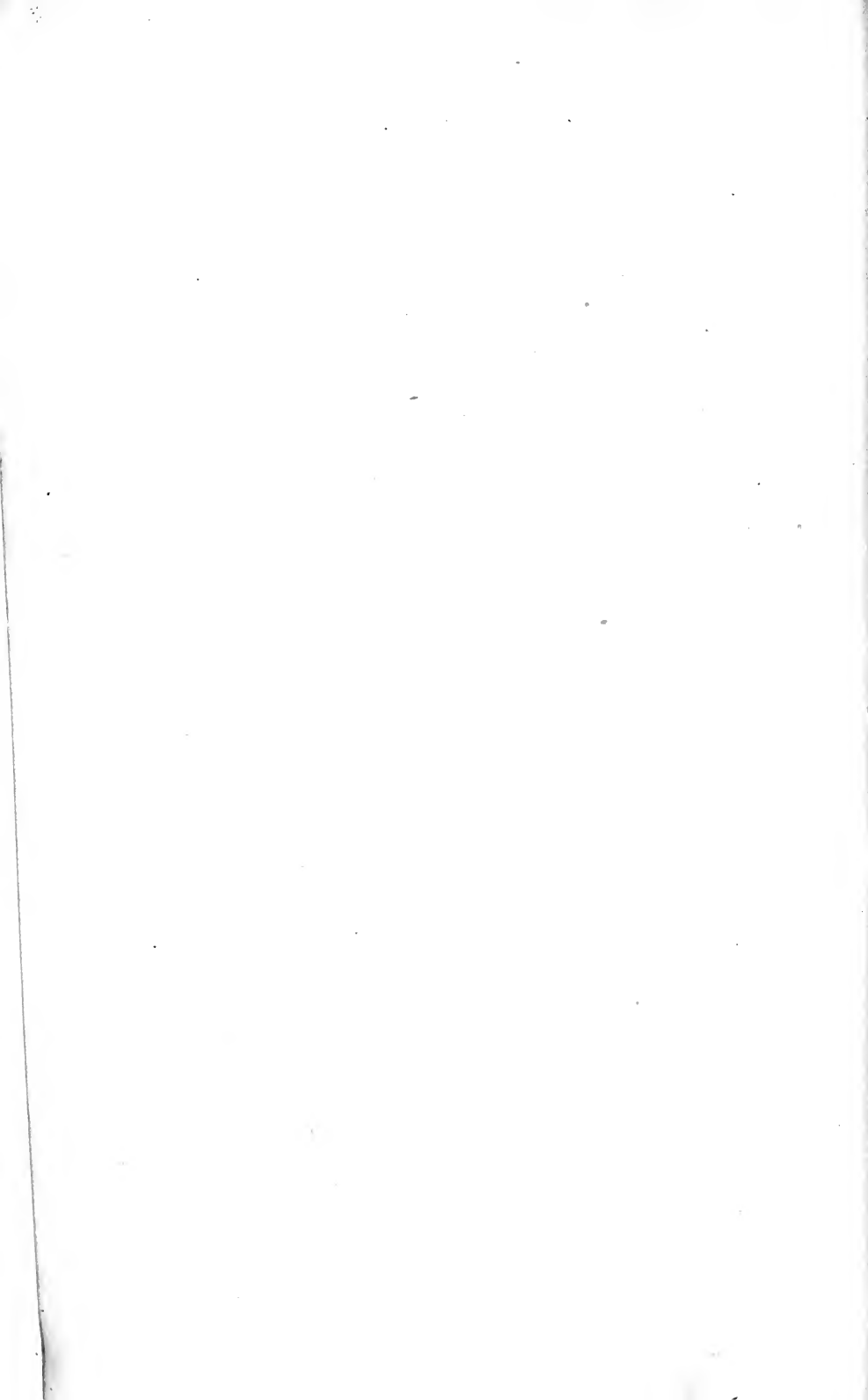


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ANNUAL REPORT

OF THE

UNITED STATES LIFE-SAVING SERVICE

FOR THE

FISCAL YEAR ENDED JUNE 30, 1906.

52562

U. S. GOVERNMENT PRINTING OFFICE

WASHINGTON: 1906



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1906.

TREASURY DEPARTMENT,
Document No. 2460.
Office of Life-Saving Service.

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ORGANIZATION OF THE UNITED STATES LIFE-SAVING SERVICE.

(In conformity with acts of Congress approved June 18, 1878, and May 4, 1882.)

SUMNER I. KIMBALL, General Superintendent, Washington, D. C.
 OLIVER M. MAXAM, Assistant General Superintendent, Washington, D. C.
 Captain CHARLES H. McLELLAN, United States Revenue-Cutter Service, Inspector of Life-Saving Stations, No. 379 Washington street, New York City.

DISTRICT SUPERINTENDENTS.

First district SILAS H. HARDING, Portsmouth, New Hampshire.
Second district GEORGE W. BOWLEY, Provincetown, Massachusetts.
Third district HERBERT M. KNOWLES, Wakefield, Rhode Island.
Fourth district ARTHUR DOMINY, Bayshore, New York.
Fifth district JOHN G. W. HAVENS, Point Pleasant, New Jersey.
Sixth district NEWELL B. RICH, Onancock, Virginia.
Seventh district PATRICK H. MORGAN, Shawboro, North Carolina.
Eighth district HIRAM B. SHAW, 205 Main street, Jacksonville, Florida.
Ninth district WILLIAM A. HUTCHINGS, Galveston, Texas.
Tenth district EDWIN E. CHAPMAN, Buffalo, New York.
Eleventh district JEROME G. KIAH, Harbor Beach, Michigan.
Twelfth district CHARLES MORTON, Grand Haven, Michigan.
Thirteenth district THOMAS J. BLAKENEY, Room 35, New Appraisers' Stores, San Francisco, California.

ASSISTANT INSPECTORS.

First district
Second district Lieut. F. J. HAAKE, United States Revenue-Cutter Service, Room 148, Post-Office Building, or P. O. Box 1908, Massachusetts.
Third district { Capt. SAMUEL E. MAGUIRE, United States Revenue-Cutter
Fourth district { Service, Patchogue, New York.
Fifth district Lieut. CLAUDE S. COCHRAN, United States Revenue-Cutter Service, Red Bank, New Jersey.
Sixth district Capt. CHARLES C. FENGAR, United States Revenue-Cutter Service, Onancock, Virginia.
Seventh district Lieut. COLIN S. CRAIG, United States Revenue-Cutter Service, Elizabeth City, North Carolina.
Eighth district { Capt. OWEN S. WILLEY, United States Revenue-Cutter Service,
Ninth district { Post-Office and Custom-House Building, Savannah, Georgia.
Tenth district { Lieut. SAMUEL B. WINRAM, United States Revenue-Cutter
Eleventh district { Service, Room 204, Post-Office Building, Detroit, Michigan.
Twelfth district Lieut. JAMES G. BALLINGER, United States Revenue-Cutter Service, 500 Federal Building, Chicago, Illinois.
Thirteenth district { Coast of California, Capt. HENRY B. ROGERS, United States Revenue-Cutter Service, Room 35, New Appraisers' Stores, San Francisco, California.
 { Coasts of Washington and Oregon, Capt. DORR F. TOZIER, United States Revenue-Cutter Service, Post-Office Building, Portland, Oregon.

Lieut. PRESTON H. UBERROTH, United States Revenue-Cutter Service, on special duty, Washington, D. C.

Lieut. STALEY M. LANDREY, United States Revenue-Cutter Service, on special duty, Washington, D. C.

SUPERINTENDENTS OF CONSTRUCTION LIFE-SAVING STATIONS, ATLANTIC AND LAKE COASTS:

Capt. DAVID A. HALL, United States Revenue-Cutter Service, No. 379 Washington street, New York, N. Y.

Capt. CHARLES H. MCLELLAN, United States Revenue-Cutter Service, No. 379 Washington street, New York, N. Y.

SUPERINTENDENTS OF CONSTRUCTION LIFE-SAVING STATIONS, PACIFIC COAST:

Capt. DAVID A. HALL, United States Revenue-Cutter Service, No. 379 Washington street, New York, N. Y.

Capt. HENRY B. ROGERS, United States Revenue-Cutter Service, Room 35, New Appraisers' Stores, San Francisco, California.

BOARD ON LIFE-SAVING APPLIANCES.

OTTO H. TITTMANN, Superintendent, United States Coast and Geodetic Survey, Washington, D. C., President.

Lieut. Col. DAVID A. LYLE, Ordnance Department, United States Army, Augusta Arsenal, Augusta, Georgia.

Capt. DAVID A. HALL, United States Revenue-Cutter Service, Superintendent of Construction of Life-Saving Stations, No. 379 Washington street, New York, N. Y.

Lieut. PRESTON H. UBERROTH, United States Revenue-Cutter Service, Washington, D. C., Recorder.

SILAS H. HARDING, Superintendent First Life-Saving District, Portsmouth, New Hampshire.

JEROME G. KIAH, Superintendent Eleventh Life-Saving District, Harbor Beach, Michigan.

HERBERT M. KNOWLES, Superintendent Third Life-Saving District, Wakefield, Rhode Island.

SUPERINTENDENT OF TELEPHONE LINES.

WILLIAM BOLTON, Delawanna, New Jersey.

LETTER OF TRANSMITTAL.

TREASURY DEPARTMENT,
Washington, November 30, 1906.

SIR: As required by section 7 of the act of June 18, 1878, I have the honor to submit the following report of the operations of the Life-Saving Service for the fiscal year ending June 30, 1906, and of the expenditures of moneys appropriated for the maintenance of the Service for that period.

Respectfully,

SUMNER I. KIMBALL,
General Superintendent.

HON. LESLIE M. SHAW,
Secretary of the Treasury.

OPERATIONS OF THE
UNITED STATES LIFE-SAVING SERVICE.

—
1906.

OPERATIONS OF THE UNITED STATES LIFE-SAVING SERVICE, 1906.

CLASSIFICATION OF DISTRICTS AND STATIONS.

At the close of the year the Life-Saving Establishment comprised 278 stations, embraced within 13 districts as follows:

ATLANTIC AND GULF COASTS.

First district (coasts of Maine and New Hampshire)	14
Second district (coast of Massachusetts).....	32
Third district (coasts of Rhode Island and Fishers Island).....	9
Fourth district (coast of Long Island).....	33
Fifth district (coast of New Jersey).....	42
Sixth district (coast from Cape Henlopen to Cape Charles).....	18
Seventh district (coast from Cape Henry to Cape Fear River).....	34
Eighth district (coasts of South Carolina, Georgia, and eastern Florida).....	10
Ninth district (Gulf coast).....	8
	200

COASTS OF THE GREAT LAKES.^a

Tenth district (Lakes Erie and Ontario, including Louisville Station).....	12
Eleventh district (Lakes Huron and Superior).....	18
Twelfth district (Lake Michigan).....	31
	61

PACIFIC COAST.^b

Thirteenth district.....	17
Atlantic and Gulf Coasts.....	200
Coasts of the Great Lakes.....	61
Pacific coast.....	17
	278

PERIODS OF EMPLOYMENT OF SURFMEN.

The following statement shows the periods during which the stations were manned (termed the active season) and the number of surfmen employed at each station:

District.	Stations.	Periods of employment (all dates inclusive).
1	Quoddy Head, Cranberry Islands, White Head, Hunniwells Beach, Cape Elizabeth, Fletchers Neck, Jerrys Point, Wallis Sands, Rye Beach, and Hampton Beach. Burnt Island.....	6 surfmen from Aug. 1, 1905, to May 31, 1906, and 1 additional surfman from Nov. 1, 1905, to Mar. 31, 1906. 6 surfmen from Aug. 1, 1905, to May 31, 1906, and 2 additional surfmen; 1 from Nov. 1, 1905, to Mar. 31, 1906, and 1 from Jan. 20 to Mar. 31, 1906.

^a Including 1 station at the Falls of the Ohio, Louisville, Ky.

^b Including 1 station at Nome, Alaska.

District.	Stations.	Periods of employment (all dates inclusive).
1	Damiscope..... Cross Island..... Great Wass Island.....	6 surfmen from Aug. 1, 1905, to May 31, 1906, and 2 additional surfmen; 1 from Nov. 1, 1905, to Mar. 31, 1906, and 1 from Jan. 20 to Mar. 31, 1906. 6 surfmen from Aug. 1, 1905, to May 31, 1906, and 2 additional surfmen; 1 from Nov. 1, 1905, to Mar. 31, 1906 and 1 from Jan. 16 to Mar. 31, 1906. 6 surfmen from Aug. 1 to Sept. 8, 1905, and 7 surfmen from Sept. 9, 1905, to May 31, 1906, and 1 additional surfman from Jan. 16 to Mar. 31, 1906.
2	Salisbury Beach, Newburyport, Plum Island, Stratsmouth, Gloucester, Nahant, Point Allerton, North Scituate, Fourth Cliff, Brant Rock, Gurnet, Manomet Point, Wood End, Race Point, Peaked Hill Bars, High Head, Highland, Pamet River, Cahoons Hollow, Nauset, Orleans, Old Harbor, Coskata, Surfside, Maddequet, Muskeget, Gay Head, and Cuttyhunk..... Chatham..... Monomoy and Monomoy Point..... City Point.....	6 surfmen from Aug. 1, 1905, to May 31, 1906, and 1 additional surfman from Nov. 1, 1905, to Mar. 31, 1906. 6 surfmen from Aug. 1 to Sept. 30, 1905, and 7 surfmen from Oct. 1, 1905, to May 31, 1906, and 1 additional surfman from Nov. 3, 1905, to Mar. 31, 1906. 7 surfmen from Aug. 1, 1905, to May 31, 1906, and 1 additional surfman from Nov. 1, 1905, to Mar. 31, 1906. 9 surfmen from July 1 to Nov. 15, 1905, and from May 1 to June 30, 1906.
3	Brenton Point, Narragansett Pier, Point Judith, Quonochontaug, Watch Hill, Sandy Point, New Shoreham, and Block Island..... Fishers Island.....	6 surfmen from Aug. 1, 1905, to May 31, 1906, and 1 additional surfman from Nov. 1, 1905, to Mar. 31, 1906. 7 surfmen from Aug. 1, 1905, to May 31, 1906, and 1 additional surfman from Nov. 1, 1905, to Mar. 31, 1906.
4	Ditch Plain, Hither Plain, Napeague, Amagansett, Georgica, Mecox, Southampton, Shinnecock, Tiana, Quogue, Potunk, Moriches, Forge River, Smiths Point, Bellport, Blue Point, Lone Hill, Point of Woods, Oak Island, Gilgo, Jones Beach, Zachs Inlet, Short Beach, Point Lookout, Long Beach, Rockaway, Rockaway Point, Fatons Neck, and Rocky Point..... Fire Island.....	6 surfmen from Aug. 1, 1905, to May 31, 1906, and 1 additional surfman from Nov. 1, 1905, to Mar. 31, 1906. 6 surfmen from Aug. 1, 1905, to May 31, 1906, and 1 additional surfman from Aug. 24, 1905, to Apr. 30, 1906.
5	Spermaceti Cove, Seabright, Long Branch, Deal, Shark River, Spring Lake, Squan Beach, Bayhead, Mantoloking, Chadwick, Toms River, Island Beach, Cedar Creek, Forked River, Barnegat, Loveladies Island, Harvey Cedars, Ship Bottom, Long Beach, Bonds, Little Egg, Little Beach, Brigantine, South Brigantine, Atlantic City, Absecon, Great Egg, Ocean City, Pecks Beach, Corson Inlet, Sea Isle City, Townsend Inlet, Avalon, Tathams, Hereford Inlet, Holly Beach, Two Mile Beach, Cold Spring, and Cape May..... Monmouth Beach..... Sandy Hook.....	6 surfmen from Aug. 1, 1905, to May 31, 1906, and 1 additional surfman from Nov. 1, 1905, to Mar. 31, 1906. 7 surfmen from Aug. 1, 1905, to May 31, 1906. 8 surfmen from Aug. 1, 1905, to May 31, 1906.
6	Cape Henlopen, Rehoboth Beach, Indian River Inlet, Fenwick Island, Isle of Wight, Ocean City, North Beach, Green Run Inlet, Popes Island, Wallops Beach, Metomkin Inlet, and Parramore Beach..... Lewes, Wachapreague, Hog Island, Cobb Island, and Smith Island..... Assateague Beach.....	6 surfmen from Aug. 1, 1905, to May 31, 1906, and 1 additional surfman from Nov. 1, 1905, to Mar. 31, 1906. 7 surfmen from Aug. 1, 1905, to May 31, 1906. 8 surfmen from Aug. 1, 1905, to May 31, 1906.
7	Virginia Beach, Dam Neck Mills, Little Island, False Cape, Wash Woods, Penneys Hill, Currituck Beach, Poyners Hill, Cafneys Inlet, Paul Gamiels Hill, Kitty Hawk, Kill Devil Hills, Nags Head, Bodie Island, Oregon Inlet, Pea Island, Chicamacomico, Gulf Shoal, Little Kinmakeet, Big Kinmakeet, Durants, Ocracoke, Portsmouth, Core Bank, Fort Macon, and Bogue Inlet..... New Inlet and Hatteras Inlet..... Oak Island..... Cape Henry, Cape Hatteras, Creeds Hill, Cape Lookout, and Cape Fear.	8 surfmen from Aug. 1, 1905, to May 31, 1906. 6 surfmen from Aug. 1, 1905, to May 31, 1906, and 1 additional surfman from Nov. 1, 1905, to Mar. 31, 1906. 7 surfmen from Aug. 1, 1905, to May 31, 1906. 7 surfmen from Aug. 1, 1905, to May 31, 1906, and 1 additional surfman from Nov. 1, 1905, to Mar. 31, 1906. 8 surfmen from Aug. 1, 1905, to May 31, 1906.

District.	Stations.	Periods of employment (all dates inclusive).
8	Sullivans Island.....	6 surfmen from Aug. 1, 1905, to May 31, 1906.
9	Santa Rosa, Sabine Pass, Galveston, Velasco, Saluria, Aransas, and Brazos.	6 surfmen from Aug. 1, 1905, to May 31, 1906.
10	San Luis.....	7 surfmen from Aug. 1, 1905, to May 31, 1906.
	Big Sandy and Niagara.....	7 surfmen from July 1 to Dec. 8, 1905, and from Apr. 12 to June 30, 1906.
	Oswego and Charlotte.....	8 surfmen from July 1 to Dec. 8, 1905, and from Apr. 12 to June 30, 1906.
	Ashtabula and Marblehead.....	7 surfmen from July 1 to Dec. 12, 1905, and from Apr. 12 to June 30, 1906.
	Buffalo, Erie, Fairport, and Cleveland.....	8 surfmen from July 1 to Dec. 12, 1905, and from Apr. 12 to June 30, 1906.
11	Louisville.....	6 surfmen from July 1, 1905, to June 30, 1906.
	Lake View Beach.....	7 surfmen from July 1 to Dec. 10, 1905, and from Apr. 16 to June 30, 1906.
	Harbor Beach, Pointe aux Barques, Port Austin, Tawas, Sturgeon Point, Thunder Bay Island, Middle Island, Hammond, and Bois Blanc.	8 surfmen from July 1 to Dec. 10, 1905, and from Apr. 16 to June 30, 1906.
	Vermilion, Crisps, Two Heart River, and Deer Park.	7 surfmen from July 1 to Dec. 16, 1905, and from Apr. 17 to June 30, 1906.
	Grand Marais.....	8 surfmen from July 1 to Dec. 16, 1905, and from Apr. 17 to June 30, 1906.
	Marquette and Portage.....	8 surfmen from July 1 to Dec. 9, 1905, and from Apr. 18 to June 30, 1906.
	Duluth.....	8 surfmen from July 1 to Dec. 15, 1905, and from Apr. 16 to June 30, 1906.
12	North Manitou Island.....	7 surfmen from July 1 to Nov. 30, 1905, and from Apr. 3 to June 30, 1906.
	Charlevoix, South Manitou Island, Sleeping Bear Point, Point Betsie, Frankfort, Manistee, Grande Pointe au Sable, Ludington, Pentwater, White River, Muskegon, South Haven, Saint Joseph, Michigan City, Evanston, Kenosha, Racine, Two Rivers, Kewaunee, Sturgeon Bay Canal, Baileys Harbor, and Plum Island.	7 surfmen from July 1 to Nov. 30, 1905, and from Apr. 1 to June 30, 1906.
	Holland.....	7 surfmen from July 1 to Dec. 8, 1905, and from Apr. 1 to June 30, 1906.
	Grand Haven, South Chicago, Jackson Park, Old Chicago, Milwaukee, and Sheboygan.	8 surfmen from July 1 to Nov. 30, 1905, and from Apr. 1 to June 30, 1906.
13	Iiwaco Beach, Yaquina Bay, Coquille River, and Point Reyes.	7 surfmen from July 1, 1905, to June 30, 1906.
	Willapa Bay, Umpqua River, Coos Bay, Humboldt Bay, Arena Cove, Point Bonita, Fort Point, and Southside.	8 surfmen from July 1, 1905, to June 30, 1906.
	Nome.....	8 surfmen (1 acting keeper temporarily) from Aug. 24, 1905, to June 30, 1906.
	Grays Harbor.....	7 surfmen from July 1, 1905, to Apr. 30, 1906, and 8 surfmen from May 1 to June 30, 1906.
	Cape Disappointment and Point Adams.....	8 surfmen from July 1, 1905, to June 30, 1906, and 1 additional surfman from July 1 to Aug. 25, 1905, and from May 1 to June 30, 1906.
	Golden Gate.....	9 surfmen from July 1, 1905, to June 30, 1906.

Keepers are on duty at all stations during the entire year. The foregoing tabular statement includes but 1 of the 10 stations in the Eighth district, the others being maintained only as houses of refuge for the succor of the shipwrecked, no crews being employed.

STATISTICS.

The number of disasters to documented vessels within the scope of the Service was 357. There were on board these vessels 4,099 persons, of whom 19 were lost. Succor was afforded at the stations to 811 persons, to whom an aggregate of 1,727 days' relief was furnished. The estimated value of the vessels was \$10,187,545, and that of their cargoes, \$4,548,805, making the total value of property imperiled \$14,736,350. The estimated value of property saved was \$11,972,280; of property lost, \$2,764,070. Forty-nine vessels were totally lost. There were, besides, 491 casualties to undocumented

vessels—sailboats, rowboats, etc.—involving 1,221 persons, of whom 10 were lost. The value of property involved is estimated at \$304,790; of property saved, \$293,820; of property lost, \$10,970.

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

Total number of disasters.....	843
Number of vessels totally lost.....	49
Total number of persons involved.....	5,320
Total number of persons lost.....	29
Total number of shipwrecked persons succored at stations.....	a 811
Total number of days' succor afforded.....	a 1,727
Total value of vessels.....	\$10,482,365
Total value of cargoes.....	\$4,558,775
Total value of property involved.....	\$15,041,140
Total value of property saved.....	b \$12,266,100
Total value of property lost.....	\$2,775,040

The above statement does not include 66 persons, not on board vessels, who were rescued from various positions of peril.

The apportionment of the foregoing statistics to the Atlantic and Gulf, Lake, and Pacific coasts, respectively, is shown by districts in the following tables:

ATLANTIC AND GULF COASTS.

	First district.	Second district.	Third district.	Fourth district.	Fifth district.
Number of disasters.....	49	158	14	50	02
Number of vessels totally lost.....	3	8	None.	2	2
Number of persons involved.....	180	835	48	201	449
Number of persons lost.....	None.	5	None.	None.	None.
Number of persons succored at stations.....	19	89	4	47	57
Number of days' succor afforded.....	19	147	6	57	63
Value of vessels.....	\$125,675	\$1,289,020	\$71,300	\$293,900	\$722,796
Value of cargoes.....	\$51,195	\$800,520	\$13,500	\$267,415	\$1,729,815
Total value of property involved.....	\$176,870	\$2,089,540	\$84,800	\$561,375	\$2,452,610
Value of property saved.....	\$163,350	\$2,019,630	\$82,400	\$521,610	\$2,182,750
Value of property lost.....	\$13,520	\$69,910	\$2,400	\$39,765	\$269,860

	Sixth district.	Seventh district.	Eighth district.	Ninth district.	Total.
Number of disasters.....	34	61	5	23	456
Number of vessels totally lost.....	3	6	None.	None.	24
Number of persons involved.....	160	449	15	84	2,421
Number of persons lost.....	1	None.	None.	None.	6
Number of persons succored at stations.....	67	289	16	11	599
Number of days' succor afforded.....	176	591	28	15	1,102
Value of vessels.....	\$244,590	\$1,296,980	\$25,250	\$134,095	\$4,203,665
Value of cargoes.....	\$49,035	\$323,395		\$9,315	\$3,244,190
Total value of property involved.....	\$293,625	\$1,620,375	\$25,250	\$143,410	\$7,447,855
Value of property saved.....	\$217,005	\$1,347,130	\$25,215	\$141,000	\$6,700,090
Value of property lost.....	\$76,620	\$273,245	\$0.35	\$2,410	\$747,765

^a These figures include persons to whom succor was given who were not on board vessels embraced in table of casualties.

^b It should not be understood that the entire amount represented by these figures was saved by the Service. A considerable portion was saved by salvage companies, wrecking tugs, and other instrumentalities, often working in conjunction with the surfmen. It is manifestly impossible to apportion the relative results accomplished. It is equally impossible to give even an approximate estimate of the number of lives saved by the station crews. It would be preposterous to assume that all those on board vessels suffering disaster who escaped would have been lost but for the aid of the life-savers; yet the number of persons taken ashore by the lifeboats and other appliances by no means indicates the sum total saved by the Service. In many instances where vessels are released from stranding or other perilous predicaments by the life-saving crews, both the vessels and those on board are saved, although the people are not actually taken ashore, and frequently the vessels and crews escaping disaster entirely are undoubtedly saved by the warning signals of the patrolmen, while in numerous cases, either where vessels suffer actual disaster or where they are only warned from danger, no loss of life would have ensued if no aid had been rendered. The number of disasters, the property involved, the amounts saved and lost, the number of persons on board, and the number lost are known, and these facts are all that can be expressed statistically with reasonable accuracy. The narratives which follow under the caption "Loss of life" and the brief statements under the captions "Services of crews" and "Vessels warned from danger" convey as adequate an idea of what the life-saving crews actually do in each instance as space will allow.

LAKE COASTS.^a

	Tenth district.	Eleventh district.	Twelfth district.	Total.
Number of disasters.....	84	112	155	351
Number of vessels totally lost.....	6	5	7	18
Number of persons involved.....	586	649	1,000	2,235
Number of persons lost.....	5	12	2	19
Number of persons succored at stations.....	30	44	49	123
Number of days' succor afforded.....	30	46	82	158
Value of vessels.....	\$597,630	\$2,208,425	\$1,779,255	\$4,585,310
Value of cargoes.....	\$159,090	\$381,600	\$346,745	\$887,435
Total value of property involved.....	\$756,720	\$2,590,025	\$2,126,000	\$5,472,745
Value of property saved.....	\$658,505	\$2,293,330	\$1,784,940	\$4,736,775
Value of property lost.....	\$98,215	\$296,695	\$341,060	\$735,970

^a Including the river station at Louisville, Kentucky (Tenth district).

PACIFIC COAST.

	Thirteenth district.
Number of disasters.....	41
Number of vessels totally lost.....	7
Number of persons involved.....	664
Number of persons lost.....	4
Number of persons succored at stations.....	89
Number of days' succor afforded.....	467
Value of vessels.....	\$1,693,390
Value of cargoes.....	\$427,150
Total value of property involved.....	\$2,120,540
Value of property saved.....	\$829,235
Value of property lost.....	\$1,291,305

GENERAL SUMMARY FOR THE YEAR.

	Atlante and Gulf coasts.	Lake coasts. ^a	Pacific coast.	Total.
Number of disasters.....	456	351	41	848
Number of vessels totally lost.....	24	18	7	49
Number of persons involved.....	2,421	2,235	664	5,320
Number of persons lost.....	6	19	4	29
Number of persons succored at stations.....	599	123	89	811
Number of days' succor afforded.....	1,102	158	467	1,727
Value of vessels.....	\$4,203,665	\$4,585,310	\$1,693,390	\$10,482,365
Value of cargoes.....	\$3,244,190	\$887,435	\$427,150	\$4,558,775
Total value of property involved.....	\$7,447,855	\$5,472,745	\$2,120,540	\$15,041,140
Value of property saved.....	\$6,700,090	\$4,736,775	\$829,235	\$12,266,100
Value of property lost.....	\$747,765	\$735,970	\$1,291,305	\$2,775,040

^a Including the river station at Louisville, Kentucky.

VESSELS ASSISTED.

In 591 instances, vessels valued with their cargoes at \$7,966,450 were saved under circumstances which, but for the assistance rendered, would have involved serious or total loss. In 440 of these cases, in which the endangered property was valued at \$2,078,420, the station crews, without assistance other than that afforded by the crews of the imperiled vessels, saved property valued at \$2,060,485. In the 151 remaining instances, involving property valued at \$5,888,030, the services of the life-savers were performed in conjunction with those of wrecking vessels, tugs, and other agencies, and the value of property thus saved was \$5,487,890. The station crews also afforded assistance of more or less importance to 654 other vessels, making a total of 1,245 to which aid was extended. One hundred and seventy-four vessels were warned of danger by the signals of the patrolmen and watchmen of the Service in time to escape disaster. These warnings

were given at night in 161 instances, and in 13 instances during the day in thick weather. Ninety-seven of these vessels were steamers. The station crews in this way undoubtedly prevented the destruction of much property, but it is manifestly impossible to estimate in figures the value of their services.

MISCELLANEOUS RESCUES.

During the year 66 persons not connected with vessels were rescued from divers perilous situations, as follows: 19 had fallen from wharfs, piers, bridges, etc.; 21 were bathers in danger of drowning; 7 had been cut off by water; 3 had attempted suicide by drowning; 5 were found on the beach, piers, etc., intoxicated; 4 had been cast adrift on an ice floe; 1 was found freezing on the beach; 1 had fallen down a flight of stairs at a pier; 1 had been shot in the arm while hunting; 1 had had his hand caught in a cog-wheel; 1 was suffering from exhaustion and exposure; 1 was found unconscious on the beach, and 1 had fallen to the ground from a height of 50 feet.

BOATS AND APPARATUS USED.

The surfboat was used 924 times, making 1,224 trips; the self-righting and self-bailing lifeboat, 91 times, making 141 trips; the power lifeboats, 12 times, making 16 trips; the power launches, 120 times, making 130 trips; the smaller boats, 610 times, making 706 trips; the river life skiffs at the Louisville station (Tenth district), 39 times, making 70 trips; the breeches buoy, 15 times, making 207 trips; the wreck gun, 16 times, firing 39 shots; the heaving-stick, 36 times. There were landed by the surfboats 1,026 persons; by the lifeboats, 218 persons; by the power lifeboats, 22 persons; by the power launches, 213 persons; by the river life skiffs, 62 persons; by other station boats, 330 persons, and by the breeches buoy, 189 persons.

The station crews rescued 42 persons connected with vessels, without the aid of boats or other life-saving equipment. Thirteen of these were taken from the surf, 14 had fallen overboard, 12 had suffered a capsizé, 2 were taken from piling, and 1, who had been stricken by heart disease, from a boat.

GENERAL SUMMARY OF OPERATIONS SINCE THE INTRODUCTION OF THE PRESENT LIFE-SAVING SYSTEM, 1871-1906.^a

Total number of disasters	16, 479
Total number of persons involved	b 116, 442
Total number of lives lost	c 1, 127
Total number of persons succored at stations	d 19, 741
Total number of days' succor afforded	47, 555
Total value of vessels	\$171, 505, 865
Total value of cargoes	71, 177, 834
Total value of property involved	242, 683, 699
Total value of property saved	192, 024, 612
Total value of property lost	50, 659, 087

^a 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 the coasts of Cape Cod, Long Island, and New Jersey; season of 1874-75, to the coasts of New England, Long Island, New Jersey, and the coast from Cape Henry to Cape Hatteras; season of 1875-76, to the coasts of New England, Long Island, New Jersey, the coast from Cape Henlopen to Cape Charles, and the 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. In 1877-78 the Pacific coast was added, and in 1880 the coast of Texas.

^b Including persons rescued not on board vessels.

^c Eighty-five of these were lost at the disaster to the steamer *Metropolis* in 1877-78, when service was impeded by distance, and 14 others in the same year owing to similar causes.

^d Including castaways not on board vessels embraced in Tables of Casualties.

REBUILDING AND IMPROVEMENT OF STATIONS.

The stations at Cape Henry, Virginia, and Fletchers Neck, Maine, mentioned last year as in process of rebuilding, were completed during the year. Extensive improvements were also completed during the year to the stations at Niagara, New York; Lewes, Delaware; Sandy Hook, Barnegat, Ocean City, and Chadwick, New Jersey; Arena Cove, and Fort Point, California.

For the better protection of life and property on Lake Michigan at and in the vicinity of Chicago two boathouses, the construction of which was begun during the year, have been placed at Evanston and Rogers Park, respectively, and equipped each with a Service surfboat and some other life-saving appliances. The boathouse at Evanston will be under the jurisdiction of the keeper of the Evanston life-saving station, and the boat and apparatus it shelters will on occasion be used by his crew. The house at Rogers Park, 3 miles south of the Evanston station, and under his direction its boat will be manned on occasion by a volunteer crew from the Rogers Park Boat Club, several members of which organization belong to the Naval Reserve. One of the Service boats, with other equipment, has also been installed in the boathouse of the Farragut Yacht Club, at the foot of Thirty-third street, Chicago. This boat will be operated by a crew of the yacht club, but will be under the control and supervision of the keeper of the old Chicago life-saving station. These adjuncts to the regular stations of the Service have already given a good account of themselves.

SITES FOR NEW STATIONS.

Within the year sites were selected for new stations at Fishermans Island and Myrtle Island, Virginia, and steps were taken to secure a site for a new station at Neah Bay, Washington, pursuant to act of Congress approved April 19, 1906.

Titles were secured to sites for new stations at Eagle Harbor, Michigan, Tillamook, Oregon, and Bethany Beach, Delaware.

PATROL TELEPHONES.

During the year the telephone system of the Service has been supplemented by the installation upon the Long Island and New Jersey coasts of a number of patrol telephones midway between stations. By this means much earlier information of the happening of wrecks at a distance, and of the attendant circumstances and conditions, may be conveyed to the stations, enabling the keeper in most instances to determine at once what apparatus is required on the beach and to have his force well on the way to the rescue by the time he would otherwise only learn of their occurrence. Outside aid, if needed, can also much earlier be summoned, while no small advantage is derived from the additional safeguard assured to the integrity of the patrol. The improvement will be extended to other portions of the coast as rapidly as practicable.

MECHANICAL POWER IN LIFEBOATS.

Early in 1899 the Service took up the problem of the application of mechanical propulsion to its lifeboats, and in April of that year the first gasoline motor was installed in a 34-foot self-righting and self-bailing lifeboat belonging to the Marquette station (Michigan), the motor being placed in the after air chamber. The trials with that boat were so successful of results that without delay power was installed in a second boat, some improvements being incorporated that the initial tests had suggested might with advantage be adopted.

With the view of giving the proposition the thorough and systematic consideration that its promising importance as an adjunct of station equipment seemed to merit, a commission on the mechanical propulsion of lifeboats, composed of the most experienced experts connected with the board on life-saving appliances, was constituted, the president of the board, C. H. Peabody, professor of naval architecture and marine engineering in the Massachusetts Institute of Technology, being at the head of the commission.

Steam as a motive power had previously been employed in some of the boats of the Royal National Lifeboat Institution of Great Britain, but the self-righting quality had to be sacrificed in these boats—a quality which the commission deemed it very desirable to preserve, and it therefore determined, in view of recent developments in the use of electric and gasoline engines in supplying motive power, to confine at present its researches and experiments to these agencies. After some further experiments with the two boats already supplied with power, and considerable study of the subject, the commission recommended that gasoline motors be installed in other large lifeboats belonging to the Service, with some alterations and improvements in the construction of the boats—such as raising the decks and rails somewhat and adding to the weight of the keel.

Under the direction of the commission two entirely new boats were also constructed, in accordance with plans and specifications embodying the improved features of the earlier experiments, and ideas developed by subsequent tests and study of the subject.

In the meantime the recommendations of the commission with regard to the installation of power in the larger lifeboats already in service were being prosecuted under the supervision of Captain C. H. McLellan, R. C. S., then inspector of life-saving stations, who had devoted much time and study to the general subject of motive power for vehicles of various kinds. During the past year seven of these boats were supplied with gasoline motors, and the equipment of six others is in progress under contract.

The scope of life-saving operations has been greatly extended at all stations where these boats have been used, enabling the Service crews to respond more quickly to distress calls and to cover long distances more speedily and safely than was possible when the dependence was upon oars and sails alone. It is proposed to place them at all stations where they can with advantage be employed, as rapidly as funds for the purpose become available. They are, of course, much heavier than the type of Service lifeboat in general use (weighing several thousand pounds), and it would therefore be clearly impracticable to supply them to stations along beaches the shelving nature of which does not afford a sufficient depth of water to permit their being launched.

RETIREMENT OF DISABLED LIFE-SAVERS.

It is not proposed here to repeat the reasons which have been so often set forth in former annual reports of the Service for urging the enactment of a provision for the retirement, with suitable pay, of officers and men in the field who become disabled in the line of duty or through the infirmities of age. It must be stated, however, that the difficulty of late experienced in obtaining and holding competent men for the station crews has very nearly become a distinct impossibility, and a marked deterioration in the rank and file of the Service must be acknowledged. This is due to the fact that adequate inducement can not be offered for enlistment or for continuance in the Service in the absence of authority to increase the pay of the men or grant them the benefits of retirement for permanent disability.

A bill providing for retirement, upon what are regarded as suitable terms, the enactment of which, it is believed, would speedily restore the personnel to its former high standard, and at much less cost and with greater satisfaction to the crews than an adequate increase in wages, is now pending in both Houses of Congress. A favorable report thereon has been made by the Secretary of the Treasury, and the Committee on Commerce in the Senate at the last session unanimously reported in its favor. The bill failed, however, of further action. It is earnestly hoped that it may become a law before the expiration of the present Congress.

THE SAN FRANCISCO EARTHQUAKE DISASTER.

The Service sustained considerable loss in the earthquake and fire disaster which devastated San Francisco in April last. Its storehouse in that city was wrecked and burned, and life-saving apparatus and miscellaneous station supplies to the value of several thousand dollars were destroyed. The life-saving stations at and in the vicinity of San Francisco were also damaged more or less by the earthquake. Fortunately none of the employees of the Service was injured or killed. The following stations were affected by the disturbance: Southside, Golden Gate, Fort Point, Point Bonita, Point Reyes, and Arena Cove, the last-named station lying a hundred miles northward of the stricken city. As all the station buildings are of wood construction, the damage was confined mainly to plastered walls, foundations, and chimneys.

The life-saving crews of the stations affected gave a good account of themselves throughout the terrible scenes of the 18th, when the havoc-working shock came, and on the succeeding days, when the flames were completing the work of destruction which the earthquake had begun. The calamity came suddenly and without warning just before the city had awakened to the activities of a new day. The hour of the visitation seems to have been providential when the matter of human life is considered. It took place when the business section was practically deserted and when the big buildings that housed the city's workers, and which suffered the most disastrously, were for the most part untenanted. Had the upheaval come a few hours later the loss of life must certainly have been appalling. Close on the heels of the earthquake sped the destroying fire, which ate its way rapidly through the debris of the fallen buildings and swept over portions of the town that the earthquake had failed to raze.

The crews of the Point Bonita, Fort Point, Golden Gate, and South-side stations rendered much valuable service fighting the fire in cooperation with the city fire department, transporting supplies, succoring the homeless, and in other ways participating in the work of relief. Sixty-seven persons were taken care of at the stations for varying periods, some of them receiving entertainment for several days continuously. A total of 425 days' succor was afforded.

On the morning of April 18 the crew of the Point Bonita station rescued some women and children, the families of the assistant keepers of the Point Bonita Light station, from a wrecked brick dwelling. They also furnished to refugees a total of 208 nights' shelter and 802 meals, all at the crew's expense. They made no charge whatever for either food or lodging, but accepted \$20 from one grateful family after the money had been pressed upon them.

The crew of the Golden Gate station rescued two persons from beneath a mass of fallen brick and carried them to the hospital with the station team. During the 18th, 19th, 20th and 21st (while the fire raged), and for several weeks thereafter Keeper Varney, of this station, kept his team constantly at work carrying rations and clothing and other supplies, assisting the fire department, hauling refugees, and doing ambulance duty. Fifteen horses belonging to a contractor named Owen McHugh, and stabled near the station, were loaned to the keeper, with drivers and wagons, and under his direction rendered important service in relief operations. During the nights of April 18 to 21, inclusive, as many as 150 people were sheltered by Keeper Varney. On May 2 his station was included in the system organized by the military authorities in charge of the city to facilitate relief work and designated Relief Station No. 208, he being placed in charge. From April 19 to May 31 the station issued 30,000 rations to victims of the disaster, as well as a large supply of clothing. The life-saving crew also furnished to refugees upwards of 300 meals from the station mess at their (the crew's) expense, but on April 20 the supply of food from this source was exhausted.

The services of the life-saving crews during the worst period of this great misfortune are gratefully acknowledged by the board of fire commissioners of San Francisco and by the city fire marshal. (See Letters Acknowledging Services of Crews, p. 26.)

DISASTERS INVOLVING LOSS OF LIFE.

In accordance with the requirements of section 9 of the act of June 18, 1878, all disasters that have occurred during the year within the scope of the Service involving loss of life have been fully investigated by officers authorized to administer oaths, and the following accounts contain the results of their inquiries as developed from the testimony taken. These investigations are valuable in determining the question of responsibility for the fatalities, and the narratives give the public an idea of the nature of the work the life-saving crews perform on occasions of shipwreck, also affording the friends of those who perish an accurate knowledge of the circumstances under which their loss is sustained. Not the least of the benefits to be derived from these accounts is the knowledge they afford mariners of the causes of the disasters and the means employed in efforts at rescue, the former cautioning them of the necessity of avoiding like causes where possible,

and the latter enabling them more effectively to cooperate with the life-saving crews if occasion should arise. The accounts are also instructive to the life-savers themselves in showing them the results, favorable or unfavorable, of the measures taken and the methods employed under particular circumstances.

A similar recital of the circumstances connected with disasters unattended by fatality would be equally instructive and replete with thrilling incidents. Since the general extension of the Service, however, to nearly all the more dangerous portions of the coast, sea and lake, the number of disasters at which the life-saving crews render service has become so great that it is not practicable to more than concisely state the leading features of each case in tabular form, as is done elsewhere in this volume under the caption "Services of Crews."

Capsize of a skiff, July 8, 1905.

The first fatality of the year within the field of Service operations, and which resulted in the loss of two lives, was the capsizing on Lake Michigan of a skiff containing three men. The accident occurred in the middle afternoon of July 8, 1905, about 600 yards east of the Kenosha station, Wisconsin.

The persons involved in this disaster, whose names are given as Frank Mirosky, Leo Wendt, and Frank Wendt, aged 17, 22, and 24, respectively, had been fishing off the breakwater at Kenosha on the day in question, and when the capsize occurred were trying to get back into harbor to escape an approaching squall. It appears that their skiff was a small one, 11 feet long and unseaworthy, and that they were inexperienced in the handling of boats. As they neared the pier entrance the sea became choppy, and when they were abreast the end of the south pier one of the men in trying to recover his hat, which had blown overboard, swamped and upset the boat. The Wendt brothers could not swim and were soon drowned. It appears that Mirosky was more at home in the water, being able to sustain himself on the surface until he secured hold of a line thrown by one of a party of persons fishing from the pier, by means of which he was rescued.

As soon as the capsize occurred the station lookout, who had kept watch on the boat through the marine glasses, ran and jumped into the Whitehall boat, which lay at the pier near by, and started for the scene of the accident. When the squall began to threaten, the keeper and several of the surfmen climbed the hill back of the station, that they might better observe the small boats which they knew to be in the outer harbor. While on this elevated position their attention was attracted to the commotion on the pier occasioned by the capsize. Two of the surfmen sped to the pier near the station lookout, and taking a skiff tied there struck out after the surfman in the Whitehall boat, being followed in turn by two light-house keepers in a boat.

The distance from the station to the spot where the upset took place was something near 500 yards, which, owing to the short time that elapsed between the capsize and the drowning, of course prevented the surfmen from reaching the scene in time to be of service. In fact, it was all over so quickly that not one of a number of small boats cruising in the vicinity had time to attempt a rescue.

On reaching the scene of the drowning the keeper made careful inquiry of those who had witnessed the accident at close range as to the attendant circumstances. Much information was volunteered to him in the matter, but nobody could point out the spot where the two men had sunk. The keeper sent his men back to the station for grapnels, and on their return in the surfboat the water was dragged for the bodies. They were both recovered after an hour's work.

Capsize of a small scow, August 14, 1905.

About 8 o'clock on the evening of August 14, 1905, six boys went out beyond the river piers at Oswego, New York, in a flat-bottom open scow, 12 or 15 feet in length and 2½ feet wide, to indulge in the sport of "riding the waves." At the hour they embarked it was growing dark, the sky was heavy with clouds, there was a ten-mile breeze blowing from the northeast, and a considerable sea running. Through ignorance of possible danger, however, or guided by a spirit of recklessness, they gave no heed to signs which more experienced or less imprudent boatmen would have regarded.

The light keeper at Oswego first noticed the party as they left the pier, and again a few moments later. That he appreciated the risk they ran in venturing out in such a frail craft in the weather prevailing is shown by his remark to his assistant, on observing them the second time, that "they ought to be whipped." They had not yet met accident, however, when darkness began to obscure the view of the river from the light station.

