the fishing schooner *Dakotah*, of Gloucester, Massachusetts, manned by a crew of ten and bound with her catch to Cutler, Maine. She had stranded at half past 11 o'clock the preceding night, during the prevalence of a strong southwest breeze with foggy weather and a heavy sea. The captain desiring to telegraph the owners, was taken ashore in the surf-boat. Nothing further could be done by the surfmen at the time. The next day, however, they boarded her again and two of them were left to keep watch through the following night. On the 9th the station men ran out an anchor to prevent her pounding on the rocks. On the 10th and 11th they discharged her cargo of fish and salt, lightened her of some forty tons of ballast, and on the latter date, with the assistance of a tug, succeeded in floating her. She was taken into Machiasport to the marine railway for repairs.

November 7.—In the morning at about half past 7 o'clock the watch of the Louisville Station, (Ninth District,) Louisville, Kentucky, rang the alarm gong and reported a skiff, containing a man and boy, in a dangerous position in the strong current above the cross-dam of the falls. One of the station boats quickly put off to the rescue and the skiff was brought safely ashore.

November 7.—A steam-barge became disabled in the river near the Muskegon Station, (Eleventh District,) Lake Michigan, her propeller being fouled by a line. In mooring the vessel to the dock, one of the lines caught in a pile of lumber and dragged a considerable portion of it off the pier into the river, whence it would soon have drifted with the strong current into the lake but for the prompt action of the station crew, who recovered the entire quantity, about ten thousand feet, and replaced it on the pier.

November 8.—During the day the International Code signal J D ("You are standing into danger,") was hoisted by the lookout at the False Cape Station, (Sixth District,) coast of Virginia, to warn a steamer in danger of stranding on the beach. She immediately changed her course and stood off shore.

November 9.—Shortly after 2 o'clock in the afternoon the crew of the Jerry's Point Station, (First District,) coast of New Hampshire, assisted in heaving afloat the schooner *Aladdin*, ashore on Kittery Flats, near Fishing Island, Maine, one and one-half miles northeast of the station named. The vessel had sprung a leak the night previous and the captain had beached her, the better to enable him to find it. The craft was bound to Boston, Massachusetts, her home port, with a cargo of gravel and a crew of four men.

November 9.—At about half-past 9 o'clock in the morning as the fog lifted a schooner flying a signal of distress was sighted some seven miles east-southeast of the Surfside Station, (Second District,) Nantucket Island. The life-saving crew got out their boat, but owing to the heavy surf, some difficulty was experienced in launching it. In about twenty minutes, however, a successful launch was made, and after a hard pull of two hours the surfmen reached the vessel. She proved to be the schooner *Nellie S. Pickering*, of Belfast, Maine, from Saint Simon's Sound, Georgia, bound to Boston, Massachusetts, with a cargo of lumber, and carrying a crew of seven men. The craft had struck on Old Man Shoals, having got out of her reckoning through the chronometer being out of order, but before the boat arrived she had got off and anchored. As the captain desired to be piloted out of danger, the station men assisted in getting the schooner under way and to a safe offing, after which they landed at Siasconset, and from there had the boat transported by team back to the station, a distance of ten miles.

November 9.—On August 13th a severe northerly gale prevailed on Lake Ontario, at the mouth of the Genesee River, a short distance southeast of the Charlotte Station, (Ninth District,) and a number of yachts that were lying at their moorings were driven ashore. Among these was the sloop *Fascination*, of Rochester, New York. As the owner had just finished his summer's cruise and did not care to use the yacht again during the season he caused her to be stripped and she was allowed to remain where she stranded some three months. On November 9th the life-saving crew assisted to float her. They ran a hawser from the opposite side of the river across to the sloop and hove her off by means of a winch. She had sustained no damage.

November 9-11.—Early in the afternoon of the 9th the keeper of the Milwaukee Station, (Eleventh District,) Lake Michigan, observed a signal of distress flying from a three-masted schooner anchored in the lake about a mile south-southeast of the station. A northeast gale was blowing, with a heavy sea and surf. The surf-boat was launched, and the life-saving crew pulled down to the vessel, which proved to be the *D. S. Austin*, of and from Buffalo, New York, for Racine, Wisconsin, coal-laden, and carrying a crew of seven men, including the captain. The chain of her large anchor had parted, and she was depending entirely upon the small anchor, which was not holding well. With the heavy wind and sea on shore the vessel was in a dangerous position, and the surf-boat laid by to rescue the imperiled crew should the emergency arise. Shortly after the arrival of the station men a tug came to offer assistance, having noticed the distress signal. With the aid of the surf-boat a hawser was quickly run from the tug to the schooner and the latter was towed into the harbor. Two days later, (on the 11th,) when the wind had shifted and moderated, the life-saving crew went in the surf-boat to drag for the schooner's anchor. The anchor and chain were recovered after seven and a half hours of fatiguing work and returned to the vessel, which then made sail for her destination.

November 10.—A little after noon a large lumber-laden scow, while leav-

ing Lincoln Harbor, Michigan, in tow and bound to the neighboring port of Ludington, struck upon a sand-bar. The tug tried in vain to release her and a gale with rain and snow coming on suddenly from the northwest, was soon forced to abandon her. She could not get near enough to take off the two men who were on board the scow. The crew of the Ludington Station, (Eleventh District,) Lake Michigan, about three miles to the southward, were telephoned for, and they started at once in the life-boat. The tug soon picked them up and towed them to Lincoln, and after they had rescued the two men, took them back to the station. All were thoroughly drenched by the seas and the rain and chilled by the cutting gale. On the 18th, the station crew were called upon to assist in getting the scow afloat. They were towed to the place and ran a hawser to the stranded craft. They remained on board the scow for five hours and rendered excellent service in aiding the tug to work her off the shoal uninjured. The lumber which had been washed overboard was recovered.

November 10.—During a spell of bad weather lasting several days, the schooner *Kewaunee*, of Milwaukee, Wisconsin, lay at anchor outside the harbor at the Racine Station, (Eleventh District,) Lake Michigan. A tug with the life-saving crew on board had gone out on the 8th and again on the 9th, to tow the vessel in, but on account of the high sea could not get alongside. As she was riding all right it was deemed best to make no further attempt until the water became smoother. Early in the morning of the 10th, the sea having moderated, the tug again went out with the station crew and after the latter had helped to heave up the anchor the schooner was towed safely into the harbor.

November 11.—The keeper of the Gurnet Station, (Second District,) coast of Massachusetts, supplied a sail-boat, which had carried away her sail and had been obliged to anchor in an exposed and unsafe position, with a sail from his own boat. The owner of the craft, who was on a gunning expedition, was thus enabled to get under way and return home. As there was a northwest gale blowing at the time, the help afforded the unlucky hunter was especially timely.

November 11-12.—At about half-past 1 o'clock in the afternoon of the 11th, Mrs. Burt, a resident in the vicinity, arrived at the Gurnet Station, (Second District,) coast of Massachusetts, with the information that a fishing dory rigged with sails had just capsized about two and a quarter miles north-northwest of the station. She had seen the accident, and knowing that it could not have been seen from the station, had quickly driven thither to give the alarm. A heavy northerly gale prevented pulling the surf-boat to windward. The keeper therefore employed a team to haul the boat up the beach, and with his men hastened to the scene. Upon their arrival they learned from Mr. Burt, who had remained to keep watch during the absence of his wife, that the boat had almost immediately filled and sunk and that the crew were drowned. The station crew launched the surf-boat and pulled out to the wreck whose mast, being out of water, served as a guide. They raised the boat, threw her ballast overboard and left her at anchor. They then pulled two miles to leeward, closely scanning the water on every side, and during the night the patrolmen carefully searched the beach, but the labor proved fruitless. The following day (12th,) the surfmen returned and saved the fishing boat. It was afterwards learned that there had been but one man on board at the time of the accident, and a body, supposed to be his, was subsequently found near Scituate. No blame could possibly attach to the Service for this loss of life, which occurred at some distance beyond

the patrol limits and, as an eye-witness affirms, within five minutes after the boat capsized. Under the circumstances nothing could have availed to save the man.

November 11-12.—Towards night of the 11th, a man who when some miles from home in a dory with his young son had broken an oar and had therefore become unable to proceed, applied at the Gurnet Station, (Second District,) coast of Massachusetts, for shelter. After the two had warmed themselves and dried their wet clothing, they were provided with supper. They were also supplied with a bed for the night and breakfast the following morning. The keeper then loaned them a pair of oars and they set out for home grateful for the kindness shown them.

November 11-12.—Shortly after noon, during a northwest blow, the lumber-laden sloop *G. A. Graves*, at anchor in Sandy Hook Bay, parted her chains and drove into the bight known as The Horse Shoe, stranding something over a mile northwest of the Spermaceti Cove Station, (Fourth District,) coast of New Jersey. The station crew, who had seen her go adrift, at once set out for her. The sea was rough, and they could render no assistance to the craft. However, they took her crew of two men to the station and sheltered them till the following day (12th). The sloop, which was from New York, her home port, and bound for Sandy Hook, was subsequently floated by her own crew, and found to be but slightly damaged.

November 11.—At 9 o'clock in the morning the crew of the *Velasco* Station, (Eighth District,) coast of Texas, manned the surf-boat and went to the assistance of a small schooner that had anchored near the bar, about a mile and a quarter from the station, and set a signal of distress. She proved to be the *Cleopatra*, of Galveston, Texas, bound thither from San Bernard, in the same State, with a cargo of cotton and having a crew of two men. When about fifteen miles northeast of the station she had begun to leak badly, the water gaining so rapidly that the captain was compelled to run her for a harbor and obtain assistance to make repairs. He and his companion were much exhausted from their exertions at the pumps and could not have held out much longer. The life-saving crew freed the vessel of water and sailed her to a safe anchorage in the river, where they still kept the pumps going, while the captain procured such other help as he desired from shore. He was very grateful to the surfmen for their timely assistance, as beyond doubt the schooner would have sunk at her anchor had they not reached her when they did.

November 11.—Between 12 and 1 o'clock in the night, during threatening weather, the schooner *E. H. Rutherford*, of Hamilton, Ontario, bound from Toronto, in the same Province, to Big Sodus, New York, with a cargo of barley and a crew of seven men, ran into the Genesee River for shelter and came to alongside of and near the end of the east pier. At about 2 o'clock in the morning the wind canted to the west and blew a gale, causing a heavy sea to make up. The schooner being in an exposed position soon felt the effects of the storm and began to pound on the bottom. The captain was therefore obliged to procure the services of a tug and have his vessel towed farther up the river. As she passed the Charlotte Station, (Ninth District,) the keeper was hailed and informed that the schooner's yawl had broken adrift. Thereupon the life-saving crew hastened out on the pier taking with them a grapnel and line. The yawl was found bottom up near the harbor entrance. Skillfully throwing the grapnel over the gunwale the surfmen managed to right the boat and then towed it to the station, where they

bailed it out. It was afterwards delivered in good condition to the captain of the schooner. The pounding the vessel received at the pier made her leak, and the surfmen went on board during the day and assisted to pump her out.

November 12.—In the latter part of the afternoon, during a north-west gale, the sloop *Union*, of Patchogue, New York, which was at anchor a half mile west of the Lone Hill Station, (Third District,) coast of Long Island, parted her cable and was driven on Flat Beach, into about four feet of water. There was a boy on board at the time, who landed without difficulty in a row-boat and proceeded to the station, where he was given supper. To the inquiries of the keeper he said that he did not need assistance, as he had moored the sloop with another anchor. During his absence, however, she dragged and went ashore and the tide left her high and dry. The next two days the surfmen made strenuous efforts to get her off, but without success, as the tide did not rise sufficiently. Meanwhile the owner arrived and was loaned the station hawser to work with. On the 15th heavy easterly winds caused higher water than usual, and the vessel was safely floated.

November 12.—In the latter part of the afternoon a skiff with a man in it was seen from the Louisville Station, (Ninth District), Louisville, Kentucky, to be in danger near the cross-dam of the Falls of the Ohio River, less than a quarter of a mile northwest of the station. The life-saving crew at once put off in their boat and overtook the skiff, but not until it had been carried below the dam and swamped. They took the man into their boat and towed the skiff to the bank and bailed it out. The man had rashly attempted to shoot the dam in his skiff and was caught by the reacting current below.

November 13.—The schooner *Nellie E. Gray*, of and from Rockland, Maine, for New York, with a crew of four men and a cargo of lime, while attempting to get under way from her anchorage in Muscle Ridge Channel, coast of Maine, found her anchors fast among the rocks and was unable to weigh them. She lay about a mile northeast of the White Head Station, (First District,) and her plight was at once observed by the patrol of the morning watch. The life-saving crew went on board and after working for two hours, succeeded in clearing the anchors and enabling her to proceed on her voyage.

November 13.—About the middle of the forenoon, the lumber-laden schooner *Unison*, of Bath, Maine, bound to Boston, Massachusetts, with a crew of four men, in attempting to sail out of the Kennebec River, during a light westerly breeze, drifted afoul of the South Sugar Loaf Rock. Her anchor was instantly dropped, but the chain parted, and she brought up on Jack's Rock, about a third of a mile east-northeast of the Hunnwell's Beach Station, (First District,) coast of Maine. The life-saving crew went on board at once and found the vessel heeled well over, but lying easily. The tide was falling, and it was evident that the schooner could not be released until the flood tide should make. The station crew therefore helped to keep the pumps going until the vessel righted, and late in the afternoon, when the tide floated her, got her under way. The anchor was not recovered, but there was no other loss or damage.

November 13.—Shortly before 3 o'clock in the morning the schooner *Olifton*, of and from Windsor, Nova Scotia, with a cargo of plaster, and having eleven men on board, stranded on Meeting-House Shoal, about two and a half miles to the westward of the Watch Hill Station, (Third District,) coast of Rhode Island. The accident was caused by the crew mistaking the lights. The vessel was discovered by the morning patrol and the life-saving crew immediately put off to her aid in the

surf-boat. She was found in an easy position, though leaking. The surfmen conveyed the captain to Stonington, Connecticut, whence he proceeded to New London to procure the services of a tug. They then pulled back to the schooner and in the afternoon the captain arrived with the tug *T. W. Wellington*. The latter tried to get the schooner afloat, but the first attempt proved unsuccessful. The life-saving crew then assisted to throw overboard some fifty tons of plaster, which so lightened the vessel that she was readily pulled off.

November 13.—Late in the afternoon, while the schooner *Antonietta*, of Galveston, Texas, loaded with lumber, from Lake Charles, Louisiana, and having a crew of two men on board, was crossing the bar near the Aransas Station, (Eighth District,) coast of Texas, inward bound, the wind failed her and she was carried by the strong current into the south breakers. A signal of distress was hoisted and both anchors were let go, but the force of the sea was so great that the captain as a measure of safety had to slip the chains almost immediately. This allowed the vessel to be swept out over the old breakwater, which she struck heavily in passing. The life-saving crew lost no time in getting alongside. They planted a kedge anchor and soon hove her out of the breakers and managed to sail her about two miles off shore, when it was discovered that in striking the breakwater she had started a leak, and the pumps had to be manned. After waiting some time for a breeze and seeing no prospect of one, the keeper left two men to assist at the pumps during the night, and with the remainder of his crew went back to the station. Upon boarding the vessel the next morning he found her still leaking, but in no special danger. About noon a light wind sprung up and the schooner was sailed in over the bar and up the channel some distance, whence the captain thought he could proceed to his destination at Corpus Christi without further aid.

November 13.—At about 8 o'clock in the evening an elderly man came to the Hammond's Bay Station, (Tenth District,) Lake Huron, and informed the keeper that his fish-boat, the *I Wonder*, had sunk the previous night while at anchor about five miles west-northwest of the station. It appears that while on his way to Bay City, where he lived, he was compelled, owing to a fresh head wind and rough sea, to run his boat into one of the bays. Some fishermen seeing that he was alone went off and brought him ashore. In the night the boat swamped and the fishermen turned out and tried to raise her, but were unsuccessful; they continued their efforts the following day with no better result, and as the craft was in great danger of going to pieces it was decided to send for the life-saving crew. The latter left the station in the surf-boat as soon as word was received of the accident, and on reaching the scene at once commenced work. After laboring four hours, most of the time in the water, they finally got the boat well up on the shore and out of reach of the surf. The owner was very thankful for the saving of his property.

November 14.—A row-boat that came ashore in the forenoon a mile west of the Brenton's Point Station, (Third District,) coast of Rhode Island, was hauled up on the beach out of harm's way by the life-saving crew, and the oars taken to the station for safe keeping. The assistant superintendent of the district was duly notified and a few days later the owner, a resident of Bristol, put in an appearance and recovered his property.

November 15.—During a northwest gale and snow-storm, at half past 3 o'clock in the afternoon, two of the crew of the steamer *Starucca*, of Buffalo, New York, came to the Muskallonge Lake Station, (Tenth

District,) Lake Superior, and reported that vessel ashore twelve miles west of the station. The life-saving crew immediately launched the surf-boat, and first rowing off shore about a mile to clear the outer breakers, headed for the scene of the disaster. An unfavorable wind and heavy sea made progress slow and the pull a very exhausting one. It was 5 o'clock when the surfmen arrived alongside the vessel, which was hard aground some five hundred yards from the shore. Efforts were made to run out a kedge for the purpose of heaving the vessel's bow around, but the surf-boat was driven back by the gale and sea, and a blinding snow-squall setting in prevented further operations. The storm increased so in fury that soon the life-savers found it impossible to main longer under the steamer's lee, and they were obliged to make a landing on the beach. The crew, consisting of twenty-three persons, decided to stay on board, the captain being of the opinion that by scuttling the vessel and thus steadying her she would weather the gale until morning. At 11 o'clock that night, however, she began whistling for assistance. A foot of snow had fallen, freezing very hard, and the wind had materially increased. The crashing of the steamer's upper works, as the heavy seas washed over her, could be distinctly heard on shore. The surfmen managed to get their boat safely away from the beach by following it out until they were waist deep in the breakers. A great deal of water was shipped in passing the bars, but after vigorously pulling for half an hour they got out near the steamer, and by watching their opportunity worked in alongside and took off seven of the crew and landed them. The life-savers made three perilous trips—the boat being sheathed with ice and difficult to handle—before all the sailors were rescued. The captain stated that had the life-saving crew not come to his assistance when they did he would have attempted a landing in his yawl, an undertaking that must have terminated fatally with the high sea running. As it was, not one of the schooner's crew got ashore dry; their clothes were frozen stiff, and they suffered severely from the cold. They were conducted to the station and comfortably sheltered a day and night. On the 16th the surfmen, who remained for some time on the beach, boarded the wreck and saved a portion of the crew's effects. The 17th they hauled out of the surf and piled in a safe place several tons of cargo that had washed ashore. Early the next morning (18th,) they proceeded in the supply-boat to the steamer and worked the entire day landing merchandise and stores. This they kept up until the 23d, a wrecking company in the meantime taking charge. On the last-named date the life-saving crew transferred to a wrecking-tug all the furniture belonging to the steamer. From the 25th to the 27th they continued to assist the wreckers in lightening the vessel and in efforts to save her, but a diver finding her bottom badly stove and her keel broken, she was finally abandoned. By December 5th she had gone to pieces. The keeper, with some volunteers (the station having discontinued active operations on November 30th), worked several days thereafter, recovering and storing cargo that drifted ashore, and protecting the same from depredation. Two-thirds of it was saved. The steamer, at the time of the accident, was on her way from Buffalo, New York, to Duluth, Minnesota. The cause of the stranding was attributed to a local error of the compass.

November 15.—About 10 o'clock at night the lookout at the White River Station, (Eleventh District,) Lake Michigan, discovered a small skiff adrift in the river. He secured it and took it to the station, where it was delivered to the owner on the following morning.

November 16-18.—At sunrise the keeper of the Crumple Island Station, (First District,) coast of Maine, with three of his surfmen, started out in a dory for Jonesport, seven miles distant. On the way they met a fishing smack with five men on board, going to the assistance of the small schooner *Newsboy*, of Southwest Harbor, Maine, which was from Cranberry Island, near her home port, and bound to Eastport, in the same State. Her captain, who was one of the party, was taken into the dory and the surfmen pulled to the vessel. She had stranded in the evening of the 14th on Green Island, about five miles northwest of the station and had been floated on the 15th, but was at this time full of water and keeled well over on her beam-ends. Upon the arrival of the smack they got the schooner under way and towed her into Moosabec Reach, where on account of adverse wind and tide they were obliged to anchor her for the night. On the 17th at sunrise the entire life-saving crew manned the surf-boat and boarded the schooner. They then proceeded to Jonesport and after borrowing needed lines and an anchor, returned to the vessel, which they hauled ashore on Beal's Island. As the tide ebbed they discharged her ballast and found that a hole had been stove in her side, which they could not repair at that place. On the ensuing high water they lashed her alongside another vessel to keep her afloat and took her into Jonesport, where she could be repaired. The station crew returned to their post, arriving at 12.30 a. m. of the 18th. The damage to the schooner reached nearly half her value.

November 16.—Early in the morning word was brought to the Brenton's Point Station, (Third District,) coast of Rhode Island, that a cat-boat had dragged her anchor, about half a mile northeast of the station, and was pounding on the rocks. The keeper and crew at once proceeded to the scene and after throwing overboard the ballast hauled the boat to a safe place. The wind was blowing strong from the southwest, with a heavy sea, and had the craft not been promptly cared for she would soon have gone to pieces. As it was, she escaped with no more damage than the staving of her timbers in several places.

November 17.—At half past 6 o'clock in the evening the coal-laden schooner *Huntress*, of Lubec, Maine, from Hoboken, New Jersey, bound to Eastport, in the first-mentioned State, while passing through Muscle Ridge Channel, brought up on Hay Island Ledge. The crew of four men being much alarmed for their personal safety cleared away the yawl and put out at once for the shore. The accident occurred about a mile east-northeast of White Head Station, (First District,) coast of Maine, and was witnessed by the patrol. The life-saving crew quickly launched their surf-boat and started for the schooner. On the way they met her crew, whom they persuaded to return and attempt to save the vessel. Her foresail was still set and before the boats could reach her the strong northwest breeze forced her off the rocks and drove her rapidly to leeward toward some dangerous ledges. The surfmen bent to their oars and after a lively chase, boarded the runaway craft, hove her to and waited for the men in the yawl. As soon as the latter arrived they made sail, worked her into Seal Harbor and pumped her out, leaving her safely at anchor. By their prompt action the life-saving crew doubtless saved the schooner.

November 17.—About 1.30 o'clock in the afternoon word was received at the Grand Haven Station, (Eleventh District,) Lake Michigan, that a corpse was floating in the river about half a mile above the station. The keeper ordered a boat manned, and in a short time the body was recovered and delivered to the coroner.

November 18.—The tug *Herald*, of Boston, on the night of the 17th,

had in tow the barge *American Lloyds*, of New York, and also a number of valuable spars. The tug and her tow were from New York, bound to Boston, and when off the northern part of Cape Cod the barge sprung a leak. While her crew were being transferred to the tug the spars went adrift. The barge shortly sunk and the tug put into Provincetown. In the forenoon of the 18th the captain of the tug applied at the Highlands Station, (Second District,) coast of Massachusetts, for assistance in recovering the spars which had gone ashore a mile and a half southeast of the station. The station keeper promised to help him, and towards night, the tug arriving, the station crew ran a line to the spars and put on board a bag of clothing which had washed ashore from the sunken vessel.

November 18.—The lumber-laden schooner *Nellie Eaton*, of and from Calais, Maine, bound to Stonington, Connecticut, with a crew of six men, stranded at half past 12 o'clock in the afternoon, on Sturgeon bar, near Napatree Point, two and a quarter miles to the westward of the Watch Hill Station, (Third District,) coast of Rhode Island. The weather was hazy at the time and those on board were not acquainted with the locality. The lookout at once reported the casualty, and the life-saving crew launched the surf-boat and put off to the vessel's assistance. They ran out a kedge, and by utilizing the sails, succeeded after five hours of hard work in heaving her clear, apparently uninjured.

November 18.—At about 3.30 o'clock in the afternoon a row-boat containing two young men who had been fishing, was capsized in the breakers of Manhattan Beach, New York, about a mile west of the Coney Island Station, (Third District.) They were returning to Sheepshead Bay and had got too close inshore. A surfman who was near by at the time ran to their assistance, but as they had been thrown well up on the beach they had no difficulty, as the surf receded, in reaching a place of safety. The surfmen helped to haul the boat out and then conducted the men to the station where they could dry their clothes. The keeper, being thus apprised of the accident, went down the beach with one of his crew, launched the boat and rowed it into the bay. The two men, who by this time were ready to leave the station, then took charge of it and delivered it to the owner.

November 18-19.—The small schooner *General Palmer*, of Bridgeton, New Jersey, while trying to make Cold Spring Inlet, in the same State, during a fresh easterly breeze struck the bar and sprung a leak. She forged ahead, however, into deeper water, but was leaking rapidly and being unable to beat up the channel, the captain ran her on the beach about a mile and a half east of the Cold Spring Station, (Fourth District.) The crews of both this and the neighboring Turtle Gut Station repaired quickly to the place, but the captain and his one assistant had landed in their yawl and there was nothing the station men could do. The next day (19th,) the Cold Spring crew assisted to strip the vessel and save her sails, running rigging, etc. The storm continued for several days and the schooner, which was from Philadelphia, bound to Cape May City, with a freight of coal, broke up and with her cargo became a total loss.

November 19.—Early in the morning during an easterly storm, the schooner *Robert Myham*, of South Dennis, Massachusetts, stranded on Lloyd's Point, some five miles west of the Eaton's Neck Station, (Third District,) coast of Long Island. She was bound from Bristol, Rhode Island, to New York, with a cargo of vegetables and a crew of four men. She bilged soon after striking. She was discovered by the life-saving crew in the forenoon and they reached her in the surf-boat

between 12 and 1 o'clock. They could render no other assistance than to go to Port Eaton for the captain and telegraph to New York for aid. The next day a tug arrived with a derrick and the schooner was raised and towed into port for repairs.

November 20-22.—About an hour before noon a schooner was seen by the lookout at the Bayhead Station, (Fourth District,) coast of New Jersey, standing in towards the shore and flying her ensign union down. He reported the circumstance to the keeper, who immediately hoisted a signal of the International Code, asking the nature of the assistance required. To this, however, no response was made, as the schooner did not carry the code of signals. The life-saving men then launched the surf-boat, which during several ineffectual attempts to cross the bar, took in considerable water and they were obliged to return to the beach to bail her out. In the meantime the schooner had come to an anchor about two miles southeast of the station. The crew of the neighboring Mantaloking Station, to whom the keeper had telephoned before launching were shortly seen approaching, and upon their arrival it was decided that the chances of getting out across the bar would be bettered by hauling the boat to a point some distance down the beach. Both crews joined in this work and the boat was soon launched for the second time. The keeper and one of the surfmen of the Mantaloking Station accompanied the Bayhead crew, and after some difficulty the surf-boat reached the schooner, which was the *A. H. Howe*, of and from New York, with a crew of seven men. It was found that the mate, Mr. J. O. Leming, of Bayville, New Jersey, had met with a serious accident, having had his head badly cut and bruised while attempting to repair the vessel's steering gear. The captain wanted him taken ashore, where he could have proper care and attention. Being very weak from his injuries and unable to walk, he was carefully lowered into the boat and the surfmen pulled with a will for the station. Here the injured man was made as comfortable as possible under the circumstances and a physician was summoned to dress his wounds. He was hospitably cared for until the 22d, when he had sufficiently improved to allow his being removed. He was therefore conveyed to the railroad station and accompanied by one of the surfmen proceeded to Seaside Park, New Jersey, where he had friends.

November 21.—A small sloop on the way to Chincoteague, Virginia, with a cargo of potatoes and apples, grounded on the bar about half a mile from the Ocean City Station, (Fifth District,) coast of Maryland. The crew went off in the surf-boat and with tackles and a hawser soon floated the craft and worked her out of shoal water. The only person on board was an elderly man.

November 22.—About 6 o'clock in the evening five men came to the Cape Elizabeth Station, (First District,) coast of Maine, and reported that their schooner, the *Millie Florence*, of Portland Maine, had capsized and sunk half an hour before, two miles east of the station, they barely having time to take to the yawl. The surfmen furnished them with dry clothing and supper, and procured teams to take them to Portland. The vessel was raised two days later, having sustained but slight damage. At the time of the mishap she was bound home in ballast from the fishing grounds.

November 22.—On this date a small boat, containing several pairs of oars, a boat-hook, etc., washed ashore near the Chicamicomico Station, (Sixth District,) coast of North Carolina, and was found on the beach by one of the patrolmen. It was ascertained to be the property of the Light-House Establishment, and to have broken adrift

from the Cape Charles Light-Ship. It was taken charge of and the proper authorities were notified of its recovery.

November 22.—In the forenoon of this date, during thick weather, the lookout of the Velasco Station, (Eighth District,) coast of Texas, discovered a large steamer moving slowly up the coast. Suspecting that the vessel was out of her reckoning, the keeper ordered the surf-boat launched and went off to her. She proved to be the British steamer *Dora*, of Whitby, England, from Saint Vincent, West Indies, bound for Galvestou, Texas, and as the keeper had surmised uncertain of her position. As soon as given his correct bearings the captain thanked the keeper and steamed ahead at full speed on his course.

November 22.—Shortly past 4 o'clock in the afternoon the tug *Charles G. Curtiss* called at the Cleveland Station, (Ninth District,) Lake Erie, and her captain reported that he had been towing a smack loaded with fish, from Dover Bay, and when about three miles west of Cleveland Harbor she swamped and capsized. The tow-line chafed off soon after, and the tug, being unable to pick the boat up, was obliged to temporarily abandon her. The captain requested the use of a suitable line and the assistance of the life-saving crew. The latter at once put a strong line aboard the tug, and manning the life-boat were towed to the scene of the accident. It was found necessary for one of the surfmen to get into the water to make the line fast to the capsized smack, and when this had been done she was towed to the station, where the station men righted her and bailed her out. During the progress of the work one of the surfmen slipped on some ice and fell between the smack and the dock, dislocating his thumb and otherwise injuring his hand so that for some time he was unable to do boat duty.

November 22-23.—The schooner *Clara*, of and from Milwaukee, Wisconsin, for Ahnapee, in the same State, with a cargo of furniture, while trying to make the harbor of Sheboygan missed the entrance and went ashore, about 9 o'clock in the evening, near the pier, five hundred yards north-northeast of the Sheboygan Station, (Eleventh District,) Lake Michigan. The accident was seen by the watch on the pier, who burned a Coston signal and immediately turned out the station crew. Ten minutes after the discovery of the vessel, the crew of the station were at the scene of the disaster and rendered efficient aid in rescuing the crew and passengers and in saving the cargo and vessel. The surf-boat was launched, but proved to be of no use, as the schooner had drifted too close to the pier. The seas were breaking over the schooner's stern and those on board could get no protection from the icy water even in the cabin. In all there were seven people thus exposed—a crew of two, and five passengers, consisting of a man, his wife, and three small children. The woman and children were suffering intensely. Several of the life-saving crew went aboard the schooner, which was now alongside the pier, and taking advantage of the favorable opportunities offered when the vessel's stern was lifted by the waves, safely handed the helpless mother and her children to the people on the pier. The surfmen taking off their coats, wrapped them around the sufferers, whom they carried to the station and made as comfortable as possible. As the schooner was pounding heavily and in danger of going to pieces, it was deemed advisable to get the cargo ashore. After discharging the cargo, the running-gear, sails, gaffs, and booms were safely landed, the chain was slipped, and she was driven in farther, where she remained easy. The following day (23d,) the wind and sea having abated, the station crew helped float the vessel, and at 5 o'clock in the afternoon she was safely anchored in deep

water. The cargo was then reshipped and the *Olara* made ready for sea by the surfmen. The five passengers were comfortably cared for at the station for twenty-four hours. The vessel sustained but little damage.

November 23.—A vessel's yawl, with a davit and some thirty fathoms of cordage attached, washed up on a bar in the inlet near the Ocean City Station, (Fourth District,) coast of New Jersey. The crew brought the property to the station and the next day it was restored to the captain of the schooner *Mary S.*, from which vessel it had broken away and gone adrift.

November 23.—Two fishermen applied at the Cape Fear Station, (Sixth District,) coast of North Carolina, for shelter from the storm that was prevailing. The weather had been bad for several days. The bedding the men had with them was wet and unfit for use, and the sea was so rough that it was deemed dangerous to attempt to reach the main-land. The party was cared for at the station until the morning of the 25th, when the storm had abated so that they could leave.

November 24.—The crew of the Saluria Station, (Eighth District,) coast of Texas, on this date, in response to a call for assistance, replenished the fresh-water supply of a fishing-sloop which had been detained by bad weather, and her water becoming exhausted was unable to proceed until the casks could be refilled.

November 24.—The crew at the Milwaukee Station, (Eleventh District,) Lake Michigan, recovered from the river and restored to the owner a buggy and harness which had gone overboard with a runaway horse, the latter being drowned.

November 25.—Shortly after midday during a heavy north-easterly gale of wind with rain, the sloop-yacht *Neptune*, of Harwich, Massachusetts, was seen to break from her moorings, about half a mile to the southwest of the Monomoy Station, (Second District,) coast of Massachusetts. Four members of the life-saving crew put off in a dory and after a hard pull of half an hour succeeded in overtaking her. They went on board, and with the dory in tow attempted to make the harbor at Monomoy Point, but owing to the severity of the gale were compelled to run the sloop ashore near the harbor entrance. After throwing over her ballast they drove her high up on the beach out of danger. Two days later the station men launched the craft and towed her into the harbor.

November 25.—During a northeast gale and snow-storm the crew of the Petunk Station, (Third District,) coast of Long Island, New York, saved six fishing boats belonging to local fishermen which were in danger of being lost. They also prevented a gang of cod-fish nets from being swept adrift.

November 25, 26.—On these dates the keeper of the Sandy Hook Station, (Fourth District,) coast of New Jersey, made efforts to get tugs to go to the assistance of the lumber-laden schooner *Jonathan May*, of Philadelphia, Pennsylvania, from Savannah, Georgia, bound to New York, with a crew of about nine men. The vessel at first lay at anchor about a mile to the southeast of the station, near the shoal known as the Oil Spot and afterwards dragged her anchors, driving into a very dangerous and exposed position a mile and a half further down the beach. A furious northeast storm, with snow, sleet and rain by turns prevailed, and the surf was the heaviest seen on that coast for several years. It was impossible to board the vessel with any boat. Two tugs made an attempt in the morning of the 26th to reach the schooner, but the violence of wind and sea forced them back for shelter. At this time there were no indications of the gale's abating, and as the tremendous

seas broke over the laboring craft and her cables seemed liable to part at any moment, the schooner's prospects were indeed gloomy. Telegraphic communication having been broken by the storm, the keeper employed a tug to take one of his men to New York for the purpose of obtaining a more powerful steamer than those at hand. The surfinan succeeded in getting the wrecking-tug *I. J. Merritt* to go to the rescue. She arrived near the schooner towards night and the next day (27th,) when the weather moderated sufficiently, took her into the harbor.

November 25.—At 9 o'clock in the forenoon during a heavy northeast gale, the bark *Moro Castle*, of Boston, Massachusetts, at anchor behind the Delaware breakwater, parted her cables and drove upon the stone structure. A tug soon succeeded in getting a line to her, but was unable to do anything further, and in fact had shortly to cut the hawser and seek safety for herself. Within half an hour the three masts fell, one of them lodging upon the breakwater in such a manner as to form a bridge by which the crew of ten men made their way from the bark. The men were subsequently taken from the breakwater by a steam tug and landed. With the exception of the captain, the shipwrecked men being destitute, sought refuge at the Lewes Station, (Fifth District,) coast of Delaware, and were sheltered for two days, at the end of which time they obtained passage to Philadelphia. The vessel, which was from Philadelphia and bound to San Francisco, with her cargo of coal proved a total loss.

November 25, 28.—In the afternoon of the 25th the crews of the Rehoboth Beach and Cape Henlopen Stations, (Fifth District,) coast of Delaware, saved the crew of six men from the schooner *Ella*, of Bangor, Maine, under the following circumstances. The vessel was from her home port with a cargo of lumber bound for Philadelphia. In attempting to stand into Delaware Bay, during the heavy northeast gale which prevailed, she was blown to leeward, and forced to come to anchor just to the southward of the Hen and Chickens Shoal. This was about an hour before noon. Both life-saving crews had been watching her for some time, and thinking it was intended to beach her at once, had made preparations to go to the rescue. The anchoring of the schooner put a temporary stop to all operations, but her position was very precarious and the surfmen were accordingly on the alert. When, therefore, at half-past 2 o'clock, the craft leaking badly, the captain found that his only resource was to slip the cables and run for the beach, the life-savers were in readiness. After consultation by telephone it was decided what portions of the gear should be taken from each station, and the two crews set out. The vessel struck about one hundred yards from shore, a mile and three quarters north of the Rehoboth Beach Station, and some three and a half miles south of the Cape Henlopen Station. Keeper Truxton, of the former, having to transport the apparatus dead to windward, and having but one horse, started ahead, taking the light gear in his wagon, and employed a team to draw the heavy apparatus cart. The beach was badly cut through in many places by the surf, the gale constantly drove the cutting sand in their faces, and progress was necessarily slow, so that, although the other crew had a much greater distance to cover, all arrived at about the same time. The craft had swung broadside to the beach, and the sea, breaking at times half-mast high, frequently made a clean breach over her. Her men were driven to the fore rigging for safety. The life-savers assisted by a number of persons who had gathered opposite the wreck worked rapidly, and in a few minutes, the first fire proving successful, had a line across the vessel and within reach of the sailors. Huddled together, as the latter were, in awkward positions, drenched by the dashing spray, and cold from exposure, but obliged to cling des-

perately to avoid being swept into the riotous surf, they hauled off the whip-line slowly and with extreme difficulty. When, however, the whip was at last made fast on board, the work of rescue proceeded briskly, and the men were soon safe ashore. As they were landed they were sent to a neighboring house, remaining until all were ready to proceed to their stations. The shipwrecked sailors accompanied the Rehoboth Beach crew and upon their arrival at the house were provided with dry garments, partly the gift of the life-savers and partly drawn from the donation of the Women's National Relief Association. They remained at the station until the 28th. In the meantime the keeper and his men boarded the craft (27th,) and saved a number of articles belonging to the captain. The vessel became a total loss. About half the cargo was saved by a wrecking company. The captain who staid at the station while this work was going on, subsequently wrote to the General Superintendent the following letter of appreciation:

BANGOR, MAINE, *January 24, 1889.*

DEAR SIR: I wish to express to the Life Saving Service my thanks and appreciation of the services rendered me and my crew on the 25th of November last. My vessel stranded at Rehoboth during a heavy north-northeast gale on that date, and had it not been for the Life-Saving Service we must have all perished. The schooner struck the beach about 2.30 P. M., and we were all obliged to take to the rigging to keep from being washed overboard. We, however, were not kept long in suspense, for by 3.30 P. M. Captain Truxton and his crew, of Rehoboth Beach Station, assisted by Captain Salmons and crew, of Cape Henlopen Station had a line over us; and by 4 P. M., we were all rescued and on our way to Rehoboth Beach Station, where we were provided with a change of clothing and had every attention shown us. My crew were forwarded to Lewes by Captain Truxton free of charge, and he also gave them a letter recommending them to the charitable consideration of the officials of railways, steamboats, etc., which enabled them to reach their homes (so I have since heard,) without difficulty and with very little expense. I stopped at the station over five weeks, looking after the cargo, part of which was saved from the wreck; and I shall ever keep in grateful remembrance the crew of Rehoboth Beach Life-Saving Station, and Captain Truxton in particular, for his valuable assistance to me while in the discharge of my duties about the wreck.

"Very respectfully,

"W. D. GATES,

"*Master of Schooner Ella.*

"To the GENERAL SUPERINTENDENT,
"Life-Saving Service, Washington, D. C."

November 25-30.—About 7 o'clock in the evening of the 25th the sloop *Lizzie Jane*, of Chincoteague, Virginia, dragged from her anchorage in Lone Channel and stranded some five hundred yards to the northward of the Cobb's Island Station, (Fifth District,) coast of Virginia. Her captain reported the accident to the life-saving crew within a few minutes after its occurrence. They desired to go at once to her assistance, but their informant told them that she was in no danger. On the morning of the 30th the captain having procured jacks and skids, the surfmen went to the scene and succeeded in hauling her down to low-water mark, whence, as the tide rose, she floated off uninjured. She was on a trip for oysters and carried a crew of three men.

November 26.—The British schooner *Sunbeam*, of Saint John, New Brunswick, storm-bound in Quoddy Bay, lay safely at anchor through the day and night of the 25th. On the morning of the 26th, however, the easterly gale which was general along the New England coast continued to rage and shortly after 8 o'clock the patrol from the Quoddy Head Station, (First District,) coast of Maine, saw her part her chains and drive toward the beach. It was evident that she would strike the lee shore about two miles north of the station. The roads were blocked with snow rendering it impossible to haul the apparatus cart to the place. The heavy sea and wind precluded the use of the surf-boat. The life-saving crew therefore took their dory and with much difficulty tracked it along the beach at one moment overwhelmed by the freezing surf and again left high and dry by the receding waves. After an hour's hard work they reached the vessel and took off her crew of three men, for whom the keeper secured shelter at a farm house near, where they could look out for their craft. They subsequently came to the station and remained three days. The schooner, which was from Rockland, Maine, light, bound to her home port, became a total loss.

November 26.—Shortly after noon the captain of the schooner *Lilla B. Fernald*, of Portland, Maine, sent to the Cranberry Isles Station, (First District,) coast of Maine, for assistance. An easterly gale prevailed and his vessel which was moored alongside Hadlock's Wharf, something over a mile west-northwest from the station, was pounding heavily against the structure and was in danger of receiving serious injury. The life-saving crew crossed the island to the place, freed the schooner of water, and after hauling her up out of reach of the surf moored her securely. The captain and his son, who were alone on board, were very grateful to the station crew.

November 26.—The circumstances attending the wreck of the schooner *Oliver Dyer* and the loss of one of her crew, at Jerry's Point, New Hampshire, are recounted on page 27. On the 18th of September, during a previous cruise, this vessel was assisted at the Fletcher's Neck Station, (First District,) coast of Maine, as recorded under that date.

November 26.—The details of the stranding of the schooner *H. C. Higginson*, of Rockland, Maine, on Nantasket Beach, Massachusetts, and of the part taken in connection with the casualty by the surfmen of the North Scituate Station, (Second District,) will be found on page 29. The captain of the vessel and two of her crew were lost.

November 26, 27.—The fishing schooner *Edvard H Norton*, of Boston, was lost off Scituate, Massachusetts, during the terrific gale of the night of the 25th, a storm that was universally recognized as the worst within the memory of any inhabitant of that part of the coast. Of the schooner's crew of sixteen only one man, after appalling hardships, reached the shore alive. The others were either swept from her deck by the furious seas that dismasted and disabled her, or drowned a few minutes later when she capsized in the breakers. This dreadful casualty, occurring at a distance from the shore after nightfall and while dense fog and driving snow deepened the obscurity, was entirely removed by these attendant circumstances from the reach of human assistance. The capsized hull drifted ashore at First Cliff Point, nearly four miles to the northward of the Fourth Cliff Station, (Second District,) where it was discovered shortly before 2 o'clock in the morning of the 26th by the station patrol. The keeper being notified and taking part of his crew reached the place about daybreak. Shortly afterwards the survivor, who had crawled ashore and made his way back from the beach, was found in an exhausted condition. He

was taken to a neighboring house and kindly cared for. As soon as he was able to talk with the keeper he stated that there was another man in the schooner, whereupon the life-saving crew procured axes and by cutting through the bottom got into the vessel. After the tide had fallen they succeeded in taking out the body of the captain, Frank Curran, of Boston, which was found entangled in trawl-nets in the after part of the craft, and removed it to the receiving tomb in the cemetery at Scituate. On the following day four bodies washed ashore and were also taken to the receiving tomb. Towards the last of January three other bodies were found on the beach. Two of them were identified as those of Edward Maumbouquette and Archie Campbell, natives of Cape Breton Island and members of this hapless crew. The third was also believed to have belonged to the ill-fated schooner. Two months later two more bodies, doubtless part of the *Norton's* crew, were found by the surfmen and delivered to the civil authorities.

November 26.—The great easterly gale and rain-storm above referred to caused the tide and sea to flood the shores in the vicinity of the Brenton's Point Station, (Third District,) coast of Rhode Island, and do considerable damage to property. The life-saving crew were busily engaged during the day in securing a number of boats that were in danger of washing adrift and in keeping a fisherman's house that the water had reached from being swept away. They also prevented the sail-boat which they had assisted on the 16th from going to pieces on the rocks, by hauling her to a place of safety. The tide and sea were the highest that had been experienced for years.

November 26.—The same gale made a busy time for the keeper and crew of the Far Rockaway Station, (Third District,) coast of Long Island, who were employed throughout the day helping to save property along the beach from damage and loss by the encroachment of the sea. In his report the keeper states that the surf was the highest and the tide the fullest of any observed during his connection of seventeen years with the Service, and that he never saw the beach wash away so rapidly. A stable belonging to the station had to be torn down, and the material dragged back from the beach to prevent its being carried away by the sea. On the following day the crew rendered valuable service in recovering articles which had gone adrift during the storm.

November 26.—About an hour before noon the crew of the Rockaway Station, (Third District,) coast of Long Island, observed some people on the outer ridge of the beach. The flood tide was running over the beach, and they were wet to the knees and were making towards the station, unaware that the water cut them off in that direction. The surfmen quickly launched their surf-boat, pulled across the inlet and took them on board and to the house. Here they were warmed and made comfortable with dry clothing loaned them from the box supplied by the Women's National Relief Association. The party consisted of two ladies, a boy, and their coachman. They had rowed to the outer beach at Far Rockaway to see the surf and found themselves unable to pull back in the gale. Being badly frightened, though not in actual danger beyond that of exposure to the wet and cold, they had attempted to get to the station on foot.

November 26.—During the day a man who had capsized while out in a gunning skiff came to the Little Beach Station, (Fourth District,) coast of New Jersey, where he was made comfortable with clothing from the supply donated by the Women's National Relief Association until his own could be dried and was also provided with food and lodging for the night.

November 26.—During the severe storm of this date, which was accompanied by extremely high tides and furious surf, the sea encroached upon a hotel at Atlantic City, New Jersey, which stood about three hundred yards east of the Absecon Station, (Fourth District,) and on the seaward side undermined and washed away the foundation of the structure. About 2 o'clock in the afternoon the building toppled over into the surf, where it went to pieces. The keeper and crew saved as much of the furniture, etc., as was possible under the circumstances and also recovered portions of the building.

November 26.—Shortly after nightfall on the 25th the northerly gale which had prevailed all day with great fury in the region of the Delaware Breakwater, parted the last cable—the first had carried away some hours before—of the Norwegian bark *Hannah*, of Farsund, at anchor in the harbor, and wrecked her about half a mile to the westward of the Lewes Station, (Fifth District.) The life-saving crew at once observed the changed position of the vessel's light, which they could see at intervals through the snow and hail storm; but the intense darkness of the night, the almost impassable heaps of drift-stuff which strewed the beach, and the furious surf, prevented their launching a boat or in any way learning her true situation. Keeper Clampitt, however, kept his men on the lookout all night, and telephoned to keeper Salmons, of the adjacent station, (Cape Henlopen,) for the co-operation of himself and crew as soon as it should be light enough to begin work. The two crews accordingly joined forces and at daybreak dragged the Lewes Station beach-apparatus with much difficulty to the place. The vessel was something over two hundred yards from shore, and not until three shots had been fired was communication successfully established. The life-car was sent off and five trips were made (the last about the middle of the forenoon), landing in all ten persons—the crew of nine men and the pilot in charge. But for the willing and efficient services of several volunteers the work of rescue would have been much protracted, for the labor of hauling the life-car so great a distance was very arduous and the hardships of the preceding day and night—most of which time both crews had been much exposed to the extreme severity of the gale—had about exhausted the strength of the station men. On the following day (27th,) the weather having moderated, the Lewes crew launched their surf-boat, carried the bark's crew on board enabling them to recover their personal belongings, and saved the station gear. The vessel was already breaking up and subsequently became a total loss. Her freight of refined petroleum, which had been taken on board at Philadelphia, Pennsylvania, and was bound for Limerick, Ireland, was saved.

November 27.—At about 2 o'clock in the afternoon, during stormy easterly weather and a high sea, the barkentine *Alexander Campbell*, of Machias, Maine, foundered about seven miles southwest of Block Island. The crew, numbering nine men, took to their own boat and landed in safety at a point about a mile north of the Block Island Station, (Third District,) coast of Rhode Island. The vessel had sprung a bad leak while on a voyage from Portland, Maine, to Philadelphia, Pennsylvania, with a cargo of stone. The hazy condition of the weather had prevented the life-saving crew from seeing the vessel until just before she was abandoned. They procured a team and conveyed their boat to a place where the surf was the least dangerous, and by signaling the sailors to the spot, the latter were enabled to make a landing without difficulty. The surfmen then conducted the party to the station, where they were supplied with dry clothing from the stores donated by the Women's

National Relief Association. They were sheltered and fed for three days, after which they took their departure for Boston.

November 27.—In the storm of this date a patrolman of the Coney Island Station, (Third District,) coast of Long Island, recovered a gunner's skiff. The owner was subsequently found and the property delivered to him.

November 27.—Late in the afternoon the captain of the schooner *Ellen*, of Galveston, Texas, came to the San Luis Station, (Eighth District,) coast of the same State, for means of conveyance to Galveston, some sixteen miles distant, where he desired to go to inform the owners of the vessel that she had sprung a leak while bound from Lake Charles, Louisiana, to Brazos Santiago, Texas, loaded with lumber. He had anchored during the previous day in a safe berth behind Galveston Island, and about five miles southwest of the station. He stated that the leak was not so serious as to require the presence of the life-saving crew, and that the vessel was otherwise safe in the hands of the man whom he had left in charge of her. Accordingly he remained at the station during the night, and on the following day was conveyed to the city and back in the Government cart. Early the next morning he was taken to his vessel in a sail-boat by the keeper. On the 30th two men arrived at the station with tools and pumps and were put aboard the schooner by the surfmen. The latter then assisted to pump out the water and commenced transferring the vessel's cargo to a lighter that had been sent from Galveston. A northwest storm sprung up and put a stop to operations until the next morning, (December 1st,) when the life saving crew, who had returned to the station, again boarded the vessel. They unloaded the rest of the lumber, and placed an extra pump in the schooner, which so facilitated the work of repair that their assistance was no longer required.

November 27.—Towards evening a surfman of the Grand Haven Station, (Eleventh District,) Lake Michigan, picked up a skiff which he discovered drifting out into the lake and towed it to the station, where it was delivered to the owner on the following day.

November 28.—In the morning of the 26th, shortly before 3 o'clock, the schooner *Ada G. Shortland*, of Portland, Maine, while lying at anchor in Tennant's Harbor, in the same State, parted her chain during a heavy northeaster and went ashore on Hart's Neck. This point is some three miles distant across the bay to the westward from White Head Station, (First District,) and as the storm and thick weather which prevailed at the time continued during the two ensuing days the accident was not discovered by the life-saving crew. At noon of the 28th, however, the captain of the schooner applied by telephone for assistance and the station crew lost no time in launching their surf-boat and pulling to the scene of the stranding. The schooner lay on the rocks with a hole in her bottom and the tides flowing through her. The life-saving crew, after running out an anchor, set at work to make temporary repairs, and the leak was partially stopped. Several hours' work at the pumps, however, failed to free the craft of water, and after heeling her off shore so that she could be repaired, they returned home, reaching the station at 10 o'clock at night. Two days later (December 1st,) they went again to the assistance of the vessel, which had now been repaired. She was floated on the high water and the station men assisted to kedge her out to a snug berth. They then recovered the lost anchor, and the schooner, which was from her home port, manned by a crew of six, and bound to Saint John, New Brunswick, in ballast,

proceeded on her way. The captain subsequently wrote to the district superintendent a letter, portions of which are quoted below :

"DEAR SIR: I wish to thank the captain and crew of the life-saving station at White Head for their kindness in helping me get the schooner *Ada G. Shortland* off the rocks in Tennant's Harbor, Maine."

After a detailed account of the services rendered, the letter closes as follows:

"When we were safe and everything in its place, they were off again to be ready to help some other unfortunate in distress. I look upon the Life-Saving Service as an institution of mercy, of which none but the experienced can tell the value. I write this from motives of gratitude.

"WM. D. MCINTYRE,

"*Master of Schooner Ada G. Shortland.*

"J. M. RICHARDSON, Esq.,

"*Superintendent First Life-Saving District, Portland, Maine.*"

November 28.—The crew of the Davis's Neck Station, (Second District,) coast of Massachusetts, assisted in raising and hauling out on the beach the small schooner *Venus*, of Gloucester, Massachusetts. The vessel had broken from her moorings at the wharf at Lanesville, Cape Ann, about a mile and a quarter northeast of the station, during a northeast gale in the morning of the 26th, and striking on the rocks had sunk alongside the wharf. As she was laid up for the winter there was no one on board at the time of the mishap.

November 28.—About a quarter-past 9 o'clock in the evening the schooner *David Faust*, of Ellsworth, Maine, bound to Boston, from Rondout, New York, with a cargo of cement and a crew of five men, stranded on the end of Great Point, some two miles to the north-westward of the Coskata Station, (Second District,) Nantucket Island, Massachusetts. The east patrolman discovered her a few minutes after she struck and notified the station by telephone. Without delay the station crew manned the surf-boat and put off to the scene. Upon their arrival they learned that the schooner had fetched up on the shoals by mistaking Great Point Light for the Cross Rip Light vessel, which had dragged from her moorings. The surfmen ran out a kedge, and as the tide rose, endeavored to heave the craft afloat, but the kedge being small, it did not hold and the effort proved ineffectual. A part of her cargo was then thrown overboard and three more attempts were made to heave her off, but these likewise were unsuccessful. The tide now began to fall, preventing for the time being further operations. At the next favorable opportunity a party of wreckers which the captain had engaged succeeded in floating the vessel, little or no damage having been sustained. The life-saving crew returned to their quarters at 9 o'clock the next morning, after an absence of eleven hours.

November 30.—The small schooner *Fox*, of Elizabeth City, North Carolina, manned by a crew of three men and without cargo, while at anchor in Pamlico Sound, in the same State, was driven ashore in the forenoon of the 25th by a fresh gale from the northward, stranding two and a half miles north-northwest of the Cape Hatteras Station, (Sixth District.) Three days later the captain, having made preparations to float her, applied for the help of the nearest Service crews. The keeper and men of the above-named station, assisted by the keeper and three of the surfmen from the Big Kinnakeet Station, put her on ways and

moved her some distance. Again on the 30th the life-saving crews worked on the schooner, and on the 3d of December the Cape Hatteras crew succeeded in floating her. She was uninjured.

November 28.—At half-past 11 o'clock in the morning the lookout at the Durant's Station, (Sixth District,) coast of North Carolina, saw a schooner apparently ashore some six miles to the northward. The crew launched a boat and put off to the scene. She proved to be the small schooner *Artey*, of New Berne, North Carolina, and had got out of the channel and stranded. The surfmen removed and rafted her cargo of lumber, ran out anchors and kedged her off. They then placed the lumber back on board and got her to a safe anchorage. She was bound to Cape Hatteras from Washington, both in North Carolina, with three passengers and a crew of three men.

November 29.—The schooner *Mollie Phillips*, of Machias, Maine, dragged ashore in Portsmouth harbor, New Hampshire, during the heavy blows of the night of the 25th, but the accident, which occurred beyond patrol limits of the Jerry's Point Station, (First District,) was not known to the keeper until the following day, when he sent word to the captain that whenever arrangements for the work on the schooner should be completed, the station crew would assist in getting her afloat. Accordingly, on the 29th the captain applied at the station for help. In the evening, on the rising tide, the keeper and three of his surfmen went to the schooner and at high water succeeded in floating and anchoring her. The vessel, which was on the way to Boston, Massachusetts, from Columbia Falls, Maine, with a crew of three men and a cargo of stone and wood, was badly damaged.

November 29.—Late in the afternoon a three-masted schooner was observed sailing dangerously near Fire Island bar, coast of Long Island, momentarily in danger of stranding. The International Code signal J D, ("You are standing into danger,") was quickly displayed from the Oak Island Station, (Third District). The vessel sheered off just in time to avoid going ashore, and shaped a safe course along the coast.

November 29.—The crew of the Big Kinnakeet Station, (Sixth District,) coast of North Carolina, floated by means of temporary ways and rollers the schooner *Little Betty*, of Kinnakeet, which had parted her moorings during a storm a few days before and had gone high and dry on the beach in Pamlico Sound a mile and a half northwest of the station. She sustained no damage.

November 30.—The Dominican schooner *Julien*, of San Domingo, from Campeachy, Mexico, bound to New York, with a freight of hides, hemp and logwood, and a crew of six men, at half past 7 o'clock in the morning, when about three miles northeast of the Sandy Hook Station, (Fourth District,) coast of New Jersey, missed stays and stranded on the Romer Shoal. The patrol observed the accident, but the life-saving crew knowing her position not to be dangerous and supposing that she would shortly slip off the shoal, delayed an hour before launching the surfboat. They then went to her, having a hard pull against the strong ebb tide. She was leaking badly and was very short of provisions. The surfmen at once set to work at the pumps. Later they ran lines to two tugs which arrived, and at 4 o'clock in the afternoon, the flood tide having made, the schooner floated and proceeded up the harbor with slight damage.

November 30.—Shortly before 10 o'clock in the forenoon the lookout at the Louisville Station, (Ninth District,) Louisville, Kentucky, saw a skiff manned and pulled rapidly out into the river near First street. Believing there had been an accident, he gave the alarm. A boat was

quickly launched and the crew pulled speedily in the direction of the skiff. They found its occupant holding fast the body of a man, which he found too heavy to draw into the skiff. The station men quickly lifted the body into their boat and hastened back to the station, where they hoped to resuscitate the man by the methods practiced in the Service. Their efforts, however, proved unavailing and the remains were turned over to the coroner. It was learned that the man had jumped overboard from a ferry-boat.

November 30.—The lumber-laden schooner *Magdalena*, of Grand Haven, Michigan, in attempting to sail out of the harbor at South Haven, in the same State, during the forenoon, went aground about seventy-five yards west of the South Haven Station, (Eleventh District,) Lake Michigan. The life-saving crew boarded her immediately in the surf-boat, ran two lines to the pier and assisted the crew of five men to heave her over the bar. After working about an hour the vessel was released and enabled to go on her way. She was bound to Bentou Harbor, Michigan.

December 1.—During the day the lookout at the Wash Woods Station, (Sixth District,) coast of North Carolina, hoisted the international code flags J D ("You are standing into danger") to warn a steamer heading for Pebble Shoals. She at once hauled off and ran up her signal letters, which showed her to be the British steamship *Ayrshire*, of Glasgow, Scotland. A little later the same vessel was warned in a similar manner by the watch at the neighboring False Cape Station. She again changed her course and went clear.

December 1.—During the forenoon the keeper and crew assisted to float the small sloop *Lookout*, of Rodanthe, North Carolina, which having been left at anchor in Pamlico Sound had dragged her anchor in the severe storm of the 25th of November and stranded two miles south-southwest of the Big Kinnakeet Station, (Sixth District).

December 2.—While two men in a small skiff were trying to cross Jupiter Inlet, Florida, from the north to the south beach, the strong ebb tide carried them seaward and they were capsized in the surf. This was at 3 o'clock in the afternoon. The accident occurred at a point about a mile north of the Jupiter Inlet Station, (Seventh District,) but was invisible from the latter on account of an intervening bend in the coast line. The steamer *Chattahoochee* being in the vicinity, her captain and two of his crew manned a small metallic boat and started to the assistance of the imperiled men. The rescuing boat broached to and nearly swamped in the breakers, but after much difficulty, and at no little risk, the occupants succeeded in getting the two men into it. Some of the life-saving crew happening near the inlet about the time the skiff upset at once hurried to the station and reported the mishap. The surf-boat was then speedily launched and rowed to the scene. The current was carrying the steamer's boat farther away and the occupants were unable to manage it. The station men transferred them to the surf-boat, and then partially filling the metallic boat and towing it astern as a drag, they proceeded safely through the surf and landed the party inside the inlet. The following letter in regard to the services rendered was subsequently received at the Department:

"STEAMER CHATTAHOOCHEE, JUPITER, FLORIDA,

"December 6, 1888.

"DEAR SIR: We desire to express our thanks to Captain C. R. Carlin and his crew, of the Jupiter Inlet Life-Saving Station, for coming to our assistance on Sunday, December 2nd, 1888. We had gone out with a

small boat to pick up two men who had capsized and drifted out the inlet, and the sea was running so high and the tide so strong that we could not get back again and night was coming on. The crew of the station saw us and came to our relief and landed us safely.

“Respectfully, yours,

“JOHN FITZGERALD, *Captain.*

“E. D. FITZGERALD,

“S. K. HOLLISTER,

“*Of Steamer Chattahoochee.*

“S. I. KIMBALL, *Esq.,*

“*General Superintendent U. S. Life-Saving Service,*

“*Washington, D. C.*”

December 2.—Before sunrise the steamer *Michigan*, of Detroit, unladen and having a crew of seven men, bound home from Buffalo, New York, caught fire some twelve miles to the eastward of the Point Marblehead Station, (Ninth District,) Lake Erie. The patrol saw the light and the life-saving crew at once launched their boat and started for the scene. After an hour's row they were overtaken by a local tug which towed them the rest of the way. The tug *Buffalo*, of Sandusky, Ohio, first reached the burning vessel and had succeeded in getting a line to her and was taking her into shoal water. With the assistance which arrived the *Michigan* was towed to Sandusky and the city fire department extinguished the fire. The life-saving crew rendered service in getting the vessel alongside the dock. She became almost a total loss.

December 3.—On November 25th, a north-westerly gale prevailed in the region of Pamlico Sound, North Carolina, driving a number of small craft ashore. The *Annchen*, of Elizabeth City, had been left by her crew at anchor about three-fourths of a mile west of the Big Kinnakeet Station, (Sixth District,) and during the storm she dragged upon the beach. On the 3d of December, the captain being ready to get the schooner afloat, the keeper and crew went to her, and assisted by five of the surfmen from the adjacent station at Little Kinnakeet and several other men, put her on ways which they constructed for the purpose and carried her some twenty-five yards to a position in which she would float on the high water. She had received no injury in stranding.

December 4-6.—On the 4th the day watch at the Cape Hatteras Station, (Sixth District,) coast of North Carolina, observed a schooner standing in for the outer slue. A short time afterwards, the sea being smooth on the shoals, the vessel got out of the channel and stranded at half-past 1 o'clock on the Diamond Shoal about six miles south-southeast from the station. The surfmen made all possible haste in getting out the surf-boat, employed a team to draw it to the beach opposite the schooner, launched, and went out to her. She proved to be the *Lena Breed*, of Philadelphia, Pennsylvania, with a cargo of yellow pine from Wilmington, North Carolina, bound to her home port. Taking the crew of seven men into the boat, the life-savers set out for the beach. They had not gone far when they were met by the surf-boat from the Creed's Hill Station, (adjacent to the southward,) the life-saving crew at that point having noted the disaster and set out at once for the place, a pull of more than seven miles. The Cape Hatteras surf-boat being heavily loaded, two of the sailors were transferred to the other. The Creed's Hill men rendered further aid by taking a line and towing the surf-boat of the Hatteras crew inshore as far as the bar. The keeper of the next station north, Big Kinnakeet, having also started to the assistance of the stranded vessel, arrived just in time to help the men ashore. They were

conducted to the Cape Hatteras Station. On the next day (5th,) the surfmen again boarded the craft and saved clothing, ship stores and other articles. They found the vessel in bad condition. Her crew left the station on the 6th, and on the same day, the wind blowing fresh from the westward, she was dislodged and driven to sea, becoming a total loss.

December 4.—On this date, the keeper of the Muskallonge Lake Station, (Tenth District,) Lake Superior, on learning that a yawl had drifted ashore some four miles west of the station, procured a horse and proceeded to the spot. Freeing the boat of the sand which nearly filled it, he hauled it out to a safe place on the beach. It was subsequently taken to the station to await a call from the owner.

December 4.—The lookout at the Frankfort Station, (Eleventh District,) Lake Michigan, early in the morning discovered the dead body of a man floating in the lake. It was recovered and delivered to the proper authorities.

December 5.—At noon the schooner *Sinbad*, of and from Rockland, Maine, bound to Boston, Massachusetts, with a freight of lime, while beating through Muscle Ridge Channel ran upon Channel Rock, some three miles northeast of the White Head Station, (First District,) coast of Maine. The patrol who was watching her reported the accident and the life-saving crew went quickly to her in their surf boat. A tug fortunately arrived about the same time, and the surf-boat ran the schooner's hawser, but as the tide was falling rapidly it was found impossible to haul her off the rock. The schooner soon settled down by the head, and the water reaching the lime, fire broke out in the hold. The station men, working in blinding smoke, saved the stock of provisions and the effects of the crew. They also stripped the vessel of her sails and rigging, transferring the crew of three men, together with the articles saved, to the tug, which proceeded to Rockland. The vessel and cargo became a total loss.

December 5.—Shortly after daybreak the crew of the Chatham Station, (Second District,) coast of Massachusetts, discovered that a schooner at anchor on the bar was hard and fast aground. They quickly launched their surf-boat and pulled to her, a distance of one-third of a mile, finding her to be the *William Slater*, of Belfast, Maine, from New York, coal-laden and bound to Salem, Massachusetts. She had a crew of six men. The station men at once joined them at the windlass, and after heaving for a short time—the tide was fortunately rising—were successful in warping her into deeper water. She then got under way and resumed her voyage.

December 5.—At 2 o'clock in the afternoon the light schooner *A. H. Quinby*, of Bridgeton, New Jersey, while entering Absecon Inlet, in that State, in charge of her captain, who was unacquainted with the channel, ran upon a shoal three-fourths of a mile north of the Atlantic City Station, (Fourth District). The life-saving crew went at once to her in the surf-boat and ran out an anchor, but as the tide was falling rapidly it was evident that the schooner was fast until the ensuing flood, and the station men went ashore for supper. About 5 o'clock they again went on board and an hour and a half later warped her off into the channel. The wind being light the surf-boat was taken out ahead and the surfmen towed the craft in to a secure anchorage. She was from New York, bound to Millville, New Jersey, and manned by a crew of five men.

December 6.—At half-past 9 o'clock in the forenoon the crew of the Fourth Cliff Station, (Second District,) coast of Massachusetts, observing a bark running straight for the beach and shortening sail, quickly

ran up the International Code signal J D ("You are standing into danger"). As no attention was paid to the warning, the surf-boat was got out and launched. When within a very short distance of the rocks those on the vessel saw the danger signal apparently for the first time; they then hauled off shore and hove to to await the surf-boat. In reply to the keeper's questions, the captain said he was looking for a pilot. He was given the necessary directions, and then filled away. Had it not been for the warning the vessel must have gone ashore in a very dangerous place; as it was, she just missed the rocks by a few ship's lengths.

December 6.—At about 10 o'clock in the morning, during a strong northwest wind, two schooners loaded with sand, while going out of Johnson's Inlet stranded on the shoals three-quarters of a mile southeastward of the Coney Island Station, (Third District,) coast of Long Island. One of these was the *Hattie Chevalier*, of and for New York, with four men on board. Her yawl broke adrift and washed upon Rockaway beach. As it would have been impossible for the life-saving crew to have towed the boat back against the wind and sea they did not go after it, but pulled alongside the vessel. It was found that nothing could be done effectively in the way of floating her, and so the surfmen conveyed the captain to Barren Island, where he procured provisions and obtained a tug to recover his yawl. In the afternoon, according to agreement, the station men again put off to the schooner and rowed the captain and two of his crew to Barren Island, where the tug had landed the yawl. The latter's oars having been lost, however, and the wind still continuing very high, the boat could not be towed off and the men were obliged to return to the vessel without it. During the forenoon of the next day, after nearly all the cargo had been thrown over, the schooner was got clear, no material damage having been sustained.

December 8.—At half-past 7 o'clock in the morning a schooner at anchor some four miles northeast of the Chatham Station, (Second District,) coast of Massachusetts, was observed by one of the surfmen to be flying a signal of distress. The surf-boat was launched without delay, and the life-saving crew pulled alongside the vessel, which was the *Franklin*, of New York, from Boston, Massachusetts, without cargo, and homeward bound. She had a crew of six men and had been in collision off Cape Cod the night before with the coal-laden schooner *Joseph Hall*, of Rockland, Maine, losing her fore-topmast, jib-boom and head-gear. The accident had left the *Hall* in a sinking condition, and her crew, numbering three men, had at once sought refuge on the *Franklin*, which had then made her way to an anchorage. During the night the captain of the latter vessel had fallen into the hold, receiving severe injuries. The station men helped to repair the schooner temporarily and to get her under way, after which she proceeded to Hyannis, Massachusetts, in charge of the captain of the *Hall*. Her damages were estimated at three-fifths of her value.

December 8.—The other vessel that went ashore at the time the *Hattie Chevalier* stranded (see record of the 6th,) was the schooner *William Buckley*, also of New York. She had a crew of six men. As she was in no immediate danger, the surfmen of the Coney Island Station, (Third District,) coast of Long Island, who were engaged in assisting the first-named vessel, did not go to her until the morning of the 8th. It was supposed that she would have floated off during the flood tide of the previous day, but it was found that most of her cargo would first have to be removed. The station men ran out an anchor and helped to

throw overboard the sand with which she was loaded. In the afternoon, by hoisting all sail, they succeeded in heaving her off undamaged.

December 10.—At 7 o'clock in the morning, during thick and stormy weather, the schooner *Sarah C. Wilson*, of Somers Point, New Jersey, got out of the channel and stranded on Oliver's Reef, some six miles to the northwest of the Durant's Station, (Sixth District,) coast of North Carolina. Half an hour later she was discovered by the day watch at the station, and the life-saving crew lost no time in putting off in the dory to her assistance. They ran out anchors and made several attempts to kedge her off, but the tide was ebbing and their efforts proved unavailing. As she was lying in an easy position and nothing more could be done at that time, the surfmen returned to their quarters with the understanding that if their services were required a signal would be given. She came off, however, at the next high water without further assistance from the station men. She was bound to New Berne from Elizabeth City, both in North Carolina, light, and carried a crew of three men.

December 10.—At 7 o'clock in the morning, during a southwest gale, the steamer *F. and P. M. No. 1*, of Port Huron, Michigan, while standing in for Ludington harbor, was swept to leeward by the wind and currents, striking bottom about three hundred yards west of the Ludington Station, (Eleventh District,) Lake Michigan. The life saving crew, quickly launching their surf-boat, pulled off to her. The captain said he needed a line from the end of the pier, but the hawser on board was not long enough for the purpose, and the station men accordingly pulled to a tug (which, like all the others in port, was laid up for the winter,) and borrowed a hawser which they made fast on the pier. They then ran a small line to the steamer and the hawser was hauled off. By means of the hawser and backing the engines the vessel was at length worked off into deep water and out of danger. She was from Milwaukee, Wisconsin, bound to Ludington, Michigan, with fifteen passengers, a crew numbering twenty-five and a valuable general cargo.

December 11.—During a fresh northeast gale accompanied by high surf, the captain of the schooner *Maud Gertrude*, of Providence, Rhode Island, requested the assistance of the crew of the New Shoreham Station, (Third District,) coast of Block Island, in getting his vessel to a secure anchorage. She lay at anchor in an exposed position in the outer harbor and the storm seemed to be increasing. The life-saving crew went to her in the surf-boat and helped to make sail, get her under way and into a snug berth in the inner harbor. She had a crew of four men.

December 11.—In the forenoon while the crew of the Jupiter Inlet Station, (Seventh District,) coast of Florida, was out practicing in the surf-boat, they discovered that the small schooner *Mary B*, of Key West, had stranded in the inlet about a mile and a quarter north of the station. She was loaded with a general cargo of merchandise, had a crew of two men, and was plying between local ports on Indian River and Lake Worth. It appears that, losing steerage way, she had drifted ashore. The station men boarded her, worked the sails and succeeded in poling her off the shoal. They then took her outside to a safe offing and turned her over to the captain. Their efforts drew forth the subjoined letter, which was received at the office of the General Superintendent:

“LAKE WORTH, DADE COUNTY, FLORIDA,

“*December 15, 1888.*

“DEAR SIR: Permit me to commend to your consideration the zeal and energy displayed by Captain Carlin and his crew, belonging to the life-saving station at Jupiter, whilst my vessel was on the bar at the

inlet the other day. Captain Carlin is an efficient officer, and always on hand in an emergency. The knowledge that there is help for me in case of an accident, makes me take the bar many times when I would not if there was no one to look out for me.

"Most respectfully, yours,

"U. D. HENDRICKSON.

"GENERAL SUPERINTENDENT,
"U. S. Life-Saving Service,
"Washington, D. C."

December 11.—In the forenoon a surfman of the Shoalwater Bay Station, (Twelfth District,) Washington Territory, accompanied by a man who on the previous day anchored a skiff about three quarters of a mile southeast of the station, went out in a fishing-boat and attempted to tow the skiff into North Cove. There was a light wind with a strong ebb tide and high-running sea. Finding that they were making no headway, but gradually drifting into dangerous water, the men threw out an anchor, but it failed to hold. The station watch, who was visiting the key-post, seeing that the boats were approaching the breakers and in danger of swamping, hastened to inform the keeper. The life-saving-crew at once put off in the surf-boat, but shortly after starting passed their line to a tug, which towed them as near as she could get to the breakers into which the boats had by this time drifted. The surfmen speedily pulled to the rescue, made a tow-line fast to the boats, and got them clear of the heavy seas. The fishing-boat was half full of water and in a few minutes more would have sunk. It was bailed out and the boats then proceeded to the cove in tow of the tug. The two men no doubt owe their lives to the timely action of the life-saving crew.

December 13.—The British ship *Treasurer*, of Parrsboro, Nova Scotia, from Perth Amboy, New Jersey, bound for Antwerp, Belgium, with a crew of twenty men and a freight of petroleum, stranded at 5 o'clock in the morning on Flynn's Knoll, about a mile northwest of the Sandy Hook Station, (Fourth District,) coast of New Jersey. As it was very dark at the time of the stranding the patrol was unable to make out whether the vessel was in trouble, but at daybreak he saw that she was on the shoal. The life-saving crew upon receiving notification of the accident hurriedly launching the surf-boat, pulled alongside the ship and at the captain's request made soundings on all sides. In the afternoon tugs made an unsuccessful effort to haul her off the shoal. The following morning, (14th,) on the high water, she was floated and found to have received no apparent damage.

December 14.—During the morning a vessel was observed lying at anchor about two miles southwest of the Hunniwell's Beach Station, (First District,) coast of Maine. Aside from her sails and gear, which were iced up, there was no indication of anything amiss. However, about 2 o'clock in the afternoon a signal of distress was set in her main rigging. This was immediately seen by the life saving crew, who manned the surf-boat and boarded her without delay. She proved to be the schooner *Lake*, of Rockland, Maine, bound home from Boston, Massachusetts, with a general cargo and carrying a crew of two men. The craft having struck on Bald Head Ledge was leaking, her sails were torn, and the man who assisted the captain in sailing her was badly frost bitten. The surfmen reefed the sails, hove up the anchor, and worked the vessel to a safe anchorage in Stage Island Bay, where she remained over night.

December 14-16.—Shortly after 10 o'clock in the morning of the 14th the small schooner *T. O. Smith*, of Patchogue, New York, while anchored in Great South Bay waiting for the wind to moderate, dragged her anchors and stranded on the west end of Fire Island, some two miles northeast of the station of that name, (Third District,) coast of Long Island. She was discovered by the station lookout soon after the accident occurred and the life-saving crew at once manned their boat and put off to her assistance. After a hard pull of two hours they boarded her. The high wind prevented any attempt to float her at that time, and the surfmen remained until sunset, but as no favorable opportunity offered and the craft was not in immediate danger, they returned to their duties at the station. The next day (15th,) they again went to the schooner, and the wind having abated, ran out anchors and at high water made an effort to float her, but without success. The day following (16th,) the surfmen made still another attempt to release the vessel but this, too, proved unavailing, the westerly winds prevailing at this time causing an extremely low run of tides. On the 17th, however, wind and tides being favorable, the vessel's crew hauled her afloat and she proceeded to Bay Shore, New York, whither she was bound from Jersey City, New Jersey, with a cargo of coal and a crew of three men.

December 14.—Just as the north patrol from the Seabright Station, (Fourth District,) coast of New Jersey, met the south patrol from the adjacent Spermaceti Cove Station, cries were heard from the river. The surfmen hastened to investigate, and as there was bright moonlight soon found that a skiff, with a single occupant, was fast in the ice some three hundred yards from shore. Keeper Edwards, of the station last named, happened to be in the vicinity at the time and the patrolmen informed him of the dangerous situation of the boatman. They then procured a small boat which they knew to be in the neighborhood and the surfmen put off to the rescue. There seemed, however, to be no hope of getting near the skiff, and the keeper therefore started for Seabright Station, which was nearer than his own, for assistance. Keeper West and his men at once hitched their horse to the boat-wagon and set out for the place. In the meantime the two surfmen finding themselves unable to get through the ice and having seen the man lie down in the boat as if overcome by the cold, returned to the shore and took a quantity of telegraph wire, which was fortunately at hand, into the boat. They then with difficulty made their way back to within fifty yards of the skiff, after which they worked the wire over the ice so that at length the man succeeded in getting hold of it and making it fast to his boat. They then landed and hauled the skiff through the ice safely to the beach. The life-saving crew now arrived, and as the man was wet and benumbed with cold they hurried him to the station, where hot coffee and the warmth soon restored him. Then having earnestly thanked the life-savers for their help, without which he would doubtless have perished, he left for his home.

December 14.—During the day a schooner was seen from the Wachapreague Station, (Fifth District,) coast of Virginia, dangerously near Dawson Shoals. The International Code flags J D ("You are standing into danger,") were promptly hoisted, when the craft changed her course and went clear.

December 14.—About 3 o'clock in the afternoon a steamship was seen dangerously near the beach in the vicinity of the False Cape Station, (Sixth District,) coast of Virginia. The surfmen promptly hoisted the International code flags J D ("You are standing into danger,") when she hauled off shore.

December 14.—Early in the morning a small cat-rigged boat with its sail furled and anchor out, drifted upon the beach about a mile north-east of the Morris Island Station, (Seventh District,) coast of South Carolina, in a badly damaged condition. There being no marks about the boat indicating to whom it belonged the keeper had it hauled well up on the beach and the sail, mast and anchor stowed at the station until the owner could be found.

December 15.—The schooner *J. D. Ingraham*, of New London, Connecticut, bound to Bath, Maine, from Plymouth, Massachusetts, with a general cargo and a crew of five men, while beating into Kennebec River at 8 o'clock in the morning, misstayed and stranded on the Lower Sugar Loaf, a third of a mile northeast of the Hunniwell's Beach Station, (First District,) coast of Maine. Immediately after she struck the life-saving crew launched the surf-boat and went to her assistance. They ran out a kedge, hove the vessel off the rocks, made sail and got her to a safe anchorage. Being undamaged, at high tide she proceeded on her way.

December 15.—In the forenoon the keeper and three of the surfmen of the Jerry's Point Station, (First District,) coast of New Hampshire, in response to a signal of distress boarded the schooner *Sarah*, of Calais, Maine, at anchor in the lower harbor at Portsmouth. The vessel which had been in collision the preceding evening had lost her bowsprit and head rigging and was badly iced. The life-saving crew took the captain to the city to enable him to procure a tug, and the vessel was shortly towed into Kittery, Maine, for repairs. No further assistance was required from the station crew who returned to their post. The schooner, which had a crew of three men, had loaded granite at Deer Isle, in the last mentioned State, and was on her way to Boston, Massachusetts. The captain afterwards expressed his gratitude in the following card, published in the New Hampshire Gazette:

"I desire to publicly return thanks to Captain Harding and crew of the Life-Saving Station at Jerry's Point, for the prompt and valuable assistance they rendered me on December 15th, last, whereby I was enabled to secure a tug and have my vessel, the schooner *Sarah*, towed to a safe anchorage. But for the timely aid of Captain Harding and his men, my crew and I might not have been alive to-day.

"WILLIAM TOOMEY,
"Master of Schooner *Sarah*."

December 15.—The crew of the Assateague Beach Station, (Fifth District,) coast of Virginia, at the request of the captain of the small schooner *Morning Light*, of Chincoteague, Virginia, which was stranded about one-half mile east of the station, assisted her crew of three men to get her afloat on the high tide. They first ran out a kedge by means of which and by poling and shoving—some of the surfmen working in the water alongside—the craft was soon floated without damage either to herself or her cargo of oysters. While engaged in the oyster trade in the vicinity of her home port, she had been left at anchor during the night of the 11th, with no one on board and in the heavy gale that raged at that time, had dragged ashore on Tom's Cove flat. The captain was much gratified by the release of his schooner uninjured.

December 15.—At half-past 9 o'clock in the morning, owing to a buoy being out of place, the sloop *J. W. Luce*, of Onancock, Virginia, went ashore about a mile and a quarter southeast of the Cobb's Island Station, (Fifth District,) coast of Virginia. The accident being witnessed at the station the life-saving crew launched their boat and were alongside the

disabled craft a few minutes after she struck. They ran out an anchor, manned the windlass and hove the sloop up to the anchor, but not afloat, owing to the insufficient length of the cable. This operation had to be repeated the third time before she came off. Sail was then made and the craft worked to a safe berth. At the time of the mishap she was on her way to Wachapreague from Norfolk, both in Virginia, with a cargo of lumber and a crew of three men.

December 15.—About half-past 6 o'clock in the morning of this date the three-masted schooner *Lillie Falkinburg*, of Tuckerton, New Jersey, stranded on the Isaacs Shoals, some four miles to the south-westward of the Smith's Island Station, (Fifth District,) coast of Virginia. A few minutes later she was discovered by the north patrol who at once reported the fact to the station. The life-saving crew launched the surf-boat and quickly pulled to the scene. They ran out anchors and otherwise assisted in the efforts to release the vessel. These proving ineffectual the captain requested them to remain on board, which they did until the following morning (16th,) when she came off uninjured and proceeded on her way. She was bound to James River, Virginia, from New York, light, with a crew of six men.

December 17-22.—At half-past 6 o'clock in the evening of the first of these dates, during foggy weather, the brig *Onolaska*, of Boston, Massachusetts, from the West Indies, with a cargo of logwood for Philadelphia, Pennsylvania, ran ashore about a mile east of the Cold Spring Station, (Fourth District,) coast of New Jersey. A torch was instantly shown on board and was seen by the patrolman, who replied by burning a Cos-ton signal. The station crew also having seen the torch at once started out with the surf-boat, hauling it to a point abreast of the stranded vessel. The wind which was southerly had now freshened to a gale, and the surf being very high it was found impracticable to launch the boat. The crew therefore returned for the beach apparatus, which, with the assistance of several citizens who had gathered to watch the operations, was taken up the beach. The craft was some two hundred yards from shore, and the first shot from the Lyle gun carried the line across her rigging. This was at half-past 9 o'clock; but as the vessel was directly to windward the report of the gun was not heard on board and it was midnight before the sailors were made to understand the situation. They then secured the shot-line and the whip and hawser were sent off, but the sailors making these fast too near together on board, the gear fouled and became for the time being practically useless. After working diligently for three hours trying to clear the lines the life-saving crew were obliged to give over their efforts till daybreak. As soon as they could see they renewed the attempt, but by this time the strong current had swept the bight of the whip far to leeward and they were not able to straighten it. The keeper therefore dispatched messengers to the neighboring stations—Turtle Gut to the eastward and Cape May to the westward—asking for assistance. The keepers and crews of those stations arrived a little before 9 o'clock, but as the tide had now turned ebb and the wind hauled a little off shore, the sea moderated and the work on the beach-apparatus was therefore abandoned. The life-saving men without further delay launched the surf-boat and the first named crew boarded the vessel. The captain and crew, nine men in all, were safely landed and conducted to the station. On the day following (19th,) the life-saving men went on board and secured the personal effects of the crew who remained at the station until the 22d. On this date, a company of wreckers having been at work on the brig for some time, it was thought she would be floated, and the captain and his crew desiring to return

on board were accordingly taken there in the surf-boat. The vessel, however, was not got off until three days later, when she was towed to her destination. Her damages amounted to five thousand dollars, and the loss on her cargo was three thousand.

December 19.—At half-past 8 o'clock in the morning the schooner *May Flower*, of Sullivan, Maine, bound from Cape Small Point, in that State, to Boston, Massachusetts, with a cargo of piling and having on board four persons, stranded in Biddeford Pool, something over half a mile to the north-westward of the Fletcher's Neck Station, (First District,) coast of Maine. While at anchor the wind changed suddenly and she swung ashore. The vessel, which was very old, heavily laden and strained, at flood tide began to fill. The captain, seeing he could not keep his craft free, notified the life-saving crew at the above named station who at once went to her assistance. They bailed and pumped her out, and at high tide hauled her to the wharf.

December 19.—About 10 o'clock in the morning the schooner *Mary A. Trainer*, of and from Philadelphia, Pennsylvania, bound to Washington, North Carolina, misstayed and stranded on Oliver's Reef, some six miles west-northwest of the Durant's Station, (Sixth District,) coast of North Carolina. The accident was almost immediately discovered by the day watch at the station and the life-saving crew lost no time in going to her assistance. They at once manned the windlass and endeavored to kedge her off but were unsuccessful. Lighters having been procured, they began lightening her, continuing at this work until the tide fell, when further effort at the time became useless. After making arrangements to return next morning, or sooner if needed, they went back to the station. She floated at the next high water. She had a cargo of guano, and carried a crew of six men.

December 20.—The owner of a cat-boat, which had previously parted from her moorings and drifted ashore about a mile to the northward of the Smith's Point Station, (Third District,) coast of Long Island, New York, came to the station and requested the crew to assist in floating her as she was in danger of being crushed by the ice. They assisted in heaving her off and in getting her into a harbor. The owner and one man whom he had employed were sheltered over night at the station.

December 20.—At Hog Island Station, (Fifth District,) coast of Virginia, the lookout saw at 8 o'clock in the morning a large vessel running in toward the shoals. The keeper at once hoisted one of the warning signals of the International Code, and the vessel instantly changing her course, avoided the danger.

December 22.—In the morning the schooner *Annie S. Carll*, of and from New York, without cargo, and bound for York River, Virginia, when off the New Jersey coast carried away her peak-halyards during a north-westerly blow and was forced to drop anchor. There was a fresh northwest wind with a heavy swell, and the vessel rolled and pitched heavily soon disabling her windlass. When the wind moderated the schooner desiring to get under way but not being able to heave up the anchor, slipped her chain and put into Absecon Inlet for repairs. About the middle of the afternoon, when some three-fourths of a mile northwest of the Atlantic City Station, (Fourth District,) through mistaking a buoy she ran aground on the shoal. The station crew manned the surf-boat, boarded the craft and ran out an anchor. The tide was rising and they shortly warped the vessel back into the channel, then piloted her into the harbor and saw her all secure. She carried a crew of five men at this time.

December 22.—About 2 o'clock in the morning the patrolmen from the Wachapreague Station, (Fifth District,) coast of Virginia, observed a

vessel standing in toward the shoals. They immediately burned Coston signals, but the vessel did not heed the warning and very soon stranded on the outer part of Dawson Shoal, something over two miles southeast of the station. The men hastened to notify the keeper, who at once roused his crew and went to her in the surf-boat. She proved to be the light schooner *Josie R. Burt*, of Fall River, Massachusetts, from New Bedford, in the same State, bound to Baltimore, and carrying a crew of eight men. The accident occurred on the falling tide, and as there was a strong northerly wind and a rough sea, it was not deemed practicable to run out an anchor. The station men accordingly waited on board for the flood tide, and very shortly after this made, the schooner was floated uninjured and proceeded on her way. The crew of the neighboring Paramore's Beach Station also went to the vessel's assistance, having a hard struggle against the head wind and sea in their pull of four miles, and arriving only to find their assistance not needed. Both life-saving crews reached home just before daybreak, thoroughly wet and covered with ice.

December 22-27.—A two-masted schooner standing inshore was observed about an hour before noon of the 22d by the lookout at the Wachapreague Station, (Fifth District,) coast of Virginia. There was at the time a fresh northerly wind, the tide was running ebb and a heavy surf prevailed. The schooner attempted to enter Wachapreague Inlet, but when on the bar suddenly came to anchor and hoisted a signal of distress. The surfmen launched and pulled with all possible speed to the place which was nearly two miles to the southeast of the station. The craft proved to be the *T. G. Cruse*, of Somers Point, New Jersey, with a freight of lumber from the James River, Virginia, bound for Philadelphia, Pennsylvania. Five men constituted her crew. She had shortly before sprung a leak and the captain finding that the pumps could not control the water had stood in for the inlet hoping to make the harbor before the schooner should fill. When she reached the bar, however, she became unmanageable and it was found necessary to anchor to prevent her running upon the shoals. The crew being exhausted by their continued exertions and having had no breakfast, were taken ashore in the surf-boat and made comfortable at the station. In the afternoon the crews of both this and the station next to the southward (Paramore's Beach) went on board with the hope of getting the craft into a place of safety, but it was found that owing to the lateness of the tide nothing could be done at the time. They accordingly decided to wait until the next day and returned to their stations. On the following morning (23d,) the life-saving crews met on board and succeeded in getting the craft into the inlet. They beached her and the Wachapreague surfmen subsequently assisted her crew to pump her out and stop the leaks, being thus employed for several days. Her crew remained at the station until the 27th, when the craft was floated and enabled to proceed to her destination. She had sustained comparatively slight damage.

December 22.—The three-masted schooner *Ida L. Hull*, of Barnstable, Massachusetts, stranded on the southeast bar of Hog Island Shoals at 3 o'clock in the morning. The north patrolman from the Hog Island Station, (Fifth District,) coast of Virginia, had seen her a few minutes earlier and had struck a Coston light, which warning she had apparently heeded. Just before she stranded the south patrolman observed her danger and quickly showed his warning signal, but it was too late and the craft went aground. He notified the keeper, and the life-saving crew at once set out in the surf-boat. The wind was blowing a gale from the north at the time, the sea was breaking on all sides and the water which dashed into the surf-boat froze almost instantly. The surfmen therefore

boarded the vessel with much difficulty. They at once took in all sail but the foresail, which the keeper judged would have a tendency to work the schooner off the shoal. While the station men were thus employed another vessel was seen rapidly approaching the bar. A torch was flared as a warning but to no avail and she stranded within fifty yards of the *Hull*. After instructing the captain of the latter vessel with regard to the surrounding shoals, the surfmen went on board the other as detailed in the case immediately succeeding. At 8 o'clock the flood tide having made, the *Hull* floated, her crew made sail, and under the guidance of the keeper she was at length got clear of the shoals with small damage and enabled to proceed on her way. She was from Taunton, Massachusetts, bound to Baltimore, Maryland, in ballast, and her crew numbered eight all told.

December 22.—At half-past 3 o'clock in the morning a vessel ran upon the shoal about a mile and a half southeast of the Hog Island Station, under circumstances just described. The station crew had made an effort to warn her off, but without success. They accordingly left the stranded schooner upon which they had been employed and for which nothing further could be done at the time, and boarded this vessel, finding her to be the schooner *B. I. Burt*, of Fall River, Massachusetts, from Brighton, in the same State, bound to Baltimore, Maryland, with a crew of nine men and without cargo. The station men rendered all the aid in their power, but within the hour four other vessels had stranded in the vicinity, notwithstanding the keeper did all he could to warn them of their peril. One of these being deeply loaded and in a specially bad place where she was thumping heavily and was constantly overswept by the seas, the station crew proceeded to her assistance. The *Burt* floated on the high water and resumed her voyage. She had sustained slight damage.

December 22.—The vessel next boarded by the Hog Island Station crew, as just referred to, had stranded on the bar about two miles southeast of the station, and was the schooner *Frank G. Dow*, of Providence, Rhode Island, bound to Baltimore. She had a crew of eight men and a heavy freight of fish-scrap. Every sea was breaking over her, and she was pounding heavily and in danger of going to pieces. When the life-saving men arrived on board, the mainsail and spanker were still set, driving her higher on the shoal and constantly increasing the peril of her position. The keeper quickly directed his men to take in the sails, and after three hours of hard work and exposure, the tide having risen considerably, the craft was successfully floated. She was leaking badly, but was otherwise only slightly damaged, and the captain thought the leak would not prevent his reaching his destination. The other three vessels alluded to in the case next preceding as having stranded on these shoals at about the same time, were released on the flood tide without assistance from the station men.

December 22-30.—While returning from his southern beat at 5 o'clock in the morning of the 22d the patrol at the Oregon Inlet Station, (Sixth District,) coast of North Carolina, discovered a schooner that had just stranded about a mile and a half southeast of the station. After making signals to inform the sailors that help would at once be summoned he hurried back with the alarm. In the meantime, however, the vessel had been seen by the surfmen at the station. A cold, northerly gale prevailing at the time raised a very rough sea, and the surfmen accordingly took both the surf-boat and the beach-apparatus upon the wagon and started for the scene without delay. Arriving shortly abreast of the vessel, which they found to be about one hundred and fifty yards from shore, they soon had a line over her, the first shot from the Lyle

gun proving effective. Soon after the whip and hawser were sent off, the keeper and crew of the Pea Island Station having seen and at once set out for the vessel reached the place and at once gave their assistance. Six trips of the breeches-buoy were made without mishap, but as it was going off for the captain, who alone remained on board, the schooner swung around, slacking and fouling the gear so that it became impossible to continue its use. Meanwhile, the keepers and men from the neighboring stations—Bodie's Island and New Inlet—arrived and joined the others in the work. The tide having fallen somewhat, it was proposed to haul off the surf-boat by means of the hawser, the shore end of which was led down the beach as much as possible, in order to gain something of a lee. This project, notwithstanding the heavy surf and storm and one or two failures in the struggle to get out away from the beach through the breakers, was at length accomplished, and the captain was thus brought ashore. The schooner was the *Charles C. Lister, jr.*, of Wilmington, Delaware, from Bay River, North Carolina, bound to Philadelphia, Pennsylvania. Her crew numbered six, and there was one passenger, a lady. She was wrapped warmly in blankets and conveyed to the Oregon Inlet Station, and all being wet and thoroughly chilled, were provided, upon reaching the house, with clothing from the gift of the Women's National Relief Association until their own could be dried. On subsequent days the crews of this and the Pea Island stations worked on the stranded craft, saving her stores, sails and other articles; also a portion of the lumber which constituted her cargo. She was floated by a wrecking company some ten days after the accident, but was quite badly damaged and the loss on the cargo amounted to about half its value. One of the rescued remained nine days at the station. The others stayed only five days, at the end of which time they proceeded to their homes, one of the surf-men taking them to the steamboat landing. The following letter, with reference to this rescue was received by the General Superintendent of the Service:

“OREGON INLET STATION, *December 24, 1888.*

“SIR: We came ashore in the morning of the 22d in a heavy north-by-west gale, and we want to inform you of the timely heroic service that was rendered us by the crews of the Oregon Inlet and Pea Island Stations. They bravely did their work in saving our lives, landing every one safe, and we join in sincere thanks to the crews for this and for the kindness and care we have received since we have been here. They were abreast of the schooner within forty-five minutes from the time she struck, for which rapid work they should receive the credit that truly belongs to them. If they had not been on hand we should likely all have been lost. We also thank the keepers and crews of the New Inlet and Bodie's Island Stations, who arrived in time to render much assistance in rescuing us.

“With much respect,

“WILLIAM PALMER, *Master.*

“GEORGE T. STOWE, *Mate.*

“PARNELL SHORT, *Steward.*

“JOHN A. BOYCE, *Seaman.*

“CÆSAR SANDERS, *Seaman.*

“CHARLES KARNAT, *Seaman.*

“IDA L. HILL, *Passenger.*

“*Of the Schooner Charles C. Lister, Jr.*

“SUMNER I. KIMBALL, Esq.,

“*General Superintendent Life-Saving Service,*

“*Washington, D. C.*”

December 22.—During the afternoon, while two boys were gunning in the vicinity of the Saint Joseph Station, (Eleventh District,) Lake Michigan, one of them accidentally received a severe wound from a small rifle in the hands of his companion. The injured lad was carried to the station, where he received the best of care from the wife of the keeper, while the latter set out in a boat to bring the boy's father and a physician. Opiates were administered, and after the doctor had dressed the wound the boy was placed on a bed in the surf-boat and ferried across the river, where a carriage was in waiting to take him to his home.

December 22.—On page 30 is given an account of the disaster to the steam-schooner *Mendocino*, of San Francisco, California, which stranded on the south spit of the bar of Humboldt Bay, in that State. The surfmen of the Humboldt Bay Station, (Twelfth District,) did heroic work in rescuing the crew, who were in great peril of their lives, but were unable to save from drowning the little child of the chief engineer.

December 23.—A schooner flying a signal for assistance was sighted by the lookout at 8 o'clock in the morning some six miles north-east of the New Inlet Station, (Sixth District,) coast of North Carolina. The keeper telephoned to the Oregon Inlet Station, near which he knew that a wrecking company's steamer was at work. The steamer responded to the call without delay, and went to the assistance of the schooner, which proved to be the *Emma Heather*, of Philadelphia. She had lost a part of her canvas in a gale which she had shortly before encountered.

December 24.—Shortly after noon the little son of one of the surfmen of the Petunk Station, (Third District,) coast of Long Island, was missed from his home near the station. The father, in searching for him about the neighborhood, descried a dark spot on the ice in Moriches Bay, about a third of a mile from the house. Calling his comrades to his aid he ran with all speed to the place and found the little one apparently drowned. Jumping into the water he lifted the child out. The keeper and other members of the crew now arrived and took charge of the boy, quickly applied the service method of resuscitation and soon had the satisfaction of seeing breathing regularly re-established. They then carried him to the station, put him to bed, warmed him thoroughly by rubbing and hot applications and gave him a sedative. After a few hours of sleep he was fully restored. The child, who was only six years old, while playing on the ice had slid through an air-hole, and in a moment more would have been beyond human aid.

December 25, 26.—At quarter before 8 o'clock Christmas night, during hazy weather, the schooner *Lanie Cobb*, of and from Bangor, Maine, bound to New York with lumber, stranded upon Chatham bar, half a mile to the southeast of the Chatham Station, (Second District,) coast of Massachusetts. She was instantly seen by the patrol, who ran to the station and notified the keeper. The life-saving crew launching the surf-boat without delay, pulled to the schooner. The captain stated that as there was a fresh southwest breeze, he had intended to anchor under the lee of the land, but was misled by the thick weather, and the schooner had struck the bar before he had supposed she was near the beach. As the tide was falling nothing could be done at the time towards getting the vessel afloat. The station crew remained on board, however, to await the flood, and at midnight began to make preparations for the work. They ran out an anchor and assisted the schooner's crew of seven men to hoist the sails. On the high water, the wind favoring their efforts, they kedged the vessel off the bar with-

ont injury. The captain expressed deep gratitude for the assistance afforded him by the station men. The latter returned to their station, arriving at 5 o'clock in the morning of the 26th.

December 25.—A small dory was found on the beach about a mile east of the Peck's Beach Station, (Fourth District,) coast of New Jersey. It was brought to the station and properly cared for until the owner could be found.

December 25.—For several days immediately preceding Christmas a heavy southwest blow prevailed on Lake Michigan, forming a bar across the entrance of Muskegon Harbor, Michigan. On that afternoon, the storm having abated, three lumber-laden steamers, which had been waiting for the end of the storm, stood down the harbor. The first, the *S. K. Martin*, of Chicago, Illinois, stranded just outside the pier-head. The second, the *M. O. Neff*, also of Chicago, tried to cross to the northward of the *Martin*, but fetched up on the bar as the other had done. The third steamer tied up alongside the pier. The Muskegon Station, (Eleventh District,) was closed for the winter, but the keeper witnessed the occurrence, and at once summoning one of his surfmen and equipping his skiff with a lead-line, heaving lines, etc., went out and offered assistance. There proved upon sounding to be no channel with sufficient water for the steamers, and it therefore became necessary for their safety to get them back into the harbor. The keeper and his assistant accordingly ran lines from the stranded vessels to their consort. The hawsers parted several times during the course of the work, but were in each case run out again by the station men, and after about two hours' work both steamers were released without injury and enabled to return to the harbor. The current subsequently removed the sand bar and permitted them to proceed to their home port, whither they were bound. Each vessel carried a crew of sixteen all told.

December 28.—At 8 o'clock in the evening of the 27th, during a strong southerly breeze and thick weather, the schooner *George W. Cushing*, of Portland, Maine, bound home from the fishing grounds with a cargo of fish, and a crew of twelve men, stranded on the south side of Richmond's Island, some two and a half miles southwest of the Cape Elizabeth Station, (First District,) coast of Maine. At half-past 4 o'clock the following morning the patrol reported seeing lights, apparently those of a vessel, in the locality mentioned. The life-saving crew thereupon launched the surf-boat and proceeded to the scene, reaching there after a hard pull of an hour and a half. They found that the crew had abandoned the vessel and landed in safety. As eight of them were desirous of going to the main-land, the surfmen conveyed them thither and procured teams to take them to their homes in Portland. The station men then went back to the schooner. After stripping her of sails and running rigging, there being nothing further for them to do, they returned to their quarters, having worked assiduously for nine hours. The next day (29th,) the hull went to pieces.

December 30-31.—At 9 o'clock at night (30th,) the north patrol of the Chatham Station, (Second District,) coast of Massachusetts, when near the limit of his beat saw a red light in such a position as to indicate that some vessel had stranded on the bars. He at once burned a Coston signal but received no response. He hurried to the station, however, reporting what he had seen, and the keeper gave orders to get the surf-boat ready. A strong southwest wind prevailed, making a rough sea, and it was therefore found necessary to drag the boat half a mile to the northward on the beach before a suitable place for launch-

ing was found. No lights could now be seen and there was nothing to guide the surfmen to the unlucky craft, but after considerable trouble and hard work among the numerous sand bars, they found her ashore on what is known as the south breaker. She was the schooner *Samuel H. Walker*, of Fall River, Massachusetts, from New York with coal, and bound to Boston. Her crew consisted of nine men, all told. The falling tide precluded the possibility of floating the vessel before morning. The station men therefore decided to remain on board and begin the work as soon as the tide should serve, but shortly after midnight the wind began to increase in force and back to the southward. Considering the threatening aspect of the weather and the exposed situation of the vessel, it was deemed advisable to secure a greater force of men and some additional gear from shore in order to make success on the high water as certain as possible. Accordingly at 2 o'clock in the morning of the 31st, the life-saving crew pulled back to Chatham with the information that assistance was needed. Some forty men responded to the call and by 6 o'clock were on board, equipped with cables, anchors, etc., and ready to begin operations. Anchors were run out well off shore and after nearly three hours' work at the kedges the vessel was hove off the shoal. Having sustained no apparent damage she resumed her voyage at once. The captain, realizing that had his schooner not been floated on the first tide she would have gone much higher on the shoal, where she would have been badly injured or perhaps lost, was very warm in his thanks to the station crew. It should be mentioned incidentally that the crew of the Orleans Station, having discovered the vessel at daybreak, pulled to her in their surf-boat against a strong head wind, a distance of five miles. Finding, however, that there was already sufficient assistance on board, they returned to their post.

December 30.—Shortly before noon the schooner *A. L. and M. Townsend*, of Somers Point, New Jersey, while sailing out of New Inlet, in the same State, with a very light breeze and an ebb tide, drifted out of the channel and upon a shoal some two miles to the southward of the Little Egg Station, (Fourth District). The keeper and crew of that station at once launched their surf-boat, pulled alongside the schooner, took out a kedge anchor, dropping it in good water, and then proceeded to man the windlass. They worked steadily for two hours and at the end of that time hove the schooner off the shoal. They were forced to slip the anchor, but this was shortly recovered and returned on board by the station men, who then piloted the craft into the harbor. The vessel, which was from New York, bound to Atlantic City, New Jersey, carrying a crew of three men and a freight of bricks, sustained no injury.

December 30.—A quantity of lumber washed ashore near the Little Kinnakeet Station, (Sixth District), coast of North Carolina, and was discovered by one of the crew while on his patrol. It was hauled well up on the beach and subsequently turned over to a wreck commissioner, no one appearing to claim the property.

December 30.—At half-past 4 o'clock in the morning the patrol from the Saluria Station, (Eighth District,) coast of Texas, discovered a barge drifting down the channel toward the bar in Pass Cavallo. Flashing his red light as a signal to those on board that help was near at hand, he hurried back to the station and alarmed the crew, but on his arrival there the barge was made out to have brought up by her anchor on the west side of Pelican Shoal, about three miles to the eastward of the station, and in no danger. Shortly afterwards, at daylight, the steamer *Seminole*, of Mobile, Alabama, which had towed the barge up the chan-

nel two days before, was discovered stranded on the shoal, further to the northward. While the crew were pulling for the steamer, in the surf-boat, she began blowing distress whistles. The men struggled against a strong north wind and sweeping ebb tide, it being fully fifty minutes before they reached the scene, three quarters of a mile distant. The vessel had dragged her anchor, and having no steam up at the time, helplessly stranded. The life-saving men ran out her anchors, and after two hours hard work, assisted by steam and the vessel's crew of ten men, succeeded in heaving her afloat. They then proceeded with her to help get the barge in tow. Both captains were very grateful to the surfmen, who, after seeing the vessels safely anchored, set out for the station arriving there about 3 o'clock in the afternoon. The barge lost a small portion of her deck-load of coal, and broke her rudder. The *Seminole* was bound from Galveston, Texas, to Corpus Christi, in the same State, with three coal-laden barges in tow.

December 31.—Two men from Provincetown, Massachusetts, who had been fishing during the morning in a dory off Race Point, and had succeeded in making a good catch, attempted at half-past 10 o'clock in the forenoon to return home. There was a strong breeze from the southwest and the tide was running to windward, making a rough chopping sea, and their boat being deeply laden, the men were obliged to pull back under the lee of the point. The crew of the Race Point Station, (Second District,) noting their distress directed them to a safe landing place, and assisted them to beach their boat and save their fish.

December 31.—About 3 o'clock in the afternoon one of the surfmen of the Assateague Beach Station, (Fifth District,) coast of Virginia, secured a small boat which he discovered drifting inshore near New Inlet Point and delivered it to the owner.

December 31.—The schooner *Laurel*, of Galveston, Texas, while bound home from the fishing banks of Padre Island, with a cargo of fish and a crew of six men, sprung a leak. Finding that she could not be kept free the captain ran her for the beach, grounding at 8 o'clock in the morning on the southeast side of Matagorda Island, some eight miles from the Saluria Station, (Eighth District,) coast of Texas. She was soon discovered by the keeper of the Matagorda light-house, who at once sent his son to apprise the life-saving crew. With the surf-boat mounted upon its wagon and a couple of horses to haul it, the men immediately set out to the vessel's assistance, arriving abreast of her one hour later. She was lying some two hundred yards from the shore, and the breakers were making a clean breach over her. No time was lost in launching the boat, and after three separate trips the crew, consisting of six men, with all their effects, were safely landed. They were drenched to the skin and suffering from the cold, and it being obvious that the schooner must go to pieces, all hands set out for the station, where the shipwrecked men were given food and dry clothing. Two days later (January 2d,) the vessel having driven well in toward the beach, the men boarded her at low water and stripped her of all sails, rigging, masts, etc., and part of the steering gear. She was otherwise a total wreck, the cargo also being lost. The rescued sailors were sheltered at the station for four days, at the end of which time they were able to secure transportation to Galveston upon a passing schooner. The captain, however, remained to look after the property that had been saved and did not leave until the 11th of January. More than three months after this (on April 30th), a schooner was sent for the property that had been saved from the wreck, and the life-saving men helped to put it aboard the vessel.

January 1, 2, 1889.—At a quarter before 10 o'clock in the morning a surfman from the Point Judith Station, (Third District,) coast of Rhode Island, discovered a vessel some ten miles to the westward with a signal of distress flying. The station men manned the surf-boat and started for the scene, taking with them a supply of fresh water and provisions. When they had proceeded about two miles a passing tug took their line and towed them to within a short distance of the distressed craft, which proved to be the three-masted schooner *Clifton*, of and from Windsor, Nova Scotia, bound to New York, with a cargo of plaster and carrying a crew of ten men. She had stranded at half past 6 o'clock the previous evening during thick weather and was now full of water. The life-saving crew assisted in running out an anchor, and one of their number was sent back to the station with dispatches. They could do nothing further to relieve the vessel but at the captain's request they stayed by until 4 o'clock the following day (2d,) when a wrecking company which had been engaged by the underwriters' agent took charge. The vessel was floated at 9 o'clock in the evening and taken to New London in a leaky condition.

January 3.—At a quarter past 9 o'clock in the morning the watch of the Louisville Station, (Ninth District,) Louisville, Kentucky, saw a large shanty-boat in the strong current above the cross-dam of the falls several hundred yards northwest of the station. The life-saving crew were immediately called out and shoving off in their boat soon overtook the imperiled craft. A man and his wife were on board. They were quite unaware of the danger threatening them. The station men took charge of the boat and towed it safely over the falls after which they returned to the station by way of the canal. The shanty-boat was loaded with household furniture and was on its way from Rochester, Pennsylvania, to Green River, Kentucky. The occupants would have fared hardly had they not been promptly assisted.

January 5-12.—During a heavy easterly gale in the evening of the 4th, the fishing schooner *Annie Godfrey*, of Somers Point, New Jersey, at anchor in Absecon Inlet, parted her chain and drove ashore something over a mile to the northward of the Atlantic City Station, (Fourth District,) coast of New Jersey. Her crew of five men were absent at the time. The following morning (5th,) the life-saving crew boarded the craft, pumped her out, ran out an anchor and worked on board all day endeavoring to get her off the shoal. They were not able to move her, however, and at midnight returned to their station. Nothing further was done on the schooner until the 10th, when the station men were employed on board throughout the day and succeeded in moving her about two hundred feet. They also worked from 10 o'clock that night till 3 o'clock in the morning of the 11th, making every effort to float her on the flood tide, but without success. Another attempt was made in the afternoon of the 12th, but the tide did not rise high enough to serve their purpose. She was now in a position, however, from which her crew readily got her afloat on a subsequent full tide.

January 7.—The fishing schooner *W. Parnell O'Hara*, of Boston, at half-past 3 o'clock in the morning ran high and dry at the northern part of Second Cliff, about two and a half miles north of the Fourth Cliff Station, (Second District,) coast of Massachusetts. The crew of sixteen men easily escaped to the shore. The accident, which occurred through the compass being out of order, became known at the station at daybreak, and the keeper with one of his men went to the schooner, but found that he could do nothing towards her assistance. However as her provisions were wet and spoiled, and the fishermen had no money, he

ordered dinner for them at a house near by, and afterwards secured railroad transportation to Boston for the entire crew. The vessel was subsequently saved.

January 7.—Shortly after noon a skiff with three boys in it got caught in the stong current and was carried into danger above the cross-dam of the Falls of the Ohio River, three quarters of a mile north of the Louisville Station, (Ninth District,) Louisville, Kentucky. The life-saving crew seeing their peril speedily put off to them and brought the skiff to the station. The lads made a narrow escape from being swept over the falls.

January 8.—During the forenoon two surfmen of the Squan Beach Station, (Fourth District,) coast of New Jersey, went off in a small skiff to a schooner that was flying a signal for assistance and brought ashore a seaman who needed medical attendance. A physician was summoned who soon arrived and administered relief, and after the man had rested and eaten dinner the keeper obtained for him transportation to New York.