When the party had gone a hundred yards or more beyond the outer end of the west pier they began to encounter trouble. They rode several waves without mishap, but the boat was thrown about so dangerously that the two oars on board served but poorly to keep it under control, and its occupants for the first time, it seems, began to entertain fears for their safety and to consider the wisdom of returning to land. It was in their efforts to escape from their perilous situation, however, that immediately got them into worse difficulty. In trying to turn the scow around it was caught in the trough of the sea. They succeeded in riding the first wave that struck them while in this helpless position, but the next one that came along, a much larger one, boarded the craft, nearly filling it. Thrown into consternation by the sudden onslaught the boys all swung their bodies involuntarily to leeward, and the impetus of their concerted movement completed the work the boarding sea had begun. In a twinkling they found the scow bottom up and themselves struggling in the water. Four of the boys immediately struck out for the pier, but two of them, after swimming a short distance, turned back and found a hold on the capsized scow beside two other members of the party. One of the swimmers managed to reach the pier, where he supported himself by clinging to a pile, but the boy who had kept him company, named Harry Kane, succumbed and went under while yet some distance out from the pier.

The attention of the assistant light keeper was called to the accident by hearing somebody on the pier call to a small sailboat to go to the rescue of some boys who had capsized in the river. At once associating the accident with the scow, he ran down along the breakwater, and looking around the highest part saw two persons swimming

toward the pier, and through the darkness he made out the form of the upturned scow. He sped back to his station to apprise the light keeper of his discovery, and together the two men lowered their boat and pulled to the rescue. They rowed to the pier first, thinking that both of the swimmers had reached it, and did not learn to the contrary until they had taken the boy from the pile. When they turned to look for the other swimmer he had sunk. After rescuing the first boy they pulled out to the scow, took the four other boys into their boat, and carried them to the life-saving station. One of them was so much exhausted that the keeper had to administer restoratives.

The life-saving crew were not aware of the unfortunate termination of the boys' jaunt until they were brought to the station. After giving the survivors all necessary attention the keeper launched the station dinghy and, accompanied by the No. 1 surfman, proceeded to the scene of the drowning and dragged for the body. It was recovered about 10.30 p. m., and by direction of the coroner turned over to an undertaker.

It is shown by the records of the Service that on the evening of August 14 a surfman was on duty in the station lookout as usual. This man testified at the official investigation of the disaster that he saw the scow go down the river and pass the white light, and that he kept track of the party through his glasses until it vanished behind the pier. As night was fast closing in he supposed they had gone around the pier into the outer harbor, and gave them no further thought.

Under the circumstances it does not appear that any one of the life-saving crew can be properly subject to criticism for failure to have taken a hand in the rescue in this case. The scene of the capsizing was nearly half a mile from the station, and the wind at that time would in any event have prevented the cries of the imperiled boys from reaching the crew. Their shouts were not even heard at the light station, which stood much nearer to them. The assistant light keeper states in his testimony that when the boys passed his station they were "hallooing and having a good time in general," and that even if their cries had been heard by him he would have thought them only a continuation of the boys' hilarity.

Wreck of the Schooner M. C. Haskell, August 20, 1905.

The third disaster of the year involving loss of life was the foundering and complete wreck of the schooner *M. C. Haskell* on Handkerchief Shoal, Massachusetts, on the night of August 20, 1905, about $4\frac{1}{2}$ miles west of the Monomoy Point life-saving station.

From the testimony brought out at the investigation of this lamentable disaster it appears that the schooner *Haskell*, hailing from Rockland, Maine, sailed from New York on August 12, 1905, bound for Rockport, Maine, with a cargo consisting of 496 tons of bituminous coal. Although an old vessel, she had been rebuilt and was considered a staunch, able craft. She was of 351 tons register and carried a crew of 6 men all told. During the voyage the last port touched at was Vineyard Haven, Massachusetts, where she was forced to anchor to await favorable wind and weather before standing out over the shoals. On the afternoon of the 20th in a light south-southwest breeze and clear weather she hove up her anchor, and with a favoring

wind headed east for Cross Rip light vessel, which was made in due time, and a course was set for the lights on Handkerchief Shoal. As time wore on and no lights could be seen from deck, the master sent the mate up into the crosstrees with the hope of making out something ahead. Upon descending to the deck he reported that he had seen a light ahead, and that two were also plainly discernible on the port bow. The master taking the two lights on the bow for those marking the shoal swung his vessel off and shaped a course which he supposed would carry him down to and clear of Handkerchief light-ship. As the schooner drew nearer the lights became visible from the deck, also the one which had been reported ahead at the time the mate went aloft. The master, although somewhat in doubt as to his exact position, kept on until 10 p. m., when his vessel struck, with all sail set, on the south end of Handkerchief Shoal, and immediately began to fill and settle. By 1 o'clock the following morning the water had risen to the cabin floor, and while all hands were below gathering up their personal effects preparatory to abandoning the vessel she made a deep lurch and rolled over on her side, the sea breaking over the weather bulwarks and rushing into her cabin in great volume. The crew, with the exception of the mate, groped their way up the hatchways, and took refuge in one of the boats, which they cast off and made fast to the end of the flying jibboom. Here they were discovered at daybreak by the life-saving crew.

Owing to the hour the stranding took place the *Haskell* was totally invisible from the shore. At the time of the disaster the lookout in the tower of the Monomoy station was keeping a vigilant watch to seaward, and would undoubtedly have discovered the ill-fated vessel had she burned some form of distress signal. When the schooner struck the shoal the south patrol was in the vicinity of the watch-house located on the Point; but as no lights were visible offshore, there was nothing to indicate to him that a vessel was in trouble. As it was, the wreck was not sighted until dawn, when the lookout made out her topmast spars above the surface of the water to the southward of the station. He at once reported what he had seen to the keeper, who aroused the crew and manned the lifeboat. After a hard pull against a strong adverse current they reached the wreck at 7 a. m. and found the 5 survivors in the boat hanging on to the jibboom. The shipwrecked men were succored at the station, after which they departed for Chatham. The keeper learned from the master that the mate, Nelson Paulsen, of Rockland, Maine, was missing, having in his (the master's) opinion been drowned when the vessel sank. The keeper obtained the services of a diver, who recovered the body from the cabin. The remains were sent to the home of the deceased for interment.

Had the imperiled men without delay burned distress signals the life-savers would doubtless have reached the scene of the disaster before the fatality occurred.

Capsize of a rowboat, September 3, 1905.

On September 3, 1905, three lives were lost on Lake Superior, about a half mile southeast of the Grand Marais life-saving station.

It appears that in the forenoon of the day mentioned a party of 6 Italians, residents of East Town, embarked in a small rowboat 14

feet long and with very little freeboard for Lonesome Point, across the bay, to gather huckleberries. The party in the boat consisted of 3 women, 2 girls, and a young man. The start was made in safety, but when they were about 300 feet from the shore the boat began to leak and shortly filled and capsized. Three of the party, Mrs. Rosalia Necastro, her daughter, and Mrs. Mary Palozzolo, sank almost immediately and were drowned, but the others succeeded in getting hold of the overturned boat.

The cries of those who had escaped drowning were heard by the station lookout and by some people on the wharf near the scene of the accident. The station crew at once manned the surfboat and started to the rescue. A gasoline launch, which happened to be lying at the wharf at the time and but a short distance from the capsized boat, also went to the assistance of the imperiled people, and was in the act of taking them from the water when the station boat pulled up.

From those rescued it was learned that three of the party were missing, and the surfmen at once began dragging for the bodies, all of which were recovered. The Service method of resuscitation was practiced, but without results, and the bodies were turned over to the coroner.

Capsize of a skiff, September 20, 1905.

One life was lost by the capsize of a skiff on Lake Erie, September 20, 1905, about 300 yards east of the Erie station. At about 1 p. m. of the date of the accident Frank Barney was engaged in fishing from a small flat-bottom boat anchored near the outer end of the south pier, at the entrance to Erie harbor. There was a fresh breeze blowing at the time, which, together with the formation and trend of the shore line of the harbor, created a strong and dangerous current and a choppy sea about the pier heads, that would have been hazardous for a boat much larger to encounter. A fisherman on the pier was intently watching the occupant of the little boat to see what luck he might have, when he saw him stand up in the boat, pitch forward, and the boat capsize, throwing Barney headlong into the water. The lookout on watch, seeing the skiff capsize, at once gave the alarm. The keeper and crew manned two boats and pulled to the rescue with all possible speed, but upon arriving alongside the overturned boat could see nothing of the unfortunate man. They righted the boat, thinking that perhaps he might be under it, but he was not there, nor anywhere in the vicinity, having probably been struck by it when it turned over and, sinking, was swept away by the strong current. The station crew picked up the articles from the boat floating on the water near the scene, one of which was a minnow pail, and at first thought it to be Barney's head floating out into the lake. The life-saving crew worked until the 24th grappling and dragging the bottom for the body, but without avail. It was found on the following day washed up on the south shore about a mile southeast of the station and turned over to the city authorities.

Wreck of the steamer Sarah E. Sheldon, October 20, 1905.

The *Sarah E. Sheldon* was a 693-ton steamer, valued at \$25,000 and carrying a crew of 13 men, including her captain. At about 11 o'clock on the night of October 19, 1905, she left Cleveland, Ohio,

her home port, with a cargo of coal, en route for Huron, Ohio, 50 miles westward, at which place she was to pick up a barge and tow it to Sarnia, Ontario. When she set out there were no indications of inclement weather, but after she had covered 14 or 15 miles, and when somewhere off Avon Point, about midway between Cleveland and Lorain, Ohio, the wind suddenly blew up fresh from the southwest, bringing with it a heavy downpour of rain and setting a heavy sea going. The *Sheldon* labored considerably in the effort to keep her course, which was laid close inshore, but no apprehension of danger was as yet felt by those on board, her captain, Joseph A. Garant, concluding that in case the storm should attain such severity as to threaten the vessel's safety he could without difficulty find shelter in the harbor of Lorain. In all probability this might have been done had the storm been the only danger that menaced.

The *Sheldon* was an old vessel, having been in service thirty-three years, and, as shown by the official investigation of the circumstances of the disaster, was more or less unseaworthy. About 5 a. m. of October 20 Captain Garant was informed by his chief engineer that the vessel was leaking "worse than usual," and that all of her pumps, five in number, were working to their limit to free her of water. The engineer's warning seems to have been the first intimation given the captain of the peril that threatened from this source, although he could hardly have been ignorant of the ship's general condition. It was absolutely out of the question to put back to Cleveland, so he kept the vessel on her course in the hope of reaching Lorain. At 6 a. m., and with Lorain still five or six miles to westward, the engineer again sent a message to the captain to the effect that the water was steadily rising in the ship's hold in spite of all that could be done with the pumps. To make matters worse, the gale was becoming more severe, which caused the water-logged steamer to roll heavily in her struggles to keep going ahead. Indeed, judging from the landmarks ashore, she was scarcely making any headway at all. The captain was soon convinced that the vessel would not keep afloat long enough to make the harbor, and that the only course open that offered any chance of saving the lives of himself and crew, if not the vessel and cargo, was to swing off to port and run her for the beach. His determination to take this step was immediately acted upon, and the vessel struck bottom at about 6.15 a. m., several hundred yards from the shore.

As soon as the steamer grounded the captain tied down the whistle cord, which caused the whistle to send up a continuous blast while the steam in the boilers held out. He also hoisted a flag and a table cloth, hoping by these means to attract attention from the shore. On coming down from the pilot house he found the mate and crew of eleven with life belts on, and the yawl (the only boat on board, it seems) in the water to windward of the vessel, with two of the men in her trying to bail her out. Realizing the danger of the boat's position, the captain directed that it be brought around under the steamer's bow, where the water was quieter. While his command was being carried out, however, a sea caught up the yawl, tore from the grasp of those on board the painter by which it was held, and capsized it. The mishap took place so quickly that the men who had had hold of the painter were for the moment bereft of the power of action, and the next instant their two shipmates were clear out of reach and being rapidly swept lakeward by the strong longshore

current. As there was no other boat available, nothing could be done toward attempting a rescue, and the captain and his crew stood helplessly watching the unfortunate men drift farther and farther away until all view of them was lost in the distance.

As the captain had hoped, the prolonged blast of the whistle and the other distress signals attracted attention ashore, for soon after the stranding several persons were observed on the beach abreast of the wreck, and within an hour and a half a tug from Lorain came alongside. Captain Garant immediately apprised the master of the tug of the fate of the two sailors and begged him to steam out into the lake and look for them. The tug readily complied with the captain's entreaties, but after two hours' futile search returned to the wreck. The tug succeeded with great difficulty in taking five men from the *Sheldon*, but while maneuvering about the wreck she struck bottom several times, and her master, fearing disaster to his boat should he continue the work of rescue, steamed away, leaving Captain Garant and five of his crew still on board.

News of the stranding was sent by telephone from Lorain to Cleveland and was received at the Cleveland life-saving station at 7.30 a. m. Keeper Motley at once, by telephone, gathered all the information he could as to the circumstances of the wreck, its location, how far it lay offshore, etc., and then called up the Great Lakes Tug Company, of Cleveland, and asked that a tug be sent to the station to take the life-saving crew and a boat to the scene of the disaster. Meantime the 34-foot lifeboat was run out, the crew was assembled, and everything made ready for the trip. The tug *Frank W.* came to the station at 8.15 a. m., and shortly afterwards the start was made. The tug ran in a fresh southwest wind, with a heavy sea, until off Avon Point, when the wind veered to the WNW. It was heavy going for the tug all the way, its progress being also greatly hindered by the lifeboat, which was in tow.

The rescuing party reached the *Sheldon* at 1.30 p. m., and after the tug had anchored at a safe distance to windward the station crew started for the wreck in the lifeboat. On nearing the vessel they let go their anchor with the purpose of dropping down to her by paying out the cable, hoping by this means to get close enough to take the men off and yet prevent the lifeboat from smashing against the ship's side. The seas beat the lifeboat so violently about, however, that the anchor failed to hold, and this expedient had to be given up. Sail was then made and the boat was worked out into the lake, near the tug. The tug now passed a line to the life-savers, enabling them to drop down again toward the wreck. The second venture was more fruitful of results, the lifeboat getting near enough for a line to be passed to the *Sheldon*. Held thus from opposite directions, the boat maintained its position alongside long enough for one man to jump into it, but before a second man could make the attempt the line from the boat to the wreck parted and the tug had to quickly pull the life-savers away to keep the seas from throwing them up on the decks of the partly-submerged vessel. The tug was not quick enough, however, to prevent an injury to the boat's gunwale and rudder.

In the third attempt the tug changed her position so as to allow the lifeboat to drift under the lee of the *Sheldon*, where the water was less turbulent. After several attempts the life-savers succeeded in get-

ting close in to the vessel, and by quick work brought away the rest of the shipwrecked crew.

The tug, with the lifeboat in tow, carried the rescued men and the life-savers to Lorain, where they were cared for. As the weather showed no indications of moderating, the captain of the tug *Frank W.* decided to remain at Lorain until the next day. The reason that induced him to stay, however, made it imperative that the life-saving crew should get back to their station, that they might be ready to answer any other call for assistance. The keeper therefore placed the No. 1 surfman in charge of the lifeboat and, with the rest of his crew, returned to Cleveland on the electric cars, reaching the station at 7 p. m. of the 20th. On the morning of the 21st he sent three men to Lorain to assist the No. 1 man with the lifeboat, which the tug had agreed to bring back to the station. The men were also instructed to search the beach opposite the wreck of the *Sheldon* for the bodies of the two lost sailors. As they had on life belts when they were carried away, there was a possibility that they would be washed ashore. No trace of them was discovered, however. The names of the lost sailors were John Fox and Henry Johnson.

Wreck of the steamer Mataafa, November 28, 1905.

The season of 1905 on the Great Lakes closed with an unusual record of disasters to shipping, some of the largest and stanchest vessels on those waters having gone to destruction before the might of the Storm god. Fortunately the loss of life, considering the number of casualties and the value of the property involved, does not compare unfavorably with that of previous seasons.

The worst tempest of the year set in on November 27, 1905, and continued without cessation for three days. It was accompanied by blinding snow and freezing weather, and within the memory of the oldest inhabitants of Duluth, the home port of the *Mataafa*, the water had never before rolled so high into the harbor of that city.

The *Mataafa* was a 4,840-ton steam vessel 456 feet long, owned by the Pittsburg Steamship Company, and engaged in the ore trade between Duluth and Lake Erie ports. She left the Duluth piers about 3.30 o'clock on the afternoon of November 27, Captain R. F. Humble, commanding, with her usual cargo, and having in tow the barge *Nasmyth*, also loaded with ore.

At the time of her departure there was a fresh wind from the east northeast, with the temperature near zero, but with little or no sea. About 7.30 p. m., when she was somewhere off Two Harbors (about 25 miles from Duluth) the wind increased to a gale, snow began to fall, and the sea became so rough that it was with difficulty the vessel could be kept to her course. Progress was made, however, until 2 o'clock of the following morning, by which time the storm had become so violent as to render the ship practically unmanageable. Nevertheless she kept struggling along for awhile, her helm hard astarboard, some of the time wallowing in the trough of the sea. As conditions did not improve, the captain finally decided to give up the contest. He accordingly let the vessel swing around before the wind and started back to Duluth, steering west southwest.

By 8.30 a. m. the Two Harbors whistle was heard on board, although the air was so thick that nothing on shore could be made out. The

captain, as he afterwards stated, would have tried to gain shelter at this port had the *Mataafa* been under perfect control, but fearing disaster, should he attempt to run in, he continued to grope his way until he judged he was near the entrance to Duluth harbor. The blinding snow still enveloped the vessel, and doubting his ability to make the piers in the obscurity, he ordered the wheel hard astarboard and tried to get to windward again, with the purpose of standing off until the weather became clearer. He worked about in the sea for an hour trying to get into a favorable position, by which time less snow was falling, and the north shore could be made out a short distance away.

Up to this time the barge had been in tow of the larger vessel, but for Captain Humble to have attempted to take it into the harbor through the canal, where the *Mataafa* would have had no sea room, would have been an extremely dangerous performance, and one which might have resulted in the destruction of both vessels in the event of a collision. So when the two vessels were within 2 miles of Duluth the *Nasmyth* was signaled to let go her anchors, the line was cast off, and the *Mataafa* left the barge to its own resources. As events turned out, this was a fortunate move for the barge, for she fetched up in good shape, and succeeded in riding out the storm without damage.

After parting company with the *Nasmyth* the *Mataafa* continued slowly down the shore, head to, until the harbor of Duluth became visible. The storm still raged furiously, sweeping over the fated steamer its gathered walls of water, rendering her decks untenable. The outrush from the harbor, where the storm had piled the water high, was tremendous, presenting another menace to the beaten ship; nevertheless, the harbor seemed to offer the only chance to escape destruction, and the captain determined to make a run for the inside at all hazards. Ordering the helm hard aport, he swung the vessel around and made for the harbor entrance at full speed, keeping as nearly as he could towards the middle of the canal. Everything went well until the vessel was within a short distance of the piers, when a giant sea struck her aft and lifted the stern so high that she struck the bottom forward. The captain endeavored to offset this with the wheel, but she did not answer it quickly enough, and upon recovering herself shot straight for the north pier, into which she crashed with her starboard bow. The wheel was put hard aport in the hope of swinging her into the canal, but her stern continued to swing to starboard, and the outflowing current taking her on the bow laid her across the piers. At this critical moment, the engines, for reasons never ascertained, stopped working, which left her absolutely helpless and at the mercy of the sea. The current now swept her around until she lay headed for the lake and parallel to the piers, against which she pounded. Shortly her port yawl boat, life raft, and boat on her starboard side were smashed to pieces and carried away.

The crew tried to stay the vessel by letting go her two anchors, but one of them was disabled against the pier, and the other failed to take hold. Nothing more could be done aboard to arrest the steamer's course, and she continued to drift, stern toward the beach, until she took bottom a hundred feet north of the north pier, where she lay with her port side to the beach, her stern about 500 feet, and her bow some 700 feet offshore.

When the steamer took bottom there were twelve of her crew aft, among them being the second mate, who had attended to the towline when the barge was dropped. As if having waited only until the huge ship should be completely at its mercy before completing the work of destruction, the storm now beat against its victim with redoubled fury, sending the seas into the starboard gangway door abreast the engine room, and forcing the crew out on to the deck and to shelter in the lee of the smokestacks and ventilators. This refuge afforded them scant protection, however, for every sea that broke over the ship drenched them. Furthermore, the icy flood froze almost as it fell, and it would be only a matter of minutes, if they remained where they were, until the cold would leave them unable to do anything for themselves, should any chance for escape offer itself. Their only hope lay toward the forward part of the vessel, which set higher than the stern and was less exposed to the breaking of the seas. The mate was the first to make the venture, in which he succeeded by watching for the seas and dropping and holding on at the right moment. Three others followed his example, two of whom were successful. The third was washed over the side, but managing to climb back on board, gave up the attempt and made his way back to his hapless comrades.

Thus the ship continued to pound for nearly an hour, with 15 of her men forward and 9 aft, the water that came on board forming an impassable barrier between them. Once the captain attempted to cross aft to order the engineer to fill the vessel, with the view of making her rest easier, but he reached only amidships, when he was compelled to turn back.

At the hour the *Mataafa* was vainly trying to save herself the life-saving crew of the Duluth station were struggling along the debris-strewn shore with their beach apparatus, on their way to the relief of the steamer *R. W. England*, which had stranded about $2\frac{1}{2}$ miles to the southward. They succeeded in getting a line to this vessel and landing 9 of her crew with the breeches buoy. The ship's captain came ashore first and at once set off for Duluth to apprise the owners of the vessel of the stranding. The ninth man taken off informed the keeper that the rest of the crew, 12 in number, had decided to remain on board until the return of the master, and the keeper, deeming it inadvisable to haul in the lines while there was anybody left on board, was making preparations to stand by (see Services of Crews, page 108), when a messenger arrived with the news of the stranding of the *Mataafa*. Leaving the apparatus in position, the keeper and his men immediately started back to the station, taking with them some shovels and lanterns and a No. 4 and a No. 9 shot line.

Without waiting to take rest or food, the keeper and 5 surfmen, on their arrival at the station, hauled the apparatus cart to a tug in waiting at the Government warehouse pier, and were carried at full speed across the harbor and landed at Singer's dock, near the wreck. Three of the crew had been left behind in the hurry of getting off, with instructions to secure some extra shot lines, but the tug promptly returned for them, and within twenty or thirty minutes from the time they set out for the scene of the disaster every man was at his post ready for duty.

From the appearance of the *Mataafa* it was thought that she had broken in two about amidships. Her stern had settled considerably

lower than her forward part and was almost continuously swept by the seas. To have fired a line over her aft would literally have been a waste of powder as well as time, for no man could have stood on the vessel exposed to the fearful force of the breaking combers while securing the line. The keeper therefore turned his attention forward, where he thought some of the sailors might still be alive and able to perform the work required to be done aboard ship to put the breeches buoy in operation.

Owing to the rugged nature of the beach and the tremendous surf there was only one small spot that might have offered even the smallest chance of launching a boat, had one been at that time available, but it was so swept by the backlash from the pier that any attempt to go out in the darkness fast shutting in would have been suicidal. The keeper therefore decided to do what he could with the Lyle gun and to wait until daylight, if necessary, before venturing out in a boat, when there would be at least a fighting chance for success.

Two shots were fired with the gun in one position, a No. 7 and a No. 9 line being used, respectively, but no sign came from the ship telling that either had fallen within reach of the imperiled men, and when the lines were drawn back it was found that in both instances they had been parted near the wreck. The gun was now moved to windward and opposite the vessel's bow, and a third line, a No. 9, was sent out. It landed fairly across the pilot house, and soon a signal came back that it had been found and secured. The life-savers carried the shore end back to the cart and bent on the whip, and the men on board began to haul it off. When the signal came that the whip had been made fast the hawser was bent on.

Here occurred the difficulty which dashed the rising hopes of those on shore for a speedy rescue. The space in which the rescuing crew had to work was so cramped that they could not keep the two parts of the whip separated, the powerful undertow augmenting the trouble, and it fouled on some rocks out in the surf. After great effort it was cleared, but almost immediately the whip was cut by chafing on the rocky bottom or on some wreckage near the *Mataafa*. The whip was hauled ashore and supplied with another tail block, and the apparatus was moved to the position from which the last shot had been fired. Another line was then sent over the vessel, but it brought no response, although repeated signals were made to haul away. When hauled taut at the shore end the line seemed to lead directly to the foremast.

From the foregoing it will appear that the efforts of the life-savers had been directed toward the forepart of the ship. It was known on shore that some of the shipwrecked crew were on the vessel's stern, but one of the employees of the Pittsburg Steamship Company, who was on the beach shouting to the vessel through a megaphone, claimed to have understood the captain to call back that they had all made their way forward. What the captain no doubt had shouted was that three had done so, referring to the performance of the mate and two sailors during the afternoon.

The outlook for establishing communication with the vessel by means of the breeches buoy was very discouraging. The life-savers had been up most of the previous night saving the station property from the storm and had performed arduous service on their trip to the steamer *R. W. England*. It was now well on toward midnight,

and they were exhausted, hungry, and in frozen clothes. All that was humanly possible had been done to get into effective communication with the *Mataafa*, but without avail.

The keeper consulted with a representative of the owner of the wrecked vessel on the beach, and the conclusion was reached that nothing could be accomplished in the darkness, and that the life-savers should return to the station for a short rest and come back at dawn, at which time it was hoped a surfboat could be launched. After securing the shore end of the last line fired and arranging with some volunteers to look out for the gear during their absence, the station crew took their weary way back to their quarters, which they reached about 1 a. m. At 4 o'clock all hands were up on the keeper's call and again ready for duty. Shortly after the keeper arose a man had come to the station to tell him that a tug was in waiting for himself and crew at the Government warehouse pier, and the surfboat was accordingly hauled to the pier and taken in tow. The water in the harbor had fallen to such an extent that great difficulty was experienced in getting their boat from Singers Dock, where they had landed, to abreast of the wreck. By daybreak, however, they had succeeded in the undertaking and were ready for the serious business before them.

The wind had moderated somewhat and shifted to the northward, and the sea had gone down a good deal, but the weather was still bitterly cold, everything was coated with ice, and a thick mist hung over the water, at times completely shutting out the view of the vessel from shore. The best place for launching was selected, and the life-savers were in their boat ready to shove off at the keeper's command, when a request came for him to wait—that a tug was going out to pour oil on the water about the wreck. In a short time word came back that the tug had refused to embark on the venture. Without further delay the life-savers sent their boat into the surf, and immediately the battle with the sea was on. Just after they got away they were struck by a big comber, which unseated the bow oarsman and filled the boat. She slowly bailed herself, however, and kept on her way. Several seas were shipped on the passage out, but the boat succeeded in getting alongside the steamer under her port bow and passing a painter on board, although the crew had to work hard in keeping the boat headed off the wreck to prevent filling by the seas that continually swept over her. Under the direction of the ship's captain seven sailors slid down the painter, the bow oarsman grabbing each man as he came and seating him. Just after the fifth man got aboard a sea came leaping over the wreck and filled the boat, completely covering its occupants, and it took considerable time for the boat to free itself, as the slush icē clogged the bailing valves. All went fairly well, however, on the way shoreward until the boat was about to land, when a giant sea caught it up and nearly capsized it, then flung it with great force toward some rocks. Fortunately judicious use of the drogue saved the boat from destruction. She struck only a slight blow, and another sea picked her up and tossed her on the beach.

The same difficulty was encountered in getting off on the second trip, but after the boat got beyond the first line of breakers things went along more smoothly, eight more men (all that remained alive on the wreck) being taken off and brought to shore without mishap at 8.30 a. m.

It appears from the story of the captain of the doomed ship that the tailblock of the line the sailors had pulled on board had been made fast to the shroud of the rigging, according to the directions on the tally board attached to the line, but that in the time consumed in the endeavor to free the line of a number of turns it froze solid and could not be worked. This was the line which parted on the rocks while the life-savers on shore were trying to free it of snarls. One shotline was put aboard after this, but because of the darkness the shipwrecked men were unable to locate it. By this time the situation on board had become desperate, the most imminent danger being from freezing. The captain did not know, and had no means of ascertaining, how fared the men on the after part of the ship. Those forward collected and lighted all available lamps, and wrapped themselves in what blankets they could find. As they were wet to the skin these measures afforded them only slight protection from the intense cold, however, and they had to resort to pounding and slapping each other to keep from freezing. The story of their sufferings is best told in the captain's own words. He says:

It took every effort of myself, the first mate, the second mate, and the wheelsman to keep the balance of the crew standing on their feet and moving about. It was getting colder all the time. About 5 o'clock in the morning the lamps burned out, and I was sure we would all freeze before daylight. As a last hope I waded down in the water along the passage way through three or four feet of water to the windlass room, where I secured some kerosene, rags, and dry matches, and by chopping down a bathroom I got some wood with which to build a fire. When I had started the fire I called all hands down. We stood about the fire until 7.30 o'clock, when the life-saving crew came out in the surfboat. The surfmen gave us a lunch and some brandy, and the balance of us stayed on the wreck while they took seven of our men ashore. After eating our lunch and drinking some brandy around our little fire, the first mate and I crawled over the deck and went aft to see if any of the rest of the crew were yet alive. We found four dead bodies lying near the smokestack on the port side frozen in the ice, and it was plain to see that nobody could possibly be alive at that end of the ship. The surfboat soon came out again and took the rest of us off.

At 3 p. m. of the 29th, the storm having greatly abated, the No. 1 surfman went out to the wreck with the rest of the life-saving crew and found the four dead bodies, referred to by Captain Humble. The other five sailors, of whom no trace was discovered, were in all probability washed overboard during the previous afternoon or night. While recovering their gear the life-savers found a shotline in a room forward. This was undoubtedly the third line fired—the one to which the whip had been attached. Two other lines were also found on the ship, one of them hanging down the starboard side and seemingly foul of rocks on the bottom. It would appear certain that two lines had landed fairly and that the third had also fallen on board. The men forward had secured only the third line, and because of the darkness knew nothing of the line that lay so near them.

The officer who investigated the circumstances of this disaster closes his report as follows:

Some idea of conditions prevailing may be had from the fact that the seas swept solidly over the piers, 10 feet above the level of the lake. It would have been impossible to launch a boat on the afternoon of the 28th after the life-saving crew reached the scene of the wreck. If they had not gone to the assistance of the steamer *R. W. England*, they would doubtless have been able to save some if not all of those on the after part of the vessel. As the situation stood, the loss of life that occurred was inevitable, and is in no way chargeable to the station crew. They seem to have done all that lay in their power.

The *Mataafa* was floated by wrecking companies several months after stranding. The damage to the vessel was placed at \$75,000; loss of cargo, \$25,000.

Wreck of the schooner Pendleton Sisters, December 15, 1905.

The *Pendleton Sisters* was a three-masted, 798-ton American schooner, hailing from New York City, and carrying a crew of nine men, including her captain, John Davies. On December 1, 1905, she sailed from Port Arthur, Texas, for Noank, Connecticut, with a cargo of square pine timbers stacked on her decks. She had worked her way up the coast with favoring weather until the night of December 14th, when about 15 miles northward of Chincoteague, Virginia, she encountered a heavy northeast wind and rain storm. Apprehensive of trouble in case the vessel should be thrown about sufficiently to start the deck load, Captain Davies doubled on his course and ran back before the wind until he was again off Chincoteague, where he cast anchor in several fathoms. During the night the storm increased in violence, and the pitching schooner tugged so hard at her chains that before morning she had loosened her two anchors and commenced to drag. All day of the 15th she was beaten helplessly southward along the low-lying treacherous Virginia coast, striking bottom at intervals, holding on and pounding for awhile, only to be again worked free by the heavy seas and swept further along on her fateful journey. For some time after she began dragging, her trailing anchors retarded her progress, and by keeping her in a measure head to the wind enabled her the better to withstand the force of theseas. Unfortunately both chains parted early in the day, which left her completely at the mercy of wind and sea. To add to the seriousness of the situation the schooner began to leak and fill soon after losing her anchors, and the boarding seas loosened her cargo, setting the heavy timbers to threshing about the decks and carrying them away. Realizing that all hope of saving the vessel was gone, but thinking that there might be some chance of saving himself and crew, Captain Davies decided to beach the schooner, and ordered sail made to hasten the stranding. The steam hoisting gear had been flooded and could not be operated, and the crew had to undertake the work without that mechanical aid. Owing to the difficulty of the task, however, and to the menace of floating timbers, the men were able to raise only a small portion of sail—not enough canvas to accelerate the movement toward land—and the schooner continued to drift southward in the undertow until near dark of the 15th, finally grounding in the breakers some 300 yards offshore, $5\frac{1}{2}$ miles north-northeast of the Metomkin Inlet life-saving station, and 3 miles beyond the limits of the beach patrol.

At the time of the stranding the storm was still raging, and the weather was so thick that the shore could be barely made out from on board. The captain was unable to determine the locality, and could indulge only the faint hope that the vessel would soon be discovered and assistance come before she began to break up. It appears from the evidence taken at the official investigation of this disaster, however, that the conditions prevailing prevented the burning of rockets or other light signals, but, even had it been otherwise, the thick weather would beyond question have entirely obscured such signals from the shore. As it was the schooner continued to

pound throughout the long hours of the freezing December night, her hapless crew huddled on deck under the poor shelter afforded by a small piece of sail that the storm had failed to carry away.

The evidence shows that the customary beach watch was maintained on the night of the 15th until 8 p. m., the patrol making two trips after nightfall to the keypost, $2\frac{1}{2}$ miles from the station, which marks the patrol limits northward. By early evening the sea had covered a considerable part of the beach ordinarily free of water, and by 8 o'clock the flood had crept so far in that it almost inundated the narrow neck of sand separating the ocean from the inside passage, making it out of the question to keep up the patrol for the rest of the night.

On the morning of the 16th instant, the tide having receded somewhat, Keeper Taylor, of the Metomkin Inlet station, hitched to a cart the horse kept at the station and set out northward along the beach with the twofold purpose of ascertaining whether any craft had come ashore during the night and of inspecting the keypost. When he left the station a heavy fog shut out the view from the lookout tower, but it shortly began to lift, and by the time he reached the keypost it had cleared away sufficiently to give him an extended outlook. From the keypost he made out, away up the coast, the topmasts of a vessel, and from her position he judged she must be ashore. Lumber strewn along the shore opposite the keypost seemed to verify his suspicions. He continued his way along the beach far enough to satisfy himself that the vessel was really aground, and, having done so, started back to the station.

The schooner was observed by the surfman in the station tower at about the same time it was sighted by the keeper, and a signal was at once hoisted to apprise the keeper of the discovery. Because of the flooded condition of the beach the keeper decided, while on his way back to the station, that it would be difficult if not impossible at that time, even with the assistance of a horse, to haul the beach apparatus (weighing some 1,200 or 1,500 pounds) to the wreck, and upon his arrival therefore ordered the surfboat manned, his intention being to pull up Metomkin Bay, known as the inside passage, and get the boat abreast of the wreck by transporting it across the narrow peninsula which separates the bay from the ocean. The life-savers left the station at 9 a. m., going the way the keeper had planned, and had their boat on the scene of the disaster at about noon.

There was still a high sea running, and the heavy surf around the vessel and to landward of it was so filled with timbers from the schooner's deckload that the keeper hesitated to launch the surfboat, fearing that she might be capsized or stove in, in which case the rescuers themselves might be lost and the schooner go to pieces before help from any other source could reach the imperiled men. However, the keeper immediately dispatched part of his crew to the station for the breeches buoy apparatus. While he had misgivings whether the route over which the apparatus cart would have to be hauled would be sufficiently clear of water to permit bringing it to the wreck, it seemed that if a rescue were to be made at all it would have to be done by getting a line over the ship.

The keeper decided to remain by the schooner with the surfboat, that he might take advantage of any opportunity that offered to

effect a launching. Shortly after the departure of the men for the station the keeper made up his mind to attempt to reach the wreck in the surfboat at all hazards, knowing, as he did, that the vessel had been on the beach many hours, and fearing that her crew might succumb, if, indeed, some of them had not already perished, should the rescue be too long delayed.

Fortunately four civilians were present on the beach, having come to the wreck in time to assist the life-savers in getting their boat across from the inside passage. One of their number had formerly belonged to a life-saving crew in the Service. The ex-surfman and another of these men volunteered to take the places of the absent surfmen in the boat, and the keeper readily accepted their offer. Three attempts to get to the schooner were unavailing, owing to the heavy surf, the strong undertow, and the drifting timber, but on the fourth trial the surfboat succeeded in getting beyond the first line of breakers, and by rapid and skillful maneuvering the rescuers got alongside the schooner, threw a line on board, and took off the mate and three others, bringing them safe to land.

The apparatus cart, drawn by the station horse, arrived at the wreck at about 3 p. m., a short time after the surfboat had made its successful trip. The gear was quickly set up, and a No. 9 shot (the only one fired) carried a line across the vessel. When the block and hawser had been made fast by the men on the wreck the breeches buoy was hauled out, and in a few minutes thereafter four more sailors—all that remained on the schooner—were brought ashore. The mate of the vessel, who, as heretofore stated, was landed in the surfboat, informed the keeper that the ship's cook, a colored man named W. W. King, had died of exposure before the stranding and been washed overboard. All of the survivors were in a more or less pitiable condition when rescued, it being necessary to resuscitate two of them—the master and a seaman. These two were carried to the station on the beach cart. Their shipmates, however, were able to cover the distance on foot. The sailors were succored at the station for three days.

Keeper Taylor in his report of the wreck made to the Department specially commends the services of the four civilians who, he states, risked their lives in assisting the station crew in the surfboat and in operating the beach apparatus. The names of these men are as follows: "Major" Jones (ex-surfman), John Webb, Charles Sleigh, and William H. Lang.

The estimated value of the *Pendleton Sisters* is given as \$40,000, and that of her cargo as \$13,000. The vessel was totally lost.

Sinking of the tug Willard, March 1, 1906.

The *Willard* is described in the evidence in this case on file in the Department as a 12-ton towboat, 49.9 feet long, beam 13 feet, depth of hold 4.7 feet, built in 1874, value \$4,500. Her hailing port is given as Portland, Maine, and it is stated that at the time of the disaster herein recounted she was bound from Boston to York, Maine, carrying on her decks a 4-ton iron dredge bucket and a large coil of 5-inch rope, valued, together, at \$1,000. It was developed at the official investigation of the circumstances of the sinking of the *Willard*, which resulted in the loss of the lives of three of the

five men on board, that her captain, E. R. Sawyer, ran the vessel under a license which permitted him to serve in the capacity of a pilot only in the waters between Hampton, New Hampshire, and New Harbor, Maine. His experience as a master seems to have been limited to a period of three years, and confined entirely to the *Willard*.

The *Willard* left Boston on the afternoon of February 27, 1906. The big dredge dipper she carried was in two parts. One part, consisting of two shells, was stowed on the forward deck, and the other part, with the coil of rope, was placed on the after deck, all tightly wedged against the rails of the tug to prevent shifting. Ordinarily the vessel's draft was $7\frac{1}{2}$ feet aft and 4 feet forward, which gave her a freeboard of only 14 inches amidships. Her deckload did not increase her draft more than 2 or 3 inches, but dangerously lessened the narrow margin of space above the water line of her hull. On the night of the 27th threatening weather, with strong northerly winds, was encountered, which so buffeted the little craft that she was compelled to seek shelter in the harbor of Gloucester. Here she remained until 5 a. m. of March 1, when, the weather having cleared, she resumed her journey. All went well, apparently, until she rounded Straitsmouth Island, ten or a dozen miles along the coast of Cape Ann, and headed for the inside of Avery Ledge, northward of Straitsmouth light, where she ran into a strong head wind and a considerable sea and commenced shipping spray. Sandy Bay lay on the port quarter, with the harbor of Rockport not over 2 miles distant, in which the tug might have taken refuge again and thereby averted the catastrophe which was soon to come. However, the captain chose to keep his course, and headed for Halibut Point, at the extreme northerly end of the cape.

As he got out farther into the open water the wind, which was now on the port bow from the northwest, beat the tug with much greater violence, and the seas grew momentarily more formidable. Nevertheless, for some little time the tug struggled bravely on, the captain having decided to try to make Halibut Point, and then, if the weather continued to grow worse, to run back to Rockport. But his plans were not destined to be carried out. The tug had proceeded about a mile beyond Avery Ledge when an extra heavy spurt of wind suddenly pitched her to starboard, causing her to list so heavily as to submerge her starboard rail and bring the water to the fire-room doors. The captain put the helm hard astarboard to bring the tug back head to the wind, but he evidently forgot to right the helm at the proper time, and she fell off to port, exposing her starboard side full to the wind and sea, which rolled her over far enough to send the water half way to the top of the house doors, flooding the fireroom and engine room. Then she began to fill and settle.

The captain and a deck hand were in the pilot house, the cook was in the galley in the forward part of the deck house, and the fireman and engineer were in the fireroom and engine room, respectively. Realizing that all was lost, the captain, followed by the deck hand, dashed from the pilot house, shouting a warning to the rest of the crew as he ran, and made a wild rush for the dory—the only boat carried—which was kept lashed down, bottom up, on top of the deck house.

It appears that the fireman and the engineer grasped the situation no less quickly than did the two men in the pilot house, for when

the tug took the fatal dip to port they, too, made a break for the open and straight to the dory, which they reached even before the others. The captain cut the lashings of the boat, and as soon as it was freed the wind and the movement of the tug rolled it from its position and threw it overboard, right side up. It had scarcely struck the water when the fireman leaped into it. The captain attempted to follow, but missed his footing and tumbled into the water. Fortunately he managed to get hold of a lantern box floating within reach, by means of which he supported himself until he was able to grasp the dory's bow and clamber into it. The other two men made no effort, it seems, to get into the dory at all, probably because of the rapidity with which the launching was made and the quickness with which the boat was swept beyond their reach.

When the captain had climbed into the dory he and the fireman cleared the oars lashed in the boat's bottom, and tried to work back to their shipmates, but, strive as they might; they could not make headway against the wind. The engineer and deck hand, their hope of escape by the boat gone, crawled forward as the tug settled by the stern, and climbed on top of the pilot house. This was their last refuge, and here they remained until the sea closed over them.

After failing in their attempt to get back to the tug, the two men in the dory pulled before the wind for the shore, landing three or four hundred yards from the Straitsmouth life-saving station.

Nothing was seen of the cook after the fatal lurch of the tug. He had shut himself in the galley to keep out of reach of the water that came on board, and was no doubt imprisoned and drowned while the rest of the crew were releasing the dory. In the excitement of the moment nobody appears to have given a thought as to his whereabouts.

The *Willard* was first sighted from the Straitsmouth station at 6.20 a. m. of March 1 by Surfman Griffin, while standing the morning watch in the lookout tower. She was then rounding Thatchers Island and seemed to be making good weather. Griffin left the tower for his breakfast, being relieved for that purpose by Surfman Stanwood. At the official investigation of the disaster Stanwood testified that he first caught sight of the *Willard* as she was coming around Straitsmouth Island, at which time, he said, she was going along all right. Some time between 6.50 and 7 o'clock Griffin returned to the tower and Stanwood went down to breakfast. Griffin states in his testimony that on resuming his watch he looked for the tug, but that she was nowhere to be seen and he supposed that she had made harbor at Rockport.

It appears that a few moments after Griffin came back to his post the keeper went up into the tower to take a look at a barge anchored off the Salvages, concerning whose safety he had been somewhat apprehensive. Up to this time the keeper did not know that the *Willard* had been sighted from the station. The only object visible on the water besides the barge was a small boat in Sandy Bay, a mile or so northward, containing two persons. In the keeper's experienced judgment an open boat so far seaward at such an early hour and in such cold, blowing weather as prevailed portended disaster to some larger craft. While the two men stood watching it the keeper's suspicions were strengthened by a telephone message that came to the

station from Rockport saying that a tug had capsized just inside the Sandy Bay breakwater.

In order to save as much time as possible in getting to the rescue, the keeper sent out four of his men in the station dory, which could be much more quickly launched than the heavier surfboat, while he himself set out along the beach, that he might be on hand to assist the two men to land in case they should reach the shore before the life-savers could come up with them. As the keeper had anticipated, they missed the rescuing boat (owing to the fact that they were driving before the wind, while the surfmen were pulling against it), and landed ahead of it, and the keeper helped them out of their dory and hurried them to the station.

Upon learning from the survivors the particulars of the disaster the keeper and his crew went out in the surfboat and for two hours cruised about in the locality of the foundering in the hope of discovering some trace of the rest of the *Willard's* crew, but they found only a few pieces of wreckage floating here and there. Upon their return to the station, and for the remainder of the day, a close watch was kept along the beach for dead bodies, but none was washed ashore.

It is not shown by the evidence in this case that the crew of the Straitsmouth station left undone anything that could have been done to prevent the loss of life that occurred. The scene of the disaster was a mile from the station and a mile from the shore, and the tragedy was over in five minutes. The two men who failed to get into the tug's dory do not appear to have made any effort to keep afloat when the vessel went down. As the temperature was 7 degrees above zero their failure to do so was probably because they were benumbed by the cold. The condition of the sea and the strong wind at that time blowing directly on shore would in any event have prevented the station crew from reaching the scene in less than half an hour, and it is doubtful whether any of those who were drowned could have survived that long even had they succeeded in getting hold of wreckage.

Captain Sawyer was in a serious condition when he reached the station, his feet, knees, and hands having been badly frost-bitten. But for the prompt measures of relief taken by the keeper he would in all probability have lost his right hand, as that member, so he states in his testimony, was frozen stiff. The fireman fared much better. Both men were cared for at the station until March 2. The names of the persons lost, as given by the captain of the tug, are as follows: J. E. Thompson, engineer; G. Grigson, cook; G. Pierson, deckhand.