January 9.—The keeper of the New Shoreham Station, (Third District,) coast of Rhode Island, noticed that a fishing schooner, which proved to be the *Josie Reeves*, of New York, that had been trying to make the harbor against a strong wind let go her anchor in the bay and that the sea which was heaving in with increasing force would soon render it impossible for her to lie there. He went off with his crew, hove up the vessel's anchor, and although the wind was blowing directly out of the harbor, succeeded in beating a considerable distance inward, and then warped her to a safe berth. The captain was thankful for this assistance, which unquestionably saved his vessel from dragging to sea, and also gratefully remembered a similar service rendered him several years previously, as will be seen from the following letter :

“BLOCK ISLAND, RHODE ISLAND, *January 11, 1889.*

“SIR: Allow me to extend my thanks to you as chief of the Life-Saving Service of this country, especially in behalf of Capt. D. B. Dodge, and his crew, of the New Shoreham Station, who have rendered me very valuable service on two occasions. Once on February 25, 1880, when we were ashore near the breakwater at Block Island we probably would have lost the vessel had it not been for the prompt action of the captain and his crew. And the other on January 9, 1889, when Captain Dodge and his men boarded our vessel, which we had brought to an anchor a short time before near the breakwater. We were dragging off and would probably have gone to sea had it not been for their prompt aid and assistance in helping us safely into the harbor, where we now lie. I feel it my duty to extend my sincere thanks to you in appointing a man like Captain Dodge to the position he now holds, as I consider him very competent and capable in every respect, and I trust that when help is wanted you will find him ever ready to help, aid, and assist all who shall call upon him, or in any way need his services.

“I remain, your obedient servant,

“VINCENT C. SMITH,
“*Master Schooner Josie Reeves.*”

“Hon. S. I. KIMBALL,

“*General Superintendent Life-Saving Service,*
“*Washington, D. C.*

January 9.—At about half past 1 o'clock in the morning the steamer *George Appold*, of Baltimore, Maryland, laden with miscellaneous freight,

and having one passenger and a crew of twenty-seven men, ran ashore a mile and a half southwest of Montauk Point, Long Island, and nearly three miles east of the Ditch Plain Station, (Third District). The night being clear the patrol discovered her when she struck and after flashing a Coston signal, hurried to the station. The life-saving crew at once launched the surf-boat and in a half hour's time were alongside. After putting the first officer ashore to telegraph for assistance they returned to the vessel and at the request of the captain laid out her anchors, although it was evident that having struck at high water under full speed, she could not be gotten off by such means alone. At 10 o'clock in the forenoon the weather began to look threatening. A strong breeze came up from the southeast making a rough sea and the keeper advised the landing of all hands before it got too bad for boat service, as a distance of half a mile had to be rowed to clear the rocks. The captain, however, declined to leave the vessel with his crew, but had the passenger taken ashore. At about midday the sea having rapidly increased making it unsafe to attempt the transfer of the sailors by means of the boat, the surfmen ran a line to the shore and then rowed to the station for the beach-apparatus. They shortly returned and with the assistance of the crew from the Hither Plain Station, who by this time had arrived on the scene, speedily rigged the gear and brought the entire ship's company off in the breeches-buoy, twenty-three trips being made for the purpose. By the time the last man was landed the wind was blowing a gale and the breakers were continually sweeping over the vessel. The second officer and five of the sailors were furnished with dry clothing from the stores donated by the Women's National Relief Association and were cared for at the Ditch Plain Station two days. The steamer subsequently went to pieces.

January 10.—About 2 o'clock in the afternoon a bark was seen from the New Shoreham Station, (Third District,) coast of Rhode Island, coming around the north end of Block Island with a signal set in her rigging. The wind was off shore, blowing a gale, so that the keeper knowing it would be impossible to pull back did not dare venture out in the surf-boat. He obtained the use of a small schooner, however, and with his crew at once went off to the vessel's assistance. She had a pilot on board who desired to be landed. He was taken aboard the schooner and the life-saving crew then beat back to land, not however without accident and considerable difficulty. Their jib was blown away and the foresail very badly split and torn. The pilot, who was taken to the station and provided with dry clothing, food and lodging for the night, manifested his appreciation of the prompt and courageous service of the crew in the following letter:

“NEW YORK, *January 14, 1889.*

“DEAR SIR: I write to you to inform you of the admirable behavior of Keeper Dodge and men of the life-saving station on Block Island. At the risk of their lives they came off in a small schooner and brought me ashore from the bark *E. S. Powell*, which I was piloting out on January 10th, 1889. It was blowing a living gale and no small boat could have been rowed to windward. As it was they lost their jib and tore their foresail badly. I am under the deepest obligations to them for their services, and think that you should know of their bravery and courage.

“Very truly, yours,

“STEPHEN D. HORTON,
“*Pilot Long Island Sound.*

“S. I. KIMBALL, Esq.,

“*General Superintendent Life-Saving Service, Washington, D. C.*”

January 11.—During the forenoon three men from the schooner *H. Bird*, of Rockland, Maine, made application at the Quoddy Head Station, (First District,) Coast of Maine, for provisions. They bore a letter from the captain of the vessel stating that the ship stores had been lost in an accident and that he had no money with which to replace them. The keeper, feeling that the case was one of genuine necessity, gave them a week's supply which he thought would enable them to reach their home port. The stores furnished were in part from the donation of the Women's National Relief Association.

January 11.—At 10 o'clock in the morning the schooner *Yankee Maid*, of Rockland, Maine, bound to Thomaston, in that State, from Boston, Massachusetts, light, with a crew of three men, stranded on Hicks' Rocks, Portsmouth Harbor, one and a half miles north of the Jerry's Point Station, (First District,) coast of New Hampshire. While getting under way her anchor caught bottom and she went on the rocks. A tug made an unsuccessful attempt to release her, parting her line in the operation. As the sea was smooth and the vessel lying in an easy position, the keeper concluded to wait for the tide to rise before making an effort to float her. Accordingly, at 2 o'clock the life-saving crew launched their boat and boarded the craft. Some three hours afterwards she slid off, but in so doing the current swung her in between two ledges. The surfmen then ran her kedge to windward, hove on that and on the anchor which was out—necessitating quick action on their part as the vessel was in imminent danger—made all sail, and barely cleared the rocks. The weather being fine, the schooner proceeded to her destination. The captain stated to the keeper that without the assistance of the station men he did not think he could have extricated his vessel.

January 12.—A tug having a pile-driver in tow came up to the bar near the Hereford Inlet Station, (Fourth District,) coast of New Jersey, about noon of this date. The life-saving crew went off in answer to her signal, and finding that on account of her too great draught the tug could not come in over the bar, took the pile-driver into the harbor in tow of the surf-boat.

January 13.—At 6.30 o'clock in the morning, the schooner *Lady Ellen*, of and from New York, bound to Norfolk, Virginia, with a cargo of fertilizer, and carrying a crew of six men, stranded on the outer bar of Machipongo Inlet, some two miles south-southeast of the Hog Island Station, (Fifth District,) coast of Virginia. The early morning patrol witnessed the accident and reported at once to the station. The life-saving crew without delay launched the surf-boat and put off to the scene, but owing to the heavy sea, which twice partially filled their boat, it was with difficulty that they reached the schooner. All the sails were set and her head was pointed towards shoaler water; she was pounding the bottom and leaking badly, with the sea making a clean breach over her. The surfmen fearing that she would go farther on the bar took in her jibs and foresail, manned the pumps and assisted in throwing overboard a portion of the cargo. During these operations a heavy sea struck the rudder causing the wheel to revolve rapidly, and the captain being caught by the spokes was hurled over the wheel, but before he struck the deck the keeper sprang forward and managed to break his fall, probably saving him from serious or perhaps fatal injury. It was now 1 o'clock and the sea having increased in violence the surfmen thought best to go to the station for the life-boat. When they had done this and were within half a mile of the schooner on their return, the flood tide floated her off the shoal and she proceeded down the coast. The vessel sustained considerable damage.

January 13.—About sunset, during the prevalence of a gale and a high sea, three men, who were bound southward in two open boats, put in to the Bethel Creek House of Refuge, (Seventh District,) coast of Florida, and asked for shelter for the night. The desired succor was afforded them.

January 15.—While running through the heavy sea on Chincoteague Bar near the Assateague Beach Station, (Fifth District,) coast of Virginia, a small sloop had one of her planks stove in by collision with a yawl that she had in tow. The sloop was taken for repairs into a cove near by and the keeper furnished from the station supplies the necessary materials for stopping the leak.

January 18-20.—The barkentine *Walter S. Massey*, of Philadelphia, from Pernambuco, Brazil, on her way to Hampton Roads, Virginia, for orders, ran upon the Outer Diamond Shoal off Cape Hatteras, North Carolina, at half past 4 o'clock in the morning of the 18th during a very dense fog, and soon filled with water. She carried a crew of ten men and a valuable freight of sugar. As the accident occurred some nine miles southeast of the Cape Hatteras Station, (Sixth District,) the thick weather prevented the vessel's being seen until half past 10 o'clock, when the fog lifting the surfman on the lookout discovered her situation. He at once notified the keeper. The latter telephoned to the neighboring stations—Big Kinnakeet on the one hand and Creed's Hill and Durant's on the other—for assistance, then made preparations to go to the rescue as soon as the two surfmen who had been sent on patrol because of the storm, should return and give him a full crew. It was therefore nearly noon before a start could be made. The keeper of the Durant's station now arrived with the Creed's Hill crew and boat, and the force was shortly further increased by the arrival of the Big Kinnakeet crew with their boat. The three surfboats were now launched and pulled out through the heavy surf, shipping several seas in the attempt, but getting safely across the bar. They proceeded toward the wreck and upon reaching the outer slue met the bark's crew making for the shore in their own boat. The station men hitched their boats together and taking the other in tow, set out on the return. Getting inside the outer bar, five of the sailors were taken into the Cape Hatteras boat, the others into the Big Kinnakeet boat, and the third life-saving crew took charge of the ship's boat. The landing through the surf was effected shortly after dark without greater mishap than the "over-ending" of the empty boat, though not without difficulty and danger. The captain was sick and exhausted and all the men were wet. They were conducted to the station, provided with dry clothing and made as comfortable as circumstances permitted. The storm continuing for several days, the vessel went to pieces and became with her cargo a total loss. On the 20th the shipwrecked people desiring to proceed to their homes were put on board a wrecking steamer bound to Norfolk. The captain, before his departure, wrote to the General Superintendent of the Service as follows:

"CAPE HATTERAS LIFE-SAVING STATION,

January 20, 1889.

"SIR: I wish to tender my thanks to Capt. B. B. Dailey and crew, of this station, Capt. Z. G. Burrus, of Durant's, the surfmen of Creed's Hill, and Capt. D. M. Pugh and crew, of Big Kinnakeet, for their prompt assistance rendered to me and my crew of nine men wrecked on Hatteras Shoals January 18th. We struck the shoal at 4.30 A. M., the vessel breaking up. It being thick, we could not be seen from the shore. We had to leave ship in the long-boat, and were taken up at sea by the above-

named life-saving crews, taken to the station, cared for, and treated with the greatest respect. We lost everything we had, and without the assistance of the life-savers it is more than likely we would have been lost, leaving no one to tell the tale; but by their hard work our lives were saved.

“Very respectfully,

“THOS. P. PHELAN,

“*Master of Barkentine Walter S. Massey.*

“To the GENERAL SUPERINTENDENT LIFE-SAVING SERVICE, Washington, D. C.”

January 18.—During the afternoon a small steam-yacht, having on board a party of four persons, came abreast of the Jupiter Inlet Station, (Seventh District,) eastern coast of Florida, and made signal of distress. The crew immediately went off to the vessel, which proved to be the *Elsie*, and found that a short time previously, while cruising about the entrance to the inlet she was caught by the strong ebb tide and carried out over the bar, striking the shoal heavily as she passed and starting a serious leak. She was however able to steam back abreast of the inlet with the surf-boat in tow. The life-saving crew then pulled in shore to examine the state of the tide and breakers. The keeper found that it would be dangerous to attempt an entrance at that time, so he lay by the yacht until the tide slackened somewhat, when he boarded the craft and piloted her safely in. The following letter from the owner was received by the General Superintendent:

“JUPITER, FLORIDA.

“DEAR SIR: While cruising about the Florida coast I was caught outside Jupiter Inlet in my thirty-foot launch *Elsie*, on January 18th, 1889. Had it not been for the prompt rescue by the life-saving crew, C. R. Carlin, Captain, my boat would have been lost and perhaps our lives. I wish to thank you sincerely for the timely assistance rendered.

“Very respectfully,

“F. D. HUGHES.

“SUMNER I. KIMBALL, Esq.,

“*General Superintendent U. S. Life-Saving Service,*

“*Washington, D. C.*”

January 18.—Just after midnight a man was observed to fall or jump overboard from a wharf near the Louisville Station, (Ninth District,) Louisville, Kentucky. The lookout at once got into a boat and pulled to the place where the man disappeared. Nothing could be seen of him, but a hat was found floating on the water. The lookout then went back to the station and called the crew, who quickly manned a boat and renewed the search. After dragging the river for over half an hour the body was recovered and taken to the station. It was that of a young man, but the coroner's jury, which was soon impaneled, failed to establish his identity, and the remains were taken in charge by the city undertaker.

January 19.—About half-past 6 o'clock in the morning the schooner *William L. Burroughs*, of and from New York, bound to Boston, Massachusetts, with a cargo of coal and carrying a crew of seven men, stranded on the northern part of Handkerchief Shoal, some four miles southwest of the Monomoy Station, (Second District,) coast of Massachusetts. The vessel had been lying off and on for several hours waiting for daylight, and as the direction and force of the current had not been taken into consideration, she was carried onto the

shoal. The life-saving crew saw the schooner strike and at once put off in the surf boat to her assistance. Acting upon the advice of the keeper, the captain crowded on all sail and drove his craft over the shoal into deep water. The vessel being in a leaky condition the surfmen assisted at the pumps and also aided in handling the sails. She was but slightly damaged and proceeded on her way.

January 21.—At 6 o'clock in the morning, the weather being very foggy, the schooner *Centennial*, a New York pilot-boat, while setting out on a cruise, ran on the point of Sandy Hook, half a mile northwest of the Sandy Hook Station, (Fourth District,) coast of New Jersey. The patrol soon discovered the vessel and hurried to the station with the alarm. The surf-boat was speedily launched and pulled to a tug which lay near the schooner. The life-saving crew, taking some fifty fathoms of the tug's hawser into the surf-boat, ran the line to the stranded craft, which was shortly pulled off and enabled to resume her cruise. There was at the time a northwest gale with a heavy sea. The pilot-boat, however, beyond being somewhat strained, received no damage.

January 21.—On this date four of the crew of the abandoned schooner *James B. Anderson*, of Wilmington, Delaware, having been landed by a pilot-boat, were succored one night at the Durant's Station, (Sixth District,) coast of North Carolina, and furnished with clothing from the supply donated by the Women's National Relief Association.

January 23-30.—Three of the crew of the wrecked schooner *Allie R. Chester*, of New York, were succored at the Ocracoke Station, (Sixth District,) coast of North Carolina, for a week at this time. As they had been taken from their vessel in a destitute condition, the keeper supplied them with a partial outfit of clothing from that sent to the station by the Women's National Relief Association. The loss of the *Chester* on the Outer Diamond Shoal about eight miles southeast of Cape Hatteras was attended by very painful circumstances which were quite beyond the powers of the Service to control. The casualty occurred on the night of the 20th during a strong southeast gale with fog, the schooner having been driven onto the shoal while on her way from Charleston, South Carolina, to New York, with a cargo of phosphate rock. Five of her crew, including the captain and mate, were almost immediately washed overboard and lost. The vessel was seen from the Cape Hatteras Station the following morning and closely scanned with the telescope. She was taken to be a schooner which had been wrecked some days before on the same shoal. No signs of life on board could be discovered, but in any case a boat could not have gone to her, so violent was the sea off the cape. The next morning, the storm having moderated somewhat, the crew launched their surf-boat, started for the shoal, and pulled out within half a mile of the vessel. At the same time a wrecking steamer employed in the vicinity passed within the same distance and also scrutinized the wreck. A little later a schooner sailed through the slue. As nothing could be seen to indicate that there were men on the wreck, the two vessels kept on their way and the life-saving crew returned to the shore. The same steamer again went by a short time afterwards discovering no evidence that a part of the crew were still on board. This confirmed the surfmen in their belief that all hands had been lost. Later in the day the schooner *James E. Kelsey*, of Chincoteague, Virginia, passing near the wreck, discovered and saved three men who, having been wrapped in the gaff-topsail for shelter, had not been previously seen. They remained on board the rescuing vessel over night and on the 23d were taken to the Ocracoke Station and cared for as stated above.

January 24.—The crew of the Cranberry Isles Station, (First District,) coast of Maine, went in their surf-boat to Southwest Harbor, a distance of six miles, to the assistance of the schooner *Laughing Waters*, of Portland, Maine, high and dry on a rocky ledge. She had dragged ashore three days earlier during a gale and was badly damaged. The life-saving crew helped to discharge her ballast and to boat off a quantity of empty casks for the purpose of floating her. The master did not require their further aid. The schooner, which was from Gloucester, Massachusetts, without cargo, bound to Eastport, Maine, with a crew of three men, was floated on the 26th.

January 26.—At half past 6 o'clock in the evening the patrol from the Sandy Hook Station, (Fourth District,) coast of New Jersey, observed that a large inward bound steamer was in danger of stranding. He instantly ignited a Coston signal, but the vessel was unable to change her course in time, and very shortly ran ashore a quarter of a mile north of the station. The life-saving crew, launching their surf-boat, pulled alongside at once, but found that beyond carrying dispatches to the telegraph office for the captain they could be of no assistance. The steamer was the *Republic*, of and from Liverpool, England, bound to New York. She had about three hundred passengers and a crew of seventy-five on board and carried a valuable cargo. Half an hour before midnight, on the flood tide, she worked off the shoal and proceeded up the harbor uninjured.

January 26, 27.—About 4 o'clock in the afternoon of the 26th the steamer *Julia H. Ray*, of San Francisco, California, loaded with general merchandise, and having on board two passengers and a crew of fifteen men, in attempting to enter Coos Bay during a strong ebb tide and rough sea, grounded on what is known as the north spit, several miles northeast of the Cape Arago Station, (Twelfth District,) coast of Oregon, losing her rudder and springing a leak. No regular crew being employed at this station, the keeper got the Lyle gun out on the bluff and fired it a number of times to attract the attention of the bay tugs, the nearest of which was eight miles off towing a schooner that had swamped in going out over the bar. Meanwhile the steamer worked off the spit, but without a rudder was unmanageable in the breakers, and soon stranded on the south spit, some five hundred yards from the shore. In response to the keeper's signals two tugs arrived on the scene, but too late to save the vessel; nor could they approach near enough to take off the imperiled people. Seeing that no assistance could be rendered by them, the keeper set out for Empire City, for the purpose of securing a volunteer crew to man the life-boat, it being impossible to use the beach-apparatus, as the vessel had stranded abreast of a steep bluff, covered with a dense growth of brush. About midnight he got back with a force of nine men. On the way he picked up three men who had left the wreck on a life-raft soon after she struck. They were provided with dry clothing and otherwise properly cared for. At 4 o'clock in the morning (27th,) the life-boat, with a crew of ten men, reached the bar, where, by previous arrangement, a tug was met which took the surfmen in tow for the scene of disaster. The weather was bitter cold with a strong wind and rough sea. The slack of the tow-line fouled the life-boat's rudder and split it in pieces, but the keeper soon got the boat under control again with a steering oar. At Coos Head the line was cast off and the surfmen pulled in towards the steamer. Her stern being seaward she afforded no lee or sheltered approach. The life-boat had to be kept head to the sea, and several times the keeper tried to drop down alongside, but in every attempt was car-

ried past his objective point by the strong flood tide. The boat filled to the thwarts more than a dozen times, but promptly freed herself. After many efforts a line was gotten aboard the vessel and an attempt made to haul up to her bow, but the breakers rolled in with such force, sweeping the life-boat fore and aft, that the keeper ordered the line cut. Fearing that some of the shipwrecked people would become alarmed and try to land, the keeper put two surfmen ashore, who, by means of a line fastened to a tree, let themselves down the bluff on to the beach, and fortunately just in time, as three men leaped from the vessel's bow and struck out for shore. They were all pulled safely out of the surf, although one had injured his leg and was nearly exhausted. An hour later, at slack water, the life-boat succeeded in getting up to the steamer and took off the two passengers and seven seamen, the captain and the chief engineer refusing to leave the vessel although urged by the keeper to do so. The surfmen then pulled away, narrowly escaping accident from the furious seas, and in tow of the tug that had been waiting in the channel, proceeded to land the rescued party. At low water in the afternoon, the captain and engineer seeing it would be useless to remain longer on board jumped off the bow and succeeded in reaching the shore. Later in the day most of the baggage that had been left on deck was brought ashore in the life-boat. The vessel and cargo became a total loss.

January 27, 28.—On the night of the 27th a strong southwest breeze, accompanied by fog, prevailed on the lower New England coast. The British ship *Antoinette*, of Yarmouth, Nova Scotia, from Montevideo, Uruguay, light and bound for Boston, got out of her reckoning, and shortly after 9 o'clock at night found herself among the breakers, stranding a few minutes later near Tuckernuck Island, three miles south-southeast from Muskeget Station, (Second District,) coast of Massachusetts. There was a high surf and the ship was rolling heavily. The captain ordered the mainmast to be cut away, and this in falling carried both the other masts by the board. The situation was alarming in the extreme, and the crew soon began to show lighted torches, with the hope of attracting attention. About half an hour later, the fog having lifted somewhat, the east patrol from the above named station reached a point on his beat whence he could see the signals. He burned a Coston light in response and hastened to report to the keeper. The latter aroused his crew, and all hands set out in two dories, the low tide preventing the use of the surf-boat. They crossed to Tuckernuck Island, getting abreast of the wreck at midnight, and at once fired a Coston signal, which was received with a cheer from those on board. The sea was rough, but it was thought a surf-boat could make the vessel, which was some 350 yards from the beach. Leaving one man on watch, the life-saving crew started for the Massachusetts Humane Society's boat, which was housed about a mile away. A horse was first obtained, but this proved inadequate, and there was nothing to do but to send for an ox team. A tedious delay was thus incurred, and by the time the team was procured, the wind which was dead ahead, had considerably increased, much impeding their progress. It was found necessary to employ, in addition to the owner of the team, three of the inhabitants of the island to assist in the work. Arriving on the beach and launching the boat they found that the flood tide and the freshening breeze had made up an impassable surf. The high water enabled them, however, to pull back to their island, and they accordingly returned thither with all speed. Landing at a convenient point they hurried to the station and got the beach apparatus, which they hauled across the island in

the hand-cart and placed in the boat. They then rowed swiftly back to the scene of the wreck. It was now just sunrise. The surf swept over the low beach and much difficulty was experienced in burying the sand anchor. The Lyle gun, when placed in position, was in constant danger of being overflowed and had at times to be caught up to prevent its filling with water, but at length an opportunity offered and a successful shot was made. The succoring line whizzed across the vessel and was secured by the eager sailors, who quickly hauled the whip-line and hawser on board. At 7 o'clock the first man was landed, but the whip-line through being made fast on board too near the hawser became considerably fouled. Surfman Coffin then volunteered to go aboard and clear the lines. Against the furious surf and with the gear disordered, the trip was one of much danger to the brave surfman's life, but he reached the vessel safely and soon put the apparatus in perfect order. He then assisted in sending ashore the passengers and crew. The landing of the entire company twenty in number with their personal effects, occupied only an hour. The last one to leave the ship was Captain Ferguson, who stated that he had had no observations for several days, and supposed his craft to be well to the eastward of the South Shoal Light-ship. The passengers were Captain Welling and his wife and daughter. His vessel, the British bark *Craigie Burn*, had put into Montevideo leaking, and had subsequently been condemned. He had accordingly taken passage in the *Antoinette* for himself and family. The rescued people expressed their deepest gratitude to the life-saving crew, who returned to the station completely worn out by their unremitting labors of the night, but happy that they had been thoroughly successful, notwithstanding that all the conditions had seemingly conspired at every turn to delay and discourage them. The passengers and crew, the latter numbering seventeen, were entertained by the hospitable residents of the island until circumstances permitted them to reach the main-land. The vessel shortly bilged and became a total loss.

January 27.—An hour before noon, during the prevalence of a very thick fog, a steamer's distress whistle was heard off the Hog Island Station, (Fifth District,) coast of Virginia. The life-saving crew put off to the steamer and finding that she was bound to Hog Island piloted her in through the channel. She was the packet *Sunshine*, from the head of Machipongo Inlet, with freight and passengers.

January 27.—During a fresh westerly wind with squally weather at about 1 o'clock in the afternoon, the small sloop-yacht *Deerhound*, of Cocoa, Florida, after crossing the bar of Jupiter Inlet, in that State, inward bound, was set ashore south of the channel by the heavy ground swell. There were two persons on board. The keeper of the Jupiter Inlet Station, (Seventh District,) who was on the beach at the time, observed the mishap and quickly summoned his crew. The surfmen went to the vessel and succeeded, by lifting and shoving her, in working her off the shoal without damage. The following letter was subsequently sent to the keeper by one of the owners who was on the yacht when the accident happened:

“ROCK LEDGE, FLORIDA, *February 8, 1889.*

“Capt. CHAS. R. CARLIN,

“*Jupiter, Florida:*

“DEAR SIR: I was very sorry when I found you had left the beach the other day before I had an opportunity to thank you and your crew for the very efficient aid you rendered us at the bar. I fully expected

to see you and express my gratitude, and now take occasion to do so. If it were not for the great services we have received at your hands, more than once, we would perhaps not be so well off as we are. Trusting you will accept this tardy recognition of favors received, I am,

“Very truly, etc.,

“N. McAfee.”

January 29.—The crew of the Quoddy Head Station, (First District,) coast of Maine, rescued from a very perilous situation on a ledge of rocks near Campo-bello Island, a man who while out duck hunting and not suspecting danger had gone on to the ledge at low water and, when the tide came in and with it a rough sea, had his retreat completely cut off. The station men experienced difficulty in reaching him, the sea was so bad around the ledge, but finally took him off with the surf-boat.

January 29.—A party of eight men, bound from Hatteras to Roanoke Island, in a small open boat, being wet and cold, and exposed to a fresh northwest wind, were afforded shelter for two days at the Pea Island Station, (Sixth District,) coast of North Carolina.

January 29.—A small oyster boat, which had washed up on Gull Shoal Reef, near the Gull Shoal Station, (Sixth District,) coast of North Carolina, and sunk, was recovered by the station crew and after being held at the station some time awaiting an owner, was turned over to the State wreck commissioner.

January 30.—The U. S. Light-House steamer *Gardenia*, being in Fire Island Inlet and unable to proceed to sea without a pilot, was safely taken out over the bar by the keeper of the Fire Island Station, (Third District,) coast of Long Island.

January 30.—About noon the lookout of the Cobb's Island Station, (Fifth District,) coast of Virginia, reported a steamer off the bar with a pilot signal set. She proved to be the steamer *Holly*, of the Light-House Establishment, bound into Sand Shoal Inlet. The keeper boarded her, took her in, and when she was ready to leave, piloted her out.

January 31.—At early dawn the schooner *J. R. Bodwell*, in attempting to work out of Seal Harbor, coast of Maine, missed stays and ran ashore upon a ledge about a mile to the northeast of the White Head Station, (First District). The life-saving crew, who were immediately notified of the occurrence, launched the surf-boat and went to her assistance. They ran her hawser to a vessel lying near and as soon as the tide served hove the stranded craft clear of the rocks and anchored her. An hour later, the wind in the mean time having veered to the south and increased to a gale, a signal for assistance was made on the schooner, and the station crew again boarded her. They found that the captain wanted to move his vessel into a more sheltered position in the harbor. As her steering gear was disabled it was impossible to do so under sail. The revenue-cutter *Dallas*, however, soon arrived and responded to her signal. The life-saving crew then ran out a hawser and assisted to get the schooner under way, when the cutter took her to a safer berth. The following day the *Bodwell* which was from Salem, Massachusetts, light, with a crew of five men, was towed around to Rockland, Maine, her home port and destination.

January 31.—At half-past 6 o'clock in the evening the north patrol of the Ship Bottom Station, (Fourth District,) coast of New Jersey, discovered a square-rigged vessel ashore on the bar about one mile northeast of the station. He struck a Coston light that the people on board might know that assistance was at hand, and then hastened to notify the keeper. Immediately upon learning of the accident the life-saving crew set out with the beach-apparatus, first telephoning to the keeper of the neigh-

boring Harvey's Cedars Station, who with his crew also quickly repaired to the place. There was a fresh southerly wind, making the sea rough, and the vessel lay some two hundred and twenty-five yards from the beach. The Lyle gun was quickly made ready and communication established, a line being successfully thrown across the craft at the first shot. Both life-saving crews participated in the work and her crew of thirteen men were landed by the breeches-buoy, the last one reaching the shore a few minutes after midnight. She was the British bark *Violet*, of Saint Johns, Newfoundland, from New York, with a freight of staves, and bound to Newport News, Virginia. The captain said that about 6 o'clock, finding they were getting too near the beach he had attempted to wear ship but being so close she had stranded during the evolution. He accompanied the Ship Bottom crew to their station, where he was provided with food, dry clothing from the store sent by the Woman's National Relief Association, and a bed. His crew went to a hotel near the scene of the accident. The vessel was placed in charge of a wrecking company and on the 4th of February was floated and taken back to New York. Her damages exceeded three-fourths of her value, but the entire cargo was saved.

February 1, 2.—The small sloop *Mary and Emma*, of Round Rock, Virginia, while anchored in Machipongo Inlet about two hundred yards northwest of the Hog Island Station, (Fifth District,) coast of Virginia, dragged ashore at 4 o'clock in the morning of the 1st, a north-west gale having sprung up during the night. The patrolman aroused his comrades, and the keeper and surfmen launched their surf-boat and pulled rapidly to the place. They quickly ran out a keedge and before she had received any injury, managed to warp the sloop off the lee shore and anchor her securely. There were six persons on board, and as the heavy wind made it very uncomfortable for them they were taken to the station for shelter until the next day (2d), when the storm abating they were able to proceed on their way.

February 2, 3.—Shortly before 1 o'clock in the day, (2d,) while the crew of the Chatham Station, (Second District,) coast of Massachusetts, were engaged in boat drill, the lookout discovered a signal of distress on board a schooner at anchor about two and a half miles to the south-eastward. As there was a fair wind sail was at once set and the surf-boat was soon alongside the vessel, which proved to be the *Lady of the Ocean*, of and from Rockland, Maine, bound to New York. Having encountered a severe storm the day before she had shipped large quantities of water and her cargo of lime had been set on fire, driving the crew from the cabin and forcing them to spend the night on deck. Early the following morning, however, having come to anchor, they found the cabin free of smoke. Believing the fire to be out and being very tired, the captain and two of his men soon sought their berths. A short while afterwards the cook who was at work about the cabin was suddenly overcome by the fumes of the burning lime and fell to the floor. Not realizing the source of the trouble and the danger to his shipmates, but feeling very sick, he crept into his bunk and instantly fell asleep. A little after noon the captain awoke and at once comprehended the situation. He was unable to walk, but by shouting he succeeded in arousing the cook and one of the sailors, who had just enough strength to get out on the floor, where they lay helpless. The captain dragged himself to the companion-way and opened up the cabin. Knowing that he was too weak to assist the others, he crawled out and put the colors in the rigging. The fresh air somewhat revived him and he shortly managed to help the two men out on deck. Every

effort to awaken the other sailor, however, proved unavailing, as he was thoroughly asphyxiated, but the captain, after great efforts, succeeded in getting him on deck just as the station crew arrived. The latter at once took him in hand and applied the established methods of resuscitation, but he was past help. A boat arrived from Chatham at this time and was employed to convey the man ashore. The keeper sent one of his surfmen to take care of him and to procure immediate medical assistance. Upon landing a physician was summoned, who, after vainly endeavoring for some time to restore him, pronounced him dead. The body was turned over to the coroner and subsequently sent to the friends of the deceased. In the mean time the life-saving crew got the schooner under way with the intention of sailing her around Monomoy into Chatham Roads, but as they soon met a head tide it was deemed best to anchor off Monomoy Point for the night. They then battened down the hatches for the purpose of smothering the fire, after which all hands went to the Monomoy Station for shelter until the next morning. On the 3d both station crews, accompanied by the men belonging to the schooner, went on board and attempted to find the leak which had caused the cargo to take fire. About an hour before noon the wind came out fair and the tide favoring, they again got the vessel under way for a better harbor. Upon reaching Nantucket Sound it was found that she would lay the course for Edgartown and the captain finding he could go on without further assistance from the station crew, they left him to proceed on his way.

February 2.—The schooner *Mary A. Trainer*, of and from Philadelphia, bound to Wilmington, North Carolina, with a cargo of phosphate, during a northwest gale dragged ashore from her anchorage in Hatteras Inlet, stranding about five miles northeast of the Ocracoke Station, (Sixth District,) coast of North Carolina. The accident occurred on the 1st, but owing to the state of the sea the life-saving crew could render no assistance until the morning of the 2d, when the wind moderated. They then assisted her crew of six men to transfer part of the cargo to lighters, ran out anchors, and made every effort to heave the vessel off, but it was found impracticable to release her until the tide should be favorable. On the following morning (3d,) she floated on the high tide. Her cargo was replaced on board and without loss or injury, she proceeded to her destination.

February 3.—The schooner *F. Merwin*, of and from New York, bound to Richmond, Virginia, with a general cargo, ran upon the shoal known as the Oil Spot, some two miles southeast of the Sandy Hook Station, (Fourth District,) coast of New Jersey. The accident occurred at 5 o'clock in the afternoon and was observed from the station. The life-saving crew went to her assistance and by changing the arrangement of the sails and waiting for the rising tide she was forced off the shoal and proceeded on her way. She had a crew of eight men.

February 4.—At half past 6 o'clock in the morning the crew of the Quoddy Head Station, (First District,) coast of Maine, launched their surf-boat in response to a signal of distress on board a small schooner anchored in Quoddy Roads, about a mile and a half east-northeast of the station. They found her to be the British schooner *Electric Light*, of Digby, Nova Scotia, laden with wool and bound to Welchpool, Campobello Island, New Brunswick, from Saint John, in the same province, with a crew of three men. The schooner had been caught in the heavy snow-storm which prevailed during the preceding night and in consequence of the strong easterly breeze and rough sea, had made very bad weather. When at 4 o'clock in the morn-

ing, she made West Quoddy Light and worked into the harbor her crew were thoroughly exhausted. The captain wanted assistance to handle the vessel, and the keeper detailed two of his men to accompany her, himself returning with the remainder of his crew to duty at the station. The two surfmen after seeing the schooner safe at her destination went back to their post, arriving at 5 o'clock in the afternoon.

February 5.—Late in the afternoon the keeper of the Chicago Station, (Eleventh District,) Lake Michigan, received word that a man had been drowned in the lake. The station being closed for the season, the keeper, assisted by his son, dragged for the body and soon recovered it. The deceased had been employed as a fireman on a locomotive which had collided with some freight cars and received considerable damage. It is supposed that the unfortunate man feared an explosion and in running away from the engine was blinded by the escaping steam and fell into the lake.

February 5.—Early in the morning the keeper of the Racine Station, (Eleventh District,) Lake Michigan, discovered a small boat drifting down the river towards the lake. By means of a grapnel with a long line attached he recovered the boat and towed it to a safe anchorage near the station. Later in the day it was called for by the owner.

February 5.—During a north-northwest gale and heavy sea a small sloop used for fishing parted her moorings and was drifting down Sheboygan River when, at 7 o'clock in the morning, she was discovered by the keeper of Sheboygan Station, (Eleventh District,) Lake Michigan. The river was full of floating ice, rendering it impossible to get out to the sloop. But the keeper watched her movements and by 11 o'clock she had drifted so near the pier that he was enabled, by putting two planks across pieces of ice, to approach close enough to her to make a grapnel fast on board and with the assistance of some fishermen who lived near by the sloop was taken to a place of safety. Had the vessel drifted out into the lake, or had she struck against the pier, she would undoubtedly have become a total loss. Her owner, for whom the keeper had telegraphed, arrived after his boat had been secured and expressed his gratitude for the services rendered. He was a fisherman and depended entirely upon his boat as a means of support.

February 6.—In the forenoon, just after a heavy squall from the southwest, followed by a stiff breeze and a high surf, the crew of the Race Point Station, (Second District,) coast of Massachusetts, assisted a number of fishermen who had been caught in the squall and found it difficult to make a landing. Two of the men who were wet and suffering from exposure to the cold were taken to the station where they dried their clothes and were given hot coffee.

February 6.—At twenty minutes before 5 o'clock in the morning the north patrol of the Island Beach Station, (Fourth District,) coast of New Jersey, reported to the keeper that there was a schooner ashore about half a mile north of the station. A northwest gale and snow-storm prevailed at the time with a high surf. The keeper therefore employed a team to haul the beach-apparatus and set out with his crew. Arriving abreast of the vessel it was found that the surf-boat could be used to better advantage, and the crew accordingly went back to the station for the boat. They returned at half past 5 o'clock and boarded the schooner, which proved to be the *S. A. Rudolph*, of Philadelphia. The station men landed her crew of six men and conducted them to the station where breakfast was provided for them. The captain stated that his schooner having got too near the beach during the snow-storm, had stranded at 4 o'clock. In the forenoon the station crew again went

on board, taking with them the mate, to see if there was a prospect of making sail and floating the vessel off. She was very badly iced up, however, and the mate after considering the situation decided not to remain. They therefore returned to the station. The foresail had not been taken in when the schooner stranded and on the high water the wind forced her off the bar and drove her off shore. The surf-boat was again launched and an attempt was made to overhaul the runaway schooner, but the sea was so rough that it was impossible. The vessel's crew proceeded immediately by rail to New York. The schooner, which was lumber laden from Washington, North Carolina, bound to New York, was subsequently picked up by a tug and taken to the last named port.

February 7, 8.—The crew of the White Head Station, (First District,) coast of Maine, pulled to Little Green Island, some six miles to the southeast from their post, the patrol having seen above the vapor which prevailed at the time, the masts of a schooner evidently in distress. Arriving at the vessel just before noon, they found her to be the *Melissa D. Robbins*, of Portland, Maine, from the fishing banks and homeward bound with her catch. Shortly before daylight during a westerly gale she had run upon the southwest point of the island, having no warning until she brought up. She had a crew of eighteen all told, who had managed to climb out on the rocks and make their way to the island, where they found shelter in a rude camp. The keeper offered to take half of the party to the station and then return for the others. Only four of the fishermen, however, were willing to go in the surf-boat, and these were accordingly taken, the keeper having promised the others to send a steamer for them as soon as practicable. Before they reached White Head, the life-saving crew saw the revenue-cutter *Dallas*, attracted by the signal of distress on the island, shape her course in that direction. She took off the shipwrecked men, and on the following day, as she passed on her way to Portland, the keeper transferred to her the four men who had been kept at the station over night. The vessel and the fish on board became a total loss.

February 12.—In the afternoon a steam-yacht came to about one mile south of the North Beach Station, (Fifth District,) coast of Maryland, and hoisted a signal for assistance. The crew launched the surf-boat and pulled out to the vessel, which proved to be the *Lorna*, from New York, bound for Norfolk, Virginia. She had broken her shaft-coupling and wanted a tug. The keeper returned to the station and telephoned to Delaware Breakwater for the required assistance. A tug arrived early the next morning and took the disabled vessel in tow.

February 13.—About dark two fishermen searching for fishing nets that had gone adrift, finding themselves near the Lone Hill Station, (Third District,) coast of Long Island, and nearly ten miles from home, the way lying over rough and broken ice, applied to the keeper for shelter for the night. They were given supper and lodging, and after breakfast the next morning went their way, thankful for the succor afforded them.

February 14.—About 2 o'clock in the afternoon a steamship was observed dangerously near the shore by the crew of the False Cape Station, (Sixth District,) coast of Virginia. The international code flags J D ("You are standing into danger,") were hoisted without delay, when the steamer shaped her course off shore.

February 14.—Two of the surfmen of the Bodie's Island Station, (Sixth District,) coast of North Carolina, assisted the crew of a sloop which was stranded about two miles west of the station to float their craft and get her into the channel, enabling them to proceed to their

destination. She had a load of oysters, which she had taken in Pamlico Sound, and was bound to Norfolk, Virginia. She had run aground at 4 o'clock in the morning through mistaking Bodie's Island Light for the one at Roanoke Marshes, but beyond the loss of a small part of the cargo, which was thrown out in order to lighten her, she sustained no damage. Her crew numbered four men.

February 14.—The crew of the Velasco Station, (Eighth District,) coast of Texas, boarded and piloted in over the Brazos River Bar and into the river the schooner *Henrietta*, of and from Galveston; the regular bar pilots, on account of the bad weather and the heavy sea on the bar, being unable to go out.

February 16.—The keeper of the Grand Haven Station, (Eleventh District,) Lake Michigan, recovered and delivered to the owner a skiff which had broken adrift and was being swept out into the lake by the strong off-shore wind.

February 17.—During foggy weather, at a quarter of 3 in the morning, the schooner *S. Warren Hall*, of Wilmington, Delaware, ran ashore on a reef about a mile and a half east of the Eaton's Neck Station, (Third District,) coast of Long Island. She was bound from New Bedford, Massachusetts, to New York, in ballast, and had a crew of four men. A few minutes after she stranded the patrol discovered her, and as she was only about twenty feet from the shore, he hailed the captain and was told that assistance would be of no avail until the next tide. The keeper on learning the circumstances went to the scene and made arrangements to come to the relief of the vessel as soon as the tide served. Accordingly, at about 10 o'clock in the forenoon, the life-saving crew proceeded in the surf-boat to the schooner, and after laying out an anchor hoisted the sails and floated her. She apparently sustained no damage.

February 18.—A few minutes after 8 o'clock, the fog clearing slowly away, a surfman at the Dam Neck Mills Station, (Sixth District,) coast of Virginia, saw and reported a vessel ashore two miles or so to the northward of the station. The keeper at once ordered out the surf-boat and proceeded to the scene of the stranding. She was the bark *E. L. Pettengill*, of Portland, Maine, from Valparaiso, Chili, with a valuable cargo of nitrate of soda. She had run aground half an hour before, having got out of her course during the fog. The keeper, by sounding, ascertained that she had three fathoms of water alongside, and as her draught was twenty-one feet and the flood tide had just begun to make, he believed that if they could prevent her working in nearer the beach she would float on the high water. He accordingly directed the sails to be set aback and with his men carried out an anchor some two hundred yards astern. They then hove a taut strain on the hawser and waited for the tide to rise. But the captain feeling great anxiety for his vessel soon decided to send for a tug. He was therefore taken ashore in the surf-boat, and procuring a team hastened to the Virginia Beach telegraph station. The life-saving crew returned on board, where they were soon joined by the keeper and crew from Seatack, the next station north of their own. The windlass was again manned and by advantageously trimming the sails at the same time, the bark was very shortly floated. She had sustained no damage, and upon the return of her captain proceeded to Hampton Roads, Virginia, where she was bound for orders. At the captain's request the keeper of the Seatack Station accompanied him to his destination, returning home by train during the afternoon. The vessel's crew numbered fourteen and there were also on board five members of the captain's family as passengers.

February 18.—During the afternoon the schooner *Star*, of Galveston, Texas, in attempting to make a harbor near the Aransas Station, (Eighth District,) coast of Texas, encountered a strong ebb tide and head wind and had to come to anchor near the breakers, but inside the bar. About 5 o'clock her cable parted. Having only a small anchor left she dragged ashore on the east side of Mustang Island Point. The life-saving crew were speedily alongside and by running an anchor out ahead and with the help of the sails they floated her off undamaged and took her to a safe berth in the stream. She was from Lake Charles, Louisiana, bound to Corpus Christi, Texas, without cargo, and had a crew of three men.

February 19.—About 9 o'clock in the morning the lookout at the Santa Rosa Station, (Eighth District,) coast of Florida, discovered a boat apparently stranded on the inner beach about two miles west of the station. Several of the life-saving crew immediately proceeded down the shore to render such assistance as might be needed. The man who had been sailing the boat was on the beach and said that he had been driven ashore in a gale about 10 o'clock the previous night while bound from Pensacola into Big Lagoon with a cargo of sand. A hole was stove in the boat's bottom. The man was suffering from exposure to cold and for twenty-four hours had been without food. He was taken to the station and cared for until the next morning, when he went away leaving his boat in care of the crew until he should return for it.

February 22.—The melancholy details of the loss of eleven of the crew of the British bark *Josie Troop*, of St. John, New Brunswick, are narrated on page 34. The vessel was wrecked a short distance south of the Chicamimico Station, (Sixth District,) coast of North Carolina.

February 23.—The keeper of the Racine Station, (Eleventh District,) Lake Michigan, got four members of his crew (the station being closed for the winter) to assist him in the recovery of the body of a man who during the preceding night had fallen from the dock near the Main street bridge at Racine, Wisconsin, broken through the ice and drowned. The night had been bitterly cold and the water had again frozen heavily over at the place of the accident. The surfmen cut a channel through the ice and after searching for some time with pike-poles found the body and took it to the station. After the necessary legal action by the coroner, the remains were delivered to the wife of the deceased.

February 24, 25.—At half past 9 o'clock at night the west patrol of the Race Point Station, (Second District,) coast of Massachusetts, reported to the keeper that there was a schooner ashore about half a mile west of the station. The keeper immediately called away the surf-boat and went with his crew to the stranded vessel, finding her to be the schooner *Susan R. Stone*, of Boston. She was bound out from Provincetown on a fishing cruise, and through a mistake in estimating her distance from shore had brought up on the shoal a few minutes before the accident was discovered by the surfman. Her crew numbered twenty all told. The station men at once set to work and ran out an anchor, but as the tide was falling, their efforts to kedge the schooner off for the time proved futile. As the weather was threatening, the life-saving crew waited on board and as soon as the flood tide had made renewed their endeavors. They set the mainsail and manned the windlass, and at half past 5 o'clock in the morning of the 25th the schooner slipped off the shoal, having received no apparent injury. A storm was rapidly approaching and the sea was growing rough. The captain of the schooner, realizing that his vessel would doubtless have bilged but for her timely release, expressed the warmest gratitude to the life-saving crew.

February 24.—About sunrise the watch of the Morris Island Station, (Seventh District,) coast of South Carolina, reported a cat-rigged boat drifting in towards the beach. There was a strong northeast breeze at the time with a heavy sea running. The life-saving crew waded out into the surf as far as they could, got hold of the boat and hauled her safely ashore. They then, by means of tackles and rollers, hove her above high-water mark. This task, which it took about four hours to accomplish, was arduous and exhausting, as the boat was very heavy and deep and the men were obliged to work most of the time in the water with a high, cold wind prevailing. The boat was recognized as belonging to the keeper of the Bull's Bay light-house. A load of scantling and various articles were found on board and from the appearance of the sail and gear it was evident that she had broken from her moorings and been carried off by the ebb tide and strong northeast wind. She was fortunately saved from injury and the owner was duly notified. The surfmen were aided in their work by the keeper of the Morris Island light-house and his assistants.

February 24.—At 12 o'clock noon the keeper of the Sabine Pass Station, (Eighth District,) coast of Texas, mustered a crew and proceeded in the surf-boat to the assistance of a schooner reported stranded about five miles in a south-easterly direction from the station. The weather being foggy the vessel had not been discovered from the station. She proved to be the *L. A. Burnham*, of Boston, Massachusetts, bound for Sabine Pass, with a cargo of granite and had a crew of eight men. She stranded at 10 o'clock in the morning in the fog, about one and a half miles off shore. The surfmen ran out an anchor and attempted to heave her afloat, but as the tide was falling she was too firmly aground to be moved. The weather outlook being bad the surfmen remained by the vessel all night. In the morning the captain turned her over to a lighter company, and in the afternoon she was floated off undamaged.

February 26.—About sunrise a patrolman from the Jerry's Point Station, (First District,) coast of New Hampshire, saw the masts of a vessel, apparently in distress, beyond Gerrish's Island, and some three miles to the northeast of the station. Almost immediately afterwards a red flag was hoisted on the island in accordance with an arrangement made with residents there, as disasters occurring in this locality are partially shut off from the station by the intervening land. The patrolman reporting to the station, the life-saving crew put off in the surf-boat and found the craft, which was the schooner *Clyde*, of Gloucester, Massachusetts, deserted and lying on her beam ends, with the sea making a clean breach over her. While the station men were examining the wreck, her crew appeared on the bluff and called out that all hands were safe. They stated that the schooner when off York, Maine, the previous night had sprung a leak, and after pumping for several hours they had been forced to abandon her as the water could not be kept under. The craft, after her abandonment, drifted inshore and stranded. Three hours later she was a complete wreck. The station men, however, watching their chance between the incoming seas, with difficulty saved a part of the rigging and an anchor. She was bound home from Eastport, Maine, with a cargo of frozen fish, and had a crew of four men.

March 1.—About sunset a destitute Indian, bound northward, in a canoe, arrived at the Bethel Creek House of Refuge, (Seventh District,) eastern coast of Florida, and asked for succor. The keeper gave him food and shelter for the night.

March 2.—About 1 o'clock in the afternoon, a surfman of the Coney Island Station, (Third District,) coast of Long Island, found the dead

body of a well-dressed man, judged to be fifty years of age, on the beach west of the station. From appearances it was thought that death had occurred some four or five days previously. The remains were found to correspond with the description of a supposed suicide published in a Brooklyn paper of February 28th. They were turned over to the county authorities, but were never identified.

March 3-5.—At a quarter past 6 o'clock in the evening of the 3d, during the prevalence of a thick fog accompanied by rain and a strong southeast wind, the south patrol from the Wallop's Beach Station, (Fifth District,) coast of Virginia, saw a large three-masted schooner standing directly for the land. He instantly burned a Coston signal, and ran to the station with the alarm. The keeper hurried down the beach, and observing that no effort was made to change her course, struck two of the service signals in quick succession, then ordered out the surf-boat. The sea was very heavy, the surf being one of the worst experienced in the locality for some years, but by putting forth their utmost endeavors the surfmen succeeded in passing out and reaching the schooner, which proved to be the *William B. Woods*, of Bridgeton, New Jersey, from Sagua la Grande, Cuba, bound to Philadelphia with a cargo sugar. A short time before, when some twelve miles to the southeast of Assateague Light, she had struck the spars of a sunken wreck and sprung a bad leak. As soon as it was found that the pumps could not control the leak the captain ordered the craft to be headed for the beach, and notwithstanding the pumps were vigorously kept going, when about one-third of a mile from shore and a mile and a half to the southward of the station she sunk in three fathoms of water. Her crew consisted of eight, all told. They sought refuge on the bowsprit and jib-boom and five of them (the sea being so rough that it was deemed unsafe to attempt to carry them all at once) were taken into the boat and landed without mishap. The life-saving crew hauled out their boat and freed it of water. The night had fallen very dark and the storm was increasing. Nothing except a dim light could be seen in the direction of the wreck, and that only at intervals, when the life-savers again launched against the wind and driving rain, and after a second struggle with the breakers, succeeded in picking up a line which the men threw out to them. They took the mate, a seaman and the captain from their perilous position and made the beach in safety. There can be little doubt that the entire crew would have perished before morning but for the good work of the station men. The captain saved a small portion of his personal effects, but the others saved only the clothing they wore. The log-book, papers, nautical instruments, etc., were lost. The sailors were conducted to the station, arriving at 9 o'clock, where they were provided with a hot supper and well cared for in every way. The following afternoon (4th,) on the low water the keeper and his crew again pulled to the schooner in their surf boat in the hope of saving something, but her decks were still twelve feet under water and nothing could be done. On the 5th the keeper conveyed the unfortunate crew to Chincoteague, Virginia, whence he procured free transportation for them as far as Philadelphia. A board of survey was subsequently held on the wreck, which, with the cargo, was pronounced a total loss. The captain and mate, before leaving the station, made the following grateful acknowledgment:

“WALLOP'S BEACH, VIRGINIA, *March 4, 1889.*

“In behalf of ourselves and crew we wish to earnestly thank Captain Whealton and crew, of Wallop's Beach Station, for the very prompt as-

sistance they rendered us on the occasion of the stranding of our vessel on the night of March 3d, and to testify to the efficiency of the Life-Saving Service in the cause of humanity; and further to express to Keeper Whealton our gratitude for the warm hospitality extended to us while at the station under his charge,

“ I. BURTON DAVIDSON, *Master*,

“ JAMES E. BOWEN, *Mate*,

“ *Schooner William B. Wood.*”

The keeper subsequently furnished to the office of the U. S. Coast and Geodetic Survey valuable information with reference to the position of the wreck.

March 5.—At 5 o'clock in the morning the north patrol from the Hunniwell's Beach Station, (First District,) coast of Maine, discovered a schooner ashore at the mouth of Atkins Bay, about half a mile north-west of the station. She was well up on the flats in an easy position and out of reach of the sea. The life-saving crew, therefore, deemed it best to wait until flood tide before undertaking to release her. She proved to be the schooner *Rival*, of Bath, bound to Portland, from Booth Bay, Maine, light, with a crew of four men. She had stranded at 11 o'clock on the previous night during thick weather. The tide served at about noon when the surfmen ran out a kedge anchor, made all sail and hove her afloat. They then piloted her to a safe anchorage and helped furl the sails. The vessel was undamaged.

March 5, 6.—At 2 o'clock in the morning of the 5th, during foggy weather, the ship *Governor Robie*, of Bath, Maine, bound to Portland, in the same State, when nearing her destination and off Timber Island, some four miles to the south west of the Fletcher's Neck Station, (First District,) stranded about one hundred yards from the shore. On account of the thick weather and the distance, knowledge of the accident did not reach the station until six hours later, when the life-saving crew launched their surf-boat and lost no time in pulling to the place. Tugs had already been sent for and soon arrived. The surf-boat ran the necessary hawsers, but as the vessel had grounded at high water and was hard and fast, the tugs failed to move her. She was in a bad position and the sea was rough; the life-saving crew therefore landed the captain, his wife and four children and the crew of nineteen men, together with their personal effects. Sixteen of the crew were cared for at the station for two days. The officers of the ship and the captain's family were sheltered at a farm-house in the vicinity. On the 6th the station men again boarded the craft, but the sea continued rough and nothing could be done, and on the following day (7th.) she was given into the charge of a company of wreckers, who succeeded in floating her on the 15th, when she was taken into Portland. She was very badly damaged, and the loss on her valuable cargo of oriental products, which she had brought from Kobé, Japan, amounted to half its value.

March 5-7.—About half past 2 o'clock in the morning of the 5th, the north patrol of the North Scituate Station, (Second District,) coast of Massachusetts, descried through the heavy rain then falling a bright light in the direction of the station. He feared that the building was on fire and returned with all speed. He soon discovered, however, that the light was on a vessel which had just struck the beach some three hundred yards from the station. After burning a Coston signal, he reported the wreck to the keeper. The surf-boat was launched but in going through the heavy surf took in considerable water and was forced to return to the beach. The life-saving crew next managed by

wading out into the surf to throw a line on board by means of a heaving-stick. The boat was then hauled off to the vessel and the crew of ten men were landed and taken to the station. At low water, during the forenoon the station men went on board and saved the personal effects of the crew. The stranded craft was the brig *T. Remick*, of Damariscotta, Maine, from Surinam, South America, bound to Boston, with a cargo of sugar, molasses and cocoa. She went to pieces the following day. A small part of her cargo, however, was saved and the crew also stripped her of her sails. Everything else was lost, and on the 7th the shipwrecked crew proceeded to Boston. The keeper afterwards received a grateful letter, which is here given:

“BOSTON, MASSACHUSETTS, *March 15, 1889.*

“DEAR SIR: I wish to express to you my thorough and heartfelt appreciation of the prompt action of yourself and crew in rescuing myself and crew (ten men) from the stranded brig *T. Remick*, in the storm of the 5th instant, and to offer you my thanks for saving our lives, which were in great danger.

“L. H. FOSETT, *Master.*

“Keeper GEORGE H. BROWN,
North Scituate Life Saving Station.”

March 5-6.—At 1 o'clock in the morning the schooner *John H. McManus*, of Boston, from the fishing banks and homeward bound, ran ashore a mile and a quarter to the southward of the Cahoon's Hollow Station, (Second District,) coast of Massachusetts. There was at the time a fresh breeze from the east-northeast, causing a high sea, while rain, mist, and pitchy gloom prevailed. The patrol, who arrived abreast of the vessel almost immediately, saw her side-lights and quickly burning a Coston signal, hastened to report to the keeper. The life-saving crew, having a horse at the station, took a portion of the beach-apparatus in a wagon and the remainder in the hand-cart and set out for the place. It was now high tide and the beach was deeply flooded by each inrolling wave. The wheels frequently sunk half-way to their hubs in the sand, and this, added to the heavy rain and the darkness of the night, rendered this midnight expedition one of extreme difficulty. On the way the keeper flashed a Coston signal that the crew of the stranded craft might know that help was nearing them. The lights were still visible from shore, but the vessel herself could not be discerned. It was therefore impossible to estimate with any accuracy her distance from the land, and as the steadiness of the lights indicated that the vessel was lying easily, the keeper resolved to wait for dawn before attempting to establish communication, but at once set about the necessary preparations. The north patrol from the Nauset Station, adjacent, failing to meet the patrol from the first-named station, continued his march and joined the other men at their work. When the first light of day appeared the vessel was found to be about a hundred and fifty yards distant. The Lyle gun being in readiness the shot-line was immediately fired across the schooner and in fifteen minutes the apparatus was in working order. The sea was gradually decreasing and while a portion of the crew were being landed by the breeches-buoy, others cleared away a dory and so made their way in the lee of the vessel to the beach. Seven men were saved by the boat, and nine including the captain by the breeches-buoy. Shortly afterwards the keeper and two of the surfmen went on board in the dory and saved the compasses, the medicine chest, the outfit of colors and some of the effects of the

crew. All then proceeded to the station, where the shipwrecked men were provided with dry clothing from the store supplied by the Women's National Relief Association. They were also fed and lodged at the station until the next day when the keeper procured for them free passage to Boston over the Old Colony Railroad. The cargo of fish was a total loss. The schooner was given over to wreckers, who were successful in recovering articles to the value of a few hundred dollars, but as the sea continued rough for several days the vessel went to pieces before any effort could be made to get her afloat. This disaster was attributable to the darkness of the night and a poor compass.

March 5.—The British schooner *Holmes*, of and from St. John, New Brunswick, while on her way to New York, with a cargo of lumber and a crew of five men, got out of her course and stranded three-quarters of a mile east of the Eaton's Neck Station, (Third District,) coast of Long Island. This was at about half past 3 in the morning, during a brisk easterly wind and rough sea. The patrol endeavored to warn the vessel off by means of a Coston signal, but being under short sail and close in she was unable to work clear. The life-saving crew, in order to escape the rocks and save time, employed a team to transport their boat opposite the craft, where they effected a launch and boarded her. They conveyed the captain ashore so that he could proceed to New York for assistance. The surfmen remained by the schooner during the day. A wrecking company subsequently took charge of her, and after removing the deck-load, pulled her afloat with a tug. She sustained more or less damage.

March 5.—About 9 o'clock in the morning, during stormy weather, a steamship was seen from the False Cape Station, (Sixth District,) coast of Virginia, dangerously near the beach. The international code flags J D ("You are standing into danger,") were promptly hoisted, when the steamer hauled off shore.

March 7.—The keeper of the Chicago Station, (Eleventh District,) Lake Michigan, observing a man near the south breakwater, a mile south of the station, vainly endeavoring to work a cat-boat to windward, summoned one of his crew (the active season had not yet opened) and went to the man's relief in the supply boat. They found him thoroughly frightened and unable to manage his boat. They therefore took it in tow and after an hour's vigorous pulling through the broken ice and a rough sea managed to get the craft into a place of safety in the harbor.

March 9, 10.—At 3 o'clock in the morning of the 9th the schooner *D. W. McLean*, of New York, from Georgetown, South Carolina, bound to her home port with a freight of railroad ties, stranded on the south bar at Hereford Inlet, one and a half miles southeast of the Hereford Inlet Station (Fourth District,) coast of New Jersey. She was seen at once by the patrol, who quickly carried the alarm to the station. The crew launched the surf-boat and went on board without delay. The captain, wishing to notify the owner and to send for tugs, asked the surfmen to take dispatches ashore for him. This they did and returned at noon to the schooner with telegrams in reply. At 4 o'clock in the afternoon two tugs arrived, but as there was a heavy westerly wind with a rough, chopping sea, they were unable to accomplish anything. The following morning (10th,) the station men again boarded the schooner and helped her crew, which consisted of six men, to take off the deck-load to lighten her. At noon the tugs hauled her afloat, when the surfmen assisted to replace the deck-load. At 2 o'clock in the afternoon in response to a signal the surf-boat went ashore for the owner

and the underwriter's agent, taking them to the schooner, which was ready to proceed on her voyage. She was found to have sustained no damage.

March 9.—At 3 o'clock in the day, while the crew of the Hereford Inlet Station, (Fourth District,) coast of New Jersey, were on board the stranded schooner *D. W. McLean*, as above described, the sloop-yacht *Lillian*, of Boston, Massachusetts, homeward bound from Baltimore, Maryland, with a crew of two men, ran ashore near the former vessel. The sea broke over her and she was in a perilous situation, but the station men went to her immediately and ran a line from her to the schooner, by means of which they shortly hove the yacht afloat. The prompt action of the life-saving crew doubtless saved not only the sloop but also the lives of the crew, as the craft was not supplied with a boat by which the men could have landed.

March 10.—About 7 o'clock in the morning the tug *Hattie Bogart*, of New York, disabled her machinery while on her way to Islip, and she was run ashore opposite the Short Beach Station, (Third District,) coast of Long Island. The life-saving crew immediately launched the surf-boat and went to her assistance. They carried out an anchor and cable and as soon as the machinery was repaired, succeeded in heaving her afloat without apparent damage.

March 10.—About half an hour after midnight the patrolmen of the mid-watch from the Wachapreague Station, (Fifth District,) coast of Virginia, saw in the direction of Dawson Shoal an apparently stranded vessel. After burning a Coston signal they hastened to the station with the alarm and the life-saving crew lost no time in setting out for the place. They found that the schooner, having run out of her course by reason of the compass being out of order, was aground on the north point of the shoal two miles or so east-southeast of the station. She was the *Stony Brook*, of Port Jefferson, New York, on her way to Baltimore with a freight of salt which she had taken at New York and which her crew of five men were now actively engaged in throwing overboard in order to lighten the vessel. The station men joined the others in the work, but the tide soon beginning to fall, it became evident that the craft could not be floated until the next high water. About 9 o'clock in the morning the crew of the Paramore's Beach Station, four and a half miles to the southwest, having discovered the vessel at daybreak arrived and aided in the work of lightening her. By 2 o'clock in the afternoon some sixty tons of salt—about one-third of the cargo—had been jettisoned. The tide being high and the wind blowing strong off the land, sail was made on the schooner and she shortly floated uninjured off the shoal. The life-saving men gave her a safe course and returned to their stations.

March 10.—The schooner *Edith McIntyre*, of Provincetown, Massachusetts, while bound out of Charleston Harbor, South Carolina, on her way to the West Indies, with a cargo of lumber and a crew of seven men, stranded on Pumpkin Hill Shoal, two and a half miles southeast of the Morris Island Station, (Seventh District). The life-saving crew at once started for her in the surf-boat, but by the time they reached the scene a couple of tugs had succeeded in pulling her afloat. During the operation she had been obliged to slip her anchor and cable. The surfmen after diligent effort recovered these and put them on board.

March 10.—The midnight patrol from the Velasco Station, (Eighth District,) coast of Texas, discovered a vessel aground at the entrance to the Brazos River signaling with a lantern for assistance. He flashed a red Coston light to apprise those on board that their signal had been

seen and hastened back to the station to inform the keeper. The surf-boat was quickly launched, and in a short time the crew were alongside the vessel, which proved to be the schooner *Robert Templeton*, with a cargo of general produce and a crew of three men bound from Galveston to Quintana, Texas. She had misstayed and drifted on a shoal on the northern side of the river. As the tide was low and the captain considered the vessel in no immediate danger, the life-saving crew made no effort to heave her afloat until daylight when, after two hours' diligent work, they succeeded in hauling her into deep water and then took her into Quintana harbor.

March 11.—About 1 o'clock in the afternoon the schooner *Charlotte Brown*, of South Dennis, Massachusetts, while attempting to beat into the Kennebec River, misstayed and fetched up on Popham Beach, some three hundred yards south of the Hunniwell's Beach Station, (First District,) coast of Maine. The accident was witnessed by the lookout at the station, who gave the alarm, and the life-saving crew quickly launched the surf-boat and went to her assistance. They found the strong current produced by spring freshets driving her farther up on the beach. The surfmen ran out a kedge, guyed the main boom to starboard, and by this means slewed her head off shore, and on the flood tide got her off and piloted her to a safe anchorage. The vessel was bound to Boston, Massachusetts, from Bath, Maine, with a cargo of salt, and carried one passenger and a crew of three men. She sustained no damage.

March 11.—During the forenoon a man came to the Cape Henlopen Station, (Fifth District,) coast of Delaware, for assistance to get his team of four horses clear of the quicksand in which they were stalled. The crew went to the spot, about a mile north of the station, and after a good deal of hard work succeeded in extricating the team, for which service the owner was very thankful.

March 11.—During a gale on the 7th the schooner *Little Sampson*, of New Berne, North Carolina, dragged from her anchorage off Big Kinnakeet, and stranded three-quarters of a mile west-northwest of the Big Kinnakeet Station, (Sixth District,) coast of North Carolina. On the 11th the life-saving crew went to her assistance, ran out an anchor, and after two hours' work kedged her afloat and anchored her securely. She was on her way, at the time of the mishap, from Cape Hatteras to Elizabeth City with a crew of three men and a cargo of wild fowl.

March 11.—During the afternoon while the keeper and one of the surfmen of the Santa Rosa Station, (Eighth District,) Gulf coast of Florida, were out on the beach, they picked up a skiff which probably had broken adrift from a coaster during the night. It was taken to the station to be cared for until the owner could be found.

March 11.—In the morning the keeper of the Galveston light-ship was swamped in his small boat about half a mile west of the Galveston Station, (Eighth District,) coast of Texas. Before the life-saving crew could reach the scene some fishermen who were near by rescued the man, he having managed to keep himself afloat by clinging to the oars. The surfmen righted the boat, towed it ashore and bailed it out.

March 12.—At noon two fishermen in a small boat who had been setting their nets got caught in the floating ice about half a mile southwest of the Grand Haven Station, (Eleventh District,) Lake Michigan, and some five hundred yards from the south pier. Their boat was so closely wedged in that they could make no headway and at the same time the ice was too much broken to admit of their getting ashore on foot. The keeper, realizing that they would be unable to extricate them-

selves before the wind should shift, employed a man to assist him—the station not yet being open for the active season—and launched a skiff equipped with a grapnel, line and pike-pole. By throwing the grapnel ahead as far as possible and hauling on the line, at the same time poling the craft with the pike, they propelled it through the ice. Reaching the fishing-boat and taking it in tow, they succeeded after two hours of exhausting labor in making their way back as they had gone out. The rescued fishermen, who were worn out by their fruitless exertions, were very grateful for the prompt relief afforded them.

March 13.—A traveler on the beach and two men bound from St. Lucie to Titusville, Florida, in a small open boat, applied at the Bethel Creek House of Refuge, (Seventh District,) eastern coast of Florida, for shelter for the night. The keeper furnished them comfortable lodging.

March 13.—About 9 o'clock in the forenoon five row-boats, which had gone out into the lake early in the morning to set their nets, in endeavoring to return to the harbor got fast in the ice half a mile southwest of the Grand Haven Station, (Eleventh District,) Lake Michigan. Each boat carried two men, and having only oars with which to work they found it impossible to progress in any direction. The station had not yet been opened for the season of navigation, but the keeper summoned a man to help him and set out to the fishermen's relief in a small skiff. They found much difficulty in getting through the ice, but finally reached the boats, ran lines between them and took them all in tow. Then by exerting themselves to the utmost—for the current was sweeping the ice field along the shore of the lake and they were in danger of being carried past the piers—they worked their way foot by foot with the pike-pole, grapnel and line, and after two hours of unremitting labor got safely back into port, greatly to the relief of the ten fishermen, who expressed themselves very gratefully to the keeper and his assistant.

March 14.—About the middle of the afternoon the watch of the Georgia Station, (Third District,) coast of Long Island, discovered an open schooner-rigged boat, containing several persons, some four miles to the eastward. As it was making a course as though intending to land, the keeper and one of his crew started along the beach to meet it. The occupants were found to be the mate and four sailors belonging to the British steamer *Wingates*, of South Shields, England, which was some fifty miles off shore with the main shaft broken and the rest of the crew on board. The life-saving men directed the sailors how to land and hauled their boat up on the beach. They were all suffering from cold and exposure, having been out in their boat thirty-six hours, and were immediately conducted to the station. Had they not been hailed and taken in charge when they were they would in all probability have been frozen or lost, as not one of them was acquainted with the locality or could easily have found a suitable and safe place to land; besides the weather presaged a storm—in fact an easterly gale set in soon after they got ashore. The surfmen assisted the mate to send dispatches for a tug and on the 16th conveyed him to the railroad station at Bridgehampton, whence he proceeded to New York. The seamen remained at the station until the 25th, when they took passage with their boat and gear on the steamer running from Sag Harbor to New York.

March 14.—During a fresh northeast wind, at about 9 o'clock in the forenoon, the sand-laden schooner *Annie V. Willis*, of New York, parted her chains while at anchor and grounded on the west side of Johnson's Inlet, three-quarters of a mile southeast of the Coney Island Station, (Third District,) coast of Long Island. As no assistance could be rendered her before the flood tide made, the life-saving crew did not

board her until about 1 o'clock. They dragged for the lost anchor, using the surf-boat and schooner's yawl in the operations, but were unable to recover it. Later in the afternoon the surfmen succeeded in heaving the vessel off, after which they got her under way and piloted her out of the inlet, whence she proceeded in safety to New York, whither she was bound. The captain was very grateful for the aid afforded him, as he at first feared that he would be obliged to throw overboard his cargo. The schooner had a crew of four men.

March 14.—The small sloop *Main*, of Cape May, while lying at anchor in the channel about half a mile to the northward of the Hereford Inlet Station, (Fourth District,) coast of New Jersey, sprung a leak and sunk about seventy yards from the shore. There was no one on board at the time. The keeper, with part of his crew, went to her and got her out on the beach, where the owner stopped the leak.

March 14.—Early in the afternoon the cat-boat *Anna*, of May's Landing, with a party of four on board, while beating up the channel against a strong northeast breeze, carried away her mast when about a mile and a half north-northeast of the Hereford Inlet Station, (Fourth District,) coast of New Jersey. The station crew at once sailed to her in the sloop *Main*, which they had shortly before assisted, as recorded immediately above, and after towing the dismasted boat to a safe anchorage, re-stepped her mast.

March 14.—On this date, during a violent northeast gale, the brig *Agnes Barton*, of Baltimore, Maryland, was wrecked on the Virginia coast a short distance north of the Dam Neck Mills Station, (Sixth District). The captain and five of her crew perished. The remaining four were rescued by the life-saving men. Particulars of the disaster appear on page 38.

March 14.—In the middle of the forenoon a cow was observed to break through the ice on Pent Water Lake, not far from the Pent Water Station, (Eleventh District,) Lake Michigan. The keeper and some of the regular crew who happened to be at the station (the surfmen being off duty at this season of the year) procured a line and went to the rescue of the animal. The line was made fast around the horns of the cow and she was pulled safely out of the water.

March 15-18.—Six men on board the schooner *G. W. Bentley*, of Provincetown, Massachusetts, were rescued from the wreck of that vessel in the afternoon of the 15th by the crew of the Cape Henry Station, (Sixth District,) coast of Virginia, under the following circumstances: The schooner was from her home port, bound to Fishing Bay, Virginia, in ballast. About 1 o'clock in the afternoon the lookout at the station saw her approaching the coast. The wind at the time was blowing a strong north-northeast gale, accompanied by heavy rain, blinding mist and a very rough sea, so that she was making but poor weather of it. He reported the vessel to the keeper, and from this time on she was closely watched by the life saving crew. She was under a close-reefed jib and foresail, and when distant about two miles from the shore she was hove-to and the mainsail (double reefed,) was set, after which an attempt was made to work to windward. This, however, was frustrated by the wind, sea and current. She was rapidly nearing the shore, and when within three-fourths of a mile from it she was brought to with both anchors, but the sea was breaking over her and the anchors held her only about twenty minutes, when both chains parted and she started for the beach. Quickly hoisting her jib to drive her as far up as possible, all hands, except the mate, who was at the wheel, took to the rigging. The mate stood by the helm until the craft struck the outer bar, a mile and a quarter south of the

life-saving station, when he too was driven to the rigging. In the meantime the surfmen, who had seen her when she parted her cable, were making all speed to the rescue. Equipped with their beach apparatus they arrived abreast of the schooner ten minutes after she had stranded, and as she lay but seventy-five yards from shore, communication was easily established by the first shot from the Lyle gun. Nothing interfered with the working of the breeches-buoy, and the crew were soon landed, saving, however, only the clothing they wore. They went at once to the house, where their wet clothing was exchanged for dry from the box sent to the station by the Women's National Relief Association, and they were made as comfortable as possible. The next day (16th,) at low water, the wind having shifted, all hands went to the wreck and attempted, with only partial success, to save the effects of the crew. The men remained with the life-savers until the 18th. The captain and mate afterwards returned for the purpose of stripping the wreck, and at this time staid at the station from the 21st until the 26th, the life-saving crew rendering them all the assistance in their power. The vessel in the meantime went to pieces.

March 15.—During the night five men were sheltered at the Ocracoke Station, (Sixth District,) coast of North Carolina. When some distance from any settlement they were overtaken by a severe storm, and being unable to proceed further in the gathering darkness, asked for and received succor at the station. The following morning they continued their journey.

March 16.—The day patrol—ordered because of the bad weather—at the Nauset Station, (Second District,) coast of Massachusetts, assisted the driver of a butcher's cart to save his horse from drowning. While driving over the beach, which was covered in some places to the depth of two feet by the unusually high tide, the horse had got into a soft place and sunk so that the water was over his back. The surfman helped the driver unhitch the animal from the wagon and after a while succeeded in getting him out. There was a sharp northeast wind and the driver was wet and cold. The horse, too, was thoroughly chilled. The patrolman hurried them to the station where the man was provided with dry clothing and a hot meal and the horse suitably cared for. The crew also went out and hauled the cart out of danger.

March 16.—One of the scows used by the contractor in moving the life-saving station at Far Rockaway to a new site broke adrift, and was secured at 5 o'clock in the morning, by the crew of the Rockaway Station, (Third District,) coast of Long Island. The scow, which was full of water, was bailed out and given in charge of her captain, who shortly arrived at the station to claim his property.

March 16.—A young man who had gone out duck shooting in the South Shrewsbury River, New Jersey, on the 15th, and failed to return home was supposed to have met with some mishap, and the surfmen of the Monmouth Beach Station, (Fourth District,) on this date took part in the search for him. They found his boat capsized and stranded some three miles to the westward of the station, and were employed through several days following in dragging the river. On the 25th the body was recovered by one of the neighbors, (a number of whom had joined in the search,) and taken to the station. The body was there prepared for burial by the undertaker, before being removed to the family residence.

March 16.—On this date surfman Hennessy, patrolling from the Long Branch Station, (Fourth District,) coast of New Jersey, was attracted by the cries of some boys playing near the beach. He ran to the place and saw a small boy struggling in the sea a short distance from

shore. The surfman rushed into the water, rescued the lad and took him to the station, where he was made comfortable until his clothes were dried, when he was sent home.

March 17, 18.—The tug *A. F. Kappella*, of New York, while engaged in removing the Far Rockaway Station, (Third District,) coast of Long Island, to a new site, was overtaken by a northeast gale and forced to abandon her charge and seek safety in the inlet. She had no anchors and consequently brought up on the inner beach, where towards midnight of the 16th, she heeled over and filled with water. On the 17th the station men worked all day, in conjunction with the tug's crew of four, endeavoring to float her. On the 18th, the storm having abated, they succeeded in getting her off the beach, pumped her out and took her to a wharf, where she was safe. The station building having been placed on scows for transportation, was lost at this time. The keeper, however, provided the crew of the tug with shelter and succor for four days.

March 17.—Shortly before 10 o'clock in the morning the dead body of a colored man was found on the beach in the vicinity of the Wash Woods Station, (Sixth District,) coast of North Carolina. It was taken to the station and from there buried on the following day.

March 18.—At half past 9 o'clock in the forenoon the schooner *George H. Mills*, of Providence, Rhode Island, having taken on a load of fish scraps at Promised Land, New York, and set out on her way to Philadelphia, ran upon Diamond Shoal, (Gardiner's Bay,) two miles northwest of the Napeague Station, (Third District,) coast of Long Island. The weather at the time was pleasant, and the accident was referable to the facts that there was no pilot on board and that the captain was unacquainted with the locality. The keeper of the station saw the stranding and went on board in a small boat. He helped her crew of seven men to heave her afloat by means of a kedge, and afterwards piloted the craft out to an offing. She had sustained no apparent damage.

March 18.—A pile-driver drifted ashore about a mile from the Cape Disappointment Station, (Twelfth District,) Washington Territory, early in the morning, and was reported by the station patrol. Efforts of the surfmen to float the craft proved futile, and it went to pieces at high water. All the movable gear, however, was saved and conveyed to the station.

March 19.—The patrol from the Wash Woods Station, (Sixth District,) coast of North Carolina, found the dead body of a colored man, apparently about twenty-one years old, which had washed ashore. Later in the day the surfmen interred it beside that of the one buried on the previous day. These two men were doubtless members of the crew of the ill-fated brig *Agnes Barton*, wrecked near the Dam Neck Mills Station on March 14th. (See page 38.)

March 19.—The midnight patrol of the Santa Rosa Station, (Eighth District,) Gulf coast of Florida, picked up on the beach a small skiff that had washed ashore in the vicinity of the station. The next day it was identified at the station by friends of the owner, and was subsequently returned to him.

March 19.—During the forenoon the schooner *A. J. Perkins*, with a cargo of shells, left her anchorage in San Luis Pass, coast of Texas, bound for Brazos River. In crossing the bar she encountered a strong current from the northeast, and becoming unmanageable, grounded about three-quarters of a mile from shore at the southwest point of Galveston Island, where she was seen by the surfman in the lookout of the San Luis Station, (Eighth District). A team was at once at-

tached to the surf-boat wagon, and the life-saving crew set out to her assistance. They launched the boat at a point abreast of the schooner, which was some three miles from the station, and reached her in about half an hour from the time she struck. They planted an anchor, and on the flood tide, between 3 and 4 o'clock in the afternoon, hove her afloat, uninjured, when she proceeded on her way. She had a crew of four men.

March 20.—The morning patrol from the Bond's Station, (Fourth District,) coast of New Jersey, found the dead body of a child which had washed ashore. There being nothing upon the body by which it could be identified, it was turned over to the coroner.

March 20.—The captain of the schooner *Peter J. Hart*, of Chincoteague, Virginia, at 2 o'clock in the afternoon applied for assistance at the Cobb's Island Station, (Fifth District,) coast of Virginia, stating that his vessel had dragged her anchors and was in great danger of going ashore. With as little delay as possible the station crew put their hawser into the surf-boat and pulled to the schooner, which was about one-fourth of a mile to the northward of the station and already within twenty-five yards of the shore. They hove up her small anchor, unbent the cable, bent on the hawser, then carried the anchor a hundred and fifty yards to windward and dropped it. They then returned on board and hove up the other anchor, but were obliged to let it go again, as the kedge would not hold her against the fresh northeast gale. They next ran a line to a schooner anchored in the immediate vicinity, and by this means at length succeeded in warping the imperiled vessel out clear, got her under way and worked her to a safe anchorage. The schooner had a crew of four men and was from York River, Virginia, bound to New York with a cargo of oysters. The captain expressed his gratitude to the life-saving men and ascribed the safety of his vessel and freight entirely to their effective work.

March 20.—Shortly before 7 o'clock in the morning, during a heavy north-easterly gale of wind with rain, the schooner *Benjamin C. Terry*, of and from New York, bound to Norfolk, Virginia, light, parted her cables and stranded three-quarters of a mile north of the False Cape Station, (Sixth District,) coast of North Carolina. A few minutes later she was discovered by the patrol, who brought the news to the station with all possible dispatch. The keeper immediately informed the Little Island Station by telephone and started for the scene with the beach apparatus. The sea was sweeping over the beach and somewhat retarded their progress, but they pushed on, at times knee deep in the sand and water and dragging the apparatus-cart after them. Within an hour they were abreast of the vessel, which lay about one hundred yards off shore. The gun was placed in position, charged and fired, the first shot carrying the line on board. The whip and hawser were then hauled off. At this juncture the keeper and four surfmen from the Little Island Station arrived and assisted in the work of landing the crew—seven in number—the breeches-buoy making seven trips for that purpose. The shipwrecked sailors were then conducted to the station where they were cared for until the following morning. Residents in the locality lent valuable assistance to the life-savers on this occasion. The vessel was placed in the hands of a wrecking company, but they were unable to float her, owing to subsequent storms which drove her farther up on the beach and made her a total loss.

March 21-23.—During the night of the 21st the northeast storm, which had raged for two days upon the coast of New Jersey, continued with unabated strength. The surf rolled heavily in on the beach and

the darkness of the night was rendered almost impenetrable by the blinding snow. The German ship *J. W. Wendt*, of and from Bremen, laden with iron and empty barrels and approaching the coast on her way to New York, having overrun her reckoning, went ashore a few minutes after 8 o'clock in the evening about three miles north of Barnegat Inlet, three-quarters of a mile northeast of the Forked River Station, (Fourth District,) and four hundred and fifty yards from the beach. She was discovered fifteen minutes later by the north patrol from that station, who at once burned Ooston signals to inform and re-assure the people on board; then hastened back and reported to Keeper Yarnell. The latter ordered out the beach apparatus, telephoned to the adjacent station (Cedar Creek,) and set out with his surfmen, arriving abreast of the wreck at 10 o'clock. Keeper Penn and crew of the last named station reached the place at about the same time. The Lyle gun was quickly made ready and fired, but the shot-line parted. At the second trial the line was carried across one of the mizzen yard-arms. The communication failed, however, as the mainmast immediately went by the board, carrying away the mizzen topmast, and although the sailors found the shot-line and attempted to haul it off, it fouled in the wreckage and was broken. The tide was running across the beach and had begun to wash out the sand anchor and soon forced them to take the gun back to higher ground. Keeper Reed and crew of the Island Beach Station were now telephoned for, and efforts to establish communication were continued. The third and fourth shots parted the lines. Before firing the fifth shot the men heaped up a mound of sand as near as possible to the surf. Here they placed the gun, though compelled at times to lift it up as the waves swept the beach, and at length succeeded in sending the line aboard. The whip and hawser followed in quick succession and the work of landing began, the first man from the ship stepping ashore from the breeches-buoy at a quarter before 3 o'clock in the morning of the 22d. The Island Beach crew joined the others at this time and gave their assistance in working the apparatus. The long distance between the ship and the shore rendered the task a slow one, but by 5 o'clock twenty-six men had been landed. The captain and the mate remained on board, refusing to leave the ship, and two hours later, as nothing further could be done, the life-saving men returned to their respective stations, the shipwrecked sailors going with the Forked River crew. After breakfast at the station, the life-saving crew again repaired to the scene of the wreck, keeping watch there throughout the day. In the afternoon the keeper wishing to confer with the captain went off to the ship in the breeches-buoy, when the latter with his mate consented to abandon the ship. They were accordingly landed and taken to the station. The following day (23d,) the wind moderated and the sea having subsided, the surf-boat was launched and the station men boarded the vessel and saved the personal belongings of the crew, making two trips for that purpose. The twenty-six men then left for New York, the captain and mate remaining at the station—the former twelve, the latter seven days. The vessel was past help and by the 9th of the following month (April,) the vessel had broken up and become a total loss. Most of the barrels from her cargo drifted on the beach and were saved, but the remainder of the freight—about two-thirds of the whole—was lost.

March 21.—About noon the wife of the keeper of the Oswego Light-house, Lake Ontario, came to the Oswego Station, (Ninth District,) and requested assistance in extricating her husband and son from a very perilous predicament. Two days previously the men had gone

out to the light-house in a small boat to make some repairs. While at work a strong east wind arose, driving in the drift ice, completely blocking the entrance to the harbor and effectually cutting off the retreat of the men. The keeper quickly mustered a crew of volunteers, (the station not being manned at this season,) who loaded the apparatus in a boat and pulled to the west pier. The first shot carried the line within reach of the two men, who hauled out the whip and made it fast to their boat. They were then drawn through the ice to the pier. Both had been thirty hours without food and were overjoyed at their rescue.

March 23.—On this date the keeper and men of the Big Kinnakeet Station, (Sixth District,) coast of North Carolina, assisted in floating the schooner *Little Sampson*, of New Berne, in the same State, which had been driven from her anchorage and stranded, three-fourths of a mile west of the station, in a severe storm on the 20th. There was no one on board at the time and as she had been set high on the beach, the work of getting her off involved the construction of temporary ways. After working about four hours they got her afloat and found her uninjured. This craft had also been assisted on the 11th by the same station crew.

March 24.—Late in the afternoon the steamer *George Law*, of and from New York, on her way to Philadelphia, with a crew of seven men and without cargo, stood in for Absecon Inlet, New Jersey, for a harbor. The tide having fallen considerably, there proved to be not enough water on the bar for her draught, and when half a mile east-northeast of the Atlantic City Station, (Fourth District,) she found herself hard and fast aground. The station crew, who were watching her, at once pulled to her with the surf-boat, but nothing could be done before the turn of the tide. They accordingly returned ashore and as the night was threatening and promised to be very dark, set a series of range lights by which the vessel could be guided in when she should float. There was quite a heavy surf, however, and as there was some danger that the people on board the steamer might have to be taken off in case the weather grew worse, the keeper telephoned to the Absecon Station, adjacent, for the crew to join him with their surf-boat. Shortly after the flood tide had made, the surfmen of the station first named again went out to the steamer. The Absecon crew soon arrived, and both surf-boats then stood by until 10 o'clock, when the rising tide floated the vessel, and accompanied by the life-saving crew, she proceeded into the harbor.

March 28.—On this date the keeper of the Manistee Station, (Eleventh District,) Lake Michigan, found the badly decomposed body of a man floating in the river. He towed it ashore and turned it over to the coroner. The man had committed suicide by drowning two months previously.

March 29.—At 7 o'clock in the morning the small schooner *John Girard*, of Rockland, Maine, manned by a crew of two men, and lying at anchor in Seal Harbor, about a mile northeast of the White Head Station, (First District,) coast of Maine, sprung a leak from some unknown cause and was in danger of sinking at her anchors. Twenty minutes later the life-saving crew learning her condition went on board and assisted her crew at the pumps. They worked until nearly the time of high water, then got the craft under way and ran her upon the flat where her crew could stop the leak when the tide should leave her. The following day the vessel, which had taken on a cargo of granite at Deer Isle, and was bound to Boston, proceeded on her way.

March 29.—Shortly after daybreak the sloop *Chief*, of New York, from Norwalk, Connecticut, bound to Jamaica Bay, Long Island, manned by a crew of three and laden with oysters for propagation, ran aground on the west shoal of Rockaway Inlet, about a mile to the southward of the Coney Island Station, (Third District,) New York. A tug which was in the vicinity took her line as quickly as possible and attempted to pull her afloat, but the tide had already fallen and it became evident that she could not be moved before the next high water. Two of her men at once set out in the yawl to obtain lighters. The station keeper witnessed the accident and the subsequent maneuvers and knowing that the craft was in no danger and could avail herself of no assistance until afternoon, decided that it would be useless to board her until that time. About noon, therefore, he manned the surf-boat and went on board. At 3 o'clock three small sloops arrived, and the life-saving crew immediately set about loading them from the cargo of the stranded craft. By 7 o'clock in the evening they had transferred some six hundred bushels to the other vessels and the tide being high and the wind fair, all sail was made on the sloop and with the help of a kedge which the station crew had run out, she was slowly and with difficulty worked off the shoal and enabled to proceed to her destination. She had sustained no damage, but as the combined efforts of the two crews proved barely adequate on the top of the high tide to release her, she manifestly made a narrow escape.

March 29.—About noon a large steam-barge, running before a high sea, was about to attempt to enter the harbor in the neighborhood of the White River Station, (Eleventh District,) Lake Michigan. The keeper knowing that there was not sufficient depth of water to enable her to do so, signaled her off and thus saved her from running aground.

March 30.—The schooner *Mary Farrow*, of Belfast, Maine, while trying to make Seal Harbor, Maine, an hour before midnight of the 29th, during a fresh southwest breeze, in the darkness got too far to leeward and was forced to anchor very near Spruce Head Island. Her chain, however, parted immediately and she drove on the rocky shore of the island about a mile and a half northeast of the White Head Station, (First District). She was from Boston without cargo and homeward bound, carrying a crew of four men. As no signals were made on board, the life-saving crew did not know of the accident until daylight revealed the stranded craft shortly after 5 o'clock in the morning of the 30th. They at once launched their surf-boat and went to her, finding her high and dry and with the rudder and part of the keel gone. They ran out a hawser and made it fast to rocks on a point opposite. At high tide they hove the vessel afloat, took her to a safe berth and made everything snug. In the afternoon they recovered the lost anchor and returned it to the schooner. The keeper telephoned to Rockland for a tug and later in the day the vessel, which had sustained no injuries other than those already mentioned, was towed into that port for repairs.

March 30, 31.—About the middle of the afternoon of the first of these dates, while the crew of the Chatham Station, (Second District,) coast of Massachusetts, were assembled in the station lookout watching the maneuvers of a vessel which had been anchored near the bars and was endeavoring to make a better berth, they saw a schooner standing down the coast before the wind. When she had reached a point about a mile south-southeast of the station she proved to be too close inshore and suddenly stranded on one of the bars. The life-saving crew lost no time in launching the surf-boat and putting off to her aid, but as she had grounded on the ebb tide some time would have to elapse before they

could hope to float her. She was the schooner *Annie F. Conlon*, of Portsmouth, New Hampshire, ice-laden from North Booth Bay, Maine, and bound to Philadelphia. She carried a crew of eight men all told. At low water the life-saving crew ran out an anchor, and as the flood made all hands began heaving in on the hawser. There was a strong northwest wind blowing, enabling them to use sail to advantage, and at 9 o'clock at night the vessel was worked off the shoal. She had been thumping heavily for a couple of hours, however, and was found to be leaking badly. The pumps were accordingly manned, and after long-continued exertions the vessel was freed of water. It was evident that her crew could not keep her afloat without assistance, so great was the leak, and the captain requested the life-saving crew to accompany him to a harbor. As the schooner was large and of deep draught, it was decided to take her to Vineyard Haven, Massachusetts, a distance of some fifty miles, which port was reached without further mishap the following morning (31st,) at 8 o'clock. The life-saving men had then to think of a return to their station, and they shortly took leave of the grateful captain, who thanked them very heartily for the efficient assistance they had rendered. A severe southeast blow and snow-storm, which came on during the forenoon, prevented their return by water, so they crossed to the main-land, reaching Wood's Holl at 3 o'clock in the day. It was Sunday and there were, consequently, no trains running. The crew, who had been up all the night before, indulged in a much-needed rest until the next day, (April 1st,) when they returned home by train, after an absence of nearly forty-eight hours. Some days later they recovered the anchor and line, which they had been forced to slip on the night of the accident, and shipped them to the owner.

March 31.—Early in the morning the lookout of the Galveston Station, (Eighth District,) coast of Texas, discovered, about two and a half miles to the eastward, a schooner at anchor with her ensign union down. There was a strong south-easterly wind, with light fog. The life-saving crew quickly manned their boat and pulled off to the vessel, which proved to be the *Henrietta*, of Galveston. While standing through the entrance the strong current had set her out of her course, causing her to collide with the light-ship in the outer harbor. Her bowsprit was broken off at the knight-heads, the main topmast carried away, and the mainsail and jib badly torn. Her starboard side was stove in and she was almost a wreck. It appears that as soon as she got clear of the light-ship she came to anchor and set signals of distress. When the surfmen arrived on board, at the request of the captain they rigged a temporary jib and with the foresail succeeded in working her to moorings in the inner harbor. They then rendered effective assistance in clearing up the gear and putting things in working order. The schooner was bound from Orange, Texas, to Brazos River, in the same State, without cargo, and had a crew of four men.

April 1.—Three men who had been employed in saving the cargo of the wrecked German ship *J. W. Wendt*, (an account of the disaster to which will be found on page 214,) and were on their way on foot to New York, were cared for at the Bayhead Station, (Fourth District,) coast of New Jersey, over night, receiving food and shelter and having their wet clothing thoroughly dried.

April 2-4.—The sloop *J. W. Iuce*, of Onancock, Virginia, stranded shortly before 6 o'clock in the evening of the 2d on a bar in Absecon Inlet, New Jersey, something over a mile to the northward of the Atlantic City Station, (Fourth District). She was on her way to Atlantic City at the time with a freight of oysters which she had taken at Chin-

coteague, in the State first mentioned, and her crew consisted of three men. The accident was caused by the strong flood tide, which swept the craft out of the channel, the wind being very light. The crew of the life-saving station went to her, carried out an anchor, and tried to float her, but the tide being unfavorable they failed to move her. The sloop soon began to leak rapidly, so that they found it impossible to keep her free with the pump, and half an hour before midnight they returned to the station, accompanied by the sloop's crew. On the following day (3d,) the life-saving men boarded the stranded craft and made everything on board as secure as possible, and on the 4th, it being evident that the vessel could not be saved, they again went on board, stripping her of her rigging and ground tackle. Nearly two-thirds of the cargo was saved, but the sloop broke up where she lay. The three men remained at the station for three days.

April 3.—In the afternoon the keeper of the Cleveland Station, (Ninth District,) Lake Erie, received a telephone message stating that the body of a man had drifted ashore about one-half mile west of the station. The small boat was launched and the body was recovered and taken by the station crew to their quarters. The remains, which were those of a young man, were not identified, and were delivered to the city undertaker for interment.

April 4, 5.—The schooner *Anna F. Nash*, of Boston, having taken on board at Ipswich, Massachusetts, a load of sand for her home port, attempted to leave the harbor in the afternoon of the 4th. There was a strong ebb tide but no wind and the vessel was swept out of the channel, stranding at half past 4 o'clock on the south spit of Ipswich bar. She filled rapidly with water, and the crew of five men hastily gathering up their effects landed in their boat and sought shelter at the light-house. The accident, which occurred some four miles to the north-west of the Davis Neck Station, (Second District,) was soon observed by the watch at that place, and the life-saving crew, launching their surf-boat, pulled to the schooner. Finding her abandoned and as there was nothing they could do they shortly returned home. The following morning (5th,) they again boarded the stranded craft and assisted her captain and crew to strip her of sails and rigging. Nothing else was saved.

April 4.—The tug *Duncan Robertson*, of Grand Haven, Michigan, became disabled in the harbor of Pent Water, in that State, by getting a log jammed in her propeller. The crew of the Pent Water Station, (Eleventh District,) went to the tug's assistance, made a line fast to the log and succeeded in getting it clear of the wheel. The captain was much gratified and thanked the surfmen for their good work.

April 4.—In the afternoon the steamer *M. T. Greene*, of Chicago, Illinois, while steaming out between the piers at White River, Michigan, grounded about a hundred and thirty yards west of the White River Station, (Eleventh District.) She soon backed off, however, and the captain resolved to turn her round and let her dig her way over the bar, stern foremost. At his request the station crew ran lines for him to the piers on either side. Some of the men then tended the lines to keep the vessel pointed fair, while others in a small skiff sounded out the channel for her. The steamer shortly succeeded in crossing the bar. She was bound to Muskegon, Michigan, light, and had a crew of twelve men.

April 4.—The schooner *Ida*, of Grand Haven, Michigan, while towing out of White River Harbor, in the same State, at 7 o'clock in the evening, fetched up on the bar between the piers. The tug could not

release her and the captain asked the help of the crew of the White River Station, (Eleventh District,) Lake Michigan, to heave the craft over the bar. The surfmen accordingly went on board, ran out lines to the piers and after working for three hours at the windlass and at shifting the cargo, got the schooner out into the lake. She was on her way to Chicago, Illinois, with a crew of seven men and a freight of lumber.

April 4-6.—On these dates the crew of the *Nellie Hammond*, of Milwaukee, Wisconsin, consisting of two men and a boy, were sheltered and provided with food at the Racine Station, (Eleventh District,) Lake Michigan. This vessel, which was bound home from Whitehall, Michigan, with a load of pine slabs, became waterlogged and unmanageable and was abandoned about fifteen miles northeast of Racine, her crew landing safely in their own boat. They were fatigued with overwork and suffering from hunger when taken in charge by the keeper of the station. The surfmen engaged a tug and searched the lake and shores in the vicinity in efforts to find the schooner; but without success. She was subsequently (April 7th,) picked up in mid-lake, her sails and mainmast gone, by two schooners and towed to Whitehall, the White River life-saving crew assisting to take her into port.

April 5.—At 7 o'clock in the morning the schooner *Active*, of Milwaukee, Wisconsin, came into port and made fast to an outer pier, near the Grand Haven Station, (Eleventh District,) Lake Michigan. The fresh on-shore wind had brought a heavy swell into the river, and the schooner chafed badly against the pier, rendering her exposed position one of danger. The life-saving men went aboard of her and assisted the crew to haul the vessel around a bend in the river, some seven hundred yards, to a sheltered and secure place.

April 5.—About the middle of the forenoon the schooner *Jessie Martin*, of Grand Haven, Michigan, bound to Muskegon, in the same State, carrying a cargo of corn which she had taken on board at Chicago, Illinois, and manned by a crew of three, attempted to stand into the harbor at Holland for a refuge, a fresh northwest wind and high surf prevailing. There was not enough water in the harbor, however, and the craft had proceeded only a short distance within the piers when she grounded. The crew of the Holland Station, (Eleventh District,) Lake Michigan, quickly launched their small boat, went to her and ran out her lines. They then went on board and manned the windlass and at 1 o'clock had her afloat. The damages were only slight. The captain subsequently called at the station to express his thanks, and said that he believed his schooner would have been lost but for the work of the life-saving crew.

April 5.—Early in the morning the small schooner *Daisy*, of Grand Haven, with a freight of lumber from Muskegon and bound to South Haven, all in Michigan, got out of the channel just after passing into the harbor entrance and stranded about a hundred and thirty yards west of the South Haven Station, (Eleventh District,) Lake Michigan. The mishap being observed by the watch, the life-saving men lost no time in launching the surf-boat and pulling alongside. The schooner's windlass was broken, and it was therefore impossible to heave her afloat, and as there was a moderate surf running the craft began to leak and by the time a tug arrived had filled with water. There was nothing to do except to discharge the cargo, and this the surfmen, assisted by the two men constituting the schooner's crew and some volunteers, soon accomplished, after which she was hauled afloat, taken into the harbor, and permitted to sink in shoal water. On the

22d the captain, desiring to get his vessel out for repairs, applied at the station for the help of the life-saving crew in pumping her out, a task which occupied them for more than six hours.

April 5.—In the forenoon a man while attempting to scull along near the wharves of the Chicago River, Illinois, lost control of his boat, owing to the strong wind, and was blown across the river. The crew of the Chicago Station, (Eleventh District,) Lake Michigan, saw the man's predicament, and two of the surfmen went out in the small boat to assist him. They towed him back to the vessel from which he had started.

April 5.—The schooner *Hattie Earl*, of and from Chicago, Illinois, light, with a crew of four men and eleven laborers on board, came to anchor off the piers of Kenosha Harbor, Wisconsin, at 4 o'clock in the morning. There was a strong northeast wind with a heavy sea and she soon commenced to drag. The surfmen of the Kenosha Station, (Eleventh District,) Lake Michigan, got out their boat-wagon, to be ready in case of emergency. At 11 o'clock in the forenoon the schooner was driven ashore a mile south of the station. A team of horses that had been procured hauled the surf-boat rapidly down the beach, and the life-savers made a launch and reached the vessel almost the moment she struck. They took off all on board and safely landed them. The vessel became a total wreck.

April 5.—Late in the afternoon a steam-barge towed the schooner *Annabell Wilson*, of Cleveland, Ohio, into the harbor of Milwaukee, Wisconsin, and when about seventy-five yards off the Milwaukee Station, (Eleventh District,) Lake Michigan, cast off the tow-line. The strong northeast wind had made a heavy sea, and the schooner was in great danger of being driven heavily against the south pier. The keeper of the station took in the situation at a glance; the surf-boat was launched and manned, and the life-saving crew ran a line from the schooner to the north pier. They then went on board the vessel and assisted to haul her alongside the wharf. She carried a crew of seven men, and was on a voyage from Chicago, Illinois, to Buffalo, New York, with a cargo of wheat. Her captain expressed sincere thanks for the assistance rendered by the surfmen, who had worked on the vessel three hours.

April 6.—The light schooner *Ioetta*, of Somers Point, New Jersey, while beating through Risley's Channel, about an hour after noon, during a heavy northeaster, missed stays and drifted on the lee shore some two miles north-northwest of the Great Egg Station, (Fourth District,) coast of New Jersey. As no signal was made on board it was not supposed at the station that the craft was in trouble, but at 5 o'clock one of the surfmen passing that way found that her crew, which consisted of only two men, having no boat suitable for use in the rough sea then running, could not carry out an anchor. The vessel, which was of light draft, was consequently in danger of being forced, on the high tide, over into the marsh. The life-saving crew therefore launched their surf-boat and went to her assistance. They at once ran out a kedge and shortly warped the schooner out into the channel.

April 6.—The schooner *Carrie A. Bucknam*, of Bucksport, Maine, from San Domingo, bound to New York with a cargo of sugar, while standing in for a harbor at the Delaware breakwater, ran upon what is locally known as Round Shoal, off the point of Cape Henlopen. The accident occurred at about 3 o'clock in the morning, and was discovered almost immediately by the east patrolman of the Lewes Station and by the north patrolman of the Cape Henlopen Station, (Sixth District),

coast of Delaware. The surfmen hurried back to their stations. The first while on the way burned a Coston signal, notifying the tug *North America* that the vessel was in trouble. As the distance from the point to each station respectively is something over two miles, the two crews received the alarm, launched their surf-boats, and set out at about the same time. Meanwhile the tug had got up steam and started for the schooner. Arriving shortly in the vicinity of the shoal, the Lewes crew, led by Keeper Clampitt, boarded the tug and, taking a line from her, attempted to run it to the stranded craft, but the tide was so strong that they could make no progress against it, and were forced to return to the tug. The surfmen from the other station now reached the schooner. A stiff south-easterly breeze prevailed, the sea was dashing over her, and the captain, fearing that the craft would shortly go to pieces, was very anxious that his wife, who accompanied him, should be taken ashore. Keeper Salmon, realizing that there was no immediate danger, and that there was a possibility that the tug would shortly float the vessel, reassured him, promising to land all hands if the danger should increase. A little later, the tide having moderated, a second effort on the part of the Lewes surfmen to run the line succeeded. The tug's hawser was then hauled aboard the schooner and made fast to the foremast. The signal was given to go ahead, and after working about three-quarters of an hour, the tug dragged the schooner afloat to the great relief and pleasure of all concerned. The station crews then got the vessel under way, sailed her into the harbor, and left her in a place of safety. She was leaking considerably, but the prompt and efficient service of the life-saving men enabled her to escape serious damage. Her crew consisted of seven men.

April 6.—In the afternoon two of the surfmen of the Paramore's Beach Station, (Fifth District,) coast of Virginia, were at Wachapreague, in the same State, upon business for the keeper. About 3 o'clock the sloop-yacht *Challenge*, of New York, beating down the river from Wachapreague, with eight persons on board,—six of whom were passengers—missed stays and stranded on the lee bank half a mile below the town. One of the surfmen saw the mishap, and quickly taking two bystanders into the supply-boat to assist him, pulled alongside, took both the sloop's anchors across the river and dropped them, and as the tide rose helped to heave her afloat. The only damage sustained was in the loss of the center-board.

April 6.—During the evening of the 5th the captain of a tug which had lost her tow, a stone-laden scow, to the westward of the Manistee Station, (Eleventh District,) Lake Michigan, telephoned to that station for assistance on the following day in picking up the scow. A north-west gale and snow-storm prevailed at the time, and the captain stated that he had made every possible effort to get a line to the scow, but the sea was so heavy he was at last forced to abandon her. In addition to the question of her value she had become a dangerous obstruction to navigation, and shortly after 6 o'clock in the morning of the 6th the keeper and five of his men launched the life-boat and were taken by the tug out into the lake to the south-westward. After searching about four hours they found the craft some twenty miles off shore. Lines were run to her by the life-boat, and the tug started back with her to Manistee, where they arrived at half-past 5 o'clock. The life-boat had been towed eighty miles and the crew suffered considerably from the cold.

April 6.—During the day the crew of the White River Station, (Eleventh District,) Lake Michigan, by running lines for the steamers *Mark*

B. Covell and *John H. Panly*, of Grand Haven, Michigan, and *Thomas B. Scott*, of Chicago, Illinois, assisted those vessels to get out of the harbor at White River, Michigan, the water at the time being very low in the channel.

April 7.—Two men who were out in a small sharpie fishing in Great South Bay, in the vicinity of the Gilgo Station, (Third District,) coast of Long Island, finding themselves unable to return home against the brisk northeast wind that had sprung up, ran in to the station for assistance. The keeper gave them something to eat and put them ashore on the main-land.

April 7.—At 7 o'clock in the morning the keeper of the Cobb's Island Station, (Fifth District,) coast of Virginia, observed a sloop driving directly towards Bone Island, which is separated from Cobb's Island by Sand Shoal Inlet. She attempted to make a harbor, but failed and ran ashore near the northern end of Bone Island and three-quarters of a mile to the westward of the station. The two men on board having taken to the rigging as soon as their craft struck the breakers, easily made their escape when she was thrown upon the beach. A fresh gale was blowing from the east-northeast, making up a very rough, chopping sea in the inlet, so that it was impossible at the time for the station men to launch their boat. About noon, however, during a lull in the gale, they manned the surf-boat, crossed the inlet, and took into the boat the two men whom they found on the island, wet, cold, and hungry. They then made several attempts to pull back to their station, but could make no headway, and were finally forced to run to leeward for shelter. They put in at New Inlet and all were hospitably cared for over night at a dwelling house. On the following day, the storm having abated, the surfmen returned to their post. The sloop, which was the *J. O. Fitzgerald*, of Chincoteague, Virginia, was subsequently saved, but the cargo of clams was lost.

April 7.—About 4 o'clock in the afternoon the crew of the Cobb's Island Station, (Fifth District,) coast of Virginia, while on their way to New Inlet for shelter, (as just described,) observed a small sloop about four miles south-southwest of their station with a signal of distress flying and the single occupant of the craft frantically waving his arms to attract attention. The keeper at once changed his course and went to the sloop, which proved to be the *Minnie Sylvia*, of Cobb's Island. She had dragged from her anchorage during the gale and having worked the calking out of her seams, was leaking badly. The owner was on board and had been hard at work all day trying to keep her pumped out. The keeper put two of his surfmen on board to assist him and they quickly got the sloop under way and followed the surf-boat into New Inlet to a place of safety. The owner was deeply grateful for the assistance he had received, avowing that he was completely exhausted and about to give up the struggle when he had sighted the surf-boat. There can be no doubt that but for the timely arrival of the life-saving crew he would have been lost.

April 7.—The crew of the Smith's Island Station, (Fifth District,) coast of Virginia, while returning homeward from Raccoon Island, to which they had proceeded with the hope of assisting several small vessels that had been driven on the beach during the violent storm of the 6th, were signalled by a man on board the sloop *Brazil*, of Eastville, Virginia. They pulled alongside and found that the craft was leaking badly and that the man, who was alone on board, fearing that she would drag ashore—the northeast gale still continued—wanted to be taken to the station. He accordingly accompanied the surfmen to the house,

where he remained until the following day, when, the weather having moderated, the surfmen returned with him to the sloop, which with her cargo was found uninjured.

April 7.—The north patrol on duty shortly after midnight at the Seatack Station, (Sixth District,) coast of Virginia, soon after setting out on his beat discovered a vessel ashore about a quarter of a mile north of the station. To notify his comrades of the accident was the work of a few minutes, and the life-saving crew, equipped with the breeches-buoy apparatus, were soon on the way to the place. The wind, was blowing at hurricane rate from the north-northeast, at times exceeding one hundred miles an hour, as registered at the Signal Service Station at Cape Henry, and the tide was over all the beaches in the vicinity. The rescuing party had therefore to proceed with great difficulty by a circuitous route through the woods back of the beach, and arrived abreast of the wreck at half-past 1 o'clock. The vessel had fortunately stranded only seventy-five yards off shore, so that there was no difficulty in throwing the shot-line on board with the Lyle gun. The hawser being duly set up, the work of landing by means of the breeches-buoy began. Eight men came ashore in as many trips. The mate, however, who was among the number, upon learning that although the sea was violently rough the vessel was not in immediate danger of breaking up, returned and with the captain remained on board until morning, when, after effecting the rescue recorded next below, the life-saving crew brought the captain and mate ashore. The seven men who were first landed received the hospitalities of the station for two days. The schooner, which was the *Benjamin F. Poole*, of and from Providence, Rhode Island, bound to Baltimore, in ballast, was turned over to a wrecking company, and though apparently not seriously damaged, had not at the date of this report been floated.

April 7.—While the crew of the Seatack Station, (Sixth District,) coast of Virginia, were employed at the wreck of which an account has just been given, the south patrol of the neighboring Cape Henry Station failing to meet the north patrol from Seatack at the limit of his beat kept on, as directed by the Service Regulations, in order to learn the cause of the other's absence. Arriving within a mile of the station first named, he discovered a vessel stranded quite near the beach. Quickly burning, two coston signals in succession, to inform those on board that their situation was known, he hurried forward and soon came upon the life-saving crew engaged in landing the men from the schooner *Benjamin F. Poole*. He reported the stranding of the other vessel, then helped his comrades to finish the work in hand. This consumed but a few minutes, and hastening to the station, the men prepared a second outfit from the extra gear, procured a team and proceeded by a road some distance back from the beach; but even here the water—the storm having made an extremely high tide—was in some places up to the hubs. The furious wind was itself a serious obstacle to their progress, and also strewed the way with broken branches and overturned trees. When nearing their destination it became impossible for the team to penetrate the thick undergrowth; the men were, therefore, forced to drag, by the most tedious exertions, the heavy apparatus cart over sand-hills and through almost impassible brier and brush to a point opposite the vessel, but, at a hundred yards from the shore, they found it impracticable to go farther. Selecting a clear space from which to begin operations, they trained the Lyle gun and threw the shot-line on board at the first attempt. The whip-line was sent off and the vessel's own hawser hauled ashore and set up. The crew of seven men with their baggage were then landed, without mishap, by means of the breeches-buoy, the last one reaching the shore

about sunrise. The craft was the schooner *Emma F. Hart*, of Camden, Maine, from Nassau, Bahama Islands, bound to Boston with a freight of lumber. During the entire rescue the rain continued, the violence of the wind was unabated, and the sharp sand constantly drove in the faces of the men with almost blinding force. The work, therefore, required the best powers of the surfmen and they were nearly exhausted. The return to the station, however, with the gale at their backs, was accomplished much more quickly and easily than had been their trip to the wreck. The rescued men accompanied the life-savers and were cared for two days. The cargo was subsequently saved, but the vessel became a total loss.

April 7.—For the particulars of the loss of three of the crew of the wrecked schooner *Northampton*, of Cherrystone, Virginia., see page 42. The vessel was driven on the Virginia beach during a furious northeast storm midway between the Seatack and Dam Neck Mills Stations (Sixth District). Only one of her crew survived.

April 7-14.—About 8 o'clock in the morning of the earliest of these dates a three-masted schooner was discovered ashore two miles south of the Wash Woods Station, (Sixth District,) coast of North Carolina. The wind was blowing a hurricane, as already stated in the record of the day's operations at other stations in this district. The surfman first seeing the vessel at once gave the alarm, and the life-saving crew started out as quickly as possible, taking with them the beach-apparatus. The tide was over the beach far beyond the ordinary high-water mark, and the rain fell in torrents, making all the work especially difficult. It was 9 o'clock when the surfmen reached a point abreast of the wreck and began the attempt to establish communication. They were assisted in this work by Mr. James S. Evans, who was fortunately present. The vessel was about two hundred yards from the shore, but the first fire from the Lyle gun lodged the shot-line in her main rigging. The strong current forcibly sagging the lines rendered the task of hauling off and setting up the gear and also of landing the crew extremely difficult, and it was half-past 2 o'clock in the afternoon when the last of the seven men reached the shore. The schooner was the *John S. Wood*, of Camden, New Jersey, bound to Philadelphia with a cargo of lumber, which she had taken on board at Pensacola, Florida. The rescued men, accompanying the surfmen to the station, received dry clothing from the stock supplied for that purpose by the Women's National Relief Association, and in every way were made as comfortable as possible. Three days later, the storm having passed, the life-saving crew took the seamen to the schooner and assisted them to reclaim the clothing and other movable articles of value on board. They also lent their aid in subsequent efforts to save the cargo, upon which the ultimate loss was about one-half. On the 13th, the vessel having been condemned, was sold at public auction. Six of the men were at the station four days after the accident, but the captain remained until the schooner was disposed of, leaving for home on the 14th. The agent of the underwriters while superintending the saving of the cargo was also entertained for some time at the station. The following account briefly details the circumstances attending the wreck, and expresses the gratitude of the rescued :

"While blowing a hurricane, with mountainous seas, vessel lying badly, we lost control of her, and could do nothing but let her go on port tack at midnight (6th). All hands at the pumps since 4 o'clock in the afternoon. Wind east-northeast. At 3.30 A. M. (7th) we tried to wear ship, but failed, and the mainsail blew away. At 7 A. M., in four-

teen fathoms water, tried again to wear round, but on slacking off spanker it blew to ribbons, and the vessel would not wear. Sounded, and got ten fathoms. The sea had begun to break, and it became evidently impossible to keep the vessel off the beach. We struck the outer bar at 8 o'clock and remained half an hour, when we saw the life-saving crew coming to the rescue. They made a successful shot, and with hard and dangerous work—as they were compelled to work in water sometimes to their waists—succeeded in landing all hands, exhausted, half-drowned, and chilled.

“We wish to express our sincere thanks to Captain Corbel and his brave crew, also to Mr. Evans, for the prompt and courteous treatment we received at the station. But for their persevering and timely assistance we would all have perished.

“J. B. MORRIS, *Master*.

“JAMES MASKELL, *Mate*.

“JOHN B. DEMARIS, *Steward.*”

April 7-12.—Another sacrifice to the fury of the gale of April 7th in the Sixth Life-Saving District was the schooner *Hattie Lollis*, of Wilmington, Delaware, which while on her way from Washington, North Carolina, to Hartford, Connecticut, lost her sails, sprung a leak and drove ashore one and a half miles north-northwest of the Nag's Head Station, coast of North Carolina. An active patrol being kept on account of the storm and fog, she was immediately discovered and her situation was as quickly as possible reported to the keeper. No time was lost at the station in getting started with two carts taking besides the beach-apparatus, a quantity of blankets and the medicine chest. Having a pair of horses to assist them they were able to make very good time, notwithstanding the wind was dead ahead and the beaches were flooded by the extremely full tide, and arrived near the schooner within an hour from the time of the accident. She had worked in close to the beach and her crew of five men had already landed. One of them, however, was badly used up by the hardships he had undergone. Stimulants were administered and the man was warmly wrapped, placed in the cart and with his companions taken to the station, where their wet clothing was soon exchanged for dry and their comfort well looked after. All were hospitably cared for until the 12th, when the keeper took them to Manteo, whence they proceeded to Norfolk by steamer. Two days later the vessel broke up and became a total loss, but the anchors, chains, rigging and a small portion of the cargo of lumber had been saved, the surfmen assisting in the work. The captain upon leaving the station, handed the keeper the following card of thanks:

“I desire to return my sincere thanks to Captain Etheridge and crew, of Nag's Head Station, for their promptness in rendering aid and assistance in rescuing and providing for myself and crew stranded April 7th, 1889.

“CHAS. W. SHARP,

“*Master of Stranded Schooner Hattie Lollis.*”

April 7.—On this date heavy north-westerly winds prevailed in the vicinity of the Cape Hatteras Station, (Sixth District,) coast of North Carolina, causing high tides and the surf to sweep over the beach. A number of fishing boats which had been left in exposed positions would have been washed away and lost but for the timely assistance of the life-saving crew, who hauled them out of reach of the sea.

April 7.—A few minutes past 3 o'clock in the afternoon the watch of

the Louisville Station, (Ninth District,) Louisville, Kentucky, reported a skiff with two young men in it in danger above the cross-dam of the falls of the Ohio River, at a point a quarter of a mile north of the station. A boat was speedily manned and the life-saving men rowed out to the skiff, which by this time was being swept down stream by the strong current, and brought it and the occupants safely ashore.

April 8-12.—At quarter before 6 o'clock in the morning, (8th,) the crew of the Cape Henlopen Station, (Fifth District,) coast of Delaware, observed a small sloop evidently about to drive on the beach about a mile to the northward of the station. The northeast gale and storm which prevailed had started her anchors and she was rapidly dragging shoreward. The life-saving crew started immediately with their beach-apparatus, but as the sloop struck very near the shore before they could reach the place they abandoned the cart and ran to her. In a very few minutes, the tide falling fast, they were able by wading to the craft to help the crew ashore and to save their belongings. The sloop broke up, becoming a total loss. She was the *Independence*, of Camden, New Jersey, on a fishing cruise. Her crew of nine men were conducted to the station and sheltered there until the 12th, a part of which time they were provided with meals.

April 8-23.—In the forenoon of the 8th the keeper and crew of the Smith's Island Station, (Fifth District,) coast of Virginia, went to the assistance of the small schooner *Levi Lewis*, of Norfolk, Virginia. She had stranded on Fisherman's Island, some four miles to the westward of the station, during the dense fog and northeast gale which had prevailed on the 7th, and was still high and dry on the beach. Her crew of three men had landed safely and been made comfortable near by at the home of Captain William Walker, an employé of the Marine Hospital Service. The craft having driven so far up on the shore, it was found that she would have to be launched, and on the 23d the life-saving crew again went to the place and aided the captain of the schooner, who in the meantime had made the requisite preparations, to get her on skids and move her to a point where the following high water would float her. The cargo of oysters proved a total loss but the damage to the vessel was small.

April 8, 9.—Early in the morning (8th,) during a fresh northerly gale, the lookout of the Pea Island Station, (Sixth District,) coast of North Carolina, observed a ship running in towards the land just north of the station, before a heavy sea. When but little more than a mile from shore anchors were let go, and as the ship swung around head to the gale and sea, the masts were cut away to save the vessel. From signals displayed it was learned that the craft was the American ship *Alice M. Minott*, of Bath, Maine. Owing to the high and dangerous surf it was impossible for the life-saving men to board the vessel, and the captain was warned not to attempt to land, but to await the arrival of a tug, which was immediately sent for. The latter succeeded in getting to the ship early in the morning of the 10th, and towed her to a place of safety. In the meantime, almost constant communication had been kept up between the ship and the station by means of signals. The *Minott* was in ballast, and carried a crew of seventeen men.

April 8-10.—During a severe northerly gale the lumber-laden schooner *Nellie Potter*, of New Berne, North Carolina, from Washington, in the same State, and bound for New York, at anchor in Pamlico Sound, parted her chain at 1 o'clock in the morning of the first of these dates, drove ashore and filled with water. She stranded on the north point of Austin's Reef, about seven miles to the westward of the Durant's

Station and six miles to the northward of the Ocracoke Station, (Sixth District). Owing to the storm, the darkness of the night, and the distance, she was not seen at the station until daybreak. Her masts had been cut away to ease her, but the violence of the storm was unabated and the seas constantly swept over her. The life-saving crew made instant preparation to go to her in sail-boats, as it was impossible to row to windward in the gale. The Durant's crew first took a small boat, but were soon forced to put back, the wind being too strong for them. They procured a second and larger boat, but had proceeded hardly half a mile when her sail split and they were again compelled to return to the beach. They now employed a pilot-boat and her crew of three men to take them to the schooner. In the meantime the crew from Ocracoke were on their way in the supply-boat. They had to beat to windward through the chopping sea, and their little craft frequently shipping large quantities of water, vigorous bailing was necessary throughout the entire distance. Both crews arrived near the wreck at about the same time. The turbulence of the sea prevented their getting alongside, but the schooner's masts held by the rigging hung to the leeward of her, and by using one of these as a bridge the sailors made their way to the rescuing boats. The captain, mate and pilot accompanied the crew of the Durant's Station; the four seamen went with the other surfmen to Ocracoke. The captain and mate remained at the keeper's house fourteen days to look after the schooner. At the other station two of the men stayed but a few hours while their wet clothing could be dried and their immediate comfort be provided for; the other two staid over night. On the 9th and 10th, the wind and sea having moderated, the Ocracoke crew were employed on the schooner saving the clothing, sails, rigging, and other things that could be taken ashore in their boat. About two-thirds of the cargo was subsequently saved, and the vessel was raised and repaired. Her damages were found to amount to nearly half her value.

April 8.—The Buffalo Station, (Ninth District), Lake Erie, was opened on this date, and began the work of the active season. At 3 o'clock in the afternoon a small skiff, containing a man and a boy, capsized in front of the station, and the occupants were rescued by the prompt action of the surfmen, who threw out life-buoys, and with difficulty brought the pair ashore. The boy was very much exhausted, and would doubtless have drowned but for this timely assistance.

April 9.—About the middle of the afternoon the keeper of the Wash Woods Station, (Sixth District,) coast of North Carolina, received word by telephone from the keeper of the Pea Island Station, some sixty miles to the southward, that the ship *Alice M. Minott*, of Bath, Maine, was lying at anchor, dismasted, off that station, and wanted a tug. Two hours later a tug, being sighted off Wash Woods, was signaled, informed of the situation and sent down the coast to the aid of the distressed vessel.

April 9.—In the morning of this date the crew of the Cape Hatteras station, (Sixth District,) coast of North Carolina, hove afloat the small schooner *Atlantic*, of Beaufort, North Carolina, which had dragged her anchors and gone ashore on the inner beach, some five miles to the northward. She was bound to her home port from Gull Shoal, in ballast, and carried a crew of three men.

April 9.—The crew of the Durant's Station, (Sixth District,) coast of North Carolina, went to the small schooner *Venus*, of New Berne, which, while lying at anchor in Pamlico Sound during the violent storm of the 7th, with no one on board, had dragged ashore in the marsh about

three miles to the northwest of the station. She had received no injury in stranding, and by means of a trench dug through the marsh was readily floated.

April 9.—The crew of the Ocracoke Station, (Sixth District,) coast of North Carolina, during the afternoon of this date, picked up a canoe, which they towed to the station and properly cared for. Several weeks later the owner was found and the boat was delivered to him.

April 10.—During the day the lookout at the Wachapreague Station, (Fifth District,) coast of Virginia, seeing a sloop in a dangerous position, hoisted the International Code flags J D ("You are standing into danger.") She at once changed her course and went clear.

April 10, 11.—The small schooner *E. K. Rayfield*, of Onancock, Virginia, anchored inside Smith's Island, in the same State, parted her cables at half-past 2 o'clock in the morning of the 7th and went ashore about a mile and a quarter north-northeast of the Smith's Island Station, (Fifth District). A terrific northerly gale prevailed at the time, and as the tide was extremely full and the vessel without cargo, she drove very high on the beach, some sixty-five yards beyond the ordinary high-water mark. Her crew of three men escaped without injury. On the 10th the life-saving crew went to her, prepared every thing for launching her, and after working for two days succeeded in getting her afloat and enabled her to proceed. She was from Onancock, bound to Magothy Bay, both in Virginia.

April 10.—In the forenoon the keeper and crew of the Big Kinnakeet Station, (Sixth District,) coast of North Carolina, in response to a signal for assistance on the small sloop *F. M. Isabella*, of Edenton, North Carolina, (ashore half a mile northwest of the station,) went to and launched the craft. She had been left at anchor in Pamlico Sound with no one on board, and had dragged high and dry on the beach during the storm of the 7th. As she was perfectly safe in this position the captain had not until this time taken steps to get her off. The surfmen pried her up, got her on some hastily-constructed ways, took her about twenty-five yards on rollers and floated her after three hours of hard work. She had sustained no damage.

April 10.—On this date the captain of the stranded schooner *Pauline*, of Beaufort, North Carolina, came to the Cape Hatteras Station, (Sixth District,) coast of North Carolina, for assistance in floating his craft, which had gone ashore in Pamlico Sound during the storm of the 7th. The life-saving crew went to the scene, some five miles to the north-westward, pumped her out and hove her afloat. She was bound to her home port from Elizabeth City, North Carolina, light, and carried a crew of two men.

April 10.—In the morning of this date the crew of the Creed's Hill Station, (Sixth District,) coast of North Carolina, assisted in floating the schooner *Melville*, of New Berne, North Carolina, which had dragged ashore about four and a half miles north-northeast of the station, during a northerly gale of wind. She was without cargo, and undamaged.

April 10.—At half-past 6 o'clock in the morning the watch of the Thunder Bay Island Station, (Tenth District,) Lake Huron, heard a steamer's distress whistles to the south-eastward of the station. The life-boat was immediately manned and the surfmen, after a hard pull of some seven miles, arrived alongside the fishing steamer *Wayne Isbell*, of Detroit, Michigan, with nine men on board. Her crank was broken and she was entirely disabled. The captain said that he would require the assistance of a tug to reach a harbor. The life-saving crew accord-

ingly rowed to Alpena, eighteen miles distant, and obtained the tug *Ralph*, which at once proceeded, with the life-boat in tow, to the steamer. The relief party arrived on the scene at 4 o'clock in the afternoon, and the disabled craft was taken into port. The surfmen on this occasion pulled their boat almost thirty miles, and when the day's labor was over their hands were sore and they were well-nigh fagged out. The captain of the steamer was very grateful for the service rendered and expressed surprise at the quick work of the station men, who had responded so promptly to his whistles, which he feared could not be heard so far away.

April 10.—About an hour before noon the crew of the Ludington Station, (Eleventh District,) Lake Michigan, discovered a fire amongst some houses on the south side of the harbor. There being no water-pump and hose into their boat, pulled to the scene, and soon had an effective stream playing upon the fire. The burning houses were all frame buildings and the homes of fishermen. Three of them were unfortunately consumed before the surfmen could get the fire under control, but it was due to their diligent and well-directed efforts that a large portion of the settlement, consisting of twenty or thirty houses closely huddled together, was not destroyed. The occupants had hastily moved all their effects, not expecting that their dwellings could be saved.

April 11.—On this date the crew of the Little Kinnakeet Station, (Sixth District,) coast of North Carolina, discovered an unknown ship's masts and sails, supposed to have been cut away during a storm, adrift abreast of the station. A portion of the wreckage was secured, and turned over to a wreck commissioner.

April 11, 12.—About 4 o'clock in the morning of the first of these dates the Norwegian bark *Wolseley*, of Arendal, with one of her top-masts gone and in a sinking condition, was beached on the North Carolina coast some three miles south of the Big Kinnakeet Station and four and a half miles north of the Cape Hatteras Station, (Sixth District). She was bound to Portland, Maine, in ballast, from Buenos Ayres, Argentine Republic. A few minutes after the accident and almost simultaneously the patrols from the two stations discovered her, flashed their Coston signals to let those on board know that they were seen, and hastened to give the alarm. The vessel being nearer Big Kinnakeet, news of her condition was first received by the surfmen at that point. The keeper immediately telephoned the Cape Hatteras Station, mustered his crew, and started for the scene with the boat on its carriage. Arriving at a place abreast of the bark they launched their boat, pulled alongside, and took off her crew of thirteen men. They then returned and got a boat-load of the crew's effects, after which they conducted the shipwrecked men to the station. Early in the afternoon, when they had obtained dry clothing and something to eat, the surfmen made another trip to the bark, saving what they could, and later in the day they took the captain on board to make a survey, when she was found to be badly wrecked. Upon receiving news of the disaster the Cape Hatteras crew started for the scene with the apparatus, but did not arrive in time to be of material assistance. On the following day (12th,) the crews from the stations named united their efforts to save the cabin furniture and whatever other articles of value they could transport. The vessel was subsequently sold at auction by a wreck commissioner. The sailors were succored at the station seven days, when they left for Norfolk, first addressing the following letter to the General Superintendent of the Service:

"BIG KINNAKEET, NORTH CAROLINA, April 17, 1880.

"SIR: We hereby wish to thank the crew of the Big Kinnakeet Life-Saving Station for their prompt assistance. They lost no time in coming to us. We also wish to thank them for their kindness while at the station.

"Very respectfully,

"A. OLSEN, *Master*,
 "J. JOHNSON, *Mate*,
 "Of the Bark *Wolseley*, of Norway."

April 11.—The steamer *F. and P. M. No. 4*, of Detroit, Michigan, from Manistee and bound to Ludington, in the same State, with a passenger list of about twenty, a crew list of twenty-five, and a cargo of salt, approaching the last-named harbor during a heavy fog, went aground on the outer bar, about four hundred yards northwest of the Ludington Station, (Eleventh District,) Lake Michigan. The accident occurred at 6 o'clock in the evening and was at once made known at the station by the blowing of the steamer's whistle. The life-saving crew pulled out to her and made soundings around her. Finding that there was sufficient water to permit tug-boats to work alongside, they returned to the harbor and notified two tugs with regard to the matter. They then went again to the steamer and landed two of the passengers who were very anxious to get ashore. The tugs in the meantime got lines to the stranded vessel. They worked for an hour endeavoring to haul her off, then found it necessary to send for a lighter. The station men boarded the steamer and helped to transfer to the scow upon its arrival some four hundred barrels of salt, after which the tugs readily released the craft. She had received no damage.

April 11.—Shortly after dark, while the patrol of the Kenosha Station, (Eleventh District,) Lake Michigan, was about a mile south of the station he discovered a small schooner very near the breakwater and in such a position that she could not get away. She was dragging her anchors and in imminent danger of being driven against the structure and wrecked. The patrol hurried back to the station and alarmed the crew, who speedily set off in the surf-boat to the scene. A dense fog prevailed, with a heavy sea rolling in, and there was every indication of an approaching storm. The life-saving crew got a line to the craft and after a hard pull of an hour, succeeded in towing her safely into the harbor whither she was bound. This assistance was none too soon, for right after the vessel reached shelter a gale set in which, had she remained where she was, would have driven her against the breakwater and destroyed her. The captain warmly appreciated the service rendered him. She was the *Lenzena*, of and from Chicago, Illinois, light, with a crew of two men.

April 12.—About 5 o'clock in the afternoon the lookout at the Wallop's Beach Station, (Fifth District,) coast of Virginia, saw a large schooner running directly for William's Shoals at the entrance to Chincoteague Inlet. He promptly hoisted the International Code flags J D ("You are standing into danger,") whereupon she tacked and stood seaward.

April 12.—About half-past 7 o'clock in the morning, during very hazy weather, the schooner *Emma McAdam*, of Calais, Maine, from New York and bound to Baltimore, with a crew of five men and a cargo of copper ore, stranded on the outer shoal of Carter's Bar, some three miles to the southward and eastward of the Cobb's Island Station, (Fifth District,) coast of Virginia. She was seen by the lookout and

reported to the keeper, but as she lay quietly and made no signals it was supposed that she had anchored to wait for a fair wind. About two hours later, however, the surfmen saw that the vessel's crew were attempting to run out an anchor. They accordingly launched their surf-boat and pulled to the schooner. They waited on board until the time of high water, then assisted to heave up the anchor and to make sail. The vessel was thus forced over the bar into a slue, and piloted by the keeper safely out between the shoals into good water, much to the relief of the captain.

April 13.—At half-past 5 o'clock in the afternoon the small fishing schooner *Ida May*, of Gloucester, Massachusetts, carrying a crew of nine men, ran aground on Handkerchief Shoal, four and a half miles southwest of Monomoy Station, (Second District,) coast of Massachusetts. The mishap was witnessed by the watch, and the station crew immediately set out in their surf-boat, reaching the schooner just as she floated. As her crew were unacquainted with the shoals in the vicinity, the keeper piloted the schooner out into deep water, receiving the thanks of the captain.

April 13.—At quarter past 3 o'clock in the day one of the surfmen of the Coney Island Station, (Third District,) coast of New York, saw a small cat-boat in Sheepshead Bay channel, about one-fourth of a mile northeast of the station, capsize and throw its four occupants into the water. Being at some distance from the house, he hurried towards it and soon succeeded in attracting the attention of one of his comrades there. The latter instantly gave the alarm, and the crew, picking up a light skiff, ran across the fields and launched the boat. Three of the men quickly pulled to the overturned craft, and within fifteen minutes from the time of the accident had the unfortunate sailors safely in the skiff. Landing, the life-savers helped the benumbed and exhausted men to the station and gave them hot coffee, assisted them to get off their wet garments, and supplied them, from the box sent to the station by the Women's National Relief Association, with clothing for use while their own was drying. Some time elapsed before the men recovered from the effects of their exposure, but towards night they were able to set out for their homes. In the meantime some of the station crew saved the sail-boat and most of the articles which had gone adrift from it. These were subsequently returned to the owners. It was evident that but for the facts that the sea was smooth and that the station crew arrived almost immediately, this mishap would have resulted fatally, for no member of the party was able to save himself by swimming, and all were obliged to support themselves by clinging to the capsized boat, which their combined weight submerged to the depth of more than a foot and rendered very unstable. They were also fast losing the use of their hands from the paralyzing effects of the cold, and could not, as they afterwards assured their rescuers, have held on five minutes longer.

April 14, 15.—On the night of the 13th the schooner *Flora*, of North Haven, when off Long Point, near Cutler, on her way to Eastport, all in Maine, collided with the British schooner *Sea Foam*, of Saint John, New Brunswick. The former vessel, which carried a crew of five men and a freight of flour and coke, had a large hole stove in her port bow, and it was found necessary to beach her at Boot Head, to prevent her sinking. The captain and his men landed and the former went to Eastport for assistance. The vessel which lay some four miles to the southwest of the Quoddy Head Station, (First District,) could not be seen from that place, and not until 3 o'clock in the afternoon of the 14th did

a rumor of the occurrence reach the keeper. He then drove quickly to her and found the crew on the beach guarding the articles which they had succeeded in getting ashore. The schooner had, while thumping the bottom, burst open her hatches and lost a good deal of her flour. Knowing that repairs could be made only at low tide the keeper, after spiking strong planks across the hatches and promising the mate that he would return at 4 o'clock the following morning, went back to his station. Long before daylight and promptly at the appointed hour of the morning of the 15th, the life-saving men arrived at the scene and at once went to work to save the schooner. They got the water out of her, covered the hole in the bow with layers of canvas temporarily stopping the leak, bent the sails, ran out anchors, and manned the pumps. As the flood-tide made, they easily hove the vessel afloat and soon had her under way. Her crew, who had been harassed through the night by a gang of men intent on plundering the schooner, were thoroughly cowed and refused to go on board. The schooner had gone but a short distance when she was found to be leaking badly, and investigation showed that the canvas which covered the opening in the bow had been cut by the barked wreckers. By shifting the cargo aft the trouble was overcome and the vessel proceeded without further serious mishap to Lubec Narrows, where she was subsequently turned over to the grateful captain who had abandoned all hope of getting her afloat. She was considerably damaged, and the loss on the cargo amounted to half its value.

April 14.—About nine thousand feet of pine planks came ashore near the Bodie's Island Station, (Sixth District,) coast of North Carolina, which the crew secured and piled up on the beach. No owner being found the lumber was turned over to a wreck commissioner.

April 14.—On this date a quantity of pine lumber came ashore near the Oregon Inlet Station, (Sixth District,) coast of North Carolina, and was secured by the crew. There being no claimant the keeper turned the property over to a wreck commissioner, who caused its sale at auction.

April 14.—The keeper of the Velasco Station, (Eighth District,) coast of Texas, observed about half-past 6 o'clock in the evening a signal of distress on board a lumber-laden schooner in the offing. He at once manned the surf-boat and boarded the vessel, which proved to be the *Annie*, of Galveston, Texas, endeavoring to get into the harbor at Quintana. The master had been suddenly prostrated by a partial paralysis and was lying helplessly on the deck. The outward current was now so strong that it was impossible to take the craft into the harbor. The station crew accordingly transferred the sick man to the surf-boat and took him to town, where they placed him in the hands of a physician. They then returned to the schooner and made all secure, and later they took on board a friend of the master, who was to have charge, and who on the following day took the vessel in and discharged her cargo.

April 14.—Between 1 and 2 o'clock in the afternoon the small fishing schooner *Nellie M.*, of Cleveland, Ohio, became disabled a quarter of a mile north of the Cleveland Station, (Ninth District,) Lake Erie. She was unladen and had a crew of four men. The loss of her tiller had caused her to become unmanageable, and she struck the east pier of the harbor. The surfmen lost no time in going to her assistance. By means of the dinghy they towed her to a place of safety.

April 15.—The crew of the Holland Station, (Eleventh District,) Lake Michigan, rendered assistance, which was gratefully acknowledged, to

the schooner *Norma*, of Grand Haven, Michigan, in towing her through the harbor of Holland into Black Lake.

April 16-18.—During a strong northeast gale the schooner *Carolina*, of New Berne, North Carolina, at anchor in Hatteras Inlet, parted her cables and stranded about two miles east-northeast of the Ocracoke Station, (Sixth District). The accident occurred at 6 o'clock in the morning of the 16th and was at once reported by the lookout. The life-saving crew made hasty preparations to go to the rescue. Dragging the apparatus-cart they arrived at the place at half-past 7 o'clock, to find that the vessel had driven well inshore and that the crew were about to land in their yawl. There was therefore no need of the apparatus. When the schooner's boat approached the beach the station men by wading out to meet it steadied it through the heavy surf and safely to the shore. The six men constituting the crew were taken to the station and well cared for. In the afternoon the surfmen went on board and saved the personal effects of the men, and on the 18th they were employed on the schooner all day endeavoring to float her. They ran out anchors and attempted to heave her off on the high water, but without success. As the tide fell they dug away the sand under the craft and again on the flood tide the work of heaving her afloat was resumed. It was found impossible, however, to move her, and at midnight the station crew returned to their post. The captain gave the vessel over to wreckers who, on the 13th of May, got her afloat without apparent injury. Her freight, consisting of general merchandise, which had been taken on board at New York and was destined for Washington, North Carolina, was saved.

April 17.—In entering Winter Harbor, (Saco Bay,) at 9 o'clock at night the light schooner *Minstrel*, of Bath, Maine, got out of the channel and stranded on Negro Island Bar, about a mile north-northeast of Fletcher's Neck Station, (First District,) coast of Maine. She was immediately seen by the patrol and the station crew boarded her without delay. The accident occurred at low water and as the sea was smooth the vessel lay easily on the bar. She floated early on the flood tide and was assisted by the station men to a safe anchorage in the harbor, having sustained only slight damage. She was from Boston, manned by a crew of three, and was on her way to Edgecomb, Maine.

April 17.—Upon this date and during the two days immediately preceding, a northeast gale prevailed in the region between the capes of the Delaware and those of the Chesapeake. About two hours before midnight of the 16th, the small schooner *Rebecca M.*, of Philadelphia, Pennsylvania, at anchor in Chincoteague Inlet, Virginia, parted her chains and was driven ashore a mile and a quarter north-northeast of the Wallop's Beach Station, (Fifth District). The accident occurred at high water, and as the storm caused a very full run of tides, the craft went high on the beach. As the vessel was inside the harbor, and no signals were made on board, the station patrol did not discover her situation until nearly 5 o'clock the following morning (17th). It being low water he was able to step on board, and after conferring with the captain, he returned to the station and reported the circumstances. The flood tide soon beginning to make, the life-saving crew went to her and attempted to heave her afloat, but the anchors failed to hold, and their efforts proved fruitless. On the next low water, however, they again ran out the anchors, and at about 9 o'clock at night, the tide being very high, they succeeded in floating her uninjured. But for the prompt and effective aid of the surfmen the vessel would have had to be launched at a heavy expense, as she was far beyond high-water mark



of the ordinary tides. She was at the time from Atlantic City, New Jersey, bound to Parker's Bay, Maryland, in ballast, and had a crew of two men.

April 17.—The crew of the Wash Woods Station, (Sixth District,) coast of North Carolina, discovering through the fog a steamship standing directly toward the beach, hoisted the warning flag signal J D ("You are standing into danger,") whereupon the vessel hauled off shore.

April 17-19.—The north patrol of the Poyner's Hill Station, (Sixth District,) coast of North Carolina, at 4 o'clock in the morning of the 17th, discovered a stranded vessel about three miles north-northwest of the station, and burned a Coston signal to apprise the unfortunate crew that help would soon arrive. He then hastened back with the alarm. The keeper telephoned to the adjacent station to the north—Whale's Head—requesting the co-operation of the keeper and crew at that point, and with his surfmen set out for the wreck, dragging the beach-apparatus cart. When within half a mile of their destination, they were met by a surfman from Whale's Head, with a horse, which was quickly hitched to the cart. They got abreast of the wreck at quarter past 5 o'clock and found that the other life-saving crew were on the spot and had made ready to begin operations as soon as the beach-apparatus should arrive. It was the work of very few minutes to prepare the Lyle gun, and by a single trial the shot-line was thrown on board. The vessel was about one hundred and seventy-five yards from the beach, and though the surf was very rough, and she was rolling heavily, nothing interfered with the successful use of the breeches-buoy. It was found necessary, however, as the tide was rising and the vessel working inshore, to set up the hawser twice during the operations. Four trips of the buoy landed the captain and his three men, and they were conducted to the Poyner's Hill Station. Their craft was the barge *N. Boynton*, of Bath, Maine, from Providence, Rhode Island, bound in tow to Norfolk, Virginia. During the strong northeast blow with fog which prevailed throughout the night she had parted her hawser and stranded a short time before she was discovered by the patrol. Upon reaching the station the sailors, being wet and chilled, were provided with clothing for use while their own was drying. One of the men was sick, but after receiving prompt treatment with suitable remedies from the medicine chest he grew better, and on the 19th was able to go to Norfolk with two of his shipmates, the keeper having obtained free passage for them to that point. The captain, however, remained with the life-savers thirteen days, during which time the barge, which ultimately became a total loss, was stripped by a salvage company.

April 17.—On this date the schooner *John Shay*, of Port Jefferson, New York, was wrecked on the North Carolina coast in the vicinity of the Cape Hatteras Station, (Sixth District). Her entire crew, consisting of six men, were lost before assistance could reach them. For the details of this unfortunate disaster, see page 45.

April 18.—During the afternoon a small dwelling house, situated about half a mile south of the Grindstone City Station, (Tenth District,) Lake Huron, was set on fire in several places by sparks from two burning barns on the premises. As soon as the flames were discovered from the station, the keeper and crew hurried with all speed to the place, and by their active efforts succeeded in saving the dwelling.

April 19, 20.—At half-past 5 o'clock in the afternoon of the first of these dates, word was brought to the keeper of the Beaver Island Sta-

tion, (Eleventh District,) Lake Michigan, by a messenger on horse-back, that the schooner *Moonlight*, of Cleveland, Ohio, was ashore on the south end of the island, and that her captain wanted assistance. There being no regular crew employed at this station the keeper got five fishermen to accompany him in his sail-boat. They had nearly eighteen miles to go, and having a head wind, did not reach their destination until 10 o'clock at night. A tug arrived at about the same time and made an attempt to pull the schooner afloat, but she was hard and fast aground. She had stranded at half-past 6 o'clock in the morning, the weather being very foggy. A force of laborers had been employed to assist her crew, which numbered ten all told, in lightening her of a part of her cargo. This consisted of iron ore which had been taken on board at Escanaba, Michigan, for Erie, Pennsylvania. The keeper and his men assisted in the work throughout the night and the following day (20th,) until 3 o'clock in the afternoon, when the schooner was released. The keeper, who was the recipient of the captain's heartfelt thanks, landed the laborers and with his crew returned to Beaver Harbor, arriving home at 6 o'clock. The tug took the vessel, which was considerably injured and leaking badly, to Cheboygan. About one-fourth of the cargo was lost.

April 19.—In the morning the steamer *Colin Campbell*, of Milwaukee, Wisconsin, arrived off Ludington, Michigan, but was unable to find the harbor entrance, owing to the dense fog. The steamer blew a distress signal, and the crew of the Ludington Station, (Eleventh District,) immediately launched the surf-boat and pulled out to her. The keeper piloted the steamer in between the piers, receiving the thanks of her captain for the assistance.

April 19.—At 7 o'clock in the morning the crew of the Shoalwater Bay Station, (Twelfth District,) Washington Territory, put off in the surf-boat to a sloop discovered by one of the surfmen drifting into danger, towards the north spit of the inlet to the bay, about four miles southwest of the station. Before they reached her she dropped anchor near the outer breakers, a smooth place at low water, but dangerous during flood tide. She was found to be the *Rambler*, of Astoria, Oregon, loaded with apparatus for a salmon cannery, and having on board a crew of two men who were unacquainted with the locality. As the flood tide was about to run, which would cause rough water where she lay, a line was passed to the vessel and she was taken in tow of the surf-boat to a safe anchorage. A little while later the sea was breaking heavily on the spot from which she had been moved. A north-west breeze springing up, the keeper piloted her into the proper channel, whence she proceeded on her way to Astoria. The sloop would probably have fared badly and the two men been placed in peril of their lives had the surfmen not promptly arrived on the scene.

April 20.—The keeper and crew of the Manistee Station, (Eleventh District,) Lake Michigan, learning that an insane man, who had escaped from an asylum, had taken a boat and gone out into the river half a mile east of the station, pulled to the place in their skiff. The man had capsized his boat but had succeeded in getting ashore, and was just endeavoring to launch for the second time when the station men arrived. They at once took charge of him and turned him over to the proper authorities.

April 20.—At 5 o'clock in the afternoon a party consisting of two gentlemen and two boys started out from Manistee, Michigan, in a small sail-boat. They were bound to Onekama, a neighboring harbor, on a fishing trip. The wind which was already blowing fresh from the south-

ward soon increased and they were forced to take in their sail and let their craft drift with the gale. The lookout at the Manistee Station, (Eleventh District,) observing their extreme danger, reported to the keeper. The latter manned the surf-boat and put out to the rescue. After a chase of an hour and a half the surfmen overhauled the boat some ten miles north of the station and three miles out in the lake. The wind and sea being high the people in the boat were unable to do anything with their craft beyond keeping her head to the sea, and were rapidly driving by their destination. They were taken into the surf-boat and with the sail-boat in tow, the harbor at Onokama was made after a long and tedious struggle. As it was impossible to row to windward, the station men, after partaking of supper provided for them by one of the grateful men, returned to their station, a distance of twelve miles, on foot, reaching home shortly after midnight. The storm continued through the night, and it is not unlikely that but for the ready aid of the life-saving crew the entire party would have been drowned.

April 20, 21.—The keeper of the Ludington Station, (Eleventh District,) Lake Michigan, received a request in the morning of the 20th to assist a tug to get a boom of logs off the beach near the station. The logs were very heavy and the boom had to be floated in sections, three or four sticks at a time. The surf-boat was used in running the line from the tug to the logs. Late in the afternoon the sea became so heavy that operations had to be suspended, but early the following morning (21st,) work was resumed by the tug and the life-saving crew, and the remaining logs were hauled afloat.

April 21.—About 9 o'clock in the morning the lookout at the Crumple Island Station, (First District,) coast of Maine, sighted a vessel, apparently in distress, some three miles to the south-westward. The life-saving crew at once launched the surf boat and pulled out to her. She proved to be the schooner *Libbie T.*, of Halifax, bound to Londonderry, both in Nova Scotia, from Boston, Massachusetts, with a general cargo and carrying three passengers and a crew of four men. At 9 o'clock the previous evening she was struck by a heavy squall and had some of her spars carried away and sustained other damage. The surfmen cleared up the wreckage and got the craft to a safe anchorage under lee of Great Wass Island. They then repaired the broken spars and set her foresail, after which she proceeded on her way.

April 21, 22.—At half-past 8 o'clock in the evening of the 21st, the night being very dark, the schooners *Manitou*, of North Haven, Maine, and *W. H. Oler*, of Dennis; Massachusetts, while entering Muscle Ridge Channel, coast of Maine, from the westward, during a fresh southwest breeze, came in collision and at once drifted on Hay Island Ledge, about a mile east-northeast of White Head Station, (First District). One of the patrolmen observed the mishap and after burning a couple of Coston signals, hastened to the station with the alarm. The surf-boat was speedily launched and pulled to the ledge. The schooners lay side by side, and fortunately neither had received serious damage. The life-saving crew cleared the gear which had fouled and got out fenders between the vessels to prevent further injury. Towards midnight, the wind having hauled to the northwest and the flood tide having made, the schooners were readily floated and securely anchored. The station crew made temporary repairs to the rigging of the *Manitou* so that she was able to proceed into Rockland, whither she was bound. They subsequently telephoned for a tug for the *Oler*. Both vessels were from Boston, light. The latter was bound to Bangor, Maine, and had a crew of nine men. The crew of the former vessel numbered five.

April 21.—At half-past 2 o'clock in the afternoon the small steamer *Sunshine*, of Cape Charles City, Virginia, while on a trip up the Machipongo River and when about three miles west of the Hog Island Station, (Fifth District,) coast of Virginia, became disabled by the breaking of her shaft, and immediately blew her whistle as a signal of distress. This being heard at the station the life-saving crew without delay put off in the surf-boat. Arriving alongside the steamer they took her in tow and after four hours of hard rowing, succeeded in getting her to a safe anchorage. She was bound to Machipongo from Hog Island and carried a crew of three men.

April 21.—In the afternoon of this date, while two of the surfmen belonging to the Santa Rosa Station, (Eighth District,) coast of Florida, were visiting the Pensacola navy-yard, they noticed a large cat-boat containing two men capsize a quarter of a mile from the shore during a sudden squall. At the time of the accident she was sailing a race with another boat which, when the squall came up, ran for the beach. The two men were thrown into the water, but managed to get into a skiff that they were towing. The life-saving men manned a boat that was near at hand and quickly pulled to the scene. They unshipped the mast of the overturned sail-boat and towed her to the shore, where they succeeded in righting her and bailing her out. They then rigged up the mast, put things in order, and delivered the boat to the owners.

April 21.—An accident which came near proving fatal to two young men occurred at half-past 11 o'clock in the morning on the Sturgeon Bay Canal about one-half mile west of the Sturgeon Bay Canal Station, (Eleventh District,) Lake Michigan. The men were coming down the canal in a sloop which capsized through having too much sail spread. The alarm was given by the lookout, and in a short time the surf-boat had reached the scene and rescued the men, who were found clinging to the bottom of their boat. The latter was taken in tow. Arriving at the station the dripping men were furnished with warm clothing until their own could be dried. The sloop was righted and bailed out. After remaining eight hours at the station the men sailed for Sturgeon Bay in their own boat, none the worse, apparently, for their mishap.

April 22, 23.—At half-past 7 o'clock in the morning of the 22d the schooner *Portland Packet*, of Eastport, Maine, missed stays and went ashore on Wormell's Ledge, about a mile and a quarter east-northeast of the Quoddy Head Station, (First District,) coast of Maine. One of the surfmen saw the craft strike the shoal, and the station crew went on board without delay. The tide was falling and the vessel was fast until the following flood. In the afternoon, on the rising tide, there being a strong northwest breeze, by hoisting the sails and trimming them aback the vessel was forced off the ledge. She was then taken to a good anchorage, after which the life-saving crew made a trip to Lubec, a distance of three miles, to transact some business for the captain. The next morning at daybreak a signal for assistance was made on board, and the surfmen again promptly responded by launching their boat and pulling alongside. The schooner, as they found, had sustained some slight damages and was leaking badly. The keeper, leaving part of his crew to help at the pumps, took the captain to Eastport, where a tug was employed to tow the craft into that port for repairs. The schooner, which had loaded plaster at Red Beach, Maine, and was bound to Portsmouth, New Hampshire, had a crew of four men.

April 22.—The schooner *Henry Morganthau*, of and from Portland, Maine, manned by a crew of eighteen men, and bound on a fishing trip,

while at anchor just to the westward of Little Cranberry Island, Maine, on the night of the 21st fouled her anchors during a northwest blow and dragged ashore about a mile and a half west-northwest of the Cranberry Isles Station, (First District). As the station is on the eastern shore of the island, the accident, which occurred about half an hour before midnight, was not observed by the watch. Some of the sailors, however, soon made their way to the station and applied for assistance, and the life-saving crew at once set out with their surf-boat, arriving alongside the schooner at 1 o'clock in the morning (22d). They carried out and planted two anchors, then helped to heave the schooner afloat and clear of the shoal and to recover her kedge. After getting the sails reefed the captain thanking the station men for their services got his vessel under way and proceeded on his cruise.

April 22.—The schooner *Carrie C. Miles*, of Provincetown, Massachusetts, while passing through Muscle Ridge Channel at 1 o'clock in the morning, was struck by a heavy squall from the northwest and forced to anchor in a very exposed position near the dangerous Clam Ledges, about three miles east-northeast of the White Head Station, (First District,) coast of Maine. When the weather moderated her crew, which numbered five, was utterly unable to weigh the anchor. Her perilous situation, however, was not known by the life-saving crew until afternoon, when a telephone message requesting assistance for the schooner was received from Rockland, where she had been reported by a passing vessel. The keeper and his men went on board without delay and assisted to get her under way, work her into Lobster Cove, bring her to anchor, and furl sail. The craft was from her home port in ballast and bound to Rockland, Maine, for a cargo.

April 22, 23.—About noon of the first of these dates a vessel was discovered ashore on the flats some two miles to the north-eastward of the Hunniwell's Beach Station, (First District) coast of Maine. The life-saving crew without delay put off in the surf-boat to her relief. She proved to be the schooner *Henrietta*, of Bucksport, Maine, bound to Boston, Massachusetts, from Winnegance, Maine, with a cargo of wood, and carried one passenger and a crew of three men. She listed hard over and was full of water. The surfmen shifted the deck-load, righted the craft and pumped her out. This was all that could be done at that time, and the station men returned to their quarters to await the next tide. Accordingly at 4 o'clock the following morning (23d,) they went back to the vessel, made sail, and got her off the flats and into a place of safety. She was but slightly damaged.

April 22, 27.—During a fresh northwest blow the sloop *Lillie Dean*, of Patchogue, New York, while lying at anchor in Great South Bay, with no one on board, fouled her anchor, and on the high water, at 4 o'clock in the morning of the first of these dates, dragged ashore about a quarter of a mile northeast of the Blue Point Station, (Third District,) coast of Long Island. One of the surfmen discovered her position and quickly notified his comrades, who lost no time in going to her. She was high and dry, but in no danger, as there was no surf in the bay, and the life-saving crew returned to the station. On the following high water they went to her again, but were unable to get her afloat. They found that it would be necessary to wait for a full tide, and on the 27th, the tide serving, they succeeded in floating her uninjured. The next day the keeper delivered her to the owner.

April 22.—In the afternoon five boys, aged from twelve to fourteen years, who had set out from Charleston, South Carolina, on a fishing and gunning expedition, landed on Morris Island, about two and a half

miles from the Morris Island Station, (Seventh District). The wind soon sprang up from the northeast and blew so hard that they could not work their boat back to the city. They accordingly proceeded to the life-saving station, where their clothes were dried, and they were fed and lodged for the night. The next morning, the northeaster still prevailing, with a high sea running, the keeper detailed two surfmen to take the boys home, a distance of eight miles, in the station supply-boat. On arriving in the city it was found that great anxiety had been felt for the safety of the lads. The parents were deeply grateful to the crew for the assistance rendered their boys and for the kindness shown them while at the station.

April 22, 23.—On the first of these dates the crew of the Middle Island Station, (Tenth District,) Lake Huron, rowed the captain of the schooner *York State*, of and from Chicago, Illinois, to the main-land on business relating to his vessel, which, during a gale, had disabled her rudder. The next day the surfmen brought him back to the schooner. This service, covering some eight or ten miles, greatly facilitated the work of repair. The vessel was loaded with corn, bound to Owen Sound, Canada, and had a crew of seven men.

April 23, 24.—Shortly before midnight the east patrol at the Race Point Station, (Second District,) coast of Massachusetts, reported to the keeper a vessel ashore abreast of the station. The keeper at once called away the surf-boat and boarded the craft, which proved to be the schooner *James Drinan*, of and from Boston, setting out on a fishing trip, with a crew of fourteen men. The captain stated that the accident had occurred through mistaking the distance from shore. As the tide at the time was low, the sea smooth, and the wind off shore, there was nothing to do but wait for the flood. All sail was trimmed to the wind and an hour later, the water having risen a little, the schooner slipped off the bar. Having sustained no damage she proceeded on her cruise.

April 23.—While the crew of the Ship-Canal Station, (Tenth District,) Lake Superior, were out practicing in the surf-boat their attention was attracted to a steamer that was blowing whistles for assistance. The surfmen pulled alongside of her and found that she was the *Robert Holland*, of Chicago, Illinois, bound thence to Washburn, Wisconsin, without cargo, and having a crew of fifteen, all told. Her machinery had got out of order and the captain wanted to be piloted into the harbor. The keeper took the vessel safely inside. Later in the day the life-saving crew rowed the captain some five miles down Portage Lake to a blacksmith, who made the necessary repairs to enable him to proceed on his journey.

April 23.—At half-past 1 o'clock in the afternoon a fire broke out in the engine house of the Chicago and Western Michigan Railway Company about one-quarter of a mile from the Pent Water Station, (Eleventh District,) Lake Michigan, and spread rapidly. The station crew immediately went to the fire, taking with them the force-pump and hose and fire buckets. The flames gained such headway that it soon became apparent that the engine house could not be saved, so the surfmen turned their attention to protecting the dwelling of the light-house keeper, towards which the strong wind was carrying sparks and burning fragments of wood. The house was in great danger, but by drawing water from the river and keeping the exposed side and roof thoroughly wet, it was saved.

April 24, 25.—At quarter past 2 o'clock in the day, (24th,) the small schooner *Louisa B. Robinson*, of Tuckerton, New Jersey, ran aground on a sand bar inside Absecon Inlet, about a mile to the northward of the Atlantic City Station, (Fourth District,) coast of New Jersey. The

vessel was from Chincoteague, Virginia, bound to Atlantic City with a crew of two men and a freight of oysters. The life-saving crew went to her in the surf-boat, ran out an anchor and endeavored to release her, but without effect. They then returned to the station to await the next flood tide. About 8 o'clock at night they again pulled to her taking their own hawser, as the schooner carried none. They worked on board throughout the night, twice running out the anchor, and shortly after 4 o'clock in the morning, (25th,) with the help of the sails, they succeeded in getting the craft afloat. She was found to be uninjured.

April 24.—A surfman of the Pea Island Station, (Sixth District,) coast of North Carolina, while patrolling the beach observed a dead body in the surf, which proved to be that of a young colored sailor. It was pulled out on the beach clear of the tide, and the keeper was notified. The clothing was thoroughly searched and in the pockets were found several papers and twenty-five dollars in currency. From the papers it was learned that the name of the deceased was Robert Nolan, aged seventeen years, and that he had served on the English ship *Canute* and the American ship *David Crockett*. The letters on the cork jacket which he wore were so nearly obliterated that the name of the vessel from which he had been lost could not be ascertained. The money and papers were turned over to the proper authorities and the body was decently buried.

April 24.—The morning watch of the Galveston Station, (Eighth District,) coast of Texas, at about 7 o'clock, reported a sloop ashore a quarter of a mile west of the station. The life-saving crew were speedily mustered and launching the surf-boat they pulled to the vessel's assistance. She was found to be the *Kelvin*, of Baltimore, Maryland, bound in. She had two men on board and was without cargo. While working up the harbor in a light breeze she had stood too near the beach and the tide had set her ashore before her crew could put her on the opposite tack. The surfmen ran out an anchor and after an hour's hard work have her afloat undamaged.

April 24.—Shortly before dark, during thick, rainy weather, the watch of the Buffalo Station, (Ninth District,) Lake Erie, reported a tug ashore near the breakwater of the Erie Basin, half a mile northwest of the station. The surf-boat was immediately launched, and the life-saving crew, pulling alongside, found the craft to be the *W. I. Babcock*, of Buffalo. She had stranded in the fog. The surfmen ran a large hawser from her to another tug and the latter after a hard pull succeeded in floating her off undamaged. She had a crew of four men.

April 24.—At noon a yawl-boat was seen adrift in the outer harbor about three-quarters of a mile northeast of the Cleveland Station, (Ninth District,) Lake Erie. The life-saving men put off to it in the dinghy, towed it to the station, and subsequently delivered it to the owners.

April 24.—About half-past 10 o'clock in the morning, during a heavy gale and high sea, the crew of the Thunder Bay Island Station, (Tenth District,) Lake Huron, discovered a steam-barge and her consort shaping a course between North Point and Sugar Island, a dangerous locality. The International Code flags J D ("You are standing into danger,") were immediately hoisted, whereupon she hauled out into the lake.

April 25.—The schooner *Pavilion*, of Machias, Maine, when about three miles east of the Cross Island Station, (First District,) coast of Maine, had her yawl washed from her davits. The captain signaled to the life-saving crew for assistance, and they at once pulled out in the surf-boat to ascertain the trouble. They recovered the boat and deliv-

ered it to the master, who had brought his vessel to anchor in a harbor close by.

April 25, 26.—At 8 o'clock in the evening of the 25th the patrol on the western beat from the Great Egg Station, (Fourth District,) coast of New Jersey, discovered the small schooner-rigged yacht *Mabel* high and dry on the beach about a mile southwest of the station. She was from Somers Point with a party of three persons, two gentlemen and a lady, who had beached her at high water and landed to search for shells. When ready to return home they found that the tide had left the craft and they were unable to release her. The surfmen therefore conducted them to the station, where they were made comfortable for the night and until the following afternoon. The life-saving crew set out for the yacht at 4 o'clock in the morning of the 26th, got her afloat on the flood tide, and took her into harbor at Longport.

April 25.—About 7 o'clock in the evening a bark was discovered through the prevailing mist to be approaching the beach in the neighborhood of the Little Island Station, (Sixth District,) coast of Virginia. The International Code signal J D ("You are standing into danger,") was promptly hoisted, whereupon she tacked and stood off shore.

April 25. The day watch of the Sturgeon Point Station, (Tenth District,) Lake Huron, at about 10 o'clock in the morning discovered a vessel between eight and nine miles north of the station near what is known as Black River Island, but no signals being hoisted and as vessels frequently anchor in that locality to take on cedar ties and posts, it was supposed the craft was there for that purpose. In the course of half an hour the wind, which had been light, shifted to the northwest and as the vessel did not swing round the surfmen concluded that something was wrong. They accordingly launched the life-boat and after a hard pull to windward of nearly three hours arrived alongside. She proved to be the three-masted schooner *White Star*, of Port Huron, Michigan, bound from Saint Clair to Elk Rapids, in that State, with a load of brick and having a crew of seven men. It appears that she had been in tow of the tug *Hercules*, which, through some mistake, got too near the island and ran the schooner on a reef in six and a half feet of water. This occurred early the previous day (24th). The hazy condition of the atmosphere prevented the life-saving men from seeing her sooner. The tug also struck but managed to work off after throwing over several tons of coal. She broke her rudder and was obliged to go to Alpena, eighteen miles distant, for repairs. A tug with steam pumps reached the scene just before the life-saving crew. The latter assisted to rig the pumps and sounded out an off-shore channel through which the vessel could be taken when floated. The *Hercules* arrived after the damage to her had been repaired, and the surfmen ran hawsers, being obliged to bend three of them together to get a sufficient scope of line to work with. It parted on account of the heavy strain brought to bear upon it and they hauled it in and coiled what they could in the life-boat and a yawl. This was a difficult task as part of the line caught underneath the rocks and it required a luff-tackle purchase to clear it. They attempted to run it again between the vessels, but it was now nearly midnight and very dark and it was deemed advisable to suspend operations until daylight. The station men therefore hauled back the portion they had carried out and waited until morning (26th). The tugs then came back and work was resumed, the surfmen running the necessary lines. Finding it impossible to move the vessel without lightening her the station crew assisted to throw overboard some fifteen thousand brick. Finally, at 11 o'clock in the forenoon, the tugs succeeded in pulling the craft off

and started with her for Bay City, Michigan. She had sustained, apparently, but little damage. The following letter from the owner of the schooner was subsequently received by the General Superintendent:

“PORT HURON, MICHIGAN, *May 2, 1889.*

“SIR: On April 24th the schooner *White Star*, valued at ten thousand dollars, partly loaded and in tow of a tug, ran ashore on Black River Island Reef, and there being some sea at the time was in great danger of pounding bottom. Captain J. E. Henderson, of the Sturgeon Point Life-Saving Station, some ten miles distant, discovered our situation and with his crew came promptly to our relief. After they had worked some thirty hours in running about two thousand feet of line to the tugs and assisting to lighten the schooner, we succeeded in getting her off. Too much credit can not be given these resolute men, for had they not been at hand our vessel could not have been released before a gale of wind would have overtaken us, and the chances then would have been against floating her at all.

“Yours, respectfully,

“L. L. SLYFIELD,

“*Owner of Schooner White Star.*”

April 25.—Half an hour before noon the captain of the schooner *Guido*, of Grand Haven, Michigan, telegraphed to the keeper of the Manistee Station, (Eleventh District,) Lake Michigan, to bring a tug, hawser, and life-boat to Pierport, sixteen miles north of the station, to the assistance of his vessel. The gale which had prevailed on the previous day had shifted during the night from southwest to northwest, and the vessel had dragged ashore from her anchorage, whereupon the captain had her scuttled to prevent her going to pieces. A tug was quickly employed, and with the life-boat in tow she at once started for the place. A heavy cross sea was running, and for two hours and a half the station crew were constantly drenched. The water was still very cold, and by the time of their arrival they were thoroughly benumbed. They at once ran a line to the schooner, however, and soon got the large hawser fast. They then went on board and helped to pump the vessel out, manned the windlass and hove on the anchors while the tug pulled on the hawser, and at half-past 7 o'clock, a second tug having arrived and taken a line from her, they got the schooner afloat. The life-saving men were then towed back to Manistee. The schooner had a crew of six men, and was from Saint Joseph, bound to Pierport, both in Michigan, without cargo. She was not materially damaged.

April 26.—The keeper of the Blue Point Station, (Third District,) coast of Long Island, gave shelter for the night to five people who, on account of the easterly gale, were unable to reach their homes.

April 26.—Early in the morning the crew of the Point Betsy Station, (Eleventh District,) Lake Michigan, received a message by telephone from Otter Creek Dock—some fourteen miles to the north-northeast of the station—requesting their assistance in floating the steamer *R. A. Seymour, jr.*, of Milwaukee, Wisconsin. This vessel was from Racine, in the same State, with a crew of nine men and a freight of square timber. She had parted her moorings during the storm of the 25th, and sunk in two fathoms of water, about two hundred yards from shore. The life-saving crew set out without delay, using the keeper's fishing boat (that being rigged for sailing), and made the distance in about two hours. A tug, with a steam-pump, had already been obtained, but could do nothing until the deck-load should be removed. The surf-

men at once set about lightening her, and shortly after 2 o'clock the pump was started. Two hours later the craft floated, and was taken alongside the dock, where she could continue unloading. The damages sustained were comparatively small. The owner of the steamer thanked the station men very cordially for their prompt response to his appeal and their willing and efficient aid.

April 27.—In the latter part of the forenoon the lookout of the Saluria Station, (Eighth District,) coast of Texas, reported a vessel apparently aground in Decro's Channel, at the entrance of Matagorda Bay, some four miles to the northeast of the station. The surf-boat was immediately launched, and the life-saving crew, on reaching the craft, found her to be the schooner *Fannie*, of Galveston, Texas. She was from Lake Charles, Louisiana, bound to Trespalacious Bay, with a cargo of lumber, and carried a crew of two men. The strong ebb tide had set her ashore. At the suggestion of the captain the surfmen carried out an anchor and planted it in a favorable position. They then returned on board, and after heaving an hour on the connecting hawser, succeeded in floating the vessel. This having been accomplished, the station men assisted to set sail, recovered the anchor, and piloted the schooner across Pass Cavallo bar to a safe berth. The captain was very thankful for the aid rendered him.

April 27.—The ferry-boat *Yosemite* plying the Genesee River near the Charlotte Station, (Ninth District,) Lake Ontario, sprung a leak on this date, and the life-saving men were called on to render assistance. They towed the vessel up the stream to a point abreast of the flats, then by means of a hawser, which they made fast to her and carried across the river, hauled her aground for repairs.

April 27.—The schooner *Zach Chandler*, of Cleveland, Ohio, at 2 o'clock in the afternoon, grounded while loading with lumber at a dock a short distance west of the Muskallouge Lake Station, (Tenth District,) Lake Superior. The life-saving crew boarded her and ran a hawser to the steamer *Huron City*, and by the aid of another line which they led from the dock to the schooner's windlass, the vessel was floated.

April 29.—During the forenoon of this date the crew of the Cape Lookout Station, (Sixth District,) coast of North Carolina, went to and floated a large sharpie, which had dragged her anchors and gone ashore a quarter of a mile north-northeast of the station the previous day during a heavy squall of wind and rain.

April 29.—At about half-past 10 o'clock in the morning a sloop-rigged skiff, with one man on board, while standing in towards Jupiter Inlet, Florida, got into the breakers and was capsized. The accident was seen by the day-watch of the Jupiter Inlet Station, (Seventh District,) who immediately gave the alarm. The surf-boat was quickly launched and the crew pulled with all haste to the man's assistance. He was in great danger as the seas were breaking over the skiff. The station men got him into the surfboat when they found that his shoulder was dislocated, but an examination showing that the injury was not serious, they picked up the articles that had been washed from the skiff, and then towed the latter ashore and hauled it out. The life-savers made efforts to replace the bone, but not succeeding sent for a physician who performed the operation. The man was cared for at the station three days when the keeper secured free transportation for him to Titusville, Florida.

April 29.—About the middle of the afternoon a boy of seven years while playing with a number of companions of about the same age, in

the vicinity of the water-works at Racine, Wisconsin, fell into a coffer-dam in which a quantity of water was standing. The other children being very much frightened ran away, but fortunately the lookout at the Racine Station, (Eleventh District,) Lake Michigan, discovered the accident, gave the alarm and ran at the top of his speed to the rescue. He pulled the boy out and gave him into the charge of the keeper who with others of the crew quickly reached the spot. The lad was taken to the station, stripped of his wet clothing, rolled in heated blankets, and put to bed. Mild stimulants were given him, he soon grew warm, and five hours later, all ill-effects of his mishap had passed away. The father of the child was deeply moved as he endeavored to express his heartfelt thanks to the station men for saving his son's life.

April 29.—At 8 o'clock in the morning the crew of the Cape Disappointment Station, (Twelfth District,) Washington Territory, launched the surf-boat and started in pursuit of a pile-driver that was seen drifting seaward over the bar. They overtook it after a pull of some four miles. All the hoisting-gear was in position and the presumption was that the craft had been cut adrift. The surfmen anchored it with the large hammer that was on board while they made preparations to take it back to port. Fortunately a small anchor had been put into the surf-boat, and with this and one of the lines that was found the craft was kedged back, a distance of over five miles. This arduous work occupied the greater part of the day, the men not getting to the station until 7 o'clock in the evening. The pile-driver, which was new, was returned to the owner, who was much gratified at the recovery of his property and warmly thanked the life-saving crew for their services.

April 30.—At half-past 10 o'clock at night the schooner *Gov. Jas. Y. Smith*, of Fall River, Massachusetts, while on her way to Boston, and off Race Point, (Cape Cod,) beating to windward against a strong westerly breeze, missed stays and ran upon the inner bar half a mile west-northwest of the Race Point Station, (Second District,) coast of Massachusetts. The weather was smoky and the accident was not discovered by the patrol until half an hour later. He then promptly notified the keeper, who immediately ordered out the surf-boat. By closely watching their chance the life-saving crew shortly launched the boat successfully and pulled out through the heavy breakers to the schooner. She was laden with coal, and being exposed to the full sweep of the sea and liable to bilge at any time, the captain and crew—six men in all—wanted to get ashore. They were accordingly taken into the boat, lauded safe but wet, shortly after midnight, and taken to the station. At 7 o'clock in the morning, (May 1st,) the surfmen again boarded the craft and saved the baggage of the crew. The captain at once made a contract with a wrecking company to float the vessel, and as the station men could be of no further assistance the keeper disbanded them for the inactive season, which had now arrived. The vessel was pulled off the bar on the ensuing high tide, leaking badly and considerably damaged, and was taken into Provincetown. Following is a card of thanks given for publication in the local press :

“PROVINCETOWN, *May 1, 1889.*

“We, the undersigned, master and crew of the schooner *Gov. Jas. Y. Smith*, desire to express our thanks to Captain Samuel O. Fisher and crew, of the Race Point Life-Saving Station, for the valuable assistance rendered us and the prompt dispatch made in sending us assistance.

“WILLIAM T. BLAKE, *Master.*

“R. H. THOMPSON, *Mate.*

“O. A. WOOSTER, *Steward.*”

April 30.—At 3 o'clock in the morning the schooner *Alice B.*, of Barnstable, Massachusetts, from Rondout, New York, while on her way to Wilmington, Delaware, with a cargo of cement, through mistaking the lights at Ludlam's Beach and Hereford Inlet for those of Cape May and Cape Henlopen respectively, and attempting to stand into the Delaware entrance, as was supposed, ran aground on the north bar of Hereford Inlet, about a mile to the northeast of the station of that name, (Fourth District,) coast of New Jersey. The patrol soon discovered her and reported the accident. The surf-boat was launched and the life-saving crew boarding the schooner, set her sails, trimmed them to the best advantage, and when the tide rose sailed her out of danger. She had a crew of five men.

April 30.—The body of a man seen floating in the river was recovered and towed to the dock by the surfmen of the Chicago Station, (Eleventh District,) Lake Michigan, and given in charge of a policeman.

May 1.—The small schooner *Beulah Benton*, of Beaufort, North Carolina, while entering Oregon Inlet ran aground two miles northwest of the Oregon Inlet Station, (Sixth District,) coast of North Carolina. She was bound home from Baltimore, Maryland, with a general cargo. The life-saving crew had just been disbanded for the months of summer, but some of the men were still at the station. The mishap occurred at 9 o'clock in the forenoon, and was seen by the keeper. He with one of his surfmen got his sail-boat under way and went to her assistance. The schooner carried a crew of three men. The life-saving men ran out anchors and helped the sailors in an effort to float the craft, but as the tide was running out it was found necessary to wait till the next flood tide when the vessel floated and proceeded on her way uninjured.

May 1.—In the forenoon the crew of the Muskallonge Lake Station, (Tenth District,) Lake Superior, manned the life-boat and recovered a skiff that was adrift between four and five miles east of the station. A fresh wind was blowing from the northwest and the prompt action of the surfmen was all that saved the boat from being lost. It was found to belong to some fishermen, who were very glad to regain their property.

May 1.—During the morning the small schooner *D. A. Wells*, of Grand Haven, Michigan, arrived off Holland, in the same State, but owing to the light head wind, was unable to work into the harbor. The captain of the schooner applied for aid to the keeper of the Holland Station, (Eleventh District,) Lake Michigan, and the life-saving crew towed the vessel into Black Lake.

May 2.—At half-past 5 o'clock in the afternoon the keeper of the White Head Station, (First District,) coast of Maine, saw a schooner bound to the westward strike and bring up on the Lower Gaugway Ledge, in Muscle Ridge Channel, a mile and a half to the eastward. The station being closed for the summer he quickly summoned two members of his crew who were fortunately near, and using a small boat went to the stranded craft, finding her to be the British schooner *Nell*, of Windsor, Nova Scotia. As there was considerable sea running she was rolling a good deal and thumping the rocks. While making active preparations to run out a kedge, the light-house tender *Iris* was sighted. A signal for assistance was at once made, responding to which she steamed to the place, took the hawser which the life-saving men ran out, and hauled the vessel afloat. The keeper and his men then helped the schooner's crew of five men to make sail, get her to a safe anchorage, and pump her out. She was, at the time of the accident, on her

way from Saint John, New Brunswick, to Boston, Massachusetts, with a cargo of lime and shingles.

May 2.—At half past 6 o'clock in the evening the steamer *F. and P. M., No. 1*, of Port Huron, Michigan, while attempting to leave the harbor at Ludington, in the same State, grounded inside the piers about a hundred yards west of the Ludington Station, (Eleventh District,) Lake Michigan. Just afterwards a tug with the lumber-laden schooner *Mary Ellen Cook*, of Chicago, Illinois, in tow stood down the harbor outward bound. The tug passed safely, but the schooner was swept by the current against the steamer. The schooner's anchor caught in the steamer's bulwarks. The anchor chain paid out, but the schooner's headway was sufficient to carry away the steamer's port stanchions from midships to bow and at the same time her own starboard fore and main rigging. The life-saving crew at once launched their surf-boat, boarded the schooner, and assisted to clear away the wreckage and get the schooner alongside the pier, where necessary repairs could be made.

May 3.—About 9 o'clock at night the three-masted schooner-barge *Schuylkill*, of Chicago, Illinois, bound from Escanaba, Michigan, to Sandusky, Ohio, in tow of a tug, stranded on Starve Island Reef, some six miles northwest of the Point Marblehead Station, (Ninth District,) Lake Erie. The weather being fine the vessel was in no immediate danger. As no signal of distress was set, the life-saving crew did not at once start for her. The tug, with the captain of the *Schuylkill* on board, shortly passed the station on her way to Sandusky for a lighter, and word was left for the surfmen to go to the barge and relieve her crew at the pumps. This they did, a local tug towing the surf-boat to the scene. The station men worked several hours at the pumps until assistance arrived, when the captain of the barge not further requiring their services, they returned to the station. The schooner was subsequently floated, having received more or less damage. She was loaded with iron ore and had a crew of eight men.

May 3.—The lookout of the Sturgeon Bay Canal Station, (Eleventh District,) Lake Michigan, discovered a fire in a large pile of cord wood stored on a dock about five hundred yards from the station, and quickly gave the alarm. The surfmen seized fire buckets and hurried to the dock and by throwing some of the wood into the canal and the liberal use of water extinguished the fire. The loss was small, but had it not been for the timely discovery of the fire and the prompt work of the surfmen both wood and dock would probably have been destroyed.

May 4.—About 6 o'clock in the morning a surfman of the Crumple Island Station, (First District,) coast of Maine, discovered a schooner ashore on Nova's Rocks, off Kelly's Point. It being the inactive season, he did not report to the station, but at once went to the scene in his boat. She proved to be the schooner *Xylon*, of Machias, bound to Rockland from Jonesboro', all in Maine, with a cargo of wood and a crew of three men. The surfman assisted in running out an anchor and in kedging her off, and also helped at the pumps while she was taken into Sawyer's Cove.

May 4.—The captain of the steamer *Joseph C. Suit*, of Grand Haven, Michigan, in the harbor of Whitehall, in that State, wishing to get to sea with his vessel, and not knowing the channel, and no pilot being available, applied to the keeper of the White River Station, (Eleventh District,) Lake Michigan, for assistance. The keeper boarded the vessel and piloted her out clear of the shoals to a safe offing.

May 4.—During the afternoon the crew of the Grand Haven Station, (Eleventh District,) Lake Michigan, pulled out to and securely moored a large scow that had broken adrift and was in danger of floating out into the lake.

May 5-7.—While the schooner *Fannie*, of and for Galveston, Texas, was beating through Pass Cavallo, (entrance to Matagorda Bay, Texas,) a very serious and painful accident happened to one of the crew which consisted of only two men. In tacking, the jib sheet slatting violently in the strong breeze fouled the man, and before the rope could be cleared broke his leg. As the services of a physician were necessary the captain proceeded to the nearest place for aid. At 2 o'clock in the afternoon (5th,) the *Fannie* anchored off the quarantine station, near the Saluria Station, (Eighth District,) coast of Texas, and hoisted a signal of distress. The keeper saw the signal, pulled out to the vessel in a small boat, and ascertained the trouble. He then visited the quarantine station and returned with the surgeon. The latter examined the wounded man's leg and found that it was broken above the knee. He had no appliances for setting it, and therefore told the captain that the man would have to be taken to Port Lavaca. The master could not manage his vessel alone, and, besides, he was unacquainted with the channel; so the keeper volunteered his services, the station crew being off duty for the summer. The disabled man was made as comfortable as possible, and the schooner was got under way. Arriving at Port Lavaca at 7 o'clock in the evening, the surgeon, who had remained on board, and the keeper went ashore to procure the necessary bandages. Returning late in the evening, they set and dressed the fractured leg. The following morning (6th,) the wounded sailor was transferred to the Marine Hospital. At noon, anchor was weighed, and the schooner started back to land the surgeon and keeper at their respective stations. The vessel was detained by strong winds, and it was not until noon of the 7th that the keeper arrived at the life-saving station, which in the meantime had been left in charge of an ex-surferman.

May 5.—In the forenoon at about half-past 9 o'clock the boatman on watch at the Louisville Station, (Ninth District,) Louisville, Kentucky, saw a flat with three boys on it in a dangerous position near the head of Corn Island, three-quarters of a mile northwest of the station. The current was very strong and the flat was in danger of being carried over the falls. The keeper quickly dispatched a boat from the station which brought the boys and their craft safely to the bank.

May 5.—A few minutes past 2 o'clock in the afternoon a skiff, containing three men, was caught in the dangerous current above the cross-dam of the falls of the Ohio River, at Louisville, Kentucky. A boat speedily put off from the Louisville Station, (Ninth District,) and reached the skiff in time to avert an accident, by towing it with the occupants safely to the station.

May 5.—At about half-past 5 o'clock in the evening the watch of the Louisville Station, (Ninth District,) Louisville, Kentucky, sounded the alarm gong and reported a sail-boat, with three men on board, in danger above the cross-dam of the falls half a mile north of the station. The station men put off to the scene and towed the boat out of the swift current to a place of safety. One of the men who had got into the station boat, in attempting afterwards to step into his own boat turned the latter on its side, and fell into the river under the sheet of the sail. Boatman Trager quickly sprang into the stream and pulled the man clear of the rope, after which they both swam ashore. The station men took the sail-boat to the bank, bailed it out, and put it in order.

May 5.—Between 10 and 11 o'clock at night a steamer's fog whistles were heard at the Thunder Bay Island Station, (Tenth District,) Lake Huron. The weather was very thick and the sound of the signals indicated that the vessel was standing a dangerous course up the lake between the island and main-land. The patrol flashed a Coston light in hopes of warning the craft of her peril, but the fog was so dense that the signal, probably, was not seen. For a while the whistles ceased and then the steamer blew another blast, this time evidently to her consort, (it having now become apparent that a vessel was in tow,) and those at the station were convinced that an accident had occurred. The life-boat was quickly launched and in a few minutes reached the scene. The steamer was found to be the *George Spencer*, of Cleveland, Ohio, bound from Buffalo, New York, to Ashland, Wisconsin, without cargo and having a crew numbering seventeen. She had the barge *B. L. Pennington*, also of Cleveland, with nine men on board, in tow. They had gone on the southwest end of Sugar Island. The barge had run into the steamer, cutting a hole in the latter's port quarter, but fortunately the damage was all above the water line. The keeper advised the captain to proceed at once to Alpena, eleven miles distant, and procure the assistance of tugs, as the vessels were lying in a very exposed place and should the weather become unfavorable they would be likely to suffer serious consequences. The captain promptly acted upon this suggestion and was conveyed by the life-saving crew to Alpena, where they arrived at 2 o'clock in the morning of the 6th. No time was lost in obtaining the services of a tug, which, as soon as steam was up, started for Sugar Island along with Surfman No. 1 in charge of the life-boat, the keeper and the captain of the *Spencer* remaining behind in order to equip the steamer *Garden City*, which had been engaged, with necessary wrecking gear, so that she could proceed as early as possible to the scene of the accident. The surfmen ran lines from the tug to the barge and by half-past 7 o'clock she was pulled off with little or no damage and anchored safely in the bay. The *Garden City* reached the stranded steamer at 8 o'clock. The life-saving crew again ran lines, but several attempts to dislodge the vessel proved unsuccessful. It was then decided to take out the fuel and the keeper went ashore to get shovels from the station and light-house for the purpose. He engaged two men to join with the surfmen in lightening the steamer. Work towards this end was continued without interruption until 7 o'clock in the evening and several futile attempts were made to float her, the surfmen shifting and running the hawsers as required. As it became evident that she could not be moved from her position on the rocks without more power, operations were abandoned for the night, the wrecking party returning to Alpena and the surfmen to the station. The latter were much exhausted from their continuous labors, which had lasted nearly twenty-two hours. Early the next morning (7th,) they resumed work on the steamer, the wreckers having secured, in addition to the *Garden City*, the steamers *Tempest* and *Effie L.* The surfmen ran the necessary lines and by 10 o'clock, after some hard pulling, the *Spencer* was floated off the rocks. There was great rejoicing over the event, as she was a fine and comparatively new steamer, valued at something like \$85,000. Her consort, the *Pennington*, was only three days old, having been launched on May 2d, and was worth nearly as much. The keeper accompanied the vessels to Alpena, and while there received from the captain of the *Spencer* a letter highly commendatory of the services of the life-saving crew, a copy of which

is hereto appended. A statement made by those who had charge of the wrecking operations is also significant as showing to what extent the assistance of the station crews is valued on these occasions. It was as follows :

“ It would be next to impossible to get these vessels off the rocks if we did not have the life-savers to run our big lines with the life-boat, as in any kind of a sea an ordinary boat could not be successfully used ; and, further, the surfmen got the word to us for help without any delay ; there is, therefore, no overestimating the importance of their services at such times.”

“ALPENA, MICHIGAN, *May 7, 1889.*

“ *To whom it may concern :*

“ I can not praise Captain Persons and his crew by simply writing. I never had the good fortune to find a more willing and gentlemanly lot of men, in doing all I asked of them in getting my steamer off Sugar Island, Thunder Bay. We were on only ten minutes when the life-saving crew were alongside in their boat. They took me to Alpena to get assistance, and were back again with wrecking outfit at 7 A. M. Captain Persons and his men assisted in lightering the cargo and to float the steamer before any bad weather set in. I would recommend him as a suitable person to have charge of a station where good men are needed.

“ Yours, respectfully,

“ R. JOLLIE,

“ *Captain of Steamer George Spencer.*”

May 5.—A small boat that was adrift in the lake off the Racine Station, (Eleventh District,) Lake Michigan, was secured by some of the station crew and turned over to the owner, who was on the beach.

May 5, 6.—During the afternoon of the first of these dates the schooner *Alice M. Beers*, of Milwaukee, Wisconsin, struck against a submerged pile while at the wharf—Robinson's Slip, three and one-half miles southwest of the Milwaukee Station, (Eleventh District,) Lake Michigan—and stove a hole in her bottom. The schooner, which had a cargo of stove bolts, from Hopkins River, Michigan, filled and sank. The captain employed a diver to stop the leak, and then went to the life-saving station to borrow a force-pump and get some men to help raise his vessel. Four surfmen were sent to the schooner, arriving there at 7 o'clock in the evening, and immediately began work. They, together with the schooner's crew of six men, labored diligently at the pumps all night, and at 5 o'clock in the morning (6th,) their task was completed and the schooner was afloat again. The cargo, not being of a perishable nature, was not materially damaged, and the injury to the vessel was but slight. The station crew returned to their quarters at half-past 6 o'clock, after having received well-merited praise from the schooner's captain for their good work.

May 6.—At about half-past 8 o'clock in the morning word was brought to the Cleveland Station, (Ninth District,) Lake Erie, that two boys were adrift in a boat, without oars or sail, some six miles east of the station. Several of the surfmen at once manned the dinghy and went in search of the lads, and found them in a helpless condition a mile and a half from the shore and drifting farther away. The surfmen took the boat in tow and brought it to the harbor. The boys had been rescued

from a very dangerous situation. There is no knowing what would have become of them had the station men not promptly gone to their assistance.

May 6.—About midnight of the 5th the schooner-barge *S. B. Pomeroy*, of Chicago, Illinois, in tow of a steamer, was run on Starve Island Reef, some six miles northwest of the Point Marblehead Station, (Ninth District,) Lake Erie. The accident was discovered by the station lookout, early the next morning (6th). The keeper at once telephoned to Sandusky for a tug, after which the life-saving crew manned the surf-boat and proceeded to the vessel's assistance. They worked five hours lightering her, when the tug succeeded in pulling her afloat. She was loaded with lumber, bound from Au Sable, Michigan, to Huron, Ohio, with a crew of seven men. The captain was very grateful for the aid rendered him. His yawl being stove, he could not have communicated with the shore. The following letter was afterwards received by the district superintendent:

“PORT HURON, *June 11, 1889.*

“DEAR SIR: I thought I would write you in regard to the captain and crew of the Point Marblehead Station. They were very punctual in coming to my assistance, and did all in their power to save the vessel and her cargo of lumber while she was on Starve Island Shoal. They were very prompt in all they did.

“Respectfully, yours,

“WM. J. JOHNSON,

“*Captain of Schooner S. B. Pomeroy.*

“To the SUPERINTENDENT OF LIFE-SAVING STATIONS,
“*Ninth District, Buffalo, N. Y.*”

May 6, 7.—Early in the evening of the 6th a fire was discovered in the lumber on a dock some distance from the Ludington Station, (Eleventh District,) Lake Michigan, that threatened destruction to both the dock and the saw-mill at its head. The surf-boat was launched, the force-pump and hose were put into it, and the station crew started for the scene. The fire department and all of the tugs in the harbor had been called upon and were trying to subdue the flames and prevent them from reaching the mill. The surfmen worked long and faithfully; the force-pump being easily handled, they were enabled to get into and work in advantageous places not accessible to the tugs and fire engines, and they kept a good stream constantly playing where it would protect the mill. Much of the time the heat was intense and the smoke stifling; nevertheless, the station men bravely stuck to their posts until the fire was under control and their services were no longer required. It was not until half-past 2 o'clock in the morning (7th,) that work was discontinued and the men, worn out with their night's labor and almost blinded by smoke, could return to the station.

May 6.—The steamer *H. W. Williams*, of Grand Haven, Michigan, grounded while attempting to stand out of the harbor at South Haven, in the same State, about 9 o'clock at night. The stranding occurred some five hundred feet west of South Haven Station, (Eleventh District,) Lake Michigan, and the crew hastened to launch the surf-boat and offer their assistance. They ran lines to the pier, shifting them as required, and after working her engines actively for an hour or so the steamer succeeded in crossing the bar. She was on her way at the time to Chicago, Illinois, with a general cargo. Her crew numbered eighteen and there were thirty passengers on board.

May 6.—The tug *Temple Emery*, of Milwaukee, Wisconsin, in order to have the scows which she was towing under better command while entering the harbor of Two Rivers, in the same State, attempted to shorten the tow-line when off that port, and in so doing it became entangled in her wheel, compelling her to anchor and await assistance. Early in the morning the crew of the Two Rivers Station, (Eleventh District,) Lake Michigan, boarded the tug, and, ascertaining what was wanted, pulled into port and dispatched to the vessel the necessary assistance.

May 7-9.—At noon of the 7th the fog which had prevailed during the morning in the region of Cape Cod lifted and disclosed to the dwellers near the High Head Station, (Second District,) coast of Massachusetts, a schooner aground on the inner bar, half a mile northwest of the station. The keeper at once sent for the members of his crew, who were off active duty for the summer, and as soon as he had a force sufficient to man the surf-boat, launched and pulled alongside the stranded craft, finding her to be the *Abbie H. Hodgman*, of Booth Bay, Maine. She was lumber-laden, from Bangor, in the last-mentioned State, bound to New York, with a crew of five men, and had run upon the bar early in the forenoon. The weather was moderate and the accident was entirely due to the fog. The captain gave the charge of the vessel to a company of wreckers. The life-saving crew, however, rendered what assistance they could in an attempt to float her on the high tide, but the effort did not succeed. On the following high water (morning of the 8th,) the schooner worked in over the bar and well up on the beach, where she was lightened of her cargo. The belongings of the crew and the provisions of the vessel were transferred to the station, and the men themselves were sheltered there over night. On the morning of the 9th a tug hauled the schooner off and proceeded with her to Provincetown. She was full of water, and was found to be considerably damaged.

May 7.—At about 9 o'clock at night the coal-laden schooner *George C. Finney*, of Buffalo, New York, struck Elm Creek reef, about seven miles to the southward of the Sand Beach Station, (Tenth District,) Lake Huron, causing her to leak so badly that the captain was obliged to beach her. At midnight the crew, numbering seven, reached the station in their yawl-boat, and the keeper conducted them to a neighboring hotel, first taking charge of their personal effects. The following afternoon (8th,) the life-saving men towed the yawl back to the schooner and put the sailors on board. As a tug with steam-pumps was expected the next morning, the surfmen sounded around the stranded vessel and located the best water. On the 9th the station men were towed by the tug to the schooner. They procured lumber from the shore and built spouts and a curbing to facilitate the work of relieving her, and assisted to rig the pumps and keep them going until the vessel was floated and safe in Sand Beach harbor. These operations it had taken about thirty-two hours to perform. During the whole time the surfmen had labored vigorously assisting to jettison some fifty tons of cargo. The schooner was bound from Buffalo, New York, to Racine, Wisconsin, and was damaged to the extent of half her value.

May 7.—At 7 o'clock in the evening, while the lumber-laden schooner *Zach Chandler*, of Cleveland, Ohio, (the same vessel that was assisted on April 27th,) was being towed out of Sucker River, Upper Peninsula of Michigan, she fetched up on a sand bar a short distance to the westward of the Muskallonge Lake Station, (Tenth District,) Lake Superior. The life-saving crew boarded her shortly after she struck and imme-

diately set to work to free her. The steamer, which did not draw as much water, was backed alongside the schooner, and the surfmen took off a portion of the latter's deck-load. Work was continued until nearly midnight, when she was pulled off undamaged and proceeded. She was bound to Michigan City, Indiana, and had a crew of nine men.

May 7.—At 10 o'clock in the forenoon four young men in a small boat were seen from the Evanston Station, (Eleventh District,) leaving the beach for a row on Lake Michigan. There prevailed at the time a brisk off-shore breeze. When about half a mile from the land they ran towards the bar, and then along shore, the sea all the while washing over the boat. By careless management it got in the trough of the sea and capsized. The occupants were thrown out, but clung to the bottom of the boat until the keeper and one of the surfmen, who saw the accident, reached the scene in a skiff. Only one of the young men could swim, and he succeeded in steadying the boat while the life-savers rescued his companions. They were all conveyed ashore, and three of them taken to the station. One was so far gone that he was unable to walk without assistance. Dry clothing was immediately provided them from the stores placed at the disposal of the Service by the Women's National Relief Association. The man who was chilled and exhausted was rubbed vigorously with dry towels, jugs of hot water were applied to his feet and back, and stimulants given him at intervals. After the surfmen had carefully treated him for nearly two hours he was taken in a carriage to his home. The others received due attention and were none the worse for the accident. All had made a narrow escape from drowning.

May 8.—At 7 o'clock in the evening the keeper of the Coney Island Station, (Third District,) New York, who was out in his skiff, saw the small sloop *Jennie Horstmann*, of Sheepshead Bay, Long Island, run aground on the west side of Johnson's Inlet, about half a mile to the eastward of the station. He pulled alongside and found that the owner, who was taking his sloop around from New York to Sheepshead Bay, and was alone on board, was unacquainted with the channel, and being very anxious to get back to the city that night, wanted assistance. The keeper therefore helped him to get his craft afloat, piloted him in to the wharf, a distance of two miles, arriving just in time to permit him to take the last evening train to the city.

May 8.—The boatmen of the Louisville Station, (Ninth District,) Louisville, Kentucky, at about half-past 3 o'clock in the afternoon, rescued two boys who had allowed their skiff to get into a dangerous position above the cross-dam of the falls of the Ohio River, a half mile north of the station. The life-savers towed their boat safely to the station.

May 8.—On this date the crew of the Milwaukee Station, (Eleventh District,) Lake Michigan, were instrumental in saving two lives. In the middle of the afternoon two intoxicated men fell into the river from the south pier, a short distance from the station. The lookout observed the accident and immediately rang the gong to alarm the station crew. One of the surfmen seized a line, which is always kept in readiness for such emergencies, hurried to the end of the pier, threw the line to the struggling men and told them to hold on to it. In the meantime others of the crew had jumped into a skiff and in a few minutes had reached the men and pulled them safely into the boat. The cold bath had a beneficial effect upon them, and so far restored their dulled faculties that they could appreciate the danger from which they

had escaped. Both warmly thanked the life-savers for their prompt assistance.

May 9.—About half-past 3 o'clock in the morning the keeper of the Crumple Island Station, (First District,) coast of Maine, discovered, some two miles to the north-westward, a vessel ashore on a ledge off the southern point of Browney Island. It being the inactive season the keeper was the only person at the station, but the services of three of his crew who were gunning in the neighborhood were obtained, and the four started in the small boat for the scene. She proved to be the schooner *Florida*, of Portland, Maine, bound to Handsport, Nova Scotia, from Boston, light, with a crew of seven men, and had stranded during thick weather on the previous evening. She was lying in a dangerous position and pounding heavily. The surfmen ran a hawser to the island and hove her afloat; then made sail and got her into Jonesport, about five miles distant. She received considerable damage, but was able to proceed to Saint John, New Brunswick, for repairs. Before leaving the captain indited the following acknowledgement:

“JONESPORT, MAINE, *May 9*, 1889.

“The schooner *Florida*, of Portland, Maine, from Boston, Massachusetts, for Handsport, Nova Scotia, in ballast, went ashore on a ledge off Browney Island on *May 8*, 4.30 P. M., in a thick fog, and was gotten off on the morning of the 9th by the valuable assistance of Captain Marshall and his life-saving men of Crumple Island. If it had not been for his assistance the vessel would probably have broken up. With my grateful thanks,

“I am, yours,

“JOSEPH E. PRIEST.”

May 9.—The captain of the schooner *Wonder*, of Grand Haven, Michigan, at anchor in the harbor of Holland, in the same State, wishing to get his vessel into Black Lake, called upon the crew of the Holland Station, (Eleventh District,) for assistance, there being no other help at hand. The surfmen towed the schooner into the lake and were warmly thanked for their services.

May 10.—Between 9 and 10 o'clock in the morning of this date the keeper of the Cape Lookout Station, (Sixth District,) coast of North Carolina, saw a small boat, containing several men, land about a mile and a half north of the station. Upon investigation he found them to be the first officer and four men from the steamship *Aberlady Bay*, of North Shields, England, which had stranded on the outer end of Lookout Shoals, some ten miles to the south-eastward. They desired to forward telegrams for assistance. These the keeper conveyed to Beaufort, the nearest office, about eleven miles distant, and the following day several tugs arrived from Wilmington and Norfolk, but their efforts to save the vessel were fruitless, as she broke in two and became a total loss.

May 10.—Shortly after daylight of this date the captain of a tug reported to the keeper of the Milwaukee Station, (Eleventh District,) Lake Michigan, that he had seen a small scow, containing a man, drifting on the lake about five miles northeast of the station. The surfboat was launched and pulled in the direction indicated, and in little over half an hour the surfmen fell in with the object of their search. The sole occupant of the scow was an old and enfeebled man. He said that he had started on a fishing trip nearly twenty-four hours before, had become bewildered, and was unable to get back to land. He had been paddling the scow around aimlessly most of the time. Fortunately for him, the water had been smooth; but shortly after his rescue the wind

freshened, and he would probably have been lost had not succor arrived so opportunely. He was taken to the station, given breakfast, and then sent home in charge of a surfman.

May 10.—At half-past 4 o'clock in the afternoon a fire broke out in the coal yard directly opposite and about three hundred yards from the Milwaukee Station, (Eleventh District,) Lake Michigan. The fire spread rapidly to all the sheds, and threatened to destroy the coal-laden steamer *O. F. Ourtis*, discharging at the wharf. The surf-boat was instantly launched and the station crew went on board the steamer, the rigging of which was already ablaze. The fire on the vessel was extinguished, and the life-saving crew then assisted two tugs in removing her to a place of safety. She hailed from Toledo, Ohio, and was from Buffalo, New York, with a complement of fifteen men, including the captain.

May 10.—Immediately on the return of the crew of the Milwaukee Station, (Eleventh District,) Lake Michigan, from the above-mentioned fire, the lookout reported a steamer ashore about eight miles south-southeast of the station. Notwithstanding the surfmen were much fatigued from their previous exertions they cheerfully manned the surf-boat and proceeded to the assistance of the stranded vessel. She was reached at half-past 7 o'clock in the evening, after a tedious row of an hour and a half. She was the steamer *Peerless*, of and for Chicago, Illinois, from Duluth, Minnesota, freighted with lumber, and carrying a crew of thirty-five all told, and had grounded about three hundred yards from shore a few hours previously, during a dense fog. The life-saving crew assisted in running hawsers from the tugs that were present, and after two hours' pulling the latter succeeded in floating the vessel uninjured, and she proceeded on her voyage.

May 11.—At day-break the keeper of the Harvey's Cedars Station, (Fourth District,) coast of New Jersey, employed a volunteer crew for his surf-boat—the station being closed for the summer—and boarded the schooner *Eliza Ann Hooper*, of New York, at anchor a short distance off the beach, with her foremast, main topmast and head stays gone, her sails split and her colors set as a signal for assistance. She had gone ashore the previous night during a heavy blow and lost her gear, but had been driven afloat again by the off-shore wind and had then anchored. She had been seen by the keeper, but as she had escaped immediate danger, and there being no means of assistance at hand, he had waited until morning before attempting to board her. The captain wanted a tug-boat, but needed no other help, and the surfmen accordingly landed and sent necessary telegrams. A tug-boat arrived an hour before noon and took the schooner back to New York, whence she had sailed without cargo for a Virginia port. With the exceptions noted above—loss of spars, etc.—she sustained but slight damages.

May 11.—Early in the afternoon the crew of the Pent Water Station, (Eleventh District,) Lake Michigan, did efficient work in extinguishing a fire which threatened to destroy the light-house on the south harbor-pier. The station lookout discovered the fire, which was under the light-house, at twenty minutes to 1 o'clock in the afternoon, and immediately reported to the keeper. The surf-boat was speedily launched, the force-pump and hose were put aboard, and the crew pulled to the fire, which, fanned by the fresh northwest wind, had gathered considerable headway. The force-pump and hose were transferred to the pier, but in order to effectively reach the flames some of the masonry had to be removed. This was done by the surfmen, and after a hard fight of more than an hour the fire was finally brought under control. Had it

not been for the exertions of the life-saving crew the light-house would undoubtedly have been destroyed.

May 11.—At 11 o'clock at night the lumber-laden schooner *Cuba*, of Grand Haven, Michigan, while trying to make Kenosha Harbor, Wisconsin, struck a sand-bar that runs across the entrance and began pounding heavily. The lookout of the Kenosha Station, (Eleventh District,) Lake Michigan, gave the alarm, and in fifteen minutes the life-saving crew were alongside the vessel in the surf-boat. She was found in a dangerous position and liable at any moment to spring a leak. The surfmen went on board, set all her sails, and worked her off the shoal and safely into the harbor. The captain was very grateful for the assistance given him, and said that without it his vessel and cargo would undoubtedly have been lost, as his crew, consisting of six men, could not possibly have got her clear unaided. The vessel was bound from Pine Lake, Michigan, to Kenosha.

May 12.—At about half-past 6 o'clock in the morning a boat containing four men capsized at the mouth of the Cuyahoga River, three-quarters of a mile to the northward of the Cleveland Station, (Ninth District,) Lake Erie. Before the life-saving crew could reach the scene, the men, who proved to be intoxicated, were rescued by some bystanders on the pier. The surfmen recovered the boat, righted it, and towed it to the boat-house where it belonged.

May 12.—In the morning, at about half-past 8 o'clock, a catamaran, with two men on it, was seen from the Louisville Station, (Ninth District,) Louisville, Kentucky, in the Indiana chute of the falls, three-quarters of a mile northwest of the station. The current was very strong and the men were in great peril. The life-savers put off to them with all possible haste, and overtook them in season to prevent their being swept over the falls. They were not acquainted with the locality, and were unconscious of the danger that threatened them. The station crew towed the catamaran safely to the shore.

May 12.—About an hour before noon two young men started out from Grand Haven, Michigan, for a sail on the lake. The weather was moderate, but the water was somewhat choppy, and one of the surfmen of the Grand Haven Station, (Eleventh District,) Lake Michigan, observing that they were carrying too much sail for their little boat, and would probably meet with some mishap, jumped into a skiff and set out to warn them. They were only a quarter of a mile west of the station, but he had gone hardly half way to them when they were capsized by a puff of wind. He pulled vigorously to the spot, and soon got both men into the skiff. He then took the boat in tow and started back. In the meantime, the accident having been seen from the station, the keeper had sent out a second boat, which, upon its arrival, took charge of the sail-boat, towed it in, and freed it of water. The rescued men were made comfortable at the station until they were in condition to return to their homes. They were very grateful for their deliverance, realizing that they would doubtless have drowned but for the vigilance and prompt action of the surfman.

May 13.—About the middle of the afternoon the steamer *Westover*, of Milwaukee, Wisconsin, in coming down the canal, collided, when one-half mile west of the Sturgeon Bay Canal Station, (Eleventh District,) Lake Michigan, with a tow of barges proceeding in an opposite direction. The steamer's anchor caught and remained fixed in the rigging of one of the barges; the cable ran out, but not until the steamer was given such a broad sheer that she was brought right athwart the hawse of the schooner *Kate Darley*, and the two

vessels crashed together. The surf-boat went promptly to the scene of the accident. The *Westover's* rail had been carried away by the collision and her stem above the main deck crushed in. The only damage sustained by the *Kate Darley* was the loss of one cat-head. The life-saving crew cleared the anchor from the barge, put it in their boat, and returned it to the steamer. They then assisted to heave in chain, repair damages, and secure canvas over the injured bow. The *Westover* was bound to Chicago, Illinois, from Menomonee, Wisconsin, with a cargo of lumber. She carried a crew of fifteen men, including the captain. Four hours after the collision she proceeded on her voyage.

May 13.—During the afternoon the schooner *Laura Madsen*, of and from San Francisco, California, bound into Shoalwater Bay, Washington Territory, for a load of lumber, got into shallow water near Snag Island, about two and a half miles south-southeast of the Shoalwater Bay Station, (Twelfth District,) when she anchored and hoisted a signal for a pilot. She had a crew of seven men on board, none of whom were acquainted with the locality. There being no pilots or tugs in the vicinity, the life-saving men immediately put off in the surf-boat to her assistance. They aided to get up the anchor, and after working her into the proper channel, the keeper piloted her to South Bend, a distance of eight miles.

May 13.—At 8 o'clock in the morning the alarm was given at the Cape Disappointment Station, (Twelfth District,) Washington Territory, and the life-saving crew put off in the surf-boat to the rescue of two fishermen whose boat had swamped in the breakers near Sand Island, about two and a half miles southeast of the station. The first breaker that struck the boat threw the men out, but they managed to get back to the craft, and on the arrival of the life saving men were found bailing her out. A line was passed to them and they were towed through the surf into safe water. If assistance had not reached them promptly it is probable that they would have drifted farther into the breakers and met with a more serious mishap. The quick and effective work of the surfmen on this occasion received great praise from all who witnessed it.

May 14.—At 7 o'clock in the morning the schooner *Acara*, of Machias, Maine, ran upon Nova's Rock, off Jonesport harbor, some seven miles northeast of the Crumple Island Station, (First District,) coast of Maine. There was at the time a light breeze, in which the vessel refused to mind her helm, and a dense fog prevailed. An hour later one of the surfmen (being off active duty for the summer, and living in Jonesport) discovered the accident. He at once went on board in a small boat, helped her crew of five men to get her afloat, then piloted her into the harbor, having worked on board six hours. She was from Saint John, New Brunswick, bound to New York, with a freight of piling, and was found to be little injured by the stranding.

May 14.—Half an hour before noon, a thick fog prevailing, the steam-tug *Resolute*, of New Haven, Connecticut, homeward bound from Providence, Rhode Island, ran ashore upon Watch Hill Point, one-fourth of a mile south of the Watch Hill Station, (Third District,) coast of Rhode Island. The keeper, (being alone on duty during the summer,) immediately went to her in a small boat and tendered his assistance. The tug's crew consisted of nine men. After lightening her by emptying one of the water tanks, an anchor was run out, and the craft was kedged out a short distance, when the steamer *Annie L. Wilcox* arrived, took the stranded tug's hawser, and hauled her afloat. Two blades of the *Reso-*

lute's propeller were broken; but, having sustained no other damage, she was able to proceed at once on her way.

May 14.—Shortly after 4 o'clock in the evening the watch at the Louisville Station, (Ninth District,) Louisville, Kentucky, reported a skiff, containing two men, in the dangerous current of the middle chute of the falls. The life-saving crew lost no time in going to the assistance of the skiff, which they overtook and brought safely to the station. The occupants had made a narrow escape from being carried over the falls.

May 14.—A surfman of the Racine Station, (Eleventh District,) Lake Michigan, observing a yawl break adrift from a schooner at anchor in the harbor, put off in the dinghy, overtook the boat before it had drifted into the lake, towed it back, and made it fast to the vessel.

May 15.—At about half-past 10 o'clock in the forenoon the watch of the Sturgeon Point Station, (Tenth District,) Lake Huron, reported a schooner with her flag at half mast off Black River, some seven miles north of the station. A strong wind, accompanied by rain, was blowing from the northeast, and there was a heavy sea running. The surfmen immediately launched the life-boat and put off under sail and oars to the vessel's assistance. They found her to be the *Knight Templar*, of Detroit, Michigan. She was dragging her anchors and in a dangerous position, little more than a mile off shore. The captain requested the life-saving crew to telegraph for assistance to the steamer *Westford*, that had towed the schooner to Black River, and which was now at Alpena, twenty miles to the north. The surfmen complied with the request by rowing ashore to the nearest telegraph office. After sending the dispatch they again went to the schooner, but as the captain said they could be of no further service, they returned to the station, arriving there at half-past 7 o'clock in the evening. The following day the *Knight Templar* was towed into Black River, whither she was bound for a cargo of lumber.

May 15.—A surfman of the Hammond's Bay Station, (Tenth District,) Lake Huron, assisted in running extra lines from a small fish-boat lying at the dock, and in so securing her as to prevent her being stove by the piles, against which she was pounding.

May 15.—The schooner *O. R. Johnson*, of Chicago, Illinois, attempted to enter the harbor at Muskegon, Michigan, during a heavy fog, but missed the harbor entrance and would have gone on the beach but for the surfman on watch at the Muskegon Station, (Eleventh District,) Lake Michigan, who hailed her just in time to prevent the accident. He helped to make her fast on the outer side of the north pier, where she held on securely until a tug could be obtained to take her into port.

May 15.—The south patrol from the Muskegon Station, (Eleventh District,) Lake Michigan, shortly after 8 o'clock at night, met on the beach, half a mile from the station, the captain and two men from the schooner *Glad Tidings*, of Chicago, Illinois, who reported that their vessel had been in collision in the fog and was disabled. They had left her at anchor in the breakers and were hastening to procure assistance. The surfman conducted them to the station and reported to the keeper. The latter at once telephoned for a tug, manned the surf-boat and with the captain and his men, set out for the schooner. They found her at anchor inside the outer bar. Her jib-boom, bowsprit, fore-topmast, and head-gear were carried away, but there was apparently no leak, and her principal danger was from her exposed position. The life-saving crew, therefore, after landing on the beach and taking care of the yawl, which had been left in the surf, pulled back

to the harbor. The fog was still very dense, and the tug had arrived at the station. The surfmen accordingly started again for the distressed craft, piloting the tug. Upon arriving they ran lines between the vessels, after which the schooner proceeded into port in tow. She was from Chicago, without cargo, and had a crew numbering seven.

May 15.—On this date the crew of the Cape Disappointment Station, (Twelfth District,) Washington Territory, launched the surf-boat and recovered for the owners a fishing net that had gone adrift, valued at two hundred dollars.

May 16.—The crew of the Big Sandy Station, (Ninth District,) Lake Ontario, launched the life-boat and pulled off to a steamer that was running in from the north and blowing whistles for assistance. She proved to be the *William Gilbert*, of Henderson, New York. Her captain being unacquainted with the harbor entrance at Port Ontario, about ten miles distant, whither he was bound with a cargo of lumber, wanted the keeper to go with him and assist to sound out the channel, as the steamer had no boat suitable for such work. The life-saving men accordingly proceeded with the vessel, and about 1 o'clock had aided her safely into port. She had a crew of seven men.

May 16.—About the middle of the afternoon the keeper of the Manistee Station, (Eleventh District,) Lake Michigan, discovered a small skiff out in the lake to the westward of the station. The three occupants were endeavoring to pull to the shore, but the wind was blowing a gale from the southeast. They were unable to make headway against it and were rapidly driving off shore. The life-saving crew at once put off in their surf-boat and overhauled the craft about six miles out, took the three men into their boat, and with the skiff in tow made their way back to the harbor. The rescued men declared that but for the assistance of the station crew they would probably have been drowned, as they were fast approaching rough water and their craft was unmanageable.

May 16.—The steamer *H. B. Tuttle*, of Cleveland, Ohio, arrived off the harbor of Racine, Wisconsin, at 9 o'clock in the morning, and signified her desire to communicate with the shore by blowing four blasts on her steam whistle in quick succession. The crew of the Racine Station, (Eleventh District,) Lake Michigan, went out to the steamer in the surf-boat and learned that her captain wished to go into the harbor, but was unacquainted with the channel. The keeper directed him how to steer and the vessel entered port safely.

May 16.—At twenty minutes past 2 o'clock in the afternoon the schooner *Alma*, of Milwaukee, Wisconsin, while trying to get out of that port during a strong southerly wind and high sea, struck the north harbor-pier some five hundred yards north-northeast of the Milwaukee Station, (Eleventh District,) Lake Michigan, and the efforts of her crew of three men to clear her proved futile. She was in a perilous position, dashing heavily against the pier, and in danger of pounding herself to pieces. The keeper of the station witnessed the accident, called his crew, launched the surf-boat, and proceeded forthwith to the relief of the vessel. She was got clear of the structure and taken to a place of safety. Her captain appreciated the timely assistance and warmly thanked the keeper and his men.

May 16.—An accident which but for the prompt assistance of the life-saving men might have proved disastrous to the schooner *Evelyn*, of Milwaukee, Wisconsin, occurred in the afternoon of this date. The vessel, which was bound from that port to Muskegon, Michigan, in attempting to put to sea, was forced against the north pier by the strong wind

and high sea, and remained there, thumping heavily, despite the efforts of her crew of three men to extricate her. The crew of the Milwaukee Station, (Eleventh District), Lake Michigan, saw the schooner strike, launched the surf-boat at once, and in less than half an hour had towed her to a safe place. Being an old vessel, she could not have long withstood the rough usage she was receiving. Her captain was very grateful for the aid of the surfmen.

May 17.—A few minutes before 2 o'clock in the morning the attention of the watch at the Louisville Station, (Ninth District), Louisville, Kentucky, was attracted by cries of distress in the vicinity of the Falls of the Ohio River. On the alarm being given one of the station boats was launched and manned and the life-savers pulled vigorously in the direction whence the cries proceeded. A skiff, without oars, containing a man, was found in the Indiana chute of the falls and completely at the mercy of the strong current. The boatmen took the skiff in tow and brought it to the station. Inquiry developed the fact that the man had stolen the boat in Jeffersonville, Indiana, and had tried to paddle it with a piece of board across the river. The keeper returned it to the owners.

May 17.—At midnight of the 16th the schooner *Restless*, of Grand Haven, Michigan, while trying to get into the harbor of Pent Water, in the same State, was driven against the north pier into shoal water by the strong southerly wind. She remained in her dangerous position, pounding heavily on the bottom, despite the efforts of her crew to move her. The surfmen of the Pent Water Station, (Eleventh District), turned out, boarded the schooner, and after an hour's hard work in running lines and heaving on them, worked her over the shoal and into a place of safety.

May 17.—About 8 o'clock in the morning, during thick weather and a strong off-shore wind, a surfman of the Cape Disappointment Station, (Twelfth District,) Washington Territory, gave the alarm that a fishing-boat, about four miles south of the station, was flying a signal of distress. The crew speedily put off in the life-boat. Owing to the low state of the tide it was necessary, in order to clear Peacock Spit, to make a long détour of some six miles. The craft was found to have a crew of two men. While they were asleep she had dragged her anchor and brought up in a dangerous place. The men were badly frightened. By the keeper's advice they got up the anchor, worked their boat into deep water, and waited for the flood tide. The life-saving crew remained by for two hours to see that no accident occurred. When the tide made the fishermen beat in through the south channel without mishap.

May 18.—At 1 o'clock in the morning, during a thick fog, the schooner *Emma McAdam*, of Calais, Maine, from Boston, without cargo, while attempting to make Quoddy Roads, on her way to Eastport, Maine, found herself dangerously near Sail Rock, which is about a mile and a half east of the Quoddy Head Station, (First District,) coast of Maine. She at once anchored, but there was a strong southerly breeze and she soon dragged toward the rock. The crew of five men made all preparation to abandon the craft, but fortunately, when within thirty feet of the rock the anchors brought her up. The station being closed for the inactive season, news of the vessel's peril did not reach the keeper until about 6 o'clock. He then hastily made up a crew and went to the place in a small boat. The schooner had an anchor out ahead and a kedge out astern, and lay nearly broadside to the rock with taut cables. The flood tide, which runs with great strength in this region, was sure to set her ashore if she were not very shortly extricated from her position.

The keeper advised running a spring-line from the bow to the kedge line and swinging the vessel by that means. The captain considered it a very dangerous expedient, but finally consented to the attempt. The anchor was then hove up, and by hauling in on the spring, and at the same time slacking away on the kedge line the vessel just cleared the rock. The lines were then slipped and the schooner stood safely out into the channel.

May 18.—Shortly before 4 o'clock in the morning the fishing schooner *Ethel Maud*, of and from Boston, Massachusetts, bound to Provincetown, in the same State, with a crew of sixteen men, having run out of her course during a dense fog, stranded about a mile and three-quarters west-southwest of the Race Point Station, (Second District,) coast of Massachusetts. Half an hour later the keeper, who during the inactive season is alone on duty, discovered her situation and immediately went on board. Under his direction the vessel's crew ran out an anchor, dropping it well off shore. The vessel lay head to the beach and the line was accordingly led in through the stern chock and taken to the windlass. At 11 o'clock in the forenoon, the flood tide having made, the crew succeeded in heaving their craft afloat uninjured. The keeper then accompanied them to Provincetown. The vessel had no cargo.

May 18.—At 8 o'clock in the forenoon the schooner *Nettie M. Rogers*, of Barnstable, Massachusetts, bound to Orleans, in that State, from New York, got under way from a temporary anchorage at Dennis, Massachusetts, and resumed her cruise. A fog prevailed at the time, and through an error in shaping the vessel's course for Monomoy Point she ran upon Common Flat an hour and a half later, stranding something over two miles to the northward of the Monomoy Station, (Second District,) coast of Massachusetts. At 10 o'clock the keeper, happening to pass that way in his small boat, discovered the mishap and went on board the craft. Fortunately the tide was rising and shortly before noon the schooner floated. The keeper assisted her crew of two men to get the anchor and make sail, then piloted her out clear of the shoal enabling her to proceed. The schooner carried a freight of grain and was found to have sustained no apparent injury.

May 18.—The British ship *Algoma*, of Halifax, Nova Scotia, from Rio Janeiro, Brazil, in ballast and bound to New York, when nearing her destination got to the westward of her course during a dense fog, and at half-past 1 o'clock in the day stranded half a mile north of the Long Branch Station, (Fourth District,) coast of New Jersey. She had a crew of nineteen all told. She was floated on the following day (19th,) by a wrecking company, having sustained comparatively small damages. In the meantime, however, the keeper, with the members of his crew, whom he had summoned from their homes—this being the inactive season—boarded the vessel, took the captain ashore and back again, sent telegrams, telephoned for a tug, and stood watch on the beach over night, holding themselves in readiness to land the crew in case the necessity should arise.

May 18.—Between 1 and 2 o'clock in the afternoon two boys in a canoe started to go out of the Cuyahoga River on to Lake Erie to fish. Not many minutes afterwards the boat capsized and the lookout of the Cleveland Station, (Ninth District,) gave the alarm. The surfmen manued the dinghy and reached the boys in time to save them. They were brought to the station and provided with a change of clothing from the stock donated by the Women's National Relief Association until their own was dried. The canoe was towed to the shore and put in order.

May 18.—A steamer hove to off the Muskallonge Lake Station, (Tenth

District,) Lake Superior, at 2 o'clock in the morning and blew her whistle for assistance. A Coston signal was burned in reply. The station crew turned out, launched the surf-boat, and pulled out in the darkness to render such service as might be required of them. The steamer proved to be the *Oneida*, of Port Huron, Michigan, with a tow of barges, and wished to be piloted to Deer Park, to which place she was bound for a load of lumber. Under the keeper's directions she was taken safely into port and moored, the surfmen assisting to handle the lines and make them fast.

May 19.—About an hour before noon, during a thick fog, whistles, evidently blown for assistance, were heard at the Monmouth Beach Station, (Fourth District,) coast of New Jersey. The station being closed for the inactive season, the keeper secured the services of two men who happened to be near, launched a small boat, and went off to the vessel. She proved to be the tug *F. W. Vosburg*, of New York, in search of the British ship *Algoma*, which was lying near the adjacent station, (Long Branch,) having gone ashore in the thick fog of the previous day. The keeper gave the captain directions which enabled him to find the stranded vessel.

May 19.—At half-past 1 o'clock in the afternoon, during a fresh south-east breeze, a sailing skiff, containing two men and a boy, was capsized on Lake Ontario by a flaw of wind about a mile north northwest of the Charlotte Station, (Ninth District). The lookout saw the accident and quickly gave the alarm. The life-saving crew manned the surf-boat, but before they could get to the skiff the yacht *Collingwood* rescued the party and brought them to the station. They were all quite used up, and the surfmen speedily removed their clothing, put them into warm beds, and administered restoratives. The boy was stiff with cold and in a critical condition. The station men, by rubbing him and applying warmth, succeeded, after an hour's perseverance, in restoring circulation, and he then rapidly recovered. Towards evening the party were enabled to proceed in a carriage to their homes in Rochester. The surfmen recovered the overturned skiff, which they bailed out and towed ashore. It was due to the prompt arrival of the *Collingwood* that the boy's life was saved, as he could not have held out until the life-saving men reached him.

May 19.—During the afternoon a skiff, with two men and four boys in it, swamped near the abutment of the cross-dam of the Falls of the Ohio River, a third of a mile northwest of the Louisville Station, (Ninth District,) Louisville, Kentucky. All the occupants succeeded in gaining safe places. The life-saving crew quickly put off in their boat and after recovering the skiff, which had been swept against the rocks by the strong current, brought the party to the bank.

May 19.—The schooner *H. M. Avery*, of Grand Haven, Michigan, in attempting to enter the harbor of South Haven, in the same State, with a light southwest wind, lost steerage way and went on the shoal near the south pier, swinging across the river. The life-saving crew from the South Haven Station, (Eleventh District,) Lake Michigan, ran lines to the schooner, hauled her into deep water, and made her fast.

May 19.—In the forenoon a sloop-yacht with five men on board was sailing about in the outer harbor half a mile south of the Chicago Station, (Eleventh District,) Lake Michigan, when a puff of wind struck and capsized her. The men all succeeded in climbing upon the bottom of the yacht. The accident was seen at the station by the keeper's son, and the crew hastily launched the surf-boat and pulled to the rescue. They helped the men into the surf-boat, towed the sloop to the

breakwater, where they righted her and bailed her out, after which they took her into the dock near the station and landed her crew.