It seems clear from the evidence in this case that the *Willard* went down during the few brief moments the change of watch was being made at the station—as Stanwood was quitting the tower and Griffin returning to it. According to Stanwood's own confession he did not keep an eye on the tug all the time. He says in his testimony that she was there the last time he looked. His anxiety to get to his breakfast seems to have impaired his alertness at the critical period when the tug foundered and sunk. The disaster would have resulted fatally in any event, however vigilant the watch at the station. Nevertheless Stanwood's failure to exercise constant vigilance up to the moment of Griffin's return to his post secured for him a severe reprimand from the Department and a thirty-day furlough without pay. But for his previous good record, his long service, and other circumstances in his favor, his punishment would have been dismissal.

Capsize of a dory, April 19, 1906.

This casualty involved the drowning of 1 man from a fishing dory which capsized in the breakers 100 yards from the shore and $1\frac{1}{4}$ miles north of the Newburyport station, coast of Massachusetts, about midday of April 19, 1906.

From the evidence elicited, it seems that Patrick Webb, Michael Merrick, and William Curran had taken a 16-foot dory belonging to the latter and pulled outside the jetties on a fishing trip off the mouth of the Merrimac River. After vainly shifting their position with the hope of improving their luck, they picked up their anchor and started to return to the river. Finding the sea choppy and the ebbing tide too strong for them to pull against, they decided to attempt to make a landing alongside the jetties, but being thwarted in this by the adverse current, they turned their boat toward Salisbury Beach. When they had gone about five-eighths of a mile the men headed in for the shore, intending to make a landing through the breakers. They had not gone far when the boat was uplifted by a combing sea, and instantly capsized, throwing its occupants into the surf. The three men managed to cling to the bottom of the overturned boat for a few moments until the heavy sea swept it away, and the only expedient left was to strike out for the shore and trust to fate for speedy escape from peril. Webb and Merrick, both powerful swimmers, reached the shore alive, but Curran, who could not swim at all, was swept out by the undertow and never seen again.

The keeper of the Newburyport station had observed the boat at the mouth of the river and that the men in it were acting as if inexperienced in handling a boat under oars in rough water; so upon seeing her head toward Salisbury Beach he telephoned the keeper of the station on that side of the river that a dory which needed watching was heading down his way. The Monomoy surfboat was then run out by the crew of the former station and pulled off in the direction of the dory, but before they could be reached the three men had entered the breakers and capsized. The crew from the Salisbury Beach station, two miles distant, upon seeing the dory stand in for the shore, ran down the beach, hoping to arrive at the locality where the men would probably try to make a landing in time to be of service, but before they could accomplish the distance the fatality had occurred. For several days following a thorough search was kept up for the body of the missing man, but it was never recovered. A strong ebb tide was setting out at the time of the accident and it is believed the man was carried out to sea. His more fortunate comrades, both of whom were suffering from exposure, were taken to the Salisbury Beach station and given dry clothing, supplied by the Women's National Relief Association.

Capsize of a fish boat, May 16, 1906.

About 4 o'clock in the afternoon of May 16, 1906, a signal gun fired by the lookout of the Cape Disappointment station apprised the life-saving crew of disaster in the fishing fleet off Peacock Spit, Columbia River. The station crew, although not anticipating danger, had pulled out to the boats engaged in fishing on the shoal for the pur-

pose of assisting the fishermen in case of accident. Additional signals from the lookout on the bluff indicated to the keeper and his crew that a boat containing 2 men had capsized in the breakers near the channel, a mile below. The life-savers at once gave way and vigorously pulled against the strong head tide and rough sea to the rescue of the imperiled men. They forced their way through the treacherous breakers, and at the imminent peril of their lives succeeded in reaching the overturned boat, which had now been swept out toward the main channel. Upon arrival of the surfmen it was found that Erick Anderson, one of the occupants of the boat, had been rescued by some fishermen close at hand at the time of the accident, and before the station crew could possibly reach him. He stated that his net tender, John Anderson, was swept away and drowned at the instant the boat capsized. The station crew made diligent search alongshore for several days for the missing man, but at last accounts no trace of his remains had been discovered.

This casualty is similar to many which occur every year in the vicinity of Peacock Spit, and the fact that his comrades, who were near by when the boat capsized, were unable to prevent the fatality proves that no blame can be attached to the life-saving crew for its failure to effect a rescue in this case.

Wreck of the schooner Mabel Wilson, May 28, 1906.

Another disaster, attended by loss of life, occurred on Lake Erie on the morning of May 28, 1906, about 1½ miles west of the Cleveland life-saving station.

It appears that at 2 a. m. on the day of the casualty the steam tug *T. C. Lutz* left Cleveland harbor for the purpose of towing in the two-masted schooner *Mabel Wilson*, which had arrived outside the breakwater in company with the steamer *C. W. Elphicke*. A fresh breeze was blowing from the northeast and there was a high sea when the tug set out, but no apprehension was felt for her safety or regarding her ability to bring the schooner into harbor. The captain of the tug, on reaching the schooner, requested the master of the *Elphicke* to haul the *Wilson* farther out into the lake before casting off his towline, which he did. The tug then took charge of the schooner and started to bring her in. The two vessels had gone only a short distance, however, when the line parted, and the schooner, being driven to leeward by the wind and sea, dropped her anchor to hold on until the tug could get out another line. By daylight the tug had succeeded in passing another line to the schooner, but as the crew of the latter vessel were heaving up her anchor she suddenly took a deep plunge, and the heavy surges boarded her over her port bow, and, being unable to free herself, she soon sank. The crew of the tug at once cut the towline in order to get clear of the foundered vessel.

The crew of the *Wilson* consisted of 8 men, all told, 4 of whom took refuge in the rigging, while the rest were cast into the lake. Three of the men in the water were picked up by the tug, but the one man who was lost was some distance away from his comrades, and, being encumbered by oilskins, was unable to keep afloat until the tug could get to him.

At 4 a. m. the lookout in the tower of the life-saving station saw the tug in the act of taking the schooner in tow, but as this is a matter

of almost daily occurrence off Cleveland, he entertained no fears for the safety of those on board. While watching the tug's movements through his glass he observed the violent pitching of the two vessels, and saw the schooner take her fatal plunge. The alarm was instantly given, and the station crew hastily manned a boat and started to the scene of the disaster. Their boat was taken in tow at the breakwater by the tug *Kennedy*, which soon landed them alongside the sunken vessel. After careful maneuvering amidst the floating wreckage, while the schooner's foreboom and staysail boom, swinging around, threatened the rescuing boat with destruction, the life-savers succeeded in reaching the forerigging and taking off the 4 sailors who had sought refuge there.

In getting clear of the wreck the surfboat was stove in by the swinging booms, her rudder was carried away, and her forward air chamber damaged to such an extent as to cause it to fill. Diligent search was made for the missing seaman, but without avail, after which the life-savers carried the rescued men to the station and gave them such immediate attention as their condition required. They were later conveyed in an ambulance to the marine hospital.

The name of the man whose life was lost is given in the report of the disaster made by the representative of the owner of the *Wilson* as "Fred." This is as far as the records establish his identity.

Capsize of a seine boat, June 9, 1906.

About 11.45 o'clock a. m. on June 9, 1906, a telephone message was received at the Cape Disappointment life-saving station, Washington, from the lookout station notifying Keeper Stuart that a seine boat containing 2 men had capsized in the breakers near Peacock Spit, Columbia River, $1\frac{1}{2}$ miles south of the station. In response to the urgent call the Monomoy surfboat was hastily manned and the crew set out to the assistance of the imperiled fishermen. Vigorously bending to the oars they drove their boat ahead, and in fifteen minutes came upon a boat bottom upward. Henry Elleson, a net tender, after being caught under the boat succeeded in extricating himself, and drifting through a heavy line of breakers was finally picked up by a fish boat near at hand before the surfboat arrived. He stated that his boat puller, Charles Isakson, of Astoria, sank and was drowned when the boat turned over and before assistance could reach him. A thorough search was made for the man in the breakers and along the beach, but his body was never recovered. It is probable that the man was stunned or instantly killed, and, sinking, was carried out to sea with the next ebb tide. The boat and seine were recovered and towed by the surfmen to Ilwaco and turned over to the owner.

Wreck of the gasoline schooner Corinthian, June 11, 1906.

The *Corinthian* was a 94-ton gasoline schooner, carrying a crew of 12 men, including her captain, L. E. Atwater, and hailing from Eureka, California. The estimated value of the vessel is given as \$12,000, and that of her cargo, consisting of lumber, shakes, and shingles, at \$1,000. The disaster, which involved the loss of two members of the crew, occurred on June 11, 1906, the schooner having stranded at about 6 p. m. of that day on the western side of the peninsula sepa-

rating Humboldt Bay from the ocean, two or three hundred yards off shore, and 3 miles northward of the Humboldt Bay life-saving station. The *Corinthian* left Eureka in the afternoon of the day mentioned en route to San Francisco. When she set out there was a light breeze from the south and the water was quiet, but by the time she had passed out between North Spit and South Spit, the wind had freshened considerably, and there was a strong sea running.

From Eureka down to the bay entrance the distance is 5 or 6 miles. The bay is a long, narrow body of water from one-half mile to a mile wide, with a tortuous channel, and separated from the ocean by a low, barren, sandy peninsula, from one-half to three-fourths of a mile across. The life-saving station stands on the bay side of the peninsula about half a mile from its point, called North Spit. By boat the distance from the station down around the point and out to the bar is perhaps 2 miles. Directly across the spit westward half a mile is the station boathouse, a mile from the bar, where are stored one of the Service boats, a beach cart and apparatus, and other life-saving equipment for use in case of disaster on the ocean side of the peninsula—this arrangement making it possible for the station crew frequently to save much valuable time in answering calls of distress.

Ahead of the *Corinthian*, as she neared the bay entrance, could be seen the breakers coming in pretty high, but, anticipating no difficulty in crossing, Captain Atwater kept his course, choosing the south channel in which to make the attempt. The vessel began to encounter trouble, however, as she approached the bar, and her deck load added materially to the difficulty of controlling her. She had little more than entered the breakers when a sea swept completely over her, disabling her machinery and starting the cargo. All hands except the man at the wheel, who was lashed to his post, and a man in the galley, named A. McCory, took to the rigging. Almost instantly following the first sea came another, which tore the galley loose and swept it over the side, taking McCory with it, and also further disarranging the deck load. The galley went by the board so quickly that the shipmates of the unfortunate man could have done nothing to save him had they been on deck and dared to make the attempt, and, of course, once in the sea he was beyond all possibility of aid from aboard ship.

Realizing that the schooner must certainly be thrown on the shore if no effort were made to regain control of her, the captain and crew undertook, at great risk, to hoist the foresail, hoping to escape through the north channel, but before they had half accomplished their hazardous task the sail was split in two by flying pieces from the deck load, which rendered it useless. With the sail destroyed there was nothing further the crew could do in an endeavor to escape from their perilous situation, and the vessel was swept rapidly northward, all the time in broken water. When she had drifted a mile or more her two anchors were let go in the hope that she might fetch up head to and ride it out until the sea moderated, or until assistance might reach her, but the anchors failed to hold, and she continued to drift, finally taking bottom in the breakers. After she struck, the waves beat over her even more violently than before, carrying away her cargo of lumber and filling the water about her sides and toward the beach with the debris. Within a few moments after

the stranding one of the sailors, named Simpson, left his place in the rigging, and against the remonstrance of the captain and mate jumped overboard and struck out for the shore.

It appears that a number of persons had observed the schooner's plight from the village of Samoa, on the ocean side of the peninsula, and from a shipyard on the bay, and had assembled on the beach abreast of her soon after the stranding. Among them was Alexander McLean, who had formerly been a member of the Life-Saving Service, part of the time as a keeper of the Point Adams station. When Simpson jumped overboard, McLean and a man named Peterson rushed out into the surf among the threshing timbers and brought him safe to land. Another member of the crew, named Carlson, seeing the success of his shipmate, essayed, against the entreaties of the captain and mate, to get ashore in the same manner, but was swept away and drowned.

The evidence taken at the official investigation of this case explains the presence of Mr. McLean at the wreck as follows: The life-saving crew, which, it would seem, kept watch of the schooner from the time she passed the station on her way out of the bay, telephoned to Eureka for a tug when it became evident that the vessel would go ashore. The tug *Ranger* responded, and before starting down the bay blew her whistle a number of times. Mr. McLean, hearing the whistle, inquired of somebody what was wrong, and was told that the *Corinthian* was in the breakers over on the ocean side. He at once ordered out one of his launches at the wharf of the McLean Launch Company, of which he was manager, and set out in the wake of the *Ranger*. When opposite Nickerson's Wharf on the west side of the bay, a mile or more below Eureka, he made out the masts of a vessel across the peninsula, near the beach, and decided that they belonged to the *Corinthian*. He therefore tied up at the wharf, and, accompanied by three of his men, hastened across to the ocean side, where, abreast of the vessel, he found 25 or 30 men. Some of those present, knowing that he had once been in the Service, asked him what they could do toward rescuing the schooner's crew. Assuming that the men at the life-saving station had already discovered the wreck, he suggested that a number of those present make all speed to the boat-house and assist in bringing up the beach apparatus. Twenty or more responded to this suggestion, and at once set off southward along the beach, Mr. McLean himself, with the others, remaining behind to keep an eye on the wreck. As the surf was very high and filled with lumber washed overboard from the schooner, he knew that it would mean almost certain death for the schooner's crew to attempt to reach shore by swimming. He therefore waded out as near the wreck as it was safe for him to go, and shouted to the sailors to stay aboard ship, that the life-saving crew would soon be on hand. Regardless of his admonitions, however, one of the sailors leaped overboard, as previously stated, and started to swim to land. This was the man Simpson. Upon McLean's command those on the beach formed a chain, and with McLean in the lead, ran down into the water to meet the sailor. Only McLean and a man named Peterson had the hardihood, however, to see the venture through, the others losing their courage and turning back when the surf and the floating timbers began to threaten their safety. While the two men were engaged in this rescue somebody shouted, "There goes another one!" but in the gathering darkness and the mist which was closing in around the

vessel it was difficult to distinguish an object the size of a man so far offshore, and the sailor's movements could not therefore be clearly discerned after he struck the water. McLean followed a floating object, which he thought might be the sailor, some distance upshore, but he finally lost trace of it. On his return abreast of the wreck he again dashed out toward the vessel and renewed his entreaties for the men to remain where they were. It is due to his persuasion, no doubt, that no further fatalities occurred from jumping overboard, for in the darkness and heavy surf any man attempting to swim ashore would surely have lost his life.

It appears that Keeper Hennig, of the Humboldt Bay station, was in Eureka on liberty when news of the stranding was received there, and that he fortunately caught the *Ranger* before she left her dock and was carried to his station by that tug in time to take command of the life-saving crew. During his absence, Christopher Hunt, the No. 1 surfman, was left in charge of the station. Some time after 5 p. m. the man on duty in the lookout tower saw the crew of the *Corinthian*, which had shortly before passed the station, on the bar trying to hoist sail. As stated by Hunt in his testimony, the sea was breaking over the bar heavily, and from the performance going on aboard ship he presumed that the vessel's engine had broken down. At this time the schooner was headed northward. Surfman Hunt concluded that she would probably come ashore near the boathouse across the spit on the ocean side, and he accordingly started with the station crew for the boathouse, to be on hand and ready to launch the boat kept there, or to use the beach apparatus, should his conclusion be verified. The life-savers had not gone far, however, when the schooner was seen to head further offshore, and there seemed to be a chance that she would be able to get beyond the breakers. Thereupon the surfmen returned to the station and launched the lifeboat with the intention of pulling down around the point and out over the bar and overtaking the vessel if possible. They had proceeded not more than 500 yards from the station when they were overtaken by the *Ranger*, with Keeper Hennig aboard. The tug took the lifeboat in tow and the two went out to about midway between No. 3 buoy and red-spar buoy, near the bar. Owing to the fog and mist gathering over the water the *Corinthian* could not, from the position where they were, be made out, but the captain of the tug sighted her through his glass away up the coast, and, as he judged, in the breakers. Although the tug was inside the bar, the water had become so rough that it was deemed too risky to attempt to cross, considering the probability that disaster to the life-savers on the bar might also prevent them from attempting a rescue by any other means. The two boats therefore returned to the station, and upon their arrival there the station crew, accompanied by the crew of the tug, went across to the ocean beach boathouse, ran out the beach apparatus cart, and started with it up the coast. 52,562

The relief party had gone but a short distance when they were met by the volunteers whom Mr. McLean had sent to their assistance. Lines were now rigged to the cart, and with the help of many willing hands its twelve or fifteen hundred pounds' weight moved along at a somewhat livelier pace. Owing to the soft nature of the sand, however, into which the wheels of the cart sunk deep, and which filled the men's shoes, and to the surges sweeping far up the beach which left them often knee deep in water, progress was laborious at best.

Finally a steep bluff compelled them to leave the beach altogether and go above high-water mark, where, although the footing was firmer, the sand dunes, stumps, and logs made travel in the darkness little if any less difficult.

The life-saving crew arrived on the scene of the stranding at 8.30 p. m. and the keeper, after learning from Mr. McLean what had already occurred, lost no time in rigging the gear preparatory to sending a line across the vessel. The first shot was fired with a No. 7 line, which broke. A second and a third line were thrown across the ship's rigging, but because of the darkness and the heavy sea breaking over her it was some time before the sailors managed to secure one, and after they had got hold of it the drifting lumber and the combined action of the surf and a strong current (which swept it in long bights up and down, and around the schooner's stern) made it extremely difficult for them to fasten the tailblock in place.

When the signal came back that everything was ready aboard ship those on shore spread the two parts of the whip as far apart as possible to prevent their fouling each other, but were even then unable to haul out the hawser on account of turns in the whipline close to the block. Not until Captain Atwater had taken out all the turns by means of a sheer pole cut from the rigging, and had lashed the pole so as to keep the whip clear, was the hawser pulled out, made fast and hauled taut, and the breeches buoy sent out. Nine trips with the buoy brought in eight men without mishap, the buoy having been hauled in empty once through a misunderstanding of signals.

Only the captain now remained on board. The darkness had, since the arrival of the station crew, become so great that objects on the ship could not be made out from the shore, and rescue operations had to be carried on altogether by signals. When the buoy came back empty, it was again quickly sent out, but while the men on the beach stood waiting for the word to haul in, the hawser parted (broken doubtless by the threshing lumber) and the whipline also came in, parted and without the tailblock. Four men were dispatched for another shotline, a whipline, and shots. Procuring these things at the station, they placed them aboard a gasoline launch and landed them on the bay side of the peninsula opposite the wreck, and, with the help of others who met them, carried the articles named across to the ocean side.

It appears that during the absence of the men who had been dispatched to the station the rising tide had worked the schooner considerably nearer the beach than she was when rescue operations were begun with the breeches buoy apparatus. While waiting for the extra material, those who had remained abreast of the wreck cleared up the tangle of hawser, tackle, and whipline, under the keeper's direction, and made everything ready for sending out another line. The fourth shot carried the line across the vessel's springstay. After several attempts Captain Atwater got the tailblock aboard and secured it, and the breeches buoy was then hauled out without the hawser and with the traveler block detached. The captain got into the buoy and gave the signal to pull away; but in crossing the rail he was swept out and thrown headlong into the surf. Luckily, before the seas could wash him away from the vessel, he swam around to the schooner's bow and got hold of the bobstay, to which fortunate circumstance he doubtless owed his life.

The keeper did not suspect that anything had gone wrong with Captain Atwater until the buoy had been hauled in empty. As he had distinctly heard the captain's signal he judged that he had placed himself in the buoy all right, but that accident had befallen him after leaving ship. This meant that he was somewhere overboard. The buoy was sent out again, however, and McLean and Surfmen Hunt and Nickerson followed it on the heels of an outgoing wave. McLean was first to the schooner, and located Atwater by the sound of his voice. McLean quickly caught up a bight of the whipline that swept within reach and dexterously swung it to the man on the bobstay. The latter fastened the line around his arm and let go the bobstay, and McLean shouted to those on the beach to haul in. By this time the two surfmen had reached the spot where McLean stood, and all three of the rescuers, knowing that they could not retreat quick enough to escape an incoming sea, laid hold of the line. They were none too soon. In another moment a wall of water rushed upon them, bore them down, buried them and with relentless force flung them shoreward. In the course of their journey they were ruthlessly beaten against floating timbers and other wreckage which the sea had torn from the schooner, but through it all they clung desperately to the line, McLean and the surfmen in a bunch, and Captain Atwater a few feet further along behind. When the call came to haul in, the men on the beach bent to the work with a will, and soon the four men were pulled out of the water "like so many fish hooked through the gills," as Keeper Hennig expresses it in his report of the wreck.

In concluding his report, the keeper says:

Too much credit can not be given to the men from Samoa and from the neighboring shipyard for the valuable assistance rendered by them upon this occasion. Whatever success was achieved is due in a considerable measure to the rousing enthusiasm and intelligence with which they worked. When the life-saving crew arrived on the scene the surf all around the wreck, and between the wreck and the shore, was filled with lumber, which was being carried up and down the beach by the swift undertow, making the work of rescue difficult and dangerous. These men jumped into the water, often waist deep, grabbed the planks as they came within reach and carried them above high water. Hundreds of planks were thus taken out of the way, and our task thereby rendered less hazardous. Mr. McLean is to be credited with saving one life before the station crew arrived, and to be commended for his bravery, together with Surfmen Hunt and Nickerson, in saving Captain Atwater.

The assistant inspector of the Thirteenth life-saving district, who investigated this disaster, supplements his report in the case by a letter highly commending the bravery of Surfmen Hunt and Nickerson and Mr. McLean, as well as the services of the volunteers from the tug *Ranger*, Samoa and the shipyard. Mention is also made of a thousand gallons of gasoline that, escaping from the *Corinthian's* fuel tanks, filled the air with its noxious fumes and spread itself over the water about the wreck, contributing to the discomfort, if not adding to the danger of rescue operations. The assistant inspector specially praises the judgment so conspicuously manifested by Mr. McLean, developed no doubt by his training as a keeper of a life-saving station, in sending men to assist the station crew in bringing up the life-saving apparatus, in going into the surf and encouraging the imperiled sailors to remain aboard ship until the arrival of the life-savers, in his rescue of the man Simpson who attempted to swim ashore, and, finally, his crowning achievement in getting a line to Captain Atwater, clinging to the vessel's bobstay.

It appears that shortly before the four men were dispatched to the station for additional shotlines, etc., Mr. McLean, thinking the worst over and suffering from numerous bruises received in the surf from floating planks, went back to his launch on the opposite side of the peninsula and returned to Eureka. Between 1 and 2 o'clock in the morning, however, he received word that the lines between ship and shore had parted with the captain still on board, and notwithstanding his injuries he left his bed and went again to the wreck and stayed to perform the heroic act set forth in this narrative.

The *Corinthian* was later floated, having sustained but little damage.

AWARDS OF LIFE-SAVING MEDALS.

Under this caption are set forth in brief narrative form the services for which the Secretary of the Treasury has, under acts of Congress approved June 20, 1874, June 18, 1878, and May 4, 1882, awarded life-saving medals during the year. The awards include 1 gold second-service bar and 14 silver medals. Gold and silver second-service bars are awarded under the act of May 4, 1882, which provides that "any person who has received or shall hereafter receive" a gold or silver medal and who "shall again perform an act which would entitle him to a medal of the same class" shall receive in lieu of a "second medal a bar of the same metal as the medal to which said person would be entitled." (For list giving all medal awards under the acts named, see Medals of Honor, 1876-1906, p. 311.)

To *Charles J. Sheridan*, patrolman, New York City, a silver medal, awarded July 7, 1905, for rescuing a boy from drowning in the North River, New York City, October 4, 1902.

About 10.30 a. m. of the day mentioned, Henry Lucas, 10 years of age, fell into the North River from the Bloomdale street pier, and being unable to save himself called loudly for help. At the time of the accident Sheridan was on duty in the neighborhood and hearing the boy's cries ran to the wharf, plunged into the water fully clothed, swam to the drowning lad and brought him back to the pier, to which both were assisted by persons near at hand. It appears from the evidence before the Department in this case that the river off the pier where the rescue was effected was more than 20 feet deep, that a storm had just passed, leaving the water rough, and that a cold rain was falling. It is also shown that young Lucas was in the act of sinking when Sheridan reached him. There seems to be no doubt that the patrolman's promptness saved the boy's life, and it appears equally certain that encumbered as he was by his clothing the rescuer also incurred no little risk.

To *Alfred Sorensen*, captain of the tug *Clara Clarita*, a silver medal, awarded July 7, 1905, for rescuing 17 men from the wrecked steamer *Astral* on December 15, 1902.

On December 9, 1902, the *Astral* was overtaken by a heavy gale and snowstorm while en route from New York City to Saint John, New Brunswick, with an oil barge in tow, and was wrecked on Mount Desert Rock, off the coast of Maine. When the vessel stranded one of her crew of 18 men had already perished of exposure, and the others were suffering so seriously from cold and exhaustion as to render them

practically helpless. The keeper of the Mount Desert light station assisted them to escape from the wreck and took them to his quarters, where he cared for them six days. Learning of the fate of the *Astral* from a steamer that had put into Rockland Harbor, where the *Clara Clarita* had sought refuge from the storm, Captain Sorensen set out for the rescue on the morning of December 15. When he arrived off Mount Desert Rock the gale was still raging, and the sea was so high that he was compelled to lay to some six hundred yards offshore. There was grave doubt whether a boat could get through the breakers surrounding the Rock, but, against the judgment of many of those on board, he and two members of his crew made the venture and succeeded in reaching land in the tug's dory. All of the shipwrecked people were finally placed aboard the tug, five trips through the dangerous surf being required to accomplish the work. They were carried to Rockland, where they received much-needed medical attention.

To *H. H. Kittel*, coxswain, United States Navy, silver medal, awarded October 5, 1905, for rescuing seaman Grover C. McIntyre, a shipmate, from drowning on May 9, 1905.

At the time of the accident McIntyre was acting as boat keeper in the dinghy riding at the boom of the U. S. S. *Kearsarge*, at anchor off Newport News, Virginia. While moving about the boat he lost his balance and fell overboard. The boat keeper of the cutter near by grabbed up an oar and thrust it to McIntyre, but the latter being unable to swim, and too excited to take hold of it, was swept away by the tide. Kittel, who was in the steam launch at the time, leaped into the water and swam to the assistance of the drowning man, seized him around the body, and held his head above water until both were picked up by a boat from the ship.

It appears that Kittel engaged in a fierce encounter with the drowning man, in the course of which Kittel was drawn under water, and that it was some time before McIntyre could be subdued sufficiently to prevent his interference with the rescuer's movements.

To *Lewis Roy Crawford*, a silver medal, awarded October 11, 1905, for rescuing nine boys from drowning in the Delaware River on July 4, 1900.

In the afternoon of the day named a party of eleven boys from 11 to 15 years of age, while returning to Wilmington, Delaware, from Penns Grove, on the opposite side of the Delaware River, in a 21-foot catboat, were overtaken by a storm when within 300 yards from the home shore and capsized. Crawford and three others person in a naphtha launch encountered the same storm and sought shelter at a wharf near the scene of the accident. Seeing the predicament of the catboat, Crawford and one of his companions jumped into their launch and put out to the rescue. When they arrived on the scene two of the imperiled boys had drowned. Although the launch was built to carry but four persons, three of the boys were taken on board. The other six held on to the gunwale outside, and all nine were brought safe to shore. It appears from the evidence in this case that when the rescuers shoved away from the wharf their engine refused to work, and that for some distance the boat was propelled by an oar in the hands of Crawford.

To *August Mollen*, a silver medal, awarded October 11, 1905, for rescuing a 10-year-old boy named Richard Peeters from drowning in the Fox River, Wisconsin, July 18, 1905.

While bathing with several companions in the United States canal below Little Chute second lock, Little Chute, Wisconsin, Peeters struck out in the wake of the United States tug *Fox*, that vessel having just passed through the lock, and after swimming about 100 feet became exhausted and was in imminent danger of drowning. Hearing the cries of the struggling boy, young Mollen, one of his companions, swam to his assistance and supported him until both were picked up by a boat from the tug. At the time of this rescue Mollen was 14 years old.

To *Charles E. Fife*, a lad 12 years of age, a silver medal, awarded October 11, 1905, for rescuing a playmate from drowning in Lake Erie, on August 4, 1903.

Fife and several other boys were fishing from the Erie street pier, Cleveland, about 200 feet from the shore, and Hyman Moskovitz, one of the party, lost his balance and fell into the water while in the act of casting a line. When the lad tumbled from the pier his rescuer was some distance away, but hearing the cries of his companions he ran to the scene of the accident and, without hesitation, plunged in and swam to the assistance of the imperiled boy. He caught hold of him as he was going down for the last time, swam with him to some piling, lifted him out of the water, and got him on to the pier, where he rolled him about until he regained consciousness.

The evidence shows that at the place where the accident occurred the lake is about 10 feet deep, that Moskovitz was unable to swim, and that when Fife laid hold of him the drowning boy pulled him under the water; also that the work of resuscitation was performed by him unaided.

To *James Murray*, roundsman, metropolitan police, New York City, a silver medal, awarded October 11, 1905, for rescuing a man from drowning in Gowanus Canal, New York, on February 8, 1905.

At about 1 a. m. of the day mentioned a man stumbled off the bulkhead into the canal at the foot of Bay street, Brooklyn. Upon hearing the man's cries Murray picked up a long pike pole and ran to the rescue, locating the man clinging to some piling 12 feet or more below the stringpiece of the pierhead. He thrust the pole down and hooked it into the man's clothing, but it slipped and he drifted away and sank. Removing helmet and overcoat, Murray jumped into the canal, recovered the man by diving, and pulled him back to the bulkhead, where both men were assisted to land by several persons who had been attracted to the scene of the accident. When this rescue was made the temperature was 13° above zero.

To *John Coulon*, a silver medal, awarded October 11, 1905, for saving a boy from drowning in the East River, New York City, on July 6, 1905.

While a party of boys were playing on the dock at the foot of East Thirty-sixth street, New York City, on the afternoon of the day mentioned, one of their number, Edward Kane, 6 years of age, fell into the

water. Coulon was near by at the time, and hearing the cries of the imperiled lad ran to the pier and plunged in to the rescue. Catching hold of Kane just as he was disappearing for the last time, Coulon swam with him to the end of the pier, where Kane's playmates lowered a rope and endeavored to haul them out of the water. Their combined strength was insufficient, however, to accomplish the undertaking. Fortunately some men engaged in discharging cargo from vessels in the vicinity came to their aid and pulled Coulon and the boy up on the pier.

To William Heinemann, Keeper of Chandeleur light station, a silver medal, awarded October 24, 1905, for rescuing a holiday party of 34 persons from drowning in Mississippi Sound on July 4, 1905, upon the occasion of the capsizing of the schooner *Gertie Rhodes*.

It appears that the capsizing took place during a heavy squall while the vessel was about 4 miles off shore, and that the occupants clung to the sides and bottom of the overturned vessel to save themselves from drowning. Heinemann, seeing the casualty, quickly went to the rescue in his station boat, and picked up every one of the imperiled persons. When he reached the scene of the capsizing the wind was blowing with a velocity of 30 miles an hour, and while in the act of taking the men out of the water it was necessary to exercise great caution and skill to avert disaster to his own boat.

To John Russell, an employee of the department of docks and ferries, of New York City, a silver medal, awarded November 11, 1905, for effecting rescues from drowning upon three occasions.

On June 14, 1902, Mr. John Endsenger fell into the East River through a network of piling and disappeared below the surface. Upon hearing the alarm, Russell hastily made his way to the water's edge. There was no trace of the missing man to be seen when he reached the spot whence he had fallen in, and judging that he had sunk, Russell, encumbered with his clothing, dived in among the submerged and floating piling, groped his way along the river's bed, and in a few moments came to the surface with the apparently lifeless man in his arms. Both were then assisted out of the water by other persons who had arrived upon the scene.

On February 4, 1904, Mr. John Gillion, a watchman, fell into the East River, New York, while going aboard the tug *Brooklyn*, lying at pier No. 27. Russell, who was employed near by, leaped into the frigid water and, recovering the drowning man, supported him above the water until both were picked up by a tug.

On April 8, 1904, Mr. Thomas F. Hogan, an employee on the wharves, slipped and fell from Pier No. 19, East River, New York. Fortunately Russell was near at hand, and, with his usual alertness, ran to the rescue, plunged into the stream, seized the struggling man, and swam with him to a scow, on board of which both were lifted by fellow employees.

It appears from the papers submitted in this case that the first-mentioned rescue, which involved repeated diving, was effected under circumstances of great personal hazard, owing to the submerged and floating timbers; that in the second instance the river was full of floating ice, and his movements were cramped by the small space between the boat and the pier; and that in the third,

the person rescued being a man of great strength, seized his rescuer in a frenzied embrace, from which he managed to free himself only with the greatest difficulty.

To *Emile M. Wagner*, seaman, United States Navy, a silver medal, awarded December 11, 1905, for rescuing a shipmate from drowning off Provincetown, Massachusetts, on September 27, 1905.

On the date mentioned, while the United States battleship *Alabama* was weighing anchor in the harbor of Provincetown, Massachusetts, preparatory to getting under way, the cable suddenly ran out, striking seaman Charles Anderson and knocking him into the water. At the cry of "Man overboard!" Wagner rushed aft to the quarter-deck, leaped from the vessel, and struck out after his unfortunate shipmate, who was rapidly drifting astern. Reaching Anderson, he seized him by the hair and held his head above water until both were picked up by a boat, which, as soon as possible after the discovery of the mishap from on board, had put out from the *Alabama*. Anderson was unconscious when taken from the water, but was resuscitated by artificial respiration.

It appears that while swimming to the assistance of Anderson, Wagner passed close to the *Alabama's* stern, and that for a few moments he was in the most imminent danger of being caught in the ship's revolving propeller.

To *Henry J. Schiller*, a silver medal, awarded December 15, 1905, for saving a man from drowning in Lake Erie on August 30, 1905.

At about 3.30 p. m. of the day mentioned, Wendell Tussing, 16 years of age, lost his balance and fell from the steamer dock at Lakeside, Ohio, while trying to recover his hat, which the wind had blown away. At the time of the accident Schiller was fishing close by, and, perceiving from the lad's struggles that he was unable to swim, plunged in to the rescue. When he endeavored to lay hold of Tussing the latter threw his arms about him and pulled him under water a number of times, making it necessary to resort to violent means to break the grip of the drowning boy, and render him incapable of interfering with the efforts to save him. At a critical moment of the struggle a long pole was thrust out from the wharf, and by its aid Schiller supported himself and Tussing until both were picked up by a launch.

To *John J. Sweeney*, an employee of the city hospital, Blackwell's Island, New York, a silver medal, awarded February 27, 1906, for rescuing several persons from drowning upon various occasions during the years 1903, 1904, and 1905.

On the morning of April 19, 1903, a patient in the city hospital escaped from his attendants and threw himself into the river. There was a strong flood tide running at the time, and he was being rapidly swept toward Hell Gate when Sweeney swam to the rescue. After a desperate struggle with the man he succeeded in getting him to the sea wall, where employees of the hospital pulled both out of the water.

On the morning of July 16, 1904, as the steamer *Thomas S. Brennan* was making a landing at the dock of the city hospital, a passenger

jumped from the boat before it was made fast and fell into the water. In falling, he struck his head against the stringpiece of the dock, which rendered him unconscious. Sweeney, who was on board the boat at the time, leaped down alongside the vessel without a moment's hesitation and supported the injured man until both were pulled out of the water.

On November 12, 1904, at about 8 p. m., a passenger on the steamer *Bronx* jumped for the landing stairs as the vessel was making a landing at Fifty-second street, missed his footing as he alighted, and fell back into the water. In attempting to save himself he caught hold of the dockmaster, who was standing on the stairs, and pulled him into the water also. Sweeney was on board the *Bronx* at the time of the accident and at once leaped overboard after the imperiled men and assisted them to reach a landing place.

On October 13, 1905, two little girls, aged 8 and 4 years, respectively, were washed into the river by a wave from a passing steamer while playing on the lowest step of a stairway at the landing of the East Fifty-first street pier. When the accident happened Sweeney was crossing the river in a small boat, and his attention was attracted by cries of "Child overboard!", whereupon, in looking toward the pier, he saw a hand protruding above the river's surface. He hastened to the rescue, and upon approaching the pier he discovered that there were two children in the water. While in the act of picking up the first child he lost his balance and was precipitated headlong into the river. He had succeeded in placing her safely in the boat, however, and he did not therefore permit the mishap to interfere with his work of rescue, but swam for the other child, whom he recovered, and then carried both to the pier in safety.

To Patrick J. Lynch, of the New York City fire department, a silver medal, awarded March 24, 1906, for saving a score of lives from the burning steamer *General Slocum*, on June 15, 1904.

Lynch was on the river front, near Port Morris, when the *Slocum* ran ashore on North Brother Island, and, realizing the danger to those on board, he set out in a small boat to assist in the rescue. As the passengers were driven overboard by the flames the water all about the stern of the vessel was soon filled with struggling women and children, many supporting themselves by clinging to the paddle-wheels and braces under her guards.

Lynch ran his boat under the paddlebox, quickly hauled on board as many persons as prudence permitted, and then beat a hasty retreat, landing them safely on a tug nearby. He stuck to his perilous task until he had saved upwards of a score of lives.

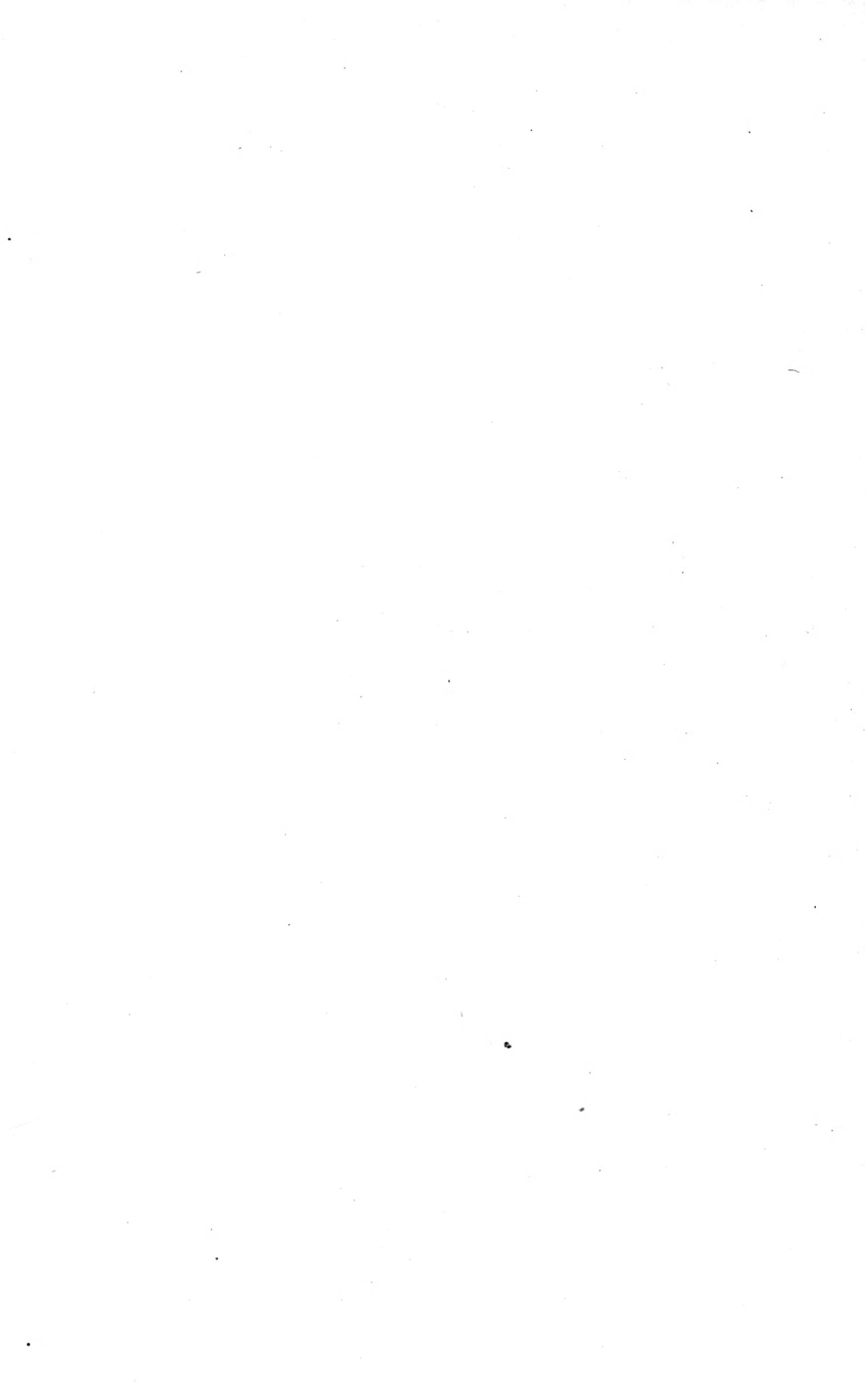
To Michael J. O'Loughlin, roundsman, metropolitan police department, New York City, a gold second-service bar, awarded May 12, 1906, for saving a man from drowning in the East River, New York, City, on June 5, 1905.

On the forenoon of the date mentioned Joseph Quinlan, a long-shoreman, fell asleep while sitting on the cap log of the bulkhead at the foot of Division avenue and tumbled into the river. O'Loughlin, who was on duty in the neighborhood, hearing the man's cries, ran with all speed to the bulkhead, and, stopping only for a moment

to throw off his helmet and coat, plunged in and caught the man around the body. At the hour of the rescue the river at the pierhead was 12 feet deep, with a strong ebb tide running, whose powerful current threatened to sweep both men into a large masonry sewer that emptied into the river. At this critical moment a rope was thrown to him by a person on the bulkhead above, and by its aid both men were hauled to a safe place. When taken out of the water Quinlan was unconscious and O'Loughlin almost exhausted, but both recovered.

SERVICES OF LIFE-SAVING CREWS.

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1905-1906.



SERVICES OF LIFE-SAVING CREWS.

The following table contains a brief statement of the services of the life-saving crews to vessels which met with disaster or were involved in difficulty of some kind within the scope of station operations during the year. Such cases have become so numerous that this abridged form of presenting them is imperative, although in very many instances if the circumstances attending them and the nature and extent of the services rendered could be given in detail, they would afford valuable suggestions of future benefit to both life-savers and mariners, and much better illustrate the efficiency and usefulness of the Service.

[Abbreviations used in this statement: aux. (auxiliary), bg. (brig.), bge. (barge), bk. (bark), bkn. (barkentine), elec. (electric), gas. (gasoline), lch. (launch), nph. (naphtha), sc. (schooner), shp. (ship), slp. (sloop), st. (steam), str. (steamer), yt. (yacht), Am. (American), Br. (British), Fr. (French), Ger. (German), Hol. (Hollandish), It. (Italian), Mex. (Mexican), Nor. (Norwegian), Port. (Portuguese), Span. (Spanish), Swd. (Swedish).]