May 20.—About noon, during a thick fog, one of the surfmen of the Cross Island Station, (First District,) coast of Maine, while out in a small boat, discovered the schooner *Abbie Ingalls*, of Machias, Maine, lying at anchor in a dangerous position half a mile south of Cutler harbor, and some seven miles east of his station, which at this time was closed for the inactive season. He went on board, assisted her crew, which numbered five, to get her under way, and piloted her into the harbor. The captain, who was thus relieved from great anxiety, expressed deep gratitude for the timely assistance. The craft was from Saint John, New Brunswick, with a cargo of piling, and bound to New York.

May 20.—The dead body of a man washed up on the beach about two miles west of the Creed's Hill Station, (Sixth District,) coast of North Carolina, where it was found by the keeper. Identification being impossible, the remains were suitably buried on the beach by the keeper.

May 20.—In the middle of the afternoon the sloop *Ellen*, of Chicago, Illinois, while sailing about in the outer harbor experimenting with a hollow mast, was struck by a sudden gust, when the spar snapped off near the deck, leaving the craft without the means of getting back to the shore. The mishap, which occurred a mile to the southward of the Chicago Station, (Eleventh District,) Lake Michigan, was seen by the watch at that place. The surf-boat was quickly launched and the life-saving crew pulled to the sloop and towed her in to the wharf. There were four men on board of her.

May 21.—Sometime before daylight a tug captain brought word to the Cleveland Station, (Ninth District,) Lake Erie, that a yawl had gone adrift outside of the breakwater. The surfmen quickly manned the dinghy and started in search of the boat, but after rowing around for an hour and a half, and not finding any trace of it, returned to the station. At daybreak they renewed the search, but the yawl could not be found; they, however, discovered a sand scow that had broken from her moorings and was pounding on the rocks a quarter of a mile east of the station. They got her clear and towed her into the harbor, thereby saving the owner from considerable loss.

May 21.—One of the surfmen of the Thunder Bay Island Station, (Tenth District,) Lake Huron, on his return from the evening patrol found two men on the dock much exhausted and nearly frozen. They had been working in the water most of the day launching a boat and had had nothing to eat. Being poor and needy, they were conducted to the station, where they were given food and sheltered over night. They were also, on taking leave the following morning, furnished with sufficient provisions to last them to Presque Isle, whither they were bound.

May 21.—The coal-laden schooner *Montgomery*, of and from Toledo, Ohio, with a crew of seven men, in attempting to enter Kenosha harbor, Wisconsin, in the forenoon of this date, struck on the bar about half a mile southeast of the Kenosha Station, (Eleventh District). She commenced to pound heavily, and was in a very dangerous position. The life-saving crew pulled alongside of her in the surf-boat, and after working on her for an hour and a half, succeeded in getting her off and into the harbor undamaged. Without this assistance she would have fared badly, as there was no tug in the vicinity to aid her.

May 21.—A skiff that was drifting down the river was secured by a surfman of the Racine Station, (Eleventh District,) Lake Michigan, and its recovery advertised.

May 22.—About 10 o'clock at night the lookout at the Big Sandy Station, (Ninth District,) Lake Ontario, gave the alarm that a building near the south landing bridge was on fire. The crew manned a boat and hastened to the scene, where they rendered valuable assistance in saving adjoining property.

May 22.—Between 11 and 12 o'clock in the day the watch of the Cleveland Station, (Ninth District,) Lake Erie, reported that the schooner yacht *Susie*, of Cleveland, had broken from her anchorage in the outer harbor and was drifting rapidly towards the beach a quarter of a mile away. A brisk north wind was blowing, with a high sea and surf. Several of the station men immediately manned the dinghy, but were unable to reach the vessel before she stranded. She soon went on the rocks, which stove a hole in her and caused her to fill. The seas made a clean breach over her and she was in great danger of going to pieces. A tug, meantime, had been secured and shortly arrived with a hawser. The dinghy's crew ran the line to the yacht and made it fast, but the tug was unequal to the task of pulling her off. Another tug now assisted, but the combined efforts of the two vessels parted the hawser. When this occurred, the surfmen, in trying to get away from the yacht, were overwhelmed by the breakers, which swamped their boat and threw them all out. They managed, however, to haul the dinghy out on the beach, and after emptying it made a safe launch and returned to the station. In the afternoon a tug, having on board a stout hawser, called at the station and the surfmen again manned the dinghy and attempted to run the line to the yacht. They suffered a repetition of their previous experience and were for the second time swamped in the heavy breakers but after great difficulty they finally succeeded in their undertaking. It required the steady and continued pulling of two powerful tugs to get the yacht into deep water, where she almost immediately sank. The life-saving men made an effort to cast off the hawser from the sunken vessel, but finding this impossible they were compelled to cut it. They labored assiduously in getting proper lines to her, and during these operations their boat was again capsized in the heavy sea and they were all thrown overboard, but fortunately saved themselves. At last, after four and a half hours of persistent work, the yacht was towed into the harbor and secured in one of the slips, where her owner took charge of her. The following acknowledgment was subsequently received by the district superintendent:

“CLEVELAND, OHIO, June 7, 1889.

“DEAR SIR: During the storm of Wednesday, May 22, the schooner *Susie*, of Cleveland, parted her cable and drifted on shore. Captain Goodwin and his crew were promptly on hand and rendered all assistance possible. They worked hard and well from 10 A. M. to 4 P. M., and finally succeeded, with the aid of tugs, in getting her off the rocks, where she would soon have gone to pieces. I wish to tender my high appreciation of the services of the crew.

“Respectfully,

“NEWTON M. ANDERSON.

“D. P. DOBBINS, Esq.,

“*Superintendent Ninth Life-Saving District.*”

May 22.—At about 9 o'clock in the forenoon a small scow, the *Josephine*, of Presque Isle, lying at anchor a mile west of the Thunder Bay Island Station, (Tenth District,) Lake Huron, set a signal of distress. It was blowing a gale from the northwest and a heavy sea

was running. The surfmen speedily launched the life-boat and pulled alongside the craft. She had a deck-load of cedar piled clear above her rail. There were two men on board. Both anchors were down, but these were not holding, and she was dragging out into the lake. The life-saving crew took their boat-anchor and ran it ahead of the scow, which held her until the gale had somewhat moderated. Two of the station men then went on board and assisted to get her under way. Had she dragged much farther off shore she would doubtless have been lost, as she was loaded almost to the water's edge, and could not have worked back.

May 22.—The crew of the Muskegon Station, (Eleventh District,) Lake Michigan, extinguished, before it had done much damage, a fire which the station watchman discovered on Nelson's Mill Dock.

May 23.—Shortly before 5 o'clock in the morning the crew of the Lewes Station, (Fifth District,) coast of Delaware, went to the sloop *Ada Lee*, of and from Dennis, Massachusetts, which stranded during the strong northerly gale of this date a half mile west of the station. She was driven over the bar on the high tide and went well up on the beach, enabling her crew of two men to easily jump ashore. No assistance was required of the surfmen. She was floated by wreckers on the 26th, having received very little damage. She was without cargo, bound into Chesapeake Bay.

May 23.—In the forenoon the keeper of the Lewes Station, (Fifth District,) coast of Delaware, received information that a bark had been wrecked shortly before 4 o'clock in the morning on the Delaware Breakwater, about a mile and a quarter to the eastward of the station. The fact that the keeper, with some of his surfmen, had been at a stranded sloop some distance to the westward during the morning, prevented his gaining an earlier knowledge of the occurrence. This being the inactive season, during which the surfmen are not kept at the station, the keeper at once set signals calling his crew together, and upon their arrival, about an hour before noon launched the life-boat, pulled with extreme difficulty out through the heavy surf and proceeded to the "Stone Pile," upon which the shipwrecked men—thirteen in all, including the local pilot and the agent of the consignee—had taken refuge. They were taken into the boat, safely landed, and directed to available quarters. They had lost everything except the clothing they wore. The bark was the *Patriot*, of Lillesand, Norway, from Barbadoes, West Indies, with a cargo of sugar and bound to Philadelphia, Pennsylvania. She had anchored behind the breakwater for a harbor and during the heavy northerly gale prevailing at this time had dragged her anchors and struck upon the breakwater, becoming a complete wreck. A small portion of the cargo was saved, but at an expense exceeding its value.

May 23.—In the morning of the 21st, during a strong northwest blow and heavy sea, a steam pile-driver sprang a leak and sank alongside the dock, about a hundred and fifty yards from the Muskallonge Lake Station, (Tenth District,) Lake Superior. On the 23d the life-saving crew proceeded to raise her. They securely chained strong timbers to the dock and rigged them out over the craft. From the outboard ends double purchases were suspended and made fast to the pile-driver, and by means of horses, which did the pulling on the tackles, the craft was successfully raised. She sustained but little damage.

May 24.—At about 2 o'clock in the afternoon a tug entering Cleveland Harbor ran into a small sail-boat containing four boys, who were fishing, and they were thrown into the river. A surfman of the Cleveland Station, (Ninth District,) Lake Erie, started at once for the scene in

a small boat and succeeded in rescuing the lads, who were in great danger of drowning, and took them to the station, where they were properly cared for. Others of the life-saving crew, having quickly manned the dinghy when the accident occurred, recovered the capsized boat and towed it ashore. Examination showed that it had been stove beyond repair.

May 24.—At about 7 o'clock in the morning word was brought to the Hammond's Bay Station, (Tenth District,) Lake Huron, that a small tug, apparently disabled, was in a dangerous position near Long Point, some sixteen miles northwest of the station. As soon as the surfmen finished their breakfast they launched the surf-boat and started to the scene. It was blowing fresh from the northwest and raining, with considerable sea running, and it was half-past 10 before the life-saving crew reached the vessel. She proved to be the *Sally*, of East Saginaw, Michigan, with her cylinder head blown out. The captain and engineer—the only persons on board—were nearly famished, having had nothing to eat since noon of the previous day. The surfmen landed them and sent them down the beach to a fishing station where they could obtain food and then returned to the tug, as there was danger of her dragging ashore, and remained by her until the captain got back, which was not until half-past 5 o'clock in the afternoon. That morning word had been sent to Cheboygan for a tug and one was expected every moment. After the station men had put the captain and engineer on board they pulled back to their quarters, running into Oqueoc River on the way to inform the agent of the disabled tug of the nature of the accident which had happened to her. At midnight they rowed again to Long Point, but during their absence the tug had received assistance and been towed to Cheboygan. They then returned to the station, having pulled in their boat something like sixty-four miles in the last twenty-four hours.

May 24.—About half-past 3 o'clock in the morning, while fog prevailed, the schooner *Magnolia*, of and from Chicago, Illinois, ran aground about a mile and a half south of the Muskegon Station, (Eleventh District,) Lake Michigan. She was discovered a half hour later by the surfman on watch, who notified the station keeper. The latter at once showed a flag signal to inform the people on board that assistance would be given them, and proceeded to secure the services of a tug. While the tug was making preparations for the start, the captain of the vessel, having been landed on the beach in his yawl, arrived in quest of aid. The tug with the surf-boat in tow went out to the stranded craft, and the life-saving crew having run the lines, began efforts to float her. The line parted several times, but the connection was in each case renewed with the surf-boat. The work went on until noon, when the wind and sea increased, and it was decided that nothing further could be done that day. On the 25th, however, the schooner was hauled afloat by two tugs and taken into Muskegon, whither she was bound. She was found to be only slightly injured. She carried a crew of seven and was without freight.

May 25.—About 9 o'clock in the morning the schooner *Abel C. Buckley*, of Salem, Massachusetts, dragged her anchor and stranded on the north side of the South Sugar Loaf, a dangerous rock, about a quarter of a mile to the eastward of the Hunniwell's Beach Station, (First District,) coast of Maine. The keeper saw her strike. It being the inactive season, he secured the services of a volunteer crew and together they launched the surf boat and went to the scene. Finding a kedge already out they at once attempted to heave her afloat, but as the tide was ebbing their efforts were unsuccessful. As the tide fell her bows settled

and she finally slid off the rock into deep water. She was bound to South Gardiner, Maine, from Boston, Massachusetts, light, with a crew of five men.

May 25.—At half-past 7 o'clock in the evening the keeper of the Coney Island Station, (Third District,) New York, observing that a storm was brewing, launched his skiff (the station crew was off duty for the summer,) and pulled out to the cat-boat *Minnie*, of Sheepshead Bay, Long Island, which was becalmed half a mile off shore to the southeast of the station. The two young men on board were vainly endeavoring to get back into the bay by paddling with a piece of board, but the ebb tide prevented their making any headway. The keeper took their line and by an hour's hard pulling against the current towed them into a place of safety. The youths were very grateful to him, and as by 10 o'clock the wind was blowing fresh from the southeast with rain and intense darkness, it is probable that his prompt action averted a serious accident.

May 25.—At 8 o'clock in the forenoon two boys left Racine Harbor, Wisconsin, in a small boat and sailed out on Lake Michigan. There was quite a strong breeze from the southeast and the weather looked threatening. After getting some distance off shore, the wind having increased, they made efforts to return but to no purpose. The lookout of the Racine Station, (Eleventh District,) who had all the while carefully watched them, reported their danger, as did also several persons who ran to the station. The life-saving crew quickly launched the surf-boat and started for the scene. A tug offered assistance, but as the surfmen thought they could easily rescue the lads, they declined the proffered aid, saying that if it was needed they would signal by tossing their oars. A row of four miles, however, convinced them that they could not overtake the boat, which by this time was before the wind, with a large sail up, going at a very rapid rate. The station men, therefore, signaled for the tug and she came out and took them in tow. After a chase of fifteen miles the boys were finally picked up. Their boat was half full of water and they were badly frightened. Had they been carried near the beach and into the breakers both would have lost their lives. They were taken back to the station and sheltered over night. The next day the keeper sent them to their home in Milwaukee, taking charge of their boat until called for.

May 25.—About 6 o'clock in the evening, during a gale from the northeast, a boat containing two fishermen swamped, and was in great danger of capsizing, about half a mile northeast of the Cape Disappointment Station, (Twelfth District,) Washington Territory. The accident was witnessed by the keeper, who at once put out with his crew in the surf-boat to render assistance. On reaching the scene the fishing boat was found nearly full of water, rolling heavily in the breakers, and the life-saving men had great difficulty in preventing her from turning over. The accident had been caused by the jamming of the sheet. The surfmen soon had the craft in tow for the station. The two men were furnished with clothing from the supply donated by the Women's National Relief Association until their own could be dried, and given supper, lodging, and breakfast.

May 26.—At half-past 3 o'clock in the morning the keeper of the Sandy Hook Station, (Fourth District,) coast of New Jersey, discovered that the sloop-yacht *Eva*, of New York, was ashore about half a mile northwest of the station. The accident had occurred some three hours before, but the station crew being off regular duty for the inactive season, there was no patrol to sooner observe it. The keeper went to her

in his small boat without delay, and found that she was from Brooklyn, New York, with three men on board and bound on a pleasure cruise. As the wind had shortly before come out fresh from the northeast with a heavy rain-storm, the owner was much worried. He wanted the help of a tug and the keeper therefore conveyed him to one whose services he succeeded in securing. Upon her arrival near the sloop the keeper ran a hawser which the tug, however, soon parted. He then ran a second line, and the tug pulled the sloop afloat and towed her to a wharf. Being considerably damaged, she was leaking badly and very soon sunk. On the next low water the keeper helped to take out her ballast and when the tide again flowed to haul her out to a place of safety on the beach, where she was subsequently repaired.

May 26.—On this date a man who was unable to swim fell into the Ship Canal, near the Ship-Canal Station, (Tenth District,) Lake Superior, and being greatly frightened, sank immediately. The keeper hurried to the water's edge and as the man came to the surface, grasped him and drew him ashore. He was profuse in his thanks and acknowledged that the keeper had saved his life.

May 27.—Between 12 and 1 o'clock in the afternoon the lookout of the Big Sandy Station, (Ninth District,) Lake Ontario, reported a schooner some three or four miles to the southward with a signal up for assistance. A fresh southeast wind was blowing accompanied by rain. The surfmen launched their boat, and arriving alongside the vessel, found her to be the *Fiat*, of and from Oswego, New York, bound to Woodville, in that State, with a cargo of coal and a crew of five men. The captain wanted to know the depth of water off Big Sandy Creek, which he was desirous of entering. The keeper furnished the information sought for and then aided to pilot the schooner in. When within a quarter of a mile of the harbor the wind headed her off and the channel being very narrow, she drifted onto the rocks on the north side and commenced to pound. The surfmen quickly ran lines to the shore, one of which was obtained from the station. By means of the schooner's windlass they gave a heavy strain on the lines and the action of the sea being favorable, managed to gradually work her clear. They then warped her without further accident into the harbor. She sustained no perceptible damage. The following letter, in relation to the services of the life-saving crew, was received at the Department:

“WOODVILLE, NEW YORK, *May 27, 1889.*”

“HON. S. I. KIMBALL,

“*General Superintendent U. S. Life-Saving Service,*

“*Washington, D. C.:*”

“SIR: Allow me to thank the Life-Saving Service in general, and especially the captain and crew of the Big Sandy Station, at the mouth of Big Sandy Creek, at the foot of Lake Ontario, for the timely assistance rendered me this day. I came down from Oswego with the schooner *Fiat*, loaded with coal, the wind from the southeast fresh. While making the entrance to Big Sandy Creek the wind headed me off and I drifted on the rocks on the north side of the channel, and my vessel would have been damaged much by pounding on the rocks with the back sea if it had not been for the timely assistance rendered me by the captain and crew with their lines and boat. I am, sir, with respect,

“Yours obediently,

“WM. A. JENKINS,
“*Master of Schooner Fiat.*”

May 27.—On this date the tug *Temple Emery*, of Milwaukee, Wisconsin, arrived off Two Rivers, in the same State, with a large raft of logs in tow. She was unable alone to get the raft into port, and consequently signaled for assistance. The crew of the Two Rivers Station, (Eleventh District,) Lake Michigan, and a tug responded to the call and aided the steamer to get her tow into the harbor.

May 28.—At 4 o'clock in the morning a vessel ashore about one and a half miles south-southeast of the Big Kinnakeet Station, (Sixth District,) coast of North Carolina, was discovered by the wife of the keeper of that station. The life-saving crew were not on duty at the time, this being the inactive season, but the keeper upon learning of the accident at once hoisted the signal for the men and also started out on horseback to notify them. About an hour later, the crew having reported, the surf-boat was manned and pulled to the place. The schooner was the *Viola W. Burton*, of and from Philadelphia, bound to New Berne, North Carolina, with a freight of coal, and had stranded so close to the shore that the men could land without the boat. The surfmen led out a line from the craft and the crew sliding down the rope were helped to the beach. Their effects were next sent ashore by the keeper, who had gone on board, after which all proceeded to the station. The five men from the vessel were wet, and while theirs were drying, other clothes were provided for their use. The keeper and the schooner's crew subsequently made several trips to her, but could do little in saving anything further. A telegram had been sent to Norfolk at the time of the rescue for a steamer, but upon her arrival it was found that the schooner was past help. The shipwrecked crew accordingly made preparations to go on board the steamer for transportation to Norfolk. A storm, however, which continued several days prevented their embarking until the 4th of June, at which time they left the station. The schooner and cargo became a total loss.

May 28.—Shortly past midnight, during a brisk northwest breeze, a small sloop stranded near the Cleveland Station, (Ninth District,) Lake Erie. She began to pound heavily on the rocks. The life-saving crew promptly hauled her out on the beach. She was undamaged beyond the carrying away of her bowsprit, which occurred when her cable parted.

May 28.—A few minutes after the crew of the Cleveland Station, (Ninth District,) Lake Erie, had returned from rendering the service previously mentioned, the lookout reported a yacht adrift and rapidly approaching the west pier several hundred yards from the station. The wind was blowing very strong. The life-saving men hastened to the spot indicated and found the craft to be the sloop *Petrel*, which had broken from her moorings. Several of the surfmen jumped on board and with boat-hooks kept her from being dashed to pieces against the pier, while the rest of the crew, by means of a line which had been made fast to her, towed her around the pier into a slip and safe berth. She sustained some slight damage to her hull by coming in contact with another boat. The subjoined letter was afterwards received by the keeper:

“CLEVELAND, OHIO, June 18, 1889.

“Captain C. C. GOODWIN,

“*Life-Saving Station* :

“DEAR SIR: Owing to the prompt action you took in saving the yacht *Petrel* from going ashore in the storm of May 28, 1889, you prevented her from being wrecked entirely. The damage done to the boat

has been repaired at slight cost. The owners and myself tender our heartiest thanks to you and your crew for the services rendered.

“Yours, respectfully,

“C. H. CHRISTIE.”

May 28.—In the afternoon a man fell into the river at Racine, Wisconsin, between the vessel which he was helping to unload and the dock. He got out all right, but being completely drenched applied to the Racine Station, (Eleventh District,) Lake Michigan, for dry clothing so that he could go home. He was provided with an outfit from the stores donated by the Women's National Relief Association.

May 29.—Shortly after 6 o'clock in the evening the keeper of the Gurnet Light-House was seen from the Gurnet Station, (Second District,) coast of Massachusetts, making hasty efforts to launch a yawl boat. Presently it was discovered that his son, who had been out in a sail-boat, was in the water clinging to a lobster car, and that the boat was ashore on the rocks near by. The station keeper hurried down to the beach, helped launch the yawl, jumped in and took the oars, and after landing the light-house keeper on the rocks to look after the stranded boat, got the lad aboard and set him ashore. He then hastened back to assist in floating the sail-boat. By getting into the water, and with his shoulder lifting her bow off the rocks, she was soon released, and after the catch of lobsters was transferred to the car, taken to her moorings.

May 29, 31.—The small sloop *Jennie Arnold*, of Perth Amboy, New Jersey, in attempting to enter Manasquan Inlet, in the same State, about 2 o'clock in the afternoon (29th), the tide being low, stranded on the north side of the channel. She was seen by the keeper of the Squan Beach Station, (Fourth District,) which is half a mile north of the inlet, but as she appeared to be at anchor he did not go to her until some two hours later, when he learned that she was aground. The owner was alone on board, and the keeper upon his arrival at once joined him in the work of getting her off. They did not succeed, however, in floating her until the 31st, when she proceeded into Manasquan River, whither she was bound.

May 29.—At 11 o'clock at night the schooner barge *Joseph E. Sparrow*, of Port Huron, Michigan, in tow of the steamer *Benton*, bound from Buffalo, New York, to Saginaw, Michigan, broke loose from her consort and was driven ashore near the south breakwater a quarter of a mile from the Erie Station, (Ninth District,) Lake Erie. A heavy northeast gale was blowing with a high sea running, and the vessels were trying to make Erie Harbor for shelter. The barge was unladen and had a crew of six men. The watch of the station on seeing the accident gave the alarm, and the life-saving crew speedily launched the surf-boat and went to her assistance. The craft being in shallow water and near the pier, there would have been danger of smashing the surf boat in an attempt to reach her through the heavy seas. Accordingly the surfmen rowed to the west side of the breakwater in hopes of securing a hawser from the vessel, but there being none on board they were obliged to pull back to the station and obtain one. This they ran from the end of the south pier to the barge, a distance of some two hundred and fifty yards, and with tackles hove her clear of the beach. The task proved very difficult, as the surf sweeping the pier drenched the station men completely. The next morning (30th,) a tug towed the vessel into the harbor. Through the prompt and effective efforts of the surfmen she was saved from damage.

May 29, 30.—The crew of the Muskallonge Lake Station, (Tenth District,) Lake Superior, assisted the tug *Andrew J. Smith* to get a boom of logs off the beach near the station. They were employed in running lines from the tug to the logs and in helping to float them for two days when a storm arose, compelling the steamer to abandon the boom, which was driven upon the beach again, and to seek shelter in the harbor. Some days later, June 9th, work was resumed. (See under dates of June 9 and 10.)

May 30.—At half-past 10 o'clock in the forenoon the lookout at the Charlotte Station, (Ninth District,) Lake Ontario, discovered with his marine glass a dismasted yacht about six miles to the eastward of the station. The lake was rough, with the wind fresh from the east. The life-saving crew started off in their surf-boat in tow of a tug which at times would bury herself to the pilot house in the heavy head seas. Before they could reach the scene the steamer *Sylvan Stream* rescued those on board the yacht, which proved to be the *Abbie*, of Rochester, New York, and took the craft in tow. Arriving in the Genesee River, the life-saving men worked her alongside a wharf and straightened up her gear. The parting of the shrouds had caused the accident.

May 30.—During a fresh easterly wind and rainy weather, at about half-past 6 o'clock in the evening, the steam launch *Mary Dean*, of Rochester, New York, with two men on board, got too near the flats, and swamped several hundred yards southwest of the Charlotte Station, (Ninth District,) Lake Erie. She was driven on the beach full of water. The two men waded ashore without trouble. The life-saving crew hurried to the assistance of the launch, and by their timely efforts hauled her out before any damage was done. She would have been dashed to pieces had they been a whit less prompt.

May 30.—At 3 o'clock in the afternoon, during a northeast gale and rainy weather, the lumber-laden schooner *Eugene*, of Detroit, Michigan, parted her chains while anchored in Sand Beach Harbor of Refuge, and was driven ashore half a mile south of the Sand Beach Station, (Tenth District,) Lake Huron. The life-saving crew immediately launched the surf-boat, pulled to the vessel, and took off the man who was on board. The rest of the crew were ashore. The schooner was bound from Au Sable, Michigan, to Marine City, in the same State. She was subsequently floated, having sustained but slight damage.

May 30.—After the assistance rendered in the preceding case the crew of the Sand Beach Station, (Tenth District,) Lake Huron, went to a steamer that was entering port apparently disabled. Two small tugs towed her to an anchorage. She was the *C. M. Chamberlain*, water-logged. Her fires went out just as she reached the harbor. It was learned that she had been obliged to cast loose her consort, the schooner-barge *Victor*, of Hamilton, Ontario, and it was supposed the latter had gone ashore a few miles to the southward. The life-saving men returned to the station and procured a team of horses to haul the boat and beach-apparatus. Meantime the keeper hurried to the limits of the south patrol, where, by the aid of his marine glass, he discovered the vessel. The surfmen arrived abreast of her about 9 o'clock at night, having had to travel some three and a half miles. She was lying about a hundred and thirty yards from the beach. The wind was blowing heavily, with rain, and the sea was tumbling in with great fury. The surfmen decided to land the barge's people by means of the breeches-buoy. The gun was placed in position and the first shot carried the line successfully across the vessel. Although a strong current was setting along shore no trouble was experienced in rigging the gear. The hawser was hauled

only moderately taut, as it was feared the mast was insecure—a wise precaution, as it was afterwards learned that the weather rigging was gone and the barge split open, with the foremast resting against the deck-load. Seven trips were made with the breeches-buoy, and as many persons brought off. One of them was a woman and another a child of twelve, the captain's daughter. The craft was constantly working inshore, and after each trip the hawser had to be tautened, much increasing the work of the station men. The people were conveyed to Sand Beach, and the life-savers followed later with their boat and apparatus, reaching the station an hour after midnight. The barge was from Midland, Ontario, bound to Buffalo, New York, with a load of lumber. She became a total loss; the cargo was saved. The captain was high in his praise of the prompt and energetic work of the surfmen, and the General Superintendent subsequently received from the little girl, to whom reference is made, the following letter detailing the rescue in a manner rendered peculiarly interesting by all the circumstances:

“SAND BEACH, MICHIGAN, *June 15, 1889.*

“S. I. KIMBALL,

“*Superintendent Life-Saving Service, Washington, D. C.:*

“MY DEAR SIR: During the fearful storm of May 30th I was with papa on the schooner *Victor*, which was driven ashore in a heavy gale of wind on Rock Falls. The night was so dark and the sea so high that all we could see was foam. As we were passing the harbor of Sand Beach the steam-barge *Chamberlain* was towing us when her engine stopped, and to take care of herself she let go of us. She went into the harbor and we went up further about three miles, where, about ten o'clock Captain Plough and his crew of life-saving men met us and carried us ashore safely. The crew contained papa, (the captain,) four seamen, and the cook and myself, my age being twelve. The cook was a woman and was very heavy, weighing two hundred and two pounds, and they had a great bother putting her in and out the breeches-buoy. They fired a cannon with a line to a shot, then the sailors took the line and made it fast. Then they sent off a breeches-buoy. One sailor went first and I went third, but I wanted papa to go first because I did not want to leave him on the wreck. The woman-cook came after me. She was so heavy that some of the life-savers said they thought they were pulling the vessel ashore. Papa came last. They all cheered for papa because he was last. If it were not for the life-saving crew we would all have been drowned. I thank them all very much.

“Yours sincerely,

“MINNIE SILVERSIDES,

“*Owen Sound, Ontario.*”

May 30.—At half past 3 o'clock in the afternoon a message was received at the Pointe aux Barques Station, (Tenth District,) Lake Huron, that a steamer, with a distress signal flying, was ashore north of Port Hope, at a point about five and a half miles to the southward of the station. A heavy gale, accompanied by rain, was blowing from the northeast, with a high sea running. The surfmen put on their oil-skins and cork jackets and launched the life-boat. This was their only recourse, as there were no means at hand to transport it over the beach, and the violence of the storm precluded the use of the surf-boat. A reef lying to the eastward of the station made it necessary for them to pull almost dead to windward in order to clear it. The heavy breakers

nearly submerged them and more than once threatened to drive them back upon the beach, but they fought their way with brave determination and passed the reef in safety, huge bowlders being seen only a few feet below the surface. They had proceeded about two miles when the rudder split, and Surfman No. 1 was called to assist with the steering oar in handling the boat. At intervals, when his services could be spared at the helm, he would resume his thwart and pull with the rest. There was no way of avoiding the breakers and the surfmen were, therefore, compelled to row through them as best they could, relying upon some chance and favorable condition of the wind and sea to help them along. Several times the oars were dashed from the hands of the men, but, being secured by lanyards, were recovered. The boat continually shipped water, but having excellent self-bailing properties immediately freed itself. After a perilous trip, lasting four hours, which was only successfully accomplished by undaunted courage and perseverance, the life saving crew reached the vessel. They went under her starboard bow, where a line was thrown out, which, together with the stern oars, kept the boat head to the sea. The steamer was found to be the *Edvard S. Pease*, of Port Huron, Michigan, bound from Escanaba, in that State, to Ashtabula, Ohio, with a cargo of iron ore. Her crew consisted of twelve men, and there were, besides, the captain's wife and child. As the craft had filled and was in an easy position, those on board felt safe to remain. The life-saving crew staid by for about a quarter of an hour, when a tremendous comber struck their boat, tore out the samson post, and drove them some distance to leeward, where another sea nearly broached the boat to. It was found impossible, after several trials, to pull back to the steamer, which was now dead to windward, (having lowered her distress signals,) and so the station men started for Port Hope, the breakers being too heavy to attempt a landing on the beach. Just as they were about to enter the harbor two furious seas struck the boat in quick succession, driving it against the weather side of the pier about fifty yards from the end, breaking one of the oars and knocking another from the grasp of the oarsman. The united efforts of the crew could not work the boat clear of the pier and so the keeper ordered them out, as darkness was gathering and the situation becoming extremely critical. The boat in driving along the pier fortunately caught against a portion of the cribwork, when the keeper and two of his men, seeing their opportunity, quickly jumped aboard with boat-hooks and oars, and by dexterous management got it clear and safely into the harbor, where, with the help of outsiders, it was securely moored. The men were drenched to the skin and much exhausted. They partook of a hasty supper, and during the remainder of the night kept up a vigilant patrol on the beach, so as to be ready with their services in case any further accident should befall the stranded steamer. Early in the morning the life-boat was hauled out and the damage ascertained. A blacksmith was then called, who commenced repairs on the rudder and row-locks, while the surfmen stopped up with canvas a hole that was stove in the starboard quarter above the water line. Meantime a team had been engaged and dispatched to the station for boat-hooks and oars. At 11 o'clock in the forenoon (31st,) the weather cleared and moderated, and the life-saving men again pulled off to the vessel. They landed twelve of those on board, making two trips for the purpose. As the owners of the steamer stated that wrecking operations would probably not begin for several days the life-saving crew returned the following morning to the station. In the afternoon of June 4th they went back to the steamer and assisted those who had been employed

to float her to jettison about two hundred and fifty tons of the cargo. They also conveyed the wreckers, when occasion required, to and from the vessel, procured implements for them, and in various other ways expedited the work. On the morning of June 6th the steamer was pulled off by tugs, which started with her for Port Huron. The amount of damage was about a third of her value. The labors of the life-saving crew were trying and hazardous in the extreme, and one of the surfmen received injuries which disabled him for some time. The captain of the steamer subsequently published the following in the Detroit Free Press regarding the services of the station men:

“In the statement published which was credited to me no mention was made of the prompt and grand work of the Pointe aux Barques life-saving crew. As soon as they were warned from Port Hope that a steamer was ashore they left their station in the face of a terrible storm and came to our rescue. They worked and were bound to take us off, but I would not let the crew go, but told the captain I would signal him. So they patrolled the beach all night, watching for any signal that might be given. My crew do not want any one to think that we were not thankful for the brave and good work done by Captain Ferris and his men. And not only at the time of the disaster did they work but they staid to save property. I speak for myself and crew, knowing that the pull made by the life-savers was one of the hardest ever made on the lakes. And I trust that Captain Ferris and his men will receive this as a token of our thanks.”

May 30, 31.—A heavy northeast wind and rain-storm prevailed on Lake Huron on these dates. At about half-past 8 o'clock in the evening of the 30th one of the local tugs blew four long whistles off the Ottawa Point Station, (Tenth District,)—a prearranged signal, indicating that a vessel was in distress. The north patrol was at once called in and the life-boat launched. A hard pull brought the men alongside the tug, which proceeded with them to East Tawas, where it was reported that a schooner was ashore near White Stone Point, twelve miles south, with the crew in the rigging. The information obtainable regarding the situation was extremely vague, as the telegraph wires were all down. The night being very dark and the wind blowing with great fury and a tremendous sea running, it was necessary to wait until daylight before attempting to go to the vessel. In order to facilitate matters the keeper secured the large and powerful lake tug *Music* to tow the life-boat. At about half past 3 o'clock in the morning (31st,) a start was made. The sea was following with such force that to make the life-boat steer the drag had to be employed. When within about three miles of the vessel the slings to the drag gave way, causing the boat to be driven upon the tug, and as the crafts separated the tow-line parted. The surfmen quickly hauled in the drag with the tripping line, tied together the broken parts of the slings, and proceeded to the schooner under oars. They pulled under her lee and took off four men who were on board. It appears that one of the crew was washed over when the craft first struck, but reached the shore safely on a plank. As it was unsafe to land on the rocky beach the surfmen pulled for the tug, which was lying-to about four miles out in the lake. The breakers swept their boat continually, but the men bent pluckily to the oars and after four hours of exhausting work reached the tug. The latter then towed the life savers to East Tawas, where the ship wrecked people were left. Had the surfmen not taken the best of care of the captain and wrapped him in some of their own clothing, it is probable that he would have perished from the exposure he had endured, as he was pretty far gone

when rescued. The station crew were well-nigh fagged out when they reached their quarters in the forenoon of the 31st. They had had no rest or food since the preceding day. The schooner was the *Mary Hattie*, of Port Huron, Michigan, loaded with lumber and telegraph poles, bound home from Snow Island. She became a total loss.

May 30.—At 2 o'clock in the afternoon, during heavy northeast weather, the three-masted schooner *Hattie A. Estell*, of Chicago, Illinois, bound from Escanaba, Michigan, to Sandusky, Ohio, with a cargo of iron ore and a crew of seven men, got into the trough of the sea some six miles to the eastward of Thunder Bay Island and rolled her foremast out. The latter broke into three pieces and carried away the main and mizzen topmasts. One of these crashed into the deck, making a hole through which the seas poured as they swept the vessel. Fortunately none of the crew were hurt. The accident was seen by the assistant light-house keeper of Thunder Bay Island, who immediately reported it to the watch of the station of that name. (Tenth District,) Lake Huron. The life-boat was speedily launched, and after a hard pull the station men reached the vessel. It being evident that in her disabled condition she could not withstand much longer the violence of the storm, which was momentarily increasing, the keeper suggested the advisability of procuring a tug that was known to be at anchor in Thunder Bay. This the captain heartily indorsed, and the station men at once set sail in their boat and stood away to obtain assistance. The tug *Mocking Bird*, lying in the bay, was notified of the schooner's predicament, and she quickly got up anchor and started to the scene with the life-boat in tow. They had not proceeded far when they met the *Estell* coming along in charge of a large steamer. The latter, it appears, went to the schooner's aid, and after considerable difficulty and at great risk succeeded in getting a line to her. The tug and life-boat accompanied the vessels until they reached a safe anchorage. The captain of the schooner was then conveyed to Alpena to enable him to telegraph to his owners. While at that place Mr. Churchill, a generous and public spirited citizen, who has on several previous occasions contributed to the comfort and welfare of the crew of the station, gave the keeper a pair of rubber boots, each surfman dry mittens, and provided all with refreshments. At 11 o'clock at night the life-boat put off for the schooner with the captain, who was extremely anxious to return on board. The weather now almost approached a hurricane. It was very dark and the rain and hail driving in sheets still further blinded the men and made the night one of unusual severity. It was fully an hour before they got to the vessel. The mate then stated that she was not leaking sufficiently to require the services of the station men before morning, and so they returned ashore. At daybreak (31st,) they again boarded the schooner, the storm still raging with unabated fury. It was found impossible to clear up the wreckage, as pieces of the spars were swinging from the stays, endangering the lives of those about decks. A harbor tug arriving soon afterward it was decided to take the schooner inside. The surfmen hauled in the big hawser and assisted to get the vessel under way. At about 8 o'clock she was safely at Alpena. The life-saving crew, after partaking of breakfast, were towed to the station by a tug, having been absent twenty-three hours and at work most of the time in one of the hardest gales ever experienced in that locality. The captain's gratitude for their efforts in his behalf was heartfelt.

May 30.—During the afternoon the wind, which had been gentle, increased to a fresh breeze, rendering the berth of the schooner *Harvey*

Ransom, of Grand Haven, Michigan, anchored near the outer pier of that harbor, very precarious. The keeper of the Grand Haven Station, (Eleventh District,) saw the schooner's danger, boarded her with his crew, and hauled her about five hundred yards up the river, making her fast to a dock in a sheltered place. The captain had been unable to get a tug to move his vessel, and was very grateful to the life-saving crew for their timely assistance.

May 30, 31.—At 10 o'clock in the forenoon of the 30th the keeper of Evanston Station, (Eleventh District,) Lake Michigan, received a telegram from Highland Park, thirteen miles north of the station, stating that a vessel was ashore at that place. A heavy northerly gale was blowing, accompanied by a steady downpour of rain. The sea was high with a tremendous surf on the beach. Two teams were procured to haul the surf-boat, and half an hour after the receipt of the dispatch the station crew were on their way to Highland Park. Before leaving the station, however, word was received by messenger that the vessel had not stranded, but that she was dragging her anchors and was in extreme peril. The heavy rains had made the clay roads well nigh impassable, but the horses were urged forward, and in two hours after leaving the station the crew and surf-boat were on the beach abreast the vessel. During the trip the surfmen followed the shore as close as practicable, and kept a vigilant lookout. When four miles from the objective point, two teams were met coming to the assistance of those hauling the surf-boat, and thereafter better time was made. The vessel proved to be the schooner *Laura Miller*, of Chicago, Illinois, bound to Highland Park, in the same State, with a cargo of lumber from Whitehall, Michigan. She carried a crew of three men, but her captain, who had left his vessel before the storm broke, had been forced to remain on shore. She had stopped dragging when half a mile from the land, and was now riding heavily. The sailors, however, were not in much danger, as the schooner was drawing but little water, and should she go ashore she would be forced high up on the beach, so that they could easily land. At one time after the vessel stopped dragging the men made an attempt to get her under way, intending, evidently, to run to Chicago for a harbor; a reefed foresail and the fore staysail were set, but were lowered immediately. It was found that the sails were too light, and split as soon as spread to the furious gale. No distress signal was hoisted. At 4 o'clock in the afternoon the life-saving crew were sent back to the station with the teams and the keeper followed two hours later by rail. The surf-boat was left behind, with the understanding that, if needed, it would be sent towards Evanston, or, if the schooner should part her cables and drift down the beach, the boat could be taken along shore abreast of the vessel and word sent to the keeper. The station was reached at 7 o'clock. The tired men had obtained a little rest when, at a quarter of 9 o'clock, the keeper was informed, by telegram, that the vessel had gone adrift and the surf-boat was on its way down the beach. Ten minutes later the keeper and four of his crew started out in the storm on their long tramp; two surfmen remained behind to accompany the teams that had been ordered. The beach was followed closely, as it was thought the vessel would try to make Chicago after parting her chains, and, if so, she might be seen. The storm of wind and rain had increased in violence and now came with such driving fury that the horses could not be induced to face it except as they were led by the surfmen. Progress, under the circumstances, was necessarily slow, and to add to the hardship the night was so pitchy dark that it was extremely difficult to keep the

road. About six miles from the station the keeper and his men were overtaken by the teams. It was not until half-past 1 o'clock in the morning (31st,) that Highland Park was reached. The crew of the schooner were found at the house of the owner of the cargo. The vessel's chains had parted at half-past 8 o'clock the previous evening and she was driven high up on the beach, about half a mile south of the pier, enabling the crew to reach a place of safety without assistance. After a rest of two hours the life saving men patrolled the rugged shore, crossing deep ravines, to Glencoe, four miles away, to which place the surf-boat had been sent on its wagon. From Glencoe two men were sent to the station, by way of the beach, with the boat, and the others returned by rail. Frequent inquiries were made along the road, but no wrecks were reported until within two miles of Evanston, when it was said that a steamer was ashore near by. The train was stopped and the station men proceeded to the beach. The rumor proved untrue, as there was no vessel to be seen. The keeper and his four men then walked to the station, arriving there at 8 o'clock, two hours in advance of the surf-boat. The crew had had almost twenty-four hours of constant work of the most arduous and fatiguing kind.

May 30.—At 3 o'clock in the afternoon a small schooner was seen from the Kenesha Station, (Eleventh District,) Lake Michigan, running for the harbor with a signal of distress up. The life-saving crew launched the surf boat and went out to the end of the north pier, where she would be likely to encounter the most trouble in entering. When she had passed the bar three of the surfmen boarded her, as her crew consisting of only two men could not handle her. The surfmen worked her up the river in safety. She was the *Willard A. Smith*, of Grand Haven, Michigan, bound from Muskegon, in that State, to Milwaukee, Wisconsin, with a cargo of shingle blocks. Her deck-load had shifted the night before, fouling some of her gear. As a gale was blowing from the northeast and a heavy sea running the vessel would have fared badly in the breakers had not the life-saving crew gone promptly to her assistance. The captain warmly appreciated their action.

May 30.—At 4 o'clock in the morning the lookout of the Sheboygan Station, (Eleventh District,) Lake Michigan, observed a vessel in the offing acting strangely, and immediately called the keeper. The latter at once notified a tug, which as soon as possible took the surf boat in tow to the vessel. She proved to be the schooner *Cora*, of Grand Haven, Michigan, from Old Mission Point, (Grand Traverse Bay,) in the same State, with a cargo of lumber and potatoes for Chicago, Illinois. She was dismasted and greatly in need of assistance. There were four men on board. The captain reported that while running before a fresh northerly breeze and high sea, it became necessary to jibe, and in doing so the foremast and main topmast were carried away, the former just under the trestle trees, and the mainmast was sprung. At the time of the accident, which occurred at 1 o'clock in the morning, the schooner was about fifteen miles north-northeast of Sheboygan and ten miles off shore. She was then headed for the nearest harbor, but her progress was, of course, very slow, and the appearance of the tug with the station crew was hailed with joy by the almost exhausted sailors. The disabled vessel was towed into port and docked. The life-saving crew then rendered material aid, which was highly appreciated by the captain of the *Cora*, in clearing the wreck, unbending sails, unreeving gear, and removing all to a safe place. After getting new spars, the schooner proceeded to her destination.

May 31.—The body of a man, badly mutilated and bearing evi-

dence of having been in the water a long time, washed ashore two miles south of the False Cape Station, (Sixth District,) coast of Virginia, where it was discovered by a resident of the vicinity, who at once reported to the keeper. The latter took charge of the remains, and as they could not be identified, buried them on the beach.

May 31.—The crew of the Cape Disappointment Station, (Twelfth District,) Washington Territory, at 9 o'clock in the morning were summoned by the lookout's alarm to go to the rescue of two fishermen whose boat had capsized in the breakers just below Republic Spit, about two miles southeast of the station. After a half-hour's pull they reached the overturned boat and took off the imperiled men, who were clinging with difficulty to the bottom. They had several times been washed from their positions by the waves, but had managed to regain their hold. Their fishing net was recovered, and after righting the boat all hands landed on Sand Island and waited until the craft drifted within reach. The surfmen then put her in condition and hauled her along inside the breakers to a safe place, where a launch was made, when the two men got aboard and set out for home, very grateful for their rescue. The following account of the affair appeared the next day in the Daily Pioneer, of Astoria, Oregon:

"The life-crew at Fort Canby performed another heroic action yesterday morning. Booth's boat No. 50, containing A. Peterson and his boat-puller, A. Anderson, went into the breakers just below Republic Spit. They were seen by the lookout from the cape, who gave the alarm and the life-boat immediately went to the rescue. The boat was bottom up and the men were vainly trying to hang on to the bottom, but the breakers would frequently tear them away. When the life-boat arrived the men were taken aboard, their boat was righted and the net recovered, and they set sail for home feeling much like men who were brought back from the grave. This is the ninth rescue that has been made by the life crew this season, and it is owing to their vigilance more than anything else that no loss of life has as yet marked the 1889 fishing season."

June 1.—During the forenoon the assistant keeper of Seguin Light, coast of Maine, went to the main-land for a physician for a sick person on the island. When ready to set out on his return the sea was too rough for the small boat in which he had landed, and he accordingly asked the assistance of the keeper of the Hunniwell's Beach Station, (First District). This being the inactive season, the life-saving crew was not on duty, but the keeper soon succeeded in obtaining enough men to pull the surf-boat, and the doctor was taken to the island, a distance of something over two miles to the southward of the station. Returning, the surf-boat landed at 3 o'clock in the afternoon.

June 1.—The keeper and three of the surfmen of the Big Kinnakeet Station, (Sixth District,) coast of North Carolina, constructed a plain coffin and gave burial to the body of a man which had washed ashore near the station. The body had evidently been a long time in the water and there were no means of identification.

June 1.—While the crew of the abandoned schooner *Mary S. Bradshaw*, of Philadelphia, Pennsylvania, were trying to make a landing on the North Carolina beach near the Creed's Hill Station, (Sixth District,) their yawl capsized and the steward was drowned. The accident occurred during the inactive season when the regular life-saving crew were off duty. The particulars will be found on page 49.

June 1.—On this date the keeper and crew of the Grindstone City Station, (Tenth District,) Lake Huron, secured a number of logs that

had drifted ashore near the station, and which came from a large raft that had to be abandoned by the towing vessel during the gale of May 30th. The raft had been broken up by the waves, and the logs were strewn along the beach in the vicinity of the station. Some days later (on the 10th,) a tug, with the owner of the raft and a number of workmen, arrived off the station, and the work of re-rafting was begun. This, under the circumstances, proved a long and tedious operation, and it was not until ten days after that the work was completed and the logs were towed away. The life-saving crew were frequently called upon to give assistance, and the surf-boat was often employed in running lines to the tugs, and in helping to float the logs. There being no place in the neighborhood other than the station where the workmen could be accommodated with quarters, and as it was necessary that they should remain on the beach, the surfmen provided them with necessary shelter during the progress of their work. The value of the property saved was about two thousand dollars. The owner warmly appreciated the assistance rendered by the station crew.

June 2.—While patrolling the beach in a southerly direction from the Gilbert's Bar House of Refuge, (Seventh District,) eastern coast of Florida, the keeper found a small dory that had washed ashore. He took the boat to the station for safe keeping until the owner could be found.

June 2.—At 6 o'clock in the evening the watch of the Ottawa Point Station, (Tenth District,) Lake Huron, heard a steamer blowing distress signals several miles southeast of the station. The fact was reported to the keeper and he at once caused the surf-boat to be launched. The life-saving crew found the vessel to be the tug *Kitty Smoke*, of Port Huron, Michigan, with three men on board. She was leaking badly and the water, already up to the fire box, was rapidly gaining. The captain wanted to run the vessel ashore, but the keeper advised him to try and reach Tawas, about six miles to the westward. The surfmen commenced bailing with buckets and by working the pumps also, succeeded in keeping the vessel afloat until she was run inside the harbor, where she was grounded secure from wind and sea. The life-saving men then returned to the station. Their prompt action had undoubtedly saved the vessel from serious harm and her crew from trouble, as they were not provided with a small boat. The tug, when the accident occurred, was on her way from Caseville, Michigan, to Au Sable, in the same State.

June 2.—Shortly after daylight a steam barge, having in tow a large lighter, arrived off Pent Water, Michigan, and signaled for a tug to take her into the harbor, as she drew too much water to venture in alone. It happened that there were no tugs in port, so the crew of the Pent Water Station, (Eleventh District,) Lake Michigan, made the steamer's lines fast to the pier to hold her in position. Later, when the southwest wind had raised the water a little, the surfmen towed the vessels into the harbor to a safe berth. The captain of the barge was very grateful for the assistance rendered.

June 4.—Early in the morning a schooner signaling for assistance was observed about three-quarters of a mile northeast of the Middle Island Station, (Tenth District,) Lake Huron. The life-saving crew went to her in the surf-boat and found that she had anchored in the vicinity the previous evening during a thick fog, and now wanted to resume her journey, but being in a dangerous position was unable to work off the land without aid. The surfmen assisted to weigh the anchor and make sail, but the wind soon died away and the vessel began to drift towards the shore. The life-saving men then manned their boat, got out a line, and towed the craft to an offing where sufficient breeze soon sprung up to

take her well into the lake on her course. The captain was very grateful for the service rendered, as he had been nearly the whole night trying to get clear of the island. The schooner was the *John Burt*, of Detroit, Michigan, bound from Escanaba, in that State, to Toledo, Ohio, with a cargo of iron ore and a crew of eight men.

June 4.—Early in the afternoon the steamer *Hattie B. Perene*, of and for Chicago, Illinois, hove to off the Ludington Station, (Eleventh District,) Lake Michigan, and signaled for the life saving crew. The latter immediately put off to the steamer in the surf-boat. When they arrived alongside it was ascertained that the vessel had three feet of water in her hold and was leaking badly. The captain explained that new valves had recently been set in some of the out-board pipes, and that they had become jammed, allowing the water to flow freely into the vessel. At his request the openings, which were about six inches under water, were securely closed by the surfmen with pine plugs. The water being pumped out of her hold the steamer continued her course, the captain first expressing his gratitude to the life-saving men for their assistance.

June 5.—At half-past 6 o'clock in the morning the tug *Battler*, of Philadelphia, with the light schooner *Jonathan Bourne*, of Newport, Rhode Island, in tow, ran upon Beach Island ledges some three hundred yards south-southwest of the Fletcher's Neck Station, (First District,) coast of Maine. The vessels were on their way from Salem, Massachusetts, to Bath, Maine, and the accident occurred during the prevalence of a dense fog. The keeper, who was alone at the station—the season being the inactive one—at once discovered the mishap, and quickly summoning to his assistance two of the regular life-saving crew from their homes near the station, manned a small boat and pulled to the place. They found the tug afloat, but in great peril among the rocks. The schooner was hard aground. First boarding the tug the keeper piloted her out between the ledges into good water. The life-saving crew then ran hawsers, and shortly after noon, the tide having risen sufficiently and the keeper still acting as pilot, the schooner was hauled off the rocks, after which the voyage was resumed. The tug received a slight injury to her keel. The bottom of the schooner was considerably damaged. The former vessel had a crew of eleven all told; the latter carried nine men.

June 5-8.—Shortly before 9 o'clock in the forenoon of the 5th, the schooner *John N. Sherwood*, of New York, from Orono Landing, New York, bound to Fall River, Massachusetts, and laden with brick, while passing Watch Hill Point, Rhode Island, during foggy weather was set in very near the shore by the rapid current. The anchor was quickly dropped, but failed to hold, and the vessel was swept upon the rocks. She brought up about one-third of a mile south of the Watch Hill Station, (Third District,) coast of Rhode Island, which was closed for the inactive season. The keeper, however, witnessed the occurrence, and at once went on board in his small boat. The captain wanted to send for a tug, and taking one of the seamen the keeper landed and telephoned for the required assistance. The sea being rough the schooner shortly bilged and filled with water. The surf broke heavily over her, and the captain and crew were forced to land in their yawl. All went to the station and were kindly cared for. One of the number left on the following day (6th), another on the 7th, and the three others remained until the 8th. Wreckers who undertook to float the vessel saved a small part of the cargo of bricks and finally succeeded, on the 24th, in getting her off the rocks and into New London harbor. Her injuries, however, amounted to five-sixths of her value.

June 5.—At 1 o'clock in the morning of this date, during squally weather, the small schooner *Ada*, of Beaufort, North Carolina, dragged her anchors and went ashore a mile north-northeast of the Cape Lookout Station, (Sixth District,) coast of North Carolina. At the time of the accident she was attempting to beat into Lookout Cove, but the wind, which was from the northwest, was blowing so hard that she could carry no sail and had to anchor, with the above result. Shortly before sunrise the keeper discovered the craft's plight and hastened to her relief. It being the inactive season, when no crews are employed at the stations, the light-house keeper and several fishermen helped him to run out a kedge, and at flood tide they succeeded in heaving her afloat. They then worked her to a sheltered berth. She was from Wilmington, North Carolina, bound to her home port with a cargo of salt, and carried a crew of three men. Vessel and cargo were undamaged.

June 5.—At half-past 9 o'clock in the morning, during a fresh northwest breeze, the lookout of the Cleveland Station, (Ninth District,) Lake Erie, reported the sloop-yacht *Unique* dragging her anchor in the outer harbor some three hundred yards from the station. There was no one on board of her. Several of the surfmen immediately manned the dinghy, but before they could reach the yacht she stranded and commenced to pound. They ran a line to a mooring-buoy near by and held her until they got another line to the pier. The rest of the life-saving crew then hove her afloat and towed her around the end of the pier and to the station. It was found that she had been stove and was leaking badly. The surfmen hauled her out on the beach and delivered her to the owners. The keeper, two days after the occurrence, received the following letter of thanks:

“CLEVELAND, OHIO, *June 7, 1889.*

“Captain O. C. GOODWIN,

“*Life-Saving Station:*

“SIR: We owe the safety of our yacht, the *Unique*, to the prompt and efficient service of your crew. The damage done will not exceed five dollars whereas it would have cost us the yacht had you not acted so promptly. Thanking you heartily in behalf of the owners, I am,

“Yours respectfully,

“G. W. LUETKEMEYER.”

June 6.—At half-past 4 o'clock in the morning of this date, during the inactive season, the keeper of the Santa Rosa Station, (Eighth District,) coast of Florida, discovered a small sail-boat running before the wind, steering wildly, and making bad weather of it. He at once got a skiff ready to go to her assistance in case of accident. When about half a mile from the station the occupant in trying to jibe overturned the boat and was thrown into the water. The keeper quickly put off to the scene and found the man clinging to the side of the boat and in danger of drowning. The keeper took him into the skiff, picked up the oars and rudder which had washed adrift, and towed the sail-boat to the station. The man, who proved to be a sailor belonging to the Italian bark *Benedetto*, of Castellamare, was given dry clothing and hot coffee, and sheltered until the following day. It appears that shortly after midnight, just as he had returned to the bark from the shore in company with the captain, and while making the ship's yawl fast, the sail-boat drifted close by and he jumped into her, but before he could catch a turn with a line she carried him off. The boat was found partly filled with water and had nothing on board to bail with. He sailed

her about in Pensacola Bay for some three hours, she being most of the time unmanageable, until she finally capsized as described. Several days afterwards the keeper delivered the boat to the owner.

June 6.—While the steamer *Oneida* was towing a barge from the dock near the Muska'longe Lake Station, (Tenth District,) Lake Superior, the tow-line fouled her wheel and disabled her. The line had become so badly jammed around the hub and blades of the propeller that the life-saving crew, who went immediately to the assistance of the vessel, were six hours (from 5 o'clock in the afternoon until 11 o'clock at night) in clearing it.

June 6.—The schooner *Charley J. Smith*, of Grand Haven, bound to Muskegon, left South Haven (all these places are in Michigan,) about 10 o'clock in the forenoon. The wind, however, was very light and the vessel losing steerage way drifted upon a shoal some six hundred yards to the westward of the South Haven Station, (Eleventh District,) Lake Michigan. The life-saving crew boarded her without delay, ran out an anchor with their surf-boat, and as the schooner had stranded lightly, soon succeeded in getting her afloat uninjured. She carried a crew of four men and was laden with gravel.

June 7.—About an hour before noon the schooner *Waterloo*, of Wal-doborough, Maine, while passing through Muscle Ridge Channel, coast of Maine, with a light breeze from the southward, was caught by the strong current and set upon Hay Island Ledge, one and a half miles east-northeast of the White Head Station, (First District). The station crew, with the exception of the keeper, were off duty for the summer, but one of the surfmen was in the vicinity and witnessed the mishap. He hastened to notify the keeper and the two at once put off in a dory and boarded the schooner. The accident occurred about the time of low water, and as the flood tide shortly made, they helped the vessel's crew, which consisted of three men, to run out a kedge, get her afloat and make sail. They then piloted her out into the channel, enabling her to proceed uninjured on her way. She was from her home port bound to Bangor, Maine, without cargo.

June 7.—Shortly before 2 o'clock in the afternoon a skiff with a man in it was caught by the strong current and became endangered in the Indiana chute of the falls of the Ohio River, three-quarters of a mile northwest of the Louisville Station, (Ninth District,) Louisville, Kentucky. The life-savers quickly put off in their boat and brought the skiff and occupant to the station before any harm was done.

June 8.—A daring and successful rescue was effected by the boatmen of the Louisville Station, (Ninth District,) Louisville, Kentucky, in the forenoon of this date. At 9 o'clock a shanty-boat, with several persons on board, was seen in the dangerous current above the cross-dam of the falls of the Ohio River. One of the station boats was immediately launched and the life-savers reached the imperiled people just in time. No sooner were they taken off the shanty-boat than the latter was swept over the dam and crushed on the rocks, where there would have been no possible escape for the occupants. The station men pulled around the end of the dam and made fast to what remained of the wreck and towed it to the Indiana shore. In this difficult task they were assisted by the rest of their comrades, who had arrived on the scene in another of the station boats. After the wreck was landed the boatmen hauled it out on the bank. While they were pulling on the hull the line parted and one of the life-savers was thrown violently to the ground, with several others on top of him, and two of his ribs were broken. He was conveyed across the river and taken in a carriage to

the station, where he was attended by a surgeon of the Marine Hospital Service. The crew of the shanty-boat consisted of three men and a boy. They were from Vevay, Indiana, and were doing odd jobs along the river. When the boatmen reached them they were drifting with the current quite unconscious of any danger. When they realized their peril and their narrow escape they were very grateful to their rescuers. All those who witnessed the work of the life-saving men pronounced it as fearless and clever as any they had ever seen on the river. The keeper was the recipient of the following commendatory letter :

“LOUISVILLE, KENTUCKY, June 8, 1889.

“DEAR SIR: The undersigned steamboat-men were eye-witnesses to the very difficult and dangerous task performed by your crew in saving the lives of three men and a boy on Saturday, June 8, 1889. These parties were in a ‘shanty-boat,’ which was carried over the cross-dam and wrecked, while the occupants were all saved. They were entirely ignorant of the great danger that surrounded them. We regard the work done as being one of the most skillful and daring rescues ever accomplished around the falls.

“Very truly, yours,

“FRANK CARTER,
“*Superintendent L. and C. U. S. Mail Line Company.*

“JNO. BRENNEN,
“*Master of Steamer Fleetwood.*

“E. F. BARKER,
“*Clerk of Steamer Fleetwood.*

“LEW. W. HILL,
“*Clerk of Steamer Fleetwood.*

“CHAS. H. THOMAS,
“*Pilot of Steamer Fleetwood.*

“ANDY HAZELETT,
“*Mate of the Steamer Fleetwood.*

“Keeper WM. M. DEVAN,
“*Louisville Life-Saving Station.*”

June 8.—In the afternoon information reached the Thunder Bay Island Station, (Tenth District,) Lake Huron, that the small schooner *Alice*, of Port Huron, Michigan, was ashore about six miles west of the station. She had stranded during a dense fog the previous day. The life-saving crew pulled to the scene in the surf-boat and found the vessel high up on the beach and her crew of three men shivering with cold and well-nigh fagged out from their unsuccessful labors in trying to get their craft afloat. They had abandoned the work and about given up the schooner for lost. The surfmen at once turned to and by running out anchors and using pries succeeded in heaving her off. The rudder being disabled they towed her to one of the fishing stations in the vicinity. The captain, who was part owner of the schooner, was profuse in his expressions of gratitude to the station crew, as without their assistance he could not have saved his vessel. She had no cargo and was on her way from Alpena to Cheboygan, Michigan, when the accident occurred.

June 9.—At about daylight the steamer *Justice Field*, of Port Huron, Michigan, was observed some four miles northeast of the Middle Island Station, (Tenth District,) Lake Huron, having difficulty in getting a raft, which she had in tow, out into the lake. She worked for some time, apparently making no headway, and finally swung around for the

shore and began to whistle for assistance. A moderate gale, accompanied by rain, was blowing at the time, with a rough sea running. The surfmen put off in the life-boat and after a hard pull of three-quarters of an hour got alongside of her. The captain stated that the steamer was partially disabled owing to some of the machinery giving out, but sufficient repairs had been made to work her along under easy pressure; finding the weather too heavy to manage the raft, which was in danger of breaking adrift, and not being familiar with the locality, he had signaled for aid to get in smooth water under shelter of the island. After working some three hours and a half the life-saving crew succeeded in getting the steamer to a safe berth, where she anchored. The captain was very thankful for the timely service rendered him, as otherwise he would in all probability have lost the raft, which was valued at a large amount. The following morning, the wind and sea having moderated, the steamer resumed her journey. She was bound from the Straits of Mackinaw to Bay City, Michigan, and had a crew of twelve men.

June 9, 10.—On these dates the crew of the Muskallonge Lake Station, (Tenth District,) Lake Superior, worked long and industriously in assisting the tug *Andrew J. Smith* to recover a portion of the raft of logs lost near the station almost two weeks before. The logs had drifted ashore, and the surf-boat was used in running lines from them to the steamer and in assisting to float the raft.

June 10.—About the middle of the afternoon the keeper of the Point Judith Station, (Third District,) coast of Rhode Island, heard several blasts of a steamer's whistle, indicating that the vessel, which was evidently very near the shore, was in need of assistance. Men were also heard shouting for help. There was a dense fog, preventing the steamer's being seen. One of the regular surfmen and a fisherman happened to be at the station, which was closed for the inactive season, and with their aid the keeper launched a large fishing boat and pulled out to the steamer, finding her to be the yacht *Vinita*, of and from Philadelphia, Pennsylvania, and bound to Boston, Massachusetts, with the owner aboard. She had a crew of three men. Her compass being disordered, she was completely lost in the fog and had stopped within seventy-five yards of the shore and in proximity to numerous sunken rocks. The surf was heavy and increasing, and the yacht was in very great danger. The keeper returned to the station and procured his own compass, then acting as pilot, worked the steamer out clear of the rocks—a task well-nigh impossible for a stranger in the vicinity to accomplish—and took her up the bay into Newport Harbor without mishap, much to the relief of the owner and the captain, both of whom had felt great anxiety. The keeper loaned them his compass for the remainder of their cruise, and received many expressions of gratitude on their part.

June 10.—A raft of timber, while being towed into the harbor of Manistee, Michigan, by the steamer *Tecumseh*, struck the north pier and was separated, the timbers going adrift. The accident was seen by the crew of the Manistee Station, (Eleventh District,) Lake Michigan, who launched the surf-boat and assisted the steamer's crew to rescue the raft, which was then towed up the river.

June 10.—From 10 o'clock in the forenoon until 9 o'clock in the evening the crew of the Two Rivers Station, (Eleventh District,) Lake Michigan, ran lines to the tug *Temple Emery*, of Milwaukee, Wisconsin, and assisted her to get a raft of logs into the harbor. When work was suspended for the day the raft still blocked the channel, and

it was not until two days later that the *Temple Emery*, with the assistance of three other tugs, succeeded in getting the logs to their destination.

June 11.—The schooner *Emma Green*, of Bangor, Maine, without cargo, and homeward bound from Salem, Massachusetts, while standing into Muscle Ridge Channel from the westward, was forced by the darkness and fog which prevailed, to anchor about half a mile east of the White Head Station, (First District,) coast of Maine, and dangerously near the rocky shore of the island from which the station takes its name. This took place at 2 o'clock in the morning, but as the station was closed for the summer the vessel's situation was not known to the keeper until daybreak, when one of the surfmen reported it to him. Both men at once went on board, using a dory, and found the craft just clear of the rocks. They assisted her crew of five men to weigh the anchor, get her under way, and sail her into Seal Harbor to a good anchorage.

June 13.—A party of five persons—three ladies and two gentlemen—from Folly Creek, after spending some hours on the beach near the Matomkin Inlet Station, (Fifth District,) coast of Virginia, at 9 o'clock in the evening started homeward in a small sail-boat. The night, however, was calm, and although their destination was not far distant they soon found that they could make no progress against the strong ebb tide. After a long and ineffectual struggle they entirely lost control of the boat, and the swift current swept them seaward out of the inlet. The night was very dark, and they were very rapidly approaching the breakers, where they were in great danger of being capsized and drowned, when fortunately their cries of distress aroused the keeper. He at once called to his assistance two men who happened to be at the station—the regular crew were off duty for the inactive season—launched a skiff and pulled to the rescue, reaching the sail-boat to find those on board drenched to the skin by the breakers and suffering greatly from fright. The keeper and his companions reassured them, and soon succeeded in getting them safely to the station, where, as it was now nearly midnight, they were made comfortable for the remainder of the night. The keeper was subsequently the recipient of the following grateful letter :

“DAUGHERTY, VIRGINIA, *June 14, 1889.*

“DEAR SIR: Please accept our thanks for saving our lives on the 13th of June, for if it had not been for you and your friends we would certainly have been lost. We send our thanks also to Mr. Milliner and Mr. Parkes, who assisted you in rescuing us. No words can express our gratitude to you.

“Respectfully,

“JAMES P. DAUGHERTY.

“JAMES D. BULL.

“Captain JOHN E. BURTON,

“*Keeper of the Matomkin Inlet Station.*”

June 14.—A fish-boat was capsized while beating into the harbor of Beaver Island, Michigan, and its three occupants were thrown into the water. The accident happened about a mile east of the Beaver Island Station, (Eleventh District,) and was witnessed by the keeper. The latter caused a small boat to be launched and with one of the surfmen put out to rescue the imperiled men. Before they had gone far, however, the three men had been picked up and their boat taken in tow by

another fish-boat that was working into the harbor. The overturned boat was beached three-quarters of a mile from the station and the surfmen assisted to haul it up and put it in good shape again. The fishermen lost their catch, and their boat was damaged to some extent.

June 15-18.—Shortly after noon of the first of these dates the schooner *Ella F. Bartlett*, of Gloucester, Massachusetts, having procured at Dix's Island, Maine, bait for a fishing cruise upon which she was bound, attempted to beat out of Muscle Ridge Channel in a light southerly breeze and dense fog, and ran upon Hay Island Ledge, a mile and a half east-northeast of the White Head Station, (First District). As the weather was very thick, the vessel's position was not discovered at the station until the fog lifted about three hours later. The life-saving crew had disbanded for the inactive season, but the keeper as quickly as possible got six of his surfmen together, manned the surf-boat and boarded the stranded schooner. Her crew of eleven men had landed in their own boats, saving their effects. The vessel, having gone on the rocks at high water, heeled over nearly on her beam-ends as the tide fell. The station crew, however, furlled the sails and made every thing as snug as possible, but the vessel was badly strained and on the next flood tide filled with water. The following morning they again went on board and took off and landed her sails and running-rigging, working all day. Towards night the vessel slipped off the ledge into deeper water where she was completely submerged by the high tide. On the 18th a wrecking company, assisted by the keeper, raised the craft and took her into Rockland for repairs. She was damaged to an extent of nearly one-third her value. The schooner's crew were sheltered at the station from the evening of the 15th until the time the vessel was floated.

June 15.—Shortly before noon two men in a small row-boat accidentally capsized within two hundred feet of the Saint Joseph Station, (Eleventh District,) Lake Michigan. The keeper, having observed that they were intoxicated, was watching them. He instantly jumped into a small boat which was luckily at hand, and within one minute had both men in his boat. The slightest delay would have resulted fatally to one of the men, who had vainly attempted to swim to the shore and was sinking for the second time when the keeper reached him. The other one had prudently clung to the capsized boat. They were taken to the station, where their clothes were soon dried, enabling them to go on their way. The surfmen in the meantime had recovered their boat and gear and put them in good condition.

June 15.—The schooner *Lavinda*, of Chicago, Illinois, met with a serious accident at 5 o'clock in the morning of this date during a thick fog. She was on a voyage from Portage, Michigan, to her home port, when she ran ashore about two miles north of the Milwaukee light-house. She had a freight of hard-wood lumber, and carried a crew of five men, all told. The captain went to the city to get the assistance of a tug, and on his way notified the keeper of the Milwaukee Station, (Eleventh District,) Lake Michigan, of the disaster. The surf-boat was launched and started for the scene, but was soon overhauled and taken in tow by the tug. The schooner was on a rock some seventy-five yards from shore, and in such shoal water that the tug could not approach nearer than three hundred yards. A hawser was run by the life-saving crew to the stranded vessel, and in a short time the tug succeeded in hauling her off. She was in good condition. The surfmen assisted to make sail on the vessel, and when everything was in order on board and

she was proceeding towards her destination, they left and returned to the station, arriving there at noon.

June 16-18.—At 6 o'clock in the morning of the first of these dates the fog, which had prevailed during the preceding day and night, lifted, and the keeper of the Crumple Island Station, (First District,) coast of Maine, discovered a small schooner ashore on Egg Rock, about a mile and a half west of the station. This being the inactive season on the Atlantic coast, and the homes of the crew being at Jonesport, nearly seven miles distant, he launched his dory and pulled alone to the stranded craft, finding her to be the British schooner *Julia S.*, of and from Saint John, New Brunswick, bound to Boston, Massachusetts, with a freight of shingles, and a crew of four men. He assisted to run out an anchor to keep the flood tide from setting her higher on the rocks. As the tide flowed the sea increased in violence, so that the men, who were all ashore, were unable to get on board the craft. The masts were snapped off at the deck, and later part of the deck-load washed overboard. In the afternoon the keeper and the captain went to Jonesport for more assistance. They notified the station crew, who set out at once for the place, and the captain telegraphed to the vessel's owners. Returning, they arrived on board at daybreak of the 17th and found the surfmen hard at work saving the sails, rigging, and other wreckage. The life-saving men next ran out anchors and kedges, lightened the schooner by discharging the remainder of the deck-load, and at high water warped her off the rock and to a secure anchorage. As the captain wished to send for a tug to take his schooner to her home port for repairs, the surfmen, who were leaving for their homes, carried a message to the telegraph office. The captain went to the station with the keeper and remained over night. In the morning of the 18th a tug from Saint John arrived, and by making two trips got the schooner and her wreckage into Jonesport, whence they subsequently proceeded to the home port. The vessel was badly damaged, and about two fifths of the cargo was lost. The following note of thanks was afterwards received by the keeper:

“SAINT JOHN, NEW BRUNSWICK, *June 20, 1889.*

“DEAR SIR: I beg to tender my sincere thanks to you and the men under your command for the valuable services rendered to the British schooner *Julia S.*, when in trouble in your district.

“Very truly, yours,

“A. W. LOVETT, *Owner.*

“Mr. WILLIAM MARSHALL,

“*Keeper Crumple Island Life-Saving Station.*”

June 16.—Two fishermen, whom a heavy thunder-storm about midnight of the 15th had obliged to land near the Coney Island Station, (Third District,) coast of Long Island, New York, were sheltered until daybreak.

June 16.—About the middle of the afternoon the steamer *Eliza Hancock*, of and from New York, bound to Rockaway Beach, Long Island, ran aground on the west end of Chaney Bar, about two miles to the eastward of the Coney Island Station, (Third District,) New York. She had a crew of five men and some two hundred and fifty passengers on board. The keeper, accompanied by his son, went to the steamer and offered his services. The captain, desiring to learn exactly how his vessel was situated, had him take soundings in her vicinity, but needed no other assistance. The passengers were shortly taken off by

tugs and transferred to their destination, and soon after the flood tide made the steamer floated without having received material damage.

June 16.—A surfman of the Racine Station, (Eleventh District,) Lake Michigan, picked up a small skiff which he found drifting in the lake and took it to the station. About a week later the skiff was claimed and taken away by the owner.

June 16-17.—A telegram was received at the Milwaukee Station, (Eleventh District,) Lake Michigan, at 9 o'clock in the evening (16th,) stating that a steamer was ashore at Fox Point, twelve miles north of Milwaukee, and in need of assistance. There was a dense fog over land and water. The surf-boat, in tow of a tug, started out immediately for the relief of the disabled vessel. The tug lost her reckoning, and at the end of four hours had not found the steamer. The surf-boat then went to the beach, and from a farmer the life-saving men ascertained the bearings of Fox Point. With the information thus obtained the search proved more successful, and at 2 o'clock in the morning (17th,) they arrived at the scene of the accident. The steamer was the *Westover*, of and for Milwaukee, Wisconsin, from Charlevoix, Michigan, with wood. She had grounded two hundred yards from shore during the thick weather, and was unable to work herself into deep water. A line was passed to the tug. Assisted by the *Westover's* crew of fourteen men the surfmen discharged seventy cords of wood into a lighter which the tug had fortunately brought along. Relieved of that much of her cargo the tug was enabled to float the steamer and she was towed to Milwaukee in a leaking condition. The life-saving crew returned to the station at half-past 7 o'clock in the morning.

June 17.—In the latter part of the afternoon the lookout of the Cleveland Station, (Ninth District,) Lake Erie, saw a sail-boat capsize in the outer harbor, near the break water, about three quarters of a mile northeast of the station. The life-saving crew at once manned the dinghy and pulled to the scene. The boat was found to be the small pleasure yacht *Trust*. The three yachtsmen who had been thrown into the water were promptly rescued by some Government employés, who were near by when the accident occurred. When the dinghy arrived they were taken on board and conveyed to the station, where one of them was supplied with dry clothing from the stores placed at the disposal of the Service by the Women's National Relief Association. The capsized boat was subsequently taken charge of by the surfmen, who bailed her out and put her in order.

June 17.—A man, while fishing from the south pier, just opposite the Saint Joseph Station, (Eleventh District,) Lake Michigan, fell overboard. The mishap was witnessed by one of the surfmen from the station, who quickly gave the alarm. A small boat was launched and speedily reached the scene. The man was taken from the water and conveyed to the station, where his clothes were dried. Although a good swimmer, he was unable to get out on the pier, and the assistance of the surfmen probably saved his life.

June 17.—Shortly after 3 o'clock in the morning a steamer's signal of distress was heard off the Two Rivers Station, (Eleventh District,) Lake Michigan. No time was lost in turning out the station crew and launching the surf-boat. The life-saving men pulled out in the darkness in the direction whence the signal came, and when about five miles east of the station fell in with the steamer *Chicago*, of Buffalo, New York. The captain reported that his vessel had been in collision with the schooner *Pensaukee*, of Albany, New York, the previous

day, when sixteen miles north of Pointe aux Becs Scies, Michigan. Both vessels had suffered considerable damage, but while the steamer was able to resume her voyage the schooner was in need of assistance, and the *Chicago* came to off the station to obtain necessary aid. The captain also wished to send a telegram to the steamer's owners, notifying them of the accident. The keeper dispatched a tug to the assistance of the *Pensaukee*, and delivered the captain's message to the telegraph operator. The steamer proceeded on her way to Milwaukee, Wisconsin.

June 18.—While playing at the foot of Milwaukee street, Milwaukee, Wisconsin, a small boy fell into the river and was drowned. Half an hour after the accident the keeper of the Milwaukee Station, (Eleventh District,) Lake Michigan, was notified, and was requested to search for the body. A boat's crew was sent to drag the river in the vicinity, and in half an hour the body was recovered. It was left in charge of a policeman.

June 18-20. A very serious accident occurred about noon of the first of these dates, which caused the sinking of one vessel and seriously damaged another. During a thick fog which then prevailed the schooners *Dan Mabee* and *Arctic* collided when some six miles north of the Milwaukee Station, (Eleventh District,) Lake Michigan, and three miles off shore. The former had a large hole stove in her bow, and immediately began to fill. Recognizing the serious nature of the injury, her master crowded all sail on his vessel and headed her for the nearest beach. The bow of the *Arctic* was also crushed, but by putting canvas over the hole and keeping the pumps going constantly the crew kept her afloat. She arrived at Milwaukee at 3 o'clock in the afternoon, and notified the life-saving crew of the condition of the other schooner. The surf-boat was launched without delay, and left for the scene of disaster to search for the crew of the disabled vessel. When several miles out the surfmen fell in with a schooner having them on board. It appears that the *Dan Mabee* had capsized and sunk in three fathoms of water, and her crew of seven men had escaped in the yawl and been picked up by a passing vessel. The surf-boat put back, but had not proceeded far when a tug, going to the wreck, hailed and requested the keeper and his crew to assist in an effort to raise the schooner. They visited the wreck, but could not move it. The life-saving men then went ashore and telegraphed for two more tugs, which soon arrived. The combined efforts of the three steamers to move the vessel proved unavailing, and the work was abandoned for the day. The crew returned to the station shortly after 2 o'clock in the morning (19th). Early the following day (20th,) the station crew, in company with two tugs, returned to the wreck and renewed their efforts to raise it. After nearly seven hours of hard labor, the schooner was righted and floated. She was then towed into the harbor of Milwaukee.

June 19.—During a violent wind squall at 4 o'clock in the afternoon, the small fishing boat *Tidal Wave*, of Bay Port, Michigan, laden with fishing gear, and having a crew of two men, dragged her anchor in Ottawa Bay and went on the beach three-quarters of a mile to the northward of the Ottawa Point Station, (Tenth District,) Lake Huron. The life-saving crew hurried to the scene and found the craft full of water and pounding heavily. They lost no time in bailing her out, and then running an anchor to a favorable point, managed by hard work to heave her afloat.

June 19.—A man while bathing at the foot of Polk street, Chicago, Illinois, the preceding evening was drowned. The keeper of the Chicago Station, (Eleventh District,) was notified of the accident the next morning (19th,) and the surf-boat, properly equipped, was sent to drag for the body. The search was successful, and the remains were given in charge of the proper authorities.

June 20.—In the morning at twenty minutes after 4 o'clock, the patrol of the Sturgeon Point Station, (Tenth District,) Lake Huron, reported a steamer some distance off the land blowing whistles and heading in. The keeper immediately called the crew and they started out in the life-boat, having to row about five miles before reaching the vessel. She was found to be the *Iron Duke*, of Detroit, Michigan, with two fishermen on board who had been rescued from the bottom of a capsized boat ten miles off shore. The steamer was standing in out of her course to land them. It appears that the fishermen had had a very narrow escape from drowning, their boat having been blown over during a violent wind and rain squall in the afternoon of the 19th. They had clung to her for twelve hours before being picked up. The surfmen took them into the life-boat and as they desired to return to the scene of the accident to recover their craft, they were put on board a vessel that was bound for the fishing grounds. The life-saving crew proceeded to the locality in their own boat. The capsized boat was found about 9 o'clock. The surfmen stripped her of sails and rigging and succeeded, by the aid of some fishermen, in getting her right side up. She was then bailed out, and there being a fair wind, the station crew started with her for the shore. When nearly to Alcona, where the fishermen lived, the surfmen, finding their services no longer necessary, left the boat in charge of a fishing vessel bound in and returned to the station. They had been absent nearly eight hours.

June 21-23.—About 3 o'clock in the afternoon the keeper of the Hunniwell's Beach Station, (First District,) coast of Maine, saw the crew of the small sloop *Dawn*, of Bath, Maine, throwing overboard the sand which the vessel had been loading on the beach. It being the inactive season he did not wait to summon a crew, but knowing that something was amiss went at once on foot to the scene. The craft had sprung a leak and the sand was being removed to prevent her sinking. The keeper aided in the work and helped heave her afloat and get her into a safe place. On the two following days (22d and 23d,) he assisted in repairing the damage she had sustained. She was bound to her home port with a crew of three men.

June 21.—In the forenoon a fire broke out on the Government pier, a short distance from the Cleveland Station, (Ninth District,) Lake Erie. The life-saving crew hurried to the scene with buckets and found that a pile of driftwood had ignited from some unknown cause. The fire was burning rapidly, but the surfmen by diligent and well-directed efforts succeeded in extinguishing it, thereby averting considerable damage.

June 21.—About half-past 4 o'clock in the afternoon the sloop-yacht *Sylvia*, of Cleveland, Ohio, ran on a sunken wreck several hundred yards from the Cleveland Station, (Ninth District,) Lake Erie. The life-saving men went in the dinghy to her assistance, lowered the sails and landed her passengers, including two ladies; there being seven persons all told on board. The party were very much alarmed, as the yacht had careened and the water had entered the cockpit. After putting them safely ashore the surfmen sent for a tug and line, and later on the yacht was towed into the inner harbor, where an examination showed that she

was only slightly damaged. The following letter was afterwards received by the keeper:

“CRANE ELEVATOR COMPANY,
“Cleveland, Ohio, July 3, 1889.

“DEAR SIR: We write to express to you our sincere thanks for the service you and your crew rendered our yacht *Sylvia* and the parties on board while upon a wreck in Cleveland harbor, June 21, 1889. Neither of the owners was on board at the time, both being out of the city. We have made inquiries of Mr. Knowles, who is the sailing master, and he is very high in his praise of your prompt and efficient service. Mr. Knowles was not aware of the wreck, and I think for the safety of visiting yachts it should be buoyed. Again thanking you for your prompt action, we are,

“Yours truly,

“EDWIN H. CLARK,
“GEORGE G. WELLS,
“Owners of yacht *Sylvia*.

“C. C. GOODWIN, Esq.,
“Captain *Life-Saving Station, Cleveland, Ohio.*”

June 21.—At about half-past 1 o'clock two young men who were out rowing on the Ohio River, a short distance from the Louisville Station, (Ninth District,) Louisville, Kentucky, through mismanagement and by reason of the strong current got their skiff afloat of the wheel of a steamer that was moored alongside a wharf-boat, and were swamped. They succeeded in holding on to the wheel until the life-saving men, who set forth in their boat as soon as the accident occurred, reached them. They were safely landed and their skiff was towed ashore.

June 21.—A couple of hours after the crew of the Louisville Station, (Ninth District,) made the rescue described in the preceding case, their attention was attracted to two river-men who had started from Jeffersonville, on the opposite side of the river, and were attempting to tow some logs through the Indiana chute of the falls. Their skiff was caught in the powerful current, lifted upright on its prow, and carried over the cross-dam, where it swamped, throwing the occupants into the water. The men managed to cling to it until the arrival of the station crew, who started to their assistance when they first entered the dangerous current. The life-savers took the men into their boat, secured the skiff and lumber, and then proceeded down the rapids to Sand Island, where the river-men were safely landed, that being the place where they lived.

June 21.—The lookout of the Milwaukee Station, (Eleventh District,) Lake Michigan, reported, at 3 o'clock in the afternoon, that a small boat containing two boys was about two and one-half miles south-southeast of the station and in danger of being swamped by the heavy sea then running. It was blowing a gale. The occupants of the boat were evidently unable to manage their small craft, and could not reach land. The surf-boat was launched and the station crew put out to the assistance of the lads, who were found to be very much frightened. They were overjoyed on being taken into the surf-boat and having their own boat towed ashore. It is probable that had not assistance arrived so opportunely the small boat would have swamped and the boys been drowned.

June 22.—Early in the afternoon, during a dense fog, two sailors from the small British fishing schooner *Fannie*, of St. Andrews, New Brunswick, landed at the Cross Island Station, (First District,) coast

of Maine, and stated that their vessel was at anchor very near some rocks and the captain was unacquainted with the locality. The keeper, being the only member of the station crew on active duty during the summer, went on board with the two men. The vessel lay just south of Double Headed Island, some three-fourths of a mile southeast of the station, and the keeper at once assisted to get her under way and piloted her into Cross Island Harbor. He then instructed the captain how to leave the harbor when he should wish to resume his cruise. The schooner was from the fishing banks, and bound to Grand Manan, New Brunswick, with a crew of five men.

June 22.—Shortly before 7 o'clock in the morning, during thick weather, a tug with a schooner in tow mistook the fog-signal at Cape Elizabeth, Maine, for that at Portland Head, near the entrance of Portland Harbor, and consequently shaped a wrong course and soon found herself near the breakers. She at once hauled off, but the tow-line parted and the schooner barely saved herself from going ashore by dropping her anchor, which brought her up within fifty feet of the rocks and some three hundred yards southeast of the Cape Elizabeth Station, (First District,) where she was instantly seen by the light-house keeper. He hastened to notify the station keeper and the latter (being alone on duty during the summer,) at once manned a small boat and went on board the vessel, which was the *Sullivan Sawin*, of and from Boston, Massachusetts, light, and bound to Booth Bay, Maine. Her crew consisted of eight men and there was one passenger on board. The captain, having lost faith in the judgment of the tug pilot, requested the keeper to take his vessel into port. This the keeper did, receiving a substantial reward for his services.

June 22-24.—Between 1 and 2 o'clock in the morning of the 22d, the small schooner *Norma*, of Grand Haven, Michigan, attempted to sail into Muskegon Harbor, in the same State, to which place she was bound with a freight of grain from Manitowoc, Wisconsin. The captain mistook the opening between the new and old north piers for the harbor entrance and sailed his craft upon the beach before discovering his error. The schooner brought up about a hundred and fifty yards west of the Muskegon Station, (Eleventh District,) Lake Michigan. The lookout, witnessing the mishap without the power to avert it, at once gave the alarm. The schooner lay among floating logs and driftwood, a fresh wind blew from the northwest raising a high surf, and it was impossible to pull the surf-boat out to her. A line was, however, got to her by the heaving-stick and a small boat was worked off to her by this means. There were only two men on board, and these, with their personal effects, were taken ashore and to the station, where they remained until the following day. The life-saving crew got out lines to prevent the craft from being set by the sea against the pier and crushed. Two hours after the accident, the surf having moderated, they boarded the vessel and got the grain, which was in bags, up on deck, covering it with sails to protect it from the spray, and after daybreak, by wading back and forth on a sand-bar which had formed in the region of the vessel, landed the cargo on the pier and stripped the schooner. They next stowed the grain and the articles saved in one of the station out-buildings for safety, and on the 24th they transferred the grain (on which the loss by getting wet exceeded one-third its value,) to another vessel. The schooner was subsequently hauled out on the beach. She was very badly damaged and it was found necessary to rebuild her.

June 23.—On account of frequent rain-squalls and variable winds on this date, three men, bound northward in an open boat, applied to the

keeper of the Bethel Creek House of Refuge, (Seventh District,) eastern coast of Florida, for shelter for the afternoon and night, which was given them.

June 23.—For two days two small sloops had been in sight of the Biscayne Bay House of Refuge, (Seventh District,) eastern coast of Florida, trying to beat out seaward against a strong current and head winds. Finding themselves unable to make any progress and in need of provisions, the seamen came ashore and applied to the keeper for food and water, stating that while fishing off the Bahamas they were caught in a gale and blown across to the coast, and had been unable to make any headway homeward. The keeper supplied them with provisions and they returned aboard their vessels, shaping a course down the coast until the wind should shift and give them a chance to cross to their homes.

June 23.—Towards evening the lookout of the Cleveland Station, (Ninth District,) Lake Erie, discovered a dismasted sail-boat trying to work into the harbor. Being unmanageable she got into dangerous water and struck on a sunken wreck near the Government pier, about a quarter of a mile to the northward of the station. Several surfmen at once manned the dinghy and pulled to her assistance. Four persons were found on board, including two ladies, who were very much frightened and had lost control of themselves entirely. Had it not been for the promptness of the life-saving men a serious accident would have resulted. They quickly extricated the boat from her perilous position and took her in tow to a safe berth.

June 24.—Early in the morning the surfmen of the Chicago Station, (Eleventh District,) Lake Michigan, recovered a body that was seen floating in the river a short distance from the station. It was turned over to the city authorities.

June 26.—About 2 o'clock in the morning the attention of both the east and west patrols of the Grindstone City Station, (Tenth District,) Lake Huron, was attracted by the sounds of a horn and the display of a torch about a mile to the eastward of the station. The surfmen at once flashed their Coston lights in response, and the west patrolman, reaching the station first, gave the alarm. All hands were immediately called, and launching the surf boat they pulled in the direction of the signals and found a schooner on Grindstone Island Reef. She proved to be the *H. A. Emery*, of Port Huron, Michigan, light, with four men on board. The night being dark and hazy she had got out of her course and gone on the reef. When the station crew arrived the vessel was lying head on with her bow in only three feet of water. They ran out an anchor and succeeded in swinging her around, after which they hove her afloat. She was from Bay City, Michigan, on her way to Grindstone City for a load of stone.

June 26.—A small flat-boat which had been made fast to the pier near the Grand Haven Station, (Eleventh District,) Lake Michigan, broke adrift and was driven ashore about a mile from the station. A surfman went down the beach, secured the boat, and returned it to the owner, who was much pleased to recover his property.

June 27, 28.—About 7 o'clock in the morning of the first of these dates word was received by the keeper of the Hunniwell's Beach Station, (First District,) coast of Maine, that a schooner was ashore on Glover's Rock, some four miles to the southwest. It being the inactive season the keeper summoned those of his crew who were at their homes in the neighborhood, and together with several volunteers launched the surf boat and put off to the scene. Shortly after starting a tug over-

took them and towed their boat to the disabled craft, which proved to be the schooner *William C. French*, of and from Boston, Massachusetts, bound to Booth Bay, Maine, light, with a crew of eight men. She had stranded at 12 o'clock the night before during thick weather. The life-saving crew ran two hawsers to a tug, but both lines parted under strain without moving the stranded vessel. After rendering what other assistance they could, and finding their efforts unavailing, they left for the station, promising to return the following morning. At the time appointed they went back and worked diligently for three hours, making several attempts to heave her off. These proving ineffectual the captain decided to confer with the owners and underwriters, and with his crew accompanied the surfmen to the station, where they remained over night. The owners concluded that it would be impossible to save the schooner, and subsequently sold her at auction. The following letter was received by the superintendent of the district :

“HUNNIWELL'S BEACH, MAINE, *June 29, 1889.*

“SIR: I was stranded on Glover's Rock on the 27th. Captain Haley came to my assistance and rendered me great aid. I feel very grateful for his kind services to me and my crew. I think him a first-class man for the place in every way.”

“CHARLES SHEERMAN,
“*Master of schooner William C. French.*”

June 27.—At daybreak a gravel scow was discovered by the watch some three miles south of the Evanston Station, (Eleventh District,) Lake Michigan. The weather being calm it was supposed at first that she was loading. Later a flag was set at the masthead, as it was thought, for a pilot. A light breeze soon sprang up from the east, and as the surfmen noticed that the craft did not swing head to it, their suspicions were aroused. The keeper and one of the crew manned a small skiff and pulled to the vessel, which was found to be the schooner *Eliza*, of and for Chicago, Illinois, from Racine, Wisconsin, with a load of gravel and a crew of three men. It appears that soon after starting on her voyage (24th,) she began to leak badly, and the crew had been constantly pumping from that time until midnight of the 26th. Then a squall struck them off Grosse Point, and as the water kept gaining in the hold the captain was compelled to put his vessel ashore to keep her from sinking. She barely reached the beach when the wind died out. The keeper found her full of water, and tendered the services of the life-saving crew in efforts to float her. His offer was gladly accepted, and he rowed back to the station for the rest of the crew. The surfmen, after providing themselves with a hawser, proceeded at once to the vessel. They ran a small anchor out to windward, and then began pumping and bailing and shoveling overboard some of the deck-load. After four hours of hard work the schooner floated, with several feet of water still in her hold. By this time a breeze had sprung up from the northeast, causing considerable sea. The surfmen assisted to make sail, and four of them accompanied the vessel to Chicago to aid in keeping her free. On her arrival in that port she was immediately put in dry dock. No doubt the vessel would have been lost but for the timely assistance of the station crew. The captain expressed his gratitude for the service in warm terms.

June 27.—A small gravel schooner in the harbor of Racine, Wisconsin, parted her moorings during a heavy squall which occurred early in the evening of this date, and went adrift. The surfmen of the

Racine Station, (Eleventh District,) Lake Michigan, went out and assisted the schooner's crew to secure their vessel.

June 28.—During thick weather, at 5 o'clock in the morning, the schooner *Souvenir*, of Port Huron, Michigan, bound from Saint Clair to Au Sable, in that State, stranded on Elm Creek Reef, eight miles south of the Sand Beach Station, (Tenth District,) Lake Huron. She was without cargo and had a crew of four men. The captain arrived at the station at about 10 o'clock in the forenoon with intelligence of the accident, and stating that he had engaged the services of a tug, requested the co-operation of the life-saving crew. The latter manned their boat and proceeded to the schooner in tow of the tug. It was found on reaching the scene that the vessel had worked off the reef and was at anchor, but in a dangerous position. The surfmen ran a line from her to the tug, and then picked up the schooner's anchor, as it could not be raised by those on board without pulling the craft aground. The vessel escaped undamaged.

June 29.—Shortly after noon word was brought to the Charlotte Station, (Ninth District,) Lake Ontario, that a ten-year-old boy had fallen into the Genessee River half a mile up the stream and been drowned. The keeper had the small boat launched, and with the proper gear hastened to the spot to drag for the body, which he succeeded in recovering in about an hour from the time notice of the accident was received.

June 29.—The crew of the Saint Joseph Station, (Eleventh District,) Lake Michigan, dragged for and recovered the body of a man who had been drowned in the river about two miles above the station. The body was taken ashore and given in charge of the coroner. The dead man was B. Messmer, of Chicago, Illinois. He had been taken with cramps while bathing in the river, and was drowned before help could reach him.

June 29.—A very serious accident happened on board the schooner *Golden Age*, of Sandusky, Ohio, in the afternoon of this date. While discharging coal at Racine, Wisconsin, one of the laborers fell into the vessel's hold, sustaining severe injuries. The keeper and several surfmen of the Racine Station, (Eleventh District,) Lake Michigan, went on board the schooner at once and assisted to make a stretcher on which to hoist the injured man out of the hold. The keeper furnished a mattress and a blanket, the latter from the stores supplied by the Women's National Relief Association. The wounded man was hoisted on deck and carried to the station, where he was examined by a surgeon. As he was so badly hurt that he could not be moved from the litter without subjecting him to great agony he was conveyed upon it to his home.

June 30.—Shortly before 5 o'clock in the evening the watch of the Louisville Station, (Ninth District,) Louisville, Kentucky, sounded the alarm and reported a skiff, containing three men and two ladies, near the cross-dam of the falls of the Ohio River and in danger of being swept over by the strong current. A boat was speedily launched and in a few minutes the life-saving men reached the imperiled people and took their skiff in tow. They were then brought to the station, realizing that they had narrowly escaped a serious accident.

June 30.—At a quarter past 8 o'clock in the morning the captain of the steamer *Eduard H. Jenks*, of Port Huron, Michigan, came to the Sand Beach Station, (Tenth District,) Lake Huron, and reported that his vessel had struck a log the night before which had started her stem and caused her to leak. The vessel was lying in the harbor, a short

distance east of the station, and the life-saving crew were requested to assist in putting part of her deck-load of lumber on the breakwater, so that the injury could be reached and repaired. They promptly launched the surf-boat and performed the services required of them, which took about three hours. The steamer was bound from Oscoda, Michigan, to Toledo, Ohio, and had a crew of eight men.

VESSELS WARNED BY NIGHT SIGNALS.

The record of the year shows that, in addition to the services of crews related in the preceding pages, one hundred and eighty-eight vessels were warned from danger by surfmen on night patrol duty. These craft, many of which had lost their reckoning in thick or stormy weather, were discovered approaching the shore or running towards reef, shoals, or bars. Most of them would doubtless have met with disaster had they not been thus promptly apprised of their peril. These results are significant as showing the benefits of the patrol system of the Service and testify to the fidelity and watchfulness of the surfmen in their lonesome marches along the dreary beaches.

A summary of the cases is given below. A number of vessels were also warned out of danger during the day by means of the International Code of Signals; but these have been mentioned in the daily record under their appropriate dates.

Date.	Station and locality.	Circumstances of warning.
1888. July 6	Racine, coast of Wisconsin	Shortly before 10 o'clock the watch on the pier burned a red light to warn a schooner-yacht that was running into danger; she immediately tacked and stood out in the lake.
July 10	Grindstone City, coast of Michigan..	The midnight patrol flashed a signal to a steamer running towards, and close to a reef, whereupon she hauled off and stood away.
Aug. 4	.....do	Between midnight and 4 o'clock the patrol warned off a schooner headed towards a reef.
Aug. 10	Pointe aux Barques, coast of Michigan.	A steamer standing close inshore was warned off by the 8 o'clock patrol.
Sept. 1	Fourth Cliff, coast of Massachusetts	About a quarter before 2 o'clock a vessel dangerously near the beach was warned off by the patrolman's signal.
Sept. 3	Short Beach, coast of Long Island .	The first patrol west discovered a vessel standing into danger and fired a signal; she at once shaped a course seaward.
Sept. 8	Shoalwater Bay, coast of Washington Territory.	About 11 o'clock the patrol flashed his signal to a vessel almost in the breakers, whereupon she kept broad off and avoided the shoals.
Sept. 10	High Head, coast of Massachusetts.	A vessel very near shore was warned off between midnight and 4 o'clock.
Sept. 10	Peaked Hill Bars, coast of Massachusetts.	The midnight patrol discovered a schooner dangerously near the bar and burned his red light; she immediately tacked and stood away.
Sept. 14	Pointe aux Barques, coast of Michigan.	During hazy weather the midnight patrol, by the timely discharge of his danger-signal, saved a steamer from stranding.
Sept. 15	Crisp's, coast of Michigan.....	Shortly before 9 o'clock a steam-barge and her consort would have gone ashore had it not been for the patrol's signal.
Sept. 18	Zach's Inlet, coast of Long Island..	About 7 o'clock the patrol discovered a schooner dangerously near Zach's Inlet Bars and burnt his signal; she immediately went about and stood off shore. Some two hours later another schooner, standing squarely for the beach, was warned off in like manner.
Sept. 22	Velasco, coast of Texas	The 8 o'clock patrol fired his signal to a vessel standing close inshore, when she at once tacked and stood away.
Sept. 23	Cold Spring, coast of New Jersey...	The east patrol from midnight to 4 o'clock warned off a vessel standing close inshore.
Sept. 27	Peaked Hill Bars, coast of Massachusetts.	A schooner too close in for safety was warned off by a signal from the mid-watch.

Date.	Station and locality.	Circumstances of warning.
1888.		
Sept. 28	North Manitou Island, coast of Michigan.	Shortly before 9 o'clock the watch at the station seeing a vessel close inshore burned a red light; she heeded his warning and stood clear.
Sept. 29	Crumple Island, coast of Maine.....	The 8 o'clock patrol seeing a vessel approaching the rocks flashed his signal, when she at once hauled off and went clear.
Sept. 30	Race Point, coast of Massachusetts.	Between midnight and 4 o'clock the patrol warned off a schooner that was very near the bar.
Sept. 30	Chicomico, coast of North Carolina.	The patrol of the watch ending at midnight warned off a steamship that was too close to the beach for safety.
Oct. 1	Thunder Bay Island, coast of Michigan.	Between 8 o'clock and midnight, during a northeasterly gale of wind with rain, the patrol saw a torch burned on board a vessel apparently in the breakers near a ledge of rocks; he immediately flashed a red light and warned her out of danger.
Oct. 1	White Head, coast of Maine	About twenty minutes past 11 o'clock a schooner heading directly for and within a few yards of the rocks was warned off by the patrol.
Oct. 3	Golden Gate Park, coast of California	A steamer dangerously near the beach was warned off by the patrol about half-past 10 o'clock.
Oct. 5	Hog Island, coast of Virginia	About half-past 7 o'clock a steamer in danger of going on the bar was warned off by the patrol.
Oct. 7	Barnegat, coast of New Jersey.....	A few minutes past midnight the south patrol flashed his signal to a schooner heading directly for the beach; she at once tacked and stood off shore.
Oct. 8	Peaked Hill Bars, coast of Massachusetts.	The first patrol warned off a vessel standing in toward the bar.
Oct. 8	Little Beach, coast of New Jersey..	Between sunset and 8 o'clock the patrol discovered a vessel in close proximity to the shoals; he at once burned a danger-signal, when she altered her course and stood away.
Oct. 8	Race Point, coast of Massachusetts.	The eastern patrol from 8 o'clock to midnight saw a schooner close inshore and dangerously near the bar; he flashed his signal, whereupon she went about and stood seaward.
Oct. 10	Hog Island, coast of Virginia.....	During the night the patrol discovered a steamer close inshore and burned his red light; the vessel at once altered her course, but too late to avoid going on the outer bar, where she remained a few minutes, and then floated.
Oct. 14	Pointe aux Barques, coast of Michigan.	Between 8 and 10 o'clock the watch at the station flashed a signal to a steamer dangerously near a reef; she immediately came to, took soundings, and then hauled out in the lake.
Oct. 14	Race Point, coast of Massachusetts.	A steamer dangerously near the bar was warned off by the midnight watch.
Oct. 15	Chicomico, coast of North Carolina.	The midnight patrol warned off a steamer too close in for safety.
Oct. 15	Cobb's Island, coast of Virginia	About half-past 2 o'clock a vessel in danger of going on the shoals was warned off by the patrol.
Oct. 15	Smith's Island, coast of Virginia.....	During the night the patrol warned a vessel out of danger.
Oct. 16	Gurnet, coast of Massachusetts.....	The sunset to 8 o'clock patrol discovered a schooner dangerously near the beach, and warned her off by a flash from his signal.
Oct. 16	Orleans, coast of Massachusetts	About half-past 3 o'clock the patrol, upon seeing a schooner close inshore, burned his red light. Immediately he heard orders to tack ship, and the vessel stood out of danger.
Oct. 17	Peaked Hill Bars, coast of Massachusetts.	Shortly after midnight a schooner in danger of stranding on the bar was warned off by the patrol's signal.
Oct. 18	Hog Island, coast of Virginia.....	A large steamer heading directly for the bar was warned off by the north patrol.
Oct. 21	.....do	Shortly before 8 o'clock a vessel standing close inshore, on being warned by the patrol, at once stood off.
Oct. 21	Paramore's Beach, coast of Virginia.	About 1 o'clock the patrol discharged a warning signal to a sloop dangerously near shore; she at once tacked, stood off a safe distance, and anchored until daylight.
Oct. 24	Race Point, coast of Massachusetts.	The midnight watch flashed his signal to a schooner heading for the beach, whereupon she tacked and stood seaward, narrowly escaping disaster.
Oct. 25	San Luis, coast of Texas	About 10 o'clock the patrol's timely signal warned a vessel out of danger.
Oct. 26	.....do	A vessel heading directly for the land was warned off by the first patrol.
Oct. 28	Fourth Cliff, coast of Massachusetts.	Shortly before 3 o'clock the patrol saw a vessel standing close inshore; he at once flashed a danger-signal, when she burned a torch in response and stood seaward.

Date.	Station and locality.	Circumstances of warning.
1888.		
Dec. 27	Rehoboth Beach, coast of Delaware.	The early morning patrol warned a vessel out of danger.
Dec. 27	Crumple Island, coast of Maine.....	About half-past 5 o'clock the patrol, seeing a schooner running very close to the rocks, ignited a danger-signal, whereupon the schooner tacked and stood off.
Dec. 28	Ocean City, coast of Maryland.....	Shortly after midnight a schooner in danger of going on the bar was warned off by the patrol.
Dec. 29	.....do	Shortly after 8 o'clock the patrol discovered a vessel dangerously near the beach, and flashed his signal. She at once tacked and stood off shore.
Dec. 30	Saluria, coast of Texas.....	A vessel standing close inshore was warned off by the patrol shortly before 11 o'clock.
1889.		
Jan. 1	Cahoon's Hollow, coast of Massachusetts.	By a flash from the patrol's signal, between 4 o'clock and sunrise, a large schooner heading for the beach was warned of her danger, and went about.
Jan. 4	Cobb's Island, coast of Virginia....	About 10 o'clock the patrol warned off a vessel standing into danger.
Jan. 5	Amagansett, coast of Long Island..	Between sunset and 8 o'clock, during thick and stormy weather, a steamer, in danger of running on the beach, was warned off by the patrol.
Jan. 6	Bayhead, coast of New Jersey	About half-past 1 o'clock the north patrol discovered a steamer close to the breakers and running squarely for the beach. He immediately burned a danger-signal, upon seeing which the vessel hauled off, barely escaping disaster.
Jan. 7	Hog Island, coast of Virginia.....	A large steamer headed for the outer bar was seen by the patrol about 10 o'clock. The danger-signal was immediately displayed, whereupon the vessel so changed her course as to go clear.
Jan. 10	Short Beach, coast of Long Island..	The midnight patrol west flashed his signal to a vessel standing close inshore.
Jan. 10	Hog Island, coast of Virginia.....	About half-past 9 o'clock a sloop in danger of grounding on the shoals was warned off by the patrol.
Jan. 11	Shoalwater Bay, coast of Washington Territory.	At 5 o'clock in the morning the patrol saw the lights of a vessel, apparently a steamer, close inshore. He lost no time in firing a danger-signal, and the vessel altered her course seaward.
Jan. 16	Peaked Hill Bars, coast of Massachusetts.	Between sunset and 8 o'clock a steamer dangerously near the bar was warned off by the patrolman's timely signal.
Jan. 24	Currituck Inlet, coast of North Carolina.	About 6 o'clock during thick weather, a steamship was warned out of danger by the first patrol.
Jan. 24	Peaked Hill Bars, coast of Massachusetts.	A schooner standing in close to the bar was warned off about 7 o'clock by the patrol.
Jan. 27	Corson's Inlet, coast of New Jersey.	The 8 o'clock patrol flashed his signal to a schooner standing into danger. She at once changed her course and went clear.
Jan. 28	Hog Island, coast of Virginia.....	The evening patrol warned off a large steamer running for the bar.
Jan. 29	Wachapreague, coast of Virginia...	During the night two vessels were warned out of danger by the patrolmen's signals.
Jan. 30	Assateague Beach, coast of Virginia	A steamer dangerously near the shoals was warned off by the patrol.
Feb. 1	Sea Isle City, coast of New Jersey ..	About 2 o'clock the patrol warned a vessel out of danger.
Feb. 2	Watch Hill, coast of Rhode Island..	The midnight patrol saw a steamer steering directly for the beach and showing a flash light; he immediately discharged a signal, and the vessel altered her course and stood off shore.
Feb. 3	Fourth Cliff, coast of Massachusetts	At ten minutes after 8 o'clock, during a snow squall, the north patrol warned off a vessel that was dangerously near the shore.
Feb. 7	Saluria, coast of Texas	About 2 o'clock the patrol seeing a steamer approaching Pelican Shoals fired a danger-signal, whereupon the vessel hauled off.
Feb. 10	Pamet River, coast of Massachusetts	Between 8 o'clock and midnight the patrol warned off a schooner that was sailing too near the beach for safety.
Feb. 13	Little Island, coast of Virginia.....	A large steamship, close to the land, was warned off by the sunset patrol.
Feb. 13	False Cape, coast of Virginia	About half-past 7 o'clock the patrol, by flashing his signal, warned a steamship out of danger.
Feb. 14	.....do	Between 3 o'clock and sunrise, a schooner in danger of going ashore was warned off by the patrol's signal.
Feb. 14	Assateague Beach, coast of Virginia	During the night the patrol warned a vessel out of danger.
Feb. 20	Cahoon's Hollow, coast of Massachusetts.	The first night-patrol discovered a schooner running in towards the beach, and ignited a signal; the vessel hauled off shore.
Feb. 22	Pamet River, coast of Massachusetts.	A vessel standing in towards the shore at once shaped her course seaward on being signaled by the midnight patrol.

Date.	Station and locality.	Circumstances of warning.
1889.		
Feb. 24	Townsend's Inlet, coast of New Jersey.	By a flash from his signal, the sunset patrol warned off a vessel.
Feb. 25	Sea Isle City, coast of New Jersey.	A few minutes before 8 o'clock the patrol sighted a vessel standing close inshore, and burned a red light, whereupon the craft tacked and stood away.
Feb. 25	Bodie's Island, coast of North Carolina.	The midnight patrol, south, warned off a steamer standing close inshore, and in danger of going on the bar.
Feb. 25	North Scituate, coast of Massachusetts.	Shortly after 3 o'clock, during a thick snow-storm, the south patrol saw a vessel dangerously near the shore and flashed a signal. The craft changed her course and stood seaward.
Feb. 27	Rye Beach, coast of New Hampshire.	The patrol (8 o'clock to midnight) discovered a schooner in close proximity to the beach and warned her off by discharging his signal.
Feb. 27	Tatham's, coast of New Jersey.	During the night a vessel was warned out of danger.
Feb. 28	False Cape, coast of Virginia.	About a quarter-past 8 o'clock the patrol flashed his signal to a steamship standing close inshore; the vessel immediately shaped her course seaward.
Feb. 28	Little Island, coast of Virginia.	The north patrol, between 9 o'clock and midnight, warned off a steamer approaching the beach.
Feb. 28	Seatack, coast of Virginia.	The patrol of the mid-watch burned a danger signal to a steamer heading directly for and very near the beach, whereupon the vessel backed out and went clear.
Feb. 28	Short Beach, coast of Long Island.	The west patrol, from 4 o'clock to sunrise, warned off a vessel dangerously near the shore.
Mar. 2	Little Island, coast of Virginia.	At a quarter-past 9 o'clock the keeper seeing the lights of a steamer approaching the beach flashed a signal; the vessel hauled off and steamed seaward.
Mar. 2	Hog Island, coast of Virginia.	Shortly after 10 o'clock the patrol burned a red light to a steamer running directly for the beach, and the vessel hauled off shore without delay.
Mar. 4	Point Lookout, coast of Long Island.	The patrol of the watch ending at midnight warned off a vessel in danger of going on the beach.
Mar. 4	Fourth Cliff, coast of Massachusetts.	About a quarter before 11 o'clock a vessel's lights were seen close inshore. The patrolman burned a danger signal; the vessel showed a white light in answer and immediately hauled off shore.
Mar. 5	Currituck Inlet, coast of North Carolina.	Between sunset and 9 o'clock a steamship in danger of going ashore was warned off by the simultaneous display of danger signals by the north and south patrolmen.
Mar. 6	Nauset, coast of Massachusetts.	A steamer dangerously near the bar was warned off by the patrol about half-past 9 o'clock.
Mar. 6	Pea Island, coast of North Carolina.	A schooner running too near the beach for safety was warned clear by the midnight patrol.
Mar. 7	Smith's Island, coast of Virginia.	A vessel standing close inshore was warned off between 8 o'clock and midnight.
Mar. 7	Bodie's Island, coast of North Carolina.	The north patrol, seeing the side lights of a schooner close to the land, burned a red light; the vessel tacked and stood seaward.
Mar. 9	Plum Island, coast of Massachusetts.	About half-past 2 o'clock the north patrol discharged a signal of warning to a vessel close to the breakers, and she immediately shaped a course farther off shore.
Mar. 10	Corson's Inlet, coast of New Jersey.	Shortly after 7 o'clock the patrol warned off a steamer standing toward Corson's Inlet Bar.
Mar. 10	Cobb's Island, coast of Virginia.	About 2 o'clock the patrol saw a steamer in danger of grounding on a shoal, and fired a signal; the vessel hauled off.
Mar. 11	Crumple Island, coast of Maine.	A three-masted schooner, bearing directly for the rocks, was warned off by the patrol's signal about half-past 7 o'clock.
Mar. 16	Island Beach, coast of New Jersey.	At a quarter before 6 o'clock in the morning, during a northeast gale and thick weather, the patrol sighted a four-masted schooner standing very close inshore. He forthwith discharged a signal, upon seeing which the vessel went about and stood seaward, barely escaping disaster.
Mar. 18	False Cape, coast of Virginia.	The sunset to 8 o'clock patrol warned off a vessel standing too close to the shore.
Mar. 19	High Head, coast of Massachusetts.	A steamer in close proximity to the bar was warned off, between sunset and 8 o'clock, by the patrol.
Mar. 19	Bond's, coast of New Jersey.	The patrol of the mid-watch warned off a schooner in danger of going ashore.
Mar. 20	Jerry's Point, coast of New Hampshire.	At a quarter before 8 o'clock the battery watch flashed his signal to a schooner heading directly for the ledges, but the vessel kept on, regardless of the warning. The north patrol, also seeing the dangerous position of the schooner, displayed a red light. The craft, heeding this second warning, went in stays, just cleared the breakers, and stood off shore.