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905.			
July 1	Fletchers Neck, Maine....	Nph. lch. Neith.....	Machinery disabled; grounded 1 mile W. of station. Keeper assisted in floating launch and taking it to safe anchorage.
July 1	City Point, Massachusetts.	Dory, no name.....	At 7.35 p. m. two boys in a dory near station were unable to manage their boat. Responding to their cries for help, the life-saving crew in station launch towed them to a landing.
July 1	.....do.....	Am. sc. Grayling....	Owing to too much canvas, mast carried away immediately after leaving mooring. Life-savers boarded vessel, parbuckled mast on board, secured her sail and gear, and towed her back to her mooring.
July 1	Marblehead, Ohio, Lake Erie.	Am. sc. Donaldson..	At anchor 8 miles NW. of station, out of supplies. Life-saving crew went to her and carried mate to Catawba Island and transported supplies back to schooner.
July 1	Duluth, Minnesota, Lake Superior.	Canoe, no name.....	Capsized in harbor at 7 a. m. one-half mile W. of station. Life-savers went to assistance in launch and surfboat. Launch picked up the two occupants, and surfboat towed canoe ashore.
July 1	.....do.....	.....do.....	Capsized in harbor at 7.30 p. m. Station crew in launch rescued the two occupants and recovered canoe.
July 1	Old Chicago, Illinois, Lake Michigan.	Rowboat, no name..	Found adrift by surfman; towed to station and returned to owner.
July 2	Fletchers Neck, Maine....	Slp. Spry.....	Grounded on the bar while attempting to enter harbor. Keeper assisted to float her, using a masthead tackle and an anchor run offshore with 60 fathoms of chain.
July 2	City Point, Massachusetts	Gas. lch., no name..	Engine disabled; stranded in Dorchester Bay $\frac{1}{2}$ mile N. of station. Life-savers went to assistance in station launch and 13-foot rowboat, floated launch and towed it to an anchorage. One hour later launch went adrift and station crew picked her up and beached her. Her two occupants were safely landed.
July 2	.....do.....	Slp. Kismet.....	En route from Dorchester Bay to Nantasket in strong breeze; became unmanageable when abreast of City Point pier and fouled it. Life-saving crew in station launch cleared sloop and towed her to an anchorage, also recovering her tender.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. July 2	City Point, Massachusetts	Gas. lch. Wild Duck.	Stranded in Pleasure Bay on Castle Island side. Responding to signals, station crew went to assistance, but owing to state of tide were unable to get vessel off. Returned at high tide, floated her, and towed her to mooring at head of bay. There were ten persons on board.
July 2	Duluth, Minnesota, Lake Superior.	Slp., no name	Dismasted during a squall $\frac{1}{2}$ mile S. of station. Keeper and surfman in station launch towed sloop and 5 occupants to yacht club landing.
July 2	.....do.....	Gas. lch. Lydia.....	Broke down $\frac{1}{2}$ mile W. of station. Life-savers in station launch towed launch and its 3 occupants to club house.
July 2	.....do.....	Gas. lches. (2), no names.	One launch with a single occupant ran out of gasoline when 100 feet S. of station, at 8.30 p. m. The other launch, containing 5 persons, became disabled at 62.0 p. m., in harbor channel about 1 mile W. of station. Both boats were towed to yacht club house by members of station crew, the station dinghy and launch, respectively, being used for the purpose.
July 2	South Haven, Michigan, Lake Michigan.	Gas. lch. Mascot...	Rudder unshipped and shaft disabled $\frac{1}{2}$ mile WNW. of station. Life-saving crew brought launch and her 1 occupant to station.
July 2	Michigan City, Indiana, Lake Michigan.	Am. sc., no name...	Drifted into surf while in stays and collided with breakwater, staving a hole in her. One of the crew in jumping to the breakwater injured his arm. The life-savers patched up the hole in vessel, bailed her out, sailed her into harbor, and carried the injured man to a physician.
July 2	Evanston, Illinois, Lake Michigan.	Slp. Red Bird.....	Capsized $\frac{3}{4}$ miles SE. of station and $1\frac{1}{2}$ miles offshore. Her three occupants were picked up by the yacht Wow, which was in company with the Red Bird. Life-saving crew in surfboat towed sloop to shore opposite scene of capsizc and hauled her out.
July 2	.....do.....	Canoe, no name.....	Capsized $\frac{1}{2}$ mile S. of station and 200 yards offshore, with 2 men on board. Discovered by station lookout, who, the rest of the crew having gone to assistance of sloop Red Bird, manned a small fishboat lying near the station, rescued the men, and recovered their canoe.
July 3	City Point, Massachusetts	Gas. lch. Bryda F...	Gasoline gave out while en route from Neponset to Boston. In response to distress signals, the station launch went to the boat and towed her to the public landing.
July 3	Louisville, Kentucky.....	Canoe, no name.....	Capsized $\frac{1}{2}$ mile NW. of station with 2 boys on board. Life-saving crew rescued both occupants and recovered their boat.
July 3	White River, Michigan, Lake Michigan.	Gas. lch. Hazlewood	Broke away from moorings and stranded near Sylvan Beach dock $\frac{1}{2}$ mile SE. of station. Life-saving crew floated her and towed her to a pier.
July 4	Little Beach, New Jersey.	Nph. lch., no name.	With several persons on board lost her way in fog. Piloted into channel by station keeper and sent upon right course.
July 4	Core Bank, North Carolina	Am. sc. Prince.....	Aground in Core Sound $1\frac{1}{2}$ miles NW. $\frac{1}{2}$ N. of station. Keeper and temporary crew (inactive season), carried out an anchor, and after heaving on a cable for two hours floated vessel.
July 4	Galveston, Texas.....	Catboat, no name..	Capsized during a squall $\frac{1}{2}$ mile W. of the station. The keeper, in a skiff, rescued the occupant, righted the boat, and towed it to a safe place.
July 4	Buffalo, New York, Lake Erie.	Slp., no name.....	Discovered foul of Erie Basin breakwater and resting on some old piling. Station crew cleared her and towed her to a place of safety.
July 4	Ashtabula, Ohio, Lake Erie.	Slp. yt. Wandis Petrie.	Became unmanageable 1 mile N. of station during a heavy blow, and rapidly drifting lakeward. Picked up by life-savers, who took off her two occupants into the surfboat to help pull. With extreme difficulty they towed her under the land 1 mile E. of station.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. July 4	Cleveland, Ohio, Lake Erie.	U. S. str. Essex....	Carrying Naval Reserves of Toledo, Ohio. Discovered by lookout at 2.15 a. m. on the W. breakwater 1 mile NW. of station. Life-saving crew went to vessel and ran a hawser from her to a tug that had also come to her assistance. She was floated after much pulling.
July 4	Tawas, Michigan, Lake Huron.	Flatboat, no name..	Adrift and going out into the lake. Station crew in surfboat picked her up and towed her to the shore. There was no one on board.
July 4	Duluth, Minnesota, Lake Superior.	Gas. lch., no name..	Engine disabled and boat unmanageable. Keeper and a surfman in station launch towed launch and its 5 occupants to club house.
July 4	White River, Michigan, Lake Michigan.	Slp. yt., no name...	Struck by a squall and capsized in White Lake while at anchor with sail set. Station crew went out in surfboat, righted sloop, towed her to a dock, bailed her out, and cleared her gear and canvas.
July 4	.....do.....	.....do.....	Capsized 3 miles W. of station in squally weather. Life-saving crew went to assistance in surfboat and found yacht bottom up with 2 men clinging to her. They carried the 2 men ashore, then returned and righted their boat and towed it to a dock. This is the same boat referred to in item immediately preceding.
July 4	.....do.....	Sailboat, no name..	Lost way in fog, and in dangerous position when discovered from station. Keeper piloted boat out of danger and directed it into right channel.
July 4	Grand Haven, Michigan, Lake Michigan.	Nph. lch. May.....	Mistook channel and ran afoul of weeds at 8 p. m. 2 miles up river. At 3 a. m. of the 5th a telephone call for help came to station. Two surfmen in patrol skiff went to assistance and transferred 1 man and 6 women of the May's party to another yacht nearby. Later in the day the May freed herself and got away.
July 4	Holland, Michigan, Lake Michigan.	Slp. Hustler.....	Capsized in a squall 1 mile E. of station. Life-saving crew rescued the one occupant, righted the sloop, and towed it to a landing.
July 4	Old Chicago, Illinois, Lake Michigan.	Slp. Phineas.....	Discovered by keeper, apparently dismantled, 6 miles SE. of station and 4 miles offshore. Station crew in lifeboat went to vessel in 48-mile gale and found her helpless, her spar gone, and her crew exhausted. They took her in tow for Chicago, but the lifeboat made such poor headway that they anchored sloop after covering 2 miles, and went for a tug. Returning in the surfboat, the station crew ran lines and in other ways assisted the tug in the work of taking the sloop in. They also recovered her rigging.
July 4	Kenosha, Wisconsin, Lake Michigan.	Gas. lch. Vixen.....	Engine disabled 2 miles NE. of station and launch drifting out into lake. Picked up by surfmen and towed into harbor.
July 4	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Oars lost while crossing river from Jones Island. Discovered by patrol when returning to station at midnight. Patrolman picked up boat in station skiff and towed it and five occupants to south side of river. Mishap was due to intoxication of those on board.
July 4	.....do.....	.....do.....	Adrift. Recovered by surfman and restored to owner.
July 5	Hereford Inlet, New Jersey.	Gas. lch., no name..	Steering gear carried away. Keeper gave occupant an oar to enable him to reach the inlet.
July 5	Saluria, Texas.....	Yt., no name.....	Channel range flags set by keeper to enable yacht to go out and return over bar in safety.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. July 5	Lake View Beach, Michigan, Lake Huron.	Rowboat, no name.	Keeper notified by telephone that two inexperienced oarsmen had gone fishing in a small boat. A squall was threatening and station crew went out in surfboat to investigate, finding the men 2 miles from land, exhausted and frightened. They were taken into the surfboat and landed with their boat.
July 5	Manistee, Michigan, Lake Michigan.	Gas. lch. Rough Rider.	Broke down $\frac{1}{2}$ mile outside of harbor. The life-savers boarded her, and after nearly two hours' hard pulling succeeded in towing her to the lee of the N. pier. They also helped to repair her machinery.
July 5	Pentwater, Michigan, Lake Michigan.	Slp. Margery D.	Capsized in a squall on Pentwater Lake $1\frac{1}{2}$ miles from station, the occupant being rescued by a nearby boat. Station crew righted sloop, bailed it out and towed it to a boathouse.
July 5	Point Bonita, California	Skiffs (2), no names.	A surfman having reported 2 new skiffs drifting past the point, two members of the station crew swam out and recovered them. They were held at station for claimants.
July 6	Durants, North Carolina.	Am. sc. Maggie E. Davis.	Stranded on Oyster Point, Pamlico Sound, 3 miles W. of station, in squally weather. Discovered from lookout flying her colors union down. Keeper assembled a crew (inactive season), boarded schooner, carried out an anchor, and at high water floated her.
July 6	Yaquina Bay, Oregon....	Am. str. Newport ..	Hove to 3 miles off the bar and abreast of the life-saving station and signaled for a pilot. Keeper piloted her in, and when she had discharged her cargo piloted her out again to the open sea.
July 7	Duluth, Minnesota, Lake Superior.	Gas. lch., no name..	Machinery disabled. Towed by station crew to the Imperial Mills.
July 7	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Am. str. Cheboygan.	At 1.55 a. m., while entering harbor, fouled a pier. Life-saving crew ran a line from vessel's stern to the breakwater and got her free.
July 7	Plum Island, Wisconsin, Lake Michigan.	Am. str. Falcon.....	Went on the rocks off Gull Island at 3 a. m. in a fog, 19 miles NNE. of station, and half a mile offshore. Discovered by keeper of Rock Island Light, who notified station. Life-savers went to steamer in Mackinaw boat and for four hours tried to get her off by running lines and heaving on chains, but without avail. They stayed by vessel until arrival of 2 tugs on the following morning. She was then pulled off after two hours' work.
July 8	City Point, Massachusetts.	Slp. Flirt.....	Capsized in a squall during the Savin Hill Yacht Club regatta. A yacht tender picked up 2 of the 3 occupants, and the life-saving crew rescued the other one, the owner, whom they found clinging to the yacht's bottom. They carried him to the station and beached his boat.
July 8	.....do.....	Gas. lch. Neribo....	Supply of fuel exhausted when abreast of station. Towed by life-saving crew to the Mosquito Yacht Club.
July 8	.....do.....	Gas. lch. Eva.....	Engine disabled $3\frac{1}{2}$ miles SE. of station and $\frac{3}{4}$ mile offshore. Discovered by life-savers while returning to station from yacht Arbutus (found to be in no need of assistance), and towed to station, thence by the 25-foot launch to Savin Hill Yacht Club.
July 8	Erie, Pennsylvania, Lake Erie.	Lighter, no name...	Broke from moorings and drifted lakeward. Recovered by a surfman and towed to station pier.
July 8	Duluth, Minnesota, Lake Superior.	Slp., no name.....	Parted moorings $\frac{1}{2}$ mile S. of station and drifted across channel. Recovered by surfman and towed to yacht club dock.
July 8	.....do.....	Gas. lch., no name..	Machinery disabled $\frac{3}{4}$ mile from station. Towed by station launch to Marine Iron Works for repairs.
July 8	Kenosha, Wisconsin, Lake Michigan.	Skiff, no name.....	Capsized 500 yards from station, 2 of the 3 occupants drowning. (For detailed account see p. 21.)

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. July 8	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Adrift. Recovered by two surfmen and returned to owner.
July 9	Spermaceti Cove, New Jersey.	Slp. yt. Whitby.....	Grounded at mouth of Shrewsbury River 1½ miles SW. of station. Keeper and 2 sons (inactive season) went to her and found her high on bar. They carried out an anchor and endeavored to float her, but without success. Several subsequent attempts to get her off also failed. She was floated, however, on the 12th of July and piloted by the keeper into deep water.
July 9	Louisville, Kentucky.....	Skiff, no name.....	Dangerously near the Indiana chute of the falls. Picked up by life-savers and taken with its 2 occupants to station.
July 10	City Point, Massachusetts	Rowboat, no name.	Capsized 300 yards offshore. The two occupants picked up by a nearby yacht, and taken to station by members of life-saving crew who had come to the rescue, where they were given dry clothing from the store of the Women's National Relief Association.
July 10	.....do.....	Am. sc. Charlie.....	Dragged her anchor and was carried toward the stone wall at end of pier. Life-saving crew reached vessel just in time to prevent her striking.
July 10	.....do.....	Gas. lches. (2), no name, Bob.	Gasoline feed pipe burst during a heavy squall, rendering the Bob helpless. At the same time the other launch began dragging and started to drift rapidly out of the bay. Both boats were picked up by station crew, who towed the Bob to the Savin Hill Yacht Club, and the other to an anchorage under the lee of the land.
July 10	Duluth, Minnesota, Lake Superior.	Gas. lch. Skibo.....	Engine disabled 1½ miles SE. of station. Keeper and surfman in launch towed disabled boat to the yacht club.
July 10	.....do.....	Racing shell, no name.	Broke oar while on practice drill and shell capsized. The station crew picked up the two oarsmen and carried them and their boat to the club house.
July 10	South Haven, Michigan, Lake Michigan.	Rowboat, no name.	Adrift. Recovered by three surfmen and held for claimant.
July 11	Duluth, Minnesota, Lake Superior.	Racing shell, no name.	While out for practice capsized by fouling some weeds. Two surfmen in station dinghy rescued oarsman and towed shell to boathouse.
July 11	Frankfort, Michigan, Lake Michigan.	Am. sc. Augustus..	Becalmed off the harbor entrance and unable to enter. Station crew ran a line from schooner and wharped her in.
July 12	City Point, Massachusetts.	Slp. Allie B.....	Two members of station crew heard the party aboard sloop making so much noise that they decided to follow it in the patrol boat. Shortly the sloop capsized and the life-savers arriving immediately alongside rescued the 2 women and 3 men on board. The surfmen then burned a Coston signal, to which their comrades responded in launch. The rescued persons were taken to the station and given dry clothing from the store of the Women's National Relief Association, after which they were conveyed to the South Boston Yacht Club. Their sloop was righted by the surfmen and towed to a mooring. Only one of the occupants of the sloop could swim.
July 12	Frankfort, Michigan, Lake Michigan.	Am. str. Edwin F. Holmes.	Struck on the outer bar 1 mile S. of station. Fifteen minutes after accident life-savers were alongside. They took soundings and emptied steamer's water tanks, and after her engines had worked for about an hour she slid off the bar uninjured.
July 13	White Head, Maine.....	Am. sc. William F. Campbell.	Grounded on Browns Island Ledge 300 yards W. of station. Keeper called a volunteer crew (inactive season) by telephone, and pending their arrival at station he launched a skiff, boarded schooner, and brought the master ashore. He then returned in the surfboat with the volunteers and attempted to float vessel, but without success. Meantime a tug had

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. July 13	White Head, Maine	Am. sc. William F. Campbell.	come up in response to call of master. The volunteers ran the necessary lines, and the tug pulled the schooner off. She was found to be leaking badly, and by direction of keeper three of his men remained on board and helped to work the pumps until schooner reached Rockland.
July 13	White River, Michigan, Lake Michigan.	Slp. Yolande.....	Stranded on a bar in White Lake $\frac{1}{2}$ mile E. of station. By listing sloop life-savers succeeded in hauling her off.
July 13	Holland, Michigan, Lake Michigan.	Gas. lch. Nina	Fuel exhausted when 400 feet N. of harbor entrance. Station crew in Whitehall boat towed launch inside.
July 13	.....do.....	Canoe The Stripes ..	Capsized $1\frac{1}{2}$ miles E. of station; occupants picked up by passing sailboat. Station crew recovered canoe, towed it ashore and bailed it out. Accident was due to overspread of canvas.
July 13	Racine, Wisconsin, Lake Michigan.	Skiff, no name.....	Adrift and going lakeward; recovered by two surfmen and turned over to owner.
July 14	Duluth, Minnesota, Lake Superior.	Gas. lch., no name ..	Fuel exhausted and drifting across channel. Towed by station launch to city dock.
July 14	.....do.....	.....do.....	Machinery disabled; unmanageable and drifting rapidly across the harbor; towed to a dock by station launch.
July 14	.....do.....	Gas. lch. Ethel	Machinery disabled while on way down river and launch drifted into the wharf at the Imperial Mills. Station launch towed her to the Marine Iron Works.
July 14	Frankfort, Michigan, Lake Michigan.	Am. sc. Mary A. Gregory.	Unable to enter port owing to lack of wind. A surfman took a line to vessel and warped her in through the piers.
July 15	Cross Island, Maine.....	Br. sc. Lyra.....	In a dangerous position 6 miles W. of station, with spars broken and sails blown away. Plight discovered by three ex-members of the Service. Employing the 3 men (inactive season) for the occasion, the keeper went to disabled vessel by the launch and 2 rowboats to a safe anchorage in the bay.
July 15	City Point, Massachusetts.	Slps. Sporty Babe, and Katherina.	While sailing in a fresh breeze met with accidents to their spars, and signaled station for assistance. Keeper sent out a launch which picked up both sloops and towed them to moorings at Bay View.
July 15	.....do.....	Rowboat, no name..	Left the landing with party of Harvard students for yacht Reliance, and capsized within 500 yards of station. Life-savers in launch took 6 men from the water, who insisted that one of their number was under overturned boat. It afterward transpired, however, that the missing man had been picked up by the yacht Hawk. Having righted the rowboat and bailed it out, the life-savers took the seventh man from the Hawk and carried all of the party to the station, where they dried their clothing.
July 15	Little Egg, New Jersey...	Am. sc. Ester Anita.	Struck on Outward Shoal 3 miles S. of station. Keeper hoisted the call signal (inactive season) and within half an hour had assembled a volunteer crew and started to schooner in surfboat. It was found impracticable to undertake the work of floating vessel that evening and the surfboat returned to the shore. The next morning the volunteer crew went again to the schooner and carried a hawser from her to a fishing steamer, the Wharton, anchored nearby. After several unsuccessful attempts the schooner was pulled off. Her bottom had been injured and she was leaking badly. She was taken in tow by the Wharton for New York. In the work of floating the schooner two of her crew and a volunteer surfman were severely injured, and another volunteer sustained a mashed finger.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. July 15	Marquette, Michigan, Lake Superior.	Gas. lch., no name..	Left harbor shortly after dark without sails, oars, lanterns, or an anchor. When near light-house batteries gave out. Life-saving crew in dinghy towed launch to shelter behind the point and made temporary repairs, which enabled her to proceed on her way.
July 16	City Point, Massachu- setts.	Gas. lch. Oriole.....	Became disabled $\frac{1}{2}$ miles NNE. of station and anchored close to the rocks. Towed by station crew to the Mosquito Yacht Club landing.
July 16	Harbor Beach, Michigan, Lake Huron.	Slp. yt. Valiant.....	Dragging her anchor and going offshore. Boarded by station crew, who hoove up the anchor, made sail and worked her into safe anchorage. But for this assistance sloop would have gone against the break-water.
July 16	Portage, Michigan, Lake Superior.	Am. str. Neshoto...	Station crew summoned by signal to steamer and found that she had been in collision with steamer James B. Nielson 12 miles offshore. At request of master a member of ship's crew was landed to enable him to communicate with owners. Having done so, the life-savers carried him to the Nielson, 2 miles N. of station.
July 16	Duluth, Minnesota, Lake Superior.	Gas. lch. Ethel.....	Engine disabled $\frac{1}{2}$ mile NW. of station and 200 yards offshore; towed by two surfmen in station launch to Marine Iron Works.
July 16	.....do.....	Gas. lch. Mary Mc- Neill.	Engine disabled 1 mile NW. of station and $\frac{1}{2}$ mile offshore; in danger of being swept by current out through canal and into lake. Keeper and surfman in station launch towed her to a dock.
July 16	Holland, Michigan, Lake Michigan.	Slp. yt. Hustler.....	Occupants inexperienced boatmen and unable to handle sloop, and being to leeward of harbor entrance could not enter port. Two members of station crew went aboard and sailed the boat to its moorings.
July 16	Evanston, Illinois, Lake Michigan.	Rowboat, no name	Adrift on the lake with 2 boys on board; picked up by station crew in surfboat.
July 16	Sheboygan, Wisconsin, Lake Michigan.	Slp. yt., no name...	Capsized outside of North Point, 2 miles NE. of station; news of accident reached station by telephone. Station crew in surfboat came alongside and found 2 men exhausted and numb with cold, one clinging to the mast with only his head above water, and the other lying across the overturned boat, his body awash. They were taken into the surfboat, briskly rubbed and put at the oars. Both the rescued men and their boat were taken to the station.
July 17	Cleveland, Ohio, Lake Erie.	Yawl Pearl	At 10.15 p. m. word came to station by telephone that 2 men in a boat from the Edgewater Park boathouse, 3 miles W. of station had been caught out in the lake in a heavy squall. The life-saving crew went out in surfboat to investigate, and when abreast of the boathouse burned a Coston signal. Soon afterwards a torch was seen away lakeward. While pulling toward the signal the life-savers met a man in a boat going shoreward who informed them that the 2 men for whom they were on the lookout had reached land. However, they kept on their way and soon came up to the Pearl with 8 persons on board, her topmast and part of her foremast having been carried away. Six of the party (4 of them women and 1 a baby) were taken into the surfboat and conveyed to the station, one surfman being left in the yacht to work her toward the harbor, the keeper having succeeded in hoisting part of her foresail. Later in the night the keeper and his crew returned to the yacht and towed her to the station.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. July 17	Jackson Park, Illinois, Lake Michigan.	Sailboat, no name.	Discovered by lookout apparently in trouble $\frac{1}{2}$ mile SE. of station. Life-saving crew went out in Whitehall boat and found sailboat all right. A puff of wind had nearly overturned it, badly frightening the occupants. A surfman got aboard and sailed boat around the pier and into Jackson Park Harbor.
July 17	Milwaukee, Wisconsin, Lake Michigan.	.....do.....	Capsized by a squall $6\frac{1}{2}$ miles NE. of station and $3\frac{1}{2}$ miles offshore while returning to Milwaukee from White Fish Bay. One of the 4 occupants, Henry C. Juneau, immediately drowned. The other three hung on to their boat and were picked up by the tow barge Mitchell, which on passing the life-saving station signaled the news of the disaster. The life-saving crew manned surfboat and brought the survivors ashore from the Mitchell, taking one of them to the station and giving him dry clothing from the store of the Women's National Relief Association. At 8.10 p. m. keeper and crew in surfboat went in search of capsized boat and found it abreast of North Point Light and 3 miles offshore. Owing to the smoke from the city and the distance the accident could not have been seen from the station.
July 17	Point Adams, Oregon....	Am. str. R. Miller ..	Steamed too close to the spit and stranded near the jetty sands $2\frac{1}{2}$ miles WNW. of station. Life-saving crew in surfboat pulled alongside and at master's request carried out a kedge anchor and 75 fathoms of chain. The steamer was floated without injury.
July 18	Point Judith, Rhode Island.	Am. sc. L. M. Eaton	At 4.30 a. m. keeper was informed by light-house keeper that a vessel was on fire E. of the point. Securing the services of 2 men (inactive season) the keeper went to vessel, finding her abandoned and burned to the water's edge. Forty fathoms of fish net, found adrift, were taken to the station and held for a claimant.
July 18	Louisville, Kentucky.....	Canoe Annie C	Observed by lookout under sail near the cross dam of the falls. Picked up by station boat and towed out of danger.
July 18	Duluth, Minnesota, Lake Superior.	Slp., no name.....	Became unmanageable owing to too much sail and stranded on beach. Towed by keeper and a surfman to yacht club.
July 18	South Haven, Michigan, Lake Michigan.	Gas. lch. Flora V. and tow.	While towing 2 lighters machinery became disabled and boat stranded on South Beach $\frac{1}{2}$ mile SSW. of station. Keeper telephoned for a tug and then went to launch in surfboat. The tug did not respond, but the life-savers nevertheless succeeded in pulling both launch and lighters clear and towing them into harbor.
July 18	Two Rivers, Wisconsin, Lake Michigan.	Am. sc. Belle.....	While leaving harbor in tow of a launch drifted against a pier and could not get clear. The station crew warped her to a point where she could make sail.
July 19	Blue Point, New York....	Catboat Willie K....	Capsized in heavy rain squall 1 mile NW. of station and about same distance offshore, her 3 occupants being rescued by a passing steamer. Catboat discovered by keeper when rain ceased. With 3 volunteers (inactive season) he went out in small sailboat, righted the overturned boat, recovered her gear and towed her to the station.
July 19	Oswego, New York, Lake Ontario.	Scow, no name.....	Two seamen from the barge Lucy of Montreal went out on the lake in a scow to get a barrel of water, and when coming back into harbor capsized. Station crew went to assistance in dinghy, righted and bailed scow, put the barrel on board, and sent the sailors on their way.
July 19	Duluth, Minnesota, Lake Superior.	Gas. lch. Ethel.....	Machinery disabled while coming up the river. Station crew in launch towed her to the Marine Iron Works for repairs.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. July 19	Charlevoix, Michigan, Lake Michigan.	Canoe Pixie	Parted moorings and drifted out into lake. Recovered by a surfman and returned to owner.
July 19	Milwaukee, Wisconsin, Lake Michigan.	Rowboat, no name.	Went adrift during night. Recovered by a surfman and returned to owner.
July 19	Kewaunee, Wisconsin, Lake Michigan.	Am. sc. Pearl	Assisted by station crew to warp into harbor, the wind blowing an offshore gale.
July 20	Saint Joseph, Michigan, Lake Michigan.	Slp. yt. Mildred	Charles Olsen, owner and master, having fallen overboard and drowned 20 miles offshore, the 2 passengers aboard yacht beached her and waded ashore. The station crew hauled the boat up on the beach, stripped her, and stowed all her gear in the station for safe-keeping.
July 22	Brigantine, and South Brigantine, New Jersey.	Gas. lch. Carolina ..	Broke down and became unmanageable, the 2 occupants beaching her $\frac{1}{4}$ mile N. of Brigantine station, whose keeper telephoned to South Brigantine station for assistance to float launch. The following morning the 2 keepers and their volunteer surfmen (inactive season) got launch off. The 2 men were succored overnight at the Brigantine station.
July 22	Oswego, New York, Lake Ontario.	Nph. yt. Rixey	Engine disabled, and occupant attempted to make harbor by means of a small sail. The life-savers towed yacht to station, where repairs were made to her.
July 22	Charlotte, New York, Lake Ontario.	Slp. yt. Outlaw	While working out of the harbor in a fresh E. wind missed stays and fouled a pier. Station crew went to sloop in surfboat and found that nearly all of the 7 occupants had escaped to pier. The 3 women of the party were taken into the surfboat, and the men getting back into sloop all were taken to the yacht club.
July 22	Cleveland, Ohio, Lake Eric.	Nph. lch. Lake- wood.	Observed by lookout $\frac{3}{4}$ miles W. of station, apparently disabled and drifting toward dangerous shore. Taken to place of safety by station crew in surfboat.
July 22	Duluth, Minnesota, Lake Superior.	Racing shells (2), no names.	While being pulled in a regatta became water-logged. Station crew in launch and surfboat were close by and rescued crews of both shells, numbering 18 men all told.
July 22	.....do.....	Sc. yt. Water Lily...	While attending yacht club regatta became unmanageable owing to a heavy press of canvas. Station crew towed her to a nearby boathouse.
July 22	.....do.....	Slps. (2) Florence, North Wind.	The first-named sloop capsized at lower end of bay 5 miles SE. of station. Keeper informed of accident by telephone. Life-savers went to assistance in surfboat and launch and found sloop on the beach and her crew freeing her of water. She was taken in tow by launch and returned to yacht club. The North Wind capsized $\frac{1}{2}$ mile SW. of station and 200 yards offshore while life-saving crew were assisting the Florence. Discovered by surfman returning to station from liberty, who went out in dinghy and with assistance of other boats righted sloop and towed her to yacht club. Her 3 occupants were picked up by a gasoline launch.
July 22	Charlevoix, Michigan, Lake Michigan.	Slp. White Wings ..	Had made several unsuccessful attempts to enter the channel against baffling winds and strong outward current. Life-savers ran a line from her to the pier and warped her into harbor.
July 22	Muskegon, Michigan, Lake Michigan.	Slp., no name.....	Grounded 3 miles S. of station, the occupants landing in their tender. Station crew went to sloop in surfboat, but owing to heavy NW. wind were unable to release her. A tug was called, and, the life-savers assisting, it pulled the sloop off.
July 22	Michigan City, Indiana, Lake Michigan.	Yts. (2) Niobe, Gen- evieve.	Parted moorings and went adrift. Picked up by life-savers and towed to station.
July 23	Cuttyhunk, Massachu- setts.	Gas. lch. Woodpile.	Engine disabled by boarding seas. Dragged anchor and brought up $\frac{1}{2}$ mile NE. of station and same distance offshore. Boarded by keeper (inactive season) in dory, who as-

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. July 23	Cuttyhunk, Massachusetts.	Gas. lch. Woodpile.	sisted crew of launch to free her of water and piloted her to an anchorage in Cuttyhunk Pond. Keeper then took the six persons on board to the station, gave them dry clothing from the store of the Women's National Relief Association and succored them over night. The next morning he piloted them out of the Pond.
July 23	Bayhead, New Jersey....	Slp. yt. Auntie.....	While endeavoring to make Sandy Hook for a harbor fouled a fish pound, carrying away jib and some rigging, disabling her. Sloop anchored, but cable parted and wind and sea drove her on the beach at 3.30 a. m. $\frac{1}{2}$ mile S. of station. Crew of 6, waded ashore, but returned to sloop, where keeper found them at 5.45 a. m. He took them to station, gave them a change of clothing from the store of the Women's National Relief Association, and breakfast. They left station same day, but returned Aug. 9 and attempted to float sloop, but, failing, sold her as she lay.
July 23	Metomkin Inlet, Virginia.	Bateau Nannie J. Long.	A man under the influence of liquor went fishing despite the efforts of the acting keeper to dissuade him. He was watched from the station and shortly his boat was seen going seaward with the strong ebb tide. The acting keeper and a telephone lineman of the Service manned the latter's launch and reached the bateau as it was nearing the breakers. They towed it to the station.
July 23	Buffalo, New York, Lake Erie.	Slp. yt. Paragon....	While trying to cross the bow of the steamer Darius Cole got under one of the steamer's paddleboxes. One of the occupants of the sloop jumped on board the Cole, which then backed clear and left the yacht and her remaining occupant to drift toward the Erie Basin Breakwall, where she would have soon been dashed to pieces had not the life-saving crew reached her before she struck. After clearing the rigging that was dragging overboard, the surfmen took the sloop in tow, and managed to keep her clear of the rocks. A tug-boat came up and giving the surfboat a line, towed both boats to the Buffalo Yacht Club.
July 23	Erie, Pennsylvania, Lake Erie.	Slp. Bonita.....	While sailing in the bay caught on an old sunken wreck. Putting one of their number on board to handle the sails, the station crew pulled her clear.
July 23	Marblehead, Ohio, Lake Erie.	Nph. lch. Alzora..	Lost her rudder. At request of owner keeper took three steering oars and navigated her to a place of safety at the quarry dock.
July 23	Louisville, Kentucky.....	Skiff, no name.....	Capsized $\frac{1}{2}$ mile NW. of station. Surfmen rescued occupants and took them and their boat to the station.
July 23	Holland, Michigan, Lake Michigan.	Sailboat, no name..	Capsized 700 yards from station; occupant rescued by a passing launch. Station crew assisted in righting boat.
July 23	Old Chicago, Illinois, Lake Michigan.	Gas. lch. Ella.....	Broke down near the station, and rapidly drifting lakeward with 10 persons on board. Picked up by life-saving crew in surfboat and taken to station, where temporary repairs were made to engine.
July 25	City Point, Massachusetts.	Gas. lch. High Ball.	Disabled between Marblehead and Highland and towed by tug to station, whence it was taken by Service launch to its moorings.
July 25	Humboldt Bay, California.	Nor. str. Tri-Color.	Wrecked on the rocks near Cape Mendocino 20 miles S. of station. Life-savers in surfboat were towed to scene of disaster by a tug. They transferred the ship's crew to the tug and aided them in securing their clothing, etc., from the wreck.
July 26	City Point, Massachusetts.	Gas. dory Doyil....	Adrift; picked up by life-savers and towed to station.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. July 26	Ashtabula, Ohio, Lake Erie.	Scow, no name.....	On way out to vessel with coal, towed by naphtha launch; swamped and sunk by wash from passing steamer at 7.30 a. m. $\frac{3}{4}$ mile E. of station. Man in scow, Adelbert McFarlin, sunk with it and did not come to the surface.
July 26	Cleveland, Ohio, Lake Erie.	Rowboat, no name.	Found adrift 3 miles NW. of station. Towed by a surfman to station and held for a claimant.
July 26	Duluth, Minnesota, Lake Superior.	Gas. lch. Arbutus..	Engine disabled at 9.30 p. m. in harbor channel $\frac{3}{4}$ mile W. of station and $\frac{1}{4}$ mile offshore. Shouts of the two occupants heard at station. Boat picked up by keeper and a surfman in station launch and towed to 6th Avenue slip.
July 26	.....do.....	Racing shell, no name.	Capsized 100 feet S. of station and same distance offshore. Two surfmen in dinghy picked up the two occupants and took them and their shell to a dock.
July 26	Plum Island, Wisconsin, Lake Michigan.	Am. str. George Presley.	Discovered by lookout, afire, $3\frac{1}{2}$ miles NW. of station and 1 mile offshore. Life-savers started to vessel in surfboat and on way met ship's crew of 16 coming ashore in small boats. As steamer was all ablaze and drifting rapidly landward keeper decided that no salvage work could be done, and therefore piloted the sailors into West Harbor. Soon after they landed the Presley came ashore so close to West Harbor dock that the dock caught afire. Life-savers fought the flames for 3 hours before getting them under control. The steamer was a total loss.
July 27	Ludington, Michigan, Lake Michigan.	Canoe, no name....	Fouled ferry cable and capsized, the two occupants reaching shore unaided by means of the cable. They were taken to the station by life-savers, but declined offer of dry clothing and stimulants.
July 27	Pentwater, Michigan, Lake Michigan.	Rowboat, no name..	Capsized about 500 feet E. of station; two occupants rescued by the ferryman. Their boat was recovered by life-savers and bailed out.
July 28	Big Sandy, New York, Lake Ontario.	Gas. lch., no name..	Sighted 1 mile N. of station flying distress signal. Life-savers went to investigate and found that launch had exhausted her fuel. She was taken in tow for Lake View, where a supply of gasoline was procured. There were 25 persons on board.
July 28	South Haven, Michigan, Lake Michigan.	Slp. Babe.....	Rudder broken $\frac{1}{2}$ mile W. of station and same distance offshore. Discovered by lookout at 8 p. m. Keeper and 2 surfmen in Whitehall boat picked up boat and brought it and its three occupants to the station.
July 29	Nauset, Massachusetts...	Slp. Maud S.....	Off the harbor 3 miles W. of station and $\frac{1}{2}$ mile offshore and signaling for pilot. Keeper responded in station dory and brought sloop in to an anchorage.
July 29	Racine, Wisconsin, Lake Michigan.	Gas. lch. Violet Louise.	Word received by telephone that launch was ashore on Wind Point, but that assistance of station crew would not be needed until following morning, as crew of vessel had landed. Life-savers went to launch at 4.15 a. m. in tow of a tug, ran lines, etc., and the tug hauled her off. She was taken to the station, where necessary repairs were made to her.
July 30	Fletchers Neck, Maine....	Am. sc. William Slater.	Anchored in bay 2 miles N. of station and $\frac{1}{2}$ mile offshore; leaking dangerously; crew sick. Master came to station at 7 a. m. and asked assistance in getting his anchors preparatory to having his vessel towed in. Keeper went to schooner in surfboat, but tug could not undertake work of bringing vessel in owing to rough sea. Keeper double-reefed mainsail and assisted at pumps for 8 hours, then took captain and his wife ashore. Next morning keeper returned with volunteer crew and found schooner still leaking badly,

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. July 30	Fletchers Neck, Maine ...	Am. sc. William Slater.	with her jibstays parted and her masts adrift. Her masts were temporarily stayed by a hawser and her pumps were kept going until wind and sea moderated, when the keeper went ashore and summoned a tug, which towed vessel into harbor.
July 30	City Point, Massachusetts.	Slp. Niad.....	Masthead carried away during a squall, bringing all the top hamper to the deck. Towed by station launch to moorings in Pleasure Bay.
July 30	Nauset, Massachusetts...	Am. sc. Lavonia ...	Went ashore during night, in thick, rainy weather. Proved a total loss in spite of efforts of her crew and the station keeper to save her. Her crew were succored at station until next afternoon, when keeper secured transportation for them to Boston.
July 30	Squan Beach, New Jersey.	Rowboat, no name.	A man and two women, while in bathing, got beyond their depth and became involved in a current. Dr. F. Herbert put after them in a small boat and picked them up, but a sea capsized his boat and Mr. Frank Brown and Eva Brown, his daughter—two of the bathers—drowned. Dr. Herbert succeeded in getting Miss Todd, the other bather, to the shore in an unconscious condition. News of the accident did not reach the station, nearly a mile away, until some time after it occurred. Assisted by a fisherman the keeper pulled to the scene in a skiff and helped to resuscitate Miss Todd. He then recovered the capsized boat and returned it to owner.
July 30	Oswego, New York, Lake Ontario.	.....do.....	Sighted by lookout, abandoned and adrift, 4 miles out on the lake. Recovered by a surfman, towed to the station, and delivered to owner.
July 30	Cleveland, Ohio, Lake Erie.	Slp. yt. Argo.....	At 8 p. m. keeper received a telephone message that a sloop was in trouble 4 miles W. of station. Station crew went out in surfboat and met sloop, with jib carried away, trying to make harbor. A surfman went aboard and sailed her to the station.
July 30	South Haven, Michigan, Lake Michigan.	Canoe, no name.....	Adrift; picked up by a surfman, brought to station, and delivered to owner.
July 31	Gloucester, Massachusetts.	Slp. Dipper.....	About 6 p. m. 2 men went out to a launch to put it in condition for weathering a storm and saw the Dipper go adrift. They boarded the sloop and dropped her 2 anchors, but failing to hold her by that means, they put overboard a large piece of iron ballast, which brought her up. While engaged in this work they did not notice where the Dipper was drifting, and when she stopped they found themselves in dangerous waters about 500 yards offshore and unable to escape by their boat. News of their predicament was telephoned to the keeper by the light keeper at Annisquam at 9.15 p. m. The keeper of the life-saving station hurriedly assembled a volunteer crew (inactive season) and took them in a hired conveyance to Annisquam, but finding it too dangerous to launch a boat at that point, engaged a wagon to haul the Humane Society boat, of which the light keeper had charge, to Davis Neck, taking the light keeper along to act as pilot. The life-savers pulled out to the locality where the 2 imperiled men were thought to be, but not finding them, burned a Coston signal. Getting no answer they went in closer to the rocks off Diamond Cove and burned another signal, soon afterwards hearing cries near a breaking ledge. A rescue was then made. The scene of this rescue was 5 miles N. of the life-saving station.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. July 31	City Point, Massachusetts.	Am. sc. Cosmopolitan.	Dragging her anchors through a fleet of yachts and in danger of striking stone wall at pumping station. Discovered by lookout at 9.40 p. m. Station crew in surfboat boarded vessel, and let go her starboard anchor, which brought her up in good holding bottom.
July 31	.....do.....	Slp. Souvenir.....	While returning from schooner Cosmopolitan station crew observed a green Coston signal burning at Head House, Marine Park, signifying that an accident had occurred at Pleasure Bay. They went in launch and 14-foot rowboat to investigate and found sloop abandoned and pounding heavily against the iron pier. The launch was anchored to windward, a line was run to the sloop, and her rigging cut clear. She was then towed safely away and anchored under the lee of Castle Island.
July 31	Niagara, New York Lake Ontario.	Yt. Whim.....	Stranded $\frac{3}{4}$ mile SW. of station. Life-savers went to assistance in surfboat, listed yacht, ran an anchor, and floated her. They then towed her to a dock.
July 31	Lake View Beach, Michigan, Lake Huron.	Gas. lch. J. D.....	Disabled 5 miles NE. of station and made distress signal. When life-savers arrived on scene the sea was high and rapidly making. They towed launch into the Saint Clair River, a distance of $6\frac{1}{2}$ miles. (See letters of acknowledgment.)
July 31	Marquette Michigan, Lake Superior.	St. piledriver, no name.	Dragged her anchor and went on the beach in the breakers 2 miles N. of station. As the tug Ward, which had come on the scene, was unable to reach driver, the life-savers pulled through the breakers and made fast a hawser. The tug then pulled her off.
July 31	Frankfort, Michigan, Lake Michigan.	Gas. lch. Violet Louise.	Reported by lookout in distress near the south pier. Life-savers went to her in surfboat and found her pounding against the piling with her crew exhausted by 11 hours' continuous bailing. The launch was towed to the station and her crew put to bed. The surfmen cleaned her out and renewed her supply of gasoline, and the following morning assisted her crew to repair her.
Aug. 1	Duluth, Minnesota, Lake Superior.	Shell, no name.....	Capsized $\frac{1}{2}$ mile W. of station. Life-savers in launch and dinghy picked up occupant and towed shell to a dock.
Aug. 2	Newburyport, Massachusetts.	Slp. yt. Grayling....	Grounded on Pull Point Reef $\frac{1}{2}$ mile N. of station. Life-savers boarded her, ran out her anchors, bailed her out, and floated her, taking her to a safe anchorage.
Aug. 2	City Point, Massachusetts.	Am. str. Orontes....	Went adrift on night of July 31 during strong blow and stranded on beach $2\frac{1}{2}$ miles from station. Life-savers in launch hauled her off into deep water.
Aug. 2	Point Allerton, Massachusetts.	Slp. yt. Agnes.....	Grounded on a spit 2 miles N. of station. Life-savers boarded her, ran out her anchor, and at high tide floated her.
Aug. 2	Rocky Point, New York..	Sharpie, no name....	Adrift. Picked up by life-savers and taken to station to await claimant.
Aug. 2	Santa Rosa, Florida.....	Aus. str. Alberta....	At request of master reported to the Gulf Transit Company.
Aug. 2	Oswego, New York, Lake Ontario.	Nph. lch. Rixey....	Machinery disabled and stranded on beach 3 miles E. of harbor entrance. Life-savers in surfboat hauled her afloat and towed her to station for repairs.
Aug. 2	Louisville, Kentucky.....	Flatboat, no name..	In danger of going over the Kentucky chute of the falls. Towed by life-savers to a safe place.
Aug. 2	Racine, Wisconsin, Lake Michigan.	Gas. lcn., no name..	Machinery disabled 2 miles S. of station. Discovered by patrol and station notified by telephone. Life-savers in surfboat brought launch to station and made necessary repairs.
Aug. 3	Monomoy Point, Massachusetts.	Slp. yt. Kittiwake..	Stranded on beach. Station crew hauled her out into deep water.
Aug. 3	Little Egg, and Little Beach, New Jersey.	Am. sc. Mary A. Fisher.	Missed stays while beating out of the inlet and ran ashore on Little Egg Harbor shoals. The two station crews ran out a kedge anchor and hauled her afloat.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Aug. 3	Thunder Bay Island, Michigan, Lake Huron.	Br. str. Wexford...	Blew out cylinder head at 11 p. m. 4 miles E. of Island and 4 miles offshore; blew distress signal. Station crew reponded in surfboat and at request of master returned to shore, wired news of accident to owners, ordered new cylinder and sent tug to steamer.
Aug. 5	Salisbury Beach, Massachusetts.	Lch. Leonora.....	Machinery disabled 2 miles SE. of station and 200 yards offshore. Life-savers in surfboat picked up launch and started with her for an anchorage in Hampton River, but on the way turned her over to another power boat.
Aug. 5	Harvey Cedars, New Jersey.	Scow, no name.....	Overloaded with a cargo of hay and sunk 1 mile W. of station. Life-savers transferred hay to another scow, pumped sunken scow out and towed her to safe place.
Aug. 5	Brazos, Texas.....	Am. str. Manteo....	Ran aground on the bar $\frac{3}{4}$ mile N. of station. Life-savers boarded her, ran out her anchors, got a heavy strain on her cables, shifted her cargo from aft forward, and, with the aid of her own power, floated her.
Aug. 5	Marblehead, Ohio, Lake Erie.	Slp., no name.....	Struck by a squall and swept out to sea. Recovered by station crew and towed, with its two occupants, to Lakeside.
Aug. 5	Lake View Beach, Michigan, Lake Huron.	Rowboat, no name.	Adrift on lake with 2 men on board. Picked up by station crew 2 miles offshore when in imminent danger of being capsized by a squall.
Aug. 5	Bois Blanc, Michigan, Lake Huron.	Am. sc. Waunetta..	During a brisk SW. wind stranded 6 miles W. of station. Floated by life-savers after an hour's hard work.
Aug. 5	Saint Joseph, Michigan, Lake Michigan.	Gas. lch., no name..	Fuel exhausted and unable to return to shore. Towed into harbor by station crew.
Aug. 5	Old Chicago Illinois, Lake Michigan.	Yt. Christina.....	Capsized with 5 men on board $\frac{1}{2}$ mile NNE. of station. Four men picked up by passing launch; fifth man rescued by life-saving crew, who towed yacht back to port.
Aug. 5	Milwaukee, Wisconsin, Lake Michigan.	Slp. Topsy.....	Capsized during a heavy squall, the 6 occupants picked up by a near-by launch. Life-savers righted sloop, bailed it out, and towed it to station.
Aug. 6	Cranberry Islands, Maine.	Am. sc. Mary E. Smith.	Lost in dense fog. Found by station crew and piloted to an anchorage.
Aug. 6	Gloucester, Massachusetts.	Am. str. Moses Adams.	While getting under way in a fog stranded on Whale Back Rock, $\frac{3}{4}$ miles E. of station. Life-savers went to her in surfboat, ran out anchors, and with buckets kept the water rising in her hold from reaching the fires, her pumps being unequal to the task. She was finally floated, and with the 15 persons on board towed to Gloucester.
Aug. 6	City Point, Massachusetts.	Gas. lch. Ventura II.	While on trial trip steering gear fouled and launch collided with the sloop Saturn, carrying away her smokestack and doing other damage. Station crew in launch towed her to a wharf.
Aug. 6	Monomoy Point, Massachusetts.	Gas. lch., no name..	Found on the beach by a patrolman, the occupants having lost their bearings in the fog. Patrolman gave them information as to the locality necessary to enable them to get away.
Aug. 6	Sandy Point, Rhode Island.	St. yt. Coronet.....	Discovered by life-savers in a fog and standing towards the shore. Found to be in need of a pilot, and one who happened to be at the station at that time was placed on board.
Aug. 6	Spermaceti Cove, New Jersey.	Slp. yt. Cruiser.....	Engine disabled; fouled dyke in the Shrewsbury River before an anchor could be let go. Life-savers got launch clear and turned her over to a launch which towed her to the Highlands.
Aug. 6	Hereford Inlet, New Jersey.	Small boat, no name.	Adrift; picked up by a surfman, towed to station, and held for a claimant.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Aug. 6	South Chicago, Illinois, Lake Michigan.	Slp. yt., no name...	Capsized by a squall. The occupant was picked up by the schooner Emily and Eliza and turned over to life-savers, who took him to the station and gave him dry clothing from the store of the Women's National Relief Association. Station crew also recovered his boat.
Aug. 7	Jerrys Point, New Hampshire.	Am. sc. Genthe.....	Grounded in a dense fog on Jamaica Point. Station crew placed hawsers and chains under her, and with assistance of two small boats and a lighter succeeded in floating her.
Aug. 7	Little Egg, New Jersey..	Slp. yt. Salome.....	Grounded on the Middle Ground $\frac{1}{2}$ mile W. of station. Floated by life-savers.
Aug. 7	Atlantic City, New Jersey.	Rowboat Pablito...	Drifting toward the breakers on the inlet bar. Reached by station crew in time to prevent her from entering first line of breakers. The boat and its two occupants were landed at the boathouse. They were exhausted from pulling against the strong ebb tide.
Aug. 7	Point Bonita, California.	Barge San Lorenzo.	At 10.30 p. m. two surfmen heard cries for help somewhere off the point. Station crew went out in surfboat to investigate and found a barge loaded with lime and rock drifting to sea. The master (the only person on board) was carried to the station. A tug, called by the keeper, towed the barge into port.
Aug. 8	City Point, Massachusetts.	Slp. Thelma.....	Lost rudder off Peddock Island, $\frac{1}{2}$ miles SE. of station. Master came to station in tender, and at his request life-savers in launch towed sloop to a wharf at East Boston.
Aug. 8	.....do.....	Gas. dory Carrie....	Machinery disabled $\frac{3}{4}$ mile NNE. of station and 500 yards offshore. Station launch towed dory to yacht club float.
Aug. 8	Galveston, Texas.....	Skiff Navahoe.....	Caught in a squall; oars broken; half filled with water; $\frac{1}{2}$ mile N. of station and same distance offshore. Boat and the two occupants picked up by life-savers in surfboat and taken to station.
Aug. 8	Duluth, Minnesota, Lake Superior.	Gas. lch., no name..	Fuel exhausted and yawl rendered unmanageable. Keeper and a surfman in station launch towed her to an anchorage near the boat club.
Aug. 8	Plum Island, Wisconsin, Lake Michigan.	Slp. yt. Tarton.....	Stranded on rocks on the Middle Ground in Detroit Harbor, 3 miles N. by E. of station. Keeper informed by telephone of accident. Life-savers carried out a heavy anchor, and a watch tackle was clapped onto the cable, and with the assistance of the tug Messenger the yacht was floated.
Aug. 9	Barnegat, New Jersey....	Slp. Mabel.....	Grounded in Barnegat Inlet while attempting to work out of shallow water from North Beach. Station crew went to assistance in surfboat, carried out a heavy anchor, and hove sloop afloat.
Aug. 9	Cleveland, Ohio, Lake Erie.	Gas. lch. Delight...	Stranded on the breakwater at 4.50 a. m. Master of launch came to station for assistance. The life-savers immediately responded, but were unable to get boat off. Keeper sent for a tug, which soon floated her. Station crew then towed her to a dock.
Aug. 9	Grand Haven, Michigan, Lake Michigan.	Canoe, no name.....	Capsized $\frac{1}{2}$ mile from station and 400 feet offshore with 2 men on board. One surfman pulled out in surfboat and keeper and another surfman ran along the beach and swam out to canoe. Boat and one occupant were picked up, the other having succeeded in reaching shore before life-savers came to the rescue.
Aug. 9	Fort Point, California....	Fish boat, no name.	Swamped by a swell and capsized on rocks at Fort Point at 4.20 a. m. $\frac{3}{4}$ mile W. of station. Discovered by two surfmen from station lookout, who assisted the two occupants to the sea wall. Life-savers came from station in surfboat and after an hour's hard work got boat clear, taking it and the two men to the station