Date.	Station and locality.	Circumstances of warning.
1889.		
Mar. 21	Little Island, coast of Virginia	The sunset patrol burned a signal to a steamer too close to the land for safety, and she promptly hauled off and stood seaward.
Mar. 23	Nauset, coast of Massachusetts.....	About 10 o'clock the north patrol warned off a schooner approaching the shore.
Mar. 24	Cobb's Island, coast of Virginia....	The midnight patrol flashed his signal to a steamer standing close inshore, whereupon the vessel quickly changed her course and went clear.
Mar. 30	Pamet River, coast of Massachusetts.	A steamer dangerously near the beach was warned off by the south patrol.
Mar. 30	Cobb's Island, coast of Virginia....	About 8 o'clock a steamer in danger of grounding on the shoals was warned off by the patrol.
Apr. 1	Wallop's Beach, coast of Virginia..	Early in the evening, during a heavy rain-storm, the south patrol flashed a signal and warned clear a steamer running directly for the beach.
Apr. 15	Plum Island, coast of Massachusetts.	Shortly before 8 o'clock the patrol burned a red light to a large schooner standing towards the shore and very near the breakers, and she stood off a safe distance and anchored.
Apr. 17	Highland, coast of Massachusetts..	The first patrol south warned a steamer out of danger.
Apr. 17	Cahoon's Hollow, coast of Massachusetts.	The second watch, during thick and rainy weather, warned off a steamer standing into danger.
Apr. 17	Poyner's Hill, coast of North Carolina.	During the prevalence of fog and rain the patrol of the watch ending at midnight flashed his red light to a steamer that was close inshore. The vessel heeded the warning, and kept off just in time to avoid stranding.
Apr. 20	Velasco, coast of Texas.....	A few minutes before 10 o'clock a vessel close to the shore was warned off by the patrol.
Apr. 20	North Scituate, coast of Massachusetts.	About 2 o'clock the north patrol warned off a sloop that was running too close to the shore.
Apr. 20	Race Point, coast of Massachusetts.	The midnight patrol west warned a vessel that was very near the beach, and she immediately stood off.
Apr. 21	Absecon, coast of New Jersey.....	Shortly before 12 o'clock the patrol saw a schooner standing into danger and immediately fired a signal. The vessel dropped anchor at once and waited for daylight.
Apr. 22	Cobb's Island, coast of Virginia....	About half-past 11 o'clock the patrol signaled a vessel in danger of going on the shoals; she kept broad off and avoided stranding.
Apr. 22	Corson's Inlet, coast of New Jersey.	Soon after midnight the patrol's timely signal warned a vessel out of danger.
Apr. 23	Townsend's Inlet, coast of New Jersey.	A vessel in danger of beaching was warned off by the 8 o'clock watch.
Apr. 23	Ocean City, coast of New Jersey....	About an hour before the end of the first night watch the patrol gave warning to a vessel standing toward Great Egg Harbor bar, and she sheered off.
Apr. 25	Cobb's Island, coast of Virginia....	Shortly after 10 o'clock the patrol warned off a vessel that was dangerously near the shore.
Apr. 26	Turtle Gut, coast of New Jersey....	About 8 o'clock the midnight patrol signaled a vessel that was running into danger, whereupon she altered her course and went clear.
Apr. 28	Long Beach, coast of Long Island..	Between 8 o'clock and midnight a steamer standing close inshore answered the patrolman's danger signal by showing a white light, and then hauled out into deeper water without delay.
Apr. 29	Hog Island, coast of Virginia	About half-past 10 o'clock the patrol flashed a signal to a steamer heading for the bar. The vessel hauled off, narrowly escaping disaster.
Apr. 29	Cobb's Island, coast of Virginia....	A few minutes before 11 o'clock the patrol warned off a vessel standing into danger.
May 5	Ottawa Point, coast of Michigan....	Just after midnight the patrol sighted a steamer heading in for Tawas Bay and in imminent danger of grounding. A red light was quickly flashed, when the steamer reversed her engines, backed off, found the channel, and came in all right.
May 5	Crisp's, coast of Michigan.....	About half-past 1 o'clock a steamer running too close to the beach was warned off by a flash from the patrol's signal.
May 7	Hammond's Bay, coast of Michigan..	Shortly before midnight the patrol discharged a signal to a steamer heading for the land. The vessel immediately came to anchor and waited for daylight.
May 23	Sturgeon Point, coast of Michigan..	A steamer running squarely for the beach was warned off by the 8 o'clock patrol.
June 7	Pointe aux Barques, coast of Michigan.	During thick weather, near the middle of the night, the patrol heard a steamer close inshore and dangerously near a reef; he immediately fired a signal and the vessel hauled out into the lake.
June 11	.....do	Not long after midnight, the patrol, seeing a schooner heading for a reef, burned a danger signal, observing which the vessel stood out clear.

TABLE OF CASUALTIES

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

SEASON OF 1888-1889.

Life-Saving Service.—Table of

DISTRICT No. 1.—EMBRACING COASTS OF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1888.					
July 20	One-half mile west-north-west of station.	White Head	So. Honest Abe, Bangor, Me.	Strout	79
July 28	Horse Ledge, $\frac{5}{8}$ miles northeast of station.	Crumple Island ...	So. Lillie G, St. John, N. B.	Barton	76
Sept. 2	Seal Harbor	White Head	So. Clara, St. John, N. B.	Stewart ..	94
Sept. 18	Three-quarters of a mile north-northeast of station.	Fletcher's Neck ..	So. Oliver Dyer, Saco, Me.	Emerson ..	299
Sept. 19	Long Ledge, Seal Harbor ..	White Head	So. Cordova, Deer Isle, Me.	Simpson ..	60
Sept. 26	One mile north of station..	Hunniwell's Beach	St. Lizzie Harwood, Bath, Me.	Norton ...	25
Sept. 26	One-third mile north by east of station.	Fletcher's Neck ..	So. Tivano, Damariscotta, Me.	Geyer	36
Sept. 26	...do .....	...do	So. Emily C. Denison, Saco, Me.	Garland ..	95
Sept. 30	Negro Island .....	...do	So. Agnes, Bangor, Me.	Sinclair... 41	
Oct. 2	Carrying Point Ledge	Quoddy Head.....	St. J. A. Garfield, Lubec, Me.	.....
Oct. 8	Hay Island Ledge	White Head	So. Majestic, Bangor, Me.	Fletcher ..	78
Oct. 13	Lower Gangway Ledge.....	...do	So. Frances Z, Annapolis, N. S.	Berry	146
Oct. 26	One-half mile east of station.	Jerry's Point.....	So. Duroc, Portland, Me.	Anderson ..	80
Oct. 29	Hay Island Ledge	White Head	So. Laconia, Rockland, Me.	Thomas ..	102
Oct. 31	Upper Sugar Loaf	Hunniwell's Beach	So. Lizzie J. Call, Portsmouth, N. H.	Call	195
Nov. 6	Liberty Point, Campobello, N. B.	Quoddy Head.....	So. Alligator, Calais, Me.	Ashford ..	123
Nov. 6	Duck Point, Campobello, N. B.	...do	So. J. I. Worthington, New London, Conn.	Comeau... 174	
Nov. 6	Chance's Island, 4 miles northwest of station.	Cross Island.....	So. Dakotah, Gloucester, Mass.	Dowdall ..	60
Nov. 13	Jack's Rock	Hunniwell's Beach	So. Unison, Bath, Me.	Wright... 86	
Nov. 14	Green Island, $\frac{5}{8}$ miles northwest of station.	Crumple Island ...	So. Newsboy, Southwest Harbor, Me.	Lank	10
Nov. 17	Hay Island Ledge	White Head	So. Huntress, Lubec, Me.	Hunt	97
Nov. 25	One and one-quarter miles north of station.	Jerry's Point.....	So. Mollie Phillips, Machias, Me.	Mitchell ..	44
Nov. 25	...do .....	...do	So. James H. Deputy, Bath, Me.	Summan ..	126
Nov. 26	Two miles north of station.	Quoddy Head.....	So. Sunbeam, St. John, N. B.	Urguhart ..	78
Nov. 26	Hart's Neck, south side Tennant's Harbor.	White Head	So. Ada G. Shortland, Portland, Me.	McIntyre ..	227
Nov. 26	One-eighth mile east of station.	Jerry's Point.....	So. Oliver Dyer, Saco, Me.	Emerson ..	209
Dec. 5	Channel Rock, Muscle Ridge Channel.	White Head	So. Sinbad, Rockland, Me.	Strout	76
Dec. 15	Lower Sugar Loaf	Hunniwell's Beach	So. J. D. Ingraham, New London, Conn.	Stacy	153
Dec. 19	One-half mile west-north-west of station.	Fletcher's Neck ..	So. May Flower, Sullivan, Me.	Nutter.... 52	
Dec. 27	South side Richmond's Island, 1889.	Cape Elizabeth ...	So. George W. Cushing, Portland, Me.	Cushing ..	65
Jan. 11	Hicks' Rocks	Jerry's Point.....	So. Yankee Maid, Rockland, Me.	Treat..... 57	
Jan. 31	Spruce Head Island Ledge.	White Head	So. J. K. Bodwell, Rockland, Me.	Metcalf... 170	
Feb. 4	One and one-half miles east-northeast of station.	Quoddy Head.....	So. Electric Light, Digby, N. S.	Wilson ... 84	

* No one on board.

† No assistance by life-saving crew.

‡ In distress.

casualties, season of 1888-'89.

MAINE AND NEW HAMPSHIRE.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Number of persons on board.	Number of persons saved.	Number of persons lost.	Number of persons succored at stations.	Number of days' succor afforded.
Cohasset, Mass., to Millbridge, Me.		\$600		\$600	\$600		3	3			
St. John, N. B., to Rockland, Me.	Wood	2,000	\$350	2,350	2,350		4	4			
Monkton, N. B., to Boston, Mass.	Lumber	1,500	1,200	2,700	2,700		5	5			
New York City to Saco, Me.	Coal	4,000	1,500	5,500	5,500		6	6			
Deer Isle, Me., to Boston, Mass.	Stone	1,000	1,200	2,200	2,160	\$40	4	4			
From Bath, Me.		500		500	500		(*)				
Bristol, Me., to Gloucester, Mass.	Fish	600	2,000	2,600	1,150	1,450	2	2		2	3
Saco, Me., to Boston, Mass.	Brick	2,400	500	2,900	2,300	600	4	4		4	4
Bangor, Me., to Boston, Mass.	Brick and barrels.	500	450	950	950		3	3			
Lubec, Me., on fishing trip.		500		500	500		2	2			
Bangor, Me., to Chelsea, Mass.	Lumber	1,500	880	2,380	2,030	350	3	3			
Hillsboro, N. B., to Boston, Mass.	Plaster	9,000	800	9,800	9,700	100	7	7			
Boston, Mass., to Portland, Me.	China clay and turpentine.	1,000	1,500	2,500	900	1,600	3	3			
New York City to Rockland, Me.	Coal	2,800	720	3,520	3,480	40	3	3			
New York City to Augusta, Me.	do	12,000	1,500	13,500	8,440	5,060	6	6			
Danvers Port, Mass., to Calais, Me.	Apples	2,000	160	2,160		2,160	4	4		2	2
Salem, Mass., to St. John, N. B.		3,000		3,000		3,000	8	8			
Fishing banks to Cutler, Me.	Fish	2,500	200	2,700	1,900	800	10	10			
Phippsburgh, Me., to Boston, Mass.	Lumber	2,000	1,500	3,500	3,500		4	4			
Cranberry Island to Eastport, Me.		500		500	300	200	1	1			
Hoboken, N. J., to Eastport, Me.	Coal	2,500	840	3,340	3,300	40	4	4			
Columbia Falls, Me., to Boston, Mass.	Stone and wood.	500	500	1,000	700	300	3	3			
Boston, Mass., to Bath, Me.		1,500		1,500	900	600	5	5			
Rockland, Me., to St. John, N. B.		1,000		1,000		1,000	3	3		3	9
Portland, Me., to St. John, N. B.		5,500		5,500	5,350	150	6	6			
Weehawken, N. J., to Saco, Me.	Coal	4,000	1,500	5,500		5,500	5	4	1	4	8
Rockland, Me., to Boston, Mass.	Lime	3,000	600	3,600		3,600	3	3			
Plymouth, Mass., to Bath, Me.		3,500		3,500	3,500		5	5			
Cape Small Point, Me., to Boston, Mass.	Piling	400	230	630	630		4	4			
Fishing Ground to Portland, Me.	Fish	5,000	150	5,150	50	5,100	12	12			
Boston, Mass., to Thomaston, Me.		1,000		1,000	1,000		3	3			
Salem, Mass., to Rockland, Me.		12,000		12,000	11,950	50	5	5			
St. John, to Campbell, N. B.	Wool	1,200	5,000	6,200	6,200		3	3			

Life-Saving Service.—Table of casualties,
DISTRICT No. 1.—EMBRACING COASTS OF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1889.					
Feb. 7	Little Green Island, 7 miles southeast of station.	White Head	Sc. Melissa D. Robbins, Portland, Me.	McKinney	91
Mar. 5	One-half mile north west of station.	Hunniwell's Beach	Sc. Rival, Bath, Me....	Stuart	130
Mar. 5	Timber Island, 6 miles west-southwest of station.	Fletcher's Neck ..	Sp. Governor Robie, Bath, Me.	Blanchard, J.	713
Mar. 11	Popham Beach, one-eighth mile south of station.	Hunniwell's Beach	Sc. Charlotte Brown, South Dennis, Mass.	Reed.....	84
Mar. 29	Spruce Head Island	White Head	Sc. Mary Farrow, Belfast, Me.	Condon ..	100
Apr. 14	Four miles west-southwest of station.	Quoddy Head.....	Sc. Flora, North Haven, Me.	Lee	38
Apr. 21	One and one-half miles west-northwest of station.	Cranberry Isles...	Sc. Henry Morganthau, Portland, Me.	McCown..	90
Apr. 21	Hay Island Ledge	White Head	Sc. Manitou, North Haven, Me.	Arey	200
Apr. 21	.....do .....	.....do	Sc. W. H. Oler, Dennis, Mass.	Crowell ..	693
Apr. 22	Wormell's Ledge	Quoddy Head	Sc. Portland Packet, Eastport, Me.	Gardner ..	95
Apr. 22	Two miles north-northeast of station.	Hunniwell's Beach	Sc. Henrietta, Bucksport, Me.	Pinkham ..	76
May 2	Lower Gangway Ledge...	White Head	Sc. Nell, Windsor, N. S.	Perry.....	120
May 4	Nova's Rock	Crumple Island...	Sc. Xylon, Machias, Me.	Mitchell ..	23
May 8	Ledge off Browney Island	.....do	Sc. Florida, Portland, Me.	Priest	287
May 14	Nova's Rock .....	.....do	Sc. Acara, Machias, Me.	Doyle.....	143
May 18	Sail Rock, 2 miles east of station.	Quoddy Head.....	Sc. Emma McAdam,* Calais, Me.	Brown	167
May 25	Lower Sugar Loaf, one-quarter mile east-south-east of station.	Hunniwell's Beach	Sc. Abel C. Buckley, Salem, Mass.	Adams ...	234
June 5	Beach Island Ledges	Fletcher's Neck ..	Str. Battler, Philadelphia, Pa.	Blizzard ..	139
June 5	Three hundred yards south-southwest of station.	.....do	Sc. Jonathan Bourne, Newport, R. I.	Harding ..	709
June 7	Hay Island Ledge	White Head	Sc. Waterloo, Waldo-borough, Me.	Creamer ..	116
June 11	One-half mile east of station.	.....do	Sc. Emma Green,* Bangor, Me.	Smith	190
June 15	Western Egg Rock	Crumple Island...	Sc. Julia S., St. John, N. B.	Odell	83
June 15	Hay Island Ledge	White Head	Sc. Ella F. Bartlett, Gloucester, Mass.	Haines ...	57
June 22	Three hundred yards southeast of station.	Cape Elizabeth ...	Sc. Sullivan Sawin,* Boston, Mass.	.....	676
June 23	Two hundred yards north of station.	Hunniwell's Beach	Sl. Dawn, Bath, Me ...	Black.....	16
June 27	Glover's Rock, 6 miles west-southwest of station.	.....do	Sc. William C. French, Boston, Mass.	Sherman ..	388
	Total .....	.....	.....	.....	.....

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

season of 1888-'89—Continued.

MAINE AND NEW HAMPSHIRE—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Number of persons on board.	Number of persons saved.	Number of persons lost.	Number of persons succored at stations.	Number of days' succor afforded.
Le Have Bank, N. S., to Portland, Me.	Fish	\$7,000	\$800	\$7,800	.....	\$7,800	18	18	.....	4	4
Booth Bay, to Portland, Me.	.....	4,000	.....	4,000	\$4,000	.....	4	4	.....	.....	.....
Kobe, Japan, to Portland, Me.	Rags, camphor and curios.	45,000	125,000	170,000	87,500	82,500	25	25	.....	16	32
Boston, Mass., to Bath, Me.	Salt	2,800	800	3,600	3,600	.....	4	4	.....	.....	.....
Boston, Mass., to Belfast, Me.	.....	1,500	.....	1,500	1,400	100	4	4	.....	.....	.....
Boston, Mass., to Eastport, Me.	Flour and coke.	1,000	1,000	2,000	1,300	700	5	5	.....	.....	.....
Portland, Me., fishing	Fishing outfits.	7,000	1,000	8,000	8,000	.....	18	18	.....	.....	.....
Boston, Mass., to Rockland, Me.	.....	5,000	.....	5,000	4,900	100	5	5	.....	.....	.....
Boston, Mass., to Bangor, Me.	.....	15,000	.....	15,000	14,930	70	9	9	.....	.....	.....
Red Beach, Me., to Portsmouth, N. H.	Plaster ...	6,000	1,000	7,000	6,700	300	4	4	.....	.....	.....
Winnegance, Me., to Boston, Mass.	Wood	1,500	200	1,700	1,700	.....	4	4	.....	.....	.....
St. John, N. B., to Boston, Mass.	Lime and shingles.	4,000	3,000	7,000	6,965	35	5	5	.....	.....	.....
Jonesboro' to Rockland, Me.	Wood	600	100	700	700	.....	3	3	.....	.....	.....
Boston, Mass., to Handsport, N. S.	.....	10,000	.....	10,000	8,500	1,500	7	7	.....	.....	.....
St. John, N. B., to New York.	Piles	1,600	1,000	2,600	2,550	50	5	5	.....	.....	.....
Boston, Mass., to Calais, Me.	.....	2,000	.....	2,000	2,000	.....	5	5	.....	.....	.....
Boston, Mass., to South Gardiner, Me.	.....	6,000	.....	6,000	6,000	.....	5	5	.....	.....	.....
Salem, Mass., to Bath, Me.	.....	30,000	.....	30,000	30,000	.....	11	11	.....	.....	.....
do	.....	28,000	.....	28,000	25,000	3,000	9	9	.....	.....	.....
Waldoborough to Bangor, Me.	.....	1,200	.....	1,200	1,200	.....	3	3	.....	.....	.....
Salem, Mass., to Bangor, Me.	.....	5,000	.....	5,000	5,000	.....	5	5	.....	.....	.....
St. John, N. B., to Boston, Mass.	Cedar shingles.	2,000	2,500	4,500	2,000	2,500	4	4	.....	1	1
Gloucester, Mass., on fishing trip.	.....	2,000	.....	2,000	1,400	600	11	11	.....	11	33
Boston, Mass., to Booth Bay, Me.	.....	12,000	.....	12,000	12,000	.....	9	9	.....	.....	.....
From Bath, Me.	Sand	400	25	425	225	200	3	3	.....	.....	.....
Boston, Mass., to Booth Bay, Me.	.....	20,000	.....	20,000	.....	20,000	8	8	.....	8	8
.....	.....	311,600	150,705	471,305	320,110	151,195	336	335	1	55	104

Life-Saving Service.—Table of casualties,

DISTRICT No. 2.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1888.					
July 2	Three-fourths of a mile west of station.	Gurnet	Small boat, Scituate, Mass.	.....	.....
July 12	Three and one-quarter miles southwest of station.	Monomoy	Sc. F. H. Odiorne, Dennis, Mass.	Morgan	323
Aug. 2	Great Point Rip	Coskata	Sc. y. Rainona, New York.	Cobb	120
Aug. 28	One hundred and fifty yards west-southwest of station.	Gurnet	Cat-boat Phil. Sheridan, Marblehead, Mass.	.....	.....
Sept. 9	Two hundred yards northeast of station.	Race Point	Sc. Ethel Swift, Provincetown, Mass.	McFee	141
Sept. 26	One and three-quarter miles west-southwest of station.	Davis' Neck	Sc. I. W. Hine, New Haven, Conn.	Saunders	132
Sept. 28	do	do	Sc. Abbie P. Cranmer, New York, N. Y.	Merry	305
Sept. 26	Two-thirds of a mile west-northwest of station.	Peaked Hill Bars	Sc. Anna E. Ketchum, Philadelphia, Pa.	Ketchum	390
Sept. 26	Common Flat	Chatham	Sc. H. A. De Witt, Bath, Me.	Henderson	240
Sept. 26	One-half mile north of station.	Monomoy	Sl. y. Neptune, Harwich, Mass.	.....	.....
Sept. 26	One mile north of station.	Coskata	Sc. Enola C., Gloucester, Mass.	Rust	65
Sept. 28	Brown's Bank	Gurnet	Sc. Lady Lincoln, Gloucester, Mass.	Young	26
Oct. 10	Six miles southwest of station.	Monomoy	Sc. Rabboni, Bangor, Me.	Tapley	295
Oct. 10	do	do	Bkt. Nellie E. Kumball, Machias, Me.	Johnson	443
Oct. 19	Northwest part of Bearse's Shoal.	do	Sc. Lizzie Babcock, Somers Point, N. J.	Babcock	589
Nov. 18	One-half mile east-southeast of station.	Highland	Bge. American Lloyd, New York, N. Y.	.....	461
Nov. 25	One and one-quarter miles northeast of station.	Davis Neck	Sc. John Mettler, Gloucester, Mass.	Bowden	63
Nov. 25	Two and one-half miles southwest of station.	Monomoy	Sl. Neptune, Harwich, Mass.	.....	.....
Nov. 26	One and one-fourth miles northeast of station.	Davis Neck	Sc. Venua, Gloucester, Mass.	Bowden	12
Nov. 26	Two miles south of station.	North Scituate	Sc. J. and J. Locke, Yarmouth, N. S.	Banks	55
Nov. 26	Nantucket Beach	do	Sc. H. C. Higginson, Rockland, Me.	Fales	519
Nov. 28	Three and four-fifths miles north northwest of station.	Coskata	Sc. David Faust, Ellsworth, Me.	Alley	217
Dec. 25	Chatham Bar	Chatham	Sc. Lanie Cobb, Bangor, Me.	Cobb	243
Dec. 30	do	do	Sc. Samuel H. Walker, Fall River, Mass.	Kelley	594
1889.					
Jan. 7	Two and one half miles north of station.	Fourth Cliff	Sc. W. Parnell O'Hara, Boston, Mass.	O'Brien	86
Jan. 19	North part of Handkerchief Shoal.	Monomoy	Sc. William L. Burroughs, New York.	Harding	513
Jan. 27	Three miles south-southeast of station.	Muskeget	Sp. Antoinette, Yarmouth, N. S.	Ferguson	1,118
Feb. 2	Two and one-half miles southeast of station.	Chatham	Sc. Lady of the Ocean, Rockland, Me.	Shaw	125
Feb. 24	Twelve hundred yards west of station.	Race Point	Sc. Susan R. Stone, Boston, Mass.	Cameron	124
Mar. 5	Three hundred yards north of station.	North Scituate	Bg. T. Remick, Damariscotta, Me.	Fassett	367
Mar. 5	One and one-quarter miles south of station.	Cahoon's Hollow	Sc. John H. McManus, Boston, Mass.	O'Brien	112
Mar. 20	Chatham Bar	Chatham	Sc. Annie F. Conlon, Portsmouth, N. H.	Sawyer	501

* No one on board.

season of 1888-89—Continued.

COAST OF MASSACHUSETTS.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Number of persons on board.	Number of persons saved.	Number of persons lost.	Number of persons succored at stations.	Number of days' succor afforded.
Adrift		\$25		\$25	\$25						
Bay View, Mass., to New York.	Stone	10,000	\$2,000	12,000	3,000	\$9,000	9	9			
Portland, Me., to Providence, R. I.		70,000		70,000	70,000		26	26			
Marblehead, Mass., on a cruise.		100		100	100		1	1			
Grand Bank to Provincetown, Mass.	Fish	9,000	12,000	21,000	21,000		27	27			
Newburyport, Mass., to Rockland, Me.		2,000		2,000	1,700	300	5	5			
Philadelphia, Pa., to Newburyport, Mass.	Coal	5,000	2,500	7,500	900	6,600	7	7			
Gloucester, Mass., to Philadelphia, Pa.	Stone	8,000	600	8,600	7,600	1,000	9	9	9	27	
New York to Augusta, Me.	Coal	8,000	1,600	9,600	7,300	2,300	6	6	6	12	
Dragged anchor and stranded.		500		500	495	5	(*)				
Newport, R. I., to Gloucester, Mass.	Fish	3,000	2,500	5,500	5,300	200	17	17	17	34	
Plymouth, Mass., fishing.	do	1,000	100	1,100	1,100		6	6			
Bangor, Me., to Philadelphia, Pa.	Lumber...	3,000	2,500	5,500	2,900	2,600	6	6			
Apalachicola, Fla., to Boston, Mass.	do	12,000	8,000	20,000	11,000	9,000	8	8			
Boston, Mass., to Philadelphia, Pa.		25,000		25,000	25,000		8	8			
New York to Boston, Mass.	Coal	1,000	6,000	7,000		7,000					
Lying in home port..		400		400		400					
Adrift		500		500	495	5	(*)				
Lying in home port..		600		600	350	250	(*)				
Boston, Mass., to Yarmouth, N. S.	General...	600	3,000	3,600	1,800	1,800	(*)				
Hillsborough, N. B., to Newburgh, N. Y.	Plaster ...	18,000	3,000	21,000	15,140	5,860	8	5	3		
Rondout, N. Y., to Boston, Mass.	Cement ...	4,000	2,400	6,400	6,250	150	5	5			
Bangor, Me., to New York.	Lumber...	8,000	8,000	16,000	16,000		7	7			
New York to Boston, Mass.	Coal	28,000	6,000	34,000	34,000		9	9			
Fishing trip to Boston, Mass.	Fish	7,600	200	7,200	5,500	1,700	16	16			
New York to Boston, Mass.	Coal	8,000	2,500	10,500	10,000	500	7	7			
Montevideo, Uruguay, to Boston, Mass.		27,000		27,000		27,000	20	20			
Rockland, Me., to New York.	Lime	4,000	1,700	5,700	5,700		13	3	3	3	
Provincetown, Mass., on a fishing trip.		12,000		12,000	12,000		20	20			
Surinam, Dutch Guiana, to Boston, Mass.	Sugar and molasses.	12,000	19,500	31,500	8,680	22,820	10	10	10	30	
From fishing grounds to Boston, Mass.	Fish	8,000	300	8,300		8,300	16	16	16	32	
North Booth Bay, Me., to Philadelphia, Pa.	Ice	30,000	2,000	32,000	31,000	1,000	8	8			

† The vessel's cargo of lime was on fire and one of the crew of four persons became asphyxiated while asleep in the cabin and was dead when the life-saving crew boarded the vessel.

Life-Saving Service.—Table of casualties,

DISTRICT No. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1888.					
Apr. 4	Ipswich Bar.....	Davis Neck.....	Sc. Anna M. Nash, Boston, Mass.	Card	81
Apr. 13	Handkerchief Shoal	Monomoy.....	Sc. Ida May, Gloucester, Mass.	Hill.....	45
Apr. 23	Abreast of station	Race Point.....	Sc. James Drinan, Boston, Mass.	Sullivan..	45
Apr. 30	One thousand yards west-northwest of station.	.....do	Sc. Gov. James Y. Smith, Providence, R. I.	Blake ...	321
May 7	Peaked Hill Bar	High Head	Sc. Abbie H. Hodgman, Booth Bay, Me.	Pendleton.	153
May 18	One and three-quarters miles west-southwest of station.	Race Point.....	Sc. Ethel Maud, Boston, Mass.	Perry.....	81
May 18	Common Flats.....	Monomoy.....	Sc. Nettle M. Rogers, Barnstable, Mass.	Snow	81
May 20	Shovelful Shoal.....	.....do	Sc. Rebecca Bartlett,* Gloucester, Mass.	.....	67
	Total .....	.....	.....	.....	.....

* No assistance by life-saving crew.

DISTRICT No. 3.—EMBRACING COASTS

1888.					
July 4	Six hundred yards northeast of station.	Coney Island	Sloop, New York.....	.....	.....
July 8	Two hundred yards north of station.	New Shoreham...	Sc. Meteor,* New London, Conn.	Crowley ..	93
July 12	Narragansett Beach, three-quarters of a mile northeast of station.	Watch Hill.....	Sc. Nellie D. Vaughn, Provincetown, Mass.	Smith.....	72
July 12	Fire Island Inlet	Fire Island.....	Str. John Rodgers, U. S. Government.	Fields ...	260
July 30	Three-quarters of a mile south-southeast of station.	Coney Island	Cat-boat Lillie B. Sheepshead Bay, N. Y.	.....	.....
Aug. 13	Napatree Beach	Watch Hill.....	Sl. y. Guenn, New York.	.....	.....
Aug. 18	One-quarter of a mile north-northeast of station.	Coney Island	Sl. Christiana, Sheepshead Bay, N. Y.	.....	.....
Aug. 22	One and one-half miles north of station.	Point Judith	Sc. Earl P. Mason, Providence, R. I.	Nickerson	535
Aug. 22	One-quarter of a mile east of station.	Ditch Plain.....	Sl. Favorite, New London, Conn.	Dunbar...	17
Sept. 3	Three hundred yards south of station.	Narragansett Pier	Yht. Elaine, Newport, R. I.	.....	.....
Sept. 3	Six hundred yards north of station.	Blue Point.....	Cat-boat Twin Brothers, Patchogue, N. Y.	Still	8
Sept. 3	One-half mile southeast of station.	Coney Island	Sl. Dalay, New York ..	.....	.....
Sept. 6	One-half mile north of station.	Tiana.....	Cat-boat Nakahara, Tiana, N. Y.	.....	.....
Sept. 9	Three miles north of station.	Point Judith.....	Sc. Isaac H. Borden, New York.	Ward.....	78
Sept. 10	West side of Eaton's Neck Point.	Eaton's Neck.....	Sc. Edwin I. Morrison,* Provincetown, Mass.	Lavender.	584
Sept. 10	.....do .....	.....do	Sc. Harry L. Whiton, Boston, Mass.	Rich.....	481
Sept. 17	One-quarter mile east of station.	Coney Island	Sl. Silence, Sheepshead Bay, N. Y.	.....	.....

* No assistance required of life-saving crew.

season of 1898-'89.—Continued.

OF MASSACHUSETTS—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Number of persons on board.	Number of persons saved.	Number of persons lost.	Number of persons succored at stations.	Number of days' succor afforded.
Ipswich to Boston, Mass.	Sand.....	\$1,200	\$100	\$1,300	.....	\$1,300	5	5	.....	.....	.....
Hyannis, Mass., to fishing grounds.	Fishing outfit.	1,500	500	2,000	\$2,000	.....	9	9	.....	.....	.....
Boston, Mass., on fishing trip.	.....	2,000	.....	2,000	2,000	.....	14	14	.....	.....	.....
Perth Amboy, N. J., to Boston, Mass.	Coal.....	2,125	1,740	3,865	3,215	650	6	6	.....	6	6
Bangor, Me., to New York.	Lumber...	1,500	3,400	4,900	4,600	300	5	5	.....	5	5
Boston to Provincetown, Mass.	.....	6,000	.....	6,000	6,000	.....	16	16	.....	.....	.....
New York to Orleans, Mass.	Grain.....	1,000	850	1,850	1,850	.....	2	2	.....	.....	.....
Gloucester, Mass., to fishing grounds.	Fishing outfit.	2,500	500	3,000	2,950	50	10	10	.....	.....	.....
.....	.....	343,550	93,400	437,040	326,950	110,090	331	328	3	72	149

OF RHODE ISLAND AND LONG ISLAND.

On pleasure trip.....	.....	100	.....	100	100	.....	2	2	.....	.....	.....
New London, Conn., to Block Island, R. I.	Stone.....	3,000	250	3,250	3,000	250	5	5	.....	.....	.....
Elizabethport, N. J., to Provincetown, Mass.	Coal.....	3,000	500	3,500	505	2,995	4	4	.....	3	15
New York City to Fire Island, N. Y.	.....	50,000	.....	50,000	50,000	.....	16	16	.....	.....	.....
Sheepshead Bay to Rockaway Inlet, N. Y.	.....	300	.....	300	300	.....	2	2	.....	.....	.....
Watch Hill, R. I., to Stonington, Conn.	.....	2,500	.....	2,500	2,500	.....	2	2	.....	.....	.....
On pleasure trip.....	.....	600	.....	600	600	.....	5	5	.....	.....	.....
Newport News, Va., to Boston, Mass.	Coal.....	17,000	3,000	20,000	18,200	1,800	7	7	.....	1	1
New London, Conn., on fishing trip.	.....	500	.....	500	.....	500	3	3	.....	.....	.....
From Newport, R. I.	.....	700	.....	700	700	.....	2	2	.....	.....	.....
Patchogue to Blue Point, N. Y.	.....	800	.....	800	800	.....	9	9	.....	.....	.....
Sheepshead Bay, N. Y., to Seabright, N. J.	.....	900	.....	900	900	.....	6	6	.....	.....	.....
New York City to Tiana, N. Y.	.....	500	.....	500	500	.....	3	3	.....	.....	.....
New York, to Providence, R. I.	Kerosene oil.	500	3,000	3,500	3,000	500	3	3	.....	3	12
Philadelphia, Pa., to Boston, Mass.	Coal.....	18,000	3,000	21,000	21,000	.....	12	12	.....	.....	.....
Hoboken, N. J., to Boston, Mass.	do.....	15,000	2,800	17,800	17,800	.....	7	7	.....	.....	.....
Rockaway Beach to Sheepshead Bay, N. Y.	.....	400	.....	400	400	.....	2	2	.....	.....	.....

† Crew abandoned the vessel in their boat before she stranded, and were picked up by United States Revenue-Cutter "U. S. Grant."

Life-Saving Service.—Table of casualties,
DISTRICT No. 2.—EMBRACING COASTS OF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1888.					
Sept. 21	Rockaway Shoals.....	Rockaway Point..	Sl. y. Jennie Havanyer, New York.	.....	.....
Sept. 28	One and one-quarter miles south of station.	Coney Island	Sl. Mystey, New York.	O'Brien...	10
Oct. 8	One and one-half miles east of station.	Point Lookout....	Sl. y. Nanshon, New York.	Wright...	11
Oct. 12	Two and one-quarter miles south of station.	Coney Island	Sc. Richard Morrell, New York.	McDonald	41
Oct. 17	West shoals of Rockaway Inlet.	.....do	Str. W. H. Bentley, New York.	.....	34
Oct. 18	Southwest point of Fire Island Bar.	Oak Island and Fire Island.	Sc. Walter F. Parker, Philadelphia, Pa.	Tracey ...	391
Oct. 21	One mile northeast of station.	Narragansett Pier.	Sc. W. Narragansett Pier, R. I.	.....	.....
Oct. 24	One-half mile southeast of station.	New Shoreham ...	Sl. Ellen B., New London, Conn.	Gilbert ...	23
Oct. 28	.....do	Coney Island	Cat-boat Mamie, Sheephead Bay, N. Y.	.....	.....
Nov. 1	Whig Inlet Shoals.....	Fire Island.....	Sc. Gurnet, Duxbury, Mass.	Ray	107
Nov. 5	Two miles northwest of station.	Point of Woods...	Sc. Cinderella, Patchogue, N. Y.	Ross.....	57
Nov. 5	.....do .....	.....do	Sc. James Parker, Sr., New York.	King	106
Nov. 12	One-half mile west of station.	Lone Hill	Sl. Union, Patchogue, N. Y.	Bunsted ..	9
Nov. 13	Two and one-half miles west-by-south of station.	Watch Hill	Sc. Clifton, Windsor, N. S.	Pettis	436
Nov. 16	One quarter of a mile northeast of station.	Brenton's Point ..	Cat-boat, Newport, R. I.	.....	.....
Nov. 18	Two and one-quarter miles west by north of station.	Watch Hill.....	Sc. Nellie Eaton, Calais, Me.	Clark	118
Nov. 18	Manhattan Beach.....	Coney Island	Row-boat, Sheephead Bay, N. Y.	.....	.....
Nov. 19	Five miles west of station..	Eaton's Neck.....	Sc. Robert Myham, South Dennis, Mass.	Doane	93
Dec. 5	Three-quarters of a mile southeast of station.	Coney Island	Sc. Ira W. Hover, New York.	Fletcher..	50
Dec. 6	.....do .....	.....do	Sc. William Buckley, New York.	Farrell ...	55
Dec. 6	.....do .....	.....do	Sc. Hattie Chevalier, New York.	Slover	39
Dec. 8	One mile south of station..	Coney Island	Sc. Nathaniel Jarvis, Jr., New York.	Clark.....	45
Dec. 14	Two miles northeast of station.	Fire Island.....	Sc. T. O. Smith, Patchogue, N. Y.	Jeffrey....	36
Dec. 18	One mile from station.....	Smith's Point....	Cat-boat, Blue Point, N. Y.	.....	.....
Dec. 31 1889.	Eleven miles west of station	Point Judith.....	Sc. Clifton, Windsor, N. S.	Curry	436
Jan. 9	Two and three-quarters miles east of station.	Ditch Plain and Hither Plain.	Str. George Appold, Baltimore, Md.	Field	1,456
Feb. 17	One and one-half miles east of station.	Eaton's Neck.....	Sc. S. Warren Hall, Wilmington, Del.	Walker...	160
Mar. 5	Three-quarters of a mile east of station.	.....do	Sc. Holmes, St. John, N. B.	Louder ...	121
Mar. 10	One-eighth of a mile southwest of station.	Short Beach	Str. Hattie Bogart, New York.	Pateman..	.....
Mar. 14	Three-quarters of a mile southeast of station.	Coney Island	Sc. Annie V. Willis, New York.	Lynch	44
Mar. 16	One hundred yards north of station.	Far Rockaway....	Str. A. F. Kapella, New York.	Babcock ..	14
Mar. 18	Two miles northwest of station.	Napeague	Sc. Geo. H. Mills, Providence, R. I.	Tillotson .	296
Mar. 29	One mile south of station ..	Coney Island	Sl. Chief, New York ...	De Watera	32

* No one on board.

season of 1888-'89—Continued.

RHODE ISLAND AND LONG ISLAND—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Number of persons on board.	Number of persons saved.	Number of persons lost.	Number of persons succored at stations.	Number of days succor afforded.
Rockaway, N. Y., fishing.		\$400		\$400	\$400		2	2			
Tottenville to Canarsie, N. Y.		800		800	790	\$10	1	1			
Fire Island, N. Y., to New York City.		2,000		2,000	1,950	50	5	5		3	3
From New York City.	Sand	1,200	\$40	1,240		1,240	5	5		5	5
New York City to Barren Island, N. Y.		3,000		3,000	3,000		5	5			
Philadelphia, Pa., to Boston, Mass.	Coal	15,000	2,000	17,000	17,000		7	7			
Providence to Mattaquansett River, R. I.	do	400	250	650	650		1	1			
New London, Conn., to Block Island, R. I.	Stone	700	100	800	800		5	5			
Sheepshead Bay, N. Y.; on pleasure trip.		100		100	80	20	2	2		2	2
Bangor, Me., to Patchogue, N. Y.	Lumber	5,000	1,800	6,800	6,800		4	4			
North River to Patchogue, N. Y.	Brick	1,000	300	1,300	1,300		4	4			
North River to Islip, N. Y.	do	3,000	500	3,500	3,500		5	5			
South Bay, N. Y.; on a cruise.		800		800	800		1	1			
Windsor, N. S., to New York.	Plaster	12,000	2,250	14,250	14,125	125	11	11			
		200		200	170	30	(*)				
Calais, Me., to Stonington, Conn.	Lumber	2,500	2,000	4,500	4,500		6	6			
Fishing, to Sheepshead Bay, N. Y.		10		10	10		2	2		2	2
Bristol, R. I., to New York.	Vegetables	3,000	150	3,150	2,300	850	4	4			
Barren Island, N. Y., to New York City.	Sand	2,000	80	2,080	2,080		5	5			
do	do	2,500	90	2,590	2,530	60	6	6			
do	do	1,800	60	1,860	1,820	40	4	4			
	Sand	1,200	60	1,260	1,210	50	5	5		1	1
Jersey City, N. J., to Bay Shore, N. Y.	Coal	2,500	250	2,750	2,750		3	3			
Broke loose from moorings.		450		450	450		(*)			2	2
Windsor, N. S., to New York.	Plaster	12,000	4,585	16,585	16,085	500	10	10			
Providence, R. I., to Newport News, Va.	General	75,000	70,000	145,000	12,000	133,000	28	28		6	12
New Bedford, Mass., to New York.		6,000		6,000	6,000		4	4			
St. John, N. B., to New York.	Lumber and laths.	4,000	6,000	10,000	9,500	500	5	5			
New York City to Islip, N. Y.		800		800	800		2	2			
Barren Island, N. Y., to New York City.	Sand	10,000	70	10,070	10,070		4	4			
From New York		3,000		3,000	3,000		4	4		4	16
Promised Land, N. Y., to Philadelphia, Pa.	Fish scrap	8,000	7,500	15,500	15,500		7	7			
Norwalk, Conn., to Jamaica Bay, N. Y.	Oysters	1,600	1,050	2,650	2,625	25	3	3			

* No assistance required of life-saving crew.

Life-Saving Service.—Table of casu-
DISTRICT NO. 3.—EMBRACING COASTS OF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1889.					
Apr. 13	One-quarter mile northeast of station.	Coney Island	Cat-boat, Sheepshead Bay, N. Y.	.....	.....
Apr. 23	....do	Blue Point	Sl. Lillie Dean, Patchogue, N. Y.	Krouse ...	8
May 14	Watch Hill Point	Watch Hill	Str. Resolute, New Haven, Conn.	Milliken ..	120
June 5	One-third mile south of station.	....do	Sc. John N. Sherwood, New York.	Dampsey ..	110
June 10	Two hundred feet east of station.	Point Judith	St. y. Vinita, † Philadelphia, Pa.	Clark	16
June 29	Two and one-half miles north of station.	....do	St. sp. Crown Prince, † North Shields, Eng.	Scrivener ..	1,070
	Total .....	.....	.....	.....	.....

* No one on board.

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

DISTRICT NO. 4.—EMBRACING

1888.					
July 11	North Point, one-half mile east of station.	Hereford Inlet	Sl. y. Ella Miller, Somers Point, N. J.	.....	6
July 14	North bar of Great Egg Harbor inlet.	Ocean City	So. Centennial, Somers Point, N. J.	Smith ...	113
July 16	One hundred and fifty yards south of station.	Shark River	Cat-boat, Our Own, Brooklyn, N. Y.	.....	.....
July 31	Two hundred yards southwest of station.	Cape May	Sl. Little Fred, Lewes, Del.	.....	.....
Aug. 5	Two miles south of station.	Little Egg	So. Ann Cooley, Somers Point, N. J.	Sims	28
Aug. 11	One-quarter of a mile east of station.	Ocean City	Small boat, Ocean City, N. J.	.....	.....
Aug. 14	North side Absecon Inlet..	Atlantic City and Absecon.	So. Eva I. Shenton, Crisfield, Md.	Palmer ...	92
Aug. 22	One and one-half miles northwest of station.	Cape May	Sl. Harry, Lewes, Del.	Lubker ...	5
Aug. 27	North bar of Cold Spring Inlet.	Cold Springs	Sl. William B. Foster, Onancock, Va.	Stiles	10
Sept. 4	Two miles southwest of station.	Forked River	Sl. Young Folks, Forked River, N. J.	.....	.....
Sept. 20	One-quarter of a mile north of station.	Sandy Hook	Sl. Virginia Bedell, Greenport, N. Y.	Runyon ..	15
Oct. 1	One-half mile east of station.	Cedar Creek	Fish-boat, Cedar Creek, N. J.	.....	.....
Oct. 18	One-half mile west of station.	Little Egg	So. Maggie Sutphen, Somers Point, N. J.	Smith	16
Oct. 21	Two miles southeast of station.	Cape May	So. Sallie C. Morton, Bridgeton, N. J.	Shaw	68
Nov. 11	One and one-half miles northwest of station.	Spermaceti Cove..	Sl. G. A. Graves, N. Y.	Sanburg ..	26
Nov. 18	Cold Spring Bar	Cold Spring	So. General Palmer, Somers Point, N. J.	Smith	26
Nov. 30	Romer Shoals	Sandy Hook	So. Julien, San Domingo, W. I.	Groninger ..	164
Dec. 5	North side of Absecon Inlet.	Atlantic City	So. A. H. Quinby, Bridgeton, N. J.	Key	68
Dec. 13	Flynn's Knoll	Sandy Hook	Sp. Treasurer, Parraborough, N. S.	Downey ..	1,386
Dec. 14	One and one-half miles north of station.	Seabright	Skiff, Seabright, N. J.	.....	.....

allies, season of 1888-'89—Continued.

RHODE ISLAND AND LONG ISLAND—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Number of persons on board.	Number of persons saved.	Number of persons lost.	Number of persons succored at stations.	Number of days' succor afforded.
Sheepshead Bay to Jamaica Bay, N. Y.		\$60		\$60	\$60		4	4		4	4
		800		800	800		(*)				
Providence, R. I., to New Haven, Conn.		25,000		25,000	25,000		9	9			
Croton Landing, N. Y., to Fall River, Mass.	Brick	6,000	\$800	6,800	1,160	\$5,640	5	5		5	12
Philadelphia, Pa., to Boston, Mass.		6,000		6,000	6,000		4	4			
Boston, Mass., to New York.		130,000		130,000	130,000		22	22			
		463,620	112,485	576,105	427,920	148,185	294	294		41	87

‡ No assistance required of life-saving crew.

COAST OF NEW JERSEY.

Atlantic City to Herford, N. J.		\$500		\$500	\$475	\$25	2	2		2	4
May's Landing, N. J., to New York.	Wood	5,000	\$500	5,500	5,500		5	5			
Brooklyn, N. Y., on pleasure trip.		75		75	75		2	2			
Cape May, N. J., to Lewes, Del.		300		300	275	25	3	3			
Croatan, N. C., to Atlantic City, N. J.	Brick	1,800	225	2,025	2,025		5	5			
Adrift		15		15	15		4	4			
North Carolina to Atlantic City, N. J.	Lumber	4,500	1,800	6,300	6,180	120	5	5			
Lewes, Del., to Cape May, N. J.		1,500		1,500	1,400	100	2	2			
Cape May, N. J., on pleasure trip.		900		900	900		8	8			
Forked River, N. J., on pleasure trip.		200		200	100	100	4	4			
From Port Monmouth, N. J.	Fish	1,000	200	1,200	1,200		2	2			
Fishing banks to Cedar Creek, N. J.	do	35	25	60	35	25	2	2		2	2
Jersey City, to Port Republic, N. J.	Coal	1,200	125	1,325	1,325		2	2			
Millville, N. J., to New York.	Sand	2,000	350	2,350		2,350	5	5		5	10
New York to Sandy Hook, N. J.	Lumber	1,600	300	1,900	1,850	50	2	2		2	2
Philadelphia, Pa., to Cape May City, N. J.	Coal	1,600	200	1,800		1,800	2	2			
Campeche, Mex., to New York.	Logwood, hides, and hemp.	10,000	8,000	18,000	18,000		6	6			
New York City to Millville, N. J.		3,000		3,000	3,000		5	5			
Perth Amboy, N. J., to Antwerp, Belgium.	Petroleum	75,000	50,000	125,000	125,000		20	20			
Seabright, N. J., on pleasure trip.		10		10	10		1	1		1	1

Life-Saving Service.—Table of

DISTRICT NO. 4.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1888.					
Dec. 17	One mile east of station....	Cold Spring	Bg. Onolaska, Boston, Mass.	Griggs....	476
Dec. 22	North side of Absecon Inlet.	Atlantic City.....	Sc. Annie S. Carl, New York.	Newton...	48
Dec. 30	Two miles south of station.	Little Egg.....	Sc. A. L. and M. Townsend, Somers Point, N. J.	Buoy	42
1889.					
Jan. 5	South side of Absecon Inlet.	Atlantic City.....	Sc. Annie Godfrey, Somers Point, N. J.	Bowen....	18
Jan. 21	Point of Sandy Hook	Sandy Hook.....	Sc. Centennial, New York.	Beebe	56
Jan. 31	One mile northeast of Ship Bottom Station.	Ship Bottom and Harvey's Cedars.	Bk. Violet, Saint John, N. F.	Harding ..	846
Feb. 3	Two miles southeast of station.	Sandy Hook	Sc. F. Merwin, New York.	Styles	341
Feb. 6	One-half mile north of station.	Island Beach and Tom's River.	Sc. S. A. Rudolph, Philadelphia, Pa.	Mullen ...	207
Feb. 7	Two miles southeast of station.	Sandy Hook	Sc. Jennie Hall, Machias, Me.	Coffin	412
Mar. 9	South Bar of Hereford Inlet.	Hereford Inlet....	Sl. y. Lillian, Boston, Mass.	.....	.....
Mar. 9	.....do.....	.....do.....	Sc. D. W. McLean, New York.	Hutchinson.	296
Mar. 14	One and one-half miles northeast of station.	.....do.....	Yht. Anna, May's Landing, N. J.	.....	.....
Mar. 21	Three-quarters of a mile northeast of Forked River Station.	Forked River and Island Beach.	Sp. J. W. Wendt, Bremen, Ger.	Laas.....	2,369
Mar. 24	Outer bar of Absecon Inlet.	Atlantic City.....	Str. George Law, New York.	White	415
Apr. 2	Absecon Inlet, one and one-half miles from station.	.....do.....	Sl. J. W. Luce, Onancock, Va.	Mears	22
Apr. 6	Two miles north-northwest of station	Great Egg.....	Sc. Iocetta, Somers Point, N. J.	Steelman ..	13
Apr. 8	Six miles north of station..	Cape May	Sc. Potosi, New Castle, Del.	Bowen....	27
Apr. 25	One and one-half miles north of station.	Atlantic City.....	Sc. Louisa B. Robinson, Tuckerton, N. J.	Steelman ..	30
Apr. 25	Two miles southwest of station.	Great Egg.....	Sc. Mabel, Somers Point, N. J.	.....	.....
Apr. 30	North Bar, Hereford Inlet.	Hereford Inlet ...	Sc. Alice B. Barnstable, Mass.	Fisher....	227
May 11	One-quarter mile northeast of station.	Harvey's Cedars..	Sc. Eliza Ann Hooper, New York.	Sharp	167
May 18	One-half mile north of station.	Long Branch.....	Sp. Algoma, Halifax, N. S.	Vego	1,184
May 26	Point of Sandy Hook	Sandy Hook	Sl. y. Eva, New York.	.....	.....
May 29	One mile south of station..	Squan Beach	Sl. Jennie Arnold, Perth Amboy, N. J.	Green ...	6
	Total .....	.....	.....	.....	.....

*No one on board.

casualties, season of 1888-'89.—Continued.

OF NEW JERSEY.—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Number of persons on board.	Number of persons saved.	Number of persons lost.	Number of persons succeeded at stations.	Number of days' service rendered.
Falmouth, Jamaica, to Philadelphia, Pa.	Logwood	\$6,000	\$10,000	\$16,000	\$8,000	\$8,000	9	9	0	9	45
New York to York River, Va.	.....	3,000	.....	3,000	2,500	500	5	5	.....	.....	.....
New York to Atlantic City, N. J.	Brick	1,500	200	1,700	1,700	.....	3	3	.....	.....	.....
Broke from moorings.	Fish	1,800	80	1,880	1,715	165	(*)	.....	.....	.....	.....
New York, cruising	.....	10,000	.....	10,000	10,000	.....	13	13	.....	.....	.....
New York to Newport News, Va.	.....	10,000	6,310	16,310	8,670	7,640	13	13	.....	1	1
New York to Richmond, Va.	General	10,000	12,000	22,000	22,000	.....	8	8	.....	6	6
Washington, N. C., to New York.	Lumber	8,000	2,000	10,000	10,000	.....	6	6	.....	.....	.....
Jacksonville, Fla., to New York.	do	20,000	20,000	40,000	40,000	.....	9	9	.....	.....	.....
Baltimore, Md., to Boston, Mass.	.....	2,100	.....	2,100	2,100	.....	2	2	.....	.....	.....
Georgetown, S. C., to New York.	Railroad ties.	25,000	3,000	28,000	28,000	.....	6	6	.....	.....	.....
Anglesea to May's Landing, N. J.	.....	500	.....	500	475	25	4	4	.....	.....	.....
Bremen, Ger., to New York.	Iron and barrels.	\$20,000	\$24,000	\$44,000	\$12,000	\$32,000	28	28	.....	28	45
New York to Philadelphia, Pa.	.....	25,000	.....	25,000	25,000	.....	7	7	.....	.....	.....
Chincokeague, Va., to Atlantic City, N. J.	Oysters	1,000	550	1,550	350	1,200	3	3	.....	3	3
Longport to Baker-ville, N. J.	.....	300	.....	300	300	.....	2	2	.....	.....	.....
From fishing trip	.....	900	.....	900	700	200	3	3	.....	.....	.....
Chincokeague, Va., to Atlantic City, N. J.	Oysters	3,500	500	4,000	4,000	.....	2	2	.....	.....	.....
Somers Point to Great Egg Beach, N. J.	.....	200	.....	200	200	.....	3	3	.....	3	3
Roundout, N. Y., to Wilmington, Del.	Cement	4,000	5,000	9,000	9,000	.....	5	5	.....	.....	.....
New York to Virginia.	.....	6,000	.....	6,000	5,300	700	6	6	.....	.....	.....
Rio de Janeiro, Brazil, to New York.	.....	8,000	.....	8,000	7,500	500	19	19	.....	.....	.....
Brooklyn, N. Y., cruising.	.....	600	.....	600	525	75	3	3	.....	.....	.....
Totterville, N. Y., to Manasquan, N. J.	.....	500	.....	500	475	25	1	1	.....	.....	.....
		278,135	145,365	423,500	367,875	55,625	247	247	.....	62	122

† No assistance required of life-saving crew.

Life-Saving Service.—Table of

DISTRICT No. 5.—EMBRACING COAST BETWEEN

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1888.					
July 5	Point of Cape Henlopen ...	Lewes	So. Elizabeth De Hart, New York.	Hunter ...	230
July 18	Dawson Shoals	Wachapreague and Paramore's Beach.	So. Lady of the Lake, Crisfield, Md.	Chatham ..	48
Sept. 6	Point of Cape Henlopen ...	Lewes and Cape Henlopen.	So. Lewis Clark, Bangor, Me.	Bartlett ..	209
Sept. 7	Two miles south of station.	Paramore's Beach.	So. Esk, Lunenburg, N. S.	Watt	148
Nov. 25	One third of a mile east of station.	Lewes	So. William D. Marvel,* Fall River, Mass.	O'Keefe ..	454
Nov. 25	....do .....	....do	So. Helen,* Tisbury, Mass.	White	145
Nov. 25	One and one-quarter miles north-by-east of station.	....do	Bk. Moro Castle, Boston, Mass.	Mayo	404
Nov. 25	Three-quarters of a mile west-northwest of station.	Lewes and Cape Henlopen.	Bk. Hannab, Farsand, Norway.	Andreasen.	284
Nov. 25	One and three-quarters miles north of Rehoboth Beach Station.	Rehoboth Beach and Cape Henlopen.	So. Ella, Bangor, Me ..	Gates	193
Nov. 25	Five hundred yards north of station.	Cobb's Island	Sl. Lizzie Jane, Chincoteague, Va.	Wheaton ..	11
Dec. 11	One-half mile east of station.	Assateague Beach	So. Morning Light, Chincoteague, Va.	.....	.....
Dec. 15	Inner Shoal of Carter's Bar.	Cobb's Island	Sl. J. W. Luce, Onancock, Va.	Stiles	23
Dec. 15	Isaac Shoals	Smith's Island	So. Lillie Falkenburg, Tuckerton, N. J.	Cranmer ..	217
Dec. 22	Dawson Shoals	Wachapreague ...	So. Josie R. Burt, Fall River, Mass.	Burt	722
Dec. 22	Wachapreague Bar	Wachapreague and Paramore's Beach.	So. Tillie G. Cruise, Somer's Point, N. J.	Bailey	97
Dec. 22	....do .....	....do	So. B. L. Burt, Fall River, Mass.	Johnson ..	758
Dec. 22	....do .....	....do	So. Ida L. Hull, Barnstable, Mass.	Gibson ..	498
Dec. 22	Southeast Bar of Hog Island Shoals.	Hog Island	So. Frank G. Dow, Providence, R. I.	Kelley ...	411
1889.					
Jan. 18	....do .....	....do	So. Lady Ellen, New York.	Clark	203
Feb. 1	Two hundred yards north-west of station.	....do	Sl. Mary and Emma, Machipongo Creek, Va.	.....	.....
Mar. 8	One and one-half miles south-southwest of station.	Wallop's Beach ..	So. William B. Wood, Bridgeton, N. J.	Davidson ..	599
Mar. 10	Dawson Shoals	Wachapreague and Paramore's Beach	So. Stony Brook, Port Jefferson, N. Y.	Wells	101
Apr. 6	Point of Cape Henlopen ...	Lewes and Cape Henlopen.	So. Carrie A. Bucknam, Bucksport, Me.	Stubbs	273
Apr. 6	Six and one-half miles northwest of station.	Paramore's Beach	Sl. Challenge, New York.	Delano	7
Apr. 7	One mile west-by-south of station.	Cobb's Island	Sl. J. O. Fitzgerald, Chincoteague, Va.	Mason	9
Apr. 7	Four miles south-southwest of station.	....do	Sl. Minnie Sylvia, Cobb's Island, Va.	.....	.....
Apr. 7	Fisherman's Island, three and one-half miles west-southwest of station.	Smith's Island	So. Levi Lewis, Norfolk, Va.	Bell	14
Apr. 7	One and one-quarter miles north-northeast of station.	....do	So. E. K. Rayfield, Onancock, Va.	Chandler ..	8
Apr. 8	One mile north of station ..	Cape Henlopen ...	Sl. Independence, Camden, N. J.	Somers ...	13

* No assistance required of life-saving crew.

casualties, season of 1888-'89—Continued.

CAPE HENLOPEN AND CAPE CHARLES.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Number of persons on board.	Number of persons saved.	Number of persons lost.	Number of persons snatched at station.	Number of days succor afforded.
St. John, N. B., to Washington, D. C.	Laths.....	\$3,500	\$1,200	\$4,700	.....	\$4,700	6	6	.....	.....	.....
New York City to Baltimore, Md.	Salt.....	3,000	250	3,250	.....	3,250	4	4	.....	3	9
Philadelphia, Pa., to Boston, Mass.	Coal.....	2,400	1,400	3,800	.....	3,800	9	9	.....	9	33
Maracaibo, Venezuela, to Providence, R. I.	Dye wood.	7,500	3,500	11,000	\$2,500	8,500	7	7	.....	7	28
Philadelphia, Pa., to Providence, R. I.	Coal.....	16,000	1,800	17,800	12,900	4,900	6	6	.....	.....	.....
Philadelphia, Pa., to Newport, R. I.	...do.....	2,000	800	2,800	2,315	485	5	5	.....	.....	.....
Philadelphia, Pa., to San Francisco, Cal.	...do.....	8,000	2,440	10,440	.....	10,440	10	10	.....	9	18
Philadelphia, Pa., to Limerick, Ireland.	Petroleum.	4,500	6,300	10,800	6,300	4,500	10	10	.....	.....	.....
Bangor, Me., to Philadelphia, Pa.	Lumber, laths, and pickets.	1,000	1,800	2,800	900	1,900	6	6	.....	6	18
Chincoteague, Va., for oysters.	.....	600	.....	600	600	.....	3	3	.....	.....	.....
Chincoteague to Eike's Cove, Va.	Oysters...	500	50	550	550	.....	3	3	.....	.....	.....
Norfolk to Wachapreague, Va.	Lumber ..	2,000	250	2,250	2,250	.....	4	4	.....	.....	.....
New York City to James River, Va.	.....	8,000	.....	8,000	8,000	.....	6	6	.....	.....	.....
New Bedford, Mass., to Baltimore, Md.	.....	10,000	.....	10,000	10,000	.....	8	8	.....	.....	.....
James River, Va., to Philadelphia, Pa.	Lumber ..	4,000	850	4,850	4,750	100	5	5	.....	5	25
Brighton, Mass., to Baltimore, Md.	.....	30,000	.....	30,000	30,000	.....	9	9	.....	.....	.....
Taunton, Mass., to Baltimore, Md.	.....	35,000	.....	35,000	35,000	.....	8	8	.....	.....	.....
Providence, R. I., to Baltimore, Md.	Fish.....	12,000	5,000	17,000	16,750	250	8	8	.....	.....	.....
New York to Norfolk, Va.	Fertilizer.	3,000	12,000	15,000	12,500	2,500	6	6	.....	.....	.....
Machipongo Creek to Hog Island, Va.	.....	200	.....	200	200	.....	6	6	.....	6	6
Sagua, W. I., to Philadelphia, Pa.	Sugar.....	16,000	60,000	76,000	500	75,500	8	8	.....	8	16
New York to Baltimore, Md.	Salt.....	3,000	1,000	4,000	3,500	500	5	5	.....	.....	.....
San Domingo, W. I., to New York.	Sugar and Logwood.	30,000	35,000	65,000	65,000	.....	8	8	.....	.....	.....
Wachapreague, Va., on pleasure trip.	.....	1,000	.....	1,000	975	25	8	8	.....	.....	.....
Chincoteague, Va., for clams.	Clams	700	25	725	500	225	2	2	.....	.....	.....
Cobb's Island, Va., for oysters.	.....	125	.....	125	125	.....	1	1	.....	.....	.....
Magothy Bay to Chuckatuck, Va.	Oysters...	650	100	750	625	125	3	3	.....	.....	.....
Onancock to Magothy Bay, Va.	.....	600	.....	600	600	.....	3	3	.....	.....	.....
Camden, N. J., on fishing trip.	.....	500	.....	500	.....	500	9	9	.....	9	18

Life-Saving Service.—Table of casualties,

DISTRICT No. 5.—EMBRACING COAST BETWEEN

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1889.					
Apr. 12	Carter's Bar	Cobb's Island.....	Sc. Emma McAdam, Calais, Me.	Brown....	167
Apr. 16	One and one-quarter miles north-northeast of station.	Wallop's Beach...	Sc. Rebecca M., Philadelphia, Pa.	Higbee ...	23
Apr. 21	Three miles west of station	Hog Island	Str. Sunshine, Cape Charles City, Va.	.....	31
May 23	One-half mile west of station.	Lewes	Sl. Ada Lee,* Dennis, Mass.	Snow	20
May 23	One and one-quarter miles north-northwest of station.	.. do	Bk. Patriot, Lillesand, Norway.	Tellefsen ..	483
June 13	Three-quarters of a mile southeast of station.	Metompkin Inlet	Sail-boat, Folly Creek, Va.	.....	.....
	Total .....	.....	.....	.....	.....

* No assistance required of life-saving crew.

DISTRICT No. 6.—EMBRACING COAST BETWEEN

1888.					
July 17	Two miles west of Creed's Hill station.	Creed's Hill and Durant's.	Bgt. Anchen, Pappenburg, Germany, Scotland.	Meeyan-son.	215
Sept. 9	Three-quarters of a mile from station.	Kitty Hawk	Sl. Mary Ann, Elizabeth City, N. C.	.....	.....
Sept. 20	Pamlico Sound, one and one-half miles north-northwest of station.	Big Kinnakeet ...	Sc. Ella, New Berne, N. C.	Williams ..	7
Sept. 26	Pamlico Sound, three-quarters of a mile northwest of station.	.....do	Sloop, Hatteras, N. C.	.....	.....
Oct. 8	Five miles west-northwest of station.	Cape Fear	St. sp. Gaboon, Glasgow, Scotland.	.....	1,663
Oct. 11	Six hundred yards south-southeast of Creed's Hill station.	Creed's Hill, Cape Hatteras, and Duranta.	Sc. Annie E. Rudolph, Philadelphia, Pa.	Levens ..	195
Oct. 30	Three miles west of station.	Little Kinnakeet..	Sl. Eliza Ellen, New Berne, N. C.	O'Neal ...	1
Nov. 25	Pamlico Sound, one and one-half miles northwest of station.	Big Kinnakeet ...	Sc. Little Betty, Kinnakeet, N. C.	.....	.....
Nov. 25	Pamlico Sound, two miles south-southwest of station.	.....do	Sl. Lookout, Rodanthe, N. C.	.....	.....
Nov. 25	Pamlico Sound, three-quarters of a mile west of station.	.....do	Sc. Anchen, Elizabeth City, N. C.	.....	11
Nov. 25	Pamlico Sound	Cape Hatteras ..	Sc. Fox, Elizabeth City, N. C.	.....	.....
Nov. 28	Six miles north of station..	Durants	Sc. Artye, New Berne, N. C.	.....	.....
Dec. 4	Inner Diamond shoal	Cape Hatteras and Creed's Hill	Sc. Lena Breed, Philadelphia, Pa.	Jones	217
Dec. 10	Six miles northwest of station.	Durant's.....	Sc. Sarah C. Wilson, Somers Point, N. J.	Douglas ..	66
Dec. 19	Six miles west-northwest of station.	.. do	Sc. M. A. Trainer, Philadelphia, Pa.	Walston ..	108
Dec. 22	One and one-half miles southeast of Oregon Inlet Station.	Oregon Inlet, Bodie's Island, Pea Island, and New Inlet.	Sc. Charles C. Lister, jr., Wilmington, Del.	Palmer ...	160
1889.					
Jan. 18	Outer Diamond Shoal.....	Cape Hatteras, Big Kinnakeet, and Creed's Hill.	Bkt. Walter S. Massey, Philadelphia, Pa.	Phelan ...	577

season of 1888-'89—Continued.

CAPE HENLOPEN AND CAPE CHARLES.—Continued.

Where from and where bound.	Cargo.	Estimated value of vessels.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Number of persons on board.	Number of persons saved.	Number of persons lost.	Number of persons recovered at stations.	Number of days' succor afforded.
New York to Baltimore, Md.	Copper ore	\$2,000	\$2,000	\$4,000	\$4,000	.....	5	5	.....	.....	.....
Atlantic City, N. J. to Parker's Bay, Md.	.....	2,500	.....	2,500	2,500	.....	2	2	.....	.....	.....
Hog Island to Machipongo, Va.	.....	4,000	.....	4,000	3,970	\$30	4	4	.....	.....	.....
Dennis, Mass. to Chesapeake Bay.	.....	800	.....	800	790	10	2	2	.....	.....	.....
Barbadoes, W. I., to Philadelphia, Pa.	Sugar	15,000	60,000	75,000	.....	75,000	11	11	.....	.....	.....
Folly Creek to Montopkin Beach, Va.	.....	30	.....	30	30	.....	5	5	.....	5	5
.....	.....	230,105	105,765	425,870	228,630	197,240	205	205	.....	67	176

CAPE HENRY AND CAPE FEAR.

Savannah, Ga., to Glasgow, Scotland.	Turpentine	\$3,000	\$4,500	\$7,500	\$4,000	\$3,500	7	7	.....	7	14
Parted moorings and stranded.	.....	1,000	.....	1,000	1,000	.....	(*)	.....	.....	.....	.....
Elizabeth City to Kinnakeet, N. C.	.....	600	.....	600	595	5	2	2	.....	.....	.....
Dragged anchors and stranded.	.....	300	.....	300	300	.....	(*)	.....	.....	.....	.....
Liverpool, Eng., to Wilmington, N. C.	Salt and cotton ties	80,000	7,880	87,880	87,425	455	28	28	.....	.....	.....
Clark's Cove, Me. to Elizabeth City, N. C.	Ice	9,000	300	9,300	7,000	2,300	6	6	.....	6	21
Little River to Little Kinnakeet, N. C.	Wood	300	40	340	340	.....	2	2	.....	.....	.....
Parted moorings and stranded.	.....	400	.....	400	400	.....	(*)	.....	.....	.....	.....
Dragged anchors and stranded.	.....	300	.....	300	300	.....	(*)	.....	.....	.....	.....
do	.....	1,000	.....	1,000	1,000	.....	(*)	.....	.....	.....	.....
Edenton to Kinnakeet, N. C.	.....	300	.....	300	300	.....	3	3	.....	.....	.....
Washington to Cape Hatteras, N. C.	Lumber	500	200	700	700	.....	6	6	.....	.....	.....
Wilmington, N. C., to Philadelphia, Pa.	do	6,000	2,500	8,500	.....	8,500	7	7	.....	7	14
Elizabeth City to New Berne, N. C.	.....	1,500	.....	1,500	1,500	.....	3	3	.....	.....	.....
Philadelphia, Pa., to Washington, N. C.	Guano	10,000	5,000	15,000	15,000	.....	6	6	.....	.....	.....
Bay River, N. C., to Philadelphia, Pa.	Lumber	9,000	2,000	11,000	7,500	3,500	7	7	.....	7	39
Pernambuco, Brazil, to Hampton Roads, Va.	Sugar	30,000	80,000	110,000	.....	110,000	10	10	.....	10	20

*No one on board.

Life-Saving Service.—Table of casualties,

DISTRICT NO. 6—EMBRACING COAST BETWEEN

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1888.					
Feb. 1	North side of Hatteras Inlet, 5 miles northeast of station.	Ocracoke	Sc. Mary A. Trainer, Philadelphia, Pa.	Walston ..	198
Feb. 18	Two miles north of station	Dam Neck Mills and Seatack.	Bk. E. L. Pettingill, Portland, Me.	White	842
Feb. 22	Three-quarters of a mile south by east of Chicamomico Station.	Chicamomico, New Inlet, and Gull Shoal.	Bk. Josie Troop, St. John, N. B.	Cook.	1,099
Mar. 8	Pamlico Sound, three-quarters of a mile west-northwest of station.	Big Kinnakeet....	Sc. Little Sampson, New Berne, N. C.	Miller	7
Mar. 14	One-quarter mile north of station.	Dam Neck Mills..	Bg. Agnes Barton, Baltimore, Md.	Knight ...	400
Mar. 15	One and one-quarter miles south of station.	Cape Henry	Sc. G. W. Bentley, Provincetown, Mass.	Doane	113
Mar. 20	Three-quarters of a mile north of station.	False Cape	Sc. Benjamin C. Terry, New York.	Mathis ...	260
Mar. 20	Pamlico Sound, three-quarters of a mile west of station.	Big Kinnakeet....	Sc. Little Sampson, New Berne, N. C.	Miller	7
Apr. 7	Three-quarters of a mile north of station.	Seatack	Sc. Emma F. Hart, Camden, Me.	Keene	400
Apr. 7	One-quarter mile north of station.	....do	Sc. Benjamin F. Poole, Providence, R. I.	Charlton..	1,155
Apr. 7	Two and one-quarter miles south of station.	....do	Sc. Northampton, Eastville, Va.	Lawson... 36	
Apr. 7	Two miles south-southeast of station.	Wash Woods.....	Sc. John S. Wood, Camden, N. J.	Morris....	515
Apr. 7	One and one-half miles north-northwest of station.	Nag's Head.....	Sc. Hattie Lollis, Wilmington, Del.	Sharp	160
Apr. 7	Pamlico Sound, one-half mile north-west of station.	Big Kinnakeet ...	Sc. F. M. Isabella, Edenton, N. C.	Scarborough.	6
Apr. 7	Pamlico Sound, 5 miles northwest of station.	Cape Hatteras ..	Sc. Atlantic, Beaufort, N. C.	Henry	7
Apr. 7	....do .....	....do	Sc. Pauline, Beaufort, N. C.	Gaekill ...	7
Apr. 7	Four and one-half miles north-northeast of station.	Creed's Hill	Sc. Melville, New Berne, N. C.	Scarborough.	13
Apr. 7	Three miles northwest-by-west of station.	Durant's	Sc. Venusa, New Berne, N. C.	Burrus....	33
Apr. 8	Six miles north-northeast of Ocracoke Station.	Ocracoke and Durant's.	Sc. Nellie Potter, New Berne, N. C.	Wahab ...	104
Apr. 11	Three miles south of Big Kinnakeet Station.	Big Kinnakeet and Cape Hatteras.	Bk. Wolsey, Arendal, Norway.	Olson	751
Apr. 16	Two and one-half miles east-northeast of station.	Ocracoke	Sc. Carolina, New Berne, N. C.	Harris	117
Apr. 17	Three miles north-northwest of Poyner's Hill Station.	Poyner's Hill and Whale's Head.	Bk. N. Boynton, Boston, Mass.	Moore	1,065
Apr. 17	Three miles northeast of station.	Cape Hatteras...	Sc. John Shay, Port Jefferson, N. Y.	Conk	396
Apr. 28	One-quarter mile north-northeast of station.	Cape Lookout ...	Scow .....	.....	.....
May 27	One and one-half miles south-southeast of station.	Big Kinnakeet ...	Sc. Viola W. Burton, Philadelphia, Pa.	Corson ...	125
June 1	Five hundred yards from station.	Creed's Hill	Yawl belonging to Sc. Mary S. Bradshaw, Philadelphia, Pa.	.....	.....
June 5	One mile north-northeast one-half east of station..	Cape Lookout ...	Sc. Ada, Beaufort, N. C.	Whitehurst.	36
June 18	One and three-quarter miles northwest of station.	Cape Henry	Sp. Constellation, United States Government.	Harrington.	1,886
	Total .....	.....	.....	.....	.....

season of 1888-'89—Continued.

CAPE HENRY AND CAPE FEAR—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Number of persons on board.	Number of persons saved.	Number of persons lost.	Number of persons succored at stations.	Number of days' succor afforded.
Philadelphia, Pa., to Williamston, N. C.	Fertilizer.	\$10,000	\$1,000	\$11,000	\$11,000	.....	6	6	.....	.....	.....
Pisagua, Chili, to Hampton Roads, Va.	Nitrate of soda.	30,000	41,755	71,755	71,755	.....	19	19	.....	.....	.....
London, Eng., to Philadelphia, Pa.	Chalk	45,000	32,600	77,600	.....	\$77,600	17	6	11	6	48
Cape Channel to Elizabeth City, N. C.	Wild fowl	600	200	800	800	.....	3	3	.....	.....	.....
Navassa, W. I., to Baltimore, Md.	Fertilizer.	10,000	3,300	13,300	.....	13,300	10	4	6	4	16
Provincetown, Mass., to Fishing Bay, Va.	.....	5,000	.....	5,000	.....	5,000	6	6	.....	6	21
New York to Norfolk, Va.	.....	4,000	.....	4,000	.....	4,000	7	7	.....	7	7
Elizabeth City, to Kinnakeet, N. C.	.....	600	.....	600	600	.....	(*)	.....	.....	.....	.....
Nassau, N. P., to Boston, Mass.	Lumber ..	8,000	3,000	11,000	2,870	8,130	7	7	.....	7	14
Providence, R. I., to Baltimore, Md.	.....	50,000	.....	50,000	30,000	20,000	9	9	.....	7	14
Cherrystone, to Cape Charles, Va.	.....	1,000	.....	1,000	.....	1,000	4	1	3	.....	.....
Pensacola, Fla., to Philadelphia, Pa.	Lumber ..	16,000	10,000	26,000	.....	26,000	7	7	.....	7	32
Washington, N. C., to Hartford, Conn.	do	3,000	1,700	4,700	200	4,500	5	5	.....	5	25
Anchored in harbor.	.....	600	.....	600	600	.....	(*)	.....	.....	.....	.....
Gull Shoal to Beaufort, N. C.	.....	300	.....	300	300	.....	3	3	.....	.....	.....
Elizabeth City to Beaufort, N. C.	.....	300	.....	300	300	.....	2	2	.....	.....	.....
Dragged anchor and stranded.	.....	300	.....	300	300	.....	2	2	.....	.....	.....
Washington to Hatteras, N. C.	.....	2,000	.....	2,000	2,000	.....	(*)	.....	.....	.....	.....
Washington, N. C., to New York.	Lumber ..	4,000	1,500	5,500	3,000	2,500	7	7	.....	4	.....
Buenos Ayres Argentine Republic, to Portland, Me.	.....	9,000	.....	9,000	.....	9,000	13	13	.....	7	91
New York City to Washington, N. C.	General ..	4,000	2,000	6,000	6,000	.....	6	6	.....	6	18
Providence, R. I., to Norfolk, Va.	.....	5,000	.....	5,000	.....	5,000	4	4	.....	4	19
Hastings, N. Y., to Washington, D. C.	Stone.....	4,000	(†)	4,000	.....	4,000	6	.....	6	.....	.....
Dragged anchors and stranded.	.....	150	.....	150	150	.....	(*)	.....	.....	.....	.....
Philadelphia, Pa., to New Berne, N. C.	Coal	6,000	600	6,600	.....	6,600	5	5	.....	5	35
.....	.....	50	.....	50	50	.....	7	6	1	6	12
Wilmington to Beaufort, N. C.	Salt	1,200	65	1,265	1,265	.....	3	3	.....	.....	.....
Annapolis, Md., cruising.	Equipment stores and provisions.	300,000	80,000	380,000	365,725	14,275	317	317	.....	.....	.....
.....	.....	673,300	280,140	953,440	624,275	329,165	562	535	27	118	460

* No one on board.

† Value of cargo could not be ascertained.

Life-Saving Service.—Table of casualties,

DISTRICT NO. 7.—EMBRACING COASTS OF SOUTH

Date.	Place.	Name of station	Name of vessel and where owned.	Master.	Tonnage.
1888. Dec. 2	One mile north of station ..	Jupiter Inlet.....	Boat belonging to Str. Chattahoochee.	.....	.....
Dec. 11	One and one-quarter miles north of station.	....do	Sc. Mary B., Key West, Fla.	Hendrickson.	18
1889. Jan. 18	Abreast of station .....	....do	St. y. Elsie .....	.....	.....
Jan. 27	One mile north of station	....do	Sl. y. Deer Hound, Coosa, Fla.	.....	.....
Feb. 24	One-quarter of a mile northeast of station.	Morris Island.....	Cat-boat Franklin .....	.....	.....
Mar. 10	Two and one-half miles southeast of station.	....do	Sc. Edith McIntyre, Provincetown, Mass.	.....	160
Apr. 29	One mile north of station ..	Jupiter Inlet	Sloop, Charlotte Harbor, Fla.	.....	.....
	Total .....	.....	.....	.....	.....

*No one on board.

DISTRICT NO. 8.—EMBRACING GULF

1888. July 22	Seven miles west-by-south, one-half-south of station.	Santa Rosa	Small boat, Fort Pickens, Fla.	.....	.....
Nov. 6	Decro's Channel, four and one-half miles northeast-by-north of station.	Saluria	Sc. Sea Gull, Eagle Pass, Tex.	Raymond.	19
Nov. 11	One and one-quarter miles south-southwest of station.	Velaaco.....	Sc. Cleopatra, Galveston, Tex.	Grosetta..	19
Nov. 13	One mile east of station ...	Aransas	Sc. Antonietta, Galveston, Tex.	Anderson.	19
Dec. 30	Pelican Shoal.....	Saluria	Str. Seminole, Mobile, Ala.	Lloyd	79
Dec. 31	Eight miles southwest-by-south of station.	....do	Sc. Laurel, Galveston, Tex.	Spaulding..	33
1889. Feb. 18	Two miles west of station ..	Santa Rosa	Small boat, Pensacola, Fla.	.....	.....
Feb. 18	East end of Mustang Island.	Aransas	Sc. Star, Galveston, Tex.	Jacobson ..	33
Feb. 24	Five miles south-southeast of station.	Sabine Pass	Sc. L. A. Burnham, Boston, Mass.	Watts	389
Mar. 10	One and one-half miles south-southwest of station.	Velaaco.....	Sc. Robert Templeton, Galveston, Tex.	McCoppin ..	11
Mar. 11	One-half mile west of station.	Galveston	Small boat, Galveston, Tex.	.....	.....
Mar. 19	Three miles south-southwest of station.	San Louis.....	Sc. A. J. Perkins, Galveston, Tex.	Anderson ..	82
Mar. 31	Two and one-half miles east-northeast of station.	Galveston	Sc. Henrietta, Galveston, Tex.	Spaulding ..	34
Apr. 21	Five miles northwest of station.	Santa Rosa	Cat-boat Ella B., Warrington, Fla.	.....	.....
Apr. 24	Five hundred yards west of station.	Galveston	Sl. Kelvin, Baltimore, Md.	Grenreau ..	16
Apr. 27	Four miles northeast one-half-north of station.	Saluria	Sc. Fannie, Galveston, Tex.	Jensen	40
June 6	One-half mile northeast of station.	Santa Rosa	Sail-boat, Pensacola, Fla.	.....	.....
	Total .....	.....	.....	.....	.....

season of 1888-'89.—Continued.

CAROLINA, GEORGIA, AND EASTERN FLORIDA.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Number of persons on board.	Number of persons saved.	Number of persons lost.	Number of persons succored at stations.	Number of days succor afforded.
		\$150		\$150	\$150		5	5			
Titusville to Lake Worth, Fla.	General...	2,500	\$1,500	4,000	4,000		2	2			
On a cruise		1,500		1,500	1,500		4	4			
Lake Worth to Cocon, Fla.	Lumber ..	1,500		1,500	1,500		3	3			
		100	10	110	110		(*)				
Charleston, S. C., to West Indies.	do	20,000	3,000	23,000	23,000		7	7			
Charlotte Harbor to Indian River, Fla.		30		30	30		1	1		1	3
		25,780	4,510	30,290	30,290		22	22		1	3

COAST OF THE UNITED STATES.

		\$205		\$105	\$105						
Galveston to Matagorda, Tex.	General merchandise.	800	\$3,500	4,300	4,300		2	2			
San Bernard to Galveston, Tex.	Cotton and cotton-seed.	1,200	1,800	3,000	3,000		2	2			
Lake Charles, La., to Corpus Christi, Tex.	Lumber...	2,000	450	2,450	2,450		2	2			
Galveston to Corpus Christi, Tex.		10,000		10,000	10,000		10	10			
Fishing banks to Galveston, Tex.	Fish	2,000	1,000	3,000		\$3,000	6	6		6	24
Pensacola to Big Bayou, Fla.		50		50	45		5	1	1		1
Corpus Christi, Tex., to Lake Charles, La.		1,600		1,600	1,600		3	3			
New York to Sabine Pass, Tex.	Stone	25,000	3,000	28,000	28,000		8	8			
Galveston to Quintana, Tex.	General produce.	800	700	1,500	1,500		3	3			
From Galveston, Tex.		20		20	20		1	*1			
Rockport to Brazos River, Tex.	Shells.....	1,600	200	1,800	1,800		4	4			
Brazos River to Orange, Tex.		2,500		2,500	2,300	200	4	4			
Warrington, Fla., on pleasure trip.		75		75	75		2	2			
Bolivar Channel to Galveston, Tex.		1,060		1,000	1,000		2	2			
Lake Charles, La., to Tres Palacios Bay, Tex.	Lumber and shingles.	2,000	500	2,500	2,500		2	2			
Adrift		75		75	75		1	1		1	1
		50,825	11,150	61,975	58,770	3,205	53	53		18	26

*Saved by fishermen.

Life-Saving Service.—Table of casualties,

DISTRICT No. 9.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1886.					
July 1	Three hundred feet north-west of station.	Cleveland	Sail-boat, Cleveland, Ohio.	.....	.....
July 4	Middle Chute, Falls of the Ohio.	Louisville	Skiff, Louisville, Ky...	.....	.....
July 7	One-quarter of a mile south of station.	Fairport	Str. Cumberland, Sandusky, Ohio.	Bell	1, 601
July 11	One and one-half miles south of station.	Big Sandy	St. y. Mary Stewart, Rochester, N. Y.	.....	.....
July 12	Four hundred yards south-west of station.	Cleveland	Sl. Ripple, Cleveland, Ohio.	.....	.....
July 21	Above cross-dam Falls of the Ohio.	Louisville	Skiff, Cincinnati, Ohio.	.....	.....
July 23	do	do	Flat, Louisville, Ky...	.....	.....
July 25	One-third of a mile north-west of station.	Cleveland	Sail-boat, Cleveland, Ohio.	.....	.....
Aug. 5	Dover Bay, 12 miles from station.	do	Str. Allie May, Cleveland, Ohio.	Stickney..	27
Aug. 5	do	do	Lighter, Cleveland, Ohio.	.....	.....
Aug. 5	do	do	Lighter, Cleveland, Ohio.	.....	.....
Aug. 13	Two miles south of station.	Big Sandy	Sc. Delaware, Belleville, Ont.	Bentley..	152
Aug. 13	Seven hundred yards north-east of station.	Charlotte	Sc. y. Collingwood, Toronto, Ont.	Eastwood	5
Aug. 13	One hundred and sixty-five yards southwest of station.	do	Sl. y. Fascination, Rochester, N. Y.	.....	.....
Aug. 13	Three hundred and fifty yards southwest of station.	do	Sl. y. Amelia, Rochester, N. Y.	.....	.....
Aug. 13	One hundred and sixty yards south-west of station.	Charlotte	Sl. y. Gem, Rochester, N. Y.	.....	.....
Aug. 13	Middle Chute, Falls of the Ohio.	Louisville	Flat, Louisville, Ky...	.....	.....
Aug. 21	Three-fifths of a mile south of station.	Cleveland	Yht. Mary, Cleveland, Ohio.	.....	.....
Aug. 22	One-third of a mile south-west of station.	do	Yht. Lady Ida, Cleveland, Ohio.	.....	.....
Aug. 22	Eighteen miles west of station.	do	Sc. Emma C. Hutchinson, Cleveland, Ohio.	Place	737
Aug. 28	One-half mile southwest of station.	do	Yht. Eole, Cleveland, Ohio.	.....	.....
Sept. 5	One and one-half miles northwest of station.	Buffalo	Str. Michael Davitt, Tonawanda, N. Y.	Bosh	25
Sept. 16	Two miles north of station.	Fairport	St. y. Mignon, Fairport, Ohio.	Pineus ...	8
Oct. 11	One-quarter of a mile west of station.	Big Sandy	Sc. Fiat, Oswego, N. Y.	Jenkins ..	38
Oct. 11	One-half of a mile north of station.	Fairport	Sc. B. B. Buckhout, Port Huron, Mich.	Hall	352
Oct. 14	Middle Chute, Falls of the Ohio.	Louisville	Skiff, Louisville, Ky...	.....	.....
Oct. 18	Indiana Chute, Falls of the Ohio.	do	Skiff, Jeffersonville, Ind.	.....	.....
Oct. 29	One-quarter of a mile north of station.	Fairport	Str. George B. Dickson, Port Huron, Mich.	King	33
Oct. 30	do	do	Sc. Swallow, Detroit, Mich.	Carter ...	275
Nov. 7	Above Cross-dam, Falls of the Ohio.	Louisville	Skiff, Jeffersonville, Ind.	.....	.....
Nov. 12	Cross-dam, Falls of the Ohio.	do	Skiff, Ocean Queen, Louisville, Ky.	.....	.....
Nov. 22	Three miles west of station.	Cleveland	Fishboat, Cleveland, Ohio.	.....	.....
1889.					
Jan. 3	Cross-dam, Falls of the Ohio.	Louisville	Shantyboat, Rochester, Pa.	.....	.....

season of 1888-'89.—Continued.

ONTARIO AND ERIE.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Number of persons on board.	Number of persons saved.	Number of persons lost.	Number of persons succored at stations.	Number of days' succor afforded.
On pleasure trip.....		\$50		\$50	\$50		4	4			
do		10		10	10		1	1			
Lying at dock	Iron ore ..	110,000	\$7,500	117,500	67,500	\$50,000	16	16			
Rochester, N. Y., to St. Lawrence River.		800		800	800		4	4		4	12
Adrift		50		50	50						
Cincinnati, Ohio, to Louisville, Ky.		10		10	10		1	1			
On pleasure trip.....		5		5	5		2	2			
do		25		25	25		3	3			
Cleveland to Dover Bay, Ohio.		5,000		5,000	4,850	150	4	4			
do		1,000		1,000	1,000		(*)				
do		2,000		2,000	2,000		(*)				
Charlotte, N. Y., to Belleville, Ont.	Coal	4,000	1,350	5,350	4,950	400	5	5		5	27
Thousand Islands to Charlotte, N. Y.		350		350	320	30	4	3	1		
Dragged anchor and stranded.		500		500	500		(*)				
do		1,200		1,200	1,160	40	(*)				
do		700		700	690	10	(*)				
On pleasure trip.....		5		5	5		2	2			
Broke from mooring and stranded.		100		100	100		(*)				
Adrift		125		125	125		(*)				
Cleveland to Toledo, Ohio.		25,000		25,000	22,500	2,500	10	10			
Adrift		300		300	300		(*)				
Buffalo to Tonawanda, N. Y.		7,000		7,000	7,000		3	3			
Fairport, Ohio, to fishing grounds.	Fish-nets ..	2,000	300	2,300	2,250	50	5	5			
Oswego to Big Sandy Creek, N. Y.	General ..	3,000	415	3,415	3,415		3	3			
Bay City, Mich., to Tonawanda, N. Y.	Lumber ..	18,000	11,000	29,000	29,000		6	6			
On pleasure trip.....		5		5	5		2	2			
Jeffersonville, Ind., to Louisville, Ky.		5		5	5		1	1			
do		4,500		4,500	4,350	150	4	4			
Escanaba, Mich., to Fairport, Ohio.	Iron ore ..	6,000	1,800	7,800	5,800	2,000	7	7		1	3
Jeffersonville, Ind., on pleasure trip.		5		5	5		2	2			
On pleasure trip.....		15		15	15		1	1			
Dover Bay to Cleveland, Ohio.	Fish	300	100	400	300	100	2	2			
Rochester, Pa., to Green River, Ky.	Household furniture	125	75	200	200		2	2			

* No one on board.

Life-saving Service.—Table of casualties,

DISTRICT No. 9.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1889.					
Jan. 7	Above Cross-dam, Falls of the Ohio.	do.	Skiff, Louisville, Ky.		
Apr. 7	do.	do.	Skiff, Louisville, Ky.		
Apr. 8	Opposite station.	Buffalo.	Skiff, Buffalo, N. Y.		
Apr. 24	One-half mile northwest of station.	do.	Str. W. I. Babcock, Buffalo, N. Y.	McMillen	64
Apr. 24	Three quarters of a mile northeast of station.	Cleveland.	Yawl, Cleveland, Ohio.		
May 3	Six miles northwest of station.	Point Marblehead.	Sc. Schuykill, Erie, Pa.	Otter	472
May 5	Cross-dam, Falls of the Ohio.	Louisville.	Flat, Louisville, Ky.		
May 5	do.	do.	Skiff, Louisville, Ky.		
May 5	do.	do.	Sail-boat Waloon, Louisville, Ky.		
May 6	Six miles east of station.	Cleveland.	Fish-boat.		
May 6	Six miles northwest of station.	Point Marblehead	Sc. S. B. Pomeroy, Chicago, Ill.	Johnson	407
May 8	Cross-dam, Falls of the Ohio.	Louisville.	Skiff, Louisville, Ky.		
May 12	Indiana Chute, Falls of the Ohio.	do.	Catamaran, Louisville, Ky.		
May 14	Middle Chute, Falls of the Ohio.	do.	Skiff, Louisville, Ky.		
May 17	Indiana Chute, Falls of the Ohio.	do.	Skiff, Jeffersonville, Ind.		
May 18	One-quarter mile north-northwest of station.	Cleveland.	Canoe, Cleveland, Ohio.		
May 19	One mile north-northwest of station.	Charlotte.	Skiff, Charlotte, N. Y.		
May 19	Cross-dam, Falls of the Ohio.	Louisville.	Skiff, Louisville, Ky.		
May 21	Four-fifths of a mile east of station.	Cleveland.	Barge, Cleveland, Ohio.		
May 22	Four hundred yards southwest of station.	do.	Yht. Susie, Cleveland, Ohio.		
May 24	Two and a quarter miles north-northwest of station.	do.	Sloop, Cleveland, Ohio.		
May 27	One-quarter mile west of station.	Big Sandy.	Sc. Fiat, Oswego, N. Y.	Jenkins	38
May 28	Cleveland Harbor.	Cleveland.	Sloop yacht, Cleveland, Ohio.		
May 28	Five hundred yards northwest of station.	do.	Sl. y. Petrel, Cleveland, Ohio.		
May 29	One-quarter mile south of station.	Erie.	Sc. Joseph E. Sparrow, Port Huron, Mich.	Lennox	264
May 30	Three-fifths of a mile southwest of station.	Charlotte.	Str. Mary Dean, Rochester, N. Y.		
June 5	Three hundred yards northwest of station.	Cleveland.	Sl. y. Unique, Cleveland, Ohio.		
June 7	Indiana Chute, Falls of the Ohio.	Louisville.	Skiff, Louisville, Ky.		
June 8	Cross-dam, Falls of the Ohio.	do.	Shanty-boat, Vevay, Ind.		
June 17	Three-quarters of a mile northeast of station.	Cleveland.	Sail-boat, Cleveland, Ohio.		
June 21	Four hundred yards north-northwest of station.	Cleveland.	Sl. y. Sylvia, Cleveland, Ohio.		
June 21	Cross-dam, Falls of the Ohio.	Louisville.	Skiff, Sand Island, Ky.		
June 23	Five hundred yards north-northwest of station.	do.	Sail-boat, Cleveland, Ohio.		
June 30	Falls of the Ohio.	Louisville.	Skiff, Louisville, Ky.		
	Total.				

season of 1888'-89—Continued.

ONTARIO AND ERIE—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Number of persons on board.	Number of persons saved.	Number of persons lost.	Number of persons succored at stations.	Number of days' succor afforded.
On pleasure trip.....		\$10		\$10	\$10		3	3			
.....do.....		20		20	20		12	12			
.....do.....		10		10	10		12	12			
From Buffalo, N. Y.		12,000		12,000	12,000		4	4			
Adrift.....		15		15	15						
Escanaba, Mich., to Sandusky, Ohio. On pleasure trip....	Iron ore...	18,000	\$4 500	22,500	21,500	\$1,000	8	8			
.....do.....		5		5	5		3	3			
.....do.....		5		5	5		3	3			
.....do.....		45		45	45		3	3			
Adrift.....		175		175	175		2	2			
An Sable, Mich., to Huron, Ohio. On pleasure trip....	Lumber..	10,000	6,000	16,000	15,400	600	7	7			
.....do.....		10		10	10		2	2			
.....do.....		25		25	25		2	2			
.....do.....		10		10	10		2	2			
Jeffersonville, Ind., to Louisville Ky. Cleveland, Ohio, fishing. On pleasure trip ...		10		10	10		1	1			
.....do.....		25		25	25		2	2		2	2
.....do.....		125		125	125		3	3		3	3
.....do.....		15		15	15		6	6			
Adrift.....		100		100	100		(*)				
Dragged anchor and stranded. Cleveland, Ohio, fishing. On pleasure trip....		2,000		2,000	1,700	300	(*)				
.....do.....		50		50		50	4	4			
Oswego to Woodville, N. Y. Adrift.....	Coal.....	3,000	250	3,250	3,250		5	5			
.....do.....		35		35	30	5	(*)				
.....do.....		400		400	370	30	(*)				
Buffalo, N. Y., to Saginaw, Mich. Charlotte, N. Y., on pleasure trip. Dragging her moorings. On pleasure trip....		5,000		5,000	5,000		6	6			
.....do.....		400		400	400		2	2			
.....do.....		375		375	375		(*)				
.....do.....		10		10	10		1	1			
From Vevay, Ind. On pleasure trip....	Household goods.	20	60	80	20	60	4	4			
.....do.....		35		35	30	5	3	3			
Jeffersonville, Ind., to Sand Island, Ky. On pleasure trip....	Lumber..	10	5	15	15		2	2			
.....do.....		1,100		1,100	1,100		7	7			
.....do.....		50		50	45	5	4	4			
.....do.....		10		10	10		6	6			
		245,285	33,355	278,640	221,155	57,485	193	192	1	15	47

*No one on board.

Life-Saving Service.—Table of casualties.

DISTRICT NO. 10.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1888.					
July 2	Nine and one-half miles southwest of station.	Ship Canal.....	Sc. Belle Stevens, Duluth, Minn.	Morgan...	88
July 5	One hundred and thirty yards southwest of station.	Hammond's Bay..	Lighter, Hammond Bay, Mich.	.....	.....
July 12	Sand Beach Harbor.....	Sand Beach.....	Sc. Harriet Ross, Chicago, Ill.	Bonnah...	179
July 13	Four miles south of station.	Middle Island....	Sc. Daniel Brown, Detroit, Mich.	Carter....	204
July 16	Hard Wood Point, 5 miles north by west of station.	Sand Beach.....	Str. Thomas Davidson, Milwaukee, Wis.	Crane.....	1,715
July 22	Forty rods northwest of station.	Muskallonge Lake	Bge. R. N. Rice, Buffalo, N. Y.	Stedman..	622
July 26	Two miles southeast of station.	Middle Island....	Sc. M. L. Breck, Kingston, Ont.	McDonaid..	296
Aug. 4	One and one-half miles west of station.	Crisp's and Two Heart River.	Sc. Queen City, Cleveland, Ohio.	.....	676
Aug. 8	One mile north of station..	Sand Beach.....	Sl. Lalla Rookh, Sand Beach, Mich.	.....	.....
Aug. 8	Forty yards south of station	Thunder Bay Island.	Fish-boat Cella, Thunder Bay Island, Mich.	.....	.....
Aug. 21	One and one quarter miles east-by-south of station.	Grindstone City..	Raft of logs, Kille River, Mich.	.....	.....
Aug. 21	One hundred and sixty-five yards west of station.	Muskallonge Lake	Fish-boat, Cook's Mill, Mich.	.....	.....
Aug. 25	Three and one-half miles southeast-by-east of station.	Pointe aux Barques.	Sc. J. S. Austin, Cleveland, Ohio.	Hazen....	300
Aug. 26	Three miles east of station.	do.....	Skiff Gove, Mich.....	.....	.....
Sept. 4	Two miles south of station.	Sturgeon Point...	Yawl Black River, Mich	.....	.....
Sept. 8	Three miles northwest of station.	Ottawa Point.....	Bge. Genesee Chief, Port Huron, Mich.	Shefer....	275
Sept. 9	Two miles northwest-by-north of station.	Pointe aux Barques and Grindstone City.	Sc. Sunrise, Chicago, Ill.	O'Connor..	439
Sept. 16	Sand Beach Harbor.....	Sand Beach.....	Sc. Norway, Port Huron, Mich.	Stewart..	394
Sept. 26	One mile northwest of station.	Ship Canal.....	St. bge Myles, Hamilton, Ontario.	Patenaude	900
Sept. 29	Sand Beach Harbor.....	Sand Beach.....	Sc. Ataunto, Buffalo, N. Y.	Walker....	308
Oct. 1	One and one-third miles southeast of station.	do.....	Sc. St. Clair, Port Huron, Mich.	Jones.....	286
Oct. 1	Three miles east of station	Point aux Barques	Str. Rhoda Emily, Port Huron, Mich.	Bryan....	875
Oct. 2	One-half mile southeast of station.	Sand Beach.....	Sc. Racine, Chicago, Ill	Drullard..	168
Oct. 2	Two miles south-by-east of station.	do.....	Sc. Oliver Cromwell, Detroit, Mich.	.....	291
Oct. 2	One and one-half miles southeast of station.	Grindstone City..	Sc. Forester, Port Huron, Mich.	.....	56
Oct. 2	One and one-half miles south of station.	Thunder Bay Island.	Str. Susquehanna, Erie, Pa.	Riley.....	2,500
Oct. 2	Two miles south of station	do.....	Bge. Dan Rogers, Buffalo, N. Y.	Davis....	324
Oct. 2	Four miles southwest of station.	do.....	Sc. Chester B. Jones, Buffalo, N. Y.	Brown....	494
Oct. 2	Four miles west-southwest of station.	do.....	Sc. Manitowoc, Buffalo, N. Y.	Caprin....	507
Oct. 2	Four miles southwest of station.	do.....	Sc. F. B. Gardner, Buffalo, N. Y.	King.....	403
Oct. 19	Five miles north of station.	Ship Canal.....	Sc. Reed Case, Chicago, Ill.	Green....	330
Nov. 3	One and one-half miles east of station.	Vermillion Point..	St. Hannah and Betsey, Clark's Landing, Mich.	.....	.....

season of 1888-'89—Continued.

LAKES HURON AND SUPERIOR.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Number of persons on board.	Number of persons saved.	Number of persons lost.	Number of persons succeeded at stations.	Number of days' succor afforded.
Duluth, Minn., to Marquette, Mich.	.....	\$5,000	.....	\$5,000	\$5,000	.....	4	4	.....	.....	.....
.....	Rafting chains.	50	\$300	350	350	.....	3	3	.....	.....	.....
Eratton's Dock to Detroit, Mich.	Cedar posts.	2,000	600	2,600	2,525	\$75	5	5	.....	.....	.....
Turnbull's Landing, Mich., to Chicago, Ill.	do	5,000	1,100	6,100	6,100	.....	7	7	.....	.....	.....
Escanaba, Mich., to Ashtabula, Ohio.	Iron ore	140,000	20,000	160,000	156,000	4,000	24	24	.....	.....	.....
Deer Park, Mich., to Michigan City, Ind.	Lumber	7,500	3,000	10,500	10,450	50	6	6	.....	.....	.....
Spanish River, Ontario, to Detroit, Mich.	do	3,000	2,850	5,850	5,850	.....	10	10	.....	.....	.....
Ashland, Wis., to Cleveland, Ohio.	Iron ore	20,000	4,000	24,000	23,600	400	11	11	.....	.....	.....
Sand Beach, Mich., on pleasure trip.	.....	20	.....	20	20	.....	3	3	.....	.....	.....
Thunder Bay Island to Alpena, Mich.	.....	125	.....	125	125	.....	2	2	2	2	.....
Rifle River to Detroit, Mich.	.....	20,000	.....	20,000	10,000	10,000	.....	.....	.....	.....	.....
Adrift	.....	85	.....	85	80	5	(*)	.....	.....	.....	.....
Cheboygan, Mich., to Cleveland, Ohio.	Lumber and laths.	5,000	3,000	8,000	7,800	200	6	6	.....	.....	.....
Adrift	.....	15	.....	15	15	.....	1	1	.....	.....	.....
.....	.....	40	.....	40	40	.....	(*)	.....	.....	.....	.....
Cleveland, Ohio, to Au Sable, Mich.	.....	3,000	.....	3,000	2,700	300	7	7	.....	.....	.....
Chicago, Ill., to Buffalo, N. Y.	Rye	20,000	15,000	35,000	35,000	.....	8	8	.....	.....	.....
East Saginaw to Detroit, Mich.	Lumber	500	4,000	4,500	4,300	200	7	7	.....	.....	.....
Washburn, Wis., to Kingston, Ont.	Corn	75,000	21,000	96,000	94,000	2,000	20	20	.....	.....	.....
Alpena to Detroit, Mich.	Lumber	3,000	3,500	6,500	6,480	20	7	7	.....	.....	.....
Cleveland, Ohio, to Bay City, Mich.	Coal	1,000	900	1,900	.....	1,900	7	2	15	.....	.....
Chicago, Ill., to Ogdensburgh, N. Y.	Corn	50,000	20,000	70,000	69,600	1,000	19	19	.....	.....	.....
Lexington to Point St. Ignace, Mich.	Hay	2,000	1,510	3,510	3,010	500	7	7	.....	.....	.....
Buffalo, N. Y., to Bay City, Mich.	.....	4,000	.....	4,000	.....	4,000	5	5	.....	.....	.....
New Baltimore to Au Sable, Mich.	Brick and stone.	1,500	150	1,650	1,650	.....	3	3	.....	.....	.....
Erie, Pa., to Chicago, Ill.	General merchandise.	225,000	250,000	475,000	467,000	8,000	33	33	.....	.....	.....
Marinette, Wis., to Buffalo, N. Y.	Lumber	4,500	6,000	10,500	9,700	800	7	7	.....	.....	.....
Menomonee, Wis., to Buffalo, N. Y.	do	14,000	13,000	27,000	25,700	1,300	7	7	.....	.....	.....
do	do	15,000	12,000	27,000	19,000	8,000	7	7	.....	.....	.....
Marinette, Wis., to Buffalo, N. Y.	do	16,000	3,500	19,500	15,000	4,500	7	7	.....	.....	.....
Duluth, Minn., to Portage Entry, Mich.	.....	8,500	.....	8,500	.....	8,500	8	7	1	7	7
Quigley Farm to White Fish Point, Mich.	Lumber	150	60	210	185	25	2	2	.....	.....	.....

* No one on board.

Loss of life occurred at Port Sauiac, Michigan, on October 2

Life-Saving Service.—Table of casualties,

DISTRICT No. 10.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1888.					
Nov. 12	Five miles west-northwest of station.	Hammond's Bay..	Fish-boat I Wonder, Snowa, Mich.	.....	.....
Nov. 15	Twelve miles west of station.	Muskallonge Lake	Str. Starucca, Buffalo, N. Y.	Furey	1,313
1889.					
April 10	Seven miles southeast of station.	Thunder Bay Island.	Str. Wayne Isabel, Detroit, Mich.	Lincoln...	31
April 24	Twelve miles north of station.	Sturgeon Point ..	Sc. White Star, St. Clair, Mich.	Morrison ..	349
May 5	One mile west of station...	Thunder Bay Island.	Str. George Spencer, Cleveland, Ohio.	Jolly	1,361
May 5	...do .....	...do	Bge. B. L. Pennington, Cleveland, Ohio.	Nergan-rather.	1,800
May 7	Seven miles south-by-east of station.	Sand Beach.....	Sc. George C. Finney, Buffalo, N. Y.	Riordan ..	301
May 21	Two hundred and seventy-five yards west of station.	Muskallonge Lake	Steam pile-driver, Deer Park, Mich.	.....	.....
May 30	One half mile south of station.	Sand Beach.....	Sc. Eugene, Sand Beach, Mich.	Potter	41
May 30	Three and one-half miles south by east of station.	...do	Bge. Victor, Hamilton, Ont.	Silveraides	320
May 30	Five and one-half miles south-southeast of station.	Pointe aux Barques.	Str. Edward S. Pease, Saginaw, Mich.	Sterling ..	399
May 30	White Stone Point.....	Ottawa Point.....	Sc. Mary Hattle, Port Huron, Mich.	McKay ...	174
May 30	Six miles east of station ...	Thunder Bay Island.	Sc. Hattle A. Estell, Chicago, Ill	Laroo.....	311
June 2	Three miles southeast of station.	Ottawa Point.....	Str. Kittle Smoka, Port Huron, Mich.	Brainard ..	75
June 4	Three-quarters of a mile northeast of station.	Middle Island ...	Sc. John Burt,* Detroit Mich.	Thompson ..	348
June 8	Six miles west of station...	Thunder Bay Island.	Sc. Alice, Port Huron, Mich.	Leuvriere..	8
June 9	Four miles northeast by east of station.	Middle Island.....	Str. Justice Field,*Port Huron, Mich.	Forrest ...	286
June 11	North Point, 4 miles southwest of station.	Thunder Bay Island.	Str. Alanson Sumner, Port Huron, Mich.	Rutley....	301
June 19	Three-quarters of a mile north of station.	Ottawa Point.....	Fishboat, Bay Port, Mich.	.....	.....
June 26	One mile east by north of station.	Grindstone City ..	Sc. A. A. Emery, Port Huron, Mich.	Donohue..	67
June 28	Eight miles south by east of station.	Sand Beach.....	Sc. Souvenir, Detroit, Mich.	Merchant..	87
	Total .....	.....	.....	.....	.....

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

DISTRICT No. 11.—EMBRAC

1888.					
July 7	One mile south of station..	Chicago	Sloop, Chicago, Ill .....	.....	.....
July 7	One-half mile northeast of station.	Evanston	Lighter, Chicago, Ill...	.....	.....
July 8	Three-fifths of a mile north-west of station.	Holland	Sl y. Mohawk, Holland, Mich.	.....	.....
July 11	Two miles west of station..	Ludington.....	Yht. Waterwitch .....	.....	.....
July 18	One mile north of station..	Muskegon.....	Sail-boat, Muskegon, Mich.	.....	.....
July 19	Four hundred yards south-east of station.	Beaver Island.....	Sc. A. Boody, Detroit, Mich.	Cullen	287
July 27	Six miles north of station..	Milwaukee	Str. Raud, Milwaukee, Wis.	Marach ...	191

season of 1888-'89—Continued.

HURON AND SUPERIOR—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Number of persons on board.	Number of persons saved.	Number of persons lost.	Number of persons succored at stations.	Number of days succored.
Snow's to Bay City, Mich.	Fishing gear.	\$125	\$300	\$425	\$375	\$50	1	1			
Buffalo, N. Y., to Duluth, Minn.	General merchandise.	65,000	50,000	115,000	35,000	80,000	23	23		4	4
Alpena, Mich., fishing.	Fish nets.	6,000	240	6,240	6,240		9	9			
St. Clair to Elk Rapids, Mich.	Brick	10,000	250	10,250	9,150	1,100	7	7			
Buffalo, N. Y., to Ashland, Wis.		85,000		85,000	83,200	1,800	17	17			
Detroit, Mich., to Ashland, Wis.		75,000		75,000	75,000		9	9			
Buffalo, N. Y., to Racine, Wis.	Coal	8,000	2,600	10,600	5,850	4,750	7	7			
Lying at dock.		2,000		2,000	1,900	100					
Au Sable to Marine City, Mich.	Lumber	400	450	850	800	50	1	1			
Midland, Ont., to Buffalo, N. Y.	do	5,000	5,000	10,000	5,000	5,000	7	7			
Escanaba, Mich., to Ashtabula, Ohio.	Iron ore	28,000	4,500	32,500	21,300	11,200	14	14			
Snow Island to Port Huron, Mich.	Lumber and telegraph poles.	5,000	2,500	7,500		7,500	5	5			
Escanaba, Mich., to Sandusky, Ohio.	Iron ore	7,000	2,000	9,000	5,600	4,000	7	7			
Caseville to Au Sable, Mich.		6,000		6,000	5,500	500	3	3			
Escanaba, Mich., to Toledo, Ohio.	Iron ore	7,500	4,500	12,000	12,000		8	8			
Alpena to Cheboygan, Mich.		360		300	300		3	3			
Point St. Ignace to Bay City, Mich.		25,000		25,000	25,000		12	12			
From Port Huron, Mich., cruising.		22,000		22,000	22,000		13	13			
Bay Port to Snow Island, Mich.	Fishing gear.	300	200	500	500		2	2			
Bay City to Grindstone City, Mich.		3,000		3,000	3,000		4	4			
St. Clair to Au Sable, Mich.		1,000		1,000	1,000		4	4			
		1,022,610	458,610	1,471,220	1,299,395	171,825	399	393	6	13	13

† No assistance by life-saving crew.

ING LAKE MICHIGAN.

On pleasure trip	200		200	200		5	5				
Adrift	45		45	45		(*)					
Holland, Mich., on pleasure trip.	100		100	85	15	3	3				
On pleasure trip.	50		50	50		4	4				
Muskegon to White Lake, Mich.	150		150	150		6	6		6	6	
Buffalo, N. Y., to Green Bay City, Wis.	6,000	1,100	7,100	7,100		7	7				
Manistee, Mich., to Milwaukee, Wis.	18,000	3,500	21,500	21,500		12	12				

* No one on board.

Life-Saving Service — Table of casualties,

DISTRICT No. 11 EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1888.					
July 28	Five hundred yards west of station.	Manistee	Soow, Manistee, Mich.		
July 31	Abreast of station	Muskegon	So. Norman, Manitowoc, Wis.	Weaver ..	20
July 31	One mile north of station ..	Evanston	St. Minnie M., Chicago, Ill.		
Aug. 5	Seven hundred feet north of station.	Sheboygan	Boom of logs, Sheboygan, Wis.		
Aug. 15	Four miles south of station.	North Manitou Island.	Str. Alaska, Erie, Pa.	Wilson ..	1,288
Aug. 15	One mile north of station ..	Point Betsey	Str. New Era, Milwaukee, Wis.	Maxon	335
Aug. 16	One-half mile north of station.	Grande Pointe au Sable.	Sloop, Lincoln, Mich.		
Aug. 22	Sheboygan Harbor	Sheboygan	So. Evening Star, Sheboygan, Wis.	Lawrence ..	214
Sept. 1	Five hundred yards northwest of station.	Ludington	Str. F. and P. M. No. 2, East Saginaw, Mich.	Russell ..	771
Sept. 7	Opposite station	South Haven	So. Libbie Carter, Grand Haven, Mich.	Wixton ..	54
Sept. 7	One mile southeast of station.	Racine	So. Lapwing, Holland, Mich.		
Sept. 12	One and one-half miles southwest of station.	Pent Water	So. Len Highy, Grand Haven, N. Y.	Nelson	53
Sept. 14	Ludington Harbor	Ludington	Yawl, Ludington, Mich.		
Sept. 14	Three miles northeast of station.	Kenosha	So. y. Jersey Lily, Kenosha, Wis.		
Sept. 26	Six hundred yards southeast of station.	Two Rivers	So. Dreadnaught, Grand Haven, Mich.	Blodgett ..	41
Sept. 27	Five miles north of station ..	do	So. Monguagon, Detroit, Mich.	Moore	301
Sept. 29	One mile west of station ..	Ludington	Bge. R. N. Rice, Buffalo, N. Y.	Stubbs	622
Sept. 30	One hundred and fifty yards west of station.	Holland	So. Australia, Chicago, Ill.	Edwards ..	159
Oct. 1	Four miles north of station ..	do	Bge. R. N. Rice, Buffalo, N. Y.	Stubbs	622
Oct. 5	Six hundred yards east of station.	Racine	So. Delos De Wolf, Chicago, Ill.	Brown	308
Oct. 6	Two miles east of station ..	Manistee	Str. Jos. E. Rumbell, Jr., Grand Haven, Mich.	Udell	16
Oct. 7	Five miles south of station.	North Manitou Island.	Str. Enterprise, Saint Catharine's, Ont.	Walton	600
Oct. 7	do	do	So. Albatross, Saint Catharine's, Ont.	Houston ..	317
Oct. 17	Two hundred and twenty yards east of station.	Manistee	Str. Joys, Milwaukee, Wis.	Johnson ..	268
Oct. 18	Racine Harbor	Racine	So. Mediator, Chicago, Ill.		257
Oct. 19	One and one-half miles northeast of station.	North Manitou Island.	So. David Stewart, Buffalo, N. Y.	Case	545
Oct. 19	Six miles north of station ..	Milwaukee	So. America, Chicago, Ill.	Weimer ..	271
Oct. 19	Ten miles north of station.	Sturgeon Bay Canal.	So. Mineral State, Detroit, Mich.	Donner ..	295
Oct. 20	One-half mile south of station.	Kenosha	Str. John Evenson, Milwaukee, Wis.	Sullivan ..	33
Oct. 26	Three miles north of station.	Ludington	Str. Volunteer, Ludington, Mich.	Targeon ..	21
Oct. 26	Twelve miles north of station.	Milwaukee	Str. H. S. Plokanda, Grand Haven, Mich.	Cottrill ..	625
Oct. 27	Four hundred yards west of station.	Manistee	Scow, Sturgeon Bay, Wis.		
Oct. 29	One hundred and fifty yards west of station.	South Haven	Str. H. W. Williams, South Haven, Mich.	Morris	173

† Vessel abandoned before she came ashore.

season of 1888-'89—Continued.

LAKE MICHIGAN—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Number of persons on board.	Number of persons saved.	Number of persons lost.	Number of persons succored at stations.	Number of days' succor afforded.
Onekama to Manistee Mich.	...do....	\$1,200	\$1,000	\$2,200	\$2,200	.....	(*)	.....	.....	.....	.....
Sheboygan, Wis., to Holland, Mich.	Lime	700	200	900	835	\$65	3	2	.....	.....	.....
Chicago, Ill., to Mackinaw, Mich.	.....	3,000	.....	3,000	3,000	.....	7	7	.....	.....	.....
Adrift .....	.....	150	.....	150	150	.....	.....	.....	.....	.....	.....
Buffalo, N. Y., to Chicago, Ill.	General merchandise.	95,000	10,000	105,000	105,000	.....	24	24	.....	.....	.....
Northport, Mich., to Racine, Wis.	Lumber ..	10,000	2,500	12,500	12,300	200	8	8	.....	.....	.....
At anchor	Cedar posts and ties.	100	20	120	120	.....	3	3	.....	.....	.....
Traverse Bay, Mich., to Sheboygan, Wis.	Lumber ..	5,000	2,500	7,500	7,485	15	7	7	.....	.....	.....
Manistee, to Ludington, Mich.	Salt	60,000	3,000	63,000	63,000	.....	65	65	.....	.....	.....
South Haven, Mich., to Racine, Wis.	Lumber ..	800	750	1,550	1,550	.....	4	4	.....	.....	.....
Holland, Mich., to Racine, Wis.	Fruit	350	70	420	420	.....	1	1	.....	.....	.....
Pent Water to Muskegon, Mich.	Cedar posts	1,200	350	1,550	1,425	125	3	3	.....	.....	.....
On pleasure trip.	.....	25	.....	25	25	.....	2	2	.....	.....	.....
On pleasure trip .....	.....	100	.....	100	80	20	3	3	.....	.....	.....
Milwaukee to Foscoro, Wis.	.....	400	.....	400	370	30	2	2	.....	.....	.....
Escanaba to Wyandotte, Mich.	Iron ore ..	9,000	1,500	10,500	10,325	175	7	7	.....	.....	.....
Ashland, Wis., to Chicago, Ill.	Lumber ..	7,500	6,000	13,500	13,500	.....	7	7	.....	.....	.....
Beaver Island, Mich., to Chicago, Ill.	Cedar posts.	1,000	400	1,400	.....	1,400	7	7	.....	7	25
Ashland, Wis., to Chicago, Ill.	Lumber ..	7,500	6,000	13,500	1,000	12,500	.....	.....	.....	.....	.....
Chicago, Ill., to Marinette, Wis.	.....	8,000	.....	8,000	8,000	.....	8	8	.....	.....	.....
From Manistee, Mich.	.....	2,500	.....	2,500	1,500	1,000	3	3	.....	.....	.....
Chicago, Ill., to Buffalo, N. Y.	Corn	40,800	10,000	50,800	49,510	1,260	15	15	.....	.....	.....
...do .....	...do	8,900	5,000	13,900	13,900	.....	8	8	.....	.....	.....
Manistee, Mich., to Chicago, Ill.	Lumber ..	30,000	4,000	34,000	33,000	1,000	12	12	.....	.....	.....
Menomonee, Wis., to Chicago, Ill.	...do	6,000	2,000	8,000	4,000	4,000	7	7	.....	7	14
Buffalo, N. Y., to Chicago, Ill.	Coal	17,000	1,400	18,400	18,400	.....	8	8	.....	.....	.....
Menominee, Mich., to Chicago, Ill.	Lumber ..	5,000	5,800	10,800	10,800	.....	7	7	.....	.....	.....
Toledo, Ohio, to Manitowoc, Wis.	Coal	8,000	2,000	10,000	10,000	.....	8	8	.....	.....	.....
From Kenosha, Wis.	.....	4,000	.....	4,000	4,000	.....	4	4	.....	.....	.....
Ludington to Lincoln, Mich.	.....	2,200	.....	2,200	2,150	50	2	2	.....	.....	.....
Au Sable, Mich., to Chicago, Ill.	Lumber ..	55,000	5,500	60,500	59,500	1,000	15	15	.....	.....	.....
Sturgeon Bay, Wis., to Manistee, Mich.	Stone	2,000	400	2,400	.....	2,400	.....	.....	.....	.....	.....
South Haven, Mich., to Chicago, Ill.	Fruit and miscellaneous.	35,000	8,000	43,000	43,000	.....	42	42	.....	.....	.....

* No one on board.

Life-Saving Service.—Table of casualties,

DISTRICT No. 11.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1889.					
Oct. 31	Two hundred and fifty yards west-northwest of station.	Pent Water.....	Sc. Wanatee, Grand Haven, Mich.	Davis....	100
Nov. 1	One-half of a mile east of station.	Racine.....	Sc. Wolin, Grand Haven, Mich.	Weier ...	49
Nov. 4	Two hundred yards west of station.	Holland	Sc. Annie Thorine, Grand Haven, Mich.	Stufflebeam.	89
Nov. 5	Two hundred and twenty-five yards west of station.	Pent Water.....	Str. William H. Browne, Grand Haven, Mich.	Fisher...	43
Nov. 9	One mile south-southeast of station.	Milwaukee	Sc. D. S. Austin, Buffalo, N. Y.	Maloney..	282
Nov. 10	Three miles north of station.	Ludington.....	Scow, Lincoln, Mich....	.....	.....
Nov. 22	Five hundred yards north-northeast of station.	Sheboygan.....	Sc. Clara, Milwaukee, Wis.	Monroe...	28
Nov. 30	Seventy-five yards west of station.	South Haven....	Sc. Magdalena, Grand Haven, Mich.	Ludwig..	75
Dec. 10	Three hundred yards west of station.	Ludington.....	Str. F. and P. M. No. 1, Port Huron, Mich.	McCray ..	770
Dec. 25	Three-fifths of a mile south west of station.	Muskegon	Str. M. C. Neff, Milwaukee, Wis.	Evans ...	211
Dec. 25	do	do	Str. S. K. Martin, Chicago, Ill.	Evans ...	464
1889					
Feb. 5	Four hundred feet south-southeast of station.	Sheboygan	Fish-boat, Sheboygan, Wis.	.....	.....
Mar. 12	One-half mile southwest of station.	Grand Haven....	Row-boat, Grand Haven, Mich.	.....	.....
Mar. 13	do	do	Row-boats (5) Grand Haven, Mich.	.....	.....
Apr. 4	Four hundred feet west of station.	White River.....	Sc. Ida, Grand Haven, Mich.	Jacobson	170
Apr. 4	One hundred and twenty-five yards west of station.	White River.....	Str. M. T. Greene, Chicago, Ill.	Flagstead	524
Apr. 5	Twenty miles west of Ludington, Mich.	Manistee	Scow, Manistee, Mich.	.....	.....
Apr. 5	One hundred and seventy yards west of station.	Holland	Sc. Jessie Martin, Grand Haven, Mich.	Bell	42
Apr. 5	One hundred and twenty-five yards west of station.	South Haven....	Sc. Daisy, Grand Haven, Mich.	Crall	42
Apr. 5	One mile south of station.	Kenosha	Sc. Hattie Earl, Chicago, Ill.	Kurch ...	101
Apr. 11	Four hundred yards north-west of station.	Ludington	Str. F. and P. M., No. 4, Detroit, Mich.	Russell ...	941
Apr. 11	One mile south of station.	Kenosha	Sc. Leuzena, Chicago, Ill.	Banks ...	12
Apr. 19	Eighteen miles south by west of station.	Beaver Island ...	Sc. Moonlight, Cleveland, Ohio.	Thompson	777
Apr. 20	Ten miles north of station	Manistee	Sail-boat, Manistee, Mich.	.....	.....
Apr. 21	One-half mile west of station.	Sturgeon Bay Canal.	Sail-boat, Sturgeon Bay, Wis.	.....	.....
Apr. 25	Fourteen miles north of station.	Point Betsy.....	Str. R. A. Seymour, Jr., Milwaukee, Wis.	Vote.....	131
Apr. 25	Pierport, 16 miles north of station.	Manistee	Sc. Guido, Grand Haven, Mich.	Larson ...	147
May 5	Three and one-half miles southwest of station.	Milwaukee	Sc. Alice M. Beers, Milwaukee, Wis.	Tronson ..	154
May 7	Off Evanston	Evanston	Row-boat, Evanston, Ill	.....	.....
May 10	Opposite station.....	Milwaukee	Str. C. F. Curtis, Toledo, Ohio.	Gain	691
May 10	Four miles northeast of station.	do	Scow, Milwaukee, Wis.	.....	.....
May 10	Eight miles south-southeast of station.	do	Str. Peerless, Chicago, Ill.	Page	1,200
May 11	One-half mile southeast of station.	Kenosha	Sc. Cuba, Grand Haven, Mich.	Hanson ...	191

† In dangerous position from which life saving crew extricated her.

‡ In extreme danger.

season of 1888-'89—Continued.

LAKE MICHIGAN—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Number of persons on board.	Number of persons saved.	Number of persons lost.	Number of persons succored at stations.	Number of days' succor afforded.
Chicago, Ill., to Pent Water, Mich.		\$3,000		\$3,000	\$2,000	\$1,000	5	5			
Bailey's Harbor, to Kenosha, Wis.	Wood	2,000	\$500	2,500	2,500		5	5			
Manistee, to Benton Harbor, Mich.	Lumber	3,000	1,200	4,200	4,200		4	4			
Adrift		5,000		5,000	5,000		(*)				
Buffalo, N. Y., to Racine, Wis.	Coal	7,000	2,800	9,800	9,800		7	7			
Lincoln to Ludington, Mich.	Lumber	500	1,000	1,500	1,500		2	2			
Milwaukee to Ahnapee, Wis.	Household goods.	1,000	150	1,150	1,115	35	7	7		5	5
South Haven, to Benton Harbor, Mich.	Lumber	1,500	1,500	3,000	3,000		5	5			
Milwaukee, Wis., to Ludington, Mich.	Grain pork and flour	60,000	20,000	80,000	80,000		40	40			
Muskegon, Mich., to Chicago, Ill.	Lumber	28,000	4,600	32,600	32,600		16	16			
do	do	30,000	5,000	35,000	35,000		16	16			
Adrift		150		150	150		(*)				
Caught in the ice		25		25	25		2	2			
do		125		125	125		10	10			
Whitehall, Mich., to Chicago, Ill.	Lumber	9,000	1,700	10,700	10,700		7	7			
White Lake to Muskegon, Mich.		35,000		35,000	35,000		12	12			
Mud Bay, Wis., to Manistee, Mich.	Stone	3,000	500	3,500	3,450	50	(*)				
Chicago, Ill., to Muskegon, Mich.	Corn	1,500	800	2,300	2,250	50	3	3			
Muskegon to South Haven, Mich.	Lumber	700	300	1,000	875	125	2	2			
Chicago, Ill., to Kenosha, Wis.		1,000		1,000		1,000	15	15			
Manistee to Ludington, Mich.	Salt	90,000	5,000	95,000	95,000		45	45			
Chicago, Ill., to Kenosha, Wis.		800		800	800		2	2			
Escanaba, Mich., to Erie, Pa.	Iron ore	35,000	8,000	43,000	39,000	4,000	10	10			
Manistee to Onekama, Mich.		100		100	100		4	4			
From Sturgeon Bay, Wis.		15		15	15		2	2			
Racine to Otter Creek, Wis.	Lumber	10,000	1,100	11,100	11,000	100	9	9			
St. Joseph to Pierport, Mich.		3,000		3,000	3,000		6	6			
Hopkins Pier, Mich., to Milwaukee, Wis.	Stave bolts	7,000	400	7,400	7,400		6	6			
On pleasure trip		30		30	30		4	4		3	3
Buffalo, N. Y., to Milwaukee, Wis.	Coal	65,000	5,000	70,000	69,500	500	15	15			
Milwaukee, Wis., fishing.		15		15	15		1	1		1	3
Duluth, Minn., to Chicago, Ill.	Lumber	75,000	4,500	79,500	79,500		35	35			
Pine Lake, Mich., to Kenosha, Wis.	Lumber and bark.	3,000	2,000	5,000	5,000		6	6			

*No one on board.

Life-Saving Service.—Table of casualties,

DISTRICT No. 11.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1888.					
May 12	One-quarter mile west of station.	Grand Haven.....	Skiff, Grand Haven, Mich.	.....	.....
May 13	One-half mile west of station.	Sturgeon Bay Canal.	Str. Westover, Milwaukee, Wis.	Kelly	577
May 15	One and one-half miles south of Muskegon Harbor.	Muskegon	Sc. Glad Tidings, Chicago, Ill.	Weiman ..	183
May 16	Six miles west of station.	Manistee	Skiff.* Manistee, Mich.	.....	.....
May 16	Five hundred yards east-northeast of station.	Milwaukee	Sc. Evelyn,* Milwaukee, Wis.	Peterson..	41
May 16	do	do	Scow Alma,* Milwaukee, Wis.	.....	.....
May 19	One-half mile south of station.	Chicago	Sloop, Chicago, Ill.	.....	.....
May 20	One mile south of station.	do	Sl. Ellen, Chicago, Ill.	.....	.....
May 21	One-half mile southeast of station.	Kenosha	Sc. Montgomery, Toledo, Ohio.	Christy ..	299
May 24	One and one-half miles south of station.	Muskegon	Sc. Magnolia, Chicago, Ill.	Peterson..	118
May 25	Fifteen miles from station.	Racine	Yawl, Milwaukee, Wis.	.....	.....
May 30	Thirteen miles north of station.	Evanston	Sc. Laura Miller, Chicago, Ill.	Peterson..	56
May 30	One-fifth of a mile southeast of station.	Kenosha	Sc. Willard A. Smith, Grand Haven, Mich.	Nolan	44
May 30	Off Sheboygan	Sheboygan	Sc. Cora, Grand Haven Mich.	All men- danger.	44
June 15	Seventy yards southeast of station.	St. Joseph	Row-boat, Benton Harbor, Mich.	.....	.....
June 15	Two miles north of Milwaukee Light.	Milwaukee	Sc. Lavinda, Chicago, Ill.	Grantz ...	126
June 16	Fox Point, 12 miles north of Milwaukee.	do	Str. Westover, Milwaukee, Wis.	Kelley....	577
June 18	Six miles north of station.	do	Sc. Dan Mabee, Milwaukee, Wis.	Mabee....	194
June 22	One hundred and fifty yards west of station.	Muskegon	Sc. Norma, Grand Haven, Mich.	Anderson.	20
June 27	Three miles south of station.	Evanston	Sc. Eliza, Chicago, Ill.	Hansen...	30
	Total .....	.....	.....	.....	.....

*In extreme danger.

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

DISTRICT No. 12.—EMBRAC

1888.					
Sept. 2	Peacock Spit	Cape Disappointment.	Scow Four Sisters, Chinook, Wash. T.	.....	.....
Sept. 9	One mile south of station.	Golden Gate Park	Sc. Beattie Everding San Francisco, Cal.	Jurgenson	74
Sept. 16	One mile northeast of station.	Humboldt Bay...	Canoe, Humboldt Bay Cal.	.....	.....
Dec. 11	Three miles southwest by south of station.	Shoalwater Bay...	Fishboat, North Cove, Wash. T.	.....	.....
Dec. 22	South Spit of Humboldt Bar, 2 miles southwest of station.	Humboldt Bay...	Str. Mendocino, San Francisco, Cal.	Jensen ..	188
1889.					
Jan. 26	South Spit, 3 miles northeast of station.	Cape Arago.....	Str. Julia H. Ray, San Francisco, Cal.	Killman ..	297

season of 1888-'89—Continued.

LAKE MICHIGAN—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Number of persons on board.	Number of persons saved.	Number of persons lost.	Number of persons succored at stations.	Number of days' succor afforded.
On pleasure trip.....		\$40		\$40	\$40		2	2			
Menomonee, Wis., to Chicago, Ill.	Lumber ..	30,000	\$4,000	34,000	33,700	\$300	12	12			
Chicago, Ill., to Muskegon, Mich.		4,000		4,000	3,850	150	7	7			
On pleasure trip.....		20		20	20		3	3			
Milwaukee, Wis., to Muskegon, Mich.		900		900	900		3	3			
From Milwaukee, Wis.		800		800	800		3	3			
On pleasure trip.....		300		300	290	10	5	5			
do		200		200	175	25	4	4			
Toledo, Ohio, to Kenosha, Wis.	Coal.....	6,000	2,000	8,000	8,000		7	7			
Chicago, Ill., to Muskegon, Mich.		2,500		2,500	2,400	100	7	7			
Racine to Milwaukee, Wis.		10		10	10		2	2	2	2	
Whitehall, Mich., to Highland Park, Ill.	Lumber ..	1,200	800	2,000	1,600	400	3	3			
do		1,000	100	1,100	1,075	25	2	2			
Muskegon, Mich., to Milwaukee, Wis.		3,000	1,000	4,000	3,800	200	4	4			
Traverse Bay, Mich., to Chicago, Ill.	Potatoes and lumber.										
Benton Harbor, Mich., fishing.		15		15	15		2	2	2	2	
Portage, Mich., to Chicago, Ill.	Lumber ..	3,500	1,300	4,800	4,800		5	5			
Charlevoix, Mich., to Milwaukee, Wis.	Wood....	30,000	700	30,700	30,700		14	14			
Milwaukee, Wis., to Burnham Pier, Mich.		3,000		3,000	2,200	800	7	7			
Manitowoc, Wis., to Muskegon, Mich.	Oats.....	500	165	665	300	365	2	2	2	2	
Racine, Wis., to Chicago, Ill.	Gravel....	500	50	550	535	15	3	3			
		1,019,915	159,155	1,179,070	1,144,565	34,505	728	728	35	62	

ING PACIFIC COAST.

Adrift.....		\$200		\$200	\$200		(*)				
Bowen's Landing to San Francisco, Cal.	Railroad ties and wood.	6,000	1,600	7,600	800	\$6,800	6	6	2	2	
Paytonville, Cal.; on pleasure trip.		40		40	40		1	1			
Adrift.....		200		200	200		2	2			
Humboldt Bay to San Pedro, Cal.	Lumber ..	40,000	4,000	44,000		44,000	18	17	1	6	12
San Francisco, Cal., to Coos Bay, Oregon	Merchandise.	45,000	8,000	53,000		53,000	17	17	3	3	

* No one on board.

Life-Saving Service—Table of Casualties,

DISTRICT NO. 12.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
Apr. 19	Four miles southwest of station.	Shoalwater Bay ...	Sl. Rambler,* Astoria, Oregon.	McGowan	9.
Apr. 29	Four miles south of station.	Cape Disappointment.	Scow (pile driver) Ilwaco, Wash. T.	.....	.....
May 13	Two and one-half miles southeast of station.	do	Fish-boat, Astoria, Oregon.	.....	.....
May 25	One-half mile northeast of station.	do	Fish-boat, Astoria, Oregon.	.....	.....
May 31	Two miles southeast of station.	do	Fish-boat, Astoria, Oregon.	.....	.....
	Total .....	.....	.....	.....	.....

* In dangerous position from which life-saving crew extricated her.

RECAPIT

Districts.	Total number of disasters.	Total value of vessels.	Total value of cargoes.
District No. 1.....	59	\$311,600	\$159,705
District No. 2.....	40	343,550	93,490
District No. 3.....	56	463,620	112,485
District No. 4.....	44	278,135	145,365
District No. 5.....	35	230,165	195,785
District No. 6.....	45	673,300	280,140
District No. 7.....	7	25,780	4,510
District No. 8.....	17	50,825	11,150
District No. 9.....	67	245,285	33,355
District No. 10.....	53	1,012,610	458,610
District No. 11.....	93	1,019,915	159,155
District No. 12.....	11	93,790	14,500
Aggregate.....	527	4,748,515	1,668,230

season of 1888-'89—Continued.

PACIFIC COAST—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Number of persons on board.	Number of persons saved.	Number of persons lost.	Number of persons succored at stations.	Number of days' succor afforded.
Shoalwater Bay, Wash. T., to Astoria, Oregon.	Machinery	\$1,000	\$500	\$1,500	\$1,500	.....	2	2	.....	.....	.....
Adrift.....	.....	500	.....	500	500	.....	(1)	.....	.....	.....	.....
Astoria, Oregon; fishing.	.....	200	.....	200	200	.....	2	2	.....	.....	.....
Fishing trip to Astoria, Oregon; on fishing trip.	Fishing gear.	200	400	600	600	.....	2	2	.....	2	2
.....	.....	450	.....	450	450	.....	2	2	.....	.....	.....
.....	.....	93,790	14,500	108,290	4,490	\$103,800	52	51	1	13	19

† No one on board.

ULATION.

Total amount of property involved.	Total amount of property saved.	Total amount of property lost.	Total number of persons on board.	Total number of persons saved.	Total number of persons lost.	Number of shipwrecked persons succored at stations.	Total number of days' succor afforded.	Number of disasters involving total loss to vessels.
\$471,305	\$320,110	\$151,195	336	335	1	65	114	8
427,940	326,850	119,090	331	328	3	80	158	8
576,105	427,820	148,185	294	294	.....	87	202	5
423,500	367,875	55,625	247	247	.....	71	133	4
423,870	228,630	197,240	205	205	.....	68	177	10
953,440	624,275	329,165	562	535	27	260	628	15
30,290	30,290	.....	23	22	.....	32	34	.....
61,975	58,770	3,205	53	53	.....	21	30	.....
278,640	221,155	57,485	193	192	1	15	47	.....
1,471,220	1,299,395	171,825	399	393	6	34	112	6
1,179,070	1,144,565	34,505	728	728	.....	41	78	3
108,290	4,490	103,800	52	51	1	13	19	3
6,416,745	5,054,425	1,362,320	3,422	3,383	39	*787	*1,732	63

* These figures include 277 persons to whom succor was given, who were not on the vessels embraced in the tables, and 464 days of such succor, as follows:

District No. 1,	10 persons	10 days.	District No. 7,	81 persons	31 days.
District No. 2,	8 persons	9 days.	District No. 8,	3 persons	4 days.
District No. 3,	46 persons	115 days.	District No. 10,	21 persons	99 days.
District No. 4,	9 persons	11 days.	District No. 11,	6 persons	16 days.
District No. 5,	1 person	1 day.			
District No. 6,	142 persons	168 days.			
			Total.....	277	464

APPROPRIATIONS AND EXPENDITURES.



STATEMENT

SHOWING THE

APPROPRIATIONS AND EXPENDITURES FOR THE MAINTENANCE OF THE
LIFE-SAVING SERVICE FOR THE FISCAL YEAR ENDING JUNE 30, 1889.

Appropriation—Life-saving Service, 1889.

For salaries of superintendents of life-saving and life-boat stations and houses of refuge in the several districts on the sea and lake coasts of the United States, as follows:

Maine and New Hampshire, District No. 1	\$1,500.00	
Massachusetts, District No. 2	1,500.00	
Rhode Island and Long Island, District No. 3	1,800.00	
New Jersey, District No. 4	1,800.00	
Delaware, Maryland, and Virginia, District No. 5	1,500.00	
Virginia and North Carolina, District No. 6	1,800.00	
South Carolina, Georgia, and Florida, District No. 7	1,200.00	
Gulf of Mexico, District No. 8	1,500.00	
Lakes Ontario and Erie, District No. 9	1,800.00	
Lakes Huron and Superior, District No. 10	1,800.00	
Lake Michigan, District No. 11	1,800.00	
Washington Territory, Oregon and California, District No. 12	1,800.00	
Assistant Superintendent Rhode Island and Long Island, District No. 3	1,000.00	
		\$20,800.00
For salaries of two hundred and thirty-one keepers of life-saving and life-boat stations and houses of refuge		154,760.00
For pay of crews of surfmen employed at the life-saving and life-boat stations during the period of actual employment; compensation of volunteers at life-saving and life-boat stations, for actual and deserving service rendered upon any occasion of disaster, or in any effort to save persons from drowning, at such rate, not to exceed \$10 for each volunteer, as the Secretary of the Treasury may determine; pay of volunteer crews for drill and exercise; fuel for stations and houses of refuge; repairs and outfits for same; rebuilding and improvement of same; 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 7 and 8 of the act approved May 4, 1882; for draft animals and maintenance of same; and contingent expenses, including freight, storage, repairs to apparatus, medals, labor, stationery, advertising, and miscellaneous expenses that can not be included under any other head of life-saving stations on the coasts of the United States		715,000.00
Total		890,560.00

Expenditures.

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

District No. 1, July 1, 1888, to June 30, 1889	\$1,500.00
District No. 2, July 1, 1888, to June 30, 1889	1,500.00
District No. 3, July 1, 1888, to June 30, 1889	1,800.00

District No. 4, July 1, 1888, to June 30, 1889	\$1,800.00	
District No. 5, July 1, 1888, to June 30, 1889	1,500.00	
District No. 6, July 1, 1888, to March 31, 1889	1,350.00	
District No. 7, July 1, 1888, to June 30, 1889	1,200.00	
District No. 8, July 1, 1888, to June 30, 1889	1,500.00	
District No. 9, July 1, 1888, to June 30, 1889	1,800.00	
District No. 10, July 1, 1888, to June 30, 1889	1,800.00	
District No. 11, July 1, 1888, to June 30, 1889	1,800.00	
District No. 12, July 1, 1888, to June 30, 1889	1,800.00	
Salary of assistant superintendent, District No. 3, from July 1, 1888, to June 30, 1889	1,000.00	
		\$20,350.00
Salaries of 222 keepers, Districts 1 to 12, inclusive, quarter ending September 30, 1888	37,115.67	
Salaries of 224 keepers, Districts 1 to 12, inclusive, quarter ending December 31, 1888	37,015.86	
Salaries of 222 keepers, Districts 1 to 12, inclusive, quarter ending March 31, 1889	37,387.75	
Salaries of 192 keepers, Districts 1, 2, 3, 4, 5, 7, 8, 9, 10, 11, and 12, quarter ending June 30, 1889	32,648.55	
		144,167.83
Pay of surfmen in District No. 1, from September 1, 1888, to April 30, 1889	26,500.00	
Pay of surfmen in District No. 2, from September 1, 1888, to April 30, 1889	50,792.87	
Pay of surfmen in District No. 3, from September 1, 1888, to April 30, 1889	98,200.81	
Pay of surfmen in District No. 4, from September 1, 1888, to April 30, 1889	106,000.00	
Pay of surfmen in District No. 5, from September 1, 1888, to April 30, 1889	40,650.00	
Pay of surfmen in District No. 6, from September 1, 1888, to April 30, 1889	74,200.00	
Pay of surfmen in District No. 7, from September 1, 1888, to April 30, 1889	4,790.33	
Pay of surfmen in District No. 8, from September 1, 1888, to April 30, 1889	15,353.19	
Pay of surfmen in District No. 9, from July 1, 1888, to June 30, 1889	26,890.30	
Pay of surfmen in District No. 10, from July 1 to December 9, 1888, and April 1 to June 30, 1889	40,639.88	
Pay of surfmen in District No. 11, from July 1 to December 12, 1888, and April 1 to June 30, 1889	59,734.01	
Pay of surfmen in District No. 12, from July 1, 1888, to June 30, 1889	15,642.32	
Pay of surfmen as acting keepers:		
Parmet River Station, District No. 2, August 22 to 31, 1888	16.13	
New Shoreham Station, District No. 3, May 1 to June 30, 1889	100.00	
Shark River Station, District No. 4, May 1 to June 30, 1889	100.00	
Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations:		
District No. 1	63.00	
District No. 2	24.00	
District No. 3	21.00	
District No. 4	96.00	
District No. 5	63.00	
District No. 6	21.00	
District No. 8	42.00	
District No. 9	30.00	
District No. 10	52.00	
District No. 11	12.00	
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882	5,100.96	
		565,134.80

Pay of volunteer surfmen for services at disasters :		
District No. 11		\$40.00
District No. 12		151.00
		\$191.00
Apparatus	14,	535.69
Books, charts, stationery, advertising, etc		869.55
Care of stations pending appointment of keepers		119.36
Compensation for special services, labor, etc	10,	617.30
Draft animals	3,	896.27
Equipments	4,	313.54
Freight, packing, storage, telegraphing, etc	3,	756.54
Fuel and water for stations	13,	913.35
Furniture	3,	642.14
Lithographing and engraving		76.50
Medals	2,	965.85
Medicines		42.98
Rebuilding, repair, and improvement of stations	11,	216.79
Recording conveyances		11.75
Removal of stations	3,	989.00
Rent of office of inspector and superintendents	1,	436.00
Repairs to apparatus, equipments, and furniture	1,	151.16
Sites for stations		866.17
Subsistence of persons rescued from wrecked vessels		173.60
Supplies	13,	367.62
Transporting apparatus to and from wrecks where horses are not kept		305.00
Traveling expenses of officers	8,	167.38
Pay of disabled keepers, under the provisions of section 7 of the act approved May 4, 1882	1,	704.38
Pay of widows and others, under the provisions of section 8 of the act approved May 4, 1882	3,	436.70
		104,574.62
Total expenditures from appropriation "Life-Saving Service, 18-9"		\$234,418.25
Balance of available funds July 1, 1889		56,141.75
		890,560.00

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, 1888	\$72,407.01
To which repayments have been made amounting to	2,357.79
	74,764.80

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 1888," available as above..... \$74,764.80

To reimburse keepers of the following-named stations for expenses incurred for services of temporary surfmen as follows :

North Scituate Station, District No. 2, from January 10 to 13, 1888	\$6.45
Cape Henlopen Station, District No. 5, from March 15 to 27, 1888	20.97
Paul Ganiel's Hill Station, District No. 6, from November 14 to 20, and from December 3 to 20, 1887	40.32
Pay of one surfman Sheboygan Station, District No. 11, from April 2 to 10, 1888	15.00
Pay of surfmen, District No. 4, for boat drills at a meeting of a committee of the Board on Life-Saving appliances at Sea- bright, N. J.	72.00

Pay of one surfman for assistance rendered the life-saving crew on the occasion of the disaster to the schooner Green Bay, October 3, 1887	\$3. 00	
Pay of surfmen for services at wrecks, which occurred at periods when crews were not required to reside at the stations:		
District No. 1.....	36. 00	
District No. 2.....	33. 00	
District No. 3.....	18. 00	
District No. 4.....	159. 00	
District No. 5.....	6. 00	
District No. 11.....	3. 00	
Pay of disabled surfmen under the provisions of section 7, of the act approved May 4, 1882.....	2, 840. 58	
		\$3, 253. 32
Apparatus.....	5, 141. 36	
Books, charts, stationery, advertising, etc	124. 62	
Compensation for special services, labor, etc.....	610. 08	
Draft animals.....	156. 00	
Equipments	291. 58	
Freight, packing, storage, telegraphing, etc	642. 71	
Fuel and water for stations.....	68. 25	
Furniture.....	62. 00	
Medals.....	14. 25	
Medicines.....	1. 00	
Rebuilding, repair, and improvement of stations.....	40, 835. 71	
Removal of stations.....	524. 00	
Rent of office of inspector and superintendents	442. 00	
Repairs of apparatus, equipments, and furniture.....	401. 41	
Sites for stations	113. 90	
Subsistence of persons rescued from wrecked vessels.....	22. 20	
Supplies	4, 100. 92	
Transporting apparatus to and from wrecks where horses are not kept.....	33. 00	
Traveling expenses of officers.....	1, 107. 81	
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882	350. 00	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882.....	3, 102. 42	
		58, 145. 22
Total expenditures from appropriation "Life-Saving Service 1888"		61, 398. 54
Balance of available funds July 1, 1889		13, 366. 26
		<u>74, 764. 80</u>

There also remained unexpended at the beginning of the fiscal year, from appropriation of 1887, the following:

"Life-Saving Service, 1887"	\$32, 719. 18
To which repayments have been made amounting to.....	159. 44
Total available funds.....	<u>32, 878. 62</u>

The expenditures from this balance during the last year, made in payment of indebtedness standing over from the fiscal year ending June 30, 1887, were as follows:

"Life-Saving Service, 1887," available as above	\$32, 878. 62
Pay of surfmen for services at a wreck which occurred near the Cahoon's Hollow Station, District No. 2, June 9, 1887, when a crew is not required to reside at the station	\$12. 00
Apparatus	121. 55
Freight, packing, storage, etc.....	7. 10
Repairs of apparatus, equipments, and furniture.....	. 40
Sites for stations	31. 60
Supplies	3. 97
Traveling expenses of officers.....	164. 30

Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882	\$31. 67
Pay of widows and others under the provisions of section 8, of the act approved May 4, 1882	374. 20
Total expenditures from appropriation "Life-Saving Service, 1887"	\$746. 19
Balance unexpended June 30, 1889	<u>32, 132. 43</u>

Of this unexpended balance there was carried to the surplus fund the sum of \$31,576.84. The difference, \$555.59, 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, 1890.

During the fiscal year ended June 30, 1889, Mr. Bartlett, the disbursing clerk, deposited the sum of \$249.65, being the unexpended balance in his hands June 30, 1888, on account of appropriation "Life-Saving Service, 1886," as shown on page 359 of the report for last year.

Repayments amounting to \$7.60 have been made during the year to this appropriation. Through an error, \$2 of the sum last named was covered into the Treasury on account of appropriation "Rebuilding and Improving Life-Saving Stations, Proceeds of Sales." This has, however, been corrected since July 1, 1889, and the proper amounts now stand to the credit of the respective appropriations. The sum deposited by the disbursing clerk, \$249.65, together with \$5.60 of the amount repaid as shown above, was, upon June 30, carried to the surplus fund.

Prior to June 30, 1888, a repayment of \$173.65 to appropriation "Life-Saving Service, 1885," was made by Mr. J. W. Etheridge, formerly superintendent of the Sixth Life-Saving District, being the balance found due from him upon a final settlement of his accounts. This sum was carried to the surplus fund on the date last named above, but, as no notice of the repayment was given the Life-Saving Service until after July 1, 1888, credit therefor could not be given upon the books of this office until such notice was received.

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, 1888	\$2, 749. 97
This sum has been increased by amounts realized from sales of public property belonging to the Life-Saving Service condemned and sold in conformity with provisions of law	226. 94
Total available funds	2, 976. 91

On account of the error referred to in the paragraph relating to appropriation "Life-Saving Service, 1886," the amount to the credit of appropriation "Rebuilding and Improving Life-Saving Stations, Proceeds of Sales," June 30, 1889, on the books of the Treasury was \$2,978.91 or \$2 more than the correct sum as heretofore shown. This mistake has, as before stated, been corrected.

There have been no expenditures during the year from this appropriation.

The total net expenditures for the maintenance of the Life-Saving Service during the fiscal year ending June 30, 1889, were, therefore, as follows:

"Life-Saving Service, 1889"	\$31, 418. 25
"Life-Saving Service, 1888"	61, 398. 54
"Life-Saving Service, 1887"	746. 19
	<u>896, 562. 98</u>

Less the following:

Repayments to appropriations:	
"Life-Saving Service, 1887 and 1888"	\$2,517.23
"Life-Saving Service, 1886"	7.60
"Life-Saving Service, 1885"	173.65
Excess of deposits, appropriation "Rebuilding and Improving Life-Saving Stations, Proceeds of Sales"	226.94
	<u>\$2,925.42</u>
Total net expenditures of the service	<u>893,637.56</u>

There remained standing to the credit of the respective appropriations at the close of the fiscal year ending June 30, 1889, available as heretofore stated, the following balances:

"Life-Saving Service, 1889"	\$56,141.75
"Life-Saving Service, 1888"	13,366.26
"Life-Saving Service, 1887"	32,132.43
"Rebuilding and Improving Life-Saving Stations, Proceeds of Sales"	2,976.91

The foregoing statement of the net expenditures for the maintenance of the Life-Saving Service for the fiscal year ending June 30, 1889, differs from the expenditures by warrants in the following particulars:

Net expenditures by warrants	\$891,444.94
To which should be added the amount in hands of disbursing clerk, June 30, 1888, as shown on page 360 of the report for that year	\$3,361.20
Items of expense payable from appropriation "Life- Saving Service, 1889," not expended by warrant until fiscal year 1890	3,177.87
	<u>\$6,539.07</u>

Less the following:

Amount in hands of disbursing clerk June 30, 1889:

"Life-Saving Service, 1887"	\$555.59
"Life-Saving Service, 1888"	466.85
"Life-Saving Service, 1889"	3,125.01

Amount received from J. W. Etheridge, late superintendent Sixth Life-Saving District, as a repayment to appropriation, "Life-Saving Service, 1885," and carried to the surplus fund June 30, 1888, but not taken up on the books of the office of the Life-Saving Service until the fiscal year, 1889, as stated on page 360 of the report of 1888
 173.65 |

Item of expense payable from appropriation "Life-Saving Service, 1889," not expended by warrant until fiscal year 1889, as stated on page 360 of the report for 1888
 25.35 |

4,346.45

2,192.62

Net expenditures from the appropriations during the year..... 893,637.56

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

Appropriation.

Salaries, office of Life-Saving Service, 1889..... \$38,480.00

Expenditures.

Compensation of officers and employes in office of Life-Saving Service	\$37,694.15
Amount in hands of disbursing clerk unexpended.....	785.85
	<u>38,480.00</u>

INSTRUCTIONS TO MARINERS IN CASE OF SHIPWRECK.

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INSTRUCTIONS TO MARINERS IN CASE OF SHIPWRECK,

WITH

INFORMATION CONCERNING THE LIFE-SAVING STATIONS UPON THE
COASTS OF THE UNITED STATES.

*Prepared by Lieut. C. H. McLELLAN, U. S. R. M., Assistant Inspector Life-Saving
Stations, under the direction of the General Superintendent.*

GENERAL INFORMATION.

Life-saving stations, life-boat stations, and houses of refuge are located upon the Atlantic and Pacific sea-board of the United States, the Gulf of Mexico, and the lake coasts, as shown in the list in the latter part of this book, 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, with the exception of the one on Beaver Island, Lake Michigan, which depends on a volunteer crew; and upon the Pacific coast they are opened and manned the year round, with the exception of the stations at Neah Bay and Cape Arago, which depend upon volunteer effort from the neighboring people in case of shipwreck.

All life-saving and life-boat stations are fully supplied with boats, wreck-guns, beach-apparatus, restoratives, etc.

Houses of refuge are supplied with boats, provisions, and restoratives, but not manned by crews; a keeper, however, resides in each throughout the year, who, after every storm, is required to make extended excursions along the coast with a view of ascertaining 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; or 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 Costou 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 Costou 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, etc. Therefore, if you have been driven into the rigging where but one or two men can work to advantage, cut the shot-line and run it through some available block, such as the throat or peak-halyards' block or any block which will afford a clear lead, or even between the ratlines, that as many as possible may assist in hauling.

Attached to the tail-block will be a tally-board with the following directions in English on one side and French on the other:

"Make the tail of the block fast to the lower mast, well up. If the masts are gone, then to the best place you can find. Cast off shot-line, see that the rope in the block runs free, and show signal to the shore."

The above instructions being complied with, the result will be as shown in Figure 1.

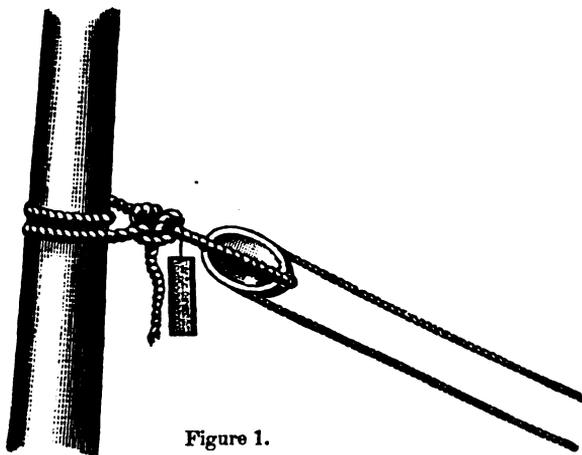


Figure 1.

As soon as your signal is seen a three-inch hawser will be bent onto the whip and hauled off to your ship by the life-saving crew.

If circumstances will admit, you can assist the life-saving crew by manning that part of the whip to which the hawser is bent and hauling with them.

When the end of the hawser is got on board a tally-board will be found attached, bearing the following directions in English on one side and French on the other:

"Make this hawser fast about two feet above the tail-block; see all

clear, and that the rope in the block runs free, and show signal to the shore."

These instructions being obeyed, the result will be as shown in Figure 2.

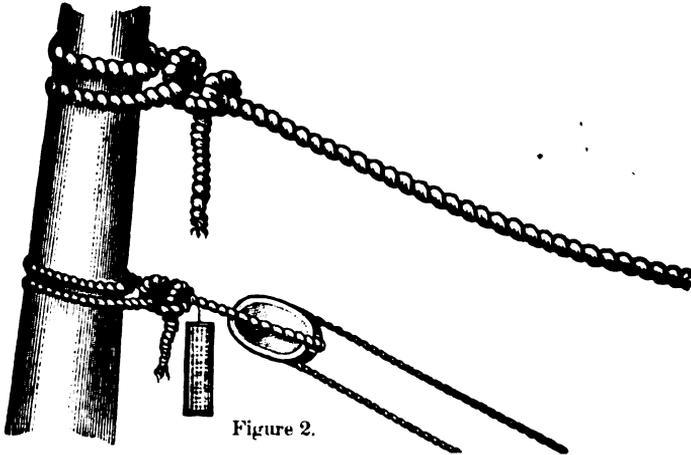


Figure 2.

Take particular care that there are no turns of the whip-line round the hawser; to prevent this, take the end of the hawser UP BETWEEN the parts of the whip before making it fast.

When the hawser is made fast, the whip cast off from the hawser, and your signal seen by the life-saving crew, they will haul the hawser taut and by means of the whip will 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.

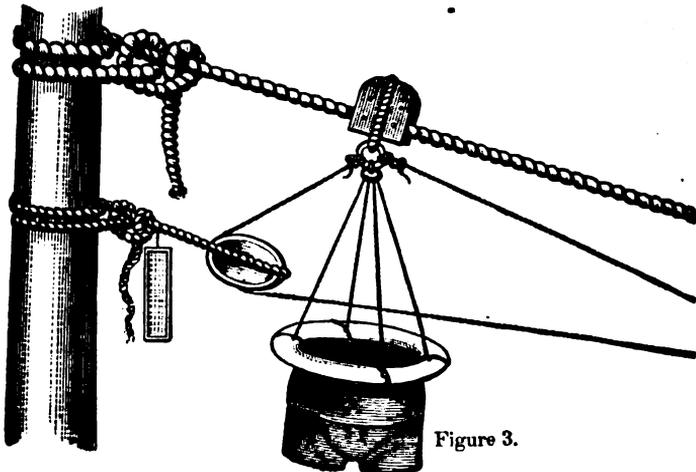


Figure 3.

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 in it as it will hold (four to six), and

secure the hatch on the outside by the hatch-bar and hook, signal as before, and the buoy or car will be hauled ashore. This 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 daytime, let one man separate himself from the rest and swing his hat, a handkerchief, or his hand; if at night, the showing of a light, and concealing it once or twice, will be understood; and like signals will be made from the shore.

Circumstances may arise, owing to the strength of the current or set, or the danger of the wreck breaking up immediately, when it would be impossible to send off the hawser. In such a case a breeches-buoy or life-car will be hauled off instead by the whip, or sent off to you by the shot-line, and you will be hauled ashore through the surf.

If your vessel is stranded during the night and discovered by the patrolman, which you will know by his burning a brilliant red light, keep a bright lookout for signs of the arrival of the life-saving crew abreast of your vessel.

From one to four hours may intervene between the burning of the light and their arrival, as the patrolman may have to return to his station, perhaps three or four miles distant, and the life-saving crew draw the apparatus or surf-boat through the sand or over bad roads to where your vessel is stranded.

Lights on the beach will indicate their arrival, and the sound of cannon-firing from the shore may be taken as evidence that a line has been fired across your vessel. Therefore, upon hearing the cannon, make strict search aloft, fore and aft, for the shot-line, for it is almost certain to be there. Though the movements of the life-saving crew may not be perceptible to you, owing to the darkness, your ship will be a good mark for the men experienced in the use of the wreck-gun, and the first shot seldom fails.

RECAPITULATION.

Remain by the wreck until assistance arrives from the shore, unless your vessel shows signs of immediately breaking up.

If not discovered immediately by the patrol, burn rockets, flare-up, or other lights, or, if the weather be foggy, fire guns.

Take particular care that there are no turns of the whip-line round the hawser before making the hawser fast.

Send the women, children, helpless persons, and passengers ashore first.

Make yourself thoroughly familiar with these instructions, and remember that on your coolness and strict attention to them will greatly depend the chances of bringing you and your people safely to land.

LIST OF LIFE-SAVING DISTRICTS AND STATIONS

IN

THE UNITED STATES.

LIFE-SAVING DISTRICTS AND STATIONS IN THE UNITED STATES.

FIRST DISTRICT.

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 45	67 16 30
Crumple Island.....	Me	Off Jonesport	44 26 40	67 36 10
Cranberry Isles.....	Me	Little Cranberry Island, off Mount Desert.	44 15 30	68 12 40
White Head	Me	On southwest end White Head Island	43 58 40	69 08 00
Hunniwell's Beach	Me	On west side mouth Kennebec River.....	43 44 40	69 46 50
Cape Elizabeth	Me	Near the Lights.....	43 33 58	70 12 00
Fletcher's Neck	Me	Biddeford Pool, Fletcher's Neck.....	43 26 30	70 20 30
Jerry's Point	N. H.....	Southeast point Great Island, Portsmouth Harbor.	43 03 30	70 42 45
Rye Beach.....	N. H.....	North end Rye Beach	42 59 30	70 45 20

SECOND DISTRICT.

COAST OF MASSACHUSETTS.

Plum Island.....	Mass	Near mouth of Merrimac River.....	42 48 30	70 49 00
Davis's Neck	Mass	Near Annisquam light.....	42 40 10	70 40 20
North Scituate	Mass	2½ miles south of Minot's Ledge light.....	42 14 00	70 45 30
Fourth Cliff	Mass	South end of Fourth Cliff, Scituate	42 09 30	70 42 10
Gurnet	Mass	4½ miles northeast of Plymouth.....	42 00 10	70 36 10
Manomet Point	Mass	6½ miles southeast of Plymouth.....	41 55 30	70 32 40
Race Point.....	Mass	¼ miles northeast of Race Point light.....	42 04 10	70 14 20
Peaked Hill Bars	Mass	2½ miles northeast of Provincetown.....	42 04 30	70 09 10
High Head	Mass	3½ miles northwest of Highland light.....	42 03 40	70 06 30
Highland	Mass	½ mile northwest of Highland light.....	42 02 50	70 04 20
Pamet River	Mass	3½ miles south of Highland light.....	42 00 00	70 01 10
Cahoon's Hollow	Mass	2½ miles east of Wellfleet.....	41 56 40	70 00 00
Nauset	Mass	1½ miles south of Nauset light	41 50 30	69 56 40
Orleans	Mass	Abreast of Ponchet Island	41 45 30	69 56 00
Chatham	Mass	On beach abreast of Chatham.....	41 41 00	69 55 50
Monomoy.....	Mass	2½ miles north of Monomoy light.....	41 35 20	69 59 00
Coskata	Mass	2½ miles south of Nantucket (Great Point) light.	41 21 45	70 01 20
Surfside	Mass	2½ miles south of the town of Nantucket..	41 14 30	70 06 00
Muskeget	Mass	About midway of Muskeget Island.....	41 20 10	70 19 20

* Obtained from latest Coast-Survey charts.

THIRD DISTRICT.

COASTS OF RHODE ISLAND AND LONG ISLAND.

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude, west.
			° ' "	° ' "
Brenton's Point.....	R. I.....	On Price's Neck	41 26 58	71 20 10
Narragansett Pier.....	R. I.....	Northern part of the town.....	41 26 00	71 27 20
Point Judith.....	R. I.....	Near light	41 21 40	71 29 00
Watch Hill.....	R. I.....	Near light	41 18 20	71 51 30
New Shoreham.....	R. I.....	Block Island, east side, near landing.....	41 10 20	71 23 30
Block Island.....	R. I.....	Block Island, west side, near Dickens' Point.	41 09 40	71 36 40
Montauk Point.....	N. Y.....	At the light	41 04 00	71 51 30
Ditch Plain.....	N. Y.....	3½ miles southwest of Montauk light.....	41 02 10	71 54 30
Hither Plain.....	N. Y.....	½ mile southwest of Fort Pond.....	41 01 30	71 57 50
Napeague.....	N. Y.....	Abreast of Napeague Harbor.....	40 59 45	72 02 40
Amagansett.....	N. Y.....	Abreast of the village.....	40 58 00	72 08 20
Georgica.....	N. Y.....	1 mile south of village of East Hampton...	40 56 40	72 11 40
Mecox.....	N. Y.....	2 miles south of the village of Bridgehampton.	40 54 10	72 18 00
Southampton.....	N. Y.....	½ mile south of the village.....	40 52 10	72 23 4
Shinnecook.....	N. Y.....	2 miles southeast of Shinnecook light.....	40 50 40	72 27 50
Tiana.....	N. Y.....	2 miles southwest of Shinnecook light.....	40 49 40	72 31 30
Quogue.....	N. Y.....	½ mile south of the village.....	40 48 20	72 36 00
Petunk.....	N. Y.....	1½ miles southwest of Petunk village.....	40 47 30	72 39 00
Moriches.....	N. Y.....	2½ miles southwest of Speonk village.....	40 46 30	72 43 10
Forge River.....	N. Y.....	3½ miles south of Moriches.....	40 44 30	72 49 00
Smith's Point.....	N. Y.....	Abreast of the point.....	40 44 00	72 52 20
Bellport.....	N. Y.....	4 miles south of the village.....	40 42 40	72 55 50
Blue Point.....	N. Y.....	4½ miles south of Patchogue.....	40 40 40	73 01 20
Lone Hill.....	N. Y.....	8 miles east of Fire Island light.....	40 39 40	73 04 20
Point of Woods.....	N. Y.....	4 miles east of Fire Island light.....	40 38 50	73 08 10
Fire Island.....	N. Y.....	½ mile west of Fire Island light.....	40 37 40	73 13 20
Oak Island.....	N. Y.....	East end of Oak Island.....	40 38 10	73 17 40
Gilgo.....	N. Y.....	West end of Oak Island.....	40 37 20	73 22 20
Jones's Beach.....	N. Y.....	East end of Jones's Beach.....	40 36 40	73 26 20
Zach's Inlet.....	N. Y.....	West end of Jones's Beach.....	40 36 10	73 28 50
Short Beach.....	N. Y.....	½ mile east of Jones's Inlet.....	40 35 30	73 31 20
Point Lookout.....	N. Y.....	2 miles west of New Inlet.....	40 35 10	73 35 40
Long Beach.....	N. Y.....	Near Lucy's Inlet.....	40 34 40	73 39 00
Far Rockaway.....	N. Y.....	East end of Rockaway Beach.....	40 35 30	73 44 00
Rockaway.....	N. Y.....	Near the village of Rockaway.....	40 35 30	73 47 30
Rockaway Point.....	N. Y.....	West end of Rockaway Beach.....	40 34 10	73 51 50
Coney Island.....	N. Y.....	Manhattan Beach.....	40 34 20	73 56 20
Eaton's Neck.....	N. Y.....	East side entrance to Huntington Bay, Long Island Sound.	40 57 10	73 24 00

FOURTH DISTRICT.

COAST OF NEW JERSEY.

Sandy Hook.....	N. J.....	East of Main light.....	40 27 40	73 59 50
Spermaceti Cove.....	N. J.....	2½ miles south of Sandy Hook light.....	40 25 40	73 59 00
Seabright.....	N. J.....	About a mile south of Navesink light.....	40 22 50	73 58 30
Monmouth Beach.....	N. J.....	About a mile south of Seabright.....	40 20 30	73 58 30

*Obtained from latest Coast-Survey charts.

FOURTH DISTRICT—Continued.

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude, west.
Long Branch.....	N. J.....	Green's Pond.....	40 16 40	78 59 00
Deal.....	N. J.....	Asbury Park.....	40 13 50	73 59 50
Shark River.....	N. J.....	Near the mouth of Shark River.....	40 11 30	74 00 40
Spring Lake.....	N. J.....	2½ miles south of Shark River.....	40 09 20	74 01 20
Squan Beach.....	N. J.....	1 mile southeast of Squan village.....	40 07 00	74 02 00
Bayhead.....	N. J.....	At the head of Barnegat Bay.....	40 04 00	74 02 40
Mantoloking.....	N. J.....	2¼ miles south of head of Barnegat Bay...	40 01 40	74 03 10
Chadwick's.....	N. J.....	5 miles south of head of Barnegat Bay...	39 59 10	74 04 00
Tom's River.....	N. J.....	On the beach abreast mouth Tom's River	39 56 10	74 04 30
Island Beach.....	N. J.....	1½ mile south of Seaside Park.....	39 53 40	74 05 00
Cedar Creek.....	N. J.....	5½ miles north of Barnegat Inlet.....	39 51 10	74 05 10
Forked River.....	N. J.....	2 miles north of Barnegat Inlet.....	39 48 10	74 05 40
Barnegat.....	N. J.....	South side of Barnegat Inlet.....	39 45 30	74 06 10
Loveladies Island.....	N. J.....	2½ miles south of Barnegat Inlet.....	39 43 50	74 07 20
Harvey's Cedars.....	N. J.....	5½ miles south of Barnegat Inlet.....	39 41 20	74 08 30
Ship Bottom.....	N. J.....	Midway of Long Beach.....	39 38 10	74 11 00
Long Beach.....	N. J.....	1½ miles north of Beach Haven.....	39 35 00	74 13 20
Bond's.....	N. J.....	2½ miles south of Beach Haven.....	39 32 00	74 15 20
Little Egg.....	N. J.....	Near the light north of Inlet.....	39 30 10	74 17 20
Little Beach.....	N. J.....	South side of Little Egg Inlet.....	39 27 30	74 19 30
Brigantine.....	N. J.....	5½ miles north of Absecon light.....	39 25 30	74 20 30
South Brigantine.....	N. J.....	3½ miles north of Absecon light.....	39 24 00	74 22 30
Atlantic City.....	N. J.....	At Absecon light.....	39 22 00	74 24 50
Absecon.....	N. J.....	2½ miles south of Absecon light.....	39 20 50	74 27 40
Great Egg.....	N. J.....	6½ miles south of Absecon light.....	39 19 00	74 31 10
Ocean City.....	N. J.....	South side of Egg Harbor Inlet.....	39 17 20	74 34 00
Peek's Beach.....	N. J.....	3½ miles north of Corson's Inlet.....	39 14 50	74 36 50
Corson's Inlet.....	N. J.....	Near the Inlet, north side.....	39 13 10	74 38 20
Sea Isle City.....	N. J.....	2½ miles north of Townsend's Inlet.....	39 09 50	74 41 00
Townsend's Inlet.....	N. J.....	Near the Inlet, north side.....	39 07 30	74 42 40
Tatham's.....	N. J.....	8½ miles north of Hereford Inlet.....	39 03 40	74 45 00
Hereford Inlet.....	N. J.....	Near Hereford light.....	39 00 20	74 47 20
Holly Beach.....	N. J.....	6 miles northeast of Cape May City.....	38 58 40	74 49 50
Turtle Gut.....	N. J.....	4 miles northeast of Cape May City.....	38 57 10	74 51 10
Cold Spring.....	N. J.....	1 mile east of Cape May City.....	38 56 00	74 54 00
Cape May.....	N. J.....	Near the light.....	38 55 40	74 57 30
Bay Shore.....	N. J.....	2½ miles west of Cape May City.....	38 56 40	74 58 10

FIFTH DISTRICT.

COASTS OF DELAWARE, MARYLAND, AND VIRGINIA.

(CAPE HENLOPEN TO CAPE CHARLES.)

Lewes.....	Del.....	2 miles west of Cape Henlopen light.....	38 46 50	75 07 10
Cape Henlopen.....	Del.....	¾ mile southerly of Cape Henlopen light..	38 45 50	75 04 50
Rehoboth Beach.....	Del.....	Opposite north end of Rehoboth Bay.....	38 41 30	76 04 20
Indian River Inlet.....	Del.....	North of Inlet.....	38 37 50	75 03 40
Ocean City.....	Md.....	Just north of village.....	38 20 00	75 05 00
North Beach.....	Md.....	10 miles south of Ocean City.....	38 11 30	75 09 20
Green Run Inlet.....	Md.....	13½ miles northeast of Assateague light...	38 04 30	75 12 50

* Obtained from latest Coast-Survey charts.

FIFTH DISTRICT—Continued.

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude, west.
Pope's Island.....	Va.....	10 miles northeast of Assateague light....	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
Matomkin Inlet.....	Va.....	On Matomkin Beach, near the Inlet.....	37 40 45	75 34 50
Wachapreague.....	Va.....	South end of Cedar Island.....	37 35 20	75 36 40
Paramore's Beach.....	Va.....	Midway of beach.....	37 32 20	75 37 20
Hog Island.....	Va.....	South end of Hog Island.....	37 22 50	75 41 30
Cobb's Island.....	Va.....	South end of Cobb's Island.....	37 17 30	75 47 00
Smith's Island.....	Va.....	At Cape Charles light.....	37 07 00	75 53 40

SIXTH DISTRICT.

COASTS OF VIRGINIA AND NORTH CAROLINA.

(CAPE HENRY TO CAPE FEAR.)

Cape Henry.....	Va.....	½ mile southeast of Cape Henry light....	36 55 10	75 59 50
Seatack.....	Va.....	5½ miles south of Cape Henry light.....	36 51 10	75 56 40
Dam Neck Mills.....	Va.....	10 miles south of Cape Henry light.....	36 47 10	75 57 30
Little Island.....	Va.....	On beach abreast of North Bay.....	36 41 30	75 55 20
False Cape.....	Va.....	On beach abreast of Back Bay.....	36 36 00	75 52 50
Wash Woods.....	N. C.....	On beach abreast of Knott's Island.....	36 32 00	75 52 10
Currituck Inlet.....	N. C.....	5½ miles north of Currituck Beach light..	36 27 30	75 50 40
Whale's Head.....	N. C.....	½ mile north of Currituck Beach light....	36 23 20	75 49 40
Poyner's Hill.....	N. C.....	6½ miles south of Currituck Beach light..	36 17 10	75 48 00
Caffey's Inlet.....	N. C.....	10½ miles south of Currituck Beach light..	36 13 40	75 46 20
Paul Gamiel's Hill.....	N. C.....	5 miles north of Kitty Hawk.....	36 08 00	75 43 50
Kitty Hawk.....	N. C.....	On the beach abreast of north end of Kitty Hawk Bay.	36 03 50	75 41 30
Kill Devil Hills.....	N. C.....	4½ miles south of Kitty Hawk.....	36 00 10	75 39 40
Nag's Head.....	N. C.....	9 miles north of Oregon Inlet.....	35 56 00	75 36 40
Bodie's Island.....	N. C.....	½ mile northeast of Bodie's Island light..	35 49 40	75 33 20
Oregon Inlet.....	N. C.....	½ mile south of Oregon Inlet.....	35 47 30	75 32 10
Pea Island.....	N. C.....	2 miles north of New Inlet.....	35 43 15	75 29 30
New Inlet.....	N. C.....	½ mile south of New Inlet.....	35 40 40	75 29 00
Chicamcoomico.....	N. C.....	5 miles south of New Inlet.....	35 36 40	75 27 50
Gull Shoal.....	N. C.....	11½ miles south of New Inlet.....	35 29 50	75 28 40
Little Kinnakeet.....	N. C.....	11½ 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 Hatteras light.....	35 14 20	75 31 20
Creed's Hill.....	N. C.....	4 miles west of Cape Hatteras light.....	35 14 30	75 35 15
Durant's.....	N. C.....	3 miles east of Hatteras Inlet.....	35 12 35	75 41 10
Ocracoke.....	N. C.....	1½ miles west of Hatteras Inlet.....	36 11 00	75 46 10
Cape Lookout.....	N. C.....	1½ miles south of Cape Lookout light....	34 36 30	76 32 20
Cape Fear.....	N. C.....	On Smith's Island, Cape Fear.....	33 50 30	77 57 20
Oak Island.....	N. C.....	West side mouth Cape Fear River.....	33 53 20	78 01 20

* Obtained from latest Coast-Survey charts.

SEVENTH DISTRICT.

COASTS OF SOUTH CAROLINA, GEORGIA, AND EASTERN FLORIDA.

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude, west.
Morris Island.....	S. C.....	Near Charleston light.....	32 42 00	79 52 30
Smith's Creek†.....	Fla.....	20 miles south of Matanzas Inlet.....	29 26 10	81 06 15
Mosquito Lagoon†.....	Fla.....	On beach outside the lagoon.....	28 51 30	80 46 20
Chester Shoal†.....	Fla.....	11 miles north of Cape Canaveral.....	28 36 40	80 35 50
Cape Malabar†.....	Fla.....	30 miles south of Cape Canaveral.....	28 03 10	80 32 45
Bethel Creek†.....	Fla.....	11 miles north of Indian River Inlet.....	27 40 00	80 21 20
Indian River Inlet†.....	Fla.....	South side of Inlet.....	27 29 45	80 17 50
Gilbert's Bar†.....	Fla.....	Sainte Lucie Rocks, north side Sainte Lucie Inlet.	27 12 00	80 09 50
Jupiter Inlet.....	Fla.....	South side of Inlet.....	26 55 40	80 04 00
Orange Groves.....	Fla.....	Southern end Lake Worth, 32 miles south of Jupiter Inlet.	26 27 30	80 03 20
Fort Lauderdale†.....	Fla.....	7 miles north of New River Inlet.....	26 08 00	80 06 00
Biscayne Bay †.....	Fla.....	10 miles north of Boca Ratones, Narrows Cut.	25 54 10	80 08 00

EIGHTH DISTRICT.

GULF COAST OF UNITED STATES.

Santa Rosa.....	Fla.....	Santa Rosa Island, 3 miles east of Fort Pickens.	30 19 00	87 14 30
Sabine Pass.....	Tex.....	East side of Pass.....	29 43 00	93 50 00
Galveston.....	Tex.....	East end Galveston Island.....	29 20 10	94 46 10
San Luis.....	Tex.....	West end Galveston Island.....	29 07 00	95 04 00
Velasco.....	Tex.....	East side, mouth of Brazos River.....	28 56 25	95 17 52
Saluria.....	Tex.....	Northeast end Matagorda Island.....	28 23 00	96 24 00
Aranzas.....	Tex.....	Northeast end Mustang Island.....	27 51 00	97 03 00
Brazos.....	Tex.....	North end Brazos Island, entrance to Brazos Santiago.	26 04 00	97 08 00

NINTH DISTRICT.

LAKES ERIE AND ONTARIO.

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

*Obtained from latest Coast-Survey charts. †House of refuge. No crew employed.
‡Destroyed by fire.

TENTH DISTRICT.

LAKES HURON AND SUPERIOR.

Name of station.	State.	Locality.	Approximate position.	
			Latitude, north.	Longitude, west.
Sand Beach.....	Mich.....	Inside Sand Beach Harbor, Lake Huron..	0 1 "	0 1 "
Pointe aux Barques ..	Mich.....	Near light, Lake Huron.....		
Grindstone City.....	Mich.....	1 mile northwest of City, Lake Huron....		
Ottawa Point.....	Mich.....	Near light, Lake Huron.....		
Sturgeon Point.....	Mich.....	Near light, Lake Huron.....		
Thunder Bay Island ..	Mich.....	Near light, Lake Huron.....		
Middle Island.....	Mich.....	North end of Middle Island, Lake Huron..		
Hammond's Bay.....	Mich.....	Hammond's Bay, Lake Huron.....		
Vermillion Point	Mich.....	10 miles west of White Fish Point, Lake Superior.		
Crisp's	Mich.....	16 miles west of White Fish Point, Lake Superior.		
Two Heart River.....	Mich.....	Near mouth of Two Heart River, Lake Superior.		
Muskallonge Lake	Mich.....	Near mouth of Sucker River, Lake Superior.		
Ship-Canal.....	Mich.....	Old Portage Lake Ship-Canal, near north end.		

ELEVENTH DISTRICT.

LAKE MICHIGAN.

Beaver Island	Mich.....	Near light		
North Manitou Island.	Mich.....	Near Pickard's wharf		
Point Betsey	Mich.....	Near light		
Frankfort	Mich.....	South side entrance of harbor.....		
Manistee	Mich.....	North side entrance of harbor.....		
Grande Pointeau Sable.	Mich.....	1 mile south of light.....		
Ludington.....	Mich.....	North side entrance of harbor		
Pent Water.....	Mich.....	North side entrance of harbor		
White River.....	Mich.....	North side entrance of White Lake.....		
Muskegon.....	Mich.....	North side entrance of harbor, Port Sherman.		
Grand Haven.....	Mich.....	North side entrance of harbor		
Holland.....	Mich.....	In the harbor, south side		
South Haven	Mich.....	North side entrance of harbor.....		
Saint Joseph	Mich.....	In the harbor, north side		
Michigan City.....	Ind	East side entrance of harbor		
Chicago.....	Ill.....	In the harbor.....		
Evanston	Ill.....	On Northwestern University grounds....		
Kenosha.....	Wis	In the harbor, on Washington Island....		
Racine.....	Wis	In the harbor		
Milwaukee	Wis	Near entrance of harbor, south side.....		
Sheboygan.....	Wis	In the harbor, east side.....		
Two Rivers.....	Wis	North side entrance of harbor		
Sturgeon Bay Canal ..	Wis	Eastern entrance of canal, north side ..		

TWELFTH DISTRICT.

PACIFIC COAST.

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude, west.
Neah Bay.....	Wash. Ter..	On Indian reservation	48 22 00	124 38 00
Shoalwater Bay.....	Wash. Ter..	Near light-house boat-landing	46 43 00	124 03 00
Cape Disappointment..	Wash. Ter..	Baker's Bay, 1½ miles northeast of light ..	46 16 40	124 03 00
Cape Arago.....	Oregon	Entrance of Coos Bay, near light.....	43 20 20	124 22 00
Humboldt Bay.....	Cal	Near light	40 46 00	124 13 00
Bollnas Bay †	Cal	¾ mile north-northeast of Bollnas Point...	37 53 20	124 41 00
Golden Gate Park	Cal	On beach in Golden Gate Park, San Francisco, ¾ mile south Point Lobos.	37 46 10	122 30 30

* Obtained from latest Coast-Survey charts.

† Destroyed by fire.



DIRECTIONS

FOR

RESTORING THE APPARENTLY DROWNED.

DIRECTIONS
FOR
RESTORING THE APPARENTLY DROWNED.

RULE I. *Arouse the patient.*—Unless in danger of freezing, do not move the patient, but instantly expose the face to a current of fresh air, wipe dry the mouth and nostrils, rip the clothing so as to expose the chest and waist, and give two or three quick smarting slaps on the stomach and chest with the open hand. If, however, there is reason to believe that considerable time has elapsed since the patient became insensible, do not lose further time by practicing Rule I, but proceed immediately to Rule II. After loosening clothing, etc., if the patient does not revive, then proceed thus :

RULE II. *To expel water, etc., from the stomach and chest.*—(See Fig. I.)



FIG. I.—Showing the first step taken, by which the chest is emptied of air, and the ejection of any fluids swallowed is assisted.

If the jaws are clinched, separate them, and keep the mouth open by placing between the teeth a cork or small bit of wood; turn the patient on the face, a large bundle of tightly-rolled clothing being placed beneath the stomach, and press heavily over it for half a minute, or so long as fluids flow freely from the mouth.

RULE III.—To produce breathing.—(See Fig. II.)—Clear the mouth and throat of mucus by introducing into the throat the corner of a

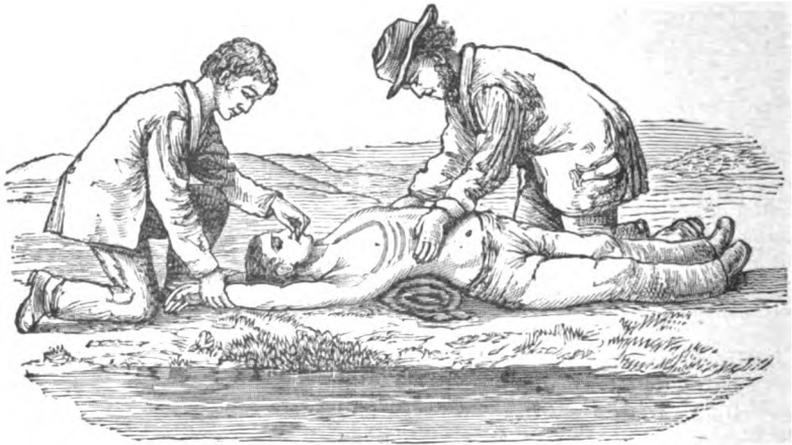


FIG. II.—Showing the position and action of the operator, in alternately producing artificial expiration and inspiration of air.

handkerchief wrapped closely around the forefinger; turn the patient on the back, the roll of clothing being so placed beneath it as to raise the pit of the stomach above the level of any other part of the body. If there be another person present, let him, with a piece of dry cloth, hold the tip of the tongue out of one corner of the mouth, (this prevents the tongue from falling back and choking the entrance to the windpipe,) and with the other hand grasp both wrists and keep the arms forcibly stretched back above the head, thereby increasing the prominence of the ribs, which tends to enlarge the chest. The two last-named positions are not, however, absolutely essential to success. Kneel beside or astride the patient's hips, and with the balls of the thumbs resting on either side of the pit of the stomach, let the fingers fall into the grooves between the short ribs, so as to afford the best grasp of the waist. Now, using your knees as a pivot, throw all your weight forward on your hands, and at the same time squeeze the waist between them, as if you wished to force everything in the chest upward, out of the mouth; deepen the pressure while you can count slowly one, two, three; then suddenly let go with a final push, which springs you back to your first kneeling position. Remain erect on your knees while you can count one, two, three; then repeat the same motions as before at a rate gradually increased from four or five to fifteen times in a minute, and continue thus this bellows movement with the same regularity that is observable in the natural motions of breathing which you are imitating. If natural breathing be not restored after a trial of the bellows movement for the space of three or four minutes, then turn the patient a second time on the stomach, as directed in Rule II, rolling the body in the opposite direction from that in which it was first turned, for the purpose of freeing the air-passages from any remaining water. Continue the artificial respiration from one to four hours, or until the patient breaths, according to Rule III; and for awhile, after the appearance of returning life, carefully aid the first short gasps until deepened into full breaths. Continue the drying and rubbing, which should have been unceasingly practiced from the beginning by the assistants, taking care not to in-

terfere with the means employed to produce breathing. Thus the limbs of the patient should be rubbed always in an upward direction towards the body, with firm grasping pressure and energy, using the bare hands, dry flannels, or handkerchiefs, and continuing the friction under the blankets or over the dry clothing. The warmth of the body can also be promoted by the application of hot flannels to the stomach and armpits, bottles or bladders of hot water, heated bricks, etc., to the limbs and soles of the feet.

RULE IV. AFTER-TREATMENT.—*Externally*: As soon as breathing is established, let the patient be stripped of all wet clothing, wrapped in blankets only, put to bed comfortably warm, but with a free circulation of fresh air, and left to perfect rest. *Internally*: Give whisky or brandy and hot water in doses of a teaspoonful to a tablespoonful according to the weight of the patient, or other stimulant at hand, every ten or fifteen minutes for the first hour, and as often thereafter as may seem expedient. *Later manifestations*: After reaction is fully established there is great danger of congestion of the lungs, and if perfect rest is not maintained for at least forty-eight hours it sometimes occurs that the patient is seized with great difficulty of breathing, and death is liable to follow unless immediate relief is afforded. In such cases apply a large mustard-plaster over the breast. If the patient gasps for breath before the mustard takes effect, assist the breathing by carefully repeating the artificial respiration.

NOTE.—Dr. Labordette, the Supervising Surgeon of the Hospital of Lisieux, in France, appears to have established that the clinching of the jaws and the semi-contraction of the fingers, which have hitherto been considered signs of death, are, in fact, evidences of remaining vitality. After numerous experiments with apparently drowned persons, and also with animals, he concludes that these are only signs accompanying the first stage of suffocation by drowning, the jaws and hands becoming relaxed when death ensues.* This being so, the mere clinching of the jaws and semi-contraction of the hands must not be considered as reasons for the discontinuance of efforts to save life, but should serve as a stimulant to vigorous and prolonged efforts to quicken vitality. Persons engaged in the task of resuscitation are, therefore, earnestly desired to take hope and encouragement for the life of the sufferer from the signs above referred to, and to continue their endeavors accordingly. In a number of cases Dr. Labordette restored to life persons whose jaws were so firmly clinched that, to aid respiration, their teeth had to be forced apart with iron instruments.

* The muscular rigidity of death (*rigor mortis*) occurs later, after the temporary relaxation here referred to.

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, 1890.

WRECKS, CASUALTIES, AND COLLISIONS AT HOME AND ABROAD.

REMARKS EXPLANATORY OF THE WRECK STATISTICS FOR THE YEAR 1888-'89.

The following is the sixteenth 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, St. Clair, Erie, or Ontario, reported by officers of the customs, whether in waters under the jurisdiction of the United States or of Great Britain;
- (2) All casualties occurring in rivers, straits, etc., connecting the several lakes named;
- (3) All casualties occurring in the harbors of any of said lakes, or in or near the mouths of rivers emptying into them, within the United States.

IV. Disasters occurring in rivers within the United States, embracing all rivers except those referred to in the foregoing division.

V. Disasters occurring to American shipping at sea or in foreign waters.

The disasters embraced in the foregoing divisions are classified as follows, viz:

- (1) *Foundering*—embracing foundering which resulted from the leaking or capsizing of vessels, but not those which resulted from collision, stranding, or striking any sunken wreck, or against piers, snags, or ice.
- (2) *Stranding*—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 results ;

Scuttling, or any intentional damage to vessel ;

Collisions with fields or quantities of ice, although vessels may be sunk thereby ;

Striking on sunken wrecks, anchors, buoys, piers, or bridges ;

Leakage (except when vessel foundered or went ashore for safety) ;

Loss of masts, sails, boats, or any portion of vessel's equipments ;

Capsizing, when vessel did not sink ;

Damage to machinery ;

Fouling of anchors ;

Striking of lightning ;

Explosion of boilers ;

Breakage of wheels ;

Also water-logged, missing, and abandoned vessels.

ADDITIONAL STATISTICS FOR THE FISCAL YEAR ENDING JUNE 30, 1888.

Since the publication of the annual statement for the fiscal year ending June 30, 1888, information has been received of the occurrence of disasters during the year to seventy-three American vessels, involving the loss of fifteen lives; also, the loss of thirteen lives on thirteen vessels, suffering no other casualty. The table annexed shows the nature of these disasters and the divisions in which they occurred.

Coasts, etc.	Foundering.			Strandings.			Collisions.			Other causes.			Total.		
	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.
Atlantic and Gulf coasts	2	62	8	7	1,182	...	3	1,707	...	11	1,246	...	29	4,197	8
Pacific coast .....	...	...	...	5	1,537	...	1	240	...	3	511	...	8	2,288	...
Great Lakes	2	246	...	7	1,422	...	4	914	...	5	2,202	...	18	4,784	...
Rivers	1	91	...	...	...	...	1	2	...	2	523	...	8	3,596	1
At sea or in foreign waters .....	...	...	...	3	5,103	...	...	...	...	7	5,136	...	10	10,239	6
Total	5	399	8	22	9,244	...	10	5,843	1	27	9,618	6	73	25,104	15

Coasts, etc.	Vessels totally lost.			Vessels partially damaged.			Vessels not damaged.			Aggregate.		
	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.
Atlantic and Gulf coasts	11	1,687	8	18	2,510	...	4	455	4	33	4,652	12
Pacific coast .....	...	...	...	5	2,288	...	1	146	1	9	2,434	1
Great Lakes	5	809	...	13	3,975	...	...	...	...	18	4,784	...
Rivers	1	91	...	7	3,505	...	2	381	2	10	3,977	3
At sea or in foreign waters	2	820	4	8	9,419	2	6	2,676	6	16	12,915	12
Total	19	3,407	12	54	21,697	3	13	3,658	13	86	28,762	28

Of the lives lost, reported above, eight were lost by the foundering of the schooner *Peter Cooper*, of New York, while on a fishing trip off Long

Island, New York, during the memorable storm of wind and snow which swept over a large portion of the United States on March 12, 1888, costing many lives on land and sea. On the same date the schooner *Mary Heitman*, of New York, broke from her moorings and went to sea; since which time neither the vessel nor the crew of four persons have been heard from. Two persons were lost by vessels in collision; two were killed by falling from aloft; four were lost overboard; one jumped overboard while insane; one was washed overboard by a heavy sea; one had his leg crushed while holding a fender and died from the effects of the injuries received; one in attempting to jump from one vessel to another fell between them and was drowned, and four fell overboard.

As the foregoing could not properly be included in the report for the fiscal year just closed, the General Summary table of the previous year, amended so as to include the particulars furnished by the wreck reports relative to the disasters mentioned above, is reprinted. The table will be convenient for comparison with the corresponding table in the statements of the present and other years.

Summary of disasters to vessels which occurred on and near the COASTS and on the RIVERS of the United States, and to AMERICAN vessels AT SEA and on the COASTS of FOREIGN COUNTRIES, during the year ending June 30, 1888.

FOUNDERSINGS.

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
Number of vessels	41	3	22	14	19	99
Tonnage of vessels partially damaged	778	2, 728	593	625	.....	4, 724
Tonnage of vessels totally lost	2, 241	30	5, 316	530	6, 409	14, 526
Value of vessels	\$100, 500	\$458, 500	\$234, 400	\$43, 700	\$180, 100	\$1, 017, 200
Value of cargoes	\$21, 330	\$70, 100	\$68, 650	\$14, 725	\$160, 245	\$335, 050
Loss to vessels	\$67, 200	\$108, 500	\$219, 900	\$23, 550	\$180, 100	\$599, 250
Loss to cargoes	\$17, 930	\$60, 100	\$66, 395	\$5, 875	\$160, 245	\$300, 545
Insurance on vessels	\$35, 700	\$22, 900	\$120, 000	\$4, 600	\$45, 785	\$328, 985
Insurance on cargoes	\$13, 550	\$20, 000	\$31, 270	\$2, 500	\$105, 500	\$172, 820
Laden	25	3	20	8	16	72
In ballast	16	1	2	6	2	27
Unknown whether laden or not .....	.....	.....	.....	.....	.....	.....
Wrecks involving total loss	24	2	19	7	19	71
Casualties involving partial and unknown damage	17	1	8	7	.....	28
Number of passengers	2	220	17	15	.....	254
Number in crews	160	105	143	80	184	672
Total on board	162	825	160	95	184	926
Number of lives lost	27	4	72	.....	71	174

STRANDING.

	230	31	118	15	45	439
Number of vessels	230	31	118	15	45	439
Tonnage of vessels partially damaged	49, 450	6, 210	41, 015	3, 828	10, 612	111, 115
Tonnage of vessels totally lost	22, 193	4, 253	11, 345	1, 344	21, 868	61, 003
Value of vessels	\$2, 745, 855	\$921, 600	\$2, 492, 800	\$123, 750	\$1, 566, 800	\$7, 850, 805
Value of cargoes	\$2, 088, 795	\$227, 030	\$769, 540	\$49, 400	\$1, 129, 455	\$4, 264, 220
Loss to vessels	\$962, 955	\$366, 100	\$557, 965	\$29, 930	\$1, 176, 500	\$3, 093, 450
Loss to cargoes	\$638, 030	\$140, 660	\$278, 060	\$25, 000	\$812, 210	\$1, 893, 960
Insurance on vessels	\$785, 050	\$170, 700	\$1, 099, 695	\$40, 500	\$446, 970	\$2, 492, 915
Insurance on cargoes	\$459, 610	\$102, 200	\$452, 590	\$37, 000	\$474, 505	\$1, 525, 795
Laden	159	23	93	9	33	317
In ballast	71	8	25	6	11	121
Unknown whether laden or not .....	.....	.....	.....	.....	.....	.....
Wrecks involving total loss	115	13	41	5	33	207
Casualties involving partial and unknown damage	115	18	77	10	12	232
Number of passengers	601	64	284	369	399	1, 717
Number in crews	1, 768	841	1, 172	164	740	4, 185
Total on board	2, 869	405	1, 456	533	1, 139	5, 902
Number of lives lost	19	25	7	.....	35	86

COLLISIONS.

Number of vessels.....	269	19	64	42	48	442
Tonnage of vessels partially damaged.....	142,686	9,426	37,816	23,857	32,626	246,411
Tonnage of vessels totally lost.....	1,786	534	407	2,839	6,250	11,876
Value of vessels.....	\$7,775,400	\$317,000	\$1,659,400	\$1,685,000	\$1,562,200	\$12,999,000
Value of cargoes.....	\$1,806,170	\$49,600	\$476,980	\$142,280	\$872,100	\$3,347,130
Loss to vessels.....	\$290,990	\$50,925	\$62,310	\$77,460	\$495,510	\$977,195
Loss to cargoes.....	\$38,690	\$2,190	\$11,055	\$18,125	\$421,300	\$491,360
Insurance on vessels.....	\$2,414,650	\$87,350	\$785,465	\$546,000	\$476,900	\$4,310,365
Insurance on cargoes.....	\$793,005	\$3,600	\$72,580	\$85,235	\$244,000	\$1,198,420
Laden.....	120	7	38	22	26	213
In ballast.....	97	7	11	15	9	139
Unknown whether laden or not.....	52	5	15	5	13	90
Wrecks involving total loss.....	11	2	2	5	4	24
Casualties involving partial and unknown damage.....	258	17	62	37	44	418
Number of passengers.....	3,184	9	67	718	215	4,193
Number in crews.....	2,480	181	498	603	514	4,276
Total on board.....	5,664	190	565	1,321	729	8,469
Number of lives lost.....	9	.....	.....	1	5	15

OTHER CAUSES.

Number of vessels.....	140	13	115	102	184	554
Tonnage of vessels partially damaged.....	38,991	2,247	47,450	20,024	78,741	187,453
Tonnage of vessels totally lost.....	3,625	867	2,019	7,224	19,221	32,956
Value of vessels.....	\$3,058,760	\$183,800	\$2,596,775	\$1,334,800	\$3,433,700	\$10,607,835
Value of cargoes.....	\$869,630	\$34,235	\$532,505	\$963,020	\$2,451,845	\$4,551,235
Loss to vessels.....	\$443,035	\$98,900	\$234,025	\$503,325	\$892,260	\$2,177,545
Loss to cargoes.....	\$98,100	\$8,355	\$63,035	\$424,890	\$291,045	\$885,425
Insurance on vessels.....	\$1,036,760	\$42,400	\$1,206,600	\$450,100	\$1,276,285	\$4,032,855
Insurance on cargoes.....	\$217,030	\$2,735	\$220,905	\$229,760	\$706,795	\$1,868,225
Laden.....	84	8	85	40	102	879
In ballast.....	56	5	30	62	20	173
Unknown whether laden or not.....	.....	.....	.....	.....	2	2
Wrecks involving total loss.....	24	3	13	35	42	117
Casualties involving partial and unknown damage.....	116	10	102	67	142	437
Number of passengers.....	687	246	80	1,044	227	2,284
Number in crews.....	1,245	151	1,127	1,483	2,108	6,114
Total on board.....	1,932	397	1,207	2,527	2,335	8,398
Number of lives lost.....	17	43	4	16	198	278

RECAPITULATION.

	Atlantic and Gulf coasts.	Pacific coast	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
Number of vessels.....	680	66	319	173	296	1,534
Laden.....	388	40	236	79	237	980
In ballast.....	240	21	68	89	42	460
Unknown whether laden or not.....	52	5	15	5	17	94
Wrecks involving total loss.....	174	20	75	52	98	419
Casualties involving partial and unknown damage.....	506	46	244	121	198	1,115
Number of passengers.....	4,474	539	448	2,146	841	8,448
Number in crews.....	5,653	778	2,940	2,330	3,546	15,247
Total on board.....	10,127	1,317	3,388	4,476	4,387	23,695
Number of lives lost.....	72	72	83	17	309	*553
Total tonnage vessels partially damaged.....	231,905	20,611	126,874	48,384	121,979	549,763
Total tonnage vessels lost.....	29,845	5,684	19,147	11,937	58,748	120,361
Aggregate.....	261,750	26,295	146,021	60,321	175,727	670,064
Total value of vessels.....	\$13,680,515	\$1,880,900	\$6,983,375	\$3,187,250	\$6,742,800	\$32,474,840
Total value of cargoes.....	4,785,925	380,965	1,847,670	869,425	4,613,645	12,497,835
Aggregate.....	18,466,440	2,261,865	8,831,050	4,056,675	11,356,445	44,972,475

RECAPITULATION—Continued.

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
Total losses to vessels	1,764,180	624,425	1,074,200	634,265	2,744,370	6,841,440
Total losses to cargoes	792,750	201,305	418,545	473,890	1,684,806	3,571,290
Aggregate	2,556,930	825,730	1,492,745	1,108,155	4,429,170	10,412,730
Total insurance on vessels	4,242,160	323,350	3,211,760	1,041,200	2,245,950	11,064,420
Total insurance on cargoes	1,483,095	128,535	783,335	354,495	1,530,800	4,280,260
Aggregate	5,725,255	451,885	3,995,095	1,395,695	3,776,750	15,344,680

*In addition to the number of lives lost here reported, 302 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 855.

COMPARATIVE STATISTICS.

The subjoined tables show, by localities, the total number of vessels meeting with casualties, the total value of such vessels and their cargoes, the total losses to both, and the total tonnage involved, and the tonnage of vessels totally lost during the fiscal years 1887-'88 and 1888-'89, with the percentage of increase or decrease of the latter compared with the former:

NUMBER OF VESSELS INVOLVED.

	1887-'88.	1888-'89.	Per cent. of—
Atlantic.....	\$651	\$662	Increase, 1.69
Pacific.....	58	74	Increase, 27.58
Great Lakes.....	301	258	Decrease, 14.29
Rivers.....	165	164	Decrease, .60
At sea or in foreign waters.....	286	310	Increase, 8.39
Aggregate.....	1,461	1,408	Increase, .48

VALUE OF VESSELS AND CARGOES.

	1887-'88.	1888-'89.	Per cent. of—
Atlantic.....	\$18,189,670	\$20,973,295	Increase, 15.30
Pacific.....	2,178,645	2,398,795	Increase, 10.10
Great Lakes.....	8,585,565	10,769,645	Increase, 25.44
Rivers.....	3,858,575	4,897,825	Increase, 26.93
At sea or in foreign waters.....	10,471,045	14,318,925	Increase, 36.75
Aggregate.....	43,283,500	53,358,485	Increase, 23.28

LOSS TO VESSELS AND CARGOES.

	1887-'88.	1888-'89.	Per cent. of—
Atlantic.....	2,441,875	3,679,860	Increase, 50.70
Pacific.....	798,730	1,003,620	Increase, 25.65
Great Lakes.....	1,459,920	1,201,340	Decrease, 17.71
Rivers.....	1,102,565	1,695,870	Decrease, .61
At sea or in foreign waters.....	4,146,720	4,351,870	Increase, 4.95
Aggregate.....	9,949,800	11,332,560	Increase, 13.90

TONNAGE OF VESSELS INVOLVED.

	1887-'88.	1888-'89.	Per cent. of—
Atlantic.....	257, 558	281, 418	Increase, 9. 27
Pacific.....	24, 007	85, 974	Increase, 49. 85
Great Lakes.....	141, 237	159, 301	Increase, 12. 79
Rivers.....	56, 675	59, 562	Increase, 5. 09
At sea or in foreign waters.....	165, 488	181, 405	Increase, 9. 63
Aggregate.....	644, 960	717, 660	Increase, 11. 27

TONNAGE OF VESSELS TOTALLY LOST.

	1887-'88.	1888-'89.	Per cent. of—
Atlantic.....	23, 158	39, 907	Increase, 41. 78
Pacific.....	5, 684	10, 552	Increase, 85. 64
Great Lakes.....	18, 338	12, 690	Decrease, 30. 80
Rivers.....	11, 846	15, 226	Increase, 28. 53
At sea or in foreign waters.....	52, 928	47, 354	Decrease, 10. 53
Aggregate.....	116, 954	125, 729	Increase, 7. 50

On the 30th of June, 1889, the total number of registered, enrolled, and licensed vessels belonging to the United States was 22,588 with a total tonnage of 4,199,013, of this number 1,396 vessels, having a total tonnage of 640,654 met with casualties during the year, being 6.18 per cent. of the total number.

The following exhibit shows the number of steam and sailing vessels and barges registered, enrolled, and licensed, belonging to the United States, on June 30, 1889, the number of each class which have met with disasters during the year, and the ratio of casualties to the number of vessels:

Classification.	Number of vessels belonging to the United States.	Number of casualties to vessels.	Ratio of casualties to number of vessels.
Steam vessels.....	5, 924	481	As 1 to 12. 32
Sailing vessels.....	15, 479	883	As 1 to 17. 53
Barges.....	1, 185	82	As 1 to 37. 03
Total.....	22, 588	1, 396	As 1 to 16. 18

During the year 445 vessels were reported as having met with collisions, but as two vessels were engaged in each collision, (though in a few instances three or more collided with each other in gales, etc.,) the actual number of casualties of this nature were a little less than one-half that number.

Sixty-two foreign vessels, having an aggregate tonnage of 65,119 met with disasters in American waters during the year. The nationalities, values involved, etc., of these vessels are given in certain of the accompanying tables.

Besides the number of vessels here reported, 10 foreign vessels collided with American vessels at sea, involving a tonnage of 11,887.

In addition to the lives lost in the disasters to vessels which are embraced in the tables, 293 persons perished by drowning or by accident on board, out of crews employed on 256 different vessels. In these cases neither vessels nor cargoes suffered damage, the persons drowned hav-

ing 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, tacklings, etc., falling or swinging, owing to the giving way of rigging. These vessels are not included in any of the tables, except 64 and 65.

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

Fiscal year.	Number of casualties.	Number of persons on board.	Number of lives lost.	Ratio of lives lost to number on board.	Ratio of lives lost to number of casualties.
1875-'76.....	1,553	18,134	*878	As 1 to 20.65	As 1 to 1.77
1876-'77.....	1,547	22,307	*826	As 1 to 27.00	As 1 to 1.87
1877-'78.....	1,483	21,531	*644	As 1 to 33.43	As 1 to 2.30
1878-'79.....	1,545	23,353	*730	As 1 to 31.99	As 1 to 2.12
1879-'80.....	1,624	26,491	*469	As 1 to 56.48	As 1 to 3.46
1880-'81.....	1,528	24,286	*623	As 1 to 38.98	As 1 to 2.45
1881-'82.....	1,514	25,712	*502	As 1 to 51.22	As 1 to 3.02
1882-'83.....	1,416	25,197	*539	As 1 to 46.75	As 1 to 2.63
1883-'84.....	1,647	26,561	*807	As 1 to 32.91	As 1 to 2.04
1884-'85.....	1,407	29,584	*335	As 1 to 88.31	As 1 to 4.20
1885-'86.....	1,650	25,680	*576	As 1 to 44.58	As 1 to 2.86
1886-'87.....	1,494	23,992	*529	As 1 to 45.35	As 1 to 2.82
1887-'88.....	1,461	22,717	*538	As 1 to 42.22	As 1 to 2.72
1888-'89.....	1,468	25,097	*638	As 1 to 39.34	As 1 to 2.30

* This number is exclusive of lives lost where vessels suffered no material damage.

The following table is the same as the one above, except that it is confined to our own domain, the disasters occurring at sea and in foreign waters being excluded :

Fiscal year.	Number of casualties.	Number of persons on board.	Number of lives lost.	Ratio of lives lost to number on board.	Ratio of lives lost to number of casualties.
1875-'76.....	1,139	13,487	*501	As 1 to 26.92	As 1 to 2.27
1876-'77.....	1,023	15,977	*278	As 1 to 57.47	As 1 to 3.68
1877-'78.....	1,083	16,785	*403	As 1 to 41.65	As 1 to 2.69
1878-'79.....	1,044	16,245	*222	As 1 to 73.18	As 1 to 4.70
1879-'80.....	1,265	21,691	*170	As 1 to 127.59	As 1 to 7.44
1880-'81.....	1,171	19,713	*272	As 1 to 72.47	As 1 to 4.31
1881-'82.....	1,203	20,495	*241	As 1 to 85.04	As 1 to 4.32
1882-'83.....	1,090	20,623	*328	As 1 to 62.88	As 1 to 3.32
1883-'84.....	1,246	20,364	*327	As 1 to 62.28	As 1 to 3.81
1884-'85.....	1,066	24,302	*197	As 1 to 227.12	As 1 to 9.96
1885-'86.....	1,269	21,076	*266	As 1 to 79.23	As 1 to 4.77
1886-'87.....	1,196	20,538	*302	As 1 to 68.00	As 1 to 3.96
1887-'88.....	1,175	18,635	*235	As 1 to 79.30	As 1 to 5.00
1888-'89.....	1,158	19,792	*253	As 1 to 78.23	As 1 to 4.58

* This number is exclusive of lives lost where vessels suffered no material damage.

STATISTICAL TABLES FOR THE FISCAL YEAR ENDING JUNE 30, 1889.

ATLANTIC AND GULF COASTS.

TABLE 1.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1889, 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 ves- sels.		Total value of car- goes.		Number of car- goes.		Loss to vessels.		Loss to cargoes.		Number of vessels dam- aged, amount unknown.	Number of cargoes totally lost, amount unknown.	Number of cargoes not dam- aged, or damage unknown.
	Number.	Amount.	Number of vessels.	Value.	Number.	Value.	Number.	Amount.	Number.	Amount.	Number.	Amount.			
July.....	44	\$910,500	2	.....	25	\$338,975	.....	2	43	\$102,140	.....	9	.....	.....	18
August.....	37	982,900	15	26,640	15	26,640	.....	.....	35	131,805	.....	7	.....	.....	8
September.....	38	837,950	3	72,860	22	72,860	2	.....	36	93,725	.....	5	.....	.....	12
October.....	61	774,780	5	32	32	314,905	1	5	54	110,240	.....	15	.....	.....	18
November.....	97	1,734,675	6	59	59	608,665	6	5	95	389,325	.....	18	.....	.....	32
December.....	58	1,833,060	3	30	30	486,235	2	3	53	718,345	.....	8	.....	.....	15
January.....	58	1,833,060	3	30	30	486,235	2	3	53	718,345	.....	8	.....	.....	15
February.....	19	782,300	3	41	14	302,700	1	.....	16	94,650	.....	5	.....	.....	21
March.....	18	1,585,850	.....	.....	42	576,795	4	.....	54	222,665	.....	10	.....	.....	6
April.....	38	1,608,525	3	38	38	597,565	2	.....	70	257,665	.....	29	.....	.....	17
May.....	47	2,257,700	4	33	33	1,009,658	2	4	44	326,025	.....	17	.....	.....	20
June.....	42	1,997,120	3	27	27	208,350	1	3	39	91,180	.....	13	.....	.....	23
Total.....	630	16,075,110	32	878	878	4,898,185	23	31	395	2,826,930	.....	223	.....	.....	206

*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, 1889, showing the number of VESSELS TOTALLY LOST, the number DAMAGED, and their TONNAGE; the number of PERSONS on BOARD, and number of LIVES LOST.

Months.	Number of disasters resulting in total loss to vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss unknown.	Number of casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Total number in crews, including master, etc.	Total number of passengers.	Total number of lives lost.
July.....	11	32	2	1	46	1,427	13,625	336	516	.....
August.....	9	26	.....	3	37	1,292	9,913	335	548	2
September.....	11	25	3	.....	41	1,699	8,006	351	454	.....
October.....	11	43	6	.....	66	1,901	23,854	532	348	1
November.....	34	61	5	.....	103	6,324	38,670	743	65	23
December.....	16	37	5	.....	61	5,092	19,093	602	288	4
January.....	19	37	3	.....	61	7,225	14,985	436	5	14
February.....	8	.....	.....	.....	19	1,423	7,729	217	58	11
March.....	15	39	.....	4	58	5,551	22,248	621	321	21
April.....	27	43	4	.....	74	5,685	19,218	608	641	19
May.....	14	30	4	3	51	1,775	35,207	642	252	8
June.....	3	36	4	2	45	613	28,963	812	647	5
Total.....	178	417	36	31	662	39,907	241,511	6,238	4,143	106

TABLE 3.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1889, 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.				Total amount of insurance.	Number of vessels and cargoes reported insured or not insured.		Number of vessels and cargoes, whether insured or not, unknown.		Vessels in ballast.
	Vessels.		Cargoes.			Vessels.	Cargoes.	Vessels.	Cargoes.	
	No.	Amount.	No.	Amount.						
July.....	20	\$285,000	7	\$41,050	\$306,050	23	9	3	11	19
August.....	17	321,600	5	11,785	333,385	19	7	1	3	22
September.....	11	142,500	8	25,400	167,900	23	9	7	10	14
October.....	23	244,700	9	225,585	470,285	33	11	10	18	28
November.....	33	712,475	29	213,890	926,365	54	16	16	25	33
December.....	17	271,600	10	47,760	319,360	35	12	9	13	26
January.....	20	109,640	14	210,460	320,100	29	15	12	17	15
February.....	8	346,000	5	260,200	606,200	9	4	2	6	4
March.....	20	642,800	15	122,200	765,000	24	12	14	19	12
April.....	24	449,200	12	233,710	683,910	43	17	7	14	31
May.....	16	768,000	8	99,395	867,395	22	12	13	19	12
June.....	14	553,000	4	104,900	657,900	20	18	11	14	14
Total ..	223	4,856,615	126	1,596,335	6,452,850	334	137	105	169	230

TABLE 4.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1889, distinguishing the NATURE of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	3	3	4	6	7	3	5	4	6	2	1		44
Stranded	14	8	13	11	53	19	28	10	22	38	15	13	244
Collided	20	12	16	38	34	27	16	4	22	15	26	28	258
Abandoned						1							1
Capsized	1	1				1	1			1			5
Damage to hull, masts, rigging, etc	3	1	2	2	3	3	3	1	1	4	3	1	27
Damage to machinery	2	1	1				1	1		2	1		9
Fire	2	4	3	5	2	4	3	2	7	3	1	1	37
Ice					1								1
Lightning												1	1
Sprung a leak	1	3		1	1		1						7
Struck wharf, bridge, sunken wreck, etc		4	2	2	2	1	2	1	2	4	3		23
Miscellaneous				1		2	1			1			5
Total	46	37	41	66	103	61	61	19	58	74	51	45	662

TABLE 5.—Abstracts of returns of disasters (excluding collisions) to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1889, distinguishing the CAUSE of each disaster.

Class and cause of disaster.	Foundering.	Strandings.	Other causes.	Missing vessels	Total.
CLASS 1.—Causes connected with the weather :					
Calms, currents, and tides		11	4		15
Darkness		10	4		14
Fog		31			31
Gales, hurricanes, etc	18	120	30		168
Heavy sea	5	4	6		15
Lightning			1		1
Total of class 1	23	176	45		244
CLASS 2.—Causes connected with vessels, equipments, or stowage :					
Defective hull, masts, rigging, etc			1		1
Error in chronometer		1			1
Error in compass		2			2
Total of class 2		3	1		4
CLASS 3.—Causes connected with navigation and seamanship :					
Errors of masters, officers, or crews		24	1		25
Errors of pilots		9			9
Total of class 3		33	1		34
CLASS 4.—Causes connected with machinery or boilers :					
Damage to machinery			9		9
Total of class 4			9		9
CLASS 5.—Other causes :					
Absence of lights on buoys		2			2
Fire			36		36
Ice			1		1
Misstayed		3			3
Snow-storm		1			1
Spontaneous combustion			1		1
Sprung a leak	18	9	4		31
Struck rock, wreck, bridge, etc		2	13		15
Miscellaneous	2	11	4		17
Unknown	1	4	1		6
Total of class 5	21	32	60		113
Aggregate	44	244	116		404

TABLE 6.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1889, showing the number of vessels COLLIDED, and distinguishing the CAUSE of each disaster.

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental.....	1	2		2		7							11
Bad management.....	1				1	1							2
Carelessness.....	3		1	1	1	2	2	1		2	1	2	16
Darkness.....				2	2	2	2			2			10
Error in judgment.....				1									1
Error of pilots.....		1						2	2				5
Fault of other vessel.....	10	5	7	19	8	8	1	1	14	4	7	9	93
Fault of tug towing.....			2			2	2	2				4	10
Fog.....	4				2				2		14	8	32
High and baffling winds.....				2	8							2	12
Misstayd.....				1	1								1
Misunderstanding signals.....				1	1	2			2				6
Negligence.....	1	1		1				1				3	7
Tides, currents, etc.....				2	4		2		1	4	2		14
Want of proper lights.....			2	1	2				1				6
Miscellaneous.....					2				1				3
Unknown.....	1	3	4	6	2	4	5			2	2		29
Total.....	20	12	16	38	34	27	16	4	22	15	26	28	258

TABLE 7.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1889, 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	2	3	1	1	1	2	3	3	3	21
Barks.....	1			2	2	1	3	1	1	1	1		13
Barkentines.....					3		1						4
Brigs.....	1			1	3	3	1		3	1			13
Ferry-boats.....	2			4	1	2			3	2	2	1	17
Schooners.....	31	14	29	30	70	35	34	8	34	48	27	24	384
Scows.....					1		1			1			3
Ships.....				1			2		2	1	1		7
Sloops.....	1	4	1	2	5	2	4	2	1	4	1	1	28
Steamers.....	9	16	7	17	7	14	11	3	5	10	7	10	116
Steam-barges.....												1	1
Steam canal-boats.....						1							1
Steamships.....	1	1		4	8	2	2	3	7	2	9	4	43
Steam-yachts.....		1	1	3			1			1			9
Unknown.....			2										2
Total.....	46	37	41	66	103	61	61	19	58	74	51	45	662

TABLE 8.—Abstract of returns of disasters to foreign vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1889, showing NATIONALITY and DESCRIPTION, and distinguishing those TOTALLY LOST and those PARTIALLY DAMAGED.

Nationality and rig.	July.		August.		Septem-ber.		Octo-ber.		Novem-ber.		Decem-ber.		Janu-ary.		Febru-ary.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.																									
British barks	1						1																				6
British brigs																											4
British schooners																											4
British ships	1				2				1	1																	15
British steamers																											15
British steamships																											15
French steamships																											3
German ships	1																										1
German brigs																											1
German steamships																											1
Norwegian barks																											1
Norwegian brigs																											1
Spanish brigs																											3
Spanish steamships																											1
Unknown																											1
Total	1	2			2		1	5	5	4		2	5	3	1		2	2	1	2	2	4	3	20	27	47	
Aggregate	3				2		6	9	2	6	1	4	6	6	1		4	3	3	6	6	6	6	47		47	

NOTE.—For values involved, etc., 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, 1889, 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.		Jann-ary.		Febru-ary.		March.		April.		May.		June.		Total.		Aggregate.			
	Total loss.	Partial loss.																												
Not exceeding 50 tons.....	4	5	6	2	6	6	10	7	11	7	7	8	11	4	4	4	6	12	12	4	4	4	4	1	1	64	79	143		
Over 50 and not exceeding 100 tons.....	3	7	6	3	6	3	11	10	13	5	3	2	6	1	4	1	11	4	7	7	4	1	1	7	36	82	118			
Over 100 and not exceeding 200 tons.....	1	4	2	5	3	5	7	8	14	8	11	11	3	1	1	1	3	6	4	6	4	5	1	6	29	73	102			
Over 200 and not exceeding 300 tons.....	2	1	1	1	1	3	6	3	6	3	8	1	4	1	1	2	2	2	2	3	2	2	2	2	6	14	44	58		
Over 300 and not exceeding 400 tons.....	7	2	1	2	2	5	4	4	4	4	5	1	5	2	1	1	1	4	1	4	4	4	4	5	5	15	38	43		
Over 400 and not exceeding 500 tons.....	1	2	1	2	3	2	4	4	4	3	4	1	4	1	1	1	1	1	1	1	2	1	1	1	1	10	30	40		
Over 500 and not exceeding 600 tons.....	2	2	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	15	17		
Over 600 and not exceeding 700 tons.....	2	2	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	10	11		
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	1	1	1	1	1	1	1	11	13	
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	11	11	
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	11	11	
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	11	11	
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	11	11	
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	11	11	
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	11	11	
Over 1,400 tons.....	3	3	1	1	1	6	1	1	1	8	1	8	1	2	3	1	5	3	1	1	1	1	1	1	1	1	1	4	49	53
Unknown.....	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	1	8	9
Total.....	11	35	9	28	11	30	11	55	84	69	16	45	19	42	8	11	15	43	27	47	14	37	3	42	178	464	662			
Average.....	46	37	41	66	103	61	58	74	51	45	662																			

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, 1889, showing the number of vessels and distinguishing their AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years	4	8	8	7	3	4	4	1	6	4	6	5	60
Over 3 and not exceeding 7 years	9	7	12	16	13	7	9	4	10	3	13	5	115
Over 7 and not exceeding 10 years	4	1	8	6	10	3	4	3	3	3	5	5	63
Over 10 and not exceeding 14 years	1	1	6	10	10	14	8	3	3	3	4	3	60
Over 14 and not exceeding 20 years	8	3	15	23	23	10	7	3	13	3	3	3	121
Over 20 and not exceeding 25 years	10	7	7	5	13	10	7	1	5	16	3	3	95
Over 25 and not exceeding 30 years	7	1	6	9	3	3	6	3	3	3	3	1	50
Over 30 and not exceeding 35 years	1	3	3	6	3	3	3	1	4	3	3	1	30
Over 35 and not exceeding 40 years	1	2	2	5	5	1	1	1	3	3	1	1	20
Over 40 and not exceeding 45 years	1	1	2	3	3	1	1	1	3	3	1	1	16
Over 45 and not exceeding 50 years	1	1	1	1	1	1	1	1	1	1	1	1	4
Over 50 years	1	1	1	1	1	1	1	1	1	1	1	1	5
Unknown	1	1	1	2	3	4	3	1	1	5	2	1	23
Total	46	37	41	66	103	61	61	19	58	74	51	45	662

TABLE 11.—Abstract of returns of disasters to vessels on the ATLANTIC and GULF coasts during the year ending June 30, 1889, showing the number of vessels and distinguishing their CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast	10	22	14	23	33	26	15	4	12	31	12	14	230
Asphalt	1	1	1	1	1	1	1	1	1	1	1	1	11
Chemicals	1	1	1	1	1	1	1	1	1	1	1	1	11
Coal	7	6	8	5	20	4	11	3	7	4	8	6	89
Copper ore	1	1	1	1	1	1	1	1	1	1	1	1	11
Cotton, cotton seed, etc	1	1	1	1	1	1	1	1	1	1	1	1	11
Explosives	1	1	1	1	1	1	1	1	1	1	1	1	11
Fertilizers	1	1	1	1	1	1	1	1	1	1	1	1	11
Fish, oysters, etc	1	3	3	2	5	4	2	3	6	6	2	1	37
Fruit, coffee, nuts, spices, etc	1	1	1	1	1	1	1	1	1	1	1	1	11
Grain	2	1	1	3	1	1	1	1	1	1	1	1	11
Ice	1	1	1	1	1	1	1	1	1	1	1	1	11
Iron, iron ore, etc	1	1	1	1	1	1	1	1	1	1	1	1	11
Lime	1	1	1	1	1	1	1	1	1	1	1	1	11
Live stock	1	1	1	1	1	1	1	1	1	1	1	1	11
Logwood	1	1	1	1	1	1	1	1	1	1	1	1	11
Lumber, timber, etc	5	4	7	5	9	9	1	5	10	6	7	6	68
Machinery	1	1	1	1	1	1	1	1	1	1	1	1	11
Merchandise (general)	3	1	2	5	7	4	1	6	5	6	3	4	45
Naval stores	1	1	1	1	1	1	1	1	1	1	1	1	11
Petroleum	1	1	1	1	1	1	1	1	1	1	1	1	11
Provisions, etc	1	1	1	1	1	1	1	1	1	1	1	1	11
Railroad iron	1	1	1	1	1	1	1	1	1	1	1	1	11
Railroad stock	1	1	1	1	1	1	1	1	1	1	1	1	11
Salt	1	1	1	1	1	1	1	1	1	1	1	1	11
Sand, plaster, etc	1	1	1	1	1	1	1	1	1	1	1	1	11
Stone, brick, etc	5	1	4	4	2	2	1	2	1	3	2	3	27
Sugar, molasses, etc	1	1	1	1	1	1	1	1	1	1	1	1	11
Tar, turpentine, etc	1	1	1	1	1	1	1	1	1	1	1	1	11
Wood	1	1	1	1	1	1	1	1	1	1	1	1	11
Miscellaneous	2	1	3	3	3	3	2	1	3	2	4	2	27
Unknown	2	3	5	5	3	3	3	3	3	3	4	3	31
Total	46	37	41	66	103	61	61	19	58	74	51	45	662

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	44	5,441	30	14	.....	25	19	3	205	208	20
Strandings	244	67,915	169	75	.....	115	129	378	2,031	2,409	64
Vessels collided	258	168,443	135	92	31	16	242	2,945	3,017	5,962	16
Other causes	116	39,619	67	49	.....	22	94	817	985	1,802	6
Total.....	662	281,418	401	230	31	178	484	4,143	6,238	10,381	106

* 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, 1889, showing the NUMBER and VALUE of VESSELS and CARGOES and amount of LOSS to same where known.