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Aug. 10	Fourth Cliff, Massachusetts.	Dory, no name.....	Went adrift with a lot of fishing tackle on board. Recovered by a surfman and turned over to owner.
Aug. 10	Monomoy Point, Massachusetts.	Canoe, no name....	Reported by lookout in distress 3 miles offshore. The life-savers in station launch went out to investigate and found occupant under influence of liquor. They brought the man and canoe ashore.
Aug. 10	Pointe aux Barques, Michigan, Lake Huron.	Am. str. W. B. Morley.	Grounded on Point Hope, 8 miles SE. of station, keeper being notified by telephone of stranding. Life-savers went to assistance in surfboat, but nothing could be done to float steamer until arrival of a wrecking outfit that had been sent for. In the meantime station crew took soundings and placed buoys to mark deep water for wrecking operations. The following morning a tug and 2 lighters arrived, and when 300 tons of cargo had been removed steamer came off apparently uninjured.
Aug. 10	Tawas, Michigan, Lake Huron.	Nph. lch. Ketch Me.	Machinery disabled while leaving Tawas Beach and began drifting toward the shore. Picked up by station crew in surfboat and towed to a dock for repairs.
Aug. 10	Two Rivers, Wisconsin, Lake Michigan.	Gas. lch., no name..	Reported by lookout disabled on the lake, $\frac{1}{2}$ mile from station and drifting rapidly toward the beach. Picked up by life-savers in surfboat when within 70 yards of the surf and towed to a dock.
Aug. 10	Plum Island, Wisconsin, Lake Michigan.	Am. str. Charles B. Hill.	Grounded on the rocks with 22 people on board, 3 miles NE. of Rock Island and 17 miles from station. Light keeper notified life-saving station by telephone. Coming alongside, the life-savers set to work to lighten steamer, throwing overboard 5,000 bushels of grain. A large anchor was then carried out, and with the assistance of 2 small fishing tugs the steamer was floated.
Aug. 11	White Head, Maine.....	Am. sc. Morris and Cliff.	Lost reckoning in dense fog while en route from Portsmouth to Rockland and, making breakers ahead, came to anchor close to the rocks and was unable to get underway. When fog lifted schooner was discovered by patrol flying distress signal. Station crew boarded her, made sail, got her anchors, and worked her into the open channel.
Aug. 11	Fire Island, New York...	Catboat Cecile.....	Grounded in channel through lack of proper pilotage. Station crew boarded her, carried out an anchor, and at flood tide hove her afloat.
Aug. 12	Plum Island, Massachusetts.	Rowboat, no name..	Adrift. Recovered by station crew and held for a claimant.
Aug. 12	City Point, Massachusetts.	Gas. dory, no name..	Owner came to station in a tender and stated that his engine was disabled. Life-savers in station launch towed dory to landing float.
Aug. 12	Quonochontaug, Rhode Island.	Nph. lch. Viking....	Fuel of launch having become exhausted master decided to beach her. Seeing boat coming ashore, the life-savers hurried out to her in surfboat, but her four occupants reached land before surfboat came up. Station crew bailed her out and hauled her up out of reach of the surf. She was hauled afloat the following day by a wrecking tug.
Aug. 12	Harvey Cedars, New Jersey.	Scow, no name.....	Dragging her anchor and drifting ashore; carrying cargo of hay. Life-savers boarded her, cleared her anchor and let it go again, with another one, which held her.
Aug. 12	Charlevoix, Michigan, Lake Michigan.	Gas. lch. Two Step..	Out on lake and unable to get back into port on account of high seas; occupant beached launch and telephoned to station for help. Life-savers found boat lying broadside to the surf and full of water. They bailed her out and hauled her farther up the beach.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Aug. 12	South Haven, Michigan, Lake Michigan.	Gas. lch. Phylida . . .	At about 7 p.m., while crossing the harbor with 14 persons on board (12 of them passengers), ran under stern of steamer Eastland, had bow crushed, and sunk. In the collision the fuel tank of launch was demolished, the gasoline igniting and spreading the flames in all directions. Station crew went to rescue in Whitehall boat, skiff, and three other small boats. Running into the flames, they picked up 6 of the imperiled persons, the others being rescued from the pier by persons on shore. Some of those rescued were painfully burned, and were treated at the station. Two of them were given a change of clothing from the store of the Women's National Relief Association. The life-saving crew recovered from the water two pocketbooks and other personal property belonging to the rescued persons.
Aug. 12	Milwaukee, Wisconsin, Lake Michigan.	Rowboat, no name.	Adrift along the beach; discovered by patrolman between 2 and 4 a. m., taken to station, and restored to owner.
Aug. 13	Jerrys Point, New Hampshire.	Nph. lch., no name . . .	Grounded on Fishing Island flats; floated by station crew.
Aug. 13	City Point, Massachusetts	Gas. dory Emma . . .	Engine disabled near station. Towed by surfman to the Mosquito Yacht Club.
Aug. 13	Monomoy, Massachusetts	Gas. lch. Adria	Sighted by lookout $\frac{1}{2}$ miles E. of station, her colors union down. Station crew found her engine disabled. They towed her to Monomoy Point and there telephoned for a launch to tow her to Chatham.
Aug. 13	Spermaceti Cove, New Jersey.	Slp. yt. Peter	In a dangerous position on the bar, with 16 persons on board. Towed by station crew to an anchorage.
Aug. 13	Erie, Pennsylvania, Lake Erie.	Scow, no name	Broke adrift from the tug Wm. P. Donnelly and went on the beach. Launched by station crew and towed back to the tug.
Aug. 13	. . . . do	Lighter, no name	Sank with a load of machinery while being towed from Ashtabula to Buffalo. At request of master of tug having lighter in charge, two men from the station went to scene of sinking, located the lighter, and buoyed it. Wreckers recovered the machinery, but the lighter was a total loss
Aug. 13	Harbor Beach, Michigan, Lake Huron.	Am. sc. Buckeye State.	Entered harbor in a leaking condition and signalled for help. Station crew boarded vessel and worked her pumps until laborers removed her deck load. Then she stopped leaking.
Aug. 13	Grand Haven, Michigan, Lake Michigan.	Scow, no name	Left by some boys on the beach, and began to pound when the sea rose. Hauled out of danger by station crew.
Aug. 13	Michigan City, Indiana, Lake Michigan.	Slp. yt. Anna Touraine.	Overtaken by darkness 2 miles W. of station, weather squally; did not know how to get into harbor, and waved light. Signal was seen by lookout at 11 p. m. Station crew went out in surfboat and guided yacht in.
Aug. 13	Jackson Park, Illinois, Lake Michigan.	Slp. yt. Flirt	Disabled in the breakers $\frac{3}{4}$ mile S. of station and drifting toward the beach. Picked up by station crew in time to prevent her striking against the pier. There were 4 persons on board.
Aug. 14	Big Sandy, New York, Lake Ontario.	Canoe, no name	Occupant of canoe en route to the Thousand Islands. When abreast of station wind became so heavy that he could not make headway, and began to drift astern into the lake. Life-savers picked up boat 5 miles from the shore and took it, with the occupant, to the station.
Aug. 14	Oswego, New York, Lake Ontario.	Scow, no name	Capsized near the beacon light and sank, one of the five occupants losing his life. (For detailed account see p. 22.)
Aug. 14	Beaver Island, Michigan, Lake Michigan.	Slp. yt. Lady Eileen	Entered harbor under full sail, the wind blowing fresh from E.N.E., and struck on the Middle Ground, 200 yards from station. Life-savers boarded yacht, took in her sail, and, with outside assistance, hove

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905.			
Aug. 14	Beaver Island, Michigan, Lake Michigan.	Slp. yt. Lady Eileen	her off into deep water, anchoring her in a safe berth. Her two occupants were women
Aug. 14	Holland, Michigan, Lake Michigan.	Rowboat, no name.	Adrift and going out into the lake. Recovered by a surfer in station skiff, and restored to owner.
Aug. 15	North Scituate, Massachusetts.	Gas. lches. (2), no names.	At request of owners, the keeper detailed 3 surfmen to take these launches to Cohasset, the weather being bad and the boats without anchors.
Aug. 15	Bogue Inlet, North Carolina.	Gas. sc. George N. Ives.	Ashore in Dudley's Island Creek 1½ miles N. of station. Life-savers floated her by carrying out anchors.
Aug. 15	Tawas, Michigan, Lake Huron.	Pile driver, no name	Drifting along the shore. When within 200 yards of station she was boarded by two surfmen, hauled on the beach, and made fast to a tree. She was later claimed by owners and taken away.
Aug. 15	Old Chicago, Illinois, Lake Michigan.	Rowboat, no name.	Swamped N. of harbor piers. Recovered by station crew and returned to owner. The occupant reached land unassisted. He was given a change of clothing from the store of the Women's National Relief Association.
Aug. 16	Nahant, Massachusetts...	Slp. yt., no name...	Broke adrift and grounded on Long Beach, Nahant Bay. Keeper and crew assisted owner to haul her out on the beach.
Aug. 16	North Scituate, Massachusetts.	Gas. lch., no name..	Lying on the beach and in danger of being injured by the surf. Station crew hauled her up above high-water mark.
Aug. 16	Orleans, Massachusetts ..	Dory Orleans No. 1.	Washed up on the beach. Taken in charge by station crew and owner notified.
Aug. 17	Fishers Island, New York	Slp. Lady Mary....	Grounded on the rocks 2½ miles NE. of station. Life-saving crew went to her in surfboat and carried out an anchor, but were unable to get her off. After securing more anchors from the station they succeeded in floating her. They remained by her until satisfied that she was not leaking, and, having assisted those on board to make sail, returned to the station.
Aug. 17	White River, Michigan, Lake Michigan.	Rowboat, no name.	Capsized in White Lake 1 mile E. of station. The two occupants were picked up before life-savers arrived on the scene. The surfmen towed boat to station for safe keeping.
Aug. 18	Fourth Cliff, Massachusetts.	.....do.....	Broke adrift from a yacht and drifted on rocky shore. Recovered by a surfer and restored to owner.
Aug. 18	Cuttyhunk, Massachusetts.	Yawl Iris.....	Grounded on a sandbar at the entrance to Cuttyhunk Pond and was floated by two launches. Keeper and 2 surfmen piloted yawl to a safe anchorage. There were 8 persons on board.
Aug. 18	Cold Spring, New Jersey..	Nph. lch., no name..	Stranded in Cold Spring Inlet; floated by station crew and taken to Sewells Point.
Aug. 18	Louisville, Kentucky.....	Small boat, no name	In danger near the middle chute of the falls. Picked up by life-saving boat and taken to station.
Aug. 18	Duluth, Minnesota, Lake Superior.	Gas. lch. Alta.....	Broke down near Duluth-Superior bridge and began drifting across the harbor. Two surfmen in station launch towed her to the coal dock on the Superior side.
Aug. 19	Cuttyhunk, Massachusetts.	Gas. lch. Grissando.	Unable to enter the Pond owing to master's unfamiliarity with waters. Keeper and two surfmen in station dory boarded launch and piloted her to a safe anchorage.
Aug. 19	.....do.....	Slp. Milton.....	Grounded on the bar at the entrance to Cuttyhunk Pond. Station crew went to assistance in dory, taking a large anchor, which they planted offshore, and getting a strain on the cable, floated boat at high tide. They then piloted her in and made her fast to a dock.
Aug. 19	Point of Woods, New York.	Catboat Sandpiper.	Capsized in shoal water 200 yards from station, the occupant wading ashore. Station crew hauled boat up on the beach and bailed it out.
Aug. 19	Marblehead, Ohio, Lake Erie.	Slp., no name.....	Occupants unable to handle boat, and drifting out into the lake. Towed by life-savers to station and hauled out on the beach. The two persons on board were intoxicated.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Aug. 19	Grand Haven, Michigan, Lake Michigan.	Lch. Margaret.....	Went ashore during squall, 5 miles N. of station; occupant escaped to land by wading. Station crew hauled launch up on the beach to a place of safety.
Aug. 19	Jackson Park, Illinois, Lake Michigan.	Slp. yts. Helen and Madamoiselle.	Disabled during a severe squall. Towed by station crew into harbor and anchored. There were 8 persons on board.
Aug. 20	Newburyport, Massachusetts.	Dory, no name.....	Adrift; picked up by a surfman and held for a claimant.
Aug. 20	City Point, Massachusetts	Sailboat Portia.....	Stranded on Nixey Mate 4 miles ESE. of station. Master came in a tender to station for assistance. Life-saving crew floated boat. The scene of the stranding was obscured from the station by Spectacle and Long Islands.
Aug. 20	.....do.....	Slp. May.....	Grounded close to the pier with five persons on board. Taking the station launch the keeper ran a hawser to the sloop, floated her, and towed her into deep water.
Aug. 20	Point of Woods, New York.	Slp. Elfin.....	Aground 2 miles WNW. of station. Life-savers went to assistance in sailboat, ran out an anchor and floated her. The keeper then sailed her into deep water and showed her occupants the channel leading to the bar.
Aug. 20	Duluth, Minnesota, Lake Superior.	Slp. yt. Whirlwind.	Struck by a heavy squall at 8 p. m. and capsized. The darkness rendered it difficult to locate her, but the station crew found her at 8.15 p. m. clinging to the keel. They were taken into the surfboat and, with the sloop in tow, carried to the yacht club, where the boat was righted and bailed out by the surfmen.
Aug. 20	Frankfort, Michigan, Lake Michigan.	Rowboat, no name.	Adrift; picked up by a surfman and returned to owner.
Aug. 21	Monomoy Point, Massachusetts.	Am. sc. M. C. Haskell.	Struck on the edge of Handkerchief Shoal at midnight of the 20th instant and discovered by lookout at 5.15 a. m. (For detailed account see p. 23.)
Aug. 21	Rocky Point, New York..	Catboat, no name..	Discovered by the patrol stranded in the breakers; hauled up on the beach by station crew. The one occupant reached shore unaided.
Aug. 21	Harbor Beach, Michigan, Lake Huron.	Skiff, no name.....	In danger of capsizing. Station crew took occupant into surfboat and landed him and his skiff.
Aug. 21	South Haven, Michigan, Lake Michigan.	Yt. Huntress.....	Fouled a pier while beating out of the harbor. Cleared by station crew.
Aug. 21	Jackson Park, Illinois, Lake Michigan.	Sailboat, no name..	Discovered by life-savers drifting bottom up in the lake. Recovered by a surfman, bailed out and towed into harbor. The occupant of sailboat had escaped to shore unassisted.
Aug. 22	Point Allerton, Massachusetts.	Sc. yt. Loyal.....	Reported by lookout ashore 2 miles NNW. of station. Station crew went to her in surfboat, weighed her anchor, made sail, and worked her out into the channel. There were 19 persons on board.
Aug. 22	Napeague, and Amagansett, New York.	Am. sc. Marion E. Rockhill.	Stranded 2½ miles offshore and ENE. of station, the wind being fresh from the SW. and weather foggy. Keeper of Amagansett station notified Napeague station of wreck and both station crews went to vessel, but were unable to float her. They landed the shipwrecked crew of 5 persons, with all their effects, and kept watch on the vessel until she was stripped by wreckers. She was totally lost.
Aug. 22	Corson Inlet, New Jersey.	Slp. Sunlight.....	Stranded near the beach on the bar. The station crew, assisted by her 3 occupants, floated her. The life-savers then took her in through the surf under power from her auxiliary gasoline engine.
Aug. 22	Marquette, Michigan, Lake Superior.	Gas. lch., no name..	Machinery disabled and drifting out into the lake. Picked up by station crew and towed into port.
Aug. 22	South Manitou Island, Michigan, Lake Michigan.	Gas. lch. Wonder...	Disabled 3 miles SE. of station and distress signals discovered by patrol at 10.30 p. m. Life-saving crew in surfboat towed launch to station.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905.			
Aug. 23	City Point, Massachusetts.	Rowboat, no name.	Adrift; picked up by a surfman and towed to station.
Aug. 23	Atlantic City, New Jersey.	Gas. lch. Lottie W..	Reported in distress by lookout. Life savers towed launch and its 1 occupant to the inlet.
Aug. 23	Great Egg, New Jersey ..	Gas. lch. Rudolph..	Aground 1 mile SW. of station with 8 people on board. Boarded by station crew, floated and towed to Atlantic City.
Aug. 24	Gilgo, and Jones Beach, New York.	Nor. str. Banes.....	Stranded during a fog on Jones Beach 1½ miles E. of Jones Beach station. Keeper notified Gilgo station and both life-saving crews responded, but found that a tug was required. The tug arrived the following morning and floated steamer.
Aug. 24	Marblehead, Ohio, Lake Erie.	Nph. lch., no name.	Disabled ¼ mile N. of station, with her anchor down, and dragging shoreward. The man and woman on board waded ashore and came to the station. The keeper and 2 surfmen went to launch in dinghy and towed her to a place of safety, where repairs were made.
Aug. 24	Duluth, Minnesota, Lake Superior.	Slp. yt. Golden Rod.	Stranded on a sand bar in the harbor. Owing to the darkness the accident was not discovered from shore, but a passing rowboat reported the mishap. Station crew hauled her afloat and towed her to an anchorage. There were 3 persons on board.
Aug. 24	Michigan City, Indiana, Lake Michigan.	Piledriver, no name	Deserted by tug during heavy squall. In response to distress signals station crew put out in surfboat, having first sent for a tug. They carried 2 of the 5 men on the driver ashore, the other 3, having been furnished life-preservers, deciding to remain on board. The tug that had been sent for came and towed the driver into port.
Aug. 25	Great Egg, New Jersey...	Nph. lch. Chloris...	A member of launch's crew landed at 8 p. m. and informed keeper that machinery of launch was disabled, and that the 5 persons on board desired to land owing to the dangerously high sea. The life-savers went out in surfboat and brought them all to the station, where they were succored overnight and given dry clothing from the store of the Women's National Relief Association. On the 27th their launch was towed to the station.
Aug. 25	Two Mile Beach, New Jersey.	Aux. slp. Anglesea..	Lost bearings during a heavy NE. gale and grounded on the W. bar of Turtle Inlet. Life-savers landed the 13 persons on board by the surfboat, took them to the station and gave them dry clothing from the store of the Women's National Relief Association. The stranded boat was pumped out, floated and taken to the inlet, where her machinery was overhauled. The keeper then piloted her to Holy Beach.
Aug. 25	Cape May, New Jersey....	Slp. Stella.....	Caught in a storm while fishing 10 miles SE. of Cape May, but managed to make an anchorage abreast of life-saving station, where she was boarded by life-savers, who landed her 7 occupants and took them to the station, where they were given dry clothing from the store of the Women's National Relief Association.
Aug. 25	Lewes, Delaware.....	Small boats, no names.	Several small boats and launches lying at anchor filled during a moderate gale. Life-saving crew bailed them out and hauled them up on the beach.
Aug. 25	Portage, Michigan, Lake Superior.	Gas. lch., no name..	Disabled 2 miles from station. Picked up by life-savers and towed to station. There was 1 man on board.
Aug. 25	Ludington, Michigan, Lake Michigan.	Slp. Katie.....	Discovered by lookout flying distress signals 7 miles SE. of station and 3 miles offshore. Keeper notified a tug and then went to assistance of sloop, finding her with her mast carried away and helpless. Life-savers made all secure on board, and tug towed sloop into port.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Aug. 25	Ludington, Michigan, Lake Michigan.	Canoe, no name....	While the life-savers were rendering assistance to the sloop Katie, a canoe with one man on board capsized 400 feet SE. of station. He was picked up by the lookout and landed with his boat at the station.
Aug. 26	Plum Island, Massachusetts.	Gas. lch., no name..	Ashore 1 mile N. of station. A surfman took a horse to abreast of launch and hauled it up the beach above high-water mark.
Aug. 26	Point of Woods, New York.	Nph. lch., no name..	Broken down 1½ miles W. of station. Life-savers in sailboat picked up launch and towed her to the oil works, where her 3 occupants were landed.
Aug. 26	Poyners Hill, North Carolina.	Scows(2), no names.	Stranded on the outer bar, became waterlogged, and went to pieces. Life-savers recovered 3 hawsers from scows and turned them over to owner.
Aug. 26	Bogue Inlet, North Carolina.	U. S. S. Lieut. Bernard.	Stranded on the Middle Ground in the inlet. As nothing could be done toward floating vessel until high tide the station crew landed her crew of 4. When the tide served they removed 2 tons of coal, planted anchors, floated the boat and towed her to a safe anchorage.
Aug. 27	Straitsmouth, Massachusetts.	Fish boat, no name.	Became unmanageable near the entrance to Rockport and anchored dangerously near the rocks. The station crew ran out anchors and prevented the boat from dragging pending the arrival of a launch to tow it into harbor.
Aug. 27	Nahant, Massachusetts..	Slp. Joe.....	In danger of foundering 1 mile E. of station and 1 mile offshore. Distress signal seen by lookout. Station crew picked up sloop and towed it to a safe anchorage, and landed the seven occupants.
Aug. 27	City Point, Massachusetts	Am. sc. Charlie Coy.	Began dragging during a heavy NE. blow. Station crew boarded her, cleared her foul anchors and let them go again. She then brought up and held.
Aug. 27	.....do.....	Sailboat, no name..	Capsized ¾ mile SSW. of station. Life-savers in station launch rescued the two occupants and landed them at Savin Hill. Their boat was taken to the station, where owner called for it.
Aug. 27	.....do.....	Canoe Bunnie; slp., no name.	Canoe at anchor and in danger of foundering. Station crew weighed anchor and towed her to the South Boston Yacht Club. Sloop was discovered adrift. Station crew reached her just in time to prevent her striking on the rocks. They towed her to an anchorage under the lee of the land.
Aug. 27	Point Allerton, Massachusetts.	Slp. Arrow.....	Anchored near the surf 1 mile E. of station, her occupants calling for help. Life-savers in surfboat towed sloop out of danger, and took the three men on board to the station, succoring them over night, and giving them dry clothing from the store of the Women's National Relief Association.
Aug. 27	Point of Woods, New York.	Gas. lch. Hawk.....	Dragged her anchors in a NE. gale of wind and drifted close inshore. Station crew ran out anchors and headed launch offshore, and then secured the services of a pilot to navigate her to Rockaway.
Aug. 27	Hereford Inlet, New Jersey.	Yt. Comet.....	Dragged her anchor during a fresh breeze and master beached her near station to prevent her being blown out to sea. Station crew floated her and three surfmen navigated her to Beach Creek, where she was safely anchored.
Aug. 27	Cleveland, Ohio, Lake Erie.	Am. str. Dorothy...	Cargo of dynamite on board; stranded on the new work at E. entrance to harbor. At request of master keeper went for a tug, and, returning again to steamer, ran lines and in other ways assisted in the work of getting her off.
Aug. 27	Louisville, Kentucky.....	Str. Kathine and 7 barges.	While entering harbor got out of the channel, and barges, coal laden, grounded on the rocks 300 yards from station. The steamer escaped without mishap. Station crew went to scene of accident and

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Aug. 27	Louisville, Kentucky.....	Str. Kathine and 7 barges.	secured one of the barges which had broken adrift and was being carried by the strong current towards the falls. They worked daily until Sept. 3 assisting steamer to recover her tow.
Aug. 27	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Adrift; picked up by a surfman, taken to station and delivered to owner.
Aug. 28	Newburyport, Massachusetts.	Gas. lch. Helen H....	Warned by signal from station that bar was impassable, but tried twice to cross it. When second attempt was made life-savers went out in surfboat and on reaching launch found her in a sinking condition. All but one of the five occupants were picked up by boat that had launch in tow. The missing man was found by the station crew clinging to the bottom of a skiff that had broken adrift from the launch. All five of the rescued persons were succored at the station overnight and given dry clothing from the store of the Women's National Relief Association.
Aug. 28	Chatham, Massachusetts.	Yt. Stoic.....	Anchored in shoal water at the entrance to Stage Harbor, and in danger of grounding at low water. A surfman sailed yacht to a safe anchorage.
Aug. 28	Ocean City, New Jersey...	Catboat, no name..	Grounded on the beach $\frac{1}{2}$ mile S. of station. Occupants reached land unaided. Life-savers hauled their boat up on the beach.
Aug. 28	Hatteras Inlet, North Carolina.	Am. sc. Alven.....	Grounded on a shoal near the inlet and hoisted distress signal. Life-savers boarded her, ran out an anchor, removed a number of bags of salt, and hove her off into deep water.
Aug. 28	Buffalo, New York, Lake Erie.	Slp. yt. Canadian..	Capsized. The two occupants were picked up by a passing tug. Life-savers assisted to right sloop and towed her to station. The persons rescued were given dry clothing from the store of the Women's National Relief Association. Their boat was held at the station until called for later.
Aug. 29	Spermaceti Cove, New Jersey.	Slp. yt. Ollanta....	Ashore on Hogback $1\frac{1}{2}$ miles W. of station. Boarded by life-savers, who found her with small anchor out, her master on board and the owner and his family (7 in all) on the beach. While the station crew were carrying out a large anchor with which to haul sloop afloat, the master and the owner's son put off in a yawl to get the small anchor and their boat capsized. The boy swam to the Ollanta, but the master was less at home in the water, and when the life-savers reached him he was about to sink. He was unconscious when rescued, and it took 15 minutes' work to resuscitate him. He was given a change of clothing from the store of the Women's National Relief Association. The station crew recovered the yawl, floated the yacht, and placed the owner and his family on board. (See letter of acknowledgment.)
Aug. 29	Atlantic City, New Jersey.	Slp. yt. Bonito.....	Reported standing off and on, with her ensign half-masted. Station crew went to investigate and found the four occupants seasick. They were taken into the surfboat and landed. At owner's request keeper engaged a pilot to go out and bring sloop in.
Aug. 30	Gurnet, Massachusetts...	Yawl Hutoka.....	Discovered soon after sunset aground on Browns Island. Station crew ran out a kedgie anchor, floated yawl and towed her into deep water.
Aug. 30	.....do.....	Am. sc. Alice S. Hawkes.	Just before midnight a surfman reported a bright light near Duxbury light-house. The keeper sent one of his men to investigate, who reported a vessel on fire between Squadish and the red light. While passing Squadish on way to vessel life-savers heard voices on shore, whereupon they landed and found the entire crew of the

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Aug. 30	Gurnet, Massachusetts.	Am. sc. Alice S. Hawkes.	Hawkes, 16 all told, who had abandoned ship. The master went along with life-savers in surfboat to wreck, but no salvage work could be done, and the party returned to the shore. On the 31st the station crew carried the shipwrecked men to Plymouth and the keeper secured for them free transportation to their homes.
Aug. 30	Sandy Point, Rhode Island.	Skiff, no name.....	Adrift in high wind. Recovered by life-savers and towed to station. Owner notified by telephone.
Aug. 30	Port Austin, Michigan, Lake Huron.	Slp., no name.....	Dismasted in a fresh SW. breeze 3 mile N. of station. Towed to station by life-savers.
Aug. 31	City Point, Massachusetts.	Slp. Allons.....	Stranded on the beach in Pleasure Bay, and fired gun at intervals as a distress signal. Station crew responded, got her fouled anchors on board, floated her, and towed her to the lee of Castle Island, where she was anchored with a good scope of cable.
Aug. 31	Cuttyhunk, Massachusetts.	Catboat Themis....	Anchored near a ledge of rocks and began dragging. While going to assistance of catboat life-savers came across one of the boat's crew who had swamped in a skiff on his way to station. He was picked up, and, reaching the catboat, the life-savers made sail aboard and piloted her to a safe anchorage.
Aug. 31	Narragansett Pier, Rhode Island.	Catboat Lucy.....	Reported by patrol at 4.50 a. m. near the lower pier. Station crew found boat on the rocks and her hull so badly injured that she could not be floated. They hauled her up on the beach for repairs.
Aug. 31	Forked River, and Barnegat, New Jersey.	Catboat Bertha....	Stranded on Ebb Tide Shoals 3 mile E. of Barnegat station. Crews of both stations went to assistance and remained by her until high tide, when she was floated.
Aug. 31	Atlantic City, New Jersey.	Catboat Olympia; slp. Bessicus	Both boats ashore on Absecon Inlet Bar. Station crew boarded the Olympia first, ran an anchor and floated her. They found the centerboard of the Bessicus carried away. It was recovered by dragging, and the boat was then pulled into deep water. The owner engaged a launch to tow her to a wharf, and the life-savers landed her seven passengers at the foot of Atlantic avenue. The five occupants of the Olympia remained on board.
Aug. 31	Two Mile Beach, New Jersey.	Yt. Ripple.....	Stranded on the bar at Cold Spring Inlet 1 mile WSW. of station, the wind blowing strong from NW. Life-savers boarded yacht and hauled her off into deep water. A surfman then went aboard and sailed her to Cape May City.
Aug. 31	South Haven, Michigan, Lake Michigan.	Lighter, no name...	Placed on the beach for the purpose of loading with gravel. When tug came to take her away the station crew ran the lines necessary for getting her off.
Aug. 31	Two Rivers, Wisconsin, Lake Michigan.	Yawl, no name.....	Belonging to schooner Elizabeth. Lost while being hoisted on board. Yawl recovered by station crew, and master of schooner notified.
Aug. 31	Point Adams, Oregon....	Catboat, no name..	Drifted against the boathouse in front of the station. Recovered by a surfman, taken to Kinney's netrack and made fast.
Sept. 1	Harbor Beach, Michigan, Lake Huron.	Gas. lch., no name..	Caught afire from hot engine when within 30 rods of station. Fire extinguished by station crew before much damage had been done.
Sept. 1	White River, Michigan, Lake Michigan.	Am. str. Petrel.....	Unable to make her landing owing to the darkness and bad weather, and was driven shoreward, striking a broken pile which pierced her hull. Responding to distress signal station crew rescued the engineer, who had been washed overboard, and took off the captain, landing both men. They saved all movable property possible, and when the storm had abated got the vessel free and hauled her out on the beach for repairs.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Sept. 1	Baileys Harbor, Wisconsin, Lake Michigan.	Am. str. Pewaukee.	Entered the harbor in tow of a tug during a heavy SE. gale. Crew of steamer attempted to anchor her, but the anchors could not be gotten overboard. Answering the signals of her whistle the life-savers boarded her and finding no gear for handling the anchors they hoisted one over with handspikes. On the 2d the steamer began to drag and the station crew went aboard and worked her other anchor over. Being again called to her by signal they found 4 feet of water in her hold. A tug was summoned to pump her out. On the 5th the life-savers went aboard and by dint of much labor got her anchors. She then started for East Shore.
Sept. 2	Salisbury Beach, Massachusetts.	Gas. lch. Wanderer.	Anchored off station. Occupant came ashore and stated that he was ill, without food, and unable to manage his boat. He was fed, and placed on board again by a surfman, with instructions from the keeper to take his launch to a safe anchorage.
Sept. 2	Point Allerton, Massachusetts.	Slp. yt. Agnes.....	Went ashore 2 miles N. of station with 8 persons on board. Life-savers went to assistance in surfboat, ran out an anchor, and at high tide floated yacht without injury.
Sept. 2	Old Harbor, Massachusetts.	Slp. yt. Stoic.....	Tried to enter Chatham without a pilot and stranded on a shoal 2 miles S. of station. Station crew went to assistance in surfboat, ran out an anchor, floated her when tide rose, and took her to a good anchorage.
Sept. 2	Lone Hill, New York.....	Am. sc. F. G. French.	Drifted within $\frac{1}{2}$ mile of the bar and anchored at 2.45 a. m. Light signals seen by patrol who alarmed the station crew. Life-savers went out and remained by schooner until daylight, when they assisted her crew to get her underway.
Sept. 2	Louisville, Kentucky.....	Flatboat, no name..	In danger near the middle chute of the falls. Station crew picked up boat and towed it and its occupant to the Government dredge.
Sept. 2	Middle Island, Michigan, Lake Huron.	Am. sc. D. L. Filer..	Sprang a leak off Rogers City, 50 miles from station while being towed in a head sea. Her crew were unable to free her of water, and her tug pulled her in under Middle Island, where she set distress signal. Station crew boarded her, piloted her to an anchorage, and worked at her pumps for 15 hours. On the 3d her master engaged 4 extra men, and took her to a drydock.
Sept. 2	Holland, Michigan, Lake Michigan.	Lch., no name.....	Broke down near the piers. Towed into port by station crew in Whitehall boat.
Sept. 2	Michigan City, Indiana, Lake Michigan.	Slp. yt. America....	At 7.30 p. m., near the close of a yacht race, the keeper saw a yacht to windward apparently vanish. Station crew went out in surfboat and found yacht dismasted and her crew of five badly frightened. They were taken into the surfboat and landed, but their boat drifted ashore and became a total loss. When this rescue was made, the wind was blowing a gale from the W., and there was a high sea running.
Sept. 2	Milwaukee, Wisconsin, Lake Michigan.	Am. sc. Kate E. Howard.	Reported out on the lake burning distress signals. At 8.30 p. m. station crew went to investigate, in tow of tug Simpson, but master of steamer declined offer of assistance. At 3.40 a. m. patrol saw light burning offshore. Station crew were again towed out by tug Simpson, and found same vessel dragging her anchors and in the breakers. The life-savers ran a line from her to the tug, weighed her anchors, and the tug towed her into harbor.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Sept. 3	Gloucester, Massachu- setts.	Slps. Aurora, no name.	The Aurora had parted her moorings, and the crew of the unnamed sloop went to her assistance. They left their own boat with the mainsail set, and it capsized while they were away. The station crew towed it ashore and righted it. They then boarded the Aurora, reefed her sails, and took her to a safe anchorage.
Sept. 3	CityPoint, Massachusetts	Slps. Puffin, Souve- nir, and Mamie.	Dragged their moorings during a strong SE. gale, the Puffin and the Souvenir going on the beach. The first-named boat was towed to a safe mooring, but the Souvenir, having received a hole in her bottom, was not floated until repairs had been made on the following day. The Mamie was brought up with a small anchor before getting to the beach. The station crew towed her, with her six occupants, to a secure mooring.
Sept. 3	Brant Rock, Massachu- setts.	Yawl Hutoka.....	While sailing in a strong SE. wind and rough sea, carried away her mast 2½ miles from the station. Life-savers went to assistance in surfboat and, having anchored the broken spar, towed the yawl to a safe anchorage. On the following morning a tug came in response to call of keeper, and towed the yawl into port. There were five persons aboard the yawl.
Sept. 3	Hereford Inlet, New Jer- sey.	Yt. Thomas Mar- tindall.	Grounded on a sandbar while trying to anchor. Floated off by station crew at flood tide.
Sept. 3	Two Mile Beach, and Cold Spring, New Jersey.	Gas. Ich. Tloga.....	Got out of the channel and stranded on W. bar of Cold Spring Inlet, 1 mile SW. of station and 400 yards offshore. At flood tide she was floated and towed to an anchorage inside the inlet, the crews of both stations participating in the work.
Sept. 3	Sturgeon Point, Michi- gan, Lake Huron.	Fish boat, no name.	Swamped by heavy seas and sunk at dock. Station crew bailed her out and hauled her up on the beach.
Sept. 3	Grand Marais, Michigan, Lake Superior.	Rowboat, no name.	Capsized with 6 people on board ¼ mile SE. of station, and three of occupants drowned before help could reach them. (For detailed account see p. 24.)
Sept. 3	Charlevoix, Michigan, Lake Michigan.	Am. sc. Olive Mitch- ell.	In a leaking condition. At master's request keeper sent 2 surfmen to assist in manning pumps
Sept. 3	Holland, Michigan, Lake Michigan.	Sailboat, no name..	Capsized; occupants rescued by a passing rowboat. Station crew picked up boat and towed it to the shore
Sept. 3	Saint Joseph, Michigan, Lake Michigan.	Rowboat No. 43....	Capsized near the mouth of the river. Station crew went to assistance in surfboat and found the occupant clinging to his boat and to a life-preserver that had been thrown to him by an assistant light-house keeper. He was taken to the station and warmed, and given a change of clothing from the store of the Women's National Relief Association. The rowboat was also recovered by the station crew
Sept. 3	Jackson Park, Illinois, Lake Michigan.	Sailboat, no name.	Capsized ¼ mile NE. of station. Station crew went to assistance in Whitehall boat, and found sailboat sunk and the two occupants trying to reach shore by swimming. They were picked up and carried to the station, where stimulants were given and dry clothing furnished them from the store of the Women's National Relief Association. The life-savers also recovered their boat.
Sept. 4	Straitsmouth, Massachu- setts.	Slp. Katie B.....	Grounded on a ledge on the NW. side of Straitsmouth Is. and ½ mile NE. by E. of station and rollin, heavily. Life-savers furled her sails, and as the tide was falling ran out anchors and got a tackle from the masthead to keep the bilge from striking the rocks. At high water they succeeded in floating her.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Sept. 4	Barnegat, New Jersey....	Catboat Minnie....	Stranded in Barnegat Inlet $\frac{1}{2}$ mile E. of station, with 3 persons on board. Floated by station crew.
Sept. 4	False Cape, Virginia, and Wash Woods, North Carolina.	Am. str. Aragon; bge. Saxon.	Grounded on the beach but, getting off, proceeded about a mile and fouled a sunken wreck 2 $\frac{1}{2}$ miles SSE. of station. The crews of both stations went to assistance and floated the barge, but the steamer had a hawser in her propeller, and the services of a tug were required to get her free of the obstruction. Neither of the vessels sustained damage.
Sept. 4	Marblehead, Ohio, Lake Erie.	Nph. lch. Madeline	Broke down at 11 p. m. near Sand Point and anchored, her 14 occupants being taken ashore by a passing launch. Word came to the station that the launch was dragging out to sea. Life-savers went out in surfboat and after much searching found her stranded on Goose Island. They floated her and brought her to a mooring alongside the quarry dock. Her owner called for her the next day.
Sept. 4	Duluth, Minnesota, Lake Superior.	Gas. lch., no name..	Machinery disabled when 1 mile W. of station. Life-savers in launch towed her to 7th Avenue slip.
Sept. 5	Barnegat, New Jersey....	Slp. yt. Pankewis...	Grounded in the inlet while tacking. Station crew worked her into deep water and anchored her, and transferred the occupant to a launch. The launch towed the yacht up the harbor.
Sept. 6	Buffalo, New York, Lake Erie.	Gas. lch. Nydia.....	Machinery disabled when 2 miles up the lake. Station crew went to assistance and towed launch to a dock in the harbor.
Sept. 7	Corson Inlet, and Sea Isle City, New Jersey.	Am. sc. Edith and May.	Discovered at 3.30 a.m. running dangerously close to the beach. Patrol burned a danger signal but no attention was paid to it, and vessel grounded at 4 a. m. 3 miles SSW. of Corson Inlet station. The crews of both stations boarded her and ran out a kedge anchor and floated her when the tide served.
Sept. 7	Charlotte, New York, Lake Ontario.	Br. sc. H. H. Bal-lou.	Arrived off Nine-Mile Point 9 miles E. of station in a leaking condition. Station crew went to assistance and hove up her anchor and a launch attempted to tow her, but without success. Her anchor was therefore let go again and the life-savers then manned her pumps and cleared her of water, while the launch proceeded to Charlotte and summoned a tug, which towed both the schooner and surfboat in.
Sept. 7	Duluth, Minnesota, Lake Superior.	Gas. lch., no name..	Machinery broke down 1 mile SE. of station and launch went ashore. Station crew towed her to a berth at the clubhouse.
Sept. 8	Straitsmouth, Massachusetts.	Am. sc. Hastings...	Grounded on Londoner Ledge 1 mile SE. by S. of station. Boarded by life-savers, who took in her sails and threw overboard her deckload of lime to lighten her. They then went ashore and called a tug. At high tide they went back to the schooner and found her leaking and the lime below decks smoldering. Mortar was mixed and all hatches and other openings plastered shut with the view of smothering any fire that might start. The life-savers then manned the pumps and stayed by the schooner until the tug came and pulled her free.
Sept. 8	Louisville, Kentucky.....	U. S. S. Major Mac-kenzie.	Stranded on the rocks $\frac{1}{2}$ mile N. of station. Life-savers went to assistance in surfboat, ran out anchors and carried lines to such vessels as came to render aid. When vessel was gotten off the rocks a hole was found in her bottom.
Sept. 8	Coos Bay, Oregon.....	Am. str. F. A. Kil-burn.	Stranded at 3.45 a. m. on South Spit during a dense fog. Distress signals heard at station. Station crew boarded vessel and found that her master had lost his reckoning. They pulled to Empire City and telephoned for a tug, then returned