Months.	Total value of ves- sels.		Total value of car- goes.		Loss to vesels.		Loss to cargoes.		Number of vesels damaged, amount unknown.*	Number of vesels totally lost, amount unknown.	Number of cargoes totally lost, amount unknown.	Number of cargoes not dam- aged, or damage unknown.
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.				
July.....	2	\$17,000	2	\$9,000	2	\$10,400	1	\$6,500	1	.....	.....	1
August.....	11	343,000	3	10,770	11	249,900	1	10,000	2	.....	.....	4
September.....	5	23,000	3	3,300	5	23,000	3	2,500	.....	.....	.....	.....
October.....	4	43,000	3	12,000	4	28,000	1	11,000	.....	.....	.....	2
November.....	4	82,500	3	6,150	4	15,300	1	1,250	.....	.....	.....	.....
December.....	8	411,000	6	42,200	8	275,475	1	7,685	.....	.....	.....	5
January.....	6	321,000	1	59,400	8	52,400	1	8,100	.....	.....	.....	6
February.....	3	14,000	7	6,400	3	8,150	.....	600	.....	.....	.....	1
March.....	6	119,500	4	8,775	6	22,700	.....	1,200	.....	.....	.....	2
April.....	5	53,700	3	60,250	6	20,900	.....	57,350	.....	.....	.....	.....
May.....	8	548,700	2	11,000	8	61,910	.....	4,000	.....	.....	.....	2
June.....	6	179,000	4	14,150	6	121,650	.....	3,550	.....	.....	.....	2
Total.....	70	2,185,400	43	243,385	70	889,685	4	113,685	4	24	.....	25

*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, 1889, showing the number of VESSELS TOTALLY LOST, the number DAMAGED, and their TONNAGE; the number of PERSONS ON BOARD, and number of LIVES LOST.

Months.	Number of disasters resulting in total loss to vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss unknown.	Number of casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Total number in crews, including master, etc.	Total number of passengers.	Total number of lives lost.
July	1	1			2	895	131	21		
August	6	5	2		13	3,341	6,966	287	181	15
September	5	2			5	339		26	3	
October	2	2			4	329	442	55		25
November	4	4			4		699	59	1	
December	2	6	1		9	1,841	3,900	131	44	2
January	1	7	1		9	296	5,289	131	2	1
February	2	1			3	153	145	16		
March	2	4			6	79	2,463	86	138	
April	1	4			5	827	443	37	92	
May	4	4			8	1,680	3,947	191	195	
June	4	2			6	772	997	92	156	1
Total	30	40	4		74	10,552	25,422	1,112	762	44

TABLE 15.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1889, 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.				Total 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.			Vessels.	Cargoes.	Vessels.	Cargoes.	
	No.	Amount.	No.	Amount.						
July	2	16,000	1	6,500	22,500		1			
August	8	187,000			187,000	3	2	2	3	3
September	3	10,500			10,500	2	2			2
October	2	18,150	1	4,000	22,150	2	3			1
November	2	45,256			45,250	2	3			1
December	3	219,500	1	8,300	227,800	3	5	3	2	1
January	5	184,500			184,500	2	4	2	4	1
February	2	3,300	1	1,000	4,300	1	2			
March	3	11,835			11,835	2	3	1	1	2
April	2	24,000	1	56,195	80,195	2	2	1		2
May	5	361,100			361,100	2	1	1	2	5
June	5	70,000			70,000	1	3		1	2
Total ...	42	1,151,135	5	75,995	1,227,130	22	31	10	13	25

TABLE 16.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1889, distinguishing the NATURE of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered													38
Stranded	2	6	5	2	2	3	4	3	3	2	4	2	16
Collided		4				4	4		2		2		1
A abandoned													1
Damage to hull, masts, rigging, etc							1			1			4
Damage to machinery		1								1			4
Fire				1		1				2	2	1	7
Ice		2											2
Sprung a leak									1				1
Struck wharf, bridge, sunken wreck, etc					2	1							3
Miscellaneous				1									1
Total	2	13	5	4	4	9	9	3	6	5	8	6	74

TABLE 17.—Abstract of returns of disasters (excluding collisions) to vessels on the PACIFIC coast during the year ending June 30, 1889, distinguishing the CAUSE of each disaster.

Class and cause of disaster.	Foundering.	Strandings.	Other causes.	Missing vessels.	Total.
CLASS 1.—Causes connected with the weather :					
Calms, currents, and tides		3	1		4
Darkness		1			1
Fog		8			8
Gales, hurricanes, etc		9			9
Heavy sea		8	3		11
Total of class 1		29	4		33
CLASS 2.—Causes connected with vessels, equipments, or stowage :					
Defective chart		1			1
Total of class 2		1			1
CLASS 3.—Causes connected with navigation and seamanship :					
Error of pilots		2			2
Total of class 3		2			2
CLASS 4.—Causes connected with machinery or boilers :					
Damage to machinery			4		4
Total of class 4			4		4
CLASS 5.—Other causes :					
Fire			7		7
Ice			2		2
Sprung a leak			1		1
Struck rock, wreck, bridge, etc		1	1		2
Miscellaneous		4	1		5
Unknown		1			1
Total of class 5		6	12		18
Aggregate		38	20		58

TABLE 18.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1889, 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.
Darkness						1							1
Errors of masters, officers, or crews							1						1
" Fault of other vessel "						1							2
Fog		2							2				4
High and baffling winds		2											2
Tides, currents, etc						2							2
Miscellaneous						2							2
Unknown											2		2
Total.....		4				4	4		2		2		16

TABLE 19.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1889, showing the number of vessels and distinguishing their DESCRIPTION.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barks	1	5		1			2		1	1	2		13
Barkentines													1
Schooners	1	2	5	3		1	2	2	1	1	2	2	25
Ships		1				1							2
Steamers		3			3	5	1		4	2	1	4	25
Steamships		2			1	2	1		2	2	2		8
Total.....	2	13	5	4	4	9	9	3	6	5	8	6	74

TABLE 20.—Abstract of returns of disasters to foreign vessels on the PACIFIC coast during the year ending June 30, 1889, showing NATIONALITY and DESCRIPTION, and distinguishing those TOTALLY LOST and those PARTIALLY DAMAGED.

Nationality and rig.	August.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	
British steamship		1		1	1
Hawaiian bark		1		1	1
Total.....		2		2	2
Aggregate.....	2		2		

NOTE.—For values involved, etc., 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, 1889, showing the TONNAGE and detailing 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.																									
Not exceeding 50 tons.....					2									2				2									
Over 50 and not exceeding 100 tons.....			1		2					1		1		2													
Over 100 and not exceeding 200 tons.....				2	1									1													
Over 200 and not exceeding 300 tons.....							1			2		2		1													
Over 300 and not exceeding 400 tons.....				1				2																			
Over 400 and not exceeding 500 tons.....									1																		
Over 500 and not exceeding 600 tons.....				3						1																	
Over 600 and not exceeding 700 tons.....				1																							
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.....				2																							
Over 1,300 and not exceeding 1,400 tons.....																											
Over 1,400 tons.....																											
Unknown.....				2																							
Total.....	1	1	6	7	5		2	2	4	4	2	7	1	8	2	1	2	4	1	4	4	4	4	4	2	30	44
Aggregate.....	2	13	5								9	9	9	9	3	6	6	5	5	8	8	8	8	8	74	74	

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, 1889, showing the number of vessels and distinguishing their AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years.....	2	1	1	2	3	3	1	1	3	3	3	20	
Over 3 and not exceeding 7 years.....	2	2	3	2	3	2	2	1	1	1	6	6	
Over 7 and not exceeding 10 years.....	3	1	1	1	2	1	2	2	2	1	1	6	
Over 10 and not exceeding 14 years.....	1	1	2	2	1	2	1	1	1	1	2	13	
Over 14 and not exceeding 20 years.....	1	2	2	1	1	2	1	2	2	2	5	11	
Over 20 and not exceeding 25 years.....	1	1	1	1	1	1	1	2	1	1	1	5	
Over 25 and not exceeding 30 years.....	1	1	1	1	1	1	1	2	1	1	1	5	
Over 30 and not exceeding 35 years.....	1	1	1	1	1	1	1	1	1	1	1	3	
Over 35 and not exceeding 40 years.....	1	1	1	1	1	1	1	1	1	1	1	1	
Over 40 and not exceeding 45 years.....	1	1	1	1	1	1	1	1	1	1	1	1	
Over 45 and not exceeding 50 years.....	1	1	1	1	1	1	1	1	1	1	1	1	
Over 50 years.....	1	1	1	1	1	1	1	1	1	1	1	4	
Unknown.....	2	13	5	4	4	9	9	3	6	5	8	6	74

TABLE 23.—Abstract of returns of disasters to vessels on the PACIFIC coast during the year ending June 30, 1889, 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	2	1	1	1	1	1	2	2	2	5	2	25
Coal.....	1	1	1	1	2	1	1	1	2	1	1	1	13
Lumber.....	1	1	1	1	2	4	2	2	1	1	1	1	20
Merchandise (general).....	2	2	1	1	1	2	2	2	2	1	2	1	13
Stone.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Whale oil.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Wood.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Miscellaneous.....	1	1	1	1	1	1	1	1	1	1	1	1	11
Unknown.....	2	2	2	2	2	1	1	1	1	1	1	1	14
Total.....	2	13	5	4	4	9	9	3	6	5	8	6	74

TABLE 24.—Summary—PACIFIC coast.

Nature of casualties.	Number of vessels.	Total number of tons.	Laden.	Ballast.	Unknown whether laden or not.	Total loss.	Partial and unknown loss.	Number of passengers.	Number in crews.	Total on board.	Total number of lives lost.
Founderings.....	38	9,551	21	17	24	14	127	485	612	27	
Strandings.....	16	15,999	10	2	4	1	15	471	795	16	
Vessels collided.....	20	10,424	14	6	5	15	164	303	467	1	
Other causes.....	20	10,424	14	6	5	15	164	303	467	1	
Total.....	74	35,974	45	25	4	30	44	762	1,112	1,874	44

*In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 14.

GREAT LAKES.

TABLE 25.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1889, 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.		Number of vessels, value		Number of cargoes, value		Unknown whether laden or		Loss to vessels.		Loss to cargoes.		Number of vessels damaged.		Number of cargoes totally		Number of cargoes not dam-	
	Number.	Amount.	Number.	Amount.	Number of vessels, value	Number.	Amount.	Number.	Amount.	Unknown whether laden or	Number.	Amount.	Number.	Amount.	Number of vessels damaged.	Number.	Amount.	Number of cargoes totally	Number of cargoes not dam-	
July.....	20	\$1,071,100	16	\$91,535	1	.....	1	.....	1	.....	18	\$95,020	3	.....	3	.....	3	.....	.....	14
August.....	41	1,205,290	28	193,675	4	.....	4	.....	4	.....	40	57,780	5	.....	5	.....	7	.....	.....	25
September.....	32	1,640,000	26	299,600	1	.....	1	.....	1	.....	30	95,910	3	.....	3	.....	13	.....	.....	14
October.....	46	1,255,100	32	541,970	1	.....	1	.....	1	.....	43	137,120	4	.....	4	.....	16	.....	.....	17
November.....	25	642,975	18	149,840	.....	.....	.....	.....	.....	.....	25	208,825	.....	.....	.....	.....	6	.....	.....	12
December.....	1	10,000	.....	.....	.....	.....	.....	.....	.....	.....	1	10,000	.....	.....	.....	.....	.....	.....	.....	17
January.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
February.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
March.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
April.....	16	530,500	9	43,365	.....	.....	.....	.....	.....	.....	14	38,375	.....	.....	.....	.....	3	.....	.....	7
May.....	37	1,236,200	30	173,575	.....	.....	.....	.....	.....	.....	36	144,445	.....	.....	.....	.....	3	.....	.....	15
June.....	27	1,250,100	17	405,830	.....	.....	.....	.....	.....	.....	26	224,850	.....	.....	.....	.....	6	.....	.....	17
Total.....	245	8,870,265	176	1,899,330	13	.....	3	.....	13	.....	232	1,012,325	.....	.....	.....	.....	70	.....	.....	131

*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 24.

TABLE 26.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1889, showing the number of VESSELS TOTALLY LOST, the number DAMAGED, and their TONNAGE; the number of PERSONS ON BOARD, and number of LIVES LOST.

Months.	Number of disasters resulting in total loss to vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss unknown.	Number of casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Total number in crews, including master, etc.	Total number of passengers.	Total number of lives lost.
July.....	2	16	1	2	21	468	16,861	233		
August.....	6	34	5		45	696	26,780	408	8	1
September.....	5	25	2	1	33	545	25,641	375	7	
October.....	16	27	1	3	47	3,291	20,520	485	20	10
November.....	10	15			25	3,315	7,968	261		2
December.....	1				1	234		12		
January.....										
February.....										
March.....										
April.....	1	13	1	2	17	101	10,157	180		
May.....	7	28	1	2	38	2,031	20,398	408	1	13
June.....	2	24	4	1	31	2,009	18,286	355	30	
Total.....	50	182	15	11	258	12,690	146,611	2,717	66	26

TABLE 27.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1889, 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.				Total 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.			Vessels.	Cargoes.	Vessels.	Cargoes.	
	No.	Amount.	No.	Amount.						
July.....	14	\$514,700	6	\$23,835	\$538,535	6	6	1	5	4
August.....	22	591,100	12	107,550	698,650	16	8	7	12	13
September.....	18	650,800	16	180,400	831,200	10	6	5	5	6
October.....	26	667,215	14	419,690	1,086,905	16	7	5	13	13
November.....	18	351,485	9	75,115	426,600	6	6	1	3	7
December.....	1	5,500			5,500					1
January.....										
February.....										
March.....										
April.....	6	258,000	3	21,815	279,815	9	6	2	1	7
May.....	21	721,680	12	95,810	819,490	15	11	2	8	7
June.....	11	489,300	5	263,600	752,900	12	5	8	13	8
Total...	137	4,251,780	77	1,187,815	5,439,595	90	55	31	60	66

TABLE 29.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1889, distinguishing the NATURE of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	1	1	1	3	1	.....	.....	.....	.....	.....	1	.....	8
Stranded	4	11	12	21	11	.....	.....	.....	.....	6	18	9	92
Collided	10	19	10	12	2	.....	.....	.....	.....	6	6	20	85
Abandoned .....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Capsized	1	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Damage to hull, masts, rigging, etc .....	.....	2	1	3	1	.....	.....	.....	1	.....	1	.....	9
Damage to machinery	1	4	.....	1	3	.....	.....	.....	1	3	.....	.....	13
Fire	2	1	6	3	6	1	.....	.....	1	3	1	.....	24
Ice .....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Sprung a leak	1	2	.....	1	.....	.....	.....	.....	.....	.....	2	.....	6
Struck wharf, bridge, sunken wreck, etc.	1	3	1	2	1	.....	.....	.....	.....	3	.....	1	12
Waterlogged .....	.....	.....	2	.....	.....	.....	.....	.....	1	.....	.....	.....	3
Miscellaneous .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Total	21	45	33	47	25	1	.....	.....	17	38	31	.....	258

TABLE 29—Abstract of returns of disasters (excluding collisions) to vessels on the GREAT LAKES during the year ending June 30, 1889, distinguishing the CAUSE of each disaster.

Class and cause of disaster.	Foundering.	Strandings.	Other causes.	Missing vessels.	Total.
CLASS 1.—Causes connected with the weather :					
Calms, currents, and tides .....	.....	2	.....	.....	2
Darkness .....	.....	18	.....	.....	18
Fog .....	.....	16	1	.....	17
Gales, hurricanes, etc.	4	23	21	.....	48
Heavy sea .....	.....	10	2	.....	12
Total of class 1	4	69	24	.....	97
CLASS 2.—Causes connected with vessels, equipments, or storage :					
Defective hull, masts, rigging, etc. ....	.....	1	.....	.....	1
Error in compass .....	.....	1	.....	.....	1
Total of class 2 .....	.....	2	.....	.....	2
CLASS 3.—Causes connected with navigation and seamanship :					
Errors of masters, officers, or crews .....	.....	6	1	.....	7
Errors of pilots .....	.....	5	.....	.....	5
Total of class 3 .....	.....	11	1	.....	12
CLASS 4.—Causes connected with machinery or boilers :					
Damage to machinery .....	.....	.....	13	.....	13
Total of class 4 .....	.....	.....	13	.....	13
CLASS 5.—Other causes :					
Absence of lights or buoys .....	.....	2	.....	.....	2
Accidental .....	.....	1	.....	.....	1
Fire .....	.....	.....	24	.....	24
Ice .....	.....	.....	1	.....	1
Sprung a leak	2	1	2	.....	5
Struck wreck, bridge, pier, etc. ....	.....	.....	7	.....	7
Miscellaneous .....	.....	6	.....	.....	6
Unknown	2	.....	1	.....	3
Total of class 5	4	10	35	.....	49
Aggregate	8	92	73	.....	173

TABLE 30.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1889, 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
Bad management.....	2	1	..	4	..	..	..	..	..	..	..	..	7
Carelessness.....	..	..	..	1	..	..	..	..	..	..	..	..	1
Darkness.....	4	2	..	2	..	..	..	..	..	..	..	2	10
"Fault of other vessel".....	3	2	5	1	..	..	..	..	..	1	1	..	15
Fault of tug towing.....	..	4	1	..	2	..	..	..	..	..	..	..	7
Fog.....	..	7	..	..	..	..	..	..	..	..	2	8	10
High and baffling winds.....	..	..	..	2	..	..	..	..	..	2	..	..	9
Misunderstanding signals.....	..	..	..	2	..	..	..	..	..	..	..	..	2
Unavoidable.....	..	..	..	..	..	..	..	..	..	2	..	..	2
Want of proper lights.....	..	..	1	..	..	..	..	..	..	..	..	..	1
Miscellaneous.....	..	3	3	2	..	..	..	..	..	1	2	4	14
Unknown.....	..	..	..	..	..	..	..	..	..	1	1	4	6
Total.....	10	19	10	12	2	..	..	..	..	6	6	20	85

TABLE 31.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1889, showing the number of vessels and distinguishing their DESCRIPTION.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
	Barges.....	1	1	..	3	1	1	1	..	8
Schooners.....	9	28	14	19	9	..	..	..	..	8	20	12	119
Scows.....	..	..	..	1	..	..	..	..	..	..	..	..	2
Sloops.....	..	1	..	..	..	..	..	..	..	..	..	..	1
Steamers.....	9	11	16	22	15	1	..	..	..	7	17	13	111
Steam-barges.....	1	3	1	1	..	..	..	..	..	..	..	..	8
Steamships.....	1	1	1	1	..	..	..	..	..	1	..	3	8
Yachts.....	..	..	1	..	..	..	..	..	..	..	..	..	1
Total.....	21	45	33	47	25	1	..	..	..	17	38	31	258

TABLE 32.—Abstract of returns of disasters to foreign vessels on the GREAT LAKES during the year ending June 30, 1889, showing NATIONALITY and DESCRIPTION, and distinguishing those TOTALLY LOST and those PARTIALLY DAMAGED.

Nationality and rig.	August.		September.		October.		November.		May.		Total.		Aggregate.
	Total loss.	Partial loss.											
British barges.....	1	1	2	..	2
British schooners.....	..	3	1	..	1	..	1	..	6	6
British steamers.....	3	3	3
British steam-barges.....	1	1	1
Total.....	..	3	1	1	1	4	..	1	1	1	2	10	12
Aggregate.....	3	..	1	..	5	..	1	..	2	..	12

NOTE.—For values involved, etc., 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, 1889, 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.....	2	1	3	1	3	1	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 50 and not exceeding 100 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	1
Over 100 and not exceeding 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	1
Over 200 and not exceeding 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	1
Over 300 and not exceeding 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	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	1	1	1
Over 500 and not exceeding 600 tons.....	2	1	3	1	3	1	4	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Over 600 and not exceeding 700 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	1
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	1	1	1	1	1	1	1	1
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	1
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	1
Over 1,000 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	1
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	1
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	1
Over 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	1
Unknown.....	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	1
Total.....	2	19	6	39	5	28	16	31	10	15	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Aggregate.....	21	45	33	47	25	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

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 25.

TABLE 34.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1889, showing the number of vessels and distinguishing their AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years.....	3	6	8	6	3	.....	.....	.....	.....	1	5	3	35
Over 3 and not exceeding 7 years.....	5	3	5	9	2	.....	.....	.....	.....	3	3	2	31
Over 7 and not exceeding 10 years.....	3	5	5	1	1	.....	.....	.....	.....	.....	5	1	22
Over 10 and not exceeding 14 years.....	1	6	4	12	5	.....	.....	.....	.....	.....	4	4	24
Over 14 and not exceeding 20 years.....	6	16	5	17	9	.....	.....	.....	.....	5	8	11	77
Over 20 and not exceeding 25 years.....	1	6	3	8	2	.....	.....	.....	.....	1	8	8	36
Over 25 and not exceeding 30 years.....	.....	1	1	2	2	.....	.....	.....	.....	.....	5	.....	13
Over 30 and not exceeding 35 years.....	1	2	3	2	.....	.....	.....	.....	.....	.....	.....	1	9
Over 35 and not exceeding 40 years.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....	.....	4
Over 40 and not exceeding 45 years.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Over 45 and not exceeding 50 years.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Over 50 years.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Unknown.....	1	.....	1	.....	.....	.....	.....	.....	.....	1	.....	2	5
Total.....	21	45	33	47	25	1	.....	.....	.....	17	38	31	258

TABLE 35.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1889, showing the number of vessels and distinguishing their CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	4	13	6	13	7	1	.....	.....	.....	7	7	8	66
Coal.....	7	8	8	7	4	.....	.....	.....	.....	.....	4	5	43
Fruit, coffee, nuts, spice, etc.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Grain.....	.....	2	5	4	1	.....	.....	.....	.....	.....	1	4	18
Iron, iron ore, etc.....	6	9	4	4	3	.....	.....	.....	.....	3	8	2	39
Lime.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	2
Lumber.....	1	6	5	13	7	.....	.....	.....	.....	4	14	2	52
Merchandise (general).....	.....	.....	.....	3	1	.....	.....	.....	.....	.....	.....	3	7
Railroad iron.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Sand, plaster, etc.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	2
Stone, brick, etc.....	1	1	.....	.....	1	.....	.....	.....	.....	1	1	.....	5
Wood.....	1	2	.....	1	.....	.....	.....	.....	.....	.....	.....	2	6
Miscellaneous.....	.....	.....	2	.....	1	.....	.....	.....	.....	.....	.....	.....	3
Unknown.....	1	4	1	1	.....	.....	.....	.....	.....	1	1	4	13
Total.....	21	45	33	47	25	1	.....	.....	.....	17	38	31	258

TABLE 36.—Abstract of returns of disasters to vessels on the GREAT LAKES during the year ending June 30, 1889, 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.....	3	12	2	4	10	1	.....	.....	.....	.....	3	5	40
Lake Huron.....	3	2	6	10	3	.....	.....	.....	.....	3	10	1	37
Lake Michigan.....	5	12	12	20	6	.....	.....	.....	.....	9	14	12	90
Lake Ontario.....	1	3	1	.....	1	.....	.....	.....	.....	.....	1	.....	9
Lake Superior.....	.....	1	1	5	2	.....	.....	.....	.....	3	1	7	20
Lake St. Clair.....	2	5	4	.....	.....	.....	.....	.....	.....	.....	3	.....	21
Straits of Mackinaw.....	.....	3	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
Detroit River.....	1	.....	3	.....	1	.....	.....	.....	.....	.....	3	.....	8
St. Clair River.....	6	3	3	2	.....	.....	.....	.....	.....	1	2	.....	17
St. Mary's River.....	.....	4	.....	1	2	.....	.....	.....	.....	.....	1	4	12
Total.....	21	45	33	47	25	1	.....	.....	.....	17	38	31	258

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.
Foundering	8	1,458	5	3	.....	8	.....	.....	46	46	9
Strandings	92	62,173	74	18	.....	19	73	11	1,052	1,063	8
Vessels collided	85	59,258	54	18	13	4	81	19	848	867	5
Other causes	73	36,412	46	27	.....	19	54	36	771	807	4
Total	258	159,301	179	66	13	50	208	66	2,717	2,783	26

* In this column are included the casualties in which no damage was sustained by the vessel, for the number of which see appropriate column in Table 24.

RIVERS.

TABLE 38.—Abstract of returns of disasters to vessels on the Rivers of the United States during the year ending June 30, 1889, 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 vessels damaged, amount unknown.*		Number of cargoes totally lost, amount unknown.		Number of cargoes not dam- aged, or damage unknown.	
	Number.	Amount.	Number of vessels, value unknown.	Amount.	Number.	Amount.	Number of cargoes, value unknown.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number of vessels damaged, amount unknown.*	Number of cargoes totally lost, amount unknown.	Number of cargoes not dam- aged, or damage unknown.			
July.....	5	\$91,200	1	\$11,695	3	\$11,695	1	5	\$52,100	3	\$8,410	1	3	1	
August.....	25	685,100	136,750	12	136,750	1	24	61,140	1	45,250	1	1	3	
September.....	14	161,000	.....	59,600	5	59,600	.....	.....	13	49,980	.....	.....	26,090	.....	.....	.....	.....	3
October.....	12	142,800	.....	22,800	7	22,800	.....	.....	11	60,250	.....	.....	9,200	.....	.....	.....	.....	2
November.....	14	288,750	.....	68,515	11	68,515	.....	.....	14	86,625	.....	.....	18,800	.....	.....	.....	.....	5
December.....	13	268,200	.....	342,150	9	342,150	.....	.....	13	124,825	.....	.....	238,600	.....	.....	.....	.....	5
January.....	7	77,700	.....	25,600	6	25,600	.....	.....	17	59,500	.....	.....	16,700	.....	.....	.....	.....	1
February.....	16	243,500	.....	116,800	11	116,800	.....	.....	17	46,100	.....	.....	36,450	.....	.....	.....	.....	4
March.....	13	183,500	.....	84,750	7	84,750	.....	.....	13	28,775	.....	.....	30,515	.....	.....	.....	.....	2
April.....	13	1,205,500	.....	57,285	7	57,285	.....	.....	12	50,050	.....	.....	31,815	.....	.....	.....	.....	7
May.....	11	248,000	.....	11,750	5	11,750	.....	.....	12	24,000	.....	.....	1,850	.....	.....	.....	.....	3
June.....	14	342,000	.....	136,800	6	136,800	.....	.....	3	28,165	.....	.....	2,200	.....	.....	.....	.....	3
Total.....	157	3,876,750	7	1,021,075	89	1,021,075	3	7	154	666,680	.....	10	429,290	.....	.....	.....	.....	50

* 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, 1889, showing the number of VESSELS TOTALLY LOST, the number DAMAGED, and their TONNAGE; the number of PERSONS ON BOARD, and number of LIVES LOST.

Months.	Number of disasters resulting in total loss to vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss unknown.	Number of casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Total number in crews including master, etc.	Total number of passengers.	Total number of lives lost.
July.....	2	3	1	.....	6	1,621	372	77	25	.....
August.....	6	18	.....	1	25	1,747	6,987	487	513	1
September.....	4	9	.....	1	14	908	2,263	213	156	1
October.....	7	4	.....	1	12	1,170	1,847	208	69	.....
November.....	4	10	.....	.....	14	740	2,978	190	16	2
December.....	5	8	2	.....	15	1,933	1,782	348	204	56
January.....	4	3	.....	.....	7	2,509	728	261	25	3
February.....	6	11	.....	.....	17	1,695	5,282	328	133	1
March.....	3	10	.....	.....	13	2,354	3,688	171	101	3
April.....	4	8	.....	1	13	536	8,204	278	386	5
May.....	.....	11	.....	.....	11	.....	4,019	160	70	1
June.....	1	13	3	.....	17	13	5,586	249	87	.....
Total.....	46	108	6	4	164	15,226	44,336	2,979	1,784	77

TABLE 40.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1889, 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.				Total 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.			Vessels.	Cargoes.	Vessels.	Cargoes.	
	No.	Amount.	No.	Amount.						
July.....	4	\$62,000	1	\$6,000	\$68,000	1	1	1	2	2
August.....	13	171,000	6	130,000	301,000	11	4	1	2	12
September.....	9	78,300	3	36,000	114,300	3	1	2	2	9
October.....	7	49,000	3	12,400	61,400	5	3	.....	1	5
November.....	10	78,000	3	6,500	84,500	4	6	.....	2	3
December.....	9	100,550	3	208,100	308,650	4	1	2	7	4
January.....	4	46,000	5	25,000	71,000	3	1	.....	1	6
February.....	5	43,000	3	43,500	86,500	11	4	1	4	1
March.....	4	44,100	3	33,500	77,600	8	3	1	1	6
April.....	5	280,060	1	1,500	281,560	6	2	2	6	4
May.....	5	31,000	.....	.....	31,000	5	2	1	3	6
June.....	7	69,400	3	123,700	193,100	7	1	3	6	7
Total....	82	1,052,350	33	626,200	1,678,550	68	29	14	37	65

TABLE 41.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1889, distinguishing the NATURE of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered .....	..	4	1	..	2	..	1	..	1	1	1	..	11
Stranded .....	..	7	..	1	..	..	3	..	..	..	..	..	25
Collided .....	..	6	6	2	4	6	..	..	4	4	..	..	44
Capsized .....	..	..	..	..	..	..	..	..	1	..	..	..	1
Damage to hull, masts, rigging, etc .....	..	1	..	1	..	..	..	..	..	..	..	..	2
Damage to machinery .....	..	1	1	..	1	..	..	1	..	1	..	..	5
Fire	1	..	2	3	3	6	..	1	1	3	..	..	25
Ice .....	..	..	..	..	..	..	..	1	..	..	..	..	1
Sprung a leak .....	..	..	1	..	..	..	..	..	..	..	..	..	1
Struck wharf, bridge, sunken wreck, etc	1	6	3	5	2	2	3	4	..	2	5	2	37
Miscellaneous .....	..	..	..	..	..	1	..	..	..	..	..	..	3
Total	6	25	14	12	14	15	7	17	13	13	11	17	164

TABLE 42.—Abstract of returns of disasters (excluding collisions) to vessels on the RIVERS of the United States during the year ending June 30, 1889, distinguishing the CAUSE of each disaster.

Class and cause of disaster.	Foundering.	Strandings.	Other causes.	Missing vessels.	Total.
CLASS 1.—Causes connected with the weather :					
Calms, currents, and tides .....	..	3	1	..	4
Darkness .....	..	2	1	..	3
Fog .....	..	1	1	..	2
Gales, hurricanes, etc	5	8	5	..	18
Total of class 1	5	14	8	..	27
CLASS 3.—Causes connected with navigation and seamanship :					
Errors of masters, officers, or crews	1	1	..	..	2
Errors of pilots .....	..	1	2	..	3
Total of class 3	1	2	2	..	5
CLASS 4.—Causes connected with machinery or boilers :					
Damage to machinery .....	..	2	13	..	15
Total of class 4 .....	..	2	13	..	15
CLASS 5.—Other causes :					
Absence of lights or buoys .....	..	1	..	..	1
Capsized	1	..	..	..	1
Fire .....	..	..	25	..	25
Ice .....	..	..	1	..	1
Spontaneous combustion .....	..	..	1	..	1
Sprung a leak	1	1	1	..	3
Struck rock, wreck, bridge, etc .....	..	2	31	..	33
Miscellaneous	3	1	2	..	6
Unknown .....	..	2	..	..	2
Total of class 5	5	7	61	..	73
Aggregate	11	25	84	..	120

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, 1889, 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.
Bad management.....						1						2	3
Carelessness.....						2			2				4
Darkness.....		2											2
Error of pilots.....			1	1			2			4	2		10
"Fault of other vessel".....		1	1										2
Fault of tug towing.....			2	2									4
Fog.....			2		2			2					6
Tides, currents, etc.....	2			2	2				2			2	10
Unavoidable.....		2											2
Unknown.....		1	1			1							3
Total.....	2	6	6	2	4	6		2	4	4	2	6	44

TABLE 44.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1889, 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	2				4
Barkentines.....	1												1
Ferry-boats.....	1		1	1		1			2	1			10
Schooners.....	1	4	2	1	3	2	1		2	2	2	6	28
Sloops.....							1			1			2
Steamers.....	2	19	11	10	11	12	5	14	6	7	5	10	112
Steamships.....										2		1	4
Steam canal-boats.....								1					1
Yachts.....		1											1
Unknown.....	1												1
Total.....	6	25	14	12	14	15	7	17	13	13	11	17	164

TABLE 45.—Abstract of returns of disasters to Foreign vessels on the RIVERS of the United States during the year ending June 30, 1889, showing NATIONALITY and DESCRIPTION, and distinguishing those TOTALLY LOST and those PARTIALLY DAMAGED.

Nationality and rig.	April.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	
British steamship.....		1		1	1
Total.....		1		1	1
Aggregate.....		1		1	1

NOTE.—For values involved, etc., in the casualties embraced in this table, as near as they can be ascertained, see Summary, Table 62.

TABLE 46.—Abstract of returns of disaster to vessels on the RIVERS of the United States during the year ending June 30, 1969, 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.			
	Total loss.	Partial loss.	Aggregate.																									
Not exceeding 50 tons.....	1	5	3	4	2	1	1	1	1	1	2	1	1	1	1	1	2	2	1	2	1	1	1	1	1	9	28	
Over 50 and not exceeding 100 tons.....	3	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	11	19	
Over 100 and not exceeding 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	7	13	
Over 200 and not exceeding 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	11	18	
Over 300 and not exceeding 400 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	3	18	
Over 400 and not exceeding 500 tons.....	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	4	14	
Over 500 and not exceeding 600 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	5	19
Over 600 and not exceeding 700 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	14	15
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	1	1	1	1	1	1	6	6
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	2	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	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	1	1	1	1	1	1	1	1	1	3	3	
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	3	3	
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	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	1	1	1	1	1	1	3	3	
Over 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	4	4	
Unknown.....	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	4	4	
Total.....	3	4	6	19	4	10	7	5	4	10	5	10	4	3	6	11	3	10	4	9	11	1	1	16	46	118	164	
Aggregate.....	6	25	14	12	14	15	7	17	13	13	11	17	13	17	13	11	17	13	13	13	11	17	17	17	164	164		

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 86.

TABLE 47.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1889, showing the number of vessels and distinguishing their AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years		3	3	1	1	2	1	4	1	3		4	18
Over 3 and not exceeding 7 years	2	7	5	4	2	4	2	3	1	3		6	43
Over 7 and not exceeding 10 years	1	6	3	3	2	3	3	5	3	3		3	28
Over 10 and not exceeding 14 years	1	4	3	3	4	3	1	1	5	1		3	27
Over 14 and not exceeding 20 years		4	3	3	3	1			3	4		1	21
Over 20 and not exceeding 25 years			1		1			1		3		3	14
Over 25 and not exceeding 30 years									1				1
Over 30 and not exceeding 35 years				1									1
Over 35 and not exceeding 40 years		1	2		1					1			5
Over 40 and not exceeding 45 years	1												1
Over 45 and not exceeding 50 years													
Over 50 years	1					2			1			1	5
Unknown	1												
Total	6	25	14	12	14	15	7	17	13	13	11	17	164

TABLE 48.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1889, 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	12	9	5	3	4	1	6	6	4	6	7	65
Coal		1	1	1	1	1			1	1			6
Cotton, cotton seed, etc		1	1	1		6	1	3					13
Fertilizers								1					1
Fruit, nuts, coffee, spices, etc					1				2				1
Grain	1	1	1		2			1	2			1	11
Ice	1	2							1		2	1	7
Iron, iron-ore, etc					2								2
Live-stock				1									1
Logwood										1			1
Lumber	1	1	2	2	1	2					2	1	10
Merchandise (general)		4	1	2	2		4	3		4	1		22
Provisions, etc								3	1				4
Salt								3	1				1
Sand, plaster, etc				1									1
Stone, brick, etc		1			1								3
Sugar, molasses, etc		1											1
Miscellaneous			1		1		1			1			1
Unknown	1	1				2						3	7
Total	6	25	14	12	14	15	7	17	13	13	11	17	164

TABLE 49.—Abstract of returns of disasters to vessels on the RIVERS of the United States during the year ending June 30, 1889, distinguishing the RIVERS on which they occurred.

Rivers.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Apalachicola, Florida			1										1
Arkansas											1		1
Atchafalaya, Louisiana		2	1			1							4
Bayou Teche, Louisiana						1							1
Black, Missouri		1				1					1		3
Calcasieu, Louisiana							1						1
Cape Fear, North Carolina							1						1
Chattahoochee							1						1
Chowan, North Carolina								1	1	1			3
Columbia							1						1
Connecticut										1			1
Cumberland						1							1
Current, Arkansas				1									1
Delaware	3	5	4	1	2	4		1	4	2	3	3	32
Dwamish, Washington												1	1
Flint, Georgia			1					1					2
Green, Kentucky								1	1				2
Hudson		2		1	2			1		4	2	2	14
James					2								2
Kanawha			1										1
Kennebec		2										2	4
Little Kanawha			2										2
Maumee, Ohio												1	1
Mississippi	1	11	1	4	1	3	2	6	4	1	1	3	38
Missouri	1		1										3
Oconee, Georgia					1								1
Ohio				1	1			1			1	2	6
Onachita, Louisiana						1							1
Pearl, Mississippi						3							3
Penobscot											1		1
Potomac			2	1	1				2		1	1	8
Red, Louisiana							1		1				2
Saginaw, Michigan				1									1
St. Croix							1						1
St. John's Florida					2					1			3
San Joaquin, California												1	1
Schuylkill	1												1
Skagit, Washington		1						1					2
Tennessee							1					1	2
Tombigbee								1					1
White, Arkansas		1											1
Willamette, Oregon				2	1			2		2			7
Yazoo, Mississippi						1							1
York, Virginia										1			1
Total	6	25	14	12	14	15	7	17	13	13	11	17	164

TABLE 50.—Summary—RIVERS of the United States.

Nature of casualties.	Number of vessels.		Total number of tons.		Laden.	Ballast.	Unknown whether laden or not.	Total loss.	Partial and unknown loss.*	Number of passengers.	Number in crews.	Total on board.	Total number of lives lost.
	Number of vessels.	Total number of tons.	Laden.	Ballast.									
Foundering	11	1,533	4	7				5	6	2	63	65	9
Strandings	25	12,252	19	6				7	18	281	633	914	2
Vessels collided	44	17,792	20	17			7	3	41	928	458	1,386	1
Other causes	84	27,985	49	35				31	53	573	1,816	2,389	65
Total	164	59,562	92	65			7	46	118	1,784	2,970	4,754	77

*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, 1889, 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.		Number of vessels to- tally lost, amount un- known.	Number of vessels dam- aged, amount un- known.*	Loss to cargoes.		Number of cargoes to- tally lost, amount un- known.	Number of cargoes not damaged, or damage unknown.
	Num- ber.	Amount.		Num- ber.	Amount.			Num- ber.	Amount.			Num- ber.	Amount.		
July.....	11	\$428,500	1	\$582,750	11	\$49,150	1	1	1	1	1	4	\$16,395	.....	6
August.....	19	281,800	1	520,000	15	319,000	1	1	1	1	1	9	19,050	.....	6
September.....	22	440,000	1	319,275	15	176,580	1	.....	.....	.....	.....	14	83,175	.....	6
October.....	18	501,400	.....	136,340	14	114,750	.....	.....	.....	.....	.....	8	29,340	.....	7
November.....	41	1,203,400	3	784,300	34	311,625	2	.....	.....	.....	.....	21	85,885	.....	16
December.....	33	568,150	1	311,625	24	201,195	1	.....	.....	.....	.....	14	41,500	.....	14
January.....	17	453,000	1	200,195	11	84,900	1	.....	.....	.....	.....	17	21,465	.....	7
February.....	22	383,000	2	540,300	19	104,410	2	.....	.....	.....	.....	12	84,758	.....	10
March.....	37	2,484,305	2	786,720	29	1,791,280	2	.....	.....	.....	.....	18	105,429	.....	13
April.....	36	1,041,850	1	1,161,529	26	1,791,280	1	.....	.....	.....	.....	16	212,823	.....	13
May.....	22	728,000	1	320,885	14	820,885	1	.....	.....	.....	.....	8	84,700	.....	7
June.....	15	128,800	4	70,705	13	73,300	4	.....	.....	.....	.....	8	24,106	.....	11
Total.....	293	8,602,305	17	6,716,620	227	3,589,650	16	286	1	23	139	762,230	8	119	.....

*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, 1889, showing the number of VESSELS TOTALLY LOST, the number DAMAGED, and their TONNAGE; the number of PERSONS on BOARD, and number of LIVES LOST.

Months.	Number of disasters resulting in total loss to vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss unknown.	Number of casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Total number in crews, including master, etc.	Total number of passengers.	Total number of lives lost.
July.....	3	9	.....	.....	12	450	9,280	285	.....	.....
August.....	6	13	1	.....	20	2,257	8,508	186	9	10
September.....	10	11	.....	1	22	3,673	8,310	249	22	38
October.....	9	8	.....	1	18	3,572	6,473	178	82	21
November.....	18	22	2	2	44	6,629	19,513	472	152	87
December.....	12	21	1	.....	34	5,117	14,492	341	11	15
January.....	6	10	1	1	18	2,017	7,296	218	1	.....
February.....	6	15	2	1	24	2,128	12,082	266	5	12
March.....	13	24	2	.....	39	10,000	14,723	1,241	115	73
April.....	18	18	1	.....	37	5,731	18,834	480	442	71
May.....	9	12	1	1	23	3,299	6,314	393	31	40
June.....	6	9	4	.....	19	2,481	8,226	125	1	18
Total.....	116	172	15	7	310	47,354	134,051	4,484	871	385

TABLE 53.—Abstract of returns of disasters to American vessels AT SEA or in FOREIGN WATERS during the year ending June 30, 1889, 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.				Total 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.			Vessels.	Cargoes.	Vessels.	Cargoes.	
	No.	Amount.	No.	Amount.						
July.....	9	\$77,500	4	\$36,060	\$113,560	2	1	1	5	2
August.....	12	121,900	4	153,130	275,030	6	3	2	11	2
September.....	14	88,600	9	81,175	169,775	7	3	1	8	2
October.....	11	62,860	9	103,575	166,375	7	1	.....	5	3
November.....	23	485,450	14	577,590	1,063,040	13	6	8	19	5
December.....	21	202,000	11	134,990	336,990	8	4	5	15	4
January.....	8	200,000	5	22,800	222,800	3	1	7	9	3
February.....	15	117,050	8	243,000	360,050	6	3	3	11	2
March.....	23	329,830	11	373,020	702,850	10	3	6	17	8
April.....	21	549,500	12	565,885	1,055,385	11	4	5	16	5
May.....	12	279,900	4	177,200	457,100	10	4	1	7	8
June.....	10	49,800	5	42,600	92,400	3	3	6	11	.....
Total...	179	2,564,330	96	2,451,015	5,015,345	86	36	45	134	44

TABLE 54.—Abstract of returns of disasters to American vessels AT SEA or in FOREIGN WATERS, during the year ending June 30, 1889, distinguishing the NATURE of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	3	4	2	1	1	2	..	..	1	1	..	..	14
Stranded	3	3	5	4	4	4	4	6	9	3	6	2	53
Collided	2	2	..	4	4	6	3	4	4	4	3	8	42
Abandoned .....	..	..	1	1	7	2	3	1	4	5	3	1	26
Capsized .....	..	..	1	1	..	1	..	..	..	..	..	1	4
Damage to hull, masts, rigging, etc.	4	6	8	3	16	14	3	9	16	13	5	5	102
Damage to machinery .....	..	..	1	..	..	..	1	..	..	..	..	..	2
Explosion of gunpowder .....	..	..	..	..	..	..	..	1	1	..	..	..	1
Fire .....	..	..	..	..	..	..	..	1	2	2	1	..	6
Lightning	1	..	..	..	..	..	..	..	..	..	..	..	1
Never heard from .....	..	1	1	2	7	1	..	..	6	1	1	1	20
Sprung a leak	2	3	1	1	2	2	4	1	1	1	..	1	19
Struck wharf, bridge, sunken wreck, etc. ....	..	..	1	..	..	..	1	..	..	..	2	..	4
Water-logged .....	..	..	..	..	1	..	..	..	..	1	..	..	2
Miscellaneous .....	..	1	1	1	2	2	1	2	1	1	2	..	14
Total	12	20	22	18	44	34	18	24	39	37	23	19	310

TABLE 55.—Abstract of returns of disasters (excluding collisions) to American vessels AT SEA or in FOREIGN WATERS during the year ending June 30, 1889, distinguishing the CAUSE of each disaster.

Class and cause of disaster.	Founderings.	Strandings.	Other causes.	Missing vessels.	Total.
CLASS 1.—Causes connected with the weather :					
Calms, currents, and tides		10			10
Darkness		3			3
Fog		2	1		3
Gales, hurricanes, etc.	11	19	121		151
Heavy sea		4	25		29
Lightning			1		1
Total of class 1	11	38	148		197
CLASS 2.—Causes connected with vessels, equipments, or stowage :					
Defective hull, masts, rigging, etc.			3		3
Defective chart		1			1
Error in chronometer		2			2
Error in compass		1			1
Total of class 2		4	3		7
CLASS 3.—Causes connected with navigation and seamanship :					
Errors of masters, officers, or crews		1			1
Errors of pilots		3			3
Total of class 3		4			4
CLASS 4.—Causes connected with machinery or boilers :					
Damage to machinery			2		2
Total of class 4			2		2
CLASS 5.—Other causes :					
Absence of lights or buoys		1	1		2
Explosion of gunpowder			1		1
Fire			5		5
Mistayed		1			1
Spontaneous combustion			1		1
Sprung a leak	2		8		10
Struck rock, wreck, bridge, etc.			2		2
Miscellaneous		1	5		6
Unknown	1	4	5	20	30
Total of class 5	3	7	28	20	58
Aggregate	14	53	181	20	268

TABLE 56.—Abstract of returns of disasters to American vessels AT SEA or in FOREIGN WATERS during the year ending June 30, 1889, 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.
Darkness				3	2	4	1	2					2
"Fault of other vessels"							1	1	2				13
Fog	2									4	2	6	12
High and baffling winds													2
Negligence		2				1							3
Unknown				1	2	1	1	1	2			2	10
Total	2	2		4	4	6	2	4	4	4	2	8	42

TABLE 57.—Abstract of returns of disasters to American vessels AT SEA or in FOREIGN WATERS during the year ending June 30, 1889, 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.....	2	1	5	2	1	5	2	5	5	3	3	1	34
Barkentines.....		2	2	1	2	2	2	2	1	1			11
Brigs.....			1	1	5	3	2	1	5	3		4	25
Brigantines.....		1				1							3
Schooners.....	6	12	10	11	27	20	12	12	18	26	17	12	183
Sloops.....			1										1
Ships.....	2	3	1	2	2	5		3	2	1			21
Steamers.....	1						1		1	1		1	5
Steamships.....	1		2	1	7		1	1	5	3	3	1	25
Steam-yachts.....									1				1
Total.....	12	20	22	18	44	34	18	24	39	37	23	19	310

TABLE 58.—Abstract of returns of disasters to American vessels AT SEA or in FOREIGN WATERS during the year ending June 30, 1889, 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.		Aggregate.	
	Total loss.	Partial loss.																										
Not to exceed 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	1	10	
Over 50 and not exceeding 100 tons.....	1	1	1	2	1	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	32
Over 100 and not exceeding 200 tons.....	3	1	3	2	2	2	1	5	5	5	2	2	1	1	1	1	1	5	4	2	2	4	4	4	4	4	18	
Over 200 and not exceeding 300 tons.....	1	1	1	2	1	2	1	2	2	2	1	3	1	2	1	2	1	2	2	1	2	2	2	2	2	2	24	
Over 300 and not exceeding 400 tons.....	1	1	1	3	1	2	4	4	4	4	3	3	1	2	1	2	2	2	3	2	2	2	2	2	2	2	10	
Over 400 and not exceeding 500 tons.....	1	1	1	1	1	2	1	1	1	1	2	2	2	4	1	2	1	1	3	2	1	1	1	1	1	1	23	
Over 500 and not exceeding 600 tons.....	1	1	1	1	1	2	1	1	1	1	2	2	2	2	1	2	1	1	1	1	1	1	1	1	1	1	14	
Over 600 and not exceeding 700 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	2	1	2	1	2	2	2	2	2	12	
Over 700 and not exceeding 800 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	2	1	2	2	2	2	2	12	
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	12	
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	12	
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	12	
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	12	
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	12	
Over 1,300 and not exceeding 1,400 tons.....	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	11	
Over 1,400 tons.....	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	30	
Unknown.....	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	10	
Total.....	3	9	6	14	10	12	9	9	18	26	12	22	6	12	6	18	13	26	18	19	9	14	6	13	116	310		
Aggregate.....	12	20	22	18	44	34	84	18	24	89	37	23	19	310														

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in table 52.

TABLE 59.—Abstract of returns of disasters to American vessels AT SEA or in FOREIGN WATERS during the year ending June 30, 1889, showing the number of vessels and distinguishing their AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years.....			3	1	2	2			1	1	2	1	13
Over 3 and not exceeding 7 years.....	3	2	3	5	14	3	4	7	3	11	3	2	66
Over 7 and not exceeding 10 years.....		1	1		5	5	3	3	4	3	1	1	27
Over 10 and not exceeding 14 years.....	4	3	6	2	4	5	2	3	4	5	2	3	53
Over 14 and not exceeding 20 years.....	3	3	3	4	10	12	6	4	17	11	5	6	74
Over 20 and not exceeding 25 years.....	1	1	3	2	5	1			4	3	2	4	33
Over 25 and not exceeding 30 years.....	1		1	1	2	2		2			5		16
Over 30 and not exceeding 35 years.....		1		1	1	1		1		2	1		9
Over 35 and not exceeding 40 years.....				1	1	1							4
Over 40 and not exceeding 45 years.....				1		1					1		3
Over 45 and not exceeding 50 years.....							1		1	1			3
Over 50 years.....								1			1		2
Unknown.....					1		2		1				4
Total.....	12	20	22	18	44	34	18	24	39	37	23	19	310

TABLE 60.—Abstract of returns of disasters to American vessels AT SEA or in FOREIGN WATERS during the year ending June 30, 1889, 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	2	2	3	5	4	3	2	8	5	8		44
Asphaltum.....						1						1	1
Coal.....	2	2		6	7	4	4	2	4	1		3	35
Copper ore.....			1										1
Cotton, cotton seed, etc.....						1							1
Explosives.....		1			4	3	1		1	2		1	12
Fertilizers.....		1	2	1		3	1	2	1	3		1	15
Fish, oysters, etc.....			1		2	3	1	1	1	1		1	11
Fruit, nuts, coffee, spices, etc.....	2	1	1		2	3				1		1	11
Grain.....	1	1		1				1					4
Hides, furs, etc.....										1			1
Ice.....			1		4							1	6
Iron, iron ore, etc.....					1							1	1
Lime.....									1				1
Logwood.....					2	1			1	1		1	6
Lumber, etc.....	1	5	4	4	8	4	5	5	7	4	4	1	52
Machinery.....						1							1
Merchandise, (general).....	2	3	2	2	4	3	1	4	2	4	2	1	30
Petroleum.....					1	2	1	1	2			1	8
Provisions, etc.....					1								1
Railroad iron.....			1									2	3
Salt.....		1	2		1	1			1	1			7
Sand, plaster, etc.....												3	3
Stone, brick, etc.....		1											1
Sugar, molasses, etc.....		2	4					3	8	10	2	1	30
Whale oil.....										1	1		2
Wood.....	1				1	1			1	1	1		6
Miscellaneous.....			1	1	1			1	1	2	1		8
Unknown.....	1	1			2	1	1	2	2	1	1	4	16
Total.....	12	20	22	18	44	34	18	24	39	37	23	19	310

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	14	5,912	11	3	.....	14	.....	11	148	159	66
Strandings	53	28,570	38	15	.....	39	14	11	1,443	1,454	62
Vessels collided	42	29,505	21	5	16	7	35	125	274	402	2
Other causes	201	117,418	180	1	.....	56	145	721	2,569	3,290	255
Total	310	181,405	250	44	16	116	194	871	4,434	5,305	385

* 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, 1889.

Coasts, etc.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Atlantic and Gulf coasts	47	11,747	44,536	56,283	27	5	15	18	29	22	342	364	.....
Pacific coast	2	.....	4,349	4,349	.....	.....	2	.....	2	.....	.....	.....	.....
Great Lakes	12	.....	3,600	3,600	8	4	.....	3	9	1	104	105	8
Rivers	1	.....	887	887	1	.....	.....	.....	1	.....	27	27	.....
At sea or in foreign waters .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	62	11,747	53,372	65,119	36	9	17	21	41	23	473	496	8

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	Aggregate.
Total value vessels involved	\$505,200	.....	\$203,300	\$40,000	\$748,500
Total value cargoes involved	472,075	.....	96,350	16,000	584,425
Aggregate	977,275	.....	299,650	56,000	1,332,925
Total losses to vessels	407,175	.....	35,300	500	442,975
Total losses to cargoes	354,255	.....	41,360	.....	395,615
Aggregate	761,430	.....	76,660	500	838,590
Total insurance on vessels	50,400	.....	16,700	.....	67,100
Total insurance on cargoes	42,000	.....	52,750	.....	94,750
Aggregate	92,400	.....	69,450	.....	161,850
Total tonnage vessels damaged	44,536	4,349	3,600	887	53,372
Total tonnage vessels lost	11,747	.....	.....	.....	11,747

NOTE.—In addition to the number of vessels here reported, ten foreign vessels collided with American vessels at sea, involving a tonnage of 11,857.

TABLE 63.—GENERAL SUMMARY.

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Value of vessels.	Value of cargoes.	Losses to vessels.	Losses to cargoes.	Insurance on vessels.	Insurance on cargoes.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.	
Founderings:																			
Atlantic and Gulf coasts	44	4,359	1,082	\$163,890	\$56,780	\$95,440	\$35,410	\$53,600	\$15,585	30	14	.....	25	19	3	205	208	20	
Pacific coast.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Great Lakes.....	8	1,438	.....	52,400	42,850	52,400	41,650	10,500	41,200	5	3	.....	8	.....	.....	46	46	9	
Rivers.....	11	1,307	226	37,200	38,265	37,200	38,265	11,000	38,000	4	7	.....	6	.....	2	63	65	9	
At sea or in foreign waters.....	14	5,912	.....	347,000	51,200	347,000	46,350	234,480	30,200	11	3	.....	14	.....	11	148	159	66	
Total	77	13,036	1,308	615,090	189,130	532,040	161,675	309,550	124,985	50	27	.....	52	25	16	462	478	104	
Strandings:																			
Atlantic and Gulf coasts	244	25,739	42,176	2,478,045	1,085,525	1,021,575	465,760	525,965	377,810	169	75	.....	115	129	378	2,031	2,409	64	
Pacific coast.....	38	7,190	2,361	746,900	147,320	571,750	94,985	474,635	67,695	21	17	.....	24	14	127	485	612	27	
Great Lakes.....	92	6,139	56,034	3,712,375	665,878	372,650	118,150	1,786,600	292,465	74	18	.....	19	73	11	1,052	1,063	8	
Rivers.....	25	4,718	7,534	822,150	115,545	113,925	58,060	293,500	52,000	19	6	.....	7	18	281	633	914	2	
At sea or in foreign waters.....	53	19,159	9,411	2,637,785	629,450	2,091,305	288,510	302,000	477,665	38	15	.....	39	14	11	1,443	1,454	62	
Total	452	62,945	117,516	10,397,255	2,643,715	4,171,185	1,005,465	3,382,600	1,267,635	321	131	.....	204	248	808	5,644	6,452	163	
Vessels collided:																			
Atlantic and Gulf coasts	258	2,670	165,773	10,277,075	3,040,805	457,440	189,620	3,057,950	705,810	185	92	31	16	242	2,945	3,017	5,982	16	
Pacific coast.....	16	1,106	14,893	790,500	58,925	139,085	10,000	418,500	.....	10	2	4	1	15	471	324	795	16	
Great Lakes.....	85	2,351	56,907	2,986,400	731,905	247,250	14,950	1,243,915	513,145	54	18	13	4	81	19	848	867	5	
Rivers.....	44	1,922	17,600	1,476,250	25,825	565	314,800	5,200	5,200	20	17	3	3	41	928	458	1,386	1	
At sea or in foreign waters.....	42	1,906	27,569	843,350	547,500	106,850	13,340	101,700	136,950	21	5	16	7	35	128	274	4,402	2	
Total	445	8,225	292,772	16,373,575	4,459,000	976,250	228,475	5,136,865	1,351,105	240	134	71	31	414	4,491	4,921	9,412	40	
Other causes:																			
Atlantic and Gulf coasts	116	7,139	32,480	3,156,100	715,075	1,252,475	162,140	1,219,000	497,130	67	49	.....	22	94	817	985	1,802	6	
Pacific coast.....	20	2,256	8,168	618,060	37,150	178,850	8,950	258,000	8,300	14	6	.....	5	15	164	303	467	1	
Great Lakes.....	73	2,742	33,670	2,119,090	458,750	340,045	14,265	1,210,865	341,060	49	27	.....	19	54	36	771	807	4	
Rivers.....	84	9,009	18,976	1,526,550	787,365	489,630	332,400	531,000	651,000	46	35	.....	31	63	573	1,816	2,389	65	
At sea or in foreign waters.....	201	20,377	97,041	4,774,170	4,488,470	1,044,695	434,020	1,926,150	1,816,200	180	21	.....	56	145	721	2,560	3,290	265	
Total	404	41,823	190,335	12,193,910	6,486,810	3,305,695	951,775	5,047,065	3,193,635	356	138	.....	133	361	2,311	6,444	8,755	331	
Grand total	1,468	125,729	591,931	39,879,830	13,778,655	8,985,170	2,347,390	13,876,110	5,937,390	967	430	71	420	1,048	7,929	17,471	35,097	638	

RECAPITULATION.—(GENERAL SUMMARY.)

Coasts, etc.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.	Aggregate.	
														At sea or in foreign waters.	Rivers.
Atlantic and Gulf coasts	662	39,907	241,511	281,418	401	230	31	178	484	4,143	6,238	10,381	106		
Pacific coast	74	10,552	25,422	35,974	45	25	30	30	44	762	1,112	1,874	44		
Great Lakes	258	12,680	146,611	159,301	179	68	13	50	208	66	2,717	2,783	26		
Rivers	164	15,228	44,338	59,562	62	65	7	46	118	1,784	2,070	4,754	77		
At sea or in foreign waters	310	47,354	184,051	181,405	250	44	16	116	194	871	4,434	6,305	365		
Total	1,468	125,729	591,931	717,660	997	430	71	420	1,048	7,626	17,471	25,097	638		
Total value vessels involved			\$16,075,110	\$2,155,400										\$8,602,305	\$29,579,830
Total value cargoes involved			4,898,185	243,395										5,716,620	13,778,655
Aggregate			20,973,295	2,398,795										14,318,925	53,358,485
Total losses to vessels			2,826,930	889,685										3,559,650	8,065,170
Total losses to cargoes			882,930	113,935										762,220	2,347,390
Aggregate			3,679,860	1,003,620										4,351,870	11,382,560
Total insurance on vessels*			4,886,515	1,151,135										2,584,330	13,876,110
Total insurance on cargoes*			1,590,335	75,995										2,451,015	6,897,360
Aggregate			6,452,860	1,227,130										5,015,345	19,813,470
Total tonnage vessels damaged			241,511	25,422										194,051	661,951
Total tonnage vessels lost			39,907	10,352										47,854	125,729

* The amount of insurance is on 663 vessels and on 337 cargoes.

† In addition to the number of lives lost here reported, 293 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 931.

TABLE 64.— *wrecks and Casualties on and near the Coasts and on the Rivers of the United States, and to American vessels at Sea or in Foreign Waters, involving LOSS OF LIFE, during the year ending June 30, 1889, in four divisions, viz: (1) Founderings; (2) Strandings; (3) Collisions; and (4) Casualties from Other Causes, showing in each case, when known, the DESCRIPTION of the VESSEL and the CARGO, the number of LIVES LOST, and the DATE and PLACE of disaster, etc.*

(1) FOUNDERINGS.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether result- ing in total or partial loss.	Nature of cargo.	Number of lives lost.	Place of disaster.
1888. Aug. 22	Governor Jackson..	American schooner..	515	Newport News, Va.	Providence, R. I.	Total	Coal	3	Twenty miles east-northeast from Winter Quarter Shoals, Va.
Sept. 2	Silaa Fish.....	American bark.....	702	Cockburn Harbor, Turk's Island,	New York	Total	Salt	12	Off Sand Key, Turk's Island, Bahamas.
Sept. 26	W. W. Graham.....	American steamer.....	30	Philadelphia, Pa.	For a tow.....	Partial	Ballast	1	Delaware River, near Chris-tiana Creek.
Oct. 1	St. Clair.....	American schooner.....	286	Cleveland, Ohio	Bay City, Mich	do	Coal	5	Near Sand Beach Harbor, Mich.
Oct. 30	A. W. Lawrence.....	American steamer.....	48	Milwaukee, Wis	For a tow.....	do	Ballast	4	Off Milwaukee, Wis., Lake Michigan.
Nov. 18	Maud M. Fish.....	do	76	Burns, La.	New Orleans, La.	do	Rice and oranges	1	Below New Orleans, Missis-sippi River.
Nov. —	Annie E. Hall.....	American schooner.....	137	New York.	Raunfort, N. C.	do	Fertilizers	6	At sea.
Dec. 12	Lewis L. Squire.....	American brig.....	446	do	Savannah, Ga.	do	do	1	Do.
1889									
Mar. 13	Kangaroo.....	American steamer.....	104	Lying at Spotsville, Ky.		Partial	Coal	2	Spottsville, Ky., Green River.
Mar. 16	E. L. Pettingill.....	American bark.....	842	Baltimore, Md.	Boston, Mass.	Total	do	12	Horsehoe Shoal, Old Point Comfort, Va.
Mar. —	Shiloh.....	American barge.....	86	Gloucester, Mass.	George's Bank	do	Ballast	14	At sea.
Apr. 6	Sunrise.....	American ship.....	1,191	Norfolk, Va.	Boston, Mass.	do	Coal	6	Five miles north by east from Delaware Breakwater.
Apr. 6	Mary J. Stubbs.....	American schooner.....	38	Crisfield, Md.	Warren, R. I.	do	Fish, etc.	4	At sea.
Apr. 7	Farrort.....	do	11	Elizabeth City, N. C.	Fishing	do	Ballast	2	Albemarle Sound, N. C.
Apr. 18	Everett.....	American steamer.....	86	Burlington, Iowa	New Boston Bay	do	do	5	Head of Otter Island, Missis-sippi River.
May 13	Alaskan.....	do	1,718	Astoria, Oregon	San Francisco, Cal.	do	do	36	At sea.

Totals: Vessels, 16; tonnage, 6,306; total losses, 14; partial losses, 2; lives lost, 104.

(2) STRANDINGS.

1888.	Warren.....	American steamship	526	Bayou Sara, La.....	New Orleans, La.....	Partial....	Cotton and sugar	1	Baton Rouge, La., Mississippi River.
Aug. 19	Minnie.....	American schooner.	273	Tampico, Mexico.....	Pasacoula, Miss..	Total.....	Ballast.....	4	Off Ship Shoal Light, La.
Sept. 20	Lewis A. Hodgdon.....	do.....	160	Portland, Me.....	Grand Turk, Bahama.	do.....	Lumber.....	1	Calicos Island, Bahamas.
Oct. 3	Ohio.....	American bark.....	206	San Francisco, Cal.....	Arctic Ocean.....	do.....	Oil, etc.....	25	Near Point Hope, Alaska.
Nov. 2	Fashion.....	American steamer.....	464	Pittsburgh, Pa.....	Cincinnati, Ohio.....	do.....	Iron and glass-ware.	1	Near Manchester Island, Ky., Ohio River.
Nov. 19	Geo. W. Jewett.....	American schooner.....	281	Cambridge, Md.....	Bath, Me.....	No damage	Lumber.....	2	Choptank River, Md., Chesapeake Bay.
Nov. 25	H. C. Higginson.....	do.....	519	Rockland, Me.....	Newburgh, N. Y.....	Partial....	Plaster.....	3	Nantasket Beach, Mass.
Nov. 25	Edward H. Norton.....	do.....	57	Boston, Mass.....	Fishing.....	Total....	Fish.....	15	Saltuate, Mass.
Nov. 25	Oliver Dyer.....	do.....	209	Cape Ann, Mass.....	Saco, Me.....	do.....	Coal.....	1	Jerry's Point, N. H.
Nov. 26	Bertha F. Walker.....	do.....	687	Philadelphia, Pa.....	Boston, Mass.....	Partial....	do.....	2	Toddy's Rocks, Mass., Boston Harbor.
Dec. 10	Sis Church.....	do.....	90	Cape Charles, Va.....	Norfolk, Va.....	Total....	Ballast.....	4	Lynn Haven Bay, Va.
Dec. 22	Xendocino.....	American steamer.....	232	Eureka, Cal.....	San Pedro, Cal.....	do.....	Lumber.....	7	Humboldt Bay, Cal.
Dec. 28	Atalaya.....	American brigantine.....	418	Rouen, France.....	Philadelphia, Pa.....	do.....	Empty pig-iron barrels.	1	Bear's Cove, N. F.
Jan. 2	Robarts.....	American steamer.....	48	Port Kenyon, Cal.....	Month of Eel River, Cal.	Partial....	Ballast.....	1	Eel River Bar, Cal.
Jan. 9	Juliet.....	American schooner.....	39	Portland, Me.....	Beverly, Mass.....	Total....	Fertilizers.....	2	Brier Neck, Mass., Cape Ann.
Jan. 20	Allie R. Chester.....	do.....	449	Charleston, S. C.....	New York.....	do.....	Phosphate rock.	5	Outer Diamond Shoals, Cape Hatteras, N. C.
Jan. 21	John Bunyan.....	American barge.....	661	New York.....	Boston, Mass.....	do.....	Coal.....	3	Herring's Ledge, Mass., Boston Bay.
Feb. 22	Josie Troop.....	British bark.....	1,099	London, England.....	Philadelphia, Pa.....	do.....	Chalk.....	11	Chincocomico, N. C.
Mar. 14	Agnes Barton.....	American brig.....	400	Navassa, W. I.....	Baltimore, Md.....	Total....	Guano.....	6	Virginia Beach, Va., Cape Henry.
Mar. 16	Nipsic.....	United States steamship.	1,375	Lying in Apia harbor, Samoa.	Baltimore, Md.....	Partial....	Ballast.....	7	Apia Harbor, Samoa.
Mar. 16	Trenton.....	do.....	3,900	do.....	Baltimore, Md.....	Total....	do.....	43	Do.
Mar. 16	Vandalia.....	do.....	2,100	do.....	Baltimore, Md.....	Partial....	do.....	1	Do.
Apr. 6	Hodges & Bro.....	American schooner.....	8	Norfolk, Va.....	Cherrystone, Va.....	Total....	do.....	3	Rosada.
Apr. 7	Northampton.....	do.....	36	Crisfield, Md.....	Washington, D. C.....	Total....	do.....	2	Virginia Beach, Va.
Apr. 17	John Shay.....	do.....	397	Port Dalhousie, Ont.	Washington, D. C.....	do.....	Stone.....	6	Cape Hatteras, N. C.
May 28	Bavaria.....	British schooner.....	381	do.....	Galloo Island, King's Garden, ston.	Partial....	Lumber.....	8	Galloo Island, N. Y., Lake Ontario.

Totals: Vessels, 26; tonnage, 14,953; total losses, 16; partial losses, 7; no damage, 1; lives lost, 165.

TABLE 64.— *wrecks and Casualties on and near the Coasts and on the Rivers of the United States, etc.—Continued.*

(3) COLLISIONS.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether result in total or partial loss.	Nature of cargo.	Number of lives lost.	Place of disaster.
1888, July 1	No name*	Small boat.....				Unknown.		1	Staten Island, N. Y., Princess Bay.
July 12	No name†	Row boat.....				do		1	Near Boynton Beach, Arthur Kill.
Aug. 22	City of Chester.....	American steamship	1,106	San Francisco, Cal.	Eureka, Cal.	Total.....	General merchandise.	15	Off Fort Point, Golden Gate, Cal.
Aug. 25	Small boat belonging to Schooner Cornelia M. Kingsland.			New York.....	Fishing.....	Unknown.		1	Off Barnegat, N. J.
Sept. 29	No name‡	Small boat.....				do		1	Five miles southeast of Seguin, Me.
Oct. 4	No name||	do				do		1	Six miles south of Marblehead, Mass.
Nov. 5	Goldsmith Maid.....	American schooner.	49	Fishing trip.....	Boston, Mass.	Total.....	Fish.	2	Boston Harbor, Mass.
Dec. 4	No name§	Skiff.....				Unknown.		1	Sardinia, Ohio, Ohio River.
Dec. 5	P. W. W.....	American steamer.	72	Portland, Oregon.	Lewia River, Oregon.	Partial.....	Railroad ties.	1	Mouth of Columbia River.
Dec. 31	H. C. Warmoth.....	do	5	English Lookout, La.	Pearl River, Miss.	do	Ballast.	1	Pearl River, Miss.
1889, Jan. 5	Mary E. Morris.....	American schooner.	439	Darien, Ga.	New York.....	No damage.	Lumber.	1	Off Barnegat, N. J.
Jan. 20	No name¶	Launch.....				Unknown.		2	East River, N. Y.
Mar. 28	Ruth Darling.....	American schooner.	203	Ponce, Porto Rico.	New Haven, Conn.	Total.....	Sugar, etc.	2	Off Cape May, N. J.
Mar. 30	Zester A. Lewis.....	do	250	Mobile, Ala.	New York.....	Partial.....	Lumber.	1	Off Long Beach, N. J.
Apr. 6	No name|||	Fish boat.....				Unknown.		2	Columbia River.
Apr. 13	Commodore Bateman.	American schooner.	81	New York.....	Cruising.....	Total.....		2	At sea.
May 14	Nelson Harvey.....	do	110	Stonington, Conn.	Providence, R. I.	do	Brick.	6	Narragansett Bay, R. I.
May 17	M. F. Merrick.....	do	295	Fort Austin, Mich.	Dolar Bay, Lake Superior.	Total.....	Sand.	5	14 miles northeast of Presque Isle, Mich., Lake Huron, N. J.
May 18	Charlotte Webb.....	do	62	New York.....	Cruising.....	do		2	Ten miles east of Sandy Hook, N. J.
June 25	Jesse W. Knight.....	do	191	Baltimore, Md.	Norfolk, Va.	do	Coal.	3	Sharp's Island, Md., Chesapeake Bay.

Totals: Vessels, 20; tonnage, 2,863; total losses, 8; partial losses, 3; no damage and damage unknown, 9; lives lost, 50. * Collision with schooner Joseph Hay. † Collision with a scow in tow of steamer Fannie P. Skeer. ‡ Collision with schooner Ellen Tobin. § Collision with schooner Ennice P. Newcomb. || Collision with schooner Ada G. Shortland. ¶ Collision with steamer Courier. ** Collision with ferry-boat Brooklyn. †† Collision with steamer S. G. Reed.

TABLE 64.—*Wrecks and Casualties on and near the Coasts and on the Rivers of the United States, etc.—Continued.*
(4) OTHER CAUSES.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether result- ing in total or partial loss.	Nature of cargo.	Number of lives lost.	Place of disaster.	Nature of casualty.
1888. July 2	Servia	Am. str	1,425	Cleveland, Ohio ..	Duluth, Minn	No dam- age.	Coal	3	Port Huron Rapids, Mich.	Scalded by bursting of steam-chest and died from injuries received. Fell overboard while out- side of rail.
July 3	Pomona	do	502	New York	Glen Island, N. Y. ..	do	Unknown	1	East River	Knee taken off while re- covering oil-can from the crank-pit, and died from injuries received.
July 5	Raleigh	do	1,206	Erie, Pa	Duluth, Minn	do	Coal	1	Ten miles above Fair- port, Ohio, Lake Erie.	Jumped overboard while insane.
July 5	Harold C. Beecher ..	Am. sc.	364	Brunswick, Ga.	New Haven, Conn ..	do	Lumber	1	Off Highland Light, N. J.	Fell from a ladder; death resulting from injuries received.
July 6	Chickasaw	Am. str	734	.....	.....	do	Unknown	1	Newport, Ark., White River.	Swamping of small boat. While ascending a ladder placed against the stern flag-staff, fell overboard.
July 7	Walgunde	Am. barge ..	341	Perth Amboy, N. J. ..	Fall River, Mass.	do	Coal	1	Fall River, Mass.	Fell overboard while sky- larking.
July 8	Judith	Am. str	685	St. Louis, Mo.	Rocheport, Mo.	do	Unknown	1	Near New Haven, Mo., Missouri River.	Fell overboard from rail. Do. Fell overboard.
July 10	Sylvan Shore	do	53	.....	New York	do	do	1	Hell Gate, N. Y.	Fell overboard from rail.
July 11	Damascus	Am. sc.	50	Centerville, Md.	Baltimore, Md.	do	do	1	Baltimore Harbor, Md. .	While checking a raft in tow stepped into a hole in the raft and went under.
July 11	James Gilmore	Am. str	215	Pittsburgh, Pa.	Louisville, Ky.	do	do	1	Morris Landing, Ohio River.	Jumped overboard (sup- posed) Fell overboard. Knocked overboard.
July 12	Charles E. Moody	Am. ship ..	2,004	Lying in San Fran- cisco Harbor, Cal.	.....	do	do	1	San Francisco Harbor, Cal.	.....
July 12	Nina	Am. str	87	.....	.....	do	do	1	Hannibal Mo., Missis- sippi River.	.....
July 13	Fred Avon	do	677	Baltimore, Md.	Choptank River, Md.	do	do	1	Chesapeake Bay .....	.....
July 13	Fortuna	Am. sc.	613	Boston, Mass.	Norfolk, Va.	do	Ballast	1	At sea .....	.....
July 14	J. M. Colman	do	464	Shoalwater Bay, Wash.	San Francisco, Cal.	do	Unknown	1	do .....	.....
July 15	Lancott	do	35	Baltimore, Md.	North Point, Md.	do	do	3	Off North Point, Patap- sco River, Md.	.....
July 20	Convoy	Am. str	171	Louisville, Ky.	Pittsburgh, Pa.	do	Ballast	7	Three miles above West- port, Ky., Ohio River.	Bursting of main steam- pipe.

TABLE 64.—*Wrecks and Casualties on and near the Coasts and on the Rivers of the United States, etc.*—Continued.
(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether result in total or partial loss.	Nature of cargo.	Number of lives lost.	Place of disaster.	Nature of casualty.
1888.										
July 22	Mary E. McAbee	Am. sc.	29	Wilmington, Del.	Annapolis, Md.	No damage.	Ballast	1	Annapolis Harbor, Md.	Fell overboard.
July 24	Tam O'Shanter	Am. ship.	1,603	Baltimore, Md.	San Francisco, Cal.	do	Unknown	1	At sea	Fell from aloft, to deck and died from injuries received.
July 27	Ann McGuinn	Am. sc.	39	New Orleans, La.	Bonfouca, La.	do	Unknown	1	Lake Pontchartrain, La.	Fell overboard.
July 27	Wyanoke	Am. st. sp.	2,068	New York	New York	do	do	1	Richmond, Va., James River.	Do.
July 29	Lizzie Smith	Am. sc.	77	Provincetown, Mass.	Grand Banks	do	do	1	Grand Banks	Capsizing of dory.
July 29	Lotta Bell	do	96	do	do	do	do	1	do	Do.
July 29	Mary Graham	Am. str.	91	St. Joseph, Mich.	Berrien Springs, Mich.	do	Merchandise	1	Near St. Joseph, Mich., Lake Michigan.	Jerked overboard while drawing water from gangway, vessel being under full headway.
July 30	Addie D. Hinekey	Am. sc.	13	New London, Conn.	Cockson's Ledge, R. I.	do	Ballast	1	Eight miles southeast of Block Island, R. I.	Fell overboard while sitting on rail at night.
July 30	Moro Castle	Am. barge.	1,007	Hoboken, N. J.	Somerset, Mass.	do	Unknown	1	Near Fort Adams, entrance to Newport Harbor, R. I.	Jumped overboard.
July 31	Fishkill-on-Hudson	Am. str.	484	Newburgh, N. Y.	Fishkill, N. Y.	do	do	1	Hudson River, N. Y.	Jumped overboard while temporarily insane.
July 31	Benjamin C. Terry	Am. sc.	260	Boston, Mass.	Norfolk, Va.	do	Ballast	1	Off Block Island, R. I.	Fell overboard.
July 31	Wm. W. McDaniel	do	38	Baltimore, Md.	Little Bay, Va.	do	do	1	Near Wattle's Island, Chesapeake Bay.	Fell overboard from stern of vessel.
Aug. 1	Sea Bird	Am. sl.	8	Norfolk, Va.	Powell's Point, N. C.	do	Unknown	1	Carrutuck Sound, N. C.	Lost overboard.
Aug. 1	Celina	Am. sc.	661	Bath, Me.	Baltimore, Md.	do	Ice	1	At sea	Do.
Aug. 2	City of Sandusky	Am. str.	415	Detroit, Mich.	Sandusky, Ohio.	do	Ballast	1	Near Rattlesnake Island, Lake Erie.	Fell overboard (supposed).
Aug. 4	Spy	do	18	New Bedford, Mass.	Fishing	do	Unknown	1	Off No Man's Land, Mass.	Fell overboard from bowsprit.
Aug. 4	Ronanoke	do	531	Lying at dock		do	Lumber	1	Sturgeon Bay Canal, Wis., Lake Michigan.	Killed by falling from pilot-house to deck.
Aug. 5	Joseph Cooper, Jr.	do	103	Mobile, Ala.	Pensacola, Fla.	do	Unknown	1	Mobile Bay	Fell overboard.
Aug. 5	Agnes Repplier	Am. sc.	116	Chester town, Md.	Norfolk, Va.	do	do	1	Month of Potomac River, Chesapeake Bay.	Do.

TABLE 6A.—*Wrecks and Casualties on and near the Coasts and on the Rivers of the United States, etc.—Continued.*
 (4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Number of lives lost.	Place of disaster.	Nature of casualty.
1888										
Sept. 12	City of Springfield.	Am. str.	1,418	Lying at dock		No damage.	Unknown	1	Hartford Conn., Connecticut River.	Fell overboard.
Sept. 12	W. H. Hill	do	10	Erie, Pa.	Fishing	do	do	1	Off Erie, Pa., Lake Erie.	While pulling a box of nets the handle broke and seaman fell overboard.
Sept. 13	General Lincoln	do	399	Lying at dock		do	do	1	Boston, Mass	Killed, while carelessly starting the steamer's wheel of the center without using the bar provided for that purpose.
Sept. 13	Idlewild	do	520			do	do	1	Near Weston, Ky., Ohio River.	Jumped overboard.
Sept. 15	Helen Smith	do	37	Norfolk, Va.	Indiantown, N. C.	do	Merchandise	1	North Landing River, Va.	Fell overboard.
Sept. 16	Dan Mabee	Am. sc.	194	Traverse Bay, Mich.	Milwaukee, Wis.	do	Ballast	1	Traverse Bay, Mich., Lake Michigan.	While trying to swim ashore from vessel, was drowned.
Sept. 17	Adventurer	Am. sl.	14	Juneau, Alaska	Trading voyage	do	General	1	Port Dick, Alaska	Knocked overboard by foreboom.
Sept. 20	Bennett	Am. str.	192	New Cumberland, W. Va.	Pittsburgh, Pa.	do	Unknown	1	Ohio River	Fell overboard while passing coal.
Sept. 20	Mascot	Am. sc.	81	Gloucester, Mass.	Green Bank	do	Ballast	1	At sea	Capsizing of dory while attending trawls.
Sept. 21	San Marcos	Am. st. sp.	2,839	New York City	Galveston, Tex.	do	Unknown	1	do	Jumped overboard; supposed to have been crazed by drink.
Sept. 21	Mattie B. Russell	Am. sc.	370	Lying in port		do	Coal	1	Portland Harbor, Me.	Fell into vessel's hold at night.
Sept. 22	Lottie S. Morton	do	68	Booth Bay, Me.	George's Bank	do	Ballast	1	George's Bank	Fell overboard while reefing sails.
Sept. 23	William Schminck	do	52	Lying in harbor		do	Unknown	1	Baltimore Harbor, Md.	Fell overboard from a yawl.
Sept. 23	Corneal Goldman	Am. str.	172	Vicksburg, Miss.	Natchez, Miss.	do	Cotton and cotton seed.	1	Gibson's Landing, Mississippi River.	Fell overboard from guard.

Sept. 25	John J. Clark	Am. so.	70	Gloucester, Mass.	Grand Bank	.....do	Fish	1	Grand Banks	Fell overboard from rigging.
Sept. 26	J. Warren	Am. so.	76	Deer Isle, Me.	Boston, Mass.	.....do	Stone	1	Near Fort Clyde, Me.	Knocked overboard in a gale.
Sept. 26	Eddie Pierce	.....do	96	Eastport, Me.	New York City	Total	Fish	1	Off Cape Cod, Mass.	Vessel capsized. The survivors were rescued by the British steam-ship Bavarian.
Sept. 26	W. N. Chancellor	Am. str.	301	Charleston, W. Va.	Pittsburgh, Pa.	No diameter	Unknown	1	Ohio River	Walked overboard.
Sept. 26	Hattie L. Curtis	Am. so.	111	Bangor, Me.	Boston, Mass.	Total	Lumber	1	At sea	Vessel abandoned.
Sept. 26	Kalkaska	Am. str.	700	Cleveland, Ohio	Oscoda, Mich.	No diameter	Ballast	1	Detroit River	Fell overboard while standing on rail.
Sept. 27	Eolus	.....do	371	Wickford, R. I.	Newport, R. I.	.....do	Merchandise	1	Narragansett Bay, R. I.	The engineer died from the effects of breathing gases from nitric acid, which had exploded, while stopping the engine and turning on fire pumps.
Sept. 28	Lotus No. 2	.....do	230	Scranton, Miss.	Mobile, Ala.	.....do	Unknown	1	Off Pascagoula River, Mississippi Sound.	Lost overboard.
Sept. 30	St. Lawrence	.....do	313	Ogdensburg, N. Y.	Kingston, Ont.	.....do	.....do	1	St. Lawrence River	Jumped overboard while insane.
Sept. 1	E. B. Ward, Jr.	Am. st. sp.	388	Utile, Honduras	New Orleans, La.	Total	Fruit and nuts	18	At sea	Never heard from.
Oct. 1	Three Friends	Am. so.	122	Norfolk, Va.	Fort Deposit, Md.	No diameter	Unknown	1	Cheapeake Bay, Md.	Knocked overboard by job boom.
Oct. 1	Paritan	.....do	89	Gloucester, Mass.	Grand Banks	.....do	.....do	1	Grand Banks	Capazing of dory.
Oct. 2	William L. Franklin	.....do	123	Norfolk, Va.	Fort Deposit, Md.	.....do	.....do	1	Month of Patuxent River, Chesapeake Bay.	Knocked overboard by breaking of job-traveler in a whirlwind.
Oct. 2	Elsie Iversen	.....do	123	Lying at dock	.....do	.....do	.....do	1	San Francisco, Cal.	Fell overboard while intoxicated.
Oct. 3	Gen Miles	Am. str.	137	Hoquiam, Wash.	Astoria, Oregon	.....do	.....do	1	Gray's Harbor, Wash.	Washed overboard.
Oct. 4	Rose Sparke	Am. so.	44	Lying at moorings.	.....do	.....do	.....do	2	New Haven, Cal.	Capazing of small boat.
Oct. 10	Frankie Folom	Am. str.	37	Quincy, Ill.	Canton, Mo.	.....do	.....do	1	Mississippi River	Jumped overboard.
Oct. 11	Lamasco	.....do	39	.....do	.....do	.....do	Ballast	1	Fair Play Landing, Ind., Ohio River.	While attempting to cast anchor, lost balance and fell overboard.
Oct. 12	Golden Rule	Am. so.	47	Camden, N. J.	Kinkora, N. J.	.....do	.....do	1	Delaware River	Fell overboard.
Oct. 13	Lily L.	.....do	67	Lying at moorings.	.....do	.....do	Unknown	1	Port Townsend Harbor, Washington.	Fell overboard from small boat while intoxicated.
Oct. 14	Tonquin	Am. str.	37	Young's River	Astoria, Oregon	.....do	.....do	1	Astoria, Oregon	Fell overboard.
Oct. 14	Minnie E. Loessel	Am. so.	20	Baltimore, Md.	Oystering	.....do	Ballast	1	Off Rock Creek, Md., Chesapeake Bay.	Knocked overboard by fore boom.
Oct. 16	Washington	.....do	69	New York City	Cruising	.....do	.....do	1	At sea	Fell overboard from main boom while reefing sail.
Oct. 17	C. J. Magill	.....do	334	Chicago, Ill.	Marinette, Wis.	.....do	.....do	1	Near Kewanee, Wla., Lake Michigan.	Fell overboard from jib boom.
Oct. 17	Mist	.....do	72	Gloucester, Mass.	Western Banks	.....do	.....do	1	Western Banks	Capazing of dory.

TABLE 64.—Wrecks and Casualties on and near the Coasts and on the Rivers of the United States, etc.—Continued.

(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Number of lives lost.	Place of disaster.	Nature of casualty.
1888.										
Oct. 18	Howard	Am. str.	179	Elizabethport, N. J.	Stonington, Conn.	Partial.	Iron pipe.	1	Off Cornfield Long Island Sound.	Lost overboard.
Oct. 19	Reed Case	Am. sc.	330	Duluth, Minn.	Portage, Mich.	Total.	Ballast.	1	Entrance to Portage Canal, Mich., Lake Superior.	Capsizing of yawl while trying to land, after vessel was wrecked.
Oct. 21	Sarah L. Ridgway	Am. barge	870	Tacoma, Wash.	Shanghai, China.	No damage.	Lumber.	2	At sea.	Washed overboard from the wheel during a typhoon.
Oct. 23	Restless	Am. sc.	11	Ahnapee, Wis.	Ludington, Mich.	do.	Butter.	1	Twenty-five miles from Manistee, Mich., Lake Michigan.	Fell overboard in a gale.
Oct. 25	Sophie Behrmann	do.	49	Boston, Mass.	New York City.	do.	Explosives.	1	Off Cape Cod, Mass.	Knocked overboard by main boom.
Oct. 26	Gerard C. Tobey	Am. bark.	1,459	Liverpool, Eng.	San Francisco, Cal.	do.	Unknown.	1	At sea.	Lost overboard in a gale.
Oct. 28	Louise	Am. str.	168	Holbeck, Wash.	Seabeck, Wash.	do.	Ballast.	1	Puget Sound, Wash.	Fell overboard while intoxicated.
Oct. 28	Anna Bell	Am. sc.	21	Baltimore, Md.	Rock Hall, Md.	do.	Unknown.	1	Rock Hall, Chesapeake Bay.	Sinking of small boat.
Oct. 28	Governor Safford	Am. str.	307	Palatka, Fla.	Tick Island, Lake Dexter, Bangor, Me.	do.	Ballast.	2	St. John's River, Fla.	Capsizing of small boat.
Oct. —	Richmond	Am. sc.	93	Boston, Mass.	do.	Total.	Corn.	5	At sea.	Never heard from.
Oct. —	Makad.	Am. bkne.	699	Port Discovery, Wash.	Melbourne, Australia.	do.	Lumber.	12	do.	Vessel supposed to have capsized.
Oct. —	J. C. Nash	Am. sc.	136	Catais, Me.	New York City.	do.	do.	4	do.	Never heard from.
Nov. 3	Mexico	Am. str.	1,797	Victoria, B. C.	San Francisco, Cal.	No damage.	Ballast.	1	do.	Jumped overboard.
Nov. 3	El Capitan	do.	983	San Francisco, Cal.	Vallejo, Cal.	do.	do.	1	San Francisco Bay, Cal.	While sitting on rail, fell overboard.
Nov. 6	S. C. Baldwin	do.	413	Marquette, Mich.	Ogdensburg, N. Y.	Partial.	Lumber.	1	Above White Fish Point, Mich., Lake Superior.	Killed by breaking of machinery.
Nov. 6	Golden City	Am. sc.	84	New Bedford, Mass.	Whaling voyage.	No damage.	Ballast.	1	At sea.	Caught by a line fastened to a whale and dragged overboard.
Nov. 7	Rob Roy	Am. str.	85	Wauwat Bend, Ark.	Memphis, Tenn.	do.	Unknown.	1	Mississippi River.	Supposed to have fallen overboard in a fit.

Nov. 8	Alvin.....	Bohemia, La.....	New Orleans, La.....	1	.....do.....	.....do.....	Fell overboard from stave.
Nov. 8	Alena Covert.....	Annapolis, Md... ..	Savannah La Mar, St. Domingo.	1	.....do.....	.....do.....	Fell from jib-boom while furling sail.
Nov. 9	Lena C.....	Geneva, Fla.....	Fate's Landing, Fla.	1	.....do.....	.....do.....	Fell overboard.
Nov. 10	Julia A. Ward.....	Calais, Me.....	Buenos Ayres, S. A.	2	Lumber.....	.....do.....	Do.
Nov. 12	Laura.....	Washington, La.....	New Orleans, La.....	1	Ballast.....	.....do.....	Do.
Nov. 12	Warren.....	Washington, La.....	New Orleans, La.....	1	Unknown.....	.....do.....	Do.
Nov. 14	Potter.....	.....do.....	.....do.....	1	.....do.....	.....do.....	Do.
Nov. 14	Peconic.....	Jersey City, N. J.....	Fishing grounds.....	1	Fish.....	.....do.....	Lost overboard.
Nov. 15	Comanche.....	Chicago, Ill.....	Oswego, N. Y.....	1	Unknown.....	.....do.....	Killed by falling from aloft to deck.
Nov. 15	Invincible.....	Port Townsend, Wash.	Sydney, N. S. W.....	1	Lumber.....	.....do.....	Washed overboard by a heavy sea in a gale.
Nov. 15	S. C. Baldwin.....	Marquette, Mich.....	Ogdensburgh, N. Y.....	1	.....do.....	.....do.....	Cylinder head blown out. Second engine room by escaping steam.
Nov. 17	C. W. Batchelor.....	.....do.....	.....do.....	1	Unknown.....	.....do.....	Fell overboard between wharf boat and steamer.
Nov. 17	B. S. Rhea.....	Nashville, Tenn.....	Paducah, Ky.....	1	Miscellaneous.....	.....do.....	Fell overboard.
Nov. 18	Mary M. Michael.....	.....do.....	.....do.....	1	Unknown.....	.....do.....	Explosion of main steam- pipe.
Nov. 19	Seminole.....	Port Royal, S. C.....	Savannah, Ga.....	1	Ballast.....	.....do.....	Fell overboard while in- toxicated.
Nov. 21	Oliver Gertrude.....	Patuxent River, Md.	Dredging grounds, Chesapeake Bay.	1	.....do.....	.....do.....	Knocked overboard by jibbing of fore boom.
Nov. 22	Fannie Kimney.....	New York City.....	Savannah, Ga.....	1	Fertilizers.....	.....do.....	Washed overboard by heavy sea.
Nov. 22	James and Ella.....	Eastport, Me.....	George's Bank.....	1	Unknown.....	.....do.....	Knocked overboard by fore sheet.
Nov. 22	Upehur Lloyd.....	Baltimore, Md.....	Dredging grounds, Chesapeake Bay.	1	.....do.....	.....do.....	Knocked overboard by crank handle.
Nov. 25	Thomas Fairley.....	Dredging grounds, Chesapeake Bay.	Oxford, Md.....	1	Unknown.....	.....do.....	Knocked overboard by tiller.
Nov. 25	Freda A. Willey.....	Philadelphia, Pa.....	Key West, Fla.....	1	Coal.....	.....do.....	Washed overboard from the wheel.
Nov. 25	Josiah E. Smith.....	Bath, Me.....	Washington, D. C.....	1	Ice.....	.....do.....	Lost overboard in a gale.
Nov. 25	Ethel M. Davis.....	Laguna, Mexico.....	New York City.....	3	Lumber.....	.....do.....	Vessel water-logged and capsized. The four sur- vivors were rescued by the Norwegian bark Atremis.
Nov. 25	Ashland.....	Philadelphia, Pa.....	Richmond, Va.....	1	Merchandise.....	.....do.....	Washed overboard by heavy sea.

TABLE 64.— *wrecks and Casualties on and near the Coasts and on the Rivers of the United States, etc.—Continued.*

(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Number of lives lost.	Place of disaster.	Nature of casualty.
1888.										
Nov. 25	Lizzie May	Am. sc.	201	Port de Paix, Hayti	New York City	Partial	Logwood	1	At sea	Lost overboard during a hurricane.
Nov. 25	Mary F. Godfrey	do	447	Barren Island, N. Y.	Savannah, Ga.	Not damaged.	Fertilizers	1	do	Washed overboard by a heavy sea.
Nov. 26	Carroll	Am. st. sp.	1,372	Halifax, N. S.	Boston, Mass.	Partial	Provisions	2	do	Vessel struck by a waterspout.
Nov. 26	Eddystone	Am. str.	269	Chester, Pa.	Philadelphia, Pa.	Not damaged.	Unknown	1	Philadelphia, Pa., Delaware River.	While attending to fender lost balance and fell overboard.
Nov. 27	Commodore	Am. sloop.	25	New York City	Staten Island	do	Fish	1	Prince's Bay, N. Y.	Fell overboard.
Nov. 28	Ida Lawrence	Am. sc.	515	Savannah, Ga.	Baltimore, Md.	do	Lumber	1	At sea	Caught in sheet and jerked overboard.
Nov. 28	T. A. Lambert	do	1,630	Philadelphia, Pa.	Boston, Mass.	Total	Coal	1	do	Seaman killed on Nov. 26 by a falling mast. Vessel abandoned Nov. 28, and crew rescued by British ship Glendower.
Nov. 29	Helen Smith	Am. str.	51	Norfolk, Va.		Not damaged.	Grain	2	Currick Sound	Lost overboard.
Nov. —	Joseph O.	Am. sc.	65	Gloucester, Mass.	George's Bank	Total	Ballast	12	George's Bank	Never heard from.
Nov. —	E. M. Bacon	do	185	Mayaguez, P. R.	New York City	do	Oranges	7	At sea	Do.
Nov. —	L. and W. Armstrong	Am. brig.	168	Point à Pitre, Guadalupe.	New York	Total	Ballast	8	do	Do.
Nov. —	August Flower	Am. sc.	201	Philadelphia, Pa.	St. Augustine, Fla.	Total	Coal	6	do	Do.
Nov. —	Allentown	Am. st. sp.	1,283	Philadelphia, Pa.	Salem, Mass.	Total	do	18	do	Vessel sailed Oct. 28, 1888; since spoken Nov. 9, not been heard from.
Nov. —	Sarah and Emma	Am. brig.	322	Kingston, Jamaica	Providence, R. I.	do	Logwood	8	do	Never heard from.
Nov. —	Carleton	Am. sc.	63	Provincetown, Mass.	George's Bank	do	Ballast	12	Supposed George's Bank	
Dec. 3	Tabiti	Am. brig.	290	San Francisco, Cal.	Tabiti Island, Society Islands.	Not damaged.	Unknown	1	Ten miles southwest of Farallone Island.	Fell overboard.
Dec. 4	Pawnee	Am. sc.	25	Crisfield, Md.	Potomac River	do	do	1	St. George's Creek, Md., Chesapeake Bay.	Knocked overboard by jib.

Dec. 6	Constitution	do	25	Port L u d l o w, Wash. Boston, Mass	do	do	do	1	Near Point Lookout, Md., Chesapeake Bay. At sea	Fell overboard; supposed to have been in a fit. Vessel abandoned; one person lost overboard. Capsizing of dory.
Dec. 7	John Bryce	Am ship	1,908	Hobson's Bay, Australia. George's Banks	Total	Lumber	do	1	Fronters, Mex	While loading vessel, was jammed between logs and died from injuries received.
Dec. 7	Hattie I. Phillips	Am. sc.	102	do	No dam- age	Ballast	do	2	do	Fell overboard while in- toxicated.
Dec. 7	Grace Gower	do	254	do	do	Mahogany	do	1	do	Jumped over small boat. Capsizing of vessel. Killed by falling into crank pit.
Dec. 8	Joe Peters	Am. str.	526	Memphis, Tenn.	do	Miscellaneous	do	1	Near Fort Pickering, Mississippi River.	Fell overboard.
Dec. 10	Jay Gould	do	664	New York City	do	Ballast	do	1	Hudson River	Jumped overboard.
Dec. 10	Emity R. Dyer	Am. sc.	100	do	do	Unknown	do	1	Gore Sound, N. C.	Capsizing of small boat.
Dec. 11	Doris	Am. str.	947	New London, Conn.	do	do	do	1	Long Island Sound	Killed by falling into crank pit.
Dec. 12	Henry Marx	do	357	Vaucluse, Ark.	do	do	do	1	Vidalia, La., Missis- sippi River.	Fell overboard.
Dec. 12	Rob Roy	do	85	do	do	do	do	1	Below Memphis, Mis- sissippi River.	Jumped overboard.
Dec. 12	Portland Lloyds	Am. ship	1,242	do	do	do	do	2	At sea	Fell overboard.
Dec. 12	Jonathan Sawyer	Am. sc.	399	Philadelphia, Pa.	do	Stone	do	1	Near Isles of Shoals	Do.
Dec. 15	Abbie M. Deering	do	101	do	do	Unknown	do	1	At sea	Fell overboard while fur- ling, lb.
Dec. 17	Charley Owens	do	do	Norfolk, Va.	do	Ballast	do	2	Month of James River, Va.	Vessel capsized.
Dec. 17	Lida Vernon	Am. sc.	10	Cambridge, Md.	do	Unknown	do	1	Choptank River, Ches- apeake Bay.	Knocked overboard by main boom.
Dec. 19	C. V. Owens	Am. sloop	8	Portsmouth, Va.	do	Ballast	do	2	Month of James River, Chesapeake Bay.	Vessel capsized in a squall at night.
Dec. 20	Mary C. Decker	Am. sc.	91	New York City	do	General	do	1	At sea	Knocked overboard by a sail.
Dec. 23	Kate Adams	Am. str.	1,084	Arkansas City, Ark.	Total	Cotton and cot- ton seed.	do	33	Near Commerce Land- ing, Mississippi River.	Vessel destroyed by fire.
Dec. 24	Manson	Am. brig.	264	New York City	No dam- age	Unknown	do	1	At sea	Capsizing of small boat.
Dec. 24	John H. Hanna	Am. str.	377	Monroe, La.	Total	Cotton and cot- ton seed.	do	23	Opposite Plaquemine, La., Mississippi River.	Vessel destroyed by fire.
Dec. 25	Nettie	Am. sc.	13	Galveston, Tex.	No dam- age	Unknown	do	1	Month of Brazos River, Tex.	Fell overboard (sup- posed).
Dec. 29	Francis	Am. ship	1,974	Manila, E. I.	do	do	do	1	At sea	Washed overboard in a typhoon.
Dec. 30	Willamette	Am. st. sp.	2,562	New Bedford, Mass	do	do	do	1	Departure Bay, Gulf of Georgia, B. C.	Capsizing of small boat.
Dec. —	Niger	Am. sp.	412	Whaling	do	do	do	1	At sea	Jumped overboard from a boat while fast to a whale.
Dec. —	Ella A. Warner	Am. sc.	149	New York City	Total	Fruit	do	6	At sea	Never heard from.
Jan. 2	William H. Jordan	do	91	George's Bank	No dam- age	Ballast	do	1	George's Bank	Capsizing of dory.

TABLE 64.—*Wrecks and Casualties on and near the Coasts and on the Rivers of the United States, etc.—Continued.*

(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Number of lives lost.	Place of disaster.	Nature of casualty.
1899.										
Jan. 4	Point Arena.....	Am. str.....	224	Point Arena, Cal.	San Francisco, Cal.	No damage.	Unknown.....	2	Little River, Cal.....	Capsizing of small boat.
Jan. 4	P. Rasmussen, Jr.....	Am. sc.....	15	Baltimore, Md.....	Dredging grounds, Chesapeake Bay.	do.....	do.....	1	Chesapeake Bay.....	Fell overboard from small boat while intoxicated.
Jan. 5	Paris C. Brown.....	Am. str.....	904	New Orleans, La.....	Cincinnati, Ohio.....	Total.....	Merchandise.....	8	Hermitage Landing, La, Mississippi River.	Vessel struck a snag and sunk.
Jan. 5	Yaguina.....	do.....	356	Monterey, Cal.....	San Diego, Cal.....	No damage.	Unknown.....	3	Rockland, Cal.....	Capsizing of small boat.
Jan. 7	Thomas H. Bailey Brown.....	Am. sc.....	35	Dredging grounds, Chesapeake Bay.	Baltimore, Md.....	do.....	Ballast.....	1	Baltimore, Md.....	Fell overboard.
Jan. 7	Elizabeth Winslow.	Am. brig.....	392	Demerara, S. A.....	Philadelphia, Pa.....	do.....	Sugar.....	1	At sea.....	Fell from aloft to deck and died from injuries received.
Jan. 9	Catawamtank.....	Am. sc.....	149	East Harbor, Turk's island, W. I.	Baltimore, Md.....	do.....	Unknown.....	1	do.....	Washed overboard by heavy sea.
Jan. 14	Kingleader.....	Am. ship.....	1,183	Cebu, Philippine Islands.	Boston, Mass.....	do.....	Hemp.....	1	At sea.....	While the carpenter was repairing the vessel he slipped and fell overboard; before he could be rescued, he was caught by a shark.
Jan. 17	John G. Whittier.....	Am. sc.....	104	White Head, N. S.	Quebec Bank.....	do.....	Ballast.....	2	do.....	Lost in dory while attending trawls.
Jan. 21	Danbe.....	Am. st. sp.....	250	Lying at wharf.....	do.....	do.....	Cotton.....	1	Cusplana Landing, La, Red River.	Fell off the stage while rolling cotton.
Jan. 21	George Willard.....	Am. sc.....	55	Pensacola, Fla.....	Fishing trip.....	do.....	Unknown.....	1	Fifteen miles south- southeast from Cape San Blas, Fla.	Fell overboard while furling jib.
Jan. 23	Joseph Russ.....	do.....	247	Mansanilla, Mex.....	San Francisco, Cal.....	do.....	do.....	1	Mansanilla, Mex.....	Fell overboard.
Jan. 24	Jesse W. Knight.....	do.....	191	Norfolk, Va.....	Baltimore, Md.....	do.....	do.....	1	Below Fort Carroll, Chesapeake Bay.	Fell overboard from bow-sprit.

Jan. 25	Rockaway	Am. str.	621	Pensacola, Fla.	do	Ballast.	1	New York Harbor.	Fell or jumped overboard.
Jan. 28	Pearl	Am. sc.	21	St. Andrew's Bay, Fla.	do	Merchandise.	1	St. Andrew's Bay, Fla.	Washed overboard in a gale.
Jan. 28	West Coast	Am. st. sp.	180	San Francisco, Cal.	do	Unknown.	3	Rockport, Cal.	Capsizing of small boat.
Jan. 28	Aleyoung	Am. sc.	62	St. Vincent, C. B.	do	Oil and outfit.	1	At sea.	Do.
Jan. 28	Oliver Eldridge	do	72	Gloucester, Mass.	do	Ballast.	1	Near Eastern Point, Cape Ann, Mass.	Fell overboard.
Jan. 29	Louie S. Lowe	do	47	Baltimore, Md.	do	Unknown.	1	Pocomac River.	Knocked overboard by boom.
Jan. 31	C. R. Oliver	do	27	Mathews Co., Va.	Partial.	Brick and stone.	4	Horsehoe, near Fort-ress Monroe, Va.	Vessel capsized in a gale.
Feb. 1	Kate Kallahan	do	106	Pungo Mills, N. C.	No dam- age.	Lumber	1	North Bar, Albemarle Sound, N. C.	Knocked overboard by boom.
Feb. 2	Lady of the Ocean	do	125	Rockland, Me.	do	Lime	1	Off Chatham Lights, Mass.	Asphyxiated: vessel on fire.
Feb. 3	O. S. Fowlet	do	35	San Francisco, Cal.	do	Unknown	3	Drake's Bay, Cal.	Capsizing of small boat.
Feb. 3	Ruth	Am. str.	182	Fishing	do	do	1	Below Tiptonville, Tenn., Mississippi River.	Fell overboard.
Feb. 6	Warren	do	528	New Orleans, La.	Partial.	Merchandise.	1	Below Baton Rouge, La., Mississippi River.	Fell overboard with stag- ing.
Feb. 7	Pearl River	do	107	Sabine Pass, Tex.	No dam- age.	Ballast	1	Near Orange, Sabine River, Texas.	Fell overboard while boarding steamer at night.
Feb. 10	Halette	Am. str.	266	New Orleans, La.	do	Cotton	1	Cane River, La.	Knocked overboard by a bale of cotton.
Feb. 11	Albert Russell	Am. bark.	762	New York City	Total	Merchandise.	12	At sea	Vessel capsized. The two survivors were rescued by the American schooner William A. Grozier.
Feb. 12	Frank O. Dame	Am. sc.	688	Providence, R. I.	No dam- age.	Unknown	1	Off Fenwick's Island, Md.	Lost overboard.
Feb. 15	Nueces	Am. st. sp.	3,367	Norfolk, Va.	do	do	1	At sea	Do.
Feb. 18	Stonington	Am. str.	1,634	New York City	do	do	1	Long Island Sound	Fell overboard while in- toxicated.
Feb. 19	Ephraim and Lydia	Am. sc.	9	Cambridge, Md.	do	Ballast.	1	Choptank River, Ches-apeake Bay.	Fell overboard while dredging.
Feb. 21	Jack Jewett	Am. str.	45	Employed in New York Harbor.	do	do	1	New York Harbor	Scalded and died from in- juries received.
Feb. 24	Pet	Am. sc.	25	Savannah, Ga.	do	do	?	Martin's Industry, off entrance to Port Royal Harbor, S. C.	Capsizing of small boat.
Feb. 26	Annie Wesley	do	94	Isaac Harbor, N. S.	do	Unknown	1	At sea	Fell overboard while hoisting sail in a heavy gale at night.
Feb. 26	Dove	Am. str.	150	Carysville, Fla.	do	do	1	Choctawhatchie River, Fla.	Sinking of small boat.
Mar. 1	William Sparks	Am. sc.	59	San Francisco, Cal.	do	do	1	Eighteen miles south- east from Point Arena, Cal.	Capsizing of small boat.

TABLE 64.—*Wrecks and Casualties on and near the Coasts and on the Rivers of the United States, etc.—Continued.*

(4) OTHER CAUSES—Continued.

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1889.	Sea Fox.....	Am. bark.....	166	St. Paul de Looda, Africa.	New Bedford, Mass.	Partial.....	Oil and whale-bone.	5	Equimina Bay, Africa.	Killed by explosion of powder.
Mar. 3	William Frederick.....	Am. sc.....	453	New York City.	Nigo, Spain.	do.....	Staves and oil.	1	At sea.....	Washed overboard.
Mar. 4	State of Texas.....	Am. st. sp.....	1,736	Port Royal, S. C.	New York City.	No damage.	Unknown.	1	do.....	Fell overboard while heaving lead.
Mar. 5	St. Nicholas.....	Am. str.....	380	Savannah, Ga.	Fernandina, Fla.	do.....	General.	1	do.....	Fell overboard while asleep on rail.
Mar. 5	Twilight.....	Am. sc.....	185	Honolulu, Sandwich Islands.	Tabiti Island, Society Islands.	do.....	Unknown.	1	do.....	Fell overboard.
Mar. 5	Frank G. Fowler.....	Am. str.....	49	Sabine Pass, Tex.	Towing.	do.....	Ballast.	1	Sabine Pass, Tex.	Capsizing of yawl.
Mar. 9	Lurline.....	do.....	481	Portland, Oregon.	Astoria, Oregon.	do.....	do.....	1	Below Kalama, Wash., Columbia River.	Fell in a fit and rolled overboard.
Mar. 10	William Emerson.....	Am. sc.....	86	Boston, Mass.	George's Bank.	do.....	Fish.	1	George's Bank.	Capsizing of small boat.
Mar. 10	Sunbeam.....	Am. bark.....	890	Kobe, Japan.	San Francisco, Cal.	Partial.....	Coal.	1	At sea.....	Killed by falling from aloft to deck.
Mar. 15	Lucy.....	Am. str.....	116	Norfolk, Va.	Roanoke River, N. C.	No damage.	Unknown.	1	Roanoke River, N. C.	Fell overboard.
Mar. 16	Pinta.....	Am. sc.....	11	Baltimore, Md.	Miles River, Md.	do.....	Ballast.	1	Month of Patapsco River, Chesapeake Bay.	Fell overboard while intoxicated.
Mar. 16	Undine.....	Am. sloop.....	6	Oxford, Md.	Choptank River, Md.	do.....	do.....	1	Town Creek, Oxford, Md., Chesapeake Bay.	In attempting to board sloop in small boat, while intoxicated, was lost overboard.
Mar. 17	Gertie S. Winsor.....	Am. sc.....	78	Provincetown, Mass.	Fishing.	do.....	do.....	1	George's Bank.	Washed overboard by heavy sea.
Mar. 19	Benton.....	Am. str.....	394	St. Louis, Mo.	Missouri River.	do.....	Unknown.	1	Missouri River.	Fell overboard.
Mar. 20	Golden Hind.....	Am. sc.....	75	Port au Basques, N. F.	Fishing.	do.....	Ballast.	1	Off Port au Basques, N. F.	Capsizing of dory while tending trawls.
Mar. 21	J. H. Carey.....	do.....	95	Boston, Mass.	George's Bank.	do.....	Fish.	1	At sea.....	Fell overboard by sudden lurch of vessel.
Mar. 21	Etta M. Barter.....	do.....	273	King's Ferry, Fla.	West Indies.	do.....	Lumber.	1	do.....	Knocked overboard while reading sails.
Mar. 24	City of Pueblo.....	Am. st. sp.....	2,624	San Francisco, Cal.	Puget Sound.	do.....	Unknown.	1	Seattle, Wash.	Killed by falling into hold.
Mar. 26	B. S. Rhes.....	Am. str.....	204	Lying at dock.	Paducah, Ky., Ohio River.	do.....	Ballast.	1	Paducah, Ky., Ohio River.	Fell overboard.

Mar. 28	Heeper	Am. sc.	99	Boston, Mass.	Cruising.	do	do	do	1	Off Minot Ledge, Mass.	Capsizing of canoe while boarding vessel.
Mar. 30	Volunteer	Am. str.	65	Philadelphia, Pa.	Towing	do	do	do	1	Off Reedy Island, Delaware River.	Lost overboard in a snow squall.
Mar. 30	Palatka	Am. sc.	429	Satilla River, Ga.	New York City	Total	Lumber	do	1	At sea.	Vessel water-logged and capsized.
Apr. 5	Spencer F. Baird	do	78	Gloucester, Mass.	Iceland	No damage.	Unknown	do	1	do	Washed overboard during a heavy gale at night.
Apr. 7	Lizzie Henderson	Am. str.	281	Lying at wharf.	do	do	Unknown	do	1	Mobile Harbor, Ala.	Fell overboard.
Apr. 8	W. F. Nisbet	do	577	Evansville, Ind.	Waterloo, Ala.	do	do	do	1	Ohio River	Fell overboard from scaffold.
Apr. 8	City of Philadelphia	Am. sc.	387	Cardenas, Cuba.	Philadelphia, Pa.	Partial.	Molasses	do	1	At sea	Lost overboard in a hurricane.
Apr. 10	John S. Moulton	do	221	Black River, Jamaica, W. I.	Chester, Del.	Total	Logwood	do	2	do	Vessel abandoned. The four survivors were rescued by the British steamer Claribel.
Apr. 12	Cassie Haywood	do	188	San Francisco, Cal.	Afognak Island, Alaska.	No damage.	Unknown	do	1	Afognak Harbor, Alaska	Capsizing of small boat.
Apr. 15	Thos. A. Hendricks	Am. str.	82	New Orleans, La.	Vicksburg, Miss.	do	do	do	1	Morganza, La., Mississippi River.	Fell overboard while scuffing.
Apr. 20	Libbie Nan	Am. sc.	220	Menominee, Mich.	Chicago, Ill.	do	Lumber	do	1	Lake Michigan	Hit on the head by jibbing of main boom and died from injuries received.
Apr. 26	Hattie A. Estella	do	295	Escanaba, Mich.	Ashabula, Ohio	do	Iron ore	do	1	Near Marine City, St. Clair River.	Fell overboard from staving while scrubbing vessel.
Apr. 27	Dirigo	do	12	Scuppernong River, N. C.	Norfolk, Va.	do	Unknown	do	1	Mouth of Pasquotank River, N. C.	Knocked overboard by jibbing of sail.
Apr. 29	City of Owenboro	Am. str.	715	Louisville, Ky.	Evansville, Ind.	do	do	do	1	Ohio River	Lost overboard.
Apr. 29	Wm. S. Slater	do	127	Lying at wharf	do	do	do	do	1	Philadelphia, Pa., Schuylkill River.	Fell overboard.
Apr. 29	Eureka	do	124	Couville River, Oregon	San Francisco, Cal.	do	do	do	1	Off Westport, Cal.	Knocked overboard by stavesail.
Apr. —	Josefa	Am. brig.	491	Sacramento Grande, Cuba	Philadelphia, Pa.	Total	Molasses	do	10	At sea.	Never heard from.
Apr. —	Wm. Fisher	Am. sc.	64	Savannah, Ga.	Stonington, Conn.	do	Fish	do	10	do	Do.
Apr. —	Nellie Swift	do	134	St. Kitts, W. I.	New York City	do	Molasses	do	6	do	Do.
Apr. —	Franc Lambirth	do	489	Charleston, S. C.	Weymouth, Mass.	do	Phosphate rock	do	8	do	Do.
Apr. —	Ernest Turley	do	47	Philadelphia, Pa.	Cruising	do	Ballast	do	10	do	Do.
Apr. —	Don J. Seino	Am. brig.	490	Turk's Island, W. I.	Bath, Me.	do	Salt	do	10	do	Do.
Apr. —	George Avery	Am. sc.	323	New Haven, Conn.	Norfolk, Va.	Total	Ballast	do	8	do	Do.
May 7	Charles H. Haskell	Am. sc.	476	Fall River, Mass.	Lorain, Ga.	do	Ballast	do	9	do	Do.
May 7	M. L. Collins	do	231	Grand Traverse	Milwaukee, Wis.	No damage.	Lumber	do	1	Entrance to South Manitou Harbor.	Knocked overboard by jib topsail.
May 9	Senator Frye	do	90	St. Pierre, Miquelon.	Cape North, C. B.	do	Unknown	do	2	Near Cape North, Nova Scotia.	Lost in a dory while teaching trawls.
May 9	Idlewild	Am. str.	520	Cape Girardeau, Mo.	St. Louis, Mo.	Partial.	Assorted	do	1	Above Cape Girardeau, Mo., Mississippi River.	Breaking of machinery.

TABLE 64.—*Wrecks and Casualties on and near the Coasts and on the Rivers of the United States, etc.—Continued.*

(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether result in total or partial loss.	Nature of cargo.	Number of lives lost.	Place of disaster.	Nature of casualty.
1880.										
May 19	John Brooks.....	Am. str.....	1, 012	.....	.....	No dam- age.	Unknown.....	1	Off Marblehead, Mass....	Fell overboard while in- toxicated.
May 19	City of Sydney.....	Am. st. sh. 3, 017	3, 017	Hong Kong, China.	Yokohama, Japan	do	do	1	At sea.....	Jumped overboard (sup- posed).
May 19	Cassie Hayward.....	Am. sc.....	198	San Francisco, Cal.	Afognak Island, Alaska.	do	do	1	Afognak Harbor, Alaska.	Capsizing of small boat.
May 20	Mary Fruzter.....	Am. bark.....	301	Fayal, Azore Is- lands.	Flores Island, Azores.	Total ...	Whaling out- fit.	5	Off Flores Island, Azores.	Vessel abandoned. While part of the crew were attempting to land in a small boat it was dashed to pieces on the rocks and five were lost.
May 24	North Bend.....	Am. bktn.....	376	San Francisco, Cal.	Gray's Harbor, Wash.	No dam- age.	Unknown.....	1	At sea.....	Fell overboard (sup- posed).
May 25	Dover.....	Am. str.....	184	Lying at wharf ...	.....	do	do	1	Jacinto, Cal., Sacra- mento River.	Fell overboard.
May 26	Ernest F. Norwood.....	Am. sc.....	75	Gloucester, Mass.	Fishing.....	do	Ballast.....	1	At sea.....	Washed overboard from jib boom.
May 26	David Clark.....	Am. str.....	483	Lying at dock.....	.....	do	Unknown.....	1	New York Harbor.....	Unknown.
May 27	Northern Wave.....	do.....	1, 885	Rudlo, N. Y.....	Duluth, Minn.....	do	do	1	Duluth, Minn., Lake Superior.	Killed by falling into the hold.
May 28	Joseph S. Fay.....	do.....	1, 221	Two Harbors, Minn.	Fairport, Ohio.....	do	Iron ore.....	1	On passage.....	Do.
May 29	Mantenee.....	Am. sc.....	648	Chicago, Ill.....	Peatigo, Wis.....	do	Ballast.....	1	10 miles east of Fox Point, Wis., Lake Michigan.	Fell from mainmast to deck.
May 29	Besemer.....	Am. str.....	590	Sandusky, Ohio.....	Ashland, Wis.....	do	Coal.....	1	St. Mary's River.....	Jumped overboard while intoxicated.
May 30	Our Son.....	Am. sc.....	684	Escanaba, Mich.....	Cleveland, Ohio.....	do	Iron ore.....	1	20 miles off Stargeon Point, Lake Huron.	Lost overboard.
June 1	Mary S. Bradshaw.....	do.....	380	Charleston, S. C.....	Philadelphia, Pa.....	Partial.	Phosphate rock.	1	Off Cape Hatteras.....	Crew abandoned the ves- sel, and in attempting to land one was drowned by the capsizing of yawl.

June 3	Grand Republic	Am. str.	1,988	Lying at wharf		No damage.	Ballast	1	St. Louis, Mo., Mississippi River.	Fell overboard, striking the guards of the wharf boat.
June 5	Annie G. Quiber	Am. sc.	97	Sedgwick, Me.	Grand Banks	do	Fish	1	At sea.	Capsizing of small boat.
June 6	City of Baton Rouge	Am. str.	1,604	St. Louis, Mo.	New Orleans, La.	do	Unknown	1	New Orleans, La., Mississippi River.	While man was asleep in the hold of the vessel, under the elevator, it was put in motion and he was crushed to death. Vessel was springing away from dock, line slipped over timber head, hitting seaman in the neck and killing him. Killed by being caught in halvard attached to pony engine, while hoisting sail.
June 8	George E. Brockway	do	164	Port Huron, Mich.	Lake Erie	do	do	1	St. Clair River	Slipped overboard from deck load.
June 8	Onoka	Am. st. sp.	2,164	Ashland, Wis.	Sandusky, Ohio	do	Iron ore	1	Off Ashland, Wis., Lake Superior.	Fell overboard in a gale at night.
June 9	Lottie Wolf	Am. sc.	335	Prentiss Bay, Mich.	Muskegon, Mich.	do	Lumber	1	Near Clay Bank, Mich., Lake Michigan.	Fell overboard.
June 15	Jacob E. Ridgway	Am. ship.	1,803	New York City	San Francisco, Cal.	do	Unknown	1	At sea.	Lost overboard from jib boom.
June 15	Josephine B.	Am. str.	68	do	do	do	Ballast	1	Off Coney Island, New York Bay.	Fell overboard.
June 16	Belle Hanscom	Am. sc.	294	Sandusky, Ohio	Manitowoc, Wis.	do	Unknown	1	Near Middle Sister Island, Lake Erie.	Jumped overboard (supposed).
June 16	Gus Fowler	Am. str.	310	do	do	do	do	1	Paducah, Ky., Ohio River.	Thrown overboard by roll of vessel.
June 16	A. J. Baker	do	269	do	St. Louis, Mo.	do	do	1	Mississippi River.	While deckhands were throwing water on each other in sport, one slipped overboard from the after gangway.
June 16	Vigilant	Am. str.	89	San Francisco, Cal.	Cordell Banks, Cal.	do	do	1	Cordell Banks, near Point Reyes, Cal.	Fell overboard while intoxicated.
June 18	Manzanilla	do	217	Clatskanie, Oregon	Portland, Oregon	do	do	1	Columbia River	Capsizing of small boat while attempting to board the vessel.
June 18	Willie Bell	Am. sloop.	4	Double Bayou Tex.	Galveston, Tex.	do	Vegetables	1	Galveston Bay, Tex.	Lost overboard.
June 20	Seaman's Bride	Am. sc.	29	Philadelphia, Pa.	Fishing Banks.	do	Unknown	2	Delaware River	Fell overboard while intoxicated.
June 22	Wing and Wing	do	142	San Francisco, Cal.	Crescent City, Cal.	Total	Lumber	1	Off Trinidad, Cal.	Capsizing of small boat while attempting to board the vessel.
June 24	John F. Eddy	Am. str.	1,678	Lying at wharf		No damage.	Unknown	1	Port Huron, Mich., St. Clair River.	Fell through hatchway.
June 24	Asa H. Pervero	Am. sc.	98	Port Howe, West Indies.	New York City	Partial	Pineapples	1	At sea.	Lost overboard in a gale while securing deck load.
June 24	Thomas L. James	do	396	Savannah Ga.	South Amboy, N.J.	No damage.	Unknown	1	do	Fell overboard (supposed).
June 26	Breakwater	Am. st. sp.	1,065	Livingston, Ga.	Belize, British Honduras.	do	do	1	do	

TABLE 64.—Wreck and Casualties on and near the Coasts and on the Rivers of the United States, etc.—Continued.

(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Number of lives lost.	Place of disaster.	Nature of casualty.
June —	Rachel Coney.....	Am. brig..	292	Port. of Spain, Trinidad.	Washington, D. C.	Total ...	Asphalt	8	At sea.....	Never heard from.
June —	Brooxe B. Rokes...	Am. s.c....	336	Fernandina, Fla..	Baltimore, Md.....	do	Lumber	8	do	Vessel drifted ashore, bottom up, at Abaco, Bahama Islands. Crew never heard from.

Totals: Vessels, 393; tonnage, 126,799; total losses, 39; partial losses, 18; no damage and damage unknown, 246; lives lost, 612.

TABLE 65.—Summary of Wrecks and Casualties on or near the Coasts and on the Rivers of the United States, and to American vessels at Sea and in Foreign Waters, during the year ending June 30, 1889, involving LOSS OF LIFE.

	Founders.		Strandings.		Collisions.		Other causes.		Total.		Lives lost on vessels totally lost.		Lives lost on vessels partially damaged.		Aggregate.						
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.					
Atlantic and Gulf coasts.....	3	2,034	14	6,854	6	865	3	876	6	26	20	6,959	6	1,670	68	106	24,703	194			
Pacific coast.....	2	834	3	5,066	2	1,178	1	142	1	6	4	1,706	2	1,230	21	7,954	29	27	6,790	73	
Great Lakes.....	0	0	0	0	1	295	4	1,161	8	3,151	5	964	3	1,187	10	23,177	35	40	19,827	61	
Rivers.....	1	296	0	0	0	0	5	383	65	12	6	2,941	7	6,715	7	63,222	551	74	74	27,207	151
At sea or in foreign waters.....	7	3,642	5	7,859	1	81	44	21,469	255	67	44	23,263	13	9,048	25	61,367	753	67	118	69,904	452
Total.....	16	6,306	25	14,672	11	2,424	40	67,271	381	109	79	85,779	81	30,14,640	67	256,100,698	296	365	150,921	931	

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.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	
MAINE.											
Blue Hill Bay :											
Black Island				1							1
Burnt Coat Island, (ledge southwest of)						1					1
Gott's Islands			2								2
Heron Island							1				1
Placentia Island							1				1
York Narrows								1			1
Blue Hill Bay approaches:											
Black Ledge				1							1
Brimstone Ledge, near Burnt Coat Harbor									1		1
Burnt Coat Harbor										1	1
Great Duck Island				1				1			2
Great Spoon Island, off Isle au Haut									1		1
John's Island Ledge, near Burnt Coat Island				1							1
Long Island										1	1
Sisters, The, near Burnt Coat Island							1				1
Booth Bay				3			1				4
Bantam Rock			1								1
Damiscove Island						1			1		2
Spruce Point	1							2			3
Squirrel Island						1					1
Cape Elizabeth	1			1	1	2	1				6
High Head									1		1
Portland Head			1						1		2
Cape Neddick :										1	1
Cape Neddick Roads										1	1
Boon Island	1										1
Boon Island Ledge	3					1					4
Cape Porpoise	2	1					1	1			5
Bumpkin Island											1
Folly Island								1	1		2
Old Prince, The									1		1
Timber Island										1	1
Cape Small Point	1		1		2		1				5
Button-mounds, The		1									1
Fuller's or Glover's Rock										1	1
Carver's Harbor							1				1
Bunker's Ledge				1							1
Casco Bay :											
Alden's Rock						1		1			2
Bang's Island						1			1	1	3
Broad Cove Rock	1				1						2
Chebeag Island			1			1					2
Green Island Reef	1						1				2
Hadlock Rock, Broad Sound								1			1
Harpswell								1			1
Long Island									1		1
Peak's Island		1		1				1			3
Ragged Island										1	1
Ram Island					1	2					3
Richmond's Island						3			1	2	6
Cobscook Bay :								1			1
Leighton's Rock										1	1
Sunken Ledge in											1
Cutler	2	4	2	2			6	1	1		18
Eight miles east of Cross Island, L. S. S.										2	2
Six and one-half miles east of Cross Island, L. S. S.										1	1
Little River Island						1					1
Long Point			1								1
Damariscotta River :											
Bristol Neck										1	1
Fisherman's Island										1	1
Hypocrite Ledge	1	1	1					1	1		5
Kelsey's Ledge	1										1
Deer Island Thoroughfare :											
Andrew's Island, (ledge near)									1		1
Crotch Island Ledge									1		1
Dow Ledges	1			1							2
Dumpling or Eastern Mark Island Ledge							1				1

*In a few instances the number of stranded vessels in this table do not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	
MAINE—continued.											
Deer Island Thoroughfare—Continued.											
Lazy Gut Island.....		1									1
Thurlow's Island.....			1								1
Webb's Cove.....									1		1
Deer Isle:											
Green's Landing.....								1			1
Dyer's Bay:											
Stanley's Point.....	1										1
Eastport Harbor:											
Clarke's Ledge.....					1						1
Hallett's Point, near Buckman's Head.....							2				2
Paine's Ledge.....						1					1
Eggemoggin Reach:											
Cape Rozier.....			1								1
Harbor Island.....										1	1
Little Deer Island.....			1								1
Triangles, The.....								1			1
Englishman's Bay:											
Man Island.....					2						2
Shot Islands.....			1								1
Steel Coat, or Steel Harbor Island.....				1	1	1					3
Fletcher's Neck.....				1	2	3	2			5	13
Beach Island Ledge.....				1							1
Dansbury's Reef.....							1				1
Fox Island Thoroughfare:											
Brown's Cove.....	1	1									2
Fiddler's Ledge.....	1			1							2
Iron Point.....								1			1
Mullen's Cove.....										1	1
Thomas' Ledge.....					1						1
Young's Point.....				1							1
Frenchman's Bay:											
Bald Rock.....			1								1
Sullivan Harbor.....											1
Frenchman's Bay approaches:											
Baker's Island.....			2					1			3
Schoodic Island.....	1										1
Great Cranberry Island.....	1			1	2		2		1		7
South Bunker's Ledge.....											1
Sperlin's Cove.....						1					1
Sperlin's Point.....							2				2
Harrington River.....		1				1					2
Pinneo's Point.....							1				1
Ray's Point.....			1						1		2
Kennebec River, (month of).....					2				1	2	5
Kennebec River approaches:											
Heron Island.....							1				1
Hunniwell's Beach.....		1	1		1	2		1			6
Hunniwell's Point.....				1	2	1				3	7
Long Island.....								1			1
Merrymeeting Bay, (rocks in).....		1									1
Pond Island.....											1
Sequin Island.....	1							1			2
Stage Island.....						1			1		2
Sugar Loaves, The.....		1				1			1		4
Wood Island Ledges.....							1				1
Kennebunkport.....								1	1		2
Little Cranberry Island.....	1	5	2	3	6	4	2	4	1	1	29
Hadlock's Point.....									1		1
Thompson's Ledge.....	1										1
Lubec Narrows.....	1										1
Gun Rock.....					1						1
Machias.....			1								1
Machias Bay:											
Bare Island.....	1										1
Birch Point.....							1				1
Chance's Island.....										1	1
Cross Island.....		2			2	1					5
Dogfish Ledges.....								1			1
Double Headed Island.....				1							1
Holmes' Bay.....		1									1
Libbey Islands.....			1	2		1			1		6
Salt Island.....									1		1
Sprague's Neck.....					1						1

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	
MAINE—continued.											
Machias Bay, Little									1		1
Davis Point		1									1
Moos-a-bec Reach:											
Browney Island Ledge, Fisherman's Island Passage	1		1								2
Channel Rock				1							1
Corn Ledge, Fisherman's Island Passage						1					1
Crumple Island, Fisherman's Island Passage								1			1
Doyle's Island			1								1
Duck Ledge						1	1				2
Fisherman's Island	1										2
Great Waas Island						1					1
Green Island Ledge			1	1				1			3
Hardwood Island						1	1				2
Head Harbor Island			1					1			2
Horse Ledge										1	1
Jonesport					1				3		4
Kelley's Point, (ledge near)						3			1		4
Knight's Island					1						1
Long Ledge	1										1
Man Island, south of Head Harbor Island	1										1
Mark Island		1									1
Nova's Rock					1						3
Pomp's Island			1								1
Sawyer's Cove								1	3		4
Sea-Duck Rock, Fisherman's Island Passage									1		1
Sea-Horse Rock, Fisherman's Island Passage				1							1
Sheep Island					1						1
Western Egg Rock										1	1
Mount Desert Island:											
Bar Harbor							1				1
Bass Harbor Bar and Head			1						1		2
East Bunker's Ledge, (south of island)				2			1				3
Long Ledge		1									1
Schooner Head			1								1
Seal Cove, (west side of island)						1					1
Seal Harbor								1			1
Southwest Harbor	2			1	1	1	1	2	1	2	10
Sutton's Island, (ledges near)			1		1						2
Tremont			1								1
Mount Desert Rock				1							1
Muscle Ridge Channel:											
Andrews Island										1	1
Ash Island	1										1
Burnt Island and Ledges, Seal Harbor		1	1			1	1	1			5
Channel Rock										1	1
Clam Ledges					1						1
Garden Island Sunken Ledge									1		1
Grindstone Ledge					2		1				3
Hay Island Ledge	1	1	2		1			1	1	5	12
Hurricane Ledge				1				1			2
Lark Ledges	1						1				2
Long Ledge, Seal Harbor					3		3	2	3		11
Lower Gangway Ledge	1				1			1		2	5
Munroe Island	2			1			1	1			5
Otter Island Ledge	2			1				1			3
Rackliff's Island, Seal Harbor				2							2
Seal Harbor	1	3			2	3	3	1	1	1	15
Sheep Island Bar		1	1		1		1				4
South Thomaston, (ledge near)					1						1
Spruce Head Island		1	2	1	1				1	2	8
Weskeag River, (mouth of)							1	1			2
White Head Island	1	3	1	1			1	1			8
Yellow Ledges						1					1
Muscongus Bay:											
Devil's Back Ledge						1					1
Egg Rock			1								1
Half Tide Ledge									1		1
Hog Island Bar			1								1
Kegs, The								1			1

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	
MAINE—continued.											
Muscongus Bay approaches:											
Between Monhegan Island and Pemaquid Point.....						1					1
Monhegan Island.....					1						1
New Harbor, Sunken Ledges.....							1				1
Pemaquid Point, (rock 4 miles southwest of).....							1				1
Narraguagus Bay and approaches:											
Bois Bubert Island.....										1	1
Millbridge, (ledge near).....									1		1
Passamaquoddy Bay, Gleason's Cove.....									1		1
Pembroke.....				1					1		1
Penobscot Bay:											
Fox Islands.....		2					2				4
Isle au Haut.....	1							1		1	3
Long Island.....						1					1
Ragged Island.....								1			1
Vinal Haven Island, Carver's Harbor.....										1	1
Penobscot Bay, East:											
Holbrook's Island.....								1			1
Kimball's Island and Ledges.....				1			1				2
Mark Island Ledge.....			1								1
Penobscot Bay, West:											
Camden.....		2			1						3
Carr's Rock Ledge.....			1								1
Crabtree Point.....							1				1
Crow Cove, Long Island.....										1	1
Duck Rocks.....			1								1
Goose Rock, (off Rockport).....										1	1
Green Island.....										1	1
Heron's Neck, (ledge near).....	1										1
Lowell's Rocks.....	1										1
Matinicus Island.....			1			1					2
Metinic Island.....							2				2
Metinic Island Ledge.....	1										1
Northern Triangles, The.....						1		1			2
Northport.....								1			1
Old Man Ledge.....							1	1	2		4
Outer Green Island Ledges.....									1		1
Outer Ledge, entrance Camden Harbor.....				1							1
Owl's Head.....					1					1	2
Rockland.....	1								2	2	5
Rockport.....				1							1
Sear's or Brigadier Island.....						1					1
Searport.....										1	1
Southern Triangles, The.....	1										1
Two Bush Reef.....					1						1
Petit Manan Island.....	2										2
Pleasant Bay approaches:											
Green Island.....										1	1
Nash's Island.....			1		1			2			4
Wass Point.....				1							1
Portland Harbor:											
Cushing's Point.....										1	1
Fort Preble, (near).....				1							1
Hog Island Ledge.....				1							1
Spring Point Ledge.....								1			1
Portsmouth Harbor, (Maine side):											
Badger's Island.....	3	1									4
Clark's Island.....			1			1	1				3
East Sister, The.....											1
Fishing Islands.....				1						1	2
Gerrish Islands.....				2						1	3
Jamaica Island, (near Kittery).....				1							1
Kittery Point.....			1			1			1		3
Kittery, (ledge near).....					1	1					2
Pumpkin Island.....	1										1
Seavey's Island.....	1	2				1					4
West Sister, The.....	1										1
Wood Island.....	2					1					3
Prospect Harbor:											
Old Man, The.....										2	2
Quoddy Roads:											
Black Rock.....	1								2		3
Crowell's Ledge.....			1		1	2	2		1		7

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	
MAINE—continued.											
Quoddy Roads—Continued.				2	2	2	3				9
Middle Ground			1						1		2
One mile northwest of life-saving station	1	1									2
Round Shoal					1				1		2
Sail Rock	2			1	1	2	7				13
West Quoddy Head			1						1		2
West Quoddy Head, Carrying Point Cove										1	1
Woodward's Point				1		1	2		5	1	10
Wormell's Ledge											
Saco Bay:					1						1
Lobster Rocks					1	1		1	1	2	6
Negro Island									1		1
Old Orchard Beach							1				1
Prout's Neck, (rock off)					1						1
Stage Island								1			1
Stratton's Island, (rocks near)				1	1	1	1	2	2	1	9
Wood Island											
St. Croix River:										1	1
Red Beach											
St. George's River and approaches:								1		3	4
Davis' Straits	1					1					2
George's Islands		1									1
Gunning Rocks			1								1
Hart Bar							1				1
Herring Gut				1							2
Mosquito Island	1							1			2
Old Cille Ledge	1										1
Old Woman Ledge		1			1	1					4
Port Clyde			1								1
Sisters, The						1	1				2
Sheepscot Bay and River:									1		1
Barter's Island						1					1
Black Rock	1										1
Cape Island						1					2
Clow's Ledges				1						1	1
Cuckolds, The			1								1
Long Ledge										1	1
McMahan's Island			1				1				2
Tom's Rock							1	1		1	3
Tennant's Harbor:					1						1
Hart's Ledge								1			1
Long Cove							1		1		2
Southern Island					1						1
White Ledge								1			1
Trescott Shag Rocks		1									1
Wells Beach					1						1
West Quoddy Head. (See Quoddy Roads.)									1		1
Wheeler's Bay:											
Clark's Island				1							1
Hen Island									1		1
High Island Ledge								1			1
Norton's Island Ledges											
York River:			1								1
Black Rocks										1	1
Harris Point Ledge											
NEW HAMPSHIRE.											
Hampton:											
Hampton Ledges				1		1					3
Hampton Shoals		1						1			2
Little Boar's Head						1					1
Isles of Shoals:	1										1
Anderson's Ledge						1					1
Smutty Nose Island				1							1
Star Island					1						1
White Island Ledge	1										1
Portsmouth Harbor, (New Hampshire side):										2	2
Fort Point											1
Frost Point		1									1
Jerry's Point					1				2	1	4
Odiorne's Point						1	1				2
Pierce's Island		1									1
Portsmouth					4						4
Pulpit Rock			2								2

TABLE 65.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	
NEW HAMPSHIRE—continued.											
Rye Beach	1	1						2	1		4
Black Rock							1	1			2
Foss' Ledges											
MASSACHUSETTS.											
Boston Bay and Harbor	1		1				1				3
Black Rock Channel			1								1
Brewsters' The			1		1		1				4
Calf Island							1				1
Cohasset Harbor											1
Cohasset Rocks											1
Deer Island		1					1				2
Devil's Back	1	1		1				1			4
Gallup's Island				2							2
George's Island		1						1			2
Graves, The											1
Great Fawn Bar	1							2			3
Green Hill						1					1
Harding's Ledge	2			1	1						5
Hull Beach											1
Little Nahant					1						1
Long Island		1					1				2
Lovell's Island							1	1	1	1	4
Middle Ground		2									2
Nantasket Beach			1				1			2	4
Nix's Mate			1								1
Peddock's Island							1				1
Pleasant Beach										1	1
Point Allerton			1		1					1	3
President's Roads							1				1
Quincy Beach										1	1
Rainsford Island					1						1
Ram's Head			1			1					2
Shag Rocks						1					1
Toddy Rocks	1		1					1		1	4
Weir River, entrance to Hingham Harbor										1	1
Buzzard's Bay:											
Bent's Ledge									1		1
Black Rock									1		1
Clark's Point, (rock near)									1		1
Egg Island									1		1
Great Ledge										1	1
Hen and Chickens				1			1			1	3
Mattapoiset Ledge						1					1
Misham Point							1				1
Mosher's Point										1	1
New Bedford Harbor	1		1	1		1	1		1		6
Onset Island					1						1
Penikese Island					1						1
Ram Island								1			1
West Island			1								1
Buzzard's Bay approaches:											
Gooseberry Neck				1							1
Horse Neck Beach						1					1
Cape Ann:											
Avery's Ledge, (approaching Rockport)		2		1		2					5
Bay View		1									1
Bemo Ledges			1		1		1		1		4
Brace's Cove	2										2
Brier Neck										1	1
Eastern Point		2	1		1	3					7
Gloucester	1	1	3	1	1	1	1	1	2	2	14
Lanesville	1					1	1		1	2	6
Londoner, The, (near Thatcher's Island)				1							1
Milk Island								2		1	3
Norman's Woe				1			1				2
Pigeon Cove										1	1
Rockport		1		1	1						3
Salt Island Ledge					1						1
Salvages, The, (off Rockport)							1				1
Straitsmouth Island				1		1				1	3

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	
MASSACHUSETTS—continued											
Cape Ann—Continued.											
Ten Pound Island	1		1				1			1	4
Thatcher's Island	1					1	1				3
Cape Cod:											
Bearse's Shoal					3	1		1	2	1	8
Caboon's Hollow		1					1			1	3
Chatham	2			2	1				1		6
Chatham Bar		3	2	2	3	2	6	1	2	4	25
East Orleans		1		1							2
Highland Light						1		1			2
Monomoy Point	2	1		2	1				1		7
Nauset Beach						2	2	2	1		8
Orleans Beach		1		1				1	3		6
Pamet River							1	1			2
Peaked Hill Bar	3	4	3		2	3	6	2	2	1	26
Pollock Rip				1	1	1	1	1	2	2	10
Race Point	1		4	1	2	2	2		2	5	19
Truro		2									2
Cape Cod Bay:											
Barnstable										1	1
Billingsgate Shoal							1				1
East Dennis			1							1	2
Long Point							1		2		3
Manomet Point	1							1			2
Provincetown	4	1			1		1			2	9
Sandwich	1								1	1	3
South Truro									1		1
Wellfleet	1		1		1		1				4
Wood End							2				2
Duxbury Beach		1	1					1			3
Bryant, or Green Harbor Point									2		2
High Pine Ledge		2				1		1			4
Fall River								1			1
Gurnet Point			1		1	2					4
Ipswich Bay		1									1
Essex Bar								1			1
Ipswich Bar	1		1	2		1	1		1	1	8
Squam Beach		2		1	1					2	6
Lynn Harbor				1	1						2
Marblehead										2	2
Martha's Vineyard:											
Cape Pege		1	2	2	1	1			1		8
Cedar-tree Neck		1								1	2
Chappaquiddick Point			1			1	1				4
Cottage City		1					1				2
East Chop	1	1					1				3
Edgartown	1	2			3		3	1	2	2	14
Gay Head	1			2		1	1				5
Gay Head, Devil's Bridge					1						1
Menemsha Bight			1							1	2
No Man's Land			1								1
Old Man's Ledge, (near No Man's Land)					1						1
Squidnocket Beach		1									1
Vineyard Haven	6	3	2	1	3	2	1	6	1	1	26
Wasque Bluff			1								1
West Chop	1	3	2		1			1	1		9
Nahant Bay, Phillip's Point									1		1
Nantucket:											
Bar and Bay	1	1	3	1		3		1	2		12
Great Point and Great Point Rip	1	1			2	2		3	1	3	13
Squam Head							1				1
Surfside						1	2				3
West end of			4								4
Nantucket Shoals		1	2	2	2		2	1	2		14
Nantucket Sound:											
Bishop and Clerk's Shoal		1				1					2
Centreville, (ledge near)						1					1
Chatham Roads			1								1
Common Flats, (near Chatham Roads)				1	1	1		1	1	2	7
Dennisport Beach	8		1						1		10
Eldrige's Shoal							1				1
Handkerchief Shoal	3		2	2	1		3	1	3	5	20
Harding's Beach, Chatham Roads					3						3

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	
MASSACHUSETTS—continued.											
Nantucket Sound—Continued.											
Hawes' Shoal.....		1			1				1		2
Herring River Bar, (off Harwich).....									1		1
Horse Shoe Shoal.....					1						1
Hyannis.....	3	1		1				1	1	1	8
Hyannis Road, Middle Ground.....									1		1
Kill Pond Bar.....	1		2				3				6
Long Shoal.....					1					1	2
Monomoy Island, (shoal west side of).....							1				1
Muskeget Island.....		2			1	4					7
Osterville.....							1	1			2
Shovelful Shoal.....			1			5	2	5	4	1	18
Skiff Shoals.....		1									1
South Harwich.....	1										1
Stone Horse Shoal.....	1		2		1	1			1	1	7
Tuckerneck Shoals.....	1	1		2		6				1	11
Wreck Shoals.....										1	1
Newburyport approaches:											
Black Rocks.....		1				1					2
Newburyport Bar.....	1		1	2	6	2	2	3	1		18
Plum Island Point.....	1		1					1			3
Salisbury Point.....						1	1				2
Plum Island.....			1	2	2		3	2		1	11
Plymouth Bay:											
Brown's Bank, or Brown's Island.....	1	1	4		3		1	2	1	1	14
Dick's Flat.....				1		1		1			3
Long Beach.....			1								2
Plymouth.....		1			1	1				2	5
Rocky Point.....		1									1
Saquish Point Shoal.....	1										1
Salem Harbor.....	1				1	1				1	4
Salem Harbor approaches:											
Baker's Island and Shoals.....	1							3			4
Coney Island Ledges.....									1	1	2
House Island.....		1									1
South Gooseberry, The.....								1			1
Scituate.....	2	1	2		3	1	4	3		4	20
Fourth Cliff.....	1	1	1					1	2		6
Long Ledge.....	1										1
Swamps-ott.....					1						1
Vineyard Sound:											
Cuttyhunk Island.....	1	1			2		1		2	3	10
Falmouth.....									1	1	2
Hedge Fence Shoal.....	1			2	2	1	1		2		9
Lackey's Bay.....			1								1
L'Homme à Dieu Shoal.....	2				1		2	1		2	8
Middle Ground.....		2									3
Nashawena Island.....								1	2	1	4
Naushton Island.....				1							5
Nobska Point.....								4		1	5
Nonamesset Island.....				2					1		3
Pasque Island.....								1		3	4
Quick's Hole.....							1				1
Robinson's Hole.....			1		1					1	3
Sow and Pigs.....	2	1			1	1	2				8
Squash Meadow Shoals.....			1					1			2
Tarpanline Cove.....	1						1				2
Wood's Holl.....			1	2	1		1				6
RHODE ISLAND.											
Block Island.....					2						2
Black Rock.....			2								2
Block Island Breakwater.....	1		1			1	1		1	1	6
Clay Head Point.....											1
East side of.....				6		4		2	6		18
Grove Point.....	1	1									2
Northeast end of.....							1				1
Northwest shore of.....		1	1	2				1			5
Sandy Point.....			1			1					2
South shore of.....			1			1					2
Southwest shore of.....			5	1	2			2			10
West side of.....			1	1				5	1		8

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.	
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.		
RHODE ISLAND—continued.												
Charlestown Beach				1				1				2
Little Narragansett Bay:												
Sandy Point	1											1
Seal Rocks						1						1
Narragansett Bay:												
Beaver Tail Point			1		1							2
Bonnet Point		2	1									3
Brenton's Reef	2											2
Casey's Point						1						1
Castle Hill		1					2					3
Conanicut Island				1			1					2
Despair Island						1						1
Dutch Island		1	1		2	1				1		6
Dyer's Island, (rocks off)						1		1				2
Gooseberry Island, Price's Neck	1											1
Gould Island	1											1
Gould Island, Sakonnet River									1			1
Half-way Rock		1										1
Hog Island		1								1	1	3
Hope Island			1									1
Narragansett Pier		1	1		1				2			5
Nayat Point						1						1
Newport	1	1	2	1						1		6
Newton's Rock												1
Popasquash Point								1				1
Plum Beach Shoal			1						1			2
Prudence Island							1					1
Rose Island		1	1		2					1		4
Rumstick Shoal			1									1
Sachuest Point	1											1
Sakonnet Point	2				1			2				5
Sakonnet Point, Church Harbor							1					1
Sakonnet Point, Elisha's Ledge									1			1
Warwick Neck				1		1						2
Wesqueague Beach							1					1
Whale Rock	1											1
Wickford				1								1
Point Judith	1		1	1	3		2	2	2	3		15
Eleven miles west of										1		1
Three miles northwest of									1			1
Squid Ledge				1								1
Quonocontaug Beach	1		1				1	1				4
Watch Hill	2	1	1			2	1	1		3		11
Catumb Reef		1				1	1					3
Napatree Point	1		2				2	1	1	2		9
Sugar Reef		2		1	1							4
CONNECTICUT.												
Black Point, (rock 3 miles west of)							1					1
Branford Reef			1									1
Bridgeport			1	1				1	1			4
Charles Island							1					1
Connecticut River, (mouth of:)												
Cornfield Point				1								1
Cornfield Point Shoal					1		1					2
Hatchett's Reef					1							1
Joshua Rock	2											2
Saybrook Bar	3				1	1	1					6
Saybrook Point			1									1
Cows, The, near Shippan Point				1								1
Fisher's Island Sound:												
Bartlett's Reef									1			1
Eel Grass Shoal, (rocks near)		1										1
Groton Long Point										1		1
Horseshoe Reef		1										1
Latimer's Reef				1		1						2
Middle Ground								1				1
Morgan's Point					1							1
Noyes' Rocks							1					1
Windmill Point						1						1
Greenwich Point	2											2
Guilford	1											1

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	
CONNECTICUT—continued.											
Hammonasset Point								1			1
Long Island Sound, (off the coast of Connecticut:)											
Bartlett's Reef, (near light vessel)				1							1
Calf Island, or The Calves				1							1
Captains' Islands										1	1
Crane Reef				1			1				2
Faulkner's Island						1					1
Goose Island, (near Faulkner's Island)	1						1				2
Green's Ledge, (west of the Norwalk Islands)								1			1
Norwalk Islands		1									1
Penfield's Reef			1	1							2
Stratford Shoals, or Middle Ground					2						2
Squaw Island									1		1
Thimbles, The	1										1
Wheaton's Reef				1			2				3
Merwin's Point					4						4
Millstone Point, (near Niantic Bay)					1						1
New Haven Harbor:											
Adam's Fall Ledge						1			1		2
Flat Rock	1										1
Half Tide Rock	1										1
Luddington Rock				1	1		1				3
Marion Point									1		1
New Haven		1	1		2	2	2			1	9
New London Harbor and approaches:											
Black Ledge	1										1
Black Rock				1						1	2
Eastern Point										1	1
Goshen Reef					1			1			2
Ledges, off		1	1								2
New London		1						1	1		3
Pequot, (near)										1	1
Southwest Ledge	1	1									2
Norwalk Islands		1									1
Point No Point	1										1
Sachem's Head									1		1
Shippan Point Shoals										1	1
Stamford	2	2									5
Stonington Harbor					1	1					2
Stratford Bar							1				1
Stratford Beach				1					1		2
NEW YORK.											
Block Island Sound:											
Fort Pond Bay					1						1
Gardiner's Island		5	2		1						8
Montank Point, (5 miles northwest of light)				1							1
Shagwong Reef							1				1
Washington Shoal					1						1
East River:											
Islandwell's Island	1		3	1	2		1			1	9
College Point					1	1					4
Hell Gate	2		5	2	1	1	1	1	1		13
Hell Gate, Flood Rock		1		1	1	1		1	2		6
Hell Gate, Hallett's Point	1								1		2
Hell Gate, Negro Head	1		1	1	2						5
Hell Gate, Sealy Rock		1				1					2
Hell Gate, The Gridiron				4	1						5
Hell Gate, The Hog's Back					1						2
Middle Ground, near Lawrence Point			1				1				3
Newtown Creek, (mouth of)	1				1	1					3
North Brother			1			2		1			4
Old Ferry Point	1										1
Randall's Island				1							2
Bavenswood Rock			1								1
Ricker's Island						1		1			3
South Brother, The									1		2
Sunken Meadows, The							1		1		4
Whitestone Point	1										1
Gardiner's Bay:											
Ben's Point								1			1

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	
NEW YORK—continued.											
Gardiner's Bay—Continued.											
Deep Hole							1				1
East Marion	1										1
Gardiner's Island, (see Block Island Sound.)											
Long Beach Bar									1		1
Long Island, (outside:)											
Amagansett					1						1
Barren Island, Jamaica Bay		1									1
Bridgehampton Beach	1	1									2
Coney Island	1		1	1	1						5
Ditch Plain											1
East Hampton Beach	2		2				1				4
Fire Island Beach		1	1	1	2	3		2		2	13
Fire Island Inlet	1	1		1				1	7	6	17
Gilgo Inlet Bar		1									1
Hog Island Inlet	1			2	2	1	1		1		8
Jones's Beach			1		1					1	3
Long Beach	1	1						1			3
Montank Point					1				1	1	3
Moriche's Beach						3	2	2			7
Napeague						2	2	2	3	1	8
New or Jones's Inlet	3	2		1	1	3	2	1		1	14
Oak Island				1	1	1	1	1		1	5
Rockaway and Far Rockaway Beach		1	1	1			2				6
Rockaway Inlet and Shoals	1	1	1		1	4	4	2	2	6	22
Shinnecock Beach		2			1	2	1				6
Smith's Point		1	1	1							3
Long Island Sound:											
Baiting Hollow Beach							1			1	2
Brown's Hills										1	1
Centre Island Reef								1			1
City Island		1	1			3	2				7
Cow Bay		1	1								2
Crab Meadow			1					1			1
East Clump, (rock near)							1				1
Eaton's Neck	1	1	1	5			1	2	1	6	17
Execution Rocks	1		1								3
Fisher's Island		3	1	2	1	1	1	1	2	1	13
Gangway Rock					1						1
Greenport		1									1
Gull Island		1									1
Hart Island			1	2				2			7
Hewlett's Point					1		1				2
Horton's Point					1						1
Huntington									1		1
King's Point		1					1				2
Little Gull Island	1	1									2
Lloyd's Neck	2	1	1			1		2		1	8
Luce's Landing, (near Jacob's Hill)					1						1
Mamaroneck			1								1
Matinicock Point					2						2
Mattituck Beach					1						1
Mount Misery										1	1
New Rochelle Harbor	1	2									3
Northport Harbor	1										1
Northwest, (3 miles east of Sag Harbor)	2				1						3
Oak Neck Point						1					1
Old Field Point Light					1						1
Orient Beach							1				1
Oyster Bay	2					1					3
Oyster Pond Reef					1					1	2
Plum Island		1			1			2	1		5
Promised Land	5										5
Race Rock					1						1
Rocky Point Landing, (near Herod's Point)								1			1
Rocky Point, (west of Terry's Point)								1			1
Rye Point					1		2				3
Sag Harbor	1										1
Sag Harbor, (12 miles east of)		1									1
Sand's Point			1		1			1			3
Seal Rocks, (near Fisher's Island)									1		1
Success Rock			1		1						2
Throg's Point										1	1
Wading River	1								1		2

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	
NEW YORK—continued.											
Long Island Sound—Continued.											
West Clump, (near Fisher's Island).....						1					1
Whortleberry Island.....	1										1
Wicopasset Island and Reefs, (near Fisher's Island).....				1			1		2	1	5
Woodhull's Landing, (east of Port Jefferson).....										1	1
Woodville Landing, (near Herod's Point).....	1										1
New York Bay and Harbor:											
Bay Ridge.....									3		3
Bedloe's Island, (rock 1 mile west of).....		1								1	2
Bedloe's Island Reef.....	1										1
East Bank.....		1								1	2
Fort Hamilton.....							1				1
Middle Ground.....					1	1					2
Oyster Island.....							1				1
Romer Shoal.....	1	4	3	1	1	5	3	3	1	1	23
Staten Island.....		1		1			2		2		6
West Bank.....										1	1
NEW JERSEY.											
Absecon Beach.....	1			1	1		2				5
Absecon Inlet.....	3	1	1	6	2	1	2	8	6	7	37
Atlantic City.....	1	4		1	1	1	4	1			13
Barneгат Bay.....						1			1		2
Green Island.....	1										1
Barneгат Inlet.....	3	4	1	3	10	2	4	1	10		38
Brigantine Beach and Shoals.....	1	4	2	1	4	2	4	1	2		15
Cape May.....	2	3	5		4	4	2	4	2	2	28
Cold Spring Inlet.....	2	3		1	1	3	3	1	2	3	19
Corson's Inlet Bar.....					2						2
Deal Beach.....				1	1						2
Delaware Bay, (also see Delaware):											
Ben Davis Point, (shoals near).....				1							1
Egg Island Flats.....								1			1
Fishing Creek Shoal.....	1								1		2
Maurice River, (near).....				1						1	2
Miah Maull Shoals.....							1				1
Overfalls, or South Shoal.....										1	1
Town Bank.....										1	1
Five Mile Beach.....							1				1
Great Egg Harbor.....					1	2	1	1			4
Great Egg Harbor Inlet.....	1		3	1	2	2	1	1	2		13
Hereford Inlet.....	1	1	1	4	3	1	1	7	3	2	23
Highlands.....	1							1			2
Island Beach.....	3	2	1	2	3	2	3	4	3	2	25
Leaming Beach.....									1		1
Little Egg Harbor.....	1			1	6	4	3	3	1		19
Little Egg Harbor Inlet, or New Inlet.....	1	1	2	2	1			2	3	3	15
Anchorage Islands:											
Long Beach.....	4		2	2	1	2	2	2	2	1	18
Long Branch.....	2		1	1						1	5
Monmouth Beach.....	1	1			1	1	2	1			7
Ocean Grove.....				2			1				3
Peck's Beach.....	1		1						1		3
Raritan Bay, Keyport.....	1	1						1		1	5
Robbins Reef Bay, New York Harbor.....	1										2
Sandy Hook.....	2	3	3	4	4	12	5	10	4	6	53
False Hook.....											2
Flynn's Knoll.....			2	3			2		2	2	11
Outer Middle Ground.....						2					2
Swash Channel, (west side).....									1		1
Seabright.....	2			1		1	2	1			7
Shark River.....		1			1		1				3
Spring Lake.....							2				2
Squam Beach.....	1	3	1		3			1	1		10
Tom's River.....							1				1
Townsend Inlet.....	2		2	4	5	2	1	2	2		19
Tucker's or Short Beach.....	1	1	1		1		1	1			6
Turtle Gut Inlet.....		1		2		1		1			5
Wreck Pond Inlet.....				1					1		2

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	
DELAWARE.											
Cape Henlopen	3	3	5	3	1	8	4	3	1	4	35
Hen and Chickens Shoal		1		2		1		2	2		8
Delaware Bay, (also, see New Jersey:)											
Boyd Shoal				1							1
Brandywine Shoal	2			2		1	1		1	1	8
Broadkill River, (mouth of)								1	1		2
Joe Flogger Shoal	2	1		2	1	1			1		8
Shears, The					4				1		5
Delaware Breakwater	1		1		3		1	1	1	2	10
Indian River Inlet	2	1	1	3	1	2	1	2	2		15
Six miles south of								1	1		1
Lewes	4	2		1	61	1	3	3	19	4	43
Rehoboth Beach	1							2	2	1	6
MARYLAND.											
Chesapeake Bay:											
Billy's Island									1		1
Black Walnut Bar					1						1
Cedar Point							1				1
Cedar Point and Point No Point, (between)									1		1
Cornfield Harbor							1				1
Cornfield Point, (mouth of Potomac River)										1	1
Cove Point									1		1
Cove Point, (7 miles north of)								1			1
Crisfield Harbor									1		1
Curtis Creek			1								1
Dell's Island									1		1
Ditch Rock								1			1
Governor's Run	1										1
Governor's Run and Cove Point, (between)							1				1
Hawkin's Point			1				1				2
Hill's Point	1	1						1	1		4
Holland Point, (near Herr ng Bay)							1				1
Hooper's Island								1	1		1
Kedge's Strait		1					1				2
Kent Island	2		1	1		1	1				6
Long Point Bar, Tangier Sound									1		1
Lord's Gifts Flats, (mouth Chester River)	1										1
Magothy River, (mouth of)			2				1		1		4
Miller's Island											1
Patapsco River, (mouth of)	2	1	1	1	1	1	2	2	2		13
Patuxent River, (mouth of)	1										2
Plum Point Shoal	1							1			2
Point Lookout			1		1		1				3
Point No Point							1		1		2
Pool's Island			2								2
Rock Point						1		1	1		3
St. George's Island, (mouth Potomac River)	1							1			2
Sassafras River, (mouth of)	1										1
Seven Foot Knoll			1								1
Sharp's Island Bar							1	1			2
Smith's Creek, (mouth Potomac River)									1		1
Solomon's Island, (mouth Patuxent River)										1	1
Spesutie Island				1							1
Swan Point										1	2
Taylor's Island	1										1
Thomas' Point Shoal				1				1	1		3
Three Sisters			1								1
Tilghman's Island, (mouth Choptank River)						1					1
Tolchester Beach								2			2
Eastern Bay							1				1
Kent Point, (near)									1		1
Tilghman's Point							2				2
Wade's Point							1		1		2
Fenwick's Island	3	2	3	5			2	2			17
Fenwick's Island Shoals, (7 miles from shore)					1		1				2
Green Run Inlet	1								1		2
North Beach						1		2			3
Ocean City			2				2	1	1		6

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.	
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.		
VIRGINIA.												
Assateague Island			2	1	1	1	3					8
Fishing Point					1			1				1
Turner's Shoal												2
Assawaman Inlet			1			1						2
Cape Charles	1					1		1			1	4
Fisherman's Island												2
Cape Henry	2	5	1		2	1	3	1	1		2	18
Cedar Island				2								2
Chesapeake Bay:												
Back River Shoals	3						1					4
Bluff Point						1						1
Cape Charles City								1	1			2
Dimer's Creek		1										1
East River, (mouth of)								1				1
Horseshoe Shoal										1		1
Hunger's Creek Bar										1		1
Inner Middle Ground				1	1							2
Jeffers Creek											1	1
Little Bay	1					1						2
Middle Ground	1	2				1						4
Nadua Creek						1						1
New Point Comfort				2	1			1				4
North Point, (near Rappahannock River)								1				1
Ocean View	2									1	1	4
Plankatank River Bar											1	1
Rappahannock River, (mouth of)											1	1
Smith's Point	2	1	1	2								6
Smith's Point, (northwest of)	1		1									2
Tangier Island												1
Willoughby Spit						1	3	1	3			8
Windmill Point				1			1					2
Wolftrap Shoal, Mobjack Bay					1							1
York River, (mouth of)											1	1
York Spit	2	1										1
Chincoteague Inlet	2	1	2		1	4	2	4	2	1		19
Chincoteague Shoals, (off Fishing Point)	1	3			1							5
Cobb's Island			2	1		1		1			1	6
Carter's Shoals		3	3	1	2	1	2		2	2		15
Dam Neck Mills					1			1	1	1		4
Elizabeth River:												
Berkley Flats, (near Norfolk)	4											4
Lambert's Point	1				1			1				3
New Mill Creek		1										1
Pinner Point											1	1
Portsmouth	1											1
Western Branch, (mouth of)											1	1
False Cape	1	1	1	2	1	1	2	2	1	1		13
Fisherman's Island, (near Cape Charles)					1							1
Great Machipongo Inlet		1			1	1		2	2			7
Hampton Roads:												
Brown's Shoals, (mouth of James River)									1			1
Craney Island	1											1
Day's Point, (mouth of James River)										1		1
Hampton Bar	1	1	1		1	1	1					6
Hampton Flats									1			1
Mason's Creek							1					1
Mulberry Island, (mouth of James River)				1								1
Nansemond River, (mouth of)										4		4
Newport News		1										1
Old Point Comfort		1	1	1								3
Pagan Creek, (mouth of James River)										1		1
Rip Raps									1			1
Sewall's Point							1					1
White Shoal, (mouth of James River)										1		1
Hog Island	4		5	2	5	1	2	3		4		26
Little Island	1				1		2		3			7
Little Machipongo Inlet								1				1
Lynn Haven Bay			3		1		1	1	1	1		8
Metompkin Beach								1	1			2
Metompkin Inlet					1	3						4
Myrtle Island				1								1
Paramore's Beach	1	1	1	1	3	1		1				10

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	
VIRGINIA—continued.											
Sand Shoal Inlet					2	1		1		1	5
Ship Shoals						2				1	3
Smith's Island		1	1	3			1	1	3	1	11
Isaac's Shoals		1	2	2	4				1	2	12
Nautilus Shoal								1			1
Smith's Island Inlet								1			1
Virginia Beach								1	3	3	7
Wallop's Beach			1				1	1			3
Wachapreague Inlet			2	1					1	1	4
Dawson's Shoals		2		2	2		2	1	3	2	14
Winter Quarter Shoals							1				1
NORTH CAROLINA.											
Albemarle Sound:											
Flatty Creek Bar				1						1	1
North River Bar	2										3
Reed's Point		1									1
Roanoke River, (mouth of)											1
Sandy Point				1							1
Barren Inlet				1						1	2
Beaufort	4		2		2					1	9
Big Kinnakeet, (also, see Pamlico Sound)						1	2		1	2	6
Bogue Island				2			1	1	1		5
Cadley's Inlet											3
Cape Fear, Fryling Pan Shoals		1	4	3		1	2	3	1		15
Cape Fear River, (mouth of)	3	1	9	2	11	3	5	1	1	2	38
Cape Fear River, (approaches:)											
Federal Point	1										1
Finger, The	1										1
Middle Ground	1		1								2
Cape Hatteras	1	1		1	1	1				3	8
Diamond Shoals		2						1		1	4
Hatteras Roads									1		1
Outer Diamond Shoal	2	1			1	1				2	8
Pamlico Sound							2	1			4
Cape Lookout	1	1					1				3
Cape Lookout Shoals	1		1		1	1		1			5
Chicamacomico			1								1
Core Beach	1	1		1	1	3	1		1	1	10
Currituck Beach				1		1	2		1	2	7
Gull Shoal Life Saving-Station, (also, see Pamlico Sound)					2						2
Hatteras Inlet	5		4	7	3	4	2	3	3	4	35
Kitty Hawk					1						1
Little Kinnakeet, (also, see Pamlico Sound)			2								2
Lockwood's Folly Inlet	1	2									3
Loggerhead Inlet			1								1
Masonboro Inlet		1									1
Nag's Head	1				2					1	4
New Inlet	1			3							4
New River Inlet	1	1			1						3
New Topsail Inlet			1								1
Ocracoke Inlet	1				1				1		3
Ocracoke Island	1	1	1	1		2					6
Old Currituck Inlet	1										1
Old Topsail Inlet				1							1
Oregon Inlet		2		1	1		1		1	1	7
Pamlico Sound:											
Big Kinnakeet				2							3
Brant Island											1
Drum Inlet Shoal						1					1
Great Island						1					1
Gull Shoal							2		1		3
Howard Reef						1					1
Little Kinnakeet							2		1	1	4
More's Inlet, (near)									1	1	2
Neuse River										2	2
Oliver's Reef									1	2	3
Royal Shoal		1									1
Swan Island							1				1
Rich Inlet		1									1
Shallotte Inlet									1		1

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	
SOUTH CAROLINA.											
Bay Point, St. Phillip's Island							1				1
Black Island							1				1
Bull's Bay							1				1
Cape Romain		1	1								2
Charleston		1	2				6			1	10
Charleston Bar	1	3	2	2	1	2	2		1	1	15
Pumpkin Hill Shoal		1						1			2
Edisto Island							2			1	3
Gaskin Bank, (off Hilton Head Island)								1			1
Georgetown Breakers		2	1		1		1			3	8
Georgetown Harbor			1								1
Little River Inlet				1						1	2
MacClellanville							1				1
Morris Island						1	1				2
North Edisto River, (mouth of)					1						1
North Island Beach				1	1		1				3
Pawley's Island, (15 miles north Georgetown Light)				1							1
Port Royal Bar				1					1		2
St. Helena Sound and approaches									1		2
Pelican Bank				1			1				1
South Island Fishing Bank	1										1
Stono Inlet				1		1					2
GEORGIA.											
Blackbeard Island			1								1
Cockspur Island			1								1
Cumberland Island, (shoal north end of)			1					1			1
Doboy Sound, (entrance to)									1		1
Horseshoe Shoal, (mouth Savannah River)			1								1
Jekyll Island			1								1
Johnson's Creek, St. Catharines's Island							1				1
North Breakers, (entrance to Doboy Sound)								1			1
Ossabaw Island	1										1
St. Catharine's Sound			1								1
St. Simon's Bar	1							1	1		3
Sapello Sound and approaches									1	1	2
Savannah River, (mouth of)						1					1
Tybee Island		1		1						1	3
Wolf Island Spit			1								1
FLORIDA.											
Alligator Point				1							1
Anastasia Island			1								1
Appalachee Bay							1				1
Marsh Island											1
Appalachicola							6				6
Appalachicola Bay:											
Carrabelle								1			1
East Pass Bar								1			1
St. James' Island				1							1
Sand Island Shoals						1					1
Barrancas		1									1
Biscayne Bay		2									2
Cape Canaveral:											
Fifteen miles north of										1	1
Twenty-five miles south of	1										1
Cape San Blas				1				1			2
Cedar Keys							1				1
Choctawhatchee Bay									1		1
Dog Island	1										1
Fernandina Bar		1	2								3
Florida Reefs:											
Alligator Reef			1	4							4
Bird Key, (near Tortugas)			1								1
Boco Grande Key							2				2
Carysfort Reef				1							1
Carysfort Reef, (11 miles from)	1										1
Cayo Costa			1				1				1
Coffin's Patches									2		2
Conch Reef								1			1
French Reef						1			1		2

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	
FLORIDA—continued.											
Florida Reefs—Continued.											
Lost Man's Key.....			1								1
Marquesas Key.....			1					3			6
Molasses Key.....				2							2
Pelican Reef.....	1										1
Pulaski Shoals.....			1								1
Rebecca Shoals.....										1	1
Tortugas.....				5	1	1	3	1	3		15
Washerwoman Shoal.....										1	1
Western Dry Docks.....			1					1			2
Fort Pickens Point.....					1						1
Gilbert's Bar.....							1				1
Gunnison's Cut, (between Nassau and Fort George Inlet).....		1									1
Indian River Inlet.....						1					1
Twenty miles north of									1		1
Jupiter Inlet.....								2	6	1	9
Lake Worth, (beach, south end of).....					1	1					2
Lake Worth Inlet.....								1			1
Matanzas Inlet, (north of).....		1									1
Matanzas Inlet, (south of).....	1									2	3
Musquito Inlet.....			3				2				5
Twelve miles south of			1								1
Nassau Sound.....										1	1
New River Inlet.....									1		1
New River Inlet, (8 miles north of).....									1		1
Ochlocknee Bar.....		1									1
Pensacola.....			1								1
Pensacola Bar.....								1			1
Perdido River, (mouth of).....		1							1		1
Punta Rasa.....											1
St. Andrew's Bay.....			1								1
St. Augustine, (12 miles north of).....	1			1			2		1	1	5
St. Augustine Bar.....									1		1
St. George's Island.....											1
St. George's Sound, (east end).....					1	1	3	1			8
St. John's Bar.....	2	1									3
St. Lucie:											
St. Lucie Rocks.....						1					1
St. Vincent's Sound, (west end).....							1				1
Sanibel Island.....					1						1
Santa Rosa Island.....	1	2	1	1					2		7
Santa Rosa Inlet, (25 miles east of).....									1		1
Tampa Bay, (rocks near).....			1								1
Thirty miles south of entrance.....			1								1
ALABAMA.											
Mobile Bay.....			1					1			2
Mobile Bay approaches:											
Coffa Island.....	1										1
Dauphin Island.....		1						1			2
Dixie Island.....	2					1		2			5
Mobile Point.....	1						1				2
Petit Bois Island.....									1		1
Sand Island.....			1				1	1			3
MISSISSIPPI.											
Horn Island, Mississippi Sound.....		1	1			1	1			1	5
Pascagoula Bar.....		1									1
Ship Island, (shoal off).....			1				1				2
LOUISIANA.											
Calcasieu Bar.....			1		1				1		3
Chandeleur Island.....	1						1			1	3
Grand Grozier Shoal.....	1										1
Mississippi River, (South Pass).....					2	1					3
Rigolets, The.....		1									1
Ship Shoal Light, (18 miles northeast of).....										1	1
Timbalier Island.....	1										1

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	
TEXAS.											
Aransas Pass		1	4	3		1	1	2	3		15
Boliver Beach		1								1	2
Brazos River, (mouth of)								3		1	4
Brazos River and San Louis Pass, (between)				1				1			2
Brazos Santiago		2	2		3	3	1	2	1		14
Clark's Island		1									1
Point Isabel		3									3
Corpus Christi				1							1
Espiritu Santo Bay								1			1
Galveston Bar	3	1		1			4	5			14
Galveston Bay:											
Pelican Island						1					1
Pelican Spit			1								1
Galveston Island		1			1	1	1		1	2	7
Matagorda Bay								2			2
Powder Horn Lake								3			3
Matagorda Island	2		3	2				1	1	1	10
Matagorda Peninsula			2				1	2			5
Mustang Island			1		1					2	4
Padre Island		4		4			3				11
Pass Cavallo	1	3		2		1			2	3	12
Decros Point, (3½ miles east of)	1	1									2
Pelican Island	1	1	1						1		4
Sabine Pass	2	1	1			1	2	2	1	1	11
West of						1	1	1			2
St. Joseph Island					1			1			2
San Bernard Bar				1	1	1		1			3
San Louis Pass		1		1	2	1	1	1			6
Two miles northeast of				1							1
Two miles southeast of				1							1
Four miles southwest of								1			1

PACIFIC COAST.*

ALASKA TERRITORY.											
Admiralty Island								1			1
Behring Bay		1									1
Belkopsky, (10 miles north of)					1						1
Cape Prince of Wales, (20 miles north of)					1						1
Chernobour Rocks				1							1
Douglas Island									1		1
Fidalgo Island	1										1
Golorin Sound			1								1
Karluc, Kodiak Island			1						1		2
Koronsky Island, (unknown reef near)					1						1
Morzovia Bay										1	1
Nounivak Island										1	1
Onmnak Island	2										2
Ounga Island											1
Point Barrow, (reef near)										1	2
Point Belcher						1					1
Point Gustavus, (latitude 58° 24' N., longitude 135° 43' W.)								1			1
Point Hope											1
Port Houghton										1	1
Pirate's Cove										1	1
Prince of Wales Island					1						1
St. Lawrence Island, Behring Sea		1									1
St. Paul's Island, (ledgo off)		1									1
Shumagin Islands								1			1
Sitka, (4½ miles southeast of)				1							1
Tugidak Island										1	1
Walowright Inlet, (west coast of)								1			1
Wayanda Rock, Peril Straits				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 during the last ten years—Continued.

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.	
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.		
WASHINGTON.												
Cape Disappointment (10 miles north of)			1				1					2
Columbia River, (10 miles north of)						1						1
Destruction Island											1	1
Flattery Rocks					1			1				2
Gray's Harbor:												
Nine miles north of									1			1
South Spit								1				1
Two miles north of									1			1
Point Greenville	1							1				2
Puget Sound:												
Admiralty Head									1			1
Fidalgo Island									1			1
Marrowstone Point				1		1						2
Maury Island					1							1
Mutiny Bay		1										1
Nisqually River, (mouth of)		1										1
Oak Harbor, (rock in)							1					1
Point Hudson								1	1			2
Point Wilson		1									1	2
Port Ludlow						1						1
Port Susan					1							1
Port Townsend	1											1
Protection Island						1						1
Table Rock											1	1
Tacoma:												
Ten miles north of				1								1
Utsaladdy Bay				1			1					2
Whidbey Island												
Shoalwater Bay	1		2				2	2	2	1		10
Straits of Fuca:												
Crescent Bay	1	3										4
Ediz Hook	1											1
Fresh Water Bay	1											1
Neah Bay		2										2
Pillar Point			1									1
Washington Sound:												
Bellingham Bay											1	1
Bird Rocks							1					1
Burrows Islands					1							1
Centre Island								1				1
Goose Island, San Juan Channel											1	1
Pearl Island					1							1
MOUTH OF COLUMBIA RIVER.												
Columbia River Bar	1	1	1	1	1		1	1				7
Clatsop Spit			2		3		1			1		7
Peacock Spit		1	1	1								3
OREGON.												
Astoria				1								1
Cape Arago						1						1
Cape Blanco					1							1
Columbia River Bar, (12 miles southeast of)					1							1
Coos Bay Bar	2	1	1			2				2		8
Coquille River, (mouth of)			2					1				3
Nehalem River, (mouth of)									1			1
Nestucca Bay								1				1
Point Adams							1	1				2
Port Blacklock						1		1				2
Port Orford					1				1			2
Rogue River Bar	2					1				1		4
Siuslaw River, (mouth of)								1				1
Tillamook Bar		1										1
Umpqua Bar, (4 miles north of)				1								1
Yaquina Bar					1		1		1	1		4
CALIFORNIA.												
Albion River, (mouth of)					1			4	1			6
Ballona Harbor, Los Angeles								1				1
Bodega Bar					1							1

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	
CALIFORNIA—continued.											
Bodega Head.....	2										2
Bolinas.....						1					1
Bowen's Landing, Mendocino County.....				1	1				1		3
Bridgeport Landing, Mendocino County.....				1	1						2
Caspar.....	1			1			1				3
Catallina Island.....			1								1
Crescent City.....	3	2			1			1		1	8
Cuffey's Cove.....		1		1			2				4
Drake's Bay.....								1	1		2
Duxbury Point Reef.....									1		1
Eel River Bar.....					2		1			1	4
Farallon Islands.....		1									1
Ferguson's Cove, near Point Arena.....				2	1						3
Fish Rocks.....	1	1	1						1	1	5
Fisk's Mills, Sonoma County.....										2	2
Fort Bragg, Mendocino County.....									1	2	3
Fort Ross.....	1		1				1		1	1	5
Golden Gate.....		1	1	1				1		1	5
Eight miles south of.....								1			1
Fort Point.....			2			2		1	1	1	7
Lime Point.....			1		1						2
Mile Rocks.....	1	1		1			1		1	1	6
Point Bonita.....		1									1
Point Lobos.....			1							1	2
Gualala, Mendocino County.....		1									1
Hornume, Ventura County.....				1				1			2
Humboldt Bar.....			1	2	1	1	3		2	2	12
Laguna, Mendocino County.....						1					1
Little River, (mouth of).....				3		1					5
Lompoc Landing.....	1							1			2
Mendocino.....							2				2
Monterey Harbor.....								1			1
Morro Rock, Estero Bay.....					1						1
Navarro River, (mouth of).....		1				1	1		2		5
Newport.....	1	1		1							3
Noyo River, (mouth of).....	1	1									2
Point Arena.....	1	1					1	2		4	9
Eight miles south of.....					2						2
Point Bonita.....									1		1
Fourteen miles north of.....							1				1
Point Conception.....						1					1
Point Fermin.....			1					1			2
Point Gorda, (10 miles south of,).....						1					1
Point Montara Reef, (near).....		1									1
Point New Year.....								1			1
Point Reyes.....				1	1		1	1		2	6
Point Sal.....											1
Point San Louis, (1 mile west of).....		1									1
Rockport.....				1							1
Rocky Point.....								1			1
Russian Landing, Sonoma County.....								1		1	2
San Buenaventura.....									1		1
San Diego Bay.....						2	1	1	2		5
San Francisco Bay.....											2
Alcatraz Island.....		1									1
Angel Island.....	1										1
Arch Rock.....			1								1
Berkeley.....	1										1
Black Point.....	1										1
Brother's Island.....	1		1								2
East Brother's Island.....			1								1
Hen and Chickens Rocks.....							1				1
North Beach.....	1										2
Oakland.....						1					1
Point San Pedro.....	1										1
Red Rocks.....	1										1
San Juan de Capistrano.....				1							1
San Miguel Island.....		2	1				1				4
San Pablo Bay.....					1						1
Carpinez Strait.....	2										2
The Sisters.....					1						1

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	
CALIFORNIA—continued.											
San Pedro Bay		1						1	1		3
Deadman's Island	2										2
San Simeon											1
Santa Cruz	1						1				1
Santa Rosa Island					1						1
Saunder's Reef (below Point Arena)									1		1
Smith's Point, Marin County										1	1
Smith's River (mouth of)		1				1		3			5
Soquel		1									1
Stewart's Point, Sonoma County		1				1			1		3
Suisun Bay:											
Middle ground		1									1
Sacramento River			1								1
Ten-mile Beach, (7 miles north of Big River)					1						1
Timber Cove				1							1
Tomales Point							1				1
Westport, Mendocino County	1						2		1		4
Whitesboro Landing, Mendocino County				1		1	2	2	1		7
Wilmington								1			1

LAKE COASTS.*

LAKE ONTARIO.											
Amherst Island, Canada					1						1
Big Sandy Creek, N. Y.	6	6	4	4	1				2	3	23
Five miles north of			2					1			3
Big Sodus, N. Y.	2				1						3
Big Stony Creek, (mouth of,) N. Y.				1		1		2	1		4
Braddock's Point, N. Y.				1							1
Cape Vincent, N. Y.				1							1
Charity Shoal, N. Y.			1		1						2
Charlotte, N. Y.			1		1		1	1		1	5
West of	1	1	1					1			3
Fourteen miles east of									1		1
Eleven Foot Shoals, (4 miles below Kingston,) Canada							1		1		1
Fair Haven, N. Y.					1						1
Seven miles west of					1						1
False Duck Island, Gull Reef, Canada							1				1
Feather Bed Shoals, St. Lawrence River, near entrance to		1									1
Ford Shoal, N. Y.					1			1	1		3
Galloo Island, N. Y.		1								1	2
Irondequoit, N. Y.	1										1
Long Point, Canada										1	1
Napanee, Canada				1							1
Oak Orchard Reef, N. Y.										1	1
Oswego, N. Y.	1	3	1	2	2		2	1			12
East of	2	1									3
Three and one-half miles west of	1				1						2
Seven miles west of										1	1
Pigeon Island, Canada							1				1
Point Peninsula, N. Y.	1							2			3
Port Ontario, N. Y.	1	2		1		2		1			7
Quinte Bay, Canada				1							1
Sackett's Harbor, (rocks near) N. Y.		1									1
Salmon Point, Canada		1		1							2
Simcoe Island, Canada				1							1
Sodus Harbor, N. Y.				1							1
South Bay Point, Canada	1										1
Stony Island, N. Y.							1				1
Stony Point, N. Y.			1					1			2
Five and one-half miles south of		1									1
Wellington, Canada			1								1
Whitby, Canada						1					1
Wilson Harbor, N. Y.					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 during the last ten years—Continued.

LAKE COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.	
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.		
LAKE ERIE.												
Ashtabula, Ohio.....			1			1	1	1				2
Eight miles southwest of.....		1			1							4
Avon Point, Ohio.....										1		1
Ballast Island Reef, Ohio.....									1			1
Bar Point, Canada.....	1		2		2						1	6
Bay View, N. Y.....					1							1
Black River, Ohio.....				1								1
Buffalo, N. Y.....	6	4	1	5	2	2	1	1	1	1		24
Cattaraugus Creek, (mouth of), N. Y.....												1
Cedar Point, Sandusky Bay, Ohio.....	2	1			1		1	1	1			7
Chick-e-no-lee Reef, Canada.....	1			1								2
Cleveland, Ohio.....	2	3	3		5		1	1	1			16
Colchester Reef, Canada.....			1	5								6
Dover Bay, Ohio.....											1	1
Dunkirk Harbor, N. Y.....			1									2
Elk Creek, Pa.....	1								1			2
Erie Harbor, Pa.....	1	2					1	2		2		8
Four miles east of.....			3									3
Reef, 9 mile east of.....		1										1
Fairport, Ohio.....	1	5	1	1	1		1				2	12
Green Island, Ohio.....				1								1
Gull Island Reef, Ohio.....	2	1	1									4
Hen and Chickens Island, Canada.....						1						1
Horseshoe Reef, N. Y.....	1	2	1	3		2	2		1	2		14
Huron River, (mouth of), Mich.....			1									1
Kelley's Island, Ohio.....				1	4			2				7
Kingville, Canada.....						1						1
Limekiln Shoals, Canada.....	2		3				1					6
Long Point, Canada.....	2	1			4				1			8
Lorain, Ohio.....				1								1
Maitland, Canada.....	1											1
Marblehead, Ohio.....	4	1	1	1	1	3			1			11
Middle Bass Island, Ohio.....					1			2				3
Middle Island, (reef 1 mile east of,) Canada.....			1									1
Mohawk Island, Canada.....				1		1						2
Mouse Island Shoals, Ohio.....							1					1
Niagara River, N. Y.....										2		2
Noble Point, (14 miles east of Cleveland,) Ohio.....									1			1
Point Abino, Canada.....	1		1		1				3			6
Point au Pelée, Canada.....				1			1		1	2		5
Point au Pelée Island, Canada.....	2	1	1	1				1	2			9
Point au Pelée and Point au Pelée Island, (reef between,) Canada.....						1					1	2
Port Burwell, Canada:												
Clay Bank.....		1										1
Three miles east of.....									1			1
Port Clinton, Ohio.....						1						1
Port Colborne, Canada.....	1						1	1		1		5
Presque Isle, Pa.....	1	1	2	1	1			1	1			8
Put-in-Bay Island, Ohio.....	1											1
Rondeau, Canada.....			1					1				2
Rose's Reef, Canada.....								1	1			2
Sandusky Bay, Ohio.....					1		1	1	1			4
Starve Island Reef, Ohio.....			3	1			2		2	1		9
Stony Point, (near,) N. Y.....					1							1
Toledo, Ohio.....			1	1								2
Turtle Island, Ohio.....		1		1								2
West Harbor Reef, Ohio.....						1	1					2
Windmill Point, Canada.....					1			1	1			3
DETROIT RIVER.												
Amherstburg, Canada.....										1		1
Belle Isle, Mich.....	2							1				3
Bois Blanc Island, Canada.....			3	1	1					4		9
Fighting Island.....	1	1	2				1		2	1		8
Grassy Island.....							1	2				3
Grosse Island, Mich.....			2									2
Limekiln Crossing.....	5	2	4		2		3		1			17
Stony Island.....			1									1

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

LAKE COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.	
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.		
LAKE AND RIVER ST. CLAIR.												
Grosse Point, Mich.....		1	1	2							5	9
Herson's Island, Mich.....			1									3
St. Clair Flats.....	3			3	1	3	5		2	4		21
Windmill Point, (rock near).....									1			1
Point Edward, Canada.....				2	3			2	1	1		9
Middle Ground, (near Port Huron,) Mich.....									1			1
Stag Island, Canada.....						3	1	1	4	1		10
St. Clair River.....										3		3
LAKE HURON.												
Alabaster, Mich.....					1							1
Alcona, Mich.....	1		1									2
Au Sable, Mich.....	2			1								3
Bayfield, (near,) Canada.....								1				1
Beaver Tail Point, Mich.....						1						1
Black River, Mich.....					1				2			3
Black River Island and Reef, Mich.....	2	2				1				1		6
Burnt Cabin Point Reef, Mich.....			1		1				3			5
Caseville, Mich.....				2						1		3
Eight miles northeast of.....					1							1
Charity Islands, Mich.....							1		1			2
Cheboygan, (18 miles southeast of).....		1										1
Christian Island, Canada.....		1										1
Cockburn Island, Canada.....									1			1
Collingwood, Canada.....	1				1	1						3
Detour, Detour Passage, Mich.....	2	1		3	1	1		1	1			10
Drummond Island, Big Rock Point, Mich.....								1				1
False Presque Isle, Mich.....	1				1				1	1		4
Flat Rock Point Reef, Mich.....								1	1			2
Forester, (2 miles south of,) Mich.....							1					1
Forestville, Mich.....									1			1
Forty-mile Point, Mich.....				1								1
Georgian Bay, Canada.....			1				1	1				3
Cove Island.....		1			1		1		1			4
Fitz William's Island.....							1					1
Fox Island.....								1				1
Hope Island.....								1				1
Lion's Head.....										1		1
Pine Point.....					1							1
Snake Island.....						1						1
Goderich, (4 miles south of,) Canada.....							1					1
Fifteen miles north of.....					1							1
Grand Manitoulin, Canada.....					1				1			2
Gravelly Bay, Mich.....									1			1
Gravelly Point, Mich.....				1		1						2
Great Duck Island, Canada.....						1						1
Greenbush, Mich.....		1										1
Grindstone City, Mich.....	1				1	1			1	3		7
Hammond's Bay, Mich.....				1					2			3
Five miles east of life-saving station.....									1			1
Fifteen miles northwest of life-saving station.....									1	1		2
Ten miles northwest of life-saving station.....			1									1
Hardwood Point, near Sand Beach, Mich.....										1		1
Harrisville, Mich.....			3									3
Huron, Canada.....					1							1
Lexington, Mich.....	1			1			1					3
Ten miles north of.....				1								1
McKay's Bay, Mich.....									1			1
Michael Bay, (rock near,) Canada.....						1						1
Middle Island, Mich.....	1			2	3	3		2	1	1		13
Four miles southwest of.....									1	1		2
Can Buoy Reef.....							1					1
Nine Mile Point.....	2											2
North Point, Mich.....	1				2		1		4	3		11
Oak Point, Mich.....				1								1
Quebec River, (mouth of,) Mich.....			1									1
Oscoda, Mich.....			3				2	1	2	1		9
North of.....	1											1
Ottawa Point, Mich.....	1		1	1		2		5	1			11
Pointe aux Barques, Mich.....	1	1	1	1	4	1		2	2	3		15
Two miles east of.....	1											1
Point Clark, (25 miles north of Goderich,) Canada.....									1			1

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

LAKE COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	
LAKE HURON—continued.											
Pointe au Gres, Mich.....				1							1
Port Austin, Mich.....		1							2		3
Port Hope, Mich.....	2			1		1			2		7
Port Sanilac, Mich.....					1	1	1				3
Presque Isle, Mich.....	1	5			1	1		1	3		12
Rogers City, Mich.....									1		1
Saginaw River, (mouth of,) Mich	1				2						3
Sand Beach.....	8	1	2	4	4	3	3	1		3	29
Nine miles north of.....									1		1
Six miles north of.....									3		3
Seven miles south of.....			2		1					2	5
Spectacle Reef, Mich.....					2						2
Sturgeon Point, Mich.....	1		1	1						1	4
Nine miles north of.....									1		1
Sugar Island, Mich.....			1					1		1	3
Swan Bay, (near Adam's Point,) Mich						1					1
Tawas Harbor, Mich.....		1		1		1		1			4
Thunder Bay.....								1	1		2
Thunder Bay Island, Mich.....	1		3	1	2			1		1	9
Tobin's Reef, Mich.....							1	1			2
White Rock, (south of Sand Beach,) Mich					2		1				3
White-stone Point, (Saginaw Bay,) Mich							1			1	2
ST. MARY'S RIVER.											
Nebiah Rapids.....		2		1			1		1	1	6
Pipe Island.....					1						1
Point aux Pins, Canada.....							1			2	3
Round Island.....							2				2
Sailor's Encampment Island.....										1	1
St. Mary's River.....			1		1	1	2	5	1		12
Topsail Island.....										2	2
LAKE SUPERIOR.											
Ashland Bay, Wis.....		1									1
Bad River, (mouth of,) Wis.....					1						1
Beaver Bay, Minn.:.....											
Eight miles northeast of.....	1										1
Two miles northeast of.....	1										1
Brulé Point, Minn.....							1				1
Burlington Bay, Minn.....									3		3
Chaquamegon Point, Wis.....		1									1
Copper Harbor, (reef at entrance,) Mich			1								1
Duluth, Minn.....						1			1		2
Eight miles northeast of.....								1			1
Eagle Harbor, Mich.....			1							1	2
Eagle River, Mich.....								1			1
Fort William, Thunder Bay, Canada								1			1
Grand Island, Mich.....					1			1			2
Grand Marais, Mich.....						1				1	2
Grand Marais Minn.....	1					1		1			3
Six miles west of.....									1		1
Grand Portage, Minn.....								1			1
Huron River Point, Mich.....						2					2
Isle Royale, Mich.....							1	2			4
Lamb Island Light, (near,) Canada									1		1
Lester River, (mouth of,) Minn.....			1							1	1
Lone Rock, (1 mile west of,) Minn				1							1
Marquette, Mich.....			1		1	1		3			6
Michigan Island, Wis.....										2	2
Middle Ground, (entrance St. Mary's River,) Mich							2				2
Minnesota Point, Minn.....					1		1				2
Oater Island, Wis.....							1				1
Pancake Shoal, Canada.....								2			2
Parisian Island, Canada.....			1				1	1	1		4
Pictured Rocks, Mich.....					1						1
Point au Sable, Mich.....					1	1					2
Point Iroquois, Mich.....						1					1
Presque Isle, Mich.....									1		1
Presque or Stockton Isle, Wis.....		1									1
Raspberry Bay, Wis.....									1		1
Salmon Trout River, Mich.....										1	1

TABLE 66—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

LAKE COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	
LAKE SUPERIOR—continued.											
Ship Canal, Mich.....								1	5	1	7
Ten miles west of.....							2				2
Sandy Island, Canada.....										2	2
Shot Point, Mich.....					1				2		3
Steam-boat Island, Wis.....								1			1
Sucker River, (near,) Mich.....					1			1	2	2	6
Traverse Island Reef, Mich.....					1						1
Two Harbors, Minn.....								1			1
Rock 5 miles north of.....							1				1
Seven miles north of.....										2	2
Twelve miles northeast of.....								1			1
Two Heart River, Mich.....						1	1				2
Vermillion Point, Mich.....								1			2
Waiska Bay, Mich.....	1					1					2
White Fish Bay, Mich.....		2		1		1					4
White Fish Point, Mich.....									1		1
Williams Island, Mich.....								1			1
STRAITS OF MACKINAC.											
Bois Blanc Island, Mich.....	1		2			1			3		7
Cheboygan, Mich.....	1	1	1		1						4
Goose I-land, Mich.....	1									1	2
Graham's Shoals, Mich.....		1	1	1		1					5
Isle Marquette, Mich.....										1	1
Macgulpin's Point, Mich.....	1							1			2
Mackinac Island, Mich.....		1					1	3	3		8
Old Fort Mackinac, Mich.....							1	1			2
Pointe au Sable, Mich.....	1	1									2
Point La Barbe.....								1			1
Point St. Ignace, Mich.....	1			1				1			3
Rabbit's Back Peak, Mich.....					1						1
Round Island, Mich.....							1		1	1	3
St. Helena Island, Mich.....	1		2				1	1			5
LAKE MICHIGAN.											
Ahnapee, Mich.....			3								3
Alaska, Wis.....	1										1
Bailey's Harbor, Wis.....		7		1		2		1	2	1	14
Beaver Island, Mich.....	2	2	2	1	2	4	3	2	4	2	24
Benton, Ill.....									1		1
Biddle's Point, Mich.....										1	1
Big Summer Island, Mich.....					1						1
Black Lake Harbor, Mich.....	1										1
Black River, Wis.....	1										1
Calumet, Ill.....			1								1
Fourteen miles south of.....											1
Cana Island, Wis.....		1									1
Cat Head Point, Mich.....				2							2
Cedar River, Mich.....					1	1					2
Centreville, Wis.....		1	1								2
Charlevoix, Mich.....				1					1		2
Chicago Harbor, Ill.....	4	1	2	4	2	1		1	2		17
Clay Banks, Wis.....	2		1					1			4
Cross Village, (3 miles north of,) Mich.....						1					1
Six miles south of.....								1			1
Death Door, Wis.....			1							1	2
Detroit Islands, Wis.....								1	1		2
Dougherty's Harbor, Grand Traverse Bay, Mich.....								1			1
Edgemore, Ind.....									1		1
Elk Rapids, Mich.....	1				1						2
Ellison Bay, Wis.....		1									1
Empire, Mich.....										1	1
Escanaba, Mich.....								1			1
Six miles south of.....				1							1
Evanton, Ill.....	1					1		1	1	1	5
Fayette Harbor, (1 mile southwest of,) Mich.....			1								1
Fisherman's Island, Mich.....					3	1					4
Fisherman's Shoals, Wis.....				1	1	1	2	2	1		9
Foscoco, Wis.....	1										1
Fox Point, Wis.....	1					2	3	2			10
Four miles north of.....					1						1

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

LAKE COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.	
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.		
LAKE MICHIGAN—continued.												
Frankfort, Mich.....		2	1	1	1							5
Frankfort and Pierport, (between,) Mich.....								2				2
Free Soil, Mich.....				1								1
Garden Island, Mich.....	1											1
Garrett's Bay, (entrance to Green Bay,) Wis.....							1				1	2
Gill's Pier, (8 miles north of Leland,) Mich.....						1						1
Glen Arbor, Mich.....	1			1								2
Glencoe, Ill.....	1						1		2			4
Good Harbor Bay, Mich.....					1	1		1	1			4
Grand Calumet Heights, Ind.....									1			1
Grand Haven, Mich.....	10	1	2	1	2		2					18
Ten miles south of.....					1	1						2
Grand Pointe au Sable, Mich.....	1	1	1	1		1	1	2	1			9
Six miles north of.....				1								1
Grand Traverse Bay, Mich.....				1				2				3
Gravelly Island, (entrance Green Bay,) Mich.....					1							3
Gray's Reef, Mich.....				1					1	2		4
Green Bay:												
Bark River, (mouth of,) Mich.....				1								1
Eleven-Foot Shoals, Mich.....		1	1	2								4
Ford River, Mich.....						1						1
Horseshoe Reef, Wis.....			1									1
Little Sturgeon Bay.....	1											1
Menominee, Mich.....							1					1
Peninsular Point, Mich.....		1							1			2
Peninsular Point, (reef 5 miles from,) Mich.....	1											1
Point au Sable Bar, Wis.....			1	1								2
Sturgeon Bay, (entrance to,) Wis.....										1		1
Sturgeon River, (mouth of,) Mich.....								1				1
Whale's Back Shoal.....				1				1				2
Grosse Point, Ill.....				1	1			1				3
Gull Island, Mich.....		1		1	1							3
Hamlin, Mich.....	1					3		2	1			7
Hedge Hog Harbor, Wis.....		1			2		1					4
Highland Park, Ill.....										1		1
Hog Island and Reef, Mich.....	1		1		1	5		1	1			10
Holland, Mich.....	1							2	4	4		11
Horn Pier, Wis.....	1											1
Hyde Park, (off,) Ill.....			1	1	1			1				4
Jacksonport, Wis.....		2	1	1	1	2	1		1			9
Juddville, Wis.....										1		1
Kalamazoo River, (mouth of,) Mich.....	1											1
Kenosha, Wis.....					1	2					3	6
Kewaunee, Wis.....								2				2
Lake Forest, (2 miles south of,) Ill.....	1											1
Leland, Mich.....	1					1				1		3
Five miles north of.....					1		2					3
Little Summer Island Reef, Mich.....	1	1										2
Little Traverse Bay, Mich.....						1						1
Long Tail Point, Wis.....					1							1
Ludington, Mich.....	2	1	1	1	1	1		1			4	12
Manistee, Mich.....	5	3		1	2			3	3	1		18
Manitowoc, Wis.....			3									5
Michigan City, Ind.....	3	1	1		1			1	1			8
Ten miles west of.....							1					1
Milwaukee, Wis.....	2	1	3	1	4		2		2	1		16
Eight miles south of.....	1			1								3
Six miles north of.....									1	1		2
Mission Point, Mich.....							1	1				2
Manistique, Mich.....									1			1
Six miles south of.....			1									1
Mud Bay, Wis.....		2	2									4
Muskegon, Mich.....	1	3	2	1	3	2	1	8	3	4		28
New Buffalo, Mich.....								1				1
North Bay, Wis.....		3						2				6
North Fox Island, Mich.....				1		1			1			3
North Manitou Island, Mich.....	2			1	3		5	2	3	4		20
North Point, Wis.....	1	2		2	1			1	1	1		9
Northport, Mich.....			1				1		1			3
Oak Creek, Wis.....	1											1
Otter Creek, (mouth of,) Mich.....		1									1	2
Pentwater, Mich.....			1		3	1				1	1	7
Peshigo Harbor.....	1	1		1								3

TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years—Continued.

LAKE COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.	
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.		
LAKE MICHIGAN—continued.												
Peshtigo Reef, Wis.....						2						2
Pierpont, Mich.....			2	1					1	1		5
Pilot Island, Wis.....	1		2	1			1			1	2	8
Plum Island, Wis.....	1	1	2		1	1						6
Point Betsey, Mich.....					1				1	1		4
Point Detour, Mich.....			1			1						2
Portage Bay, Mich.....				1								1
Port Sheldon, Mich.....								1				1
Port Washington, Wis.....								1				2
Five miles north of.....									1			1
Poverty Island, (entrance Green Bay), Mich.....										1		1
Pyramid Point, Mich.....				1	2							3
Racine, Wis.....	3			4					1			8
Racine Point, Wis.....	2					1						3
Racine Reef, Wis.....	1	1	1	2	2				2	1		10
Rock Island, Wis.....	1			1								1
Rowley's Bay, Wis.....		1	1					3				5
St. Joseph, Mich.....	6	1	1	2	2	1		2	2			17
Fourteen miles south of.....					1							1
St. Martin's Island, Mich.....	1				1							2
Sand Point, Mich.....		1										1
Saugatuck, Mich.....			1		2	1				1		5
Scotts Point, Mich.....						1	1					2
Sheboygan, Wis.....	1		4	1	2	1	1	1	2	1		14
Six miles north of.....				2								2
Seven miles south of.....				1								1
Simmon's Reef, Mich.....								1				1
Sister Bay, Wis.....		1	1		1							3
Skulligalee, Mich.....		1							2			3
Sleeping Bear Point, Mich.....						1		1	1			3
Snake Island, Mich.....		1										1
South Fox Island, Mich.....	1	2	2					1				6
South Haven, Mich.....	2	2	1			1			2	5		13
South Manitou Island, Mich.....	1	5	2		3	1		2				14
South Point, Wis.....	1											1
Spider Island, Wis.....									1			1
Sturgeon Bay, Wis.....			1		1		1					3
Five miles north of.....				1								1
Summer Island, (entrance to Green Bay,) Mich.....										1		1
Twin Rivers, Wis.....	3	2	2	3	1	2						13
Twin Rivers Point, Wis.....	1	1	2				1	2		1		8
Two Creeks, Wis.....			1									1
Washington Island, Wis.....		2			1			1				4
Waugosbanse Island, Mich.....		1		1		1	1	1	1			6
Whiskey Island Reef, Wis.....					1	1						2
White Fish Bay, Wis.....		2	2	1		1		1	1	2		10
White Fish Point, Wis.....		1										1
White Lake Harbor, Mich.....	3	1		1					2			7
White Shoals, Mich.....				1						2		3
Wind Point, Wis.....				1	1							2
Winnetka, Ill.....			1	1				1	1			4

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.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	
Abrolhas Island, Brazil			1							1	1
Acajutla, San Salvador, Central America										1	1
Adjuah, west coast of Africa							1				1
Advocate Bay, Nova Scotia										1	1
Aigues Mortes, France					1						1
Alceste Reef, near Gaspar Strait, East Indies					1						1
Algoa Bay, (½ mile from Port Elizabeth,) Africa		1									1
Alicante, Spain					1						1
Altata Harbor, Mexico			1								1
Alvarado Bar, Mexico		1									1
Anegada Reef, (15 miles from Vera Cruz,) Mexico					1						1
Antigua, British West Indies						1					1
Apia, Samoan Islands										4	4
Apple River, (mouth of) Nova Scotia			1							1	2
Arthurstown, (near,) Ireland									1		1
Aspinwall, United States of Colombia	2				1		5				8
Atlas Straits, East Indies	1				1						2
Australia, southwest coast of		1									1
Australia, (reef east of,) Pacific Ocean										1	1
Awauni Heads, New Zealand		1									1
Azores, (Fayal Island)		1									1
Bahamas				1		1	1			2	5
Abaco Island				2	1		1	1		1	6
Andros Island					1						1
Barnett's Point Reef								1			1
Bimini Island	2										2
Bad Rock Reef				1							1
Caicos Islands and Reefs	2	1	1	1	1	1	1	1		2	11
Castle Island	1										1
Crooked Island											1
Crossing Rocks Reef						1					1
Diamond Bank									1		1
Egg Island										1	1
Elbow Cay							1				1
Eleuthera Island				1		1		2			4
Exuma Island					1						1
Fish Cay Bank							1				1
Fortune Key, Fish Cay Reef						1		1	1	1	4
Gingerbread Ground	1	1									2
Gun Key, (near)						1					1
Harbor Island					1						1
Hogsties Reef	2					1		1			4
Inagua Islands and Reefs		1									3
Little Bahama Island				2		1			1		2
Long Bank								2			2
Mariguana Reef	2										2
Matanilla Reef										1	1
Memory Rock							1				2
Miradporvus Island							1				1
Moselle Reef										2	3
Naujack Cay							1				1
Nassau, New Providence					1					1	2
Orange Key		1		2					1		4
Pequot Rock						1					1
Plana Keys					1						1
Ragged Island Harbor, (entrance to)							1				1
Sandy Cay	1										1
Silver Key Bank	1							1	1	1	4
Watling Island											1
Balabac, East Indies					1			1			2
Balbriggan, Ireland		1				1					2
Banca Straits, East Indies	1										1
Barbadoes			1								1
Barbuda Island, British West Indies					1				1		2
Barge Point, Labrador, Dominion of Canada						1					1
Barrington, Nova Scotia	1			1							2
Basket Island, Terra del Fuego, South America				1							1
Baxo Nuevo, or New Bank, Caribbean Sea						1					1
Bay Islands, Bay of Honduras, Central America:											
Helena Islands						1					1
Ruatan Island									1		1
Bay of Bengal, Palmyra's Reef, Indian Ocean											
Beaver Island Light, (7 miles west of Sober Island,) Nova Scotia						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 during the last ten years—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	
Bell Chain Reefs, Gulf of Georgia, British Columbia								2			2
Bermudas			1	2	1			1			5
St. George Island		1		1						1	3
White Island		1									1
Bear's Cove, Newfoundland										1	1
Blanche Island, Nova Scotia									1		1
Boco del Rio, Mexico				1							1
Bordeaux River, (entrance to,) France		1									1
Brazil Rock, Nova Scotia	1										1
Brier Island, Bay of Fundy, Nova Scotia							1				1
Bristol, England							1				1
Bristol Channel, England									1		1
Buen Ayre, Dutch West Indies						1					1
Buenos Ayres, South America								1			1
Buffalo River, (mouth of,) South Africa					1						1
Bull Ledge, (off Cape Canso,) Nova Scotia	1										1
Bull Ledge, (near Shelbourne,) Nova Scotia									1		1
Butaritari Island, South Pacific Ocean						1					1
Cambodia River, (mouth of,) China		1									1
Campobello Island, New Brunswick			1						2	2	5
Canso Harbor, (Man-of-War Rock,) Cape Breton Island			1								1
Cantiles Key, (east of the Isle of Pines,) West Indies										1	1
Cape Canso, Nova Scotia						1				1	2
Cape Colony, (Stray's Bay,) Africa							1				1
Cape Frio, southwest coast of Africa					1						1
Cape Gracias-a-Dios, Honduras, Central America					1			1			2
Cape Island, Nova Scotia								1			1
Cape Patani, Siam		1						1			1
Cape Roxo, (10 miles northwest of,) West Indies		1									1
Cape Sable, Nova Scotia			1		1						2
Cape St. Roque, (near,) Brazil			2								2
Cape St. Roque, (20 miles west of,) Brazil					1						1
Cape Sharp, West Bay, Nova Scotia		1									1
Cape Verde Islands			1								1
Brava								1			1
Porto Praya						1					1
Santiago					1		1				1
Carracquette Island, Bay of Chaleurs, New Brunswick			1								1
Caroline Islands, Pacific Ocean:											
Kusaie Island					2						2
Pouinipete Island Reef						1					1
Carzonas, Mexico		1									1
Castle Island, West Indies					1						1
Catherine's River, Nova Scotia							1				1
Champerico			1								1
Charles Island, Galapagos Group, Pacific Ocean	1										1
Che-Foo Light, (Stick-up Rock,) China		1									1
Cheticamp, Cape Breton Island, Nova Scotia								1			1
Chiltepec Bar, Mexico				1		1					2
Chincorro Reef, off east coast of Yucatan, Mexico			1							2	1
Coatzacoalcos River Bar, Mexico											2
Corn Island, Central America				1				1			2
Cow Bay, Cape Breton Island, Nova Scotia					2						2
Creighton's Island, Black Ledge, Cape Breton, Nova Scotia						1					1
Cuba, West Indies:											
Anguilla Key				1							1
Baracoa Harbor							1		1		2
Breton Key			1								1
Cape Corrientes	1										1
Cape San Antonio										1	1
Cardenas				1		3		2			6
Cape Verde							1			1	1
Cienfuegos				1			1			1	3
Colorado Reef				1					1	1	3
Cruz del Padre	1		1								2
Green Key			1								1
Manzanillo, (reef north of Sloop Channel)		1									1
Marie, (entrance to)								1			1
Matanzas Harbor								1			1
Matanzas, (17 miles east of)					1						1
Mona Key						1					1
Nuevitas Harbor, (near)						1					1
Nuevitas, (12 miles east of)							1				1
Reef, north side of	1					1					2
Reef, south coast of				1							1
Romano, Cayo				1							1

TABLE 67.—List of places where American vessels have stranded in FOREIGN WATERS during the last ten years—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	
Cuba, West Indies—Continued.											
Sagua la Grande Harbor				1		1	1	2		2	7
Sagua Bocca de, (entrance to)					1						1
Salt Key				1							1
San Felipe Key	1										1
Stone Key		1									1
Tunamo Sagua Reef									1		1
Cumberland Gulf, British America	1										1
Deer Island, New Brunswick							1				1
Desolation Island, Africa				1							1
Digby Beach, Nova Scotia				1							1
Dos Bocas, (3 miles west of,) Mexico				1							1
Downs, England								1			1
Drobak, (near,) Norway										1	1
Dudgeon Shoal, off Norfolk, England		1									1
Duke of York Island, South America		1									1
Duncan's Reef, Halifax, Nova Scotia			1								1
Dungeness Spit, Strait of Magellan								1			1
East Lammock Island, (rock near,) China				1							1
East London, Africa					1						1
Ebon Island, Marshall Islands, Pacific Ocean										1	1
Ellingwood Island, Nova Scotia				1							1
Fisherman's Harbor, Guysborough County, Nova Scotia								1			1
Flores Island, (mouth of Rio de la Plata,) South America			1								1
Flores Straits, Malay Archipelago							1				1
Flushing Roads, below Antwerp, Belgium			1								1
Formosa Channel, (Tan Rocks,) China									1		1
Gabriola Reef, Gulf of Georgia, British Columbia								1			1
Galway, Ireland		1									1
Gaspar Strait, Malay Archipelago								1			1
Gibraltar, Spain		1									1
Gossip Island, Gulf of Georgia, British Columbia									1		1
Grand Cayman, British West Indies		1					1		1	1	4
Grand Manan Island, New Brunswick				1	2		1		1		5
Murr Ledges						1					1
Grand Turk Island, British West Indies						3	1	1	1		6
Cotton Cay											1
Gull Island, Nova Scotia				1							1
Hainan Island, China		1									1
Halifax, Nova Scotia		1									1
Hawaii:											
Hawaii Island			1				1	1			3
Honolulu			1			1					2
Kahoolawe			1								1
Kapaa	1										1
Molokai										1	1
Oahu	1					1	1				3
Haiti, West Indies.				1							1
Isle la Vache, south of						1					1
Jeremie Harbor									1		1
Miragane	1										1
Port au Prince										1	1
Port à Paix							1				1
Port Gravios, (near)								1			1
Roschelois Reefs						1					1
Heard's Island, Indian Ocean		1									1
Hebrides Island, (MacIvor Rock,) Scotland		1									1
Helicon Point, (entrance to Bahia Harbor,) Brazil					1						1
Helgoland, North Sea	1										1
Herschell Island, near Cape Horn, South America				1							1
Hope Point, England	1										1
Hopewell Cape, New Brunswick								1			1
Hull, England				1							1
Iceland, (rock near Bordestrand)							1				1
Iloilo, Panay Island, Philippine Islands										2	2
Ingonish Harbor, Cape Breton Island, Nova Scotia				1							1
Isle de Aves, Venezuela	2										2
Isle of Veido			1								1
Isle of Wight, England							1				1
Jamaica, West Indies:											
Alligator Reef					1						1
Kingston Harbor	1										1
Mauchinal Reef	1										1
Montego Bay				1							1
Montego Bay, (10 miles east of)					1						1
Morant Cays								1			1
St. Ann's Bay					1						1

TABLE 67.—List of places where American vessels have stranded in FOREIGN WATERS during the last ten years—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	
Japan:											
Amakusa Island			1								1
Kobe		1									1
Sagami Point, Yeddo Bay						1					1
Shimoda or Simoda Harbor							1				1
Jardinillos Reef, West Indies			1								1
Java, East Indies:											
Banyuwangy, Bali Strait								1			1
Batavia, Sedaric Reef						1					1
Boompjes Island, (off coast of)						1					1
Soerabaya			1								1
Kabenda, Africa		1									1
Kaffraria, Africa			1								1
Kingstown, Ireland		1									1
Kooril Islands, North Pacific Ocean							1				1
Koonasheer Island								2			2
Laguna Bar, Mexico			1								1
Lefete Passage, New Brunswick		1									1
Little Fish Bay, (60 miles south) west coast Africa				1							1
Little Hope Island, near Liverpool, Nova Scotia								1			1
Liverpool Harbor, England								1	1		2
Liverpool Harbor, Nova Scotia					1						1
Louisburg, Cape Breton Island, Nova Scotia					1				1	1	3
Macassar Straits, East Indies						1					1
Bril' Reef, (south of)							1				1
MacMaster's Island, New Brunswick			1								1
MacMillard's Island, Straits of Canso			1								1
Macayo (43 miles south of), Brazil						1					1
Madagascar Island, Indian Ocean							1				1
Madeira Island							1				1
Magdalen Islands, Gulf of St. Lawrence	1			1	1						3
Magdalena Point, Buenos Ayres, South America			1								1
Magdalena River, (mouth of) United States of Colombia		1	1	1		2					5
Manacles Rocks, English Channel						1					1
Manuel Lagoon, (entrance to,) Lower California				1							1
Manzanilla, Mexico			2								2
Maranham Bay, (Cora Grande Reef,) Brazil								1			1
Mazatlan, Mexico		1	1			1					3
Medoline Bay, coast of Istria, Austria					1						1
Meloria Bank, (5 miles from Leghorn,) Italy					1						1
Middle Island, Albo Straits, East Indies		1									1
Minas Basin, Nova Scotia							1	1			2
Mindora Straits, East Indies						1					1
Mispec, Bay of Fundy, New Brunswick									1		1
Mocha Island, Chili				1							1
Mona Island, Mona Passage, West Indies					1						1
Moncton, (near,) New Brunswick								1			1
Montevideo, Uruguay	1										1
Musquash, Bay of Fundy, New Brunswick			2					1			3
Nanaimo, British Columbia	1										1
Navidad Bay, Mexico		1									1
Newcastle, (The Nobbys,) New South Wales						1					1
Newfoundland:											
Cape Race					1						1
Holyrood, Conception Bay					1						1
Langlade		1									1
Miquelon							1			1	2
Outer Brandy Rock		1									1
Pass Island, Hermitage Bay									1		1
Petty's Harbor			1								1
Point May							1				1
Port aux Basques				1							1
Portugal Cove									1		1
St. Jacques Harbor						1					1
St. John's Harbor, (entrance to)						1					1
St. Pierre Island, (off south coast)							1	1			2
New Zealand, (Cook's Strait)								1			1
Nicaragua, coast of	1				1				1		3
Mosquito, coast		1	1								2
Prince Apulco Bar			1								1
Noon Day Rock, Pacific Ocean	1										1
Norman's Island, West Indies							1				1
Old Providence Island, Caribbean Sea				1	1				1	1	4
Reef, 9 miles north of			1								1
Reef, 43 miles northeast of						1					1
Opobo, west coast of Africa	1										1

TABLE 67.—List of places where American vessels have stranded in FOREIGN WATERS during the last ten years—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	
Packet Rock, St. Thomas Harbor, West Indies.....	1										1
Palmerston Island, Pacific Ocean.....							1				1
Pamarang Island, East Indies.....					1						1
Panuco River, (mouth of,) Mexico.....									1		1
Paracel Reefs, China Sea.....			1								1
Parahiba, (reefs off,) Brazil.....							1				1
Passages, Bay of Biscay, Spain.....		1									1
Pedro Keys, Caribbean Sea.....			1								1
Pelew Islands, (near,) Pacific Ocean.....					1						1
Pemba Islands, (5 miles north of,) off the east coast of Africa.....				1							1
Penzance, Mount's Bay, England.....		1									1
Perula Cay, (50 miles north of Manzanilla,) Mexico.....			1								1
Petit Passage, Digby County, Nova Scotia.....									1		1
Philippine Islands:											
Luzon Island.....							1				1
Luzon Island, (5 miles south of Cape Bozorda.....			1								1
Manilla Bay.....	1			3							4
Plate River, (mouth of,) South America.....	1										2
Plover Bay, Siberia.....	1										1
Point Espada, (off Cape St. Rafael,) West Indies.....					1						1
Point Lepreaux, Bay of Fundy, New Brunswick.....					1	1					2
Point Toro, United States of Colombia.....					1						1
Ponape Island, Caroline Group, Pacific Ocean.....	1										1
Port Elizabeth, South Africa.....						1					1
Port Ellen, Island of Islay, Scotland.....									1		1
Port Simon, Central America.....				1							1
Port Natal, Brazil.....			1								1
Port Natal, South Africa.....	1										1
Port Cabello, Venezuela, South America.....					1						1
Porto Rico, West Indies.....		1									1
Arecibo.....							1				1
Mayaguez.....					1						1
Yabucoa.....				1							1
Progreso, Mexico.....				1	1						2
Prospect, Nova Scotia.....		1									1
Pudding Pan Rocks, near Liverpool, Nova Scotia.....						1					1
Puerto Cortez, (6 miles from,) Honduras Bay, Central America.....	1										1
Queenstown Harbor, Ireland.....					1					1	2
Quinto Sneno Bank, Caribbean Sea.....							1				1
Raratonga, Cook Islands, Pacific Ocean.....									1		1
Redcar Rocks, Yorkshire, England.....				1							1
Rhio Straits, (near Singapore,) Malay Peninsula.....											1
East Indies.....	1										1
Rio Grande River, Mexico.....		1									1
Rio Grande do Sul Bar, Brazil.....	1				1						2
Roe's Welcome, Hudson's Bay, Canada.....			1								1
Round Reef, St. John's Harbor, New Brunswick.....	1										1
Russell's Point, Cape Breton Island.....	1										1
Rustico Harbor, Prince Edward Island.....	1										1
Sable Island, Nova Scotia.....						1					1
St. Andrew's Island, Caribbean Sea.....						1					1
St. Antonio, Brazil.....	1										1
St. George's Bay, Syria.....	1										1
St. John, New Brunswick.....	1			1	1	1	1	1			7
St. Lucia Island, (Vigi Reefs,) West Indies.....					1						1
St. Thomas, West Indies.....		1									1
San Andreas Harbor, (reef near,) United States of Colombia.....							1				1
San Blas, Mexico.....			1								1
San Clemente Island, (off south coast,) California.....							1				1
San Domingo, (near,) Lower California.....									1		1
San Juan Island, Brazil.....			1								1
San Lucas Island, Gulf of Mexico.....			1								1
San Pedro River, (near mouth of,) Gambia, Africa.....							1				1
Santanilla or Swan Islands, Caribbean Sea.....						1			1		2
Santo Domingo, West Indies.....			1	3	1	1	1			1	8
Point Barbara.....	1										1
Porto Plata.....										1	1
Saona Island.....										1	1
Saracen Shoal, Borneo.....		1									1
Scatary, Cape Breton Island, Nova Scotia.....									1		1

TABLE 67.—List of places where American vessels have stranded in FOREIGN WATERS during the last ten years—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	
Seal Island, Nova Scotia						1		2	1		4
Semao or Simao Island, Malay Archipelago			1				1				5
Serrana Keys, Caribbean Sea, Central America			1			1				3	1
Serranilla Bank, Caribbean Sea			1								1
Sheelée River, (mouth of), Nova Scotia	1										1
Shelburne, Nova Scotia			1	1			1				3
Solomon Islands, Gaudalacanan, Pacific Ocean				1							1
Sooloo Sea, or Sea of Mindora, East Indies					1	1					2
Souris Harbor, Prince Edward Island								1			1
Straits of Sunda, East Indies			1	1							2
Surinam, Dutch Guiana, South America			1								1
Swarrow Reef, South Pacific Ocean							1				1
Swansea, Wales	1										1
Sydney, Cape Breton Island, Nova Scotia							1				1
Tobasco River, (mouth of), Mexico		1		2							3
Tallock Reef, Carimata Straits, East Indies		1							2		2
Tamatave, (reefs near,) Madagascar, Indian Ocean								1			1
Tamaulipas, Mexico			1								1
Tequish Island, Prince Edward Island	1										1
Terra del Fuego, South America	1		1								2
Thrum-Cap Shoals, Nova Scotia			1								1
Timor Laut, Malay Archipelago									1		1
Tonala Bar, Mexico			1	1	1	1	1		1		6
Torres Strait, Australia							1				1
Triangle Reef, Campeche Bank, Mexico				1			1				2
Tristan d'Acunha Island, South Atlantic Ocean	1										1
Truxillo, Honduras, Central America							1				1
Tambo Island, (reef off,) British Columbia							1				1
Turtle Bay, Lower California				1							1
Tuspan, Mexico	1										1
Tuspan Reef, Mexico		1	1								2
Tuspan River Bar, Mexico		1		1							2
Ujae Island, (north latitude 8° 54', east longitude 165° 36',) Pacific Ocean					1						1
Unknown Reef, (south latitude 50°, east longitude 107°.)	1										1
Valparaiso Bay, Chili										1	1
Vancouver's Island, British Columbia		1									1
Bonilla Point					1			1			2
Cape Beale, (12 miles east of)		1									1
Chemainus									2		2
Hesquit Harbor				1							1
Nitinat								1			1
Portland Point	1										1
San Juan	1				1						2
Venezuela, (coast of), South America				1							1
Vera Cruz, Mexico				1	2						2
Victoria Harbor, British Columbia											2
Vieque, or Crab Island, West Indies							1			1	2
Vivorilla Cay, off Honduras, Central America							1				1
Waterford Harbor, Ireland										1	1
Wentworth Creek, Nova Scotia	1	1									2
West Bay, Nova Scotia				1							1
Westport, Nova Scotia							1				1
Whitehead, Nova Scotia					1						1
Wood Creek, New Brunswick	1										1
Woo-Sung River, China							1				1
Yarmouth, Nova Scotia								1	1	2	4
Gannet Rock Ledges								1			1
Zanzibar, (near,) east coast of Africa										1	1



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