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Sept. 8	Coos Bay, Oregon.....	Am. str. F. A. Kilburn.	to the steamer. When the tug came upon the scene the station crew ran lines and in other ways assisted in the work of getting the vessel off. The tug towed her to North Bend, where she landed her cargo and 70 passengers.
Sept. 9	Lake View Beach, Michigan, Lake Huron.	Gas. lch. Kismet ...	Struck an obstruction and was beached 1 mile S. of station. Life-savers found her filled with water and her stern bearing gone. They loaded her by the head with gravel, thus keeping the leak above water, in which position she was towed away by a launch.
Sept. 9	Sturgeon Point, Michigan, Lake Huron.	Gas. lch. Azmath ..	Stranded 25 rods NE. of station. Floated by life-savers.
Sept. 9	Pentwater, Michigan, Lake Michigan.	Slp., no name	Occupant unable to handle sloop. A surferman sailed her to an anchorage.
Sept. 10	Bayhead, New Jersey....	Rowboat, no name.	Occupants of boat assisted by station crew to land from the schooner yacht Ivanhoe.
Sept. 10	Grand Haven, Michigan, Lake Michigan.	Gas. lch. Noisy Dutchman.	Engine disabled at 7.20 p. m. and boat rendered helpless 2½ miles NNW. of station. Seeing her lights and noting that she was not underway, the life-savers went to her and towed her to a boathouse 1 mile up the river.
Sept. 12	Barnegat, New Jersey....	Bateau, no name...	Broke adrift from the yacht Quakeress as that vessel was coming in from the sea. Picked up by station crew 3 miles offshore.
Sept. 12	Core Bank, North Carolina.	Am. sc. J. D. Mason.	Stranded on Drum Island Shoal 2 miles N. by E. of station. Life-savers floated her by running out an anchor.
Sept. 12	Charlevoix, Michigan, Lake Michigan.	Slp. White Wings..	Unable to weather Sound Point, missed stays twice and let go her anchor just in time to keep from going on the rocks. Life-savers transferred her crew to the shore, and when wind and sea abated a tug, with assistance of surfmen, towed her clear of the point.
Sept. 13	Cuttyhunk, Massachusetts.	Slp. Iola.....	At 10.45 p. m. patrol telephoned station that a sloop was anchored on the bar. Life-savers put out in surfboat and found vessel touching bottom. They got her into deep water, put three reefs in her mainsail, bent her jib, and worked her over the bar.
Sept. 13	Metomkin Inlet, Virginia.	Slp. Nick Smith....	Abandoned at sea 8 miles NE. of station, the two occupants reaching land safely. Life-saving crew went out in surfboat and brought sloop to station, where owner took charge of her.
Sept. 13	Grande Pointe au Sable, and Ludington, Michigan, Lake Michigan.	Am. sc. L. B. Coates.	Sprang a leak 5 miles SW. of station and in danger of sinking. Life-savers from Grande Pointe au Sable station boarded her and manned pumps, and shortly after their arrival the crew of the Ludington station put in its appearance. Both crews, alternating at the pumps, cleared the schooner of water after 10 hours' work. Sail was then made and she was taken to Ludington, where the life-savers removed a part of her deck load.
Sept. 13	Plum Island, Wisconsin, Lake Michigan.	Am. sc. Challenge...	Leaking badly 2 miles N. of station; signals of distress discovered by lookout at about 11 p. m. Station crew boarded schooner, pumped her free of water, and stopped leaks.
Sept. 14	Quoddy Head, Maine....	Am. sc. Abbie G. Cole.	Dragged her anchor and brought up near the ledges at Quoddy Head. Station crew boarded her at high tide, got her anchor, made sail, and took her to an anchorage.
Sept. 14	White Head, Maine.....	Slp. yt. Lynx.....	Anchors fouled the rocks in Seal Harbor and could not be weighed by her crew. Life-savers, called to assistance by telephone, helped sloop out of her difficulty.
Sept. 14	Manomet Point, Massachusetts.	Dory, no name.....	Drifted ashore on the point. Picked up by station crew, and notice of recovery inserted in local newspaper.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Sept. 14	Point of Woods, New York.	Slp. yt. Nan II.	Parted her moorings during a WNW. gale and drifted under the weather side of Point of Woods dock, where she took bottom and began to pound heavily. Station crew got her clear before she had sustained much damage.
Sept. 14	Cold Spring, New Jersey ..	Gas. lch., no name ..	Engine broke down and launch drifted into surf. The two occupants came to station at 1 a. m. and asked life-savers to help them get her clear. The launch was hauled out on the beach above high-water mark, and the two men were succored overnight at the station.
Sept. 14	Wallops Beach, Virginia ..	Am. sc. J. D. Wheaton.	Grounded on Williams Shoal on the S. side of Chincoteague Inlet, in a fresh NE. wind and high sea. Station crew floated schooner after a half hour's work and took her to a safe anchorage.
Sept. 14	Kenosha, Wisconsin, Lake Michigan.	Am. sc. Wonder	Sprang aleak 1 mile S. of station during a strong SE. wind and heavy sea. Responding to her distress signals station crew found her crew of two exhausted from continuous pumping. The life-savers made sail and took her into harbor, where they worked for 11 hours pumping her free.
Sept. 14	Milwaukee, Wisconsin, Lake Michigan.	Slp. Cock Robin	Parted her cable and drifted on the beach. Station crew in surfboat went to sloop in tow of tug Simpson and carried a line on board. The tug pulled her off and towed her to an anchorage.
Sept. 14	.....do.....	Skiff, no name	Adrift; picked up by a surfman and restored to owner.
Sept. 15	Charlevoix, Michigan, Lake Michigan.	Rowboat, no name.	Filled while occupants (three women) were attempting to make a landing. The station crew assisted the women ashore, bailed the boat out, and took it to the station, where it was turned over to owner.
Sept. 16	North Scituate, Massachusetts.	Gas. lch., no name ..	Keeper assisted the two occupants to get launch up on the beach, that repairs might be made to her.
Sept. 16	Hereford Inlet, New Jersey.	Slp. yt. Rupert.....	Wind died out and yacht drifted into the breakers. Station crew took boat out of danger and towed her to Pleasantville.
Sept. 16	Marblehead, Ohio, Lake Erie.	Am. sc. D. P. Dobbins.	Crew refused duty while schooner was at anchor 1½ miles NE. of station, and master flew distress signal. At the master's request the station crew carried out the town marshal. After receiving their pay the ship's crew were landed in the surfboat. The following morning a new crew was taken on board and the vessel was towed away by a steamer.
Sept. 16	Harbor Beach, Michigan, Lake Huron.	Am. str. Pilgrim ...	Stranded near Elm Creek Reef 10 miles S. of station during a fog. The ship's crew landed in a yawl and notified keeper of accident. Life-savers went to steamer in surfboat in tow of a tug, took soundings, ran lines, and in other ways assisted tug to float vessel.
Sept. 16	Middle Island, Michigan, Lake Huron.	Am. str. Fisherman.	Struck on the Middle Ground 2 miles WSW. of station during a fresh ESE. wind with foggy weather, bent her shoe, and commenced leaking. Hearing her whistle the keeper telephoned for a tug and then started to the steamer with his crew in the surfboat. Finding that the vessel needed only a pilot the keeper took her in to a dock.
Sept. 16	Cape Disappointment, Washington, and Point Adams, Oregon.	Am. bkn. Arago.....	Grounded on Clatsop Spit after crossing Columbia River Bar. Was sighted by a surfman of the Point Adams station before she struck, but immediately became obscured by a heavy rain. Station received information of accident by telephone and went to assistance in surfboat in tow of a tug, reaching the vessel coincident with the arrival of the crew of the Cape Disappointment station. By the efforts of both station crews and two tugs the vessel was floated.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Sept. 17	Point Allerton, Massachusetts.	Slp. yt. Carita.....	Owing to master's unfamiliarity with locality yacht grounded on the S. end of Bumpkins Island 3 miles S. of station. Life-savers went to assistance and ran out an anchor. No other aid being necessary they returned to the station. At high tide the yacht floated and went on her way.
Sept. 17	Thunder Bay Island, Michigan, Lake Huron.	Am. str. Sarah E. Sheldon; Am. sc. Negaunee.	While seeking a harbor for shelter the master of the steamer mistook a light and ran his vessel and her consort on Kenosha Reef. The station crew heard steamer's distress signals and went to assistance, arriving alongside at 1.30 a. m. They carried the master of the steamer ashore to telephone for a tug. When the tugs went to the scene of the mishap the life-savers accompanied them, and labored without interruption for 21 hours, the keeper having assumed charge of the work of getting the vessels off. It was necessary to lighter 100 tons of coal before the task could be accomplished.
Sept. 17	Duluth, Minnesota, Lake Superior.	Slp., no name.....	Capsized in a fresh NE. wind with 2 persons on board. Station crew in surfboat and launch went to the rescue, but the imperiled persons were picked up by a rowboat before their arrival.
Sept. 17	.....do.....	Gas. lch., no name..	Engine disabled $\frac{1}{2}$ mile S. of station and same distance offshore. Two surfmen in station launch towed her to a boathouse.
Sept. 17	White River, Michigan, Lake Michigan.	Am. str. F. M. Osborne.	Grounded during a fog 14 miles N. of station, at 4.30 a. m. Master went ashore and telephoned to Muskegon station to send him a tug. His request was complied with and keeper also notified keeper of White River station of stranding. Life-saving crew of last-named station set out in surfboat at 5.15 p. m. and reached the steamer after a 3 hours' pull. They threw overboard several thousand bushels of corn, and the tug Welcome, of Milwaukee, then pulled the steamer afloat.
Sept. 17	Milwaukee, Wisconsin, Lake Michigan.	Am. str. City of Glasgow.	Stranded at Lake Park during a fog, 5 miles N. of station. Life-saving crew placed 35 stavedores on board steamer on the 17th and on the 18th transferred 30 men to and from the vessel. The surfmen also assisted in jettisoning 325 tons of coal and running hawsers. The steamer was floated by a tug at 3.15 p. m. of the 18th. (See letter of acknowledgment.)
Sept. 17	Fort Point, California....	Skiff, no name.....	Capsized 1 mile NW. of station and 100 yards E. of Lime Point, the tide being at ebb and the sea rough. Station crew heard alarm sounded from fog signal station at Lime Point and put off to rescue in whaleboat. Before they reached scene of accident, however, a launch picked up the occupant of skiff. The man was transferred to the whaleboat and taken to the station. After giving him stimulants and food and a change of clothing from the store of the Women's National Relief Association he was sent home.
Sept. 18	Brazos, Texas.....	Sailboat, no name..	Capsized 1 mile WSW. of station. Occupant picked up by surfmen in skiff and taken with his boat to the station.
Sept. 19	North Scituate, Massachusetts.	Lch. Commodore....	Became lost in the fog and grounded on Long Ledge 2 miles S. of station. Discovered by the patrol, who helped the two occupants to float launch and then piloted her to a safe anchorage in the harbor.
Sept. 19	Brenton Point, Rhode Island.	Am. bk. Antioch....	At master's request keeper telephoned for a tug to tow vessel into port.
Sept. 19	Middle Island, Michigan, Lake Huron.	Br. sc. Cavalier.....	Came to anchor off the island at 8 a. m. during a SW. gale and began to drag, finally striking on the reef S. of the island at 3 p. m. Station crew responded to distress signals, and, the deckload having shifted so as to prevent use of pumps

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Sept. 19	Middle Island, Michigan, Lake Huron.	Br. sc. Cavalier.....	threw overboard 500 cedar posts, which caused schooner to cease pounding. As nothing more could be done until the sea went down the life-savers returned to the station. They came back to vessel on the following morning and weighed her anchor and made sail. She was then able to get free and go on her way. (See letter of acknowledgment.)
Sept. 19	Pentwater, Michigan, Lake Michigan.	Am. sc. Starlight....	Put into port and made fast to pier in front of station in leaking condition. Her pumps were not in working condition. The station crew improvised a contrivance for working them and pumped schooner out.
Sept. 20	City Point, Massachu- setts.	Lch. Red Star.....	When about to leave the fishing grounds for port the occupant of launch found machinery disabled. Station crew in launch towed boat to the Savin Hill Yacht Club float.
Sept. 20	Erie, Pennsylvania, Lake Erie.	Skiff, no name.....	Capsized near the South Pier, the occupant losing his life before help could reach him. (For detailed account see p. 25.)
Sept. 21	Plum Island, Massachu- setts.	Am. ses. M. L. Weatherell, East- ern light.	While underway drifted towards Ipswich Bar and stranded in a dangerous position. Half of station crew went to one vessel and half to the other. A heavy anchor was carried out from the Weatherell, and a hawser run from her to the Eastern Light. With the incoming tide sail was made on both vessels, a strain was put on the cables, and they were floated.
Sept. 21	Erie, Pennsylvania, Lake Erie.	Slp. Carrol.....	Became unmanageable while attempting to make harbor. The anchor was thrown overboard, but it did not hold and sloop began to drag. Two surfmen went out in small boat and sailed sloop in.
Sept. 21	Cleveland, Ohio, Lake Erie.	Gas. lch. Rosa.....	Disabled and drifting out into the lake with three men on board. In response to distress signals life-saving crew went out and picked up launch $4\frac{1}{2}$ miles ENE. of station. When the life-savers were on their way back with the launch both boats were taken in tow by the U. S. launch Inspector and brought to the station.
Sept. 22	North Scituate, Massa- chusetts.	Lch. Mary II.....	Machinery disabled when 1 mile E. of station, and launch grounded. Life-savers in surfboat got launch off and towed her to Scituate.
Sept. 22	Niagara, New York, Lake Ontario.	Gas. lch., no name..	Supply of gasoline exhausted when 3 miles offshore. In response to distress signals station crew went out and ascertained cause of trouble. They returned to the shore, procured some gasoline and carried back to the launch. The launch then towed the life-savers to the station.
Sept. 22	Frankfort, Michigan, Lake Michigan.	Gas. lch., no name..	Adrift. Picked up by a surfman and towed to station. Called for by owner.
Sept. 22	Yaquina Bay, Oregon....	Am. str. W. H. Harrison.	Stranded on a bar 14 miles S. of station and 350 yards offshore. Keeper informed of casualty by telegram and telephone. The life-savers with surfboat and beach apparatus proceeded to vessel in wagons, arriving on the scene at 2.10 a. m. The steamer was found hard and fast on the spit, and part of her crew on shore. The master and three of his men had remained aboard ship. The following day the life-savers carried the master ashore to communicate with his agent, and at 1 p. m., when the tide was out, a wagon was driven out on the spit near the vessel and the baggage belonging to the sailors was hauled ashore, the 3 men who had remained on board leaving ship at the same time. The Harrison, with its cargo of cannery supplies and groceries, became a total loss. (See letter of acknowledgment.)

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Sept. 23	Hunniwells Beach, Maine.	Slp. Olive A. Orne..	Struck by a heavy NW. squall while passing the mouth of the river. The occupants became frightened and ran the sloop into shoal water and anchored on the bar. Station crew towed sloop to a place of safety.
Sept. 23	Straitsmouth, Massachusetts.	Am. sc. Squante....	Stranded on the western side of Londoner Ledge, 2 miles SE. by S. of station, with 18 men on board, and rolling heavily. Station crew boarded schooner and threw overboard some ice intended for preserving fishbait, which enabled her to get free.
Sept. 23	City Point, Massachusetts.	Sailboat, no name..	Mast carried away by a squall and oar lost, while five boys were out fishing. Station crew in launch picked up boat and brought it and its occupants ashore.
Sept. 23	Cuttyhunk, Massachusetts.	Slp. Sweep.....	Owner assisted by a surfman to get sloop alongside the wharf.
Sept. 23	Short Beach, New York.	U. S. S. Daisy. (buoy tender.)	Arrived off the bar and signaled for a pilot. Keeper sent his crew in launch to assist vessel, and to help her crew place buoys in position.
Sept. 23	Spermaceti Cove, New Jersey.	Sc. yt. Mayflowers..	In getting underway with foresail and jib she paid off, and before headway was gained her keel struck the bar and she swung broadside on. Station crew went to assistance in surfboats, and by the use of anchors got her clear. They then took her to an anchorage in the bay. There were 5 persons on board the yacht.
Sept. 23	Chadwick, New Jersey....	Nph. lch. Dolphin..	Engine disabled $\frac{1}{4}$ mile N. of station. Launch was towed to station by a fisherman. The life-savers hauled her out above high water mark and a number of fishermen placed her on a cart and took her overland to the bay, where the station crew launched her.
Sept. 23	Toms River, and Island Beach, New Jersey.	Gas. lch., no name..	Sighted by lookout, disabled and adrift 2 miles offshore. Station crew in surfboat picked up launch and towed it and its occupant to Barnegat.
Sept. 24	City Point, Massachusetts.	Slp. yt. Violet.....	Carried away her mast close to the deck, everything going by the board. Wreckage recovered by station crew and yacht with her 12 occupants towed to a mooring abreast of the South Boston Yacht Club.
Sept. 24	.....do.....	Lch. Linkerty Split.	Towed by launch Edith to station in disabled condition; thence towed by life-savers in station launch to the yacht club. The six passengers were suffering from exposure.
Sept. 24	.....do.....	Skiff, no name.....	Observing a yacht at anchor displaying her colors union down, the station crew put out and found that the yacht had rescued two men who had capsized while fishing for smelt. The life-savers transferred the two men to their launch, and took them and their skiff to the Savin Hill Yacht Club.
Sept. 24	Monomoy, Massachusetts	Stm. yt. Riviera....	Ran ashore at 11.15 p. m. on Common Flat Bar, her master mistaking Chatham light for Handkerchief light-ship. The life-savers went out in a high sea, ran out kedge anchors and hove her afloat.
Sept. 24	Forked River, New Jersey	Slp. yt. Mary L.....	Owing to unfamiliarity with channel grounded on Middle Ground $\frac{1}{4}$ mile NW. of station. Life-savers went to her assistance, but as the tide was falling were unable to float her. They therefore carried her party of six to Forked River. On the 26th the station crew floated yacht and piloted her into the bay.
Sept. 24	Buffalo, New York, Lake Erie.	Gas. lch. Lackawanna.	Broke down $\frac{1}{4}$ mile SW. of station. Towed to Erie Basin by life-saving crew.
Sept. 24	Charlevoix, Michigan, Lake Michigan.	Skiff, no name.....	Occupant lost an oar when halfway out of the pier heads, and boat drifted into the lake. Life-savers in station skiff recovered boat and brought it back to land.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Sept. 24	South Chicago, Illinois, Lake Michigan.	Slp. Amelia H.	Stranded north of Calumet Harbor. Station crew in surfboat pulled her off by means of a line and towed her into the harbor.
Sept. 24	Old Chicago, Illinois, Lake Michigan.	Skiff, no name.	Occupant of skiff fell overboard while taking in his fishing gear. He clung to the boat, and was rescued by the life-savers, who had witnessed the accident. He was taken to the station and given a change of clothing from the store of the Women's National Relief Association. His boat was also recovered.
Sept. 24	.....do.....	Slp. yt. Papoose.	Capsized in a stiff NE. breeze $\frac{1}{2}$ mile WSW. of station, the two occupants being rescued by a passing tug before the life-savers could reach them. They were transferred to the surfboat and taken, with their yacht, to the station. The yacht was righted, bailed out, and returned to owner.
Sept. 25	City Point, Massachu- setts.	Gas. lch., no name..	Engine disabled and boat drifting toward Squantum shore. Responding to her distress signals life-savers went alongside and found her 3 occupants exhausted from their efforts to start the engine. They towed launch to Mosquito Yacht Club landing.
Sept. 25	North Scituate, Massa- chusetts.	Slp. Marie.	Parted her moorings during a fresh NW. breeze and stranded $\frac{1}{2}$ mile N. of station. A surtman went to her assistance in the dory, floated her, made sail, and took her to a mooring.
Sept. 25	Core Bank, North Caro- lina.	Slp. Sylvia.	Owing to a buoy being out of position in Drum Inlet, Core Sound, sloop grounded on a shoal in the inlet $2\frac{1}{2}$ miles N. of station. With the assistance of anchors and sail and her gasoline engine the life-savers floated her. They took her to a safe anchorage for the night.
Sept. 25	Evanston, Illinois, Lake Michigan.	Gas. lch. Zu-Zu.	Stranded on the lake shore 7 miles S. of station in a strong NE. wind and heavy sea. In response to call over telephone keeper sent 2 surfmen to assistance of launch. They hauled her up on the beach clear of the surf. But for their efforts the launch would have been destroyed.
Sept. 26	Monomoy, Massachusetts	Am. sc. Ralph A. Hayward.	Sighted at sunrise stranded on Pollock Rip $\frac{1}{2}$ miles ESE. of station, with her ensign flying union down. While on their way to schooner the life-savers saw her come off the shoal, but they kept on and coming alongside found her leaking. They manned her pumps and freed her of water, and she then continued her voyage.
Sept. 26	Cuttyhunk, Massachu- setts.	Gas. lch. Anna.	In need of a pilot. Keeper went aboard, took her into the pond and made her fast to a wharf.
Sept. 26	Two Rivers, Wisconsin, Lake Michigan.	Gas. lch. Irene C. Allie.	Stranded 15 miles S. of station and $\frac{3}{4}$ mile offshore. At owner's request, keeper and crew in surfboat accompanied a power fishing boat to scene of accident. The life-savers worked the launch onto skids, and the power boat pulled her into deep water. After placing her fishing gear on board, the station crew took her into Manitowoc, where she obtained a supply of fuel.
Sept. 26	Kewaunee, Wisconsin, Lake Michigan.	Scow, no name.	Fouled a pier while being towed into harbor, the four men on board casting her adrift from her sister barges. Life-savers carried lines from her to the pier, which kept her from drifting outside.
Sept. 27	Wachapreague, Virginia..	Slp. Annie.	Stranded on the inner point of Dawson Shoals, $\frac{3}{4}$ mile S. of station. Life-savers immediately went to assistance, but were unable to float her until flood-tide. She carried a cargo of oysters, and there were 4 men on board.
Sept. 27	Galveston, Texas.	Am. sc. Bessie Lee..	Collided with railroad bridge, losing both masts, bowsprit, sails, and rigging. In response to call over telephone, station

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Sept. 27	Galveston, Texas	Am. sc. Bessie Lee..	crew went to assistance of vessel and hauled her clear. She was towed to the city by a steam launch.
Sept. 29	Fletchers Neck, Maine....	Slp. Elsie.....	Struck on the rocks on the NW. point of Negro Island, 1½ miles N. of station. The life-savers took her party of four into the surfboat, and she then slid off the rocks and sank. After landing the rescued persons the surfmen raised the sloop, bailed her out and towed her to a safe place for making repairs.
Sept. 29	Manomet Point, Massachusetts.	Dory, no name.....	Discovered in the surf full of water by patrol at 11.30 p. m. Surfman pulled boat up on the beach and bailed it out. No signs of an occupant were found.
Sept. 29	Atlantic City, New Jersey.	Yt. C. S. Haines	Carried out by the tide and stranded on Middle Ground. Life-savers ran a line, and a launch pulled her off. Her four occupants were landed in the surfboat.
Sept. 30	Peaked Hill Bars, and High Head, Massachusetts.	Am. sc. Osprey.....	Stranded at 3 a. m. on the inner bar at Peaked Hill. The crews of both stations participated in the work of floating her.
Sept. 30	Duluth, Minnesota, Lake Superior.	Gas. lch. Cossette, Martha W.	The Cossette had exhausted her fuel, and the Martha W. had sustained an accident to her machinery. Life-savers in station launch towed both boats into port and made them secure at a wharf.
Sept. 30	Milwaukee, Wisconsin, Lake Michigan.	Am. sc. Rob Roy...	Started leaking during a strong NE. gale, and by the time she reached Milwaukee had 4 feet of water in her hold. Her master signaled for assistance as he passed the station. Three surfmen boarded her and pumped her clear.
Sept. 30	Point Bonita, Fort Point, and Golden Gate, California.	Am. str. Alameda; gas. lch., no name.	The Alameda ran on the rocks ¼ mile W. of Fort Point station and 200 feet offshore at about noon during a thick fog. The crews of the three life-saving stations transferred to the revenue cutter Golden Gate 63 of the 169 persons on board (87 of whom were passengers), and towed to the cutter several of the Alameda's own boats, which the ship's officers, against the advice of the keepers, had permitted to be overloaded. The life-savers also assisted to place on board the cutter the mail which the steamer carried, ran lines from tugs and barges, and performed other services incident to the rescue and salvage work. Relays of surfmen from the stations named were kept on board the steamer until she was floated by wrecking tugs, October 6th, and rendered much valuable assistance transferring cargo to lighters, etc. While on their way back to their station on the 30th the crew of the Point Bonita station picked up and anchored close inshore a motor launch found drifting seaward.
Oct. 1	City Point, Massachusetts.	Gas. lch., no name..	Engine disabled ¼ mile SE. of the station, and launch with five persons on board unable to reach the shore. The life-saving crew went to her assistance in power boat and towed her to the Columbia Yacht Club landing.
Oct. 1	Duluth, Minnesota, Lake Superior.	Canoe, no name....	At 11 a. m. this boat containing two men capsized during a fresh SW. wind. The station crew pulled to the scene, picked up the two men, righted the boat, bailed it out, and with its occupants towed it to the yacht club landing.
Oct. 1	.....do.....	Slp. Sea Gull.....	Adrift ¼ mile SE. of the station. The life-saving crew recovered the boat and towed it to the yacht club landing.
Oct. 1	Jackson Park, Illinois, Lake Michigan.	Slp. Ann Marie.....	At 8.30 p. m. the keeper received word that this vessel had stranded on the beach ¼ mile N. of the station. With their Whitehall boat in tow of a power boat the life-savers went forth to her assistance. The surfmen heeled her over on her bilge and with the aid of her sails hauled her afloat with the power boat.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Oct. 1	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	The lookout discovered this boat drifting out onto the lake, and immediately pulled out to it, towed it to the station, and turned it over to the owner.
Oct. 1	Grays Harbor, Wash- ington.	Fish boat No. 14 ...	At 7 a. m. this boat was seen drifting out toward the bar; the life-savers took her in tow with the surfboat and brought her to Westport.
Oct. 2	Great Wass Island, Maine.	Am. sc. Sarah A. Reed.	At 3 p. m. stranded on Brownies Island Ledge during a dense fog 1½ miles W. of the station. The life-saving crew boarded her, ran out her anchors, and attempted to heave her afloat at high tide, but were unsuccessful. On the following day the master of the vessel was transported to town in the surfboat to employ a wrecking tug to float the schooner. She was released on the 4th instant and taken to Jonesport for repairs.
Oct. 2	Cranberry Islands, Maine.	Slp., no name.....	This sloop sprung aleak and was in danger of sinking; the life-savers boarded her and assisted her crew to keep her afloat with the pumps until repairs were made and the leaks stopped.
Oct. 2	Baileys Harbor, Wiscon- sin, Lake Michigan.	Am. sc. Josephine..	This vessel requiring assistance in getting underway; the life-saving crew pulled out to her, hoisted the sails, hove up her anchors, when she proceeded on her way without further difficulty.
Oct. 2	Grays Harbor, Wash- ington.	Skiff, no name.....	Drifting across the channel with no one on board; the surfboat took her in tow and brought her to a safe anchorage.
Oct. 3	Cape Hatteras, North Carolina.	It. str. Citta di Palermo.	At 9.15 p. m. this vessel stranded 1 mile N. of Cape Hatteras and 2 miles SSE. of the station, the master having taken the light on the cape for Diamond Shoal light-ship. At 10.30 p. m. the keeper upon observing signals of distress on board replied with a rocket to let them know that help was at hand, and, after notifying Big Kinnakeet and Creeds Hill stations by telephone launched the surfboat and pulled to the scene of disaster, arriving alongside at midnight. The weather was threatening and the high seas sweeping her decks fore and aft momentarily menaced her with destruction. After considerable effort on the part of the life-savers, assisted by the men from the Creeds Hill station, the steamer's crew of 30 all told were taken ashore and succored at the station until the 5th instant, when wrecking tugs succeeded in floating her. Her crew returning on board she continued on her voyage apparently uninjured.
Oct. 3	Louisville, Kentucky....	Bge. Jeffries.....	This barge with two men on board broke adrift and was in danger near the Indiana chute of the falls. In response to the alarm given by the lookout the life-saving crew hastened to the rescue and towed the barge to the station landing.
Oct. 4	City Point, Massachu- setts.	Slp. Cathrina.....	At 2 p. m. the lookout discovered this vessel adrift before a fresh offshore wind 200 yards W. of the station. The life-saving crew took her in tow and brought her to a safe anchorage off the Mosquito Yacht Club.
Oct. 5	Plum Island, Massachu- setts.	Am. sc. Frank Miner.	Stranded on the Middle Ground in Detroit River at 7.20 a. m. The surfmen after making sail hove her afloat without difficulty.
Oct. 5	City Point, Massachu- setts.	Gas. lch. Inez.....	Parted her moorings and went adrift with two men on board. The life-savers went to the rescue in power boat and brought them to a safe anchorage off Bay View.
Oct. 5	Barnegat, New Jersey....	Am. str. Mon- mouth.	Stranded in Barnegat Inlet ¼ mile NE. of the station owing to strong tide and darkness. The station crew hastened to her assistance and hove her afloat without damage

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Oct. 5	Grays Harbor, Washington.	Skiff, no name.....	At 10.30 a. m. a skiff containing two men was found drifting out into the bay; the surfmen took it in tow to a safe place.
Oct. 5	Coos Bay, Oregon.....	U. S. str. Lieutenant.	The master of this vessel wishing to sail, and being unfamiliar with the bar over which the sea was breaking heavily, the keeper went on board and piloted the vessel to sea in safety.
Oct. 5	Humboldt Bay, California.	Am. str. Saint Paul.	While en route from San Francisco to Portland with 83 passengers and a cargo of general merchandise, this vessel struck the rocks on the California coast during thick fog at a point 30 miles S. of the station. The lifeboat was launched and the crew in tow of the tug Ranger proceeded to the scene of disaster. Upon arriving alongside of the steamer it was found that three of her boats had already transported a number of her passengers with their effects to Blunt Reef light-ship and to the steamer Vanguard lying nearby. The life-savers joined in the work of rescue and took off 23 persons from the wreck and conveyed them to the steamers Ranger and Vanguard. The last person was taken from the Saint Paul at 5 p. m., and the tug with the lifeboat in tow started for Eureka. They fell in with the steamer Pomona bound down the coast; she stopped and took on board all the shipwrecked people who desired passage to San Francisco. Thirteen were transported to the Pomona, while the rest were taken to Eureka, where they were safely landed at 10 p. m.
Oct. 6	Point of Woods, New York.	Slp. Charlie G.....	Stranded on the Middle Ground, 3½ miles from the shore. Three of her crew tried to reach the land in a small rowboat, but on account of a heavy head wind were unable to make any headway. The station crew set out and brought them safely to shore, then proceeded to the stranded sloop. After removing her ballast to lighten her they worked her afloat with the sails and brought her in to a safe anchorage.
Oct. 6	Little Kinnakeet, North Carolina.	Slp. Silver Spray....	At 12.30 p. m. a sloop was sighted aground on a reef in the channel; the life-saving crew boarded her and succeeded in working her into deep water, when she proceeded to her destination.
Oct. 6	Niagara, New York, Lake Ontario.	Br. yt., no name....	At 1 p. m. the keeper was notified that a yacht with four persons on board had stranded at a point 4 miles NE. of the station. The surfmen upon going alongside found that her crew had gone ashore in a small boat, and while absent a fresh breeze sprung up which parted her cable and drove her well up onto the beach. They at once went to work to float her, and after considerable hard work succeeded, when the owner took her to Hamilton, Ontario.
Oct. 6	Beaver Island, Michigan, Lake Michigan.	Am. sc. Herschel....	The master of this vessel being unacquainted with the channel leading to the harbor, the keeper went on board and piloted the vessel to her wharf.
Oct. 6	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Drifting out onto the lake; a surfman towed it to the station to await a claimant.
Oct. 6	Cape Disappointment, Washington.	Light-ship No. 50...	During a severe gale on this date light-ship No. 50 parted her moorings and went adrift from her station, and was swept into the breakers under the cape, where she struck in shoal water 300 yards from the land and about ¾ mile S. of the life-saving station. On account of the heavy surf washing over her she began to show signs of going to pieces with her crew on board and unable to reach the shore. At daybreak she was sighted by the lookout, but owing to thick weather

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Oct. '6	Cape Disappointment, Washington.	Light-ship No. 50...	he could not discern what sort of craft it was. The telephone lines had been carried away by the storm, and the patrol, who had also discovered her, hastened to the station to report the disaster to the keeper. All efforts to launch the surfboat proving futile on account of the very high bluff in the vicinity of the wreck, the beach apparatus was dismantled and carried by the surfmen to a point abreast of the wreck and set up in position for establishing line communication with the imperiled men. They soon fired a line on board, rigged gear, and safely landed the crew, nine all told, by the breeches buoy. The rescued men were sheltered at the station until the storm abated, and had it not been for the timely aid rendered by the surfmen every man of the crew probably would have been lost. During the days which followed the life-savers assisted in running lines to tugs which finally hauled her afloat and took her to a safe anchorage in Bakers Bay. (See letters of acknowledgment.)
Oct. 7	City Point, Massachusetts.	Yawl Idella.....	Drifting out among a fleet of yachts and in danger of collision. The life-savers launched a small boat and towed her to the station to await the arrival of the owner.
Oct. 7	Point of Woods, New York.	Am. sc. J. and C. Heinley.	Missed stays and grounded on East Island Flats, 1 mile NNW. of the station, at 11 a. m. The life-saving crew boarded her, ran out her anchors, and with the assistance of her head sails, hove her afloat and brought her to a safe anchorage in the channel.
Oct. 7	Ashtabula, Ohio, Lake Erie.	Scow, no name.....	This scow stranded near the station, and the master was unable to get her off on account of the heavy sea; the surfmen hove her afloat, bailed her out, and towed her into the river, when the master took charge and proceeded on his way.
Oct. 8	Cuttyhunk, Massachusetts.	Gas. lch. Nohma ...	At 1.10 p. m. this launch was discovered adrift $\frac{1}{4}$ mile NNE. of the station; the life-saving crew went on board, and after getting her engine in working order brought her to anchor in the harbor.
Oct. 8	Rockaway Point, New York.	Gas. lch. Cheval Maria.	This launch having run short of gasoline its occupants made signal for assistance. The station crew aided the master to obtain ample fuel to reach his destination.
Oct. 8	Fort Macon, North Carolina.	Skiff, no name.....	Capsized in shoal water $\frac{1}{4}$ mile SE. of the station, its occupants, two men, escaping without injury. Two surfmen aided in righting and bailing the boat, when the men rowed to Morehead City.
Oct. 8	Sullivans Island, South Carolina.	Am. sc., no name. ...	Stranded $\frac{1}{2}$ miles W. of the station; the keeper telephoned to Charleston for assistance, and with the aid of the revenue cutter Gresham and two tugs succeeded in getting her off the beach. She was taken to Charleston for repairs.
Oct. 8	Sabine Pass, Texas.....	Am. sc. E.O. Gladdys	At 11 a. m. this vessel flying signals of distress was sighted by the lookout on watch. The life-savers at once went forth to her assistance and upon boarding her found her leaking badly. They immediately set her sails, hove up the anchor, manned the pumps, and worked her inshore, when she was taken in tow by a tug and anchored in the bay.
Oct. 8	Coquille River, Oregon...	Am. str. Elizabeth.	At 9 a. m. while standing to seaward over the bar this vessel stranded on the Middle Ground, $\frac{3}{4}$ mile SW. of the station. The life-savers ran her hawser to a wharf, and with the assistance of the tug Triumph hove her afloat without damage.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Oct. 9	Spring Lake, New Jersey..	Fish boat, no name.	This boat containing two fishermen filled with water while crossing the bar and in danger of capsizing. The life-savers from this station, together with the Shark River crew, went to the rescue and assisted the imperiled men to reach the shore in safety.
Oct. 9	Galveston, Texas.	Am. sc. Mathilda...	At 10 a. m. this vessel grounded on the edge of the channel, $\frac{1}{2}$ mile NNW. of the station. Three surfmen hove her afloat, when she proceeded on her way.
Oct. 9	Erie, Pennsylvania, Lake Erie.	Sailboat, no name..	Adrift on the bay $\frac{1}{2}$ mile W. of the life-saving station with its occupant, a man, unable to regain the shore. Two surfmen boarded the boat, sailed it into the harbor, and secured it to a wharf.
Oct. 9	Saint Joseph, Michigan, Lake Michigan.	Gas. lch. Rose Marie.	At 5.30 p. m. the lookout reported a launch at a point 1 mile NW. of the station flying signals of distress. The station crew took the boat in tow and brought it into the harbor.
Oct. 9	Cape Disappointment, Washington.	Light vessel No. 50.	The keeper and crew assisted in carrying out this vessel's anchors and mooring her on her station.
Oct. 10	Manomet Point, Massachusetts.	Rowboat, no name.	This boat containing two hunters capsized in a heavy sea $\frac{1}{2}$ mile N. of the station at 4.30 p. m. The patrol assisted them to reach the shore in safety, also recovered their boat, guns, and fishing outfit.
Oct. 10	Harvey Cedars, New Jersey.	.....do	Two men in a small boat having gone adrift before a fresh ESE. wind were seen by the lookout making signals for help. Several surfmen pulled out for the drifting boat and towed it with its occupants back to the shore.
Oct. 10	Little Beach, New Jersey.	Gas. lch., no name..	At 3.30 p. m. the lookout reported this launch aground on a shoal about $\frac{1}{2}$ mile from the station. After the surfmen had hove her afloat she proceeded on her way.
Oct. 10	San Luis, Texas.	Am. sc. M. L. Weaver.	At 12 m. this vessel was sighted by the lookout 4 miles SSW. of the station flying signals of distress. The life-savers after launching their surfboat through a heavy surf boarded her and found her with rudder disabled. They set to work and made temporary repairs, when she proceeded to her port of destination.
Oct. 11	Cuttyhunk, Massachusetts.	Am. sc. Mary and Bell.	At 5 p. m. this vessel was sighted flying a signal for a pilot. The keeper boarded her and piloted her into Cuttyhunk Pond.
Oct. 11	Assateague Beach, Virginia.	Am. sc. Ada R. Terry.	While coming to anchor stranded $1\frac{1}{2}$ miles S. of the station owing to fresh squall and high sea. The life-savers on going on board found her in a leaking condition and her master and crew ready to abandon her. The surfmen assisted to dismantle her, putting the rigging on a smack which carried it to New York. On the 2d of November a tug floated the schooner and towed her to Chincoteague.
Oct. 11	Fairport, Ohio, Lake Erie.	Scow No. 22	At 3.30 p.m. the keeper received word by telephone that a scow belonging to Hughes Brothers and Bangs had dragged her anchors and stranded in the breakers about 80 feet from the shore and 8 miles distant from the life-saving station. The surfboat was manned and the life-savers set out under sail to the scene of disaster. Upon reaching the wreck they found that her crew with the exception of one man had left the scow in a skiff. The surfboat was then dropped down into the breakers and the man on board taken to the station in the surfboat and supplied with stimulants and dry clothing from the stores of the Women's National Relief Association. On the 13th at the request of the dredging company the station crew again proceeded to the stranded scow, and ran lines to a tug which hauled her afloat and took her in to Fairport for repairs. (See letter of acknowledgment.)

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Oct. 12	Saluria, Texas.....	Catboat, no name..	This boat having stranded on the sand-hills the station crew transported her to the water's edge ready for launching.
Oct. 13	Cross Island, Maine.....	Slp., no name.....	At 9.30 p. m. the lookout reported that this sloop had broken away from a towboat and was drifting rapidly to leeward before a fresh breeze, 2 miles E. of the station. The surfmen towed her to the station where she was held awaiting the arrival of the owner.
Oct. 13	New Shoreham, Rhode Island.	Catboat Maid of the Mist.	The life-saving crew with the aid of a pair of shears raised this vessel which had sprung aleak and sunk 1 mile NW. of the station. She was bailed out and taken to a safe place for repairs.
Oct. 13	Metomkin Inlet, Virginia.	Gas. lch. Katherine Penrose.	Two men while endeavoring to enter the inlet at a point 2 miles ESE. of the station were nearly capsized in the rough sea, whereupon they turned back and stood offshore. The life-savers seeing their plight pulled out to their assistance and towed the launch into the inlet.
Oct. 13	Old Chicago, Illinois, Lake Michigan.	Yacht Naiad.....	Parted her cable during a fresh SW. breeze and collided with the breakwater where she pounded heavily. The life-saving crew went on board, ran out her anchor, and hove her clear of the obstruction. (See letter of acknowledgment.)
Oct. 13	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	A valuable skiff was discovered adrift on the lake and was towed to the station by the surfmen and turned over to the owner.
Oct. 14	Louisville, Kentucky.....	Flatboat, no name..	Two boys adrift on a flatboat and in danger of going over the falls, the keeper and crew pulled to the rescue and took them in tow to a safe place near shore.
Oct. 14	Frankfort, Michigan, Lake Michigan.	Am. sc. Albion.....	This vessel finding it impossible to reach port owing to a fresh SE. gale, the life-savers set out and towed her in through the piers to a safe anchorage.
Oct. 14	Milwaukee, Wisconsin, Lake Michigan.	Skiffs (2), no names.	The surfmen of this station piked up two valuable skiffs which had gone adrift on the lake and returned them to the owners.
Oct. 15	City Point, Massachusetts.	Gas. lch., no name..	This boat containing five persons struck a submerged obstruction in Dorchester Bay causing her to leak badly. The master beached her and then made signal to the life-saving crew for assistance. With the station power boat and a 13-foot skiff the surfmen took her to a safe place in the bay where repairs could be made.
Oct. 15	Barnegat, New Jersey....	Am. sc. Curtis W. Wright.	This vessel while standing down the beach with a head wind attempted to enter the inlet for a harbor. After getting over the bar her foresail sheet carried away causing her to luff up into the wind and run ashore. The station crew at once went to her assistance, ran out her anchors, hauled her afloat, and anchored her in deep water. On the 17th instant while getting underway she was swept inshore by a strong tide and again stranded on the shoals $\frac{1}{2}$ mile NNE. of the station. The life-savers with the assistance of the Forked River crew after three days of hard work succeeded in heaving her afloat.
Oct. 15	Buffalo, New York, Lake Erie.	Yacht Ahalya.....	This yacht having struck a rock was filling rapidly when the station crew sighted her. Without delay they put out to her assistance procured a diver who stopped the leaks in her bottom, then ran a hawser to a tug which hauled her afloat. (See letter of acknowledgment.)
Oct. 15	.....do.....	Yacht, no name....	At 4.30 p. m. this vessel was discovered ashore $\frac{1}{2}$ mile N. of the station. The life-saving crew set out for her and upon arriving alongside found that she had struck a rock and that her master had beached her to prevent her from sinking. After a diver had stopped the leaks the surfmen ran hawsers to a tug which hauled her afloat and took her to port.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Oct. 15	Tawas, Michigan, Lake Huron.	Am. sc. Wm. Crosthwaite.	At 8.30 a. m. the master of this schooner, upon learning that his vessel was pounding on the bottom during a gale, reported the fact at the life-saving station. The surfmen at once went to her assistance, ran a hawser to some spiling, and hove her head to the sea, thus enabling her to ride out the gale in safety.
Oct. 15	Coos Bay, Oregon.....	Am. sc. Sacramento.	At 6.30 a. m. the surfman on lookout at the bar called up the keeper by telephone and apprised him of the fact that there was something in the surf resembling a vessel's sail. The keeper climbed to the top of a hill, where a good view of the sea was obtained, and from this elevation discovered a vessel in the breakers 4 miles distant from the life-saving station. She was at the time 600 yards from shore, and the keeper concluding the distance too great for successful operations with the beach apparatus, hastily ran out the surfboat and the crew transported it over the sand hills to the beach abreast of the wreck. After much difficulty they finally succeeded in launching the boat through the heavy surf, and pulled out to the wreck, which was already giving evidence of going to pieces. Her crew, six all told, were taken off and landed on shore without mishap, then taken to the station, where the destitute men were supplied with dry clothing from the stores of the Women's National Relief Association, and succored until they were able to depart for their homes. The vessel broke up and proved a total loss. (See letter of acknowledgment.)
Oct. 16	Monomoy Point, Massachusetts.	Sailboat, no name..	A small sailboat having run aground in the vicinity of the station, the life-saving crew went to her assistance and hove her into deep water, when her owner took her to Chatham.
Oct. 16	Point of Woods, New York.	Slp. Fannie.....	Stranded on the S. side of channel 1 mile W. of the station while endeavoring to go clear of a fish net. The life-saving crew ran out her anchors and hove her off without damage.
Oct. 16	Niagara, New York, Lake Ontario.	Rowboat, no name..	During a fresh SW. wind three soldiers, while attempting to cross the river in a small boat, went adrift in the strong current and were swept out into the lake. The station crew went to the rescue with surfboat and brought them safely to the land.
Oct. 16	Tawas, Michigan, Lake Huron.	Am. sc. Thomas H. Cahoon.	At 11.30 a. m. this vessel worked her way into Tawas Bay with rudder disabled. Signals for assistance were hoisted and the life-savers with surfboat quickly responded. They found her rudder post unshipped, and by means of a heavy purchase raised it and secured it in place, for which service the master was very grateful.
Oct. 17	White Head, Maine.....	Am. sc. Wm. D. Hilton.	Missed stays while standing out the harbor and stranded on Long Point 2 miles NE. of the station. The life-saving crew boarded her, hove her bow off, and with the assistance of her sails succeeded in floating her without damage.
Oct. 17	Hampton Beach, New Hampshire.	Gas. lch., no name..	This launch having run short of fuel came to the station, the master requesting assistance. The keeper furnished him with ample oil to reach his destination, but her machinery being somewhat out of repair the station crew towed her into Hampton River.
Oct. 17	South Manitou Island, Michigan, Lake Michigan.	Slp. Whitewings...	At 7.45 p. m. during a fresh SE. wind this vessel carried away her windlass gear and her crew displayed a night signal for aid. In response to the signal the life-savers went on board and assisted her crew to secure the cables to the mast, thus enabling her to ride out the storm in safety.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Oct. 17	Racine, Wisconsin, Lake Michigan.	Slp., no name	This sloop was discovered pounding heavily against a wharf during a fresh SE. gale; the surfmen went to her and removed her to a safe place until the storm subsided.
Oct. 17	Milwaukee, Wisconsin, Lake Michigan.	Slp. Dolphin	Stranded at 11.15 a. m. during a severe SE. storm 2½ miles N. of the station. The life-saving crew removed her ballast to lighten her, when she was hove off and towed to the Yacht Club slip.
Oct. 18	Louisville, Kentucky	Canoe Winona	Capsized in the river 400 feet from the shore precipitating its occupant, a man, into the water. The surfmen quickly pulled to the scene, took the man out of the water, righted his boat, and towed it to the club house landing.
Oct. 18	Sturgeon Point, Michigan, Lake Huron.	Fish boat, no name	At 5 a. m. a surfman discovered this boat on the beach filled with water; the station crew bailed her out and took charge of her, awaiting the arrival of a claimant.
Oct. 19	Burnt Island, Maine	Am. sc. Eastern Light.	Stranded during thick fog 1½ miles N. of the station; the life-saving crew assisted in running her lines to a tug, which hauled her afloat and towed her to a marine railway at Port Clyde.
Oct. 19	Hog Island, Virginia	Slp. Sally	While beating out the inlet stranded on Rogers Island ¼ mile SW. of the station. She was at once boarded by the life-saving crew, who ran an anchor and hove her afloat at high water.
Oct. 19	Hammond, Michigan, Lake Huron.	Fish boat, no name	Parted her anchor line and stranded on the beach during a NE. gale. The life-saving crew boarded her and found her full of water and in danger of being stove in by wreckage. They hauled her up onto the beach by means of a heavy purchase, bailed her out, and turned her over to the owner.
Oct. 19	Duluth, Minnesota, Lake Superior.	Gas. lch., no name	At 10 a. m. this launch was discovered adrift and the station crew towed it back to the club house with the surfboat and notified the owner.
Oct. 19	North Manitou Island, Michigan, Lake Michigan.	Gas. lch. Bessie	Parted her chain and stranded 150 yards NE. of the station. The surfmen with heavy tackles hauled her up onto the beach clear of the sea.
Oct. 19	Frankfort, Michigan, Lake Michigan.	Gas. lch. Reliance	At 9.20 p. m. the patrol saw a burning torch to the northward of the station; the surfboat was launched and the keeper with his crew pulled out in the direction of the light. It proved to be a launch with machinery disabled, and the keeper took the boat in tow and after a hard pull against the wind and sea succeeded in landing the occupants on shore without mishap. The Point Betsie crew arrived at the scene and assisted in conveying the crew of the launch to the station, where they were furnished with dry clothing from the supply of the Women's National Relief Association.
Oct. 19	Evanston, Illinois, Lake Michigan.	Skiff, no name	At 6.15 a. m. the keeper launched his surfboat and recovered a skiff drifting on the lake 1 mile from shore, and turned it over to the owner.
Oct. 19	Michigan City, Indiana, Lake Michigan.	Slp. yt. Princess	Broke adrift from her moorings and stranded on the beach 7 miles from the station and became a total wreck. The keeper saved her gear and turned it over to the owner.
Oct. 19	Milwaukee, Wisconsin, Lake Michigan.	Slp. Vagabond	At 10.20 p. m. the keeper was informed by telephone that this vessel had parted her mooring during a storm and gone adrift on the lake before a fresh offshore wind. The life-savers went out with the surfboat and towed it in to the yacht club landing.
Oct. 19	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Gas. lch., no name	This launch, with two occupants on board, capsized and filled with water. The life-saving crew hearing their shouts for help manned the surfboat and went to the rescue with all possible dispatch. The

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Oct. 19	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Gas. lch., no name..	two men who were clinging to the sides of the boat were taken out of the water and brought to the station and furnished with dry clothing from the stores of the Women's National Relief Association. A line was then run to the capsized boat, when it was towed to the harbor, righted, and pumped out.
Oct. 19	Baileys Harbor, Wisconsin, Lake Michigan.	Am. str. Addie Wade.	At 9 p. m. the lookout heard signals of distress coming from this vessel and immediately gave the alarm. The life-savers upon boarding her found that she had broken away from her moorings during a fresh NE. gale, and was in imminent danger of stranding on the rocks close aboard. The station crew ran out her lines and warped her to a wharf, where she was secured until favorable weather.
Oct. 20	Fletchers Neck, Maine....	Am. sc. Mabelle E. Bryson.	This vessel ran ashore on Fort Hill Point during a fresh NE. wind and thick weather. Upon being apprised of her perilous situation the keeper with his crew boarded her, ran out her anchors, and listed her over by means of masthead tackles, then hove in on her cables, and with the help of a tug succeeded in floating her without apparent damage.
Oct. 20	Cleveland, Ohio, Lake Erie.	Am. str. Sarah E. Sheldon.	Stranded 23 miles W. of station. Two members of crew lost before life-savers reached scene of disaster; 6 men rescued by station crew. (For detailed account see p. 25.)
Oct. 20	Marblehead, Ohio, Lake Erie.	Am. sc. Commerce..	This schooner while en route to Sandusky in tow of a steamer sprung aleak during a fresh westerly gale when 1 mile S. of Kelleys Island, and 3 miles NNE. of the life-saving station. Signals of distress were observed on the vessel by the lookout, and the keeper with his crew proceeded under sails to her assistance. They manned her pumps and managed to keep her afloat until she could be worked into port by the towing steamer.
Oct. 20	Tawas, Michigan, Lake Huron.	Am. sc. Wm. McGregor.	At 7.30 a. m. the lookout reported a vessel flying signals of distress. The station crew launched surfboat and set out for her, and upon going on board found her pumps disabled, she having already four feet of water in her hold. The surfmen repaired her pumps, pumped her dry, and she proceeded on her way.
Oct. 20	Thunder Bay Island, Michigan, Lake Huron.	Am. str. William R. Linn.	At 5 p. m. the station crew went out to this vessel, which had lost her consort, and returned with dispatches for the owners, which the keeper at once forwarded.
Oct. 20	Middle Island, Michigan, Lake Huron.	Am. sc. Emma L. Nielson.	This vessel dragged her anchors during a fresh NE. gale and stranded on a point 16 miles NW. of the station. The surfmen were taken to the scene of disaster in tow of a tug, and upon boarding her ran a hawser to the tug, which endeavored to float her, but was unsuccessful. The life-savers threw overboard a portion of her cargo to lighten her, when she was released and taken to a dry dock for repairs.
Oct. 20	Grand Marais, Michigan, Lake Superior.	Am. sc. Galatea....	This schooner broke away from her towing steamer during a northerly gale and stranded in the harbor $\frac{1}{2}$ of a mile from the station. The crew of the vessel, together with their effects, were landed safely on shore and taken to the station, where they were made comfortable. The efforts of the master, assisted by the surfmen, to float his vessel proved unsuccessful, and a wrecking company was notified.
Oct. 20	.....do.....	Am. sc. Nirvana....	While attempting to enter the harbor for shelter from a gale, this schooner collided with the pier, staving a hole in her bow below the water line, causing her to fill and sink in 18 feet of water. The life-

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Oct. 20	Grand Marais, Michigan, Lake Superior.	Am. sc. Nirvana.....	saving crew, learning of the casualty, transported the surfboat over a point of land abreast of the wreck and went to the assistance of the imperiled men, who could be seen clinging to the stern of the vessel. The surfboat was held up to the wreck until all were taken off and brought to the shore in safety. They were succored at the station until able to depart for their homes. (See letter of acknowledgment.)
Oct. 20	Manistee, Michigan, Lake Michigan.	Am. sc. Lydia.....	At 2 a. m. this vessel dragged her anchors during a strong gale and high sea, striking the beach $\frac{1}{2}$ mile S. of the station, when her anchors took hold in the shoal water and prevented her from being carried well up on shore. The life-savers attempted to launch the surfboat, but were driven back by the tremendous surf, which finally disabled the boat. The beach apparatus was then run out and at 5 a. m. it was placed in position abreast of the wreck and ready for operation. The first shot line was driven to leeward of the vessel by the wind, but the next one fell on board and was secured by the sailors and made fast. At this juncture her cables parted and she was swept inshore by the sea. The whip line was again hauled taut and the shipwrecked men, 3 all told, slid down on it, then let go their hold and dropped into the water, where they were rescued by the surfmen who plunged in to their assistance. They were borne ashore in safety and then conveyed to the station, where they were made comfortable until able to leave for their homes.
Oct. 20	Ludington, Michigan, Lake Michigan.	Gas. lch. Marguarite.	Drifting on the lake during a fresh gale with no one on board; the station crew went out and recovered the boat and hauled it up onto the beach clear of the surf.
Oct. 20	.....do.....	Am. sc. Vega.....	At 11.30 a. m. on this date the schooner Vega while endeavoring to make port during a storm missed the harbor entrance and stranded a short distance below the life-saving station and about 1,500 feet from shore. It being too rough to launch the boat the station crew set out with the beach apparatus, and with the assistance of a team of horses transported it to a wharf and thence to Pere Marquette Lake on a tug, arriving abreast of the wreck at 1 p. m. The Lyle gun was placed in position and a shot fired out to the vessel, but the line fell short. A No. 7 line with 6 ozs. of powder was then sent off, falling across the jibstay, but unfortunately slid down and fell into the water beyond the reach of the ill-fated crew. The next shot fell on board and the line was hauled off and secured to the main rigging. The breeches buoy was sent out to them until all were landed in safety, when they were conveyed to the station and furnished with food, stimulants, and dry clothing from the stores of the Women's National Relief Association. The schooner proved a total loss.
Oct. 20	Saint Joseph, Michigan, Lake Michigan.	Am. str. Tourist, Am. str. May Graham.	Owing to an exceptionally high sea on this date these two vessels were lifted onto some piling at the wharf, causing them to list badly when the water receded. The surfmen ran hawsers to a wharf and hauled them clear of the obstructions without injury.
Oct. 20	Michigan City, Indiana, Lake Michigan.	Gas. lch. A. M. Giddie; yt. Arrow; slp., no name.	During a fresh gale prevailing the life-saving crew rendered valuable service in saving these vessels from destruction by securing them to safe moorings until the storm abated.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Oct. 20	Old Chicago, Illinois, Lake Michigan.	Skiff, no name.....	The lookout seeing this boat adrift on the lake pulled out to it in a skiff and towed it to the Columbia Yacht Club landing.
Oct. 20	Milwaukee, Wisconsin, Lake Michigan.	Am. sc. John V. Jones.	Dismasted during a severe SW. storm 45 miles from the station. This vessel, lumber laden, was towed into port by the revenue cutter Tuscarora. The station crew assisted to secure the schooner to a wharf, then pumped her out and made preparations for docking her.
Oct. 20	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Scow, no name.....	Parted her moorings and went adrift during a strong northerly gale, stranding on the beach $\frac{1}{2}$ mile SW. of the station. The life-savers went to her assistance, threw her cargo of stone overboard, then with the aid of a tug floated her without damage.
Oct. 21	Manomet Point, Massachusetts.	Sailboat, no name..	This boat containing a man was seen to capsize in a NW. squall $\frac{2}{3}$ miles S. of the station; the life-savers quickly manned a dory and went out to the rescue and found the man clinging to the boat. He was taken out of the water, removed to the station, where he was stripped of his wet clothing, furnished with stimulants, and put to bed for three hours, when he returned to his home.
Oct. 21	Baileys Harbor, Wisconsin, Lake Michigan.	Gas. lch. A. M. Harvey.	At 7.30 a. m. the keeper received a telephone message stating that this vessel had stranded on the beach $\frac{1}{2}$ miles SW. of the station. The surfmen launched a boat and went out to her, and finding her full of water, pumped her dry, ran an anchor, and hove her afloat.
Oct. 22	Orleans, Massachusetts..	Am. sc. Mary Weaver.	This vessel having been in collision with the tug C. W. Morse when 8 miles NNE. of Nauset lights set signals for assistance. The life-savers went to her and aided in repairing her sails, then fished the main boom, when she proceeded to Vineyard Haven to make repairs.
Oct. 22	Gay Head, Massachusetts	Slp. Marion.....	Stranded $\frac{1}{2}$ mile NE. of the station; the surfmen boarded her, ran out a line to a wharf, and hove her afloat without damage.
Oct. 22	Point of Woods, New York.	Am. sc. Emma E. Overton.	At 2.20 p. m. the lookout reported this vessel stranded on the side of the channel. The surfmen after running her anchors hove her into deep water and she proceeded without damage.
Oct. 22	Erie, Pennsylvania, Lake Erie.	Yawl New Kingfisher.	Went adrift in a fresh SW. squall and stranded $\frac{1}{2}$ mile W. of the station. The surfmen went to her aid and hauled her afloat uninjured.
Oct. 22	Tawas, Michigan, Lake Huron.	Fish boat, no name..	At 8 a. m. this boat was seen adrift on the lake $2\frac{1}{2}$ miles from the shore. The surfboat was launched and the life-savers went out, took the boat in tow and turned it over to the owner.
Oct. 23	City Point, Massachusetts.	Yawl Katrina II...	At 9.20 a. m. the lookout upon discovering flames coming from the cabin of this yacht immediately gave the alarm. The life-savers took her in tow with a power boat and beached her, when after one-half hours' hard work they succeeded in extinguishing the flames, a surfman taking charge of her until the owner arrived. (See letters of acknowledgment.)
Oct. 23	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	A small skiff having gone adrift on the lake surfmen towed it in, bailed it out, and turned it over to the owner.
Oct. 24	City Point, Massachusetts.	Sc. yt. Pastime.....	Dragged anchors during a strong SW. wind and in danger of collision with the City Point pier. The life-savers with their power boat took her in tow to a safe anchorage.
Oct. 24	Saluria, Texas.....	Am. str., no name..	The keeper set range flags on shore to assist this vessel to enter the harbor over shifting bars.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Oct. 25	Hunniwells Beach, Maine.	Slp., no name.....	This boat containing two men having been swept into the breakers by the tide 1 mile S. of the station was saved from destruction and probable loss of life by the timely arrival of the life-saving crew, who took the sloop and its occupants to a place of safety.
Oct. 26	Newburyport, Massachusetts.	Am. sc. Shenandoah.	Stranded on a shoal while standing up Merrimac River; the station crew ran her lines to a tug, which hauled her afloat at high water.
Oct. 26	City Point, Massachusetts.	Catboat Charlotte..	Capsized in Dorchester Bay during a fresh squall, throwing the occupant, a man, into the water. The surfmen in power boat went to the rescue, took the man out of the water, and with his sailboat in tow headed into shoal water, where it was beached, righted, bailed out and then turned over to the owner.
Oct. 26	Thunder Bay Island, Michigan, Lake Huron.	Am. sc. Ogarita....	About 1.30 p. m. this vessel was sighted enveloped in flames at a point 4 miles SSE. of the station. The life-savers immediately launched a boat and went out to the ill-fated craft. Upon arriving alongside they found her abandoned by her crew, who had sought refuge on another steamer nearby. The surfmen set to work to extinguish the fire, but it had gained such headway that despite all their efforts they were unable to get it under control until the hull had burned to the water's edge. The keeper notified the owner of the casualty, and a tug was sent which towed the derelict out of the track of vessels.
Oct. 27	Louisville, Kentucky.....	Flatboat, no name..	At about 1 p. m. a boat loaded with slabs broke adrift from her moorings and was swept down by the current close to the falls in the river. The lookout gave the alarm, whereupon the station crew manned a boat and towed the drifting boat up stream and secured her to the shore.
Oct. 27	.....do.....	.....do.....	Adrift in the Ohio River and in danger of going over the falls; the lookout gave the alarm and the surfmen took it in tow and moored it in a safe place.
Oct. 27	Jackson Park, Illinois, Lake Michigan.	Skiff, no name.....	At 4 p. m. the lookout reported that a small boat had gone adrift from a man engaged in working on a beacon $\frac{1}{2}$ of a mile SE. of the station. The station crew pulled out, recovered the skiff, and returned it to the workman.
Oct. 28	Newburyport, Massachusetts.	.....do.....	Adrift 1 mile NW. of the station; the surfmen recovered the boat, bailed it out, and returned it to the owner.
Oct. 28	Louisville, Kentucky.....	.....do.....	Adrift in the river with two men on board and in immediate danger of going over the Indiana chute of the falls of the Ohio. In response to the alarm the station quickly pulled to the rescue and towed the boats with its occupants to a safe place in the canal.
Oct. 28	Duluth, Minnesota, Lake Superior.	Gas. lch. P. V.....	Having exhausted her fuel this launch was sighted by the lookout drifting out the channel into the lake. The life-saving crew with a power boat took her in tow and brought her into the harbor.
Oct. 28	Frankfort, Michigan, Lake Michigan.	Am. str. John D. Dewar.	This vessel having sprung a leak the station crew went on board with their force pump and kept her free until she could get up steam to operate her own pumps.
Oct. 29	Newburyport, Massachusetts.	Skiff, no name.....	Two men in this boat having lost an oar were seen drifting helplessly towards a jetty located at the mouth of the Merrimac River before a fresh W. wind and in danger of capsizing. Several surfmen went to their rescue and brought the boat to the station, where the occupants were furnished with dry clothing from the supply of the Women's National Relief Association.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Oct. 29	Kenosha, Wisconsin, Lake Michigan.	Gas. lch. Alfie.....	This launch containing six men ran short of fuel, went adrift, and stranded on the beach 1 mile N. of the station. The life-savers boarded her, ran out an anchor, hauled her afloat, and towed her to the station.
Oct. 30	Point Allerton, Massachusetts.	Am. sc. Mary A. Gleason.	At 6.30 a. m. the keeper of this station learned that a fishing schooner was ashore on Ram Head Bar, $2\frac{1}{2}$ miles NNW. of the station. The surfmen ran lines to a tug, which hauled her off at high water.
Oct. 30	Kewau'n'ee, Wisconsin, Lake Michigan.	Gas. lch. Pawnee...	While two fishermen were engaged lifting their nets the engine of their power boat became disabled and they went adrift when two miles offshore. In response to a signal of distress on the launch the life-saving crew pulled out and towed them back into the harbor.
Nov. 1	Gurnet, Massachusetts...	Am. sc. Seaconnet...	At 6.30 p. m., signals of distress were observed on Browns Island. The keeper immediately launched surfboat and after a hard pull against wind and sea succeeded in reaching a fishing smack which had stranded near the island $\frac{1}{2}$ of a mile from shore and about the same distance SSW. of the station. The surfmen boarded her, set her sails, worked her afloat at high water, and took her around on the lee side of the island and anchored her in a secure place.
Nov. 1	Gay Head, Massachusetts.	Catboat Margie.....	Parted her cables during a fresh NW. gale and struck the beach 2 miles E. of the life-saving station. The surfmen worked on her for several days and on the 3rd instant succeeded in floating her without damage.
Nov. 1	Galveston, Texas.....	Slp. Lady R.....	While standing too close to the shore this vessel ran aground 100 feet from shore and $\frac{1}{2}$ mile NNW. of the station. The surfmen went to her assistance and floated her without difficulty.
Nov. 1	Buffalo, New York, Lake Erie.	Am. sc. James G. Blaine.	While entering the harbor the towline parted and she stranded in 5 feet of water about 100 feet from shore and 800 feet from the station. The life-savers telephoned for a tug, then went out to her ran her lines to the tug Cascade, which hauled her afloat and anchored her in a safe place in the harbor.
Nov. 1	Kenosha, Wisconsin, Lake Michigan.	Am. sc. Idler.....	Swept ashore during a fresh W. wind and heavy sea, its occupant, a man, making signal for assistance. The life-savers proceeded to the craft and after a hard pull arrived alongside and at once went to work to get her off, but were unsuccessful. A tug then took hold of her and in attempting to float her the bow of the schooner broke off and all hope of saving her was abandoned.
Nov. 1	Baileys Harbor, Wisconsin, Lake Michigan.	Gas. lch. Alena.....	Engine disabled and boat adrift with two men on board. The life-saving crew in Whitehall boat took the launch in tow to the station landing and made repairs.
Nov. 2	Hampton Beach, New Hampshire.	Fish boat, no name.	At 9.15 a. m. during a heavy squall, this boat was seen to capsize, throwing its occupant, a man, into the water. He was picked up by a boat near by. The life-savers, who had hastened to the scene, righted the capsized boat, baled it out, and turned it over to the owner.
Nov. 2	Assateague Beach, Virginia.	Am. sc. Thomas L. James.	At early dawn this vessel struck on Sumers Lump, 4 miles from shore and $6\frac{1}{2}$ miles S. of the station. She was discovered by the patrol of the Assateague station, who reported her to the keeper. A tug being near at hand the life-savers, assisted by the crew of the Wallops Beach station, ran her lines, when at high water she was hauled afloat and towed to port.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Nov. 2	Duluth, Minnesota, Lake Superior.	Gas. lch., no name.	This launch containing two persons became disabled in the harbor, and the surfmen went to her assistance and towed her to the clubhouse landing.
Nov. 2	Old Chicago, Illinois, Lake Michigan.	Slp. Wenonah.....	Parted her moorings and went adrift with no one on board. The keeper took the sloop in tow to the station and notified the owner.
Nov. 2	.....do.....	Houseboat, no name	Parted her moorings during a fresh southerly squall and drifted against the breakwater wall, where she pounded heavily. The station crew ran a line to the boat and hauled her clear, and a tug took her to a safe anchorage.
Nov. 2	Milwaukee, Wisconsin, Lake Michigan.	Am. str. Iowa.....	Stranded during thick weather 1 mile offshore and 5 miles N. of the station. The life-savers sent for tugs to haul her off, then pulled to her and assisted in unloading 25 tons of freight onto a scow to lighten her, when a tug floated her without apparent damage.
Nov. 2	.....do.....	Am. str. Appomattox.	While assisting the steamer Iowa the life-saving crew discovered this vessel and her tow ashore 5 miles N. of the station. Lines were run to tugs which had arrived on the scene, and the tow barge Santiago was released and taken into deep water and anchored. On going on board the Appomattox it was found that she had sustained considerable damage to her hull below the water line, causing her to fill immediately upon stranding. Her crew had abandoned her and taken refuge on another vessel. Tugs, divers, and steam pumps were procured and all efforts made to save the vessel, but after four steam pumps had worked on her for several days and nights without lowering the water in her hold she was stripped and given up on the 15th instant.
Nov. 2	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Am. sc. Defiance...	This vessel capsized in a gale of wind 2,000 feet from shore and 3½ miles NW. of the station. The life-saving crew upon arriving alongside found that her crew of four men had left her and reached the shore in safety. The surfmen assisted to right and pump out the schooner when tugs towed her afloat on the 8th instant.
Nov. 2	Baileys Harbor, Wisconsin, Lake Michigan.	Gas. lch., no name...	At 3.30 p. m. this launch was discovered adrift 800 feet from shore with no one on board, and soon stranded 2½ miles from the life-saving station. The surfmen transported their boat down the beach on the boat wagon, drawn by a team of horses. Arriving abreast of the stranded boat they pulled out through a heavy surf and set to work to save her from being pounded to pieces on the hard bottom. After throwing her ballast overboard they pumped her out, kedged her off without damage, and anchored her clear of the shoal.
Nov. 3	Harbor Beach, Michigan, Lake Huron.	Sailboat, no name...	Parted her moorings and drifted against a log crib, where she pounded heavily in the gale prevailing. The keeper, assisted by the patrol, removed the boat to a place of safety until the storm abated.
Nov. 4	Fire Island, New York...	Am. sc. Carrie.....	At 1 p. m., stranded on Tobys Flats, about 2 miles NE. of the station. The life-savers, assisted by the surfmen from the Point of Woods station, ran out her anchors and hove her afloat without damage.
Nov. 4	Galveston, Texas.....	Slp. Molly O.....	At 6.30 a. m. this vessel, loaded with oysters, was dismasted in a fresh SE. squall. The surfmen boarded her, cleared away the wreckage, and towed her to a place of safety.
Nov. 4	Portage, Michigan, Lake Superior.	Am. sc. Moravia....	This vessel having been in collision with another craft while passing through the canal was boarded by the life-savers, who ran her lines to a wharf and warped her into the harbor, where repairs were made.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Nov. 5	Salisbury Beach, Massachusetts.	Dory, no name.....	At 1 p. m. a dory containing two men was seen to capsize in the surf a short distance N. of the station. The life-saving crew took the imperiled men out of the water and brought them to the station and made them comfortable, then returned to their boat and towed it to the landing, righted and bailed it, and returned it to the two men.
Nov. 5	City Point, Massachusetts.	Gas. lch. Linkerty Splt.	This launch having become disabled and unable to proceed on her way, the life-saving crew with their rowboat took her in tow to Savin Hill, where the occupants of the launch were safely landed.
Nov. 5	Cleveland, Ohio, Lake Erie.	Gas. lch. J. P. Brogh.	This launch, with three persons on board, having lost its bearings on account of dense fog, the keeper took charge of the boat and directed the course into the harbor.
Nov. 6	Brenton Point, Rhode Island.	Skiff, no name.....	This skiff having gone adrift the keeper sent two surfmen out to search for it. They recovered the boat and turned it over to the owner.
Nov. 6	Harbor Beach, Michigan, Lake Huron.	Lighter H. W. Swift.	Parted her moorings and stranded in the surf, where she pounded heavily. The life-saving crew ran a hawser from the lighter to a tug, which hauled her afloat and towed her to a safe anchorage.
Nov. 6	Kewaunee, Wisconsin, Lake Michigan.	Am. sc. Quickstep..	While entering the harbor during a strong gale this vessel stranded on the side of the channel in soft mud. The station crew went to her assistance and soon had her afloat.
Nov. 6	.....do.....	Am. sc. Carrie.....	On entering the harbor this vessel struck the pier, staving a large hole in her bow at the water line. The surfmen assisted in unloading a part of her cargo to lighten her forward, when repairs were made and the leaks stopped.
Nov. 7	Buffalo, New York, Lake Erie.	Yacht, no name....	At 5.20 p. m. the lookout reported a small yacht in trouble near the breakwater. The surfboat was manned and the craft taken in tow to the yacht club landing.
Nov. 8	Cape Lookout, North Carolina.	Am. sc. Thomas A. Ward.	This vessel put into Lookout Bight for a supply of kerosene oil, and the keeper furnished the master with sufficient oil for the vessel to reach her destination.
Nov. 8	Niagara, New York, Lake Ontario.	Gas. lch., no name..	This launch, with no one on board, was discovered ashore at a point about ½ mile E. of the station. The life-savers hove her afloat and notified the owner.
Nov. 8	Manistee, Michigan, Lake Michigan.	Am. sc. Abbie.....	During a fresh NW. wind and thick snow-storm this vessel becoming water-logged and unmanageable struck the beach at a point 9 miles N. of the station. The life-saving crew with their appliances were transported down the coast on a flat car attached to a locomotive, and when abreast of the wreck the surfboat was launched and towed out to the ill-fated craft by a gasoline launch. Three of her crew could be seen clinging to the cabin hatch, which was the only part of the hull above water. Both masts had been carried away, the wreckage lying alongside, and, with a high sea running, made the rescue by boat a hazardous undertaking. By skillful management of the boat amidst the wreckage they succeeded in taking off the shipwrecked crew, when they were conveyed safely to the light keeper's dwelling on shore and made comfortable until able to depart for their homes. The life-savers endeavored to recover the effects of the destitute men, but nothing came ashore save the wreckage from her hull. She proved a total loss. (See letter of acknowledgment.)
Nov. 9	Salisbury Beach, Massachusetts.	Rowboat, no name..	Adrift in the surf ½ mile N. of the station. A surfman picked it up and returned it to the owner.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Nov. 9	Ocracoke, North Carolina.	Am. str. Virginia . . .	This vessel arriving at the bar and wishing to enter the harbor the keeper went on board and at the request of the master piloted her to a safe anchorage inside.
Nov. 9	South Haven, Michigan, Lake Michigan.	Am. str. City of Kalamazoo.	At 6 a. m. while entering the harbor this vessel stranded near the pier. The life-saving crew ran her lines across the harbor and secured them to a wharf, when at 6.40 she succeeded in backing off into deep water.
Nov. 10	Portage, Michigan, Lake Superior.	Gas. lch. Mary H. . .	Machinery disabled owing to stress of weather and boat adrift $\frac{1}{2}$ mile N. of the station. The station crew pulled to the boat and towed it into the canal for repairs.
Nov. 12	Newburyport, Massachusetts.	Dory, no name.	At 9.30 a. m. three men were seen struggling in the water under the bows of a vessel. The life-saving crew upon going to their assistance found that their boat had been run down by the craft while they were pulling down the channel. They were taken out of the water and removed to the station, after which they left for their homes.
Nov. 12	Plum Island, Massachusetts.	Am. str. R. J. Hackett.	At 8.15 a. m. the lookout reported to the keeper that he could discern heavy clouds of smoke in the direction of Whaleback Shoal. At about the same time a message was received from the light keeper to the effect that a vessel was on fire 13 miles W. of the station. The life-savers upon going out to her, found her enveloped in flames and abandoned by the crew. They succeeded in saving the officers' papers, two compasses, a trunk containing clothing, and other articles valued at about \$120, which they brought to the station and afterwards turned them over to the owners.
Nov. 12	Buffalo, New York, Lake Erie.	Gas. lch. Woodcock.	At 3 p. m. the surfmen sighted this launch with machinery disabled and towed it to the boathouse landing.
Nov. 13	Burnt Island, Maine.	Gas. lch. Hiawatha . .	Engine disabled. The life-saving crew went out to her and towed her to Port Clyde.
Nov. 13	Indian River Inlet, Florida.	Fish boat No. 242. . .	The keeper assisted to haul out this boat, which had foundered while attempting to cross the bar, then built skids and transported her over the point to the inlet beyond.
Nov. 13	Cleveland, Ohio, Lake Erie.	Am. ses. (2) B. W. Parker and Nellie Mason.	At 5.20 p. m. the lookout reported a steamer with two schooners in tow entering the harbor for shelter, but before they were brought to anchor the towline parted and both vessels were swept to leeward and brought up against the breakwater wall, where they pounded heavily. The life-savers proceeded to their assistance with all possible dispatch, then mounted the breakwater and threw a heaving line to the imperiled sailors. A ladder was made fast to the line and run off to them, and lashing themselves securely to it the entire crew of 8 men were one by one taken off just as their vessel filled and sank. The crew of the other vessel, 7 all told, were landed on the breakwater in the same manner, and twenty minutes later the water-logged craft settled to the bottom. The destitute men were taken to a tug, which conveyed them up the river and landed them.
Nov. 13	Harbor Beach, Michigan, Lake Huron.	Skiff, no name.	This skiff having gone adrift was recovered by the surfmen, who bailed it out and turned it over to the owner.
Nov. 13	Tawas, Michigan, Lake Huron.	Fish boat, no name. . .	At 3 p. m. this boat, containing a fisherman, was swept into the surf and in immediate danger of capsizing. The surfmen went to his assistance and hauled the man and the boat up onto the beach to a safe place.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Nov. 13	Portage, Michigan, Lake Superior.	Am. sc. Crete	During stress of weather this vessel parted her towline and went adrift, striking the bar $\frac{1}{2}$ mile from shore and about the same distance N. of the life-saving station. The surfmen assisted to run lines from the schooner to a pier, when she floated off into deep water by her own power.
Nov. 13	Manistee, Michigan, Lake Michigan.	Gas. lch. Night Hawk.	Engine disabled and boat swept into the surf by stress of weather, where she stranded 120 feet from the shore and $\frac{1}{2}$ mile SSW. of the station. The station crew after landing the occupants safely on the beach returned to the launch and towed it to a place of safety. Later another launch took it in tow up the river.
Nov. 13	Old Chicago, Illinois, Lake Michigan.	Rowboat, no name.	Two fishermen, having gone out into the lake to set their nets found themselves unable to regain the shore, owing to stress of weather. The keeper manned the surfboat and the surfmen pulled to the rescue, bringing the men and the boat to the station landing.
Nov. 14	Plum Island, Massachusetts.	Gas. lch., no name..	This launch, having lost her propeller, came to anchor about $5\frac{1}{2}$ miles SSE. of the station. A brisk N. wind parted her moorings, and she stranded 100 feet from shore. At the request of the master the surfmen hauled her up onto the beach, clear of the surf, and on the following day they constructed a launch way, hove her into deep water, and took her to Essex Harbor.
Nov. 14	Ocracoke, North Carolina	Launch No. 22.....	Stranded on Blair Shoal at a point 4 miles W. of the station. After the surfmen had transported her crew of nine men to the U. S. S. Matchless they returned to the stranded boat, but their efforts to float her proved unsuccessful. (See letter of acknowledgment.)
Nov. 14	.....do	Am. sc. Annie F. Wahab.	Missed stays during a fresh gale and struck on Cockle Shoal 1 mile W. of the station. The keeper and his crew in Monomoy surfboat pulled to her assistance, ran her anchors, and endeavored to heave her afloat, but were unsuccessful. On the following high tide she was released without damage.
Nov. 14	Galveston, Texas.....	Slp., no name.....	Adrift with no one on board. Three surfmen recovered the boat, towed it to the station, and the owner notified
Nov. 14	Ashtabula, Ohio, Lake Erie.	Bge. Yukon.....	At the request of the manager of the Great Lakes Towing Company manned the surfboat and went out and obtained soundings over this barge, which had foundered on Oct. 20 1 mile N. of the station and directly in the track of navigation.
Nov. 14	Duluth, Minnesota, Lake Superior.	Lighter, no name....	During a fresh SW. breeze this vessel, loaded with coal, was driven onto the beach, where she was discovered by two surfmen, who hove her afloat and towed her to a safe place.
Nov. 14	Two Rivers, Wisconsin, Lake Michigan.	Am. str. Rhoda Stewart.	At 6.30 a. m. the life-savers assisted to move this vessel to a secure berth until the storm abated.
Nov. 14	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Am. sc. Mishicott..	This vessel while unloading a cargo of stones stranded, owing to stress of weather, 500 feet from the shore and 600 feet E. of the life-saving station. The station crew attempted to float her, but were unsuccessful. On the following day two steamers assisted in the work, but their combined efforts proved futile. On the 17th instant the wind and sea increased, which greatly facilitated the work, when at 4.30 p. m. she was released and secured to a wharf.
Nov. 15	Two Rivers, Wisconsin, Lake Michigan.	Am. str. Rhoda Stewart.	At 4.30 p. m., while this vessel was leaving port, she grounded at the outer end of the channel, and the surfmen hastened to her assistance. They shifted her anchors and

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Nov. 15	Two Rivers, Wisconsin, Lake Michigan.	Am. str. Rhoda Stewart.	a part of her cargo to lighten her forward, when she floated and passed out over the bar without further difficulty.
Nov. 16	Long Branch, New Jersey.	Am. sc. Addie Jordan.	This vessel, while in a sinking condition, came to anchor 1 mile S. of the station and made signal to be towed to a harbor, whereupon the keeper dispatched a tug, which took her to New York.
Nov. 16	Core Bank, North Carolina.	Am. sc. Ether.....	At 1 p. m. the lookout discovered this vessel aground on Drum Shoal and flying signals of distress. The surfmen, in a skiff, went out to her, ran her anchors, and hove her into deep water without difficulty.
Nov. 17	Nahant, Massachusetts.	Gas. lch. Sylvia.....	This launch parted her moorings during a strong NW. wind, and was swept into the breakers, stranding 300 yards from shore and $\frac{1}{2}$ mile SW. of the station. After considerable effort the surfmen succeeded in floating her without damage.
Nov. 18	.....do.....	Dory, no name.....	The life-saving crew, in Monomoy surfboat recovered this dory, which had drifted to sea, and turned it over to the owner.
Nov. 18	Little Beach, New Jersey	Am. sc. Nelson E. Newbury.	At 10.30 a. m. the patrol reported a schooner ashore on Little Egg Harbor Shoals, about $2\frac{1}{2}$ miles SE. of the station. The life-savers boarded her, ran out her anchors, and hove her afloat at high tide, when she proceeded on her way apparently uninjured.
Nov. 20	Cuttyhunk, Massachusetts.	Am. sc. Mary and Bell.	In response to a signal for a pilot the keeper went on board and directed the course into Cuttyhunk Pond.
Nov. 20	Point of Woods, New York.	Am. sc. Carrie.....	At 10 a. m. the lookout reported this vessel aground $\frac{1}{2}$ mile N. of the station. The life-savers boarded her, and with the assistance of her sails worked her afloat without damage.
Nov. 20	.....do.....	Scow, no name.....	This scow, loaded with pound net poles, having filled with water during a stiff NE. wind, surfmen ran out an anchor to hold her, then bailed her out, and turned her over to the owner.
Nov. 20	Grand Marais, Michigan, Lake Superior.	Am. str. Portage...	At 10 p. m. the station lookout reported a vessel's lights, apparently stationary, out on the lake; also signals of distress from her steam whistle. The life-savers immediately launched surfboat and after a two hours' hard pull discovered a steamer ashore on the end of Rock Reef. Upon the request of the master the keeper in the surfboat returned to the station and telephoned for a tug, then went out to her again, and assisted to jettison 400 tons of her cargo. In the meantime the tug arrived, and after the surfmen had run her hawsers to the stranded craft she was released and towed into the harbor.
Nov. 20	Portage, Michigan, Lake Superior.	Am. str. Orinoca...	At 5 p. m. the life-saving crew proceeded to the assistance of this vessel, which had grounded at the entrance of the canal. At the request of the master the surfmen ran out her hawser and secured it to the shore, when she floated off by her own power.
Nov. 21	Dam Neck Mills, Virginia	Am. sc., no name...	At 9.30 a. m. came to anchor off the station and requested a tow. The keeper telephoned for tug, which took the schooner to port.
Nov. 21	Gull Shoal, North Carolina.	Gas. lch. Detcher...	Stranded on Scotts Reef; surfmen boarded her and floated her without difficulty.
Nov. 21	Baileys Harbor, Wisconsin, Lake Michigan.	Am. str. Jessers Jackson.	Adrift on the lake with rudder disabled and sounding signals of distress on the steam whistle. The surfmen went out to her, ran a line to their boat, and towed her into the harbor, where she was secured to a wharf.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Nov. 22	Jerrys Point, New Hampshire.	Nor. str. Duncan...	This vessel came to 3 miles SSE. of the station and requested the services of a pilot. There being none available the keeper boarded her and piloted her to a safe anchorage in the harbor.
Nov. 23	Wachapreague, Virginia..	Am. sc. Oriental...	This vessel with a cargo of oysters drifted ashore during a calm and struck the beach $\frac{1}{2}$ of a mile S. of the station. The station crew, upon boarding her, ran out her anchors, hove taut her cable to await high water, when she floated off without damage.
Nov. 23	Marblehead, Ohio, Lake Erie.	Shanty boat, no name.	Parted her moorings and stranded on the beach, where she soon filled with water. The surfmen assisted to ball her out and heave her afloat.
Nov. 24	Wallops Beach, Virginia..	Slp. Crockett.....	At 10.25 a. m. the lookout reported a small sloop aground on Gunboat Bar; the surfboat was manned and the crew boarded her. The crew of the Assateague Beach station also went off to her and by the united efforts of the surfmen she was floated and taken to Chincoteague apparently uninjured.
Nov. 24	Hog Island, Virginia.....	Slp. Eddie.....	Missed stays and ran ashore on Rogers Island 100 yards from shore and 2 miles W. of the station. The keeper and two surfmen in a launch went out to her and succeeded in floating her without apparent damage.
Nov. 24	Middle Island, Michigan, Lake Huron.	Am. sc. Harvey Bissell.	At 6 p. m. while this vessel was entering the harbor in tow of the steamer D. W. Rust she took a sheer and stranded on the east side of the harbor and soon filled with water, her crew abandoning the craft in their yawl and taking refuge on board a nearby barge. The keeper telephoned for a tug and a diver, then assisted in discharging her deck load of lumber, when she was floated and towed to Alpena for repairs.
Nov. 24	Holland, Michigan, Lake Michigan.	Am. str. Argo.....	This vessel, belonging to the Graham and Morton line, with 19 passengers and a crew of 22 all told on board, bound from Chicago to Holland, encountered a gale which reached a velocity of 50 miles an hour. On arriving off Holland and in attempting to enter the harbor tremendous seas swept her to leeward and she was dashed against the pierheads, then drifted upon a sand bar about 500 feet from shore, where she was momentarily threatened with destruction in the heavy breakers. The life-saving crew tried to reach the vessel with a surfboat, but were unable to launch it on account of the high-running surf. They hastily rigged the beach apparatus, fired a shot which went directly over the vessel, after which the breeches buoy was sent out and the passengers landed without mishap, the crew, however, deciding to remain on board. The surfmen did all in their power in assisting the master to save his ship, but all efforts proving futile she was abandoned until spring. A man on a fishing trip found it impossible to reach the shore owing to a fresh offshore gale. The station crew having been apprised of his perilous situation at once pulled out and brought him to the station, his boat having been securely anchored until the storm subsided.
Nov. 24	South Chicago, Illinois, Lake Michigan.	Rowboat, no name.	Drifting out into the lake before a fresh S.W. gale and rough sea, the life-savers boarded her and let go her anchors, after which she was taken back to port by a tug.
Nov. 24	Old Chicago, Illinois, Lake Michigan.	Am. sc. S. A. Wood.	During a severe gale this vessel dragged her anchors and stranded on a reef 8 miles SW of the station. Upon being notified of the disaster by telephone the surfboat was manned and the surfmen proceeded to the
Nov. 24	Baileys Harbor, Wisconsin, Lake Michigan.	Am. sc. Elva.....	

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Nov. 24	Baileys Harbor, Wisconsin, Lake Michigan.	Am. sc. Elva	scene with all possible haste. They found her lying in the breakers pitching and rolling with the sea breaking completely over her and in danger of breaking up. Her crew were taken off and landed on shore in safety, and when the storm had subsided the schooner was floated and taken to a place of safety, she having sustained but little damage.
Nov. 25	Nahant, Massachusetts..	Slp. Gypsy	This sloop having gone adrift, several surfmen set out in a dory, recovered the craft, and brought her into the station landing, where she was turned over to the owner.
Nov. 25	Brenton Point, Rhode Island.	Am. sc. Charles L. Morgan.	This vessel having lost her mainmast and the master requesting a tug, the keeper telephoned to Newport for the gunboat Hist, which came and towed her to port.
Nov. 25	Umpqua River, Oregon..	Am. sc. Bella	Stranded in a fresh northerly wind, 100 yards offshore and 15 miles N. of the station, her crew of 8 men managing to reach the land in their own boats. The station crew, upon boarding her, assisted the master in saving the cargo, after which she broke up and proved a total loss.
Nov. 27	White Head, Maine.....	Am. sc. Menawa....	This vessel, while passing through Muscle Ridge channel, struck a sunken ledge, but floated off at high water. On the following morning she was discovered running for Seal Harbor flying signals of distress. The life-savers manned the surfboat and went to her assistance, but before they could reach her she collided with another schooner, carrying away her jib boom and head gear. The surfmen, upon boarding her, found her in a leaking condition, she already having 3 feet of water in her hold. Her crew being exhausted, the life-savers manned the pumps and kept her clear until she reached Seal Harbor, then procured a tug which towed her to Rockland for repairs.
Nov. 27	Core Bank, North Carolina.	St. yt. Maspeth.....	Stranded on the SW. end of Drum Shoal 2½ miles W. of the station during a fresh NE. wind. The station crew at once boarded her, ran out her anchors, and with the assistance of her engines hove her afloat without damage.
Nov. 28	Race Point, Massachusetts.	Dory, no name; succor.	At 6 p. m. went adrift with three fishermen and later stranded on the beach and immediately filled. The life-savers recovered the boat and took its occupants, who were drenched and chilled, to the station and furnished them with stimulants and lodging for the night, also dry clothing from the stores of the Women's National Relief Association, after which they proceeded to their homes.
Nov. 28	Lake View Beach, Michigan, Lake Huron.	Am. sc. J. M. Spaulding.	Dragged her anchors during a severe SE. gale and stranded on the beach 100 feet from shore and 4 miles S of the station, the crew of the vessel landing in their own boats prior to the arrival of the life-savers. The surfmen assisted the owner to discharge the deck load and haul her afloat.
Nov. 28	Harbor Beach, Michigan, Lake Huron.	Lighter, no name...	This vessel having parted her moorings during a severe SE. gale, the station crew ran her hawsers to a tug which took her to the breakwater and secured her in a safe place.
Nov. 28	Hammond, Michigan, Lake Huron.	Am. str. City of Holland.	At 7.30 a. m. this vessel, laden with general cargo and en route from Detroit to Rogers City, Michigan, stranded in an easterly gale prevailing between the docks at the harbor entrance of the latter-named city, where she pounded heavily and was threatened with total destruction. The keeper of the life-saving station, 7 miles distant, upon being apprised of the disaster, proceeded to the scene with his crew, the surfboat and beach apparatus

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Nov. 28	Hammond, Michigan, Lake Huron.	Am. str. City of Holland.	being loaded upon two sledges and transported overland by teams of horses. Upon their arrival abreast of the wreck they found that the steamer's crew had all reached the shore in their own boats. On the 29th, however, at the request of the master, they were put on board the vessel by the surfmen in order that they might save their personal effects and all portable articles of value, but at 3 p. m. she started to roll heavily, and, in response to a signal on board requesting immediate assistance, the surfboat was again manned and went to the wreck, and the crew, having decided to abandon their vessel, were brought safely ashore in the surfboat. On the next day the gale moderated, followed by favorable weather, thus enabling a wrecking company to continue their efforts in saving the ill-fated craft, when on the 7th proximo they succeeded in heaving her afloat after which she proceeded to Detroit for repairs.
Nov. 28	Bois Blanc, Michigan, Lake Huron.	Am. str. Charles M. Warner.	At 8.30 a. m. a surfman discovered this vessel ashore at a point 14 miles SE. of the station; the lifeboat was quickly manned and the keeper and his crew set out to her assistance in tow of the tug Thomas Kane. Upon their arrival alongside of the wreck the master requested them to remain by him in order to take off his crew should the vessel show signs of breaking up. Tugs were procured, the surfmen ran her lines and sounded out the channel, and on the 3d proximo she was released and towed to Cheboygan.
Nov. 28	Duluth, Minnesota, Lake Superior.	Am. str. R. W. England.	This vessel, one of the largest ore carriers on the Great Lakes, while bound to the westward in Lake Superior, encountered the full force of the storm which prevailed throughout this region on the date mentioned. At 12.40 p. m. she became unmanageable, owing to the severity of the gale, and struck the shore about 2½ miles SE. of the life-saving station. The surfmen, with their beach apparatus, quickly repaired to the scene of disaster and landed a life line upon her decks, which were being swept fore and aft by tremendous seas, threatening to break her in two. The breeches buoy was hauled out and her crew to a man landed in safety on shore. On Dec. 1, the gale having moderated, the life-savers ran her lines to tugs, which, after considerable effort, floated her and took her to a dry dock.
Nov. 28	.....do.....	Am. str. Mataafa ..	Stranded in Duluth Harbor at 2.30 p. m. during a heavy NE. gale and high sea, 9 members of the crew losing their lives. Fifteen persons were rescued by life-saving crew. (For detailed account see p. 28).
Nov. 28	Charlevoix, Michigan, Lake Michigan.	Am. sc. Nellie John- son.	Dragged anchor and stranded 100 yards from shore and ¾ mile E. of the station. At the request of the master the surfmen ran a line to a tug, which floated her and took her to Round Lake.
Nov. 28	Milwaukee, Wisconsin, Lake Michigan.	Am. str. D. C. Whit- ney.	Sprung aleak during a SE. storm and ran ashore 23 miles N. of the station. The life-savers proceeded to the wreck in tow of a tug and upon arriving alongside transferred her crew, with their effects, to the tug. She was finally floated by wrecking tugs and taken into port for repairs.
Nov. 28	Kewaunee, Wisconsin, Lake Michigan.	Am. scs. John Mee, City of Sheboygan, and H. Ransom.	The life-savers assisted in recovering and securing these vessels, which had parted their moorings and gone adrift during the severe gale of this date, all sustaining more or less damage by collision.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Nov. 28	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Am. str. Helen Taylor.	At 2.15 p. m. the lookout reported a small steamer flying signals of distress at a point about 40 miles SE. of the station. After notifying a tug the keeper manned the surfboat and, with his crew, pulled out to her. Upon boarding her the master stated that owing to the severe gale from the eastward then prevailing he was seeking shelter along the W. shore. She had started to leak, and inasmuch as her pumps and siphons were out of order it was impossible to keep her free. The life-savers relieved her exhausted crew at the pumps and kept the water down until she was anchored in a safe harbor in Sturgeon Bay.
Nov. 28	Point Reyes, California...	Gas. sc. Ida A.....	Stranded while attempting to cross the bar at low tide; the life-saving crew endeavored to heave her afloat, but their efforts proved futile, and she was then abandoned by her owners, although a considerable quantity of her cargo was saved by the surfmen. (See letters of acknowledgment.)
Nov. 29	Hatteras Inlet, North Carolina.	Am. sc. Allison Miller.	Stranded on the Middle Ground while passing up the channel during smoky weather and flying signals of distress. The life-savers boarded her, ran out her anchors, and hove her off without damage.
Nov. 29	Sabine Pass, Texas.....	Rowboat, no name.	At 2 p. m. the lookout reported this boat, with two occupants, adrift and unable to reach their vessel owing to a strong adverse current and fresh NE. wind. The surfboat was launched, and the men were taken in tow by the life-savers and placed on board their vessel.
Nov. 29	Sturgeon Point, Michigan, Lake Huron.	Am. sc. E. T. Judd..	At 2.30 a. m. this vessel was discovered 1½ miles N. of the station burning a torch for assistance; the life-saving crew upon boarding her found her sails carried away by a gale which she had encountered while en route from Toledo to Sarnia. At the request of the master the keeper procured a tug, which took the vessel in tow to Alpena.
Nov. 30	Chatham, Massachusetts.	Am. sc. Charles E. Sears.	This schooner, while standing down the coast, sprung aleak and at 10.30 p. m. stranded on Chatham Bars, ¾ mile from shore and 1 mile ESE. of the station. The master at once made signal for assistance, and it was answered by a Coston from the life-savers, who pulled out and brought her crew of 5 men to the station, where they were succored for two days, after which they returned to Boston. Wrecking tugs took charge of the vessel, floated her, and took her into Chatham Roads. The cargo was saved, but the schooner was destroyed.
Nov. 30	Lewes, Delaware.....	Gas. lch., no name..	This launch having stranded with no one on board, the keeper and crew went to her assistance, hauled her off the beach, and towed her to the pier.
Nov. 30	Middle Island, Michigan, Lake Huron.	Am. str. Ferdinand Schlesinger.	At about 12.15 a. m., during a NW. gale, this steamer, coal laden, stranded on False Presque Isle, 500 feet from shore and 6½ miles N. of the life-saving station. At 4.30 p. m., in response to a telephone message notifying the keeper of the casualty, the surfboat was manned, and the crew pulled out against the gale and heavy head sea to her assistance. On boarding her they set to work in throwing overboard about 1,000 tons of her cargo, when she floated, but owing to unfavorable weather she became unmanageable and was blown ashore, where she pounded heavily in the breakers. To save her from going to pieces the sea valves were opened, allowing her to fill and settle on the bottom, where she rested easily until the gale abated. On Dec. 2 she was pumped out, floated, and taken to Alpena by a tug.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Nov. 30	Grand Haven, Michigan, Lake Michigan.	Am. str. (4) Pentland, D. A. Wells, Grand Haven, Joseph L. Hurd.	The keeper, with several surfmen, pulled to the assistance of these vessels in station skiff and piloted them up the river to safe moorings for the winter.
Dec. 2	Deer Park, Michigan, Lake Superior.	Gas. lch., no name..	Engine broken down and boat adrift containing three men, 9 miles W. of station. Surfmen went to her assistance and towed her along the beach for a distance of 5 miles, when the Two Heart River crew took her to the station and turned her over to the owner.
Dec. 3	Evanston, Michigan, Lake Michigan.	Am. str. German...	Ran aground during fresh W. wind and thick snowstorm, rough sea, 7 miles N. of station and 2½ miles offshore. The keeper, learning of the disaster by telephone from Glencoe, proceeded with a volunteer crew (inactive season) in surfboat under sail, but owing to an adverse wind made no headway. Pulling ashore, a team was procured and the surfboat was transported overland and launched abreast of the wreck. Upon boarding the steamer the master requested the life-savers to stand by, which they did, rendering all the assistance possible toward saving the vessel. On the 7th she was hauled aloft by wrecking tugs.
Dec. 4	Point of Woods, New York.	Am. sc. Coral.....	Stranded at 2 p. m. owing to ranges being obscured. The life-savers at once boarded her, but all their efforts to float her proved unavailing. On the 5th and 6th they continued operations to release her, and on the 7th at very high tide, and with the aid of her sails, she was hove aloft with the windlass and taken into the channel, after which she proceeded on her way without apparent injury.
Dec. 4	do.....	Gas. lch., no name..	This launch, containing three men, stranded on the bar in a fresh NW. wind, where she was discovered by a surfman, the sea sweeping over her. The station crew ran out her anchor, listed her over, hove her off after considerable effort, and removed her to a safe anchorage. The occupants were succored at the station until the following day, when they proceeded without further mishap.
Dec. 4	Cold Spring, New Jersey..	Nph. lch. Maggie G..	Having mistaken the channel, stranded on a shoal in the inlet, 2 miles E. of station. The life-savers transported their boat along the beach until abreast of the little craft, then launched and pulled out to her assistance, ran her anchors, hauled her aloft at high tide without damage, and towed her into the inlet.
Dec. 5	Point of Woods, New York	Am. sc. Mildred.....	At 7 a. m. the lookout reported this vessel ashore 1 mile NW. of station flying signal for help. The surfmen boarded and found her laden with oysters, one man in the crew having been without food for twenty-four hours. He was removed to the station and cared for, and, after the life-savers had unloaded her cargo into a dredge, she floated and stood into the bay.
Dec. 5	do.....	Slp. Ulrica.....	At 11 a. m. while station crew were returning from the stranded schooner Mildred they sighted this sloop, containing two hunters, ashore on East Island Flats, 1½ miles NW. of station. They quickly boarded, ran out an anchor, and, after heaving her bow around with the assistance of her sails, succeeded in floating her without damage.
Dec. 5	Point Bonita, California..	Am. str. Centralia..	This vessel having broken down in the narrow channel off this point blew signals of distress. The surfmen immediately went out to her, and upon learning that the master requested a tug the keeper notified a tugboat company, which had her taken to San Francisco.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Dec. 6	Fort Macon, North Carolina.	Am. sc. Two Brothers.	At 1.15 p. m. this vessel, containing 5 men, while entering Beaufort Harbor missed stays and grounded on a sand spit $\frac{1}{2}$ mile NNE. of station. The life-saving crew, observing her perilous situation, boarded her, ran out her anchors, and hove her afloat without damage.
Dec. 6	Louisville, Kentucky.....	Flatboat Ed.....	At 5.30 p. m. the lookout seeing this boat, coal laden and containing three men, carried down stream by the current and in imminent danger of going over the falls, quickly gave the alarm, whereupon the surfboat pulled out to the rescue and towed the boat with occupants back to the shore and secured it.
Dec. 6	Point Reyes, California...	Am. sc. Ida A.....	At 8.30 a. m. the master of this vessel, which had stranded on the 28th ultimo, requested assistance of the station crew to float his vessel. The life-savers responded, and upon arriving abreast of the wreck ran a long hawser from the schooner to the shore, where it was made fast to a sand anchor and set taut, when, at high water on the 8th, she was successfully floated and towed to San Francisco.
Dec. 7	Harbor Beach, Michigan, Lake Huron.	Am. str. Thomas R. Scott.	During hazy weather this vessel ran aground on a reef $\frac{3}{4}$ of a mile S. of Port Hope and 7 miles NNW. of the station. The station crew went off to her and ran her cables to heave her bow around into deep water, while the steamer's crew lightened her aft by throwing overboard a sufficient quantity of lumber to enable her to work off by her own power.
Dec. 7	Harbor Beach, and Pointe aux Barques, Michigan, Lake Huron.	Am. str. C. C. Hand.	At 5 a. m. ran ashore near Port Hope in hazy weather and light SW. wind. After aiding in the release of the steamer Scott, the Harbor Beach crew proceeded to the assistance of this vessel. Laborers and wrecking outfits were transported from shore by means of the surfboat and put on board the ill-fated steamer. The keeper of the Pointe aux Barques station, 8 miles distant, having been informed of the vessel's situation by mail carrier, the telephone lines not being in operation at the time, set out with his crew to the rescue with all possible dispatch, and, after a long hard pull, arrived alongside the wreck at 11 a. m. By the united efforts of the life-savers 20,000 bushels of oats were jettisoned, whereupon she worked off into deep water by her own power.
Dec. 9	Smith Island, Virginia...	Am. sc. William G. Gillett.	This vessel, while riding a NE. gale, parted her cables and went adrift and stranded on Isaac Shoals, 4 miles distant from the life-saving station and $\frac{1}{2}$ mile from shore. The surfmen went to her assistance, ran anchors, hove her off at high tide, and took her to Fishermans Inlet to leeward and secured her to sand anchors buried on shore.
Dec. 9	Kitty Hawk, North Carolina.	Am. str. Aragon....	The patrol, discovering this vessel perilously near the beach, hastened to the station to report her situation to the keeper; but before he could reach the end of his beat she struck the beach about $\frac{3}{4}$ mile S. of the station. The keeper at Kill Devil Hills station, being notified by telephone, the beach apparatus was taken to the wreck, the Lyle gun set up, and a line fired over the stranded craft. The crew from Kill Devil Hills now arrived upon the scene and aided in the work of rescuing the shipwrecked people. The hawser was successfully run off and twenty-one persons, with their baggage, were safely landed on shore in the breeches buoy and taken to the station and succored for four days. On the 13th instant the wreckers arrived and began operations to float the vessel; their efforts proving successful, she was towed to port.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Dec. 9	Nags Head, North Carolina.	Bge. Thomas A. Goddard.	During a NE. gale prevailing on this date a telephone message reached the keeper apprising him of the fact that a steamer had stranded near Kitty Hawk station and that a barge she had been towing had been cast adrift offshore to prevent it going on the beach. At about the same time the N. and S. patrols reported at the station at Nags Head that they had sighted the barge drifting towards the shore, where it appears that she soon brought up. After notifying Kill Devil Hills crew to come down and lend a hand in the work the beach apparatus was quickly transported down the beach by horses and set up abreast of the barge, which having brought up on her anchors was drifting about in the gale and breakers. Owing to the wreck not remaining stationary, it was with the greatest difficulty that a shot was sent over her. On the first two attempts the shot line parted, but at the third the line fell on board and was hauled off by the sailors. The barge now swung completely around, fouling the whip line, her cables parted, and she struck the beach with terrific force, the heavy sea making a clean breach over her. There was no time to be lost. The whip was soon cleared, however, the hawser run off and secured, and the entire crew of 5 men brought safely to shore in the breeches buoy. The destitute men were taken to the station and succored for four days, also dry clothing being furnished them from the stores of the Women's National Relief Association. The master remained at the station until the 18th, hoping to save his vessel, but she continued to break up and soon became a mere hulk.
Dec. 9	Big Kinnakeet, North Carolina.	Am. sc. Molly Flowers.	Fouled her anchors and went adrift in a fresh W. gale, stranding $1\frac{1}{2}$ miles N. of station and $\frac{1}{2}$ mile from shore. The master requested assistance and the surfmen after many hours of hard work finally succeeded in getting her afloat and to a safe anchorage.
Dec. 10	White Head, Maine.....	Gas. lch. Trovatore	During a thick NE. snowstorm with high winds and rough sea parted her moorings and stranded on the rocks on White Head Island $\frac{1}{2}$ mile E. of station, where she was discovered by the patrol at 12 m. The life-savers upon arriving at the scene found her bottom badly stove in, so they set to work removing her sails, anchors, ballast, and engine, after which she was hauled out on shore on temporary ways until clear of the tide.
Dec. 10	Straitsmouth, Massachusetts.	Dory, no name.....	At 9.30 a. m. the S. patrol found a dory in danger of being destroyed by the action of the sea and hauled it out on the beach to await a claimant.
Dec. 10	Cuttyhunk, Massachusetts.	Bg. Harry Smith...	The keeper being apprised by telephone that this vessel was dragging her anchors and drifting to sea in a fresh gale prevailing, immediately reported her situation to a tug, which went out and towed her to port.
Dec. 10	New Shoreham, Rhode Island.	Am. sc. Little Fred.	Dragged anchors during a severe gale and blew ashore in the night at a point 1 mile NW. of the station. Early in the morning the life-savers went to her and upon the request of the owner ran lines to windward, and after considerable effort finally succeeded in heaving her out into deep water.
Dec. 10	Point of Woods, New York.	Gas. lch., no name.	Parted cables during fresh NW. gale and drifted ashore $\frac{1}{2}$ mile NE. of station, where she was in danger of breaking up in the heavy surf. The surfmen boarded her and after an hour's hard work got her off the beach and to a safe anchorage.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Dec. 10	Rockaway Point, New York.	Nph. lch. Helen Hunt.	This launch while coming down the bay was struck by a heavy squall, carrying away her sails. Shortly afterwards, while endeavoring to work to windward, her machinery became disabled and she came to anchor, but her cables failing to hold, she was swept towards the beach, where she struck at 5 p. m., $\frac{1}{2}$ mile NW. of the station and $\frac{1}{2}$ mile from shore, with the sea breaking completely over her. The disaster was reported by the lookout, and the surfboat was launched and went out to her. Her entire crew of 7 men were safely landed by the surfboat and proceeded to their homes by rail. On this occasion the surfboat was stove in in getting off the beach. The stranded boat was eventually hove afloat and saved.
Dec. 10	Big Kinnakeet, North Carolina.	Am. sc. Little Bettie.	Dragged anchors in a fresh NW. gale and struck the beach $\frac{1}{2}$ mile W. of station at 2 a. m. At daybreak a signal of distress was observed on board and the life-savers at once boarded her. After 4 hours' heavy heaving she was floated and taken to a safe anchorage.
Dec. 11	Amagansett, New York..	Fish boat, no name.	At noon the keeper and crew discovered this boat filled with water and in danger of going to pieces in the heavy surf. They hauled it out on the beach abreast of the station to await a claimant.
Dec. 11	Mosquito Lagoon, Florida.	Gas. yt. Amberjack.	Stranded in Mosquito Lagoon, 7 miles S. of station and 1 mile offshore, the master being unacquainted with the channel. The keeper boarded her and tendered his services, which were at first refused. The master's attempts to float her proving futile, the keeper reset the kege and together with her own power hove her bow around, when, after 1 $\frac{1}{2}$ hours' strenuous effort, the yacht floated into deep water apparently uninjured.
Dec. 11	Bois Blanc, Michigan, Lake Huron.	St. lch. Thomas Kane.	At 5.40 p. m. this vessel, plying between Cheboygan and this place, having on board 6 passengers and U. S. mails, broke her propeller shaft when 1 mile SW. of the station and blew signals of distress. The keeper, with a temporary crew (inactive season), manned the surfboat and towed the little steamer into the harbor where she was anchored in a safe place. On the 12th a gasoline launch took her back to Cheboygan for repairs.
Dec. 12	Quonochontaug, Rhode Island.	Rowboat, no name.	Three men arriving abreast of the station in a small boat and wishing to land through the heavy surf were assisted by the life-savers, who went out to them and brought the boat and occupants safely to shore.
Dec. 12	Blue Point, New York....	.....do.....	The E. patrol discovered this boat on the beach and took charge of it until the arrival of a claimant.
Dec. 12	Little Beach, New Jersey.	Slp. Rupert 11.....	Two boats being towed in over the bar by this launch capsized in the breakers and went adrift; the life-savers transported their boat to a point abreast the bar, launched it, and pulled out and recovered one of the boats, the other one being lost.
Dec. 12	Atlantic City, New Jersey	Gas. lch., no name..	At 3.20 p. m. the lookout reported this launch stranded on the bar. The life-saving crew set out to her assistance, but before they came up with her the two occupants had taken passage on the launch Hazel Moore, nearby, and carried into the inlet. The surfmen ran a line to her and after 2 $\frac{1}{2}$ hours' work succeeded in getting her afloat and to a secure anchorage.
Dec. 15	Metomkin Inlet, Virginia.	Am. sc. Pendleton Sisters.	Stranded in the surf $\frac{5}{2}$ miles NE. of station and 300 yards offshore during a heavy NE. storm. One member of crew was lost before station crew reached scene of disaster. Life-savers rescued 8 persons by use of breeches buoy apparatus and surfboat. (For detailed account see p. 34).

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Dec 15	Little Island, Virginia...	Belg. str. Antigoon.	At 5 a. m. during a thick NE. snowstorm the S. patrol discovered this vessel ashore 2 miles SSE. of the station. After burning a Coston signal to apprise the ill-fated crew that help was at hand he quickly returned to the station and gave the alarm. The keeper informed the adjacent stations of what he had learned, fired a red signal to call in the patrol, then manned beach apparatus and proceeded to the scene of the disaster with all possible dispatch, arriving abreast of the wreck just as day was breaking. The wreck gun was placed in position and a shot fired, which proved successful, the line falling on board forward of the foremast. The ship's crew at once began hauling, but when the whip block got about 100 yards from the shore they ceased pulling for some reason. At this juncture Keeper O'Neal and his crew from the False Cape station arrived and took part in the work. The tide was rapidly rising and flowing over the beach and apparatus, rendering operations on shore very difficult. The life-savers shouted to those on board to haul away, and after waiting about an hour they succeeded in getting the whip block on board. The hawser was run off and secured, and the breeches buoy sent on board, the rising tide and heavy rolling of the ship in the breakers making operations extremely hazardous. A continual run of tackle work was necessary in order to keep the hawser and breeches buoy from sagging in the sea. However, by 2 p. m., the entire crew, numbering 19 all told, were brought to shore in the breeches buoy and conveyed to the station by a team from the False Cape station, and succeeded until able to proceed to their homes. The steamer was saved on the 5th proximo and towed to port for overhauling.
Dec. 16	New Shoreham, Rhode Island.	Am. str. Bluejay...	Machinery having become disabled in a NE. gale this steamer went adrift and was cast upon the E. side of Block Island at 2.30 a. m., where she was discovered a few minutes later by the patrol, who hastily retraced his steps to report her perilous situation to the keeper. The surfmen at once boarded her and brought the master safely to shore, the engineer having managed to reach the land before the arrival of the life-saving crew, and took refuge in a near-by dwelling. The master was succored at the station until he was able to begin work on his vessel. She was afterwards floated and taken to port for repairs. (See letter of acknowledgment.)
Dec. 16	Little Beach, New Jersey.	Gas. lch., no name ..	At 10 a. m. this launch containing two men was sighted in a precarious condition about 1 mile S. of the station. The life-savers at once went to her assistance, and found that she had stranded, having become unmanageable and blown to leeward during a fresh gale. The surfmen ran a line, hove her afloat, and hauled her to windward, and anchored her in a safe place. The occupants were drenched and suffering from cold and hunger, they having been without food for two days. The keeper took them to the station and furnished them food and lodging, also dry clothing from the stores of the Women's National Relief Association.
Dec. 17	Hereford Inlet, New Jersey.	Rowboat, no name.	This boat having gone adrift and stranded on a sand bar, the life-savers hauled it well up on the beach and notified the owner.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Dec. 18	Point of Woods, New York.	Nph. lch., no name.	Machinery disabled and launch adrift containing one man. The life-savers boarded her, ran a line to her, and towed her to the station with the surfboat, where the occupant was succored for the night. A few days later the owner arrived, and the disabled boat was hauled out for repairs.
Dec. 20	Green Run Inlet, Maryland.	Gas. lch. May.....	At 6.30 p. m. the lookout seeing a display of lights in a small boat to seaward at once burnt a Coston signal, and then reported to the keeper, who launched the surfboat and with his crew proceeded to the strange craft. Upon arriving alongside they found it to be a gasoline launch from Wildwood, New Jersey, with five people on board trying to find the entrance to Chincoteague Harbor in the night without a pilot. As the wind was fresh from the NE. and the occupants of the launch in great peril, the keeper conveyed them all to the station and provided them with food and lodging for the night. The U. S. steamer Onondaga was sent for, and upon her arrival she towed the launch into Chincoteague Inlet, the party leaving for that place the following day, where they embarked and continued on their way without further mishap. (See letter of acknowledgment.)
Dec. 21	Gay Head, Massachusetts	Am. sc. W. E. and W. L. Tuck.	At 10.45 a. m. during a SE. gale the E. patrol reported an unknown schooner dragging her anchors and flying signals of distress at a point 2 miles distant from the station. Launched surfboat and hastily pulled to her, and found that she had drifted on a shoal and was in danger of going to pieces in the breakers. The life-savers after making sail hove up the anchors, and with a favoring wind worked her into deep water, when she proceeded on her way.
Dec. 21	New Shoreham, Rhode Island.	Catboat Castle May-	Dressed anchors during the night in a fresh SE. gale and stranded on the beach $\frac{3}{4}$ of a mile NW. of station. The surfmen carried out her anchor and hove her afloat without damage.
Dec. 21	.....do.....	Catboat Lawrence..	The keeper upon learning that this boat had stranded in the gale which prevailed on this date proceeded to the place with his crew, and after running out her anchors hove her afloat and took her to a safe anchorage.
Dec. 21	Bayhead, New Jersey....	Am. sc. George F. Phillips.	At 6 a. m. during a severe ESE. storm this vessel struck the beach at a point $1\frac{1}{2}$ miles N. of the station and about 20 yards from shore, and was carried well up on the beach owing to the undertow and her flat bottom and lay broadside to the sea, enabling her entire crew to abandon her in their own boats. The life-savers at once boarded her, lowered and stowed her sails, brought ashore all portable articles and transported them to the station, and succored the crew for several days, providing them with dry clothing from the stores of the Women's National Relief Association prior to their departure. On the 22nd a wrecking tug arrived and the work of lightening her began. The vessel was saved and towed to New York.
Dec. 22	Race Point, Massachusetts.	Gas. lch., no name..	Capsized in a heavy sea and drifted ashore near the life-saving station. The keeper recovered the boat and took it into Race Run, where the owner took charge of it.
Dec. 22	.....do.....	.....do.....	Engine broken down, and launch containing 2 men drifting to shore where it stranded at 9 p. m. The station crew ran down the beach and assisted the men to land in safety, and then took them to the station and provided them with food and shelter. In the meantime several surfmen brought down a horse and gear and hauled the boat up on the beach clear of the breakers.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Dec. 22	Louisville, Kentucky.....	Flatboat Tom.....	Coal laden and adrift in the river with three men on board. Upon hearing the alarm given by the lookout the surfboat set out in pursuit, recovered the boat, and towed it to a secure mooring near the shore.
Dec. 24	White Head, Maine.....	Am. sc. Margaret M. Ford.	This vessel, granite laden, while passing through Muscle Ridge Channel, struck a submerged ledge 1 mile ENE. of the station, where her perilous situation was observed by the patrol at 4 p. m., the life-savers at once proceeding in a boat to her assistance. After much effort they succeeded in working her off the ledge by backing her sails, and into deep water, where the master took charge of his vessel and continued on his voyage apparently uninjured.
Dec. 24	Little Island, Virginia....	Am. sc. C. H. Moore.	This vessel, the master being somewhat out in his reckoning, ran ashore at 6 a. m., 1 mile SSE. of station, where she was discovered at 6.15 a. m. by the S. patrol, who signaled the vessel that her situation was observed and that help was at hand, then retraced his steps to the station and gave the alarm. The keeper, after telephoning the casualty to the adjacent stations, launched surfboat, and pulled out to her, arriving alongside at about 7 a. m. Two men were found on board and were brought to the station and made comfortable until midnight, when they left for Virginia Beach. At low tide the vessel was left high and dry. The surfmen assisted to strip her of her rigging, spars, and sails, and, after being wholy dismantled, she went to pieces and proved a total loss.
Dec. 24	Santa Rosa, Florida.....	Slp. Isabel.....	At 12.20 p. m. the lookout reported this sloop adrift in the bay. The surfmen upon boarding her found her gaff and boom broken and sails torn and her two occupants in the cabin under the influence of liquor. The sloop was taken to the station in tow of the surfboat, and the two men cared for until they had recovered their normal conditions. After furnishing one of the men with clothing from the stores of the Women's National Relief Association they were sent to town with their boat in tow of a launch.
Dec. 26	Blue Point, New York....	Am. sc. Edith G. Folwell.	This vessel was sighted standing for the shore flying signals K. Q. N. S. and requesting to be reported, whereupon the keeper notified the Maritime Exchange and Postal Telegraph station at Fire Island.
Dec. 28	Cape May, New Jersey....	Rowboat, no name..	Capsized, throwing its occupant, a boy, into the water, and owing to the soft, muddy bottom, was unable to regain the shore. The life-savers transported a small boat to the place by means of a handcart, launched it, and pulled out to him and brought him safely to shore.
Dec. 28	Metomkin Inlet, Virginia.	Slp. Daisy.....	This sloop stranded during the night in the meadow 1½ miles SSW. of station in a fresh SW. blow and set signals of distress. Surfmen in supply boat quickly responded, but were unsuccessful in floating her owing to extreme low tide. Repeated attempts to heave her afloat were made on the 3d and 4th proximo, but all proved futile. On the 10th, however, after the station crew had dug a trench around her the wind shifted, bringing in the water, which floated her without damage.
Dec. 28	Santa Rosa, Florida.....	Skiff, no name.....	Adrift 2 miles NW. of station and the surfmen recovered it, bailed it out, and took charge of it until the arrival of a claimant.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1905. Dec. 29	Coquille River, Oregon...	Am. sc. Advance...	At 12.40 p. m. this vessel, bound into Coquille River with a cargo of hay, merchandise, and explosives, attempted to sail in over the bar, with a light breeze, but was swept to leeward by the current and struck the rocks at the N. jetty and stranded. The life-savers, in surfboat in tow of a tug, hastened to the rescue, ran a hawser to the tug, which parted it in endeavoring to float the vessel. The surfmen ran a new line, and the schooner was hauled off the rocks, but upon approaching the channel the line again parted, and the craft was driven onto a sand beach near the light-house, where all attempts to move her proved unsuccessful. The life-savers assisted in running steel hawsers to the beach, where they were set up and hauled taut to await high tides, also in jettisoning her cargo. On the 8th proximo, with an exceptionally high tide and with the help of the tug Triumph, she was floated and taken to port.
Dec. 30	Louisville, Kentucky.....	Sailboat Mystery...	This boat, having a shanty boat in tow, containing 4 people, was in imminent danger of going over the falls of the Ohio River, when the two boats were taken in tow by the life-savers in surfboat and brought to a place of safety at the head of the canal.
Dec. 30	.....do.....	Small boat, no name.	Adrift with several occupants and swept down by the current of the river to the head of the falls of the Ohio. In response to the alarm the surfboat was manned and hastily went to the rescue, bringing the endangered people safely to shore.
Dec. 30	Point Adams, Oregon....	Gas. lch., no name..	This launch, being discovered by a surfman pounding against some piling and in danger of breaking up in the gale of this date, lines were run to her, by which she was towed to a safe mooring.
Dec. 31	Big Kinnakeet, North Carolina..	Am. sc. J. N. Mercedes.	Fouled her anchors and dragged ashore in high wind and sea 1 mile N.W. of station. The life-savers, assisted by four surfmen from the Little Kinnakeet station, after considerable effort, succeeded in raising her on temporary ways and heaving her out into deep water, where she floated the 3rd proximo.
1906. Jan. 1	Fire Island, New York...	Gas. sc. Rebecca M..	Stranded while attempting to enter the inlet, the master being unfamiliar with the channel. The surfmen, assisted by the Oak Island crew, hove her afloat without damage and piloted her to a safe anchorage inside.
Jan. 3	Santa Rosa, Florida.....	Am. str. P. J. Thistlewood.	Ran ashore on Santa Rosa Island, 20 miles E. of station, during a fresh SSE. blow and hazy weather. The keeper having been notified of the casualty by tugboat Nellie launched surfboat, and station crew proceeded to the scene of the disaster in tow of the tug. Reaching the vessel, lines were run to the tug, but all efforts to float the stranded steamer proved unsuccessful. On the 10th instant additional tugs were procured and she was hauled off the beach and towed to Pensacola for repairs.
Jan. 4	Wallops Beach, Virginia..	Gas. lch. Bentley...	At 9 a. m. a surfman reported this launch flying signals of distress. The life-savers boarded, and found that she had stranded, having become unmanageable owing to broken steering gear. Her two passengers, desiring to land, were conveyed ashore in surfboat, after which the station crew returned to the stranded boat, and at high water hove her afloat without damage.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Jan. 5	Fletchers Neck, Maine....	Am. str. Bay State.	At 10.45 a. m., while passing the station, this vessel set signals requesting to be reported to her owners. The keeper at once complied, and telephoned to her agents at Portland, Maine.
Jan. 6	Sandy Hook, New Jersey..	Gas. lch., no name..	Engine disabled during a SW. gale and thick snowstorm while off Romer Shoals. The life-savers went to her assistance in power boat and towed her to a safe anchorage in Gravesend Bay.
Jan. 8	Bulow, Florida.....	Nph. lch. Bertha...	Disabled; arrived off station in a sinking condition. The surfmen immediately took charge of her and hauled her well up on the shore where repairs could be made.
Jan. 8	Sabine Pass, Texas.....	Am. slip., no name..	Stranded $\frac{1}{2}$ mile NW. of station; the keeper and 3 surfmen in dinghy went to her assistance, and after one hour's work succeeded in floating her and getting her to a safe anchorage.
Jan. 8	Aransas, Texas.....	Gas. lch. Aeneid....	During a severe northerly blow rudder became disabled and boat stranded on Mustang Island, $\frac{1}{2}$ mile NE. of station and 300 yards offshore. The lookout discovered the mishap and at once gave the alarm. The station crew boarded, ran out her anchors, hove her afloat, and took her into the harbor where repairs could be made.
Jan. 9	Popes Island, Virginia....	Am. sc. Robert McClintock.	Disabled in a gale by having her sails blown away, and set signals of distress. The station crew launched surfboat and under sail went off to her and boarded. They found her in a leaking condition, with two of her crew laid up, each with a broken leg. The two men were put in the surfboat and transferred to the schooner Maggie M. Keough, which carried them to port for medical attention. After getting the leaky craft to an anchorage the surfmen returned to the station and telephoned for a tug, which arrived and towed the schooner to Norfolk. (See letter of acknowledgment.)
Jan. 9	Little Island, and Dam Neck Mills, Virginia.	Am. sc. Fannie Palmer.	During a fresh NW. wind, thick snowstorm, and high running sea stranded $\frac{1}{2}$ of a mile N. of station, and about 200 yards offshore. The N. patrol, upon sighting her, fired two Coston signals to assure her crew that their perilous situation was observed, and after receiving a reply from the steam whistle of her hoisting engine, hastened to the station and gave the alarm. The keeper, after notifying the adjacent stations by telephone, transported his beach apparatus to a point abreast of the wreck, set up the Lyle gun, and fired a shot over her, the line falling almost in the hands of the sailors. The crew from Dam Neck Mills station now arrived and assisted in the work of rescue. The hawser was run off and secured, and the crew, 12 all told, were brought ashore in the breeches buoy without mishap. The vessel was finally floated by a wrecking company and taken to Norfolk for repairs.
Jan. 9	Bogue Inlet, North Carolina.	Gas. lch. Cora S....	Machinery becoming disabled, launch stranded on Bear Banks, 3 miles W. of station. Upon being reported by the lookout the surfboat was launched and the life-savers went to her assistance. After lightening her of her cargo of oysters she was floated and towed to a safe anchorage by the surfboat.
Jan. 10	Fletchers Neck, Maine....	Am. sc. S. J. Lindsey.	While at anchor, vessel swung round and stranded on the flats. The station crew pulled out to her and attempted to float her, but all their efforts proved futile. On the following day they renewed their efforts, when at high water she floated, apparently uninjured.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Jan. 10	Louisville, Kentucky.....	Am. str. Canda.....	This steamer, with 25 passengers and a crew of 17 on board, burst her steam chest while backing out from the dock into the stream. The unmanageable craft was caught by the strong current and carried toward a dangerous locality near the falls of the Ohio River. The lookout immediately gave the alarm, two boats were launched and started in pursuit. Upon reaching the vessel lines were cast to the surfmen, who landed her safely at the foot of Sixth street and made her fast. Had it not been for the timely aid of the life-savers the steamer would have gone over the dam and been wrecked, with probable great loss of life.
Jan. 11	Monomoy Point, Massachusetts.	Br. bkn. Altona....	This vessel while being towed to Saint Johns, Nova Scotia, sprung aleak at 9.40 p. m. when off Pollock Rip light-ship and set signals of distress. The surfboat was launched and the life-savers boarded her, finding the craft in a sinking condition. Her entire crew of 11 men were taken off and transported to the station in surfboat and cared for until the 15th instant when they departed for Boston. The vessel was lost.
Jan. 11	Point Adams, Oregon....	Scow, no name.....	Parted anchor line and drifted to the beach where she stranded at 10.30 a. m. The surfmen passed a line to her and secured it on shore, thus preventing her from going higher up on the beach. At midnight at high water she floated off by the strain brought on the anchor line.
Jan. 12	Brigantine, South Brigantine, and Little Beach, New Jersey.	Am. str. Cherokee...	At 11.50 a. m. this vessel stranded on Brigantine Shoals in dense fog $2\frac{1}{2}$ miles SE. of station and about the same distance from the land. Five minutes later signals of distress from her steam whistle were heard on shore but nothing was visible. The life-saving crew at South Brigantine, realizing that some vessel was in trouble off the bar, at once launched self-bailing surfboat and made hasty preparations to go to her assistance. At 12.15 p. m. the fog lifted sufficiently for the lookout to discern a steamer ashore on the outer shoals. The station crew at once boarded her and offered their aid in landing passengers, crew, mail, etc., but, inasmuch as the weather was favorable and sea comparatively smooth, the master declined all offers of assistance, fully believing that he could work his ship into deep water with her own power. Dispatches were carried ashore by the surfmen, and upon their return, at the request of the master, they hoisted a surfboat on the ship's davits and stood by until morning. The wind at this time was N. and light, sea smooth, with every indication for fine weather. At 6.30 p. m. wrecking steamer North America arrived and took hold of stranded ship, pulling on her until 10 p. m. A half hour later the wind veered to NE., increasing in force, with a heavy sea breaking on the bar. As the night wore on the fresh breeze developed into a gale with a velocity of 40 miles an hour by 8 a. m. the following day. The sea rose rapidly until it swept her decks fore and aft. The North America was still pulling on the hawser, but all her efforts to move the vessel from her sandy bed proved futile. At about 10.30 a. m. the Cherokee's stern struck hard on the bottom, disabling her propeller, disjuncting her steam pipes, thus rendering her motive power useless and filling the ship with escaping steam. The wrecking steamer now cast off her line and stood to sea for her own safety, while the Cherokee was driven higher up on the

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Jan. 12	Brigantine, South Brigantine, and Little Beach, New Jersey.	Am. str. Cherokee...	<p>shoals and inshore with every sea. The breakers which now engulfed her were tremendous, and each successive sea made a clean breach over her smokestack, bursting through her cabin skylights, flooding her saloon, dining room, staterooms, and crushing the surfboat of the Brigantine life-saving crew and sweeping it from its davits. The ship sprung aleak and soon filled, the gale steadily increasing in fury, momentarily threatening her with destruction. It was impossible to launch a boat in such a sea, and the distance of the wreck from shore was too great to effect a rescue with the beach apparatus. Two heavy anchors of 3,000 pounds each were let go with 60 fathoms of chain attached to each anchor, and by this means the life-savers succeeded in keeping the vessel's head to the wind, and in all probability saved her from foundering with her company of 56, all told, on board. On the 14th, the gale having subsided considerably and the sea having gone down, preparations were at once made by the surfmen to convey passengers and crew with their effects ashore with a surfboat still ready for use, when a small schooner stood out from shore and anchored within haling distance. A dory was launched from the schooner which was swept away by the sea. A second dory was launched which met with the same fate. The Little Beach crew arrived at this time and assisted in launching a ship's boat, and after manning it with a picked crew a line was run to the little schooner, but no sooner had this been accomplished when a huge sea capsized the boat and rendered it useless. Another boat was made ready and manned by the surfmen, and after placing women and children in it the trip was made to the schooner without mishap. Twelve trips were made until all were safely transferred to the little craft, the life-savers who did not get a chance to go in it hauled on the lines, held oil bags overboard, and did all they could to calm the sea by throwing buckets of oil on the water. All were then taken to the shore by the master of the schooner and safely landed. Upon being assured by the captain of the Cherokee that nothing further could be done, the life-savers returned to their stations, arriving there at 12.30 p. m., after seventy-two hours of exhaustive and hazardous service. The vessel was floated on Mar. 1 and towed to Philadelphia.</p>
Jan. 13	Plum Island, Wisconsin, Lake Michigan.	Rowboat, no name.	<p>At 1.30 p. m. a message was received from Plum Island light-house to the effect that the mail boat containing four men was disabled and could not reach the land. The life-savers immediately pulled out to them and towed the boat ashore, the occupants being sheltered at the station over night.</p>
Jan. 13	Humboldt Bay, California.	Skiffs (3), no names.	<p>These skiffs having gone adrift about 2 miles above the station were recovered by the surfmen, who hauled them up on the beach to await the arrival of claimants.</p>
Jan. 14	Spermaceti Cove, New Jersey.	Scow, no name.....	<p>Broke adrift from a tug and stranded on the bar $\frac{1}{2}$ mile from the station, where she was boarded by the surfmen. A towboat company was notified by telephone, and a tug was sent which floated the vessel and towed it to port.</p>
Jan. 14	Atlantic City, New Jersey.	Gas. lch., no name..	<p>Engine disabled and boat with 2 persons on board drifting in a sinking condition towards the bar where she stranded in</p>

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Jan. 14	Atlantic City, New Jersey.	Gas lch., no name.	the heavy surf. The station crew in surfboat went to the rescue and landed the passengers safely on shore, while a gasoline launch brought the disabled boat to the inlet.
Jan. 14	Bethel Creek, Florida.....	Lch., no name.....	Carried away her steering gear while standing down the river with a party of tourists on board. Upon requesting assistance the keeper furnished the owner with 36 feet of cordage from the station supply, by which temporary repairs were made.
Jan. 14	Santa Rosa, Florida.....	St. lch. C. and R....	At 4 p. m. stranded on the bay side $\frac{1}{2}$ of a mile E. of the station. Surfmen went to her assistance, ran out her anchors, hove her afloat, when she proceeded to Warrington apparently uninjured.
Jan. 15	Coos Bay, Oregon.....	Bges. (2), no names.	At 9 a. m. the life-savers launched surfboat and pulled across the bay and recovered a water-logged barge drifting in towards the bar, and after running a line to it took the vessel to the station to await a claimant. On the 19th instant a second barge having gone adrift a similar service was performed, both being turned over to the owner on a subsequent date.
Jan. 17	Jerrys Point, New Hampshire.	Am. sc. Ethel F. Merriam.	Stranded on Fish Island Point while attempting to get underway in a light wind. The life-savers boarded her, ran out a kedge anchor, and with the assistance of a tug hove her afloat without damage.
Jan. 17	Harvey Cedars, New Jersey.	Am. str. Blue Bell..	At 11 a. m. this vessel with tow passed up and signalled the station that she wished to be reported, and the keeper notified the Maritime Exchange at Atlantic City.
Jan. 19	Louisville, Kentucky.....	Shanty boat, no name.	The lookout having given the alarm that a boat with a man on board was adrift and in danger of going over the falls of the Ohio River, a boat was quickly launched and pulled to the rescue. The life-savers ran a line to her and towed the endangered boat to a place of safety in the Indiana chute.
Jan. 21	Galveston, Texas.....	Slp. Stranger.....	Capsized 15 miles SW. of the station during a fresh NW. wind, her crew reaching the shore in a skiff. Three surfmen went to her in a sloop provided by the owner and on the 23d after considerable effort succeeded in raising the sunken boat.
Jan. 21	Brazos, Texas.....	Slp., no name.....	Rudder disabled and boat flying signals of distress. The surfmen set out to her assistance and upon coming up with her took off 5 persons and conveyed them in the surfboat to Port Isabel.
Jan. 22	Chester Shoal, Florida....	Catboat, no name...	Capsized during a fresh SE. wind throwing the occupant, a man, into the water. The keeper at once hastened to the rescue, towed the boat ashore, righted her, and bailed her out, after which the owner proceeded on his way.
Jan. 22	Saluria, Texas.....	Am. slp. Goo Goo..	During a violent gale prevailing parted moorings and drifted ashore where she soon filled with water. The surfman repaired her leaks, then launched her and took her to a shipyard for repairs.
Jan. 22	.....do.....	Am. slp. Rip.....	During a violent NW. gale parted moorings and was driven high up on the beach 2 miles SE. of the station. The master being ill the keeper conveyed him to a hospital at Port Lavaca for medical treatment, then returned to the sloop, placed her on temporary ways and hove her out until she floated.
Jan. 22	Louisville, Kentucky.....	Shanty boat, no name.	Adrift with two men on board and in danger of going over the falls. The lookout gave the alarm and the station crew pulled to their assistance, taking their boat in tow to a safe place in the canal.
Jan. 23	Cape Elizabeth, Maine....	Am. sc. Triton.....	Stranded on Richmond Island breakwater 3 miles WSW. of station during dense fog. The life-saving crew boarded her, jettisoned her cargo, removed her ballast, when on the 26th she was floated and taken to Portland for repairs.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Jan. 23	Point Allerton, Massachusetts.	Am. sc. Mary E. Silveira.	At 12.30 p. m. stranded in thick fog $1\frac{1}{2}$ miles N. of station. The keeper discovered her situation after the fog cleared up, and with his crew assisted in heaving her afloat without damage.
Jan. 23	Seabright, New Jersey....	Am. sc. R. D. Bibber.	Stranded during dense fog at 3 a. m. $\frac{1}{2}$ mile N. of station. The life-savers boarded her, and upon the request of the master for a tug, one was sent for, and upon arrival the vessel was floated and taken to port.
Jan. 23	Sabine Pass, Texas.....	Skiff, no name.....	At 3 p. m. a surfman discovered a skiff drifting out with the tide about $\frac{1}{2}$ mile N. of station. The keeper and several surfmen in dinghy pulled out, picked up the boat, and brought it to the station to await a claimant.
Jan. 25	Short Beach, New York...	Am. slp. L. Odin...	At 8 p. m. the lookout observing strange lights on Jones Inlet Bar, burned a night signal, and then gave the alarm. The life-savers pulled out, and found a vessel stranded $1\frac{1}{2}$ miles SW. of station, but as nothing could be done for her, the master decided to abandon her. The surfmen, assisted by several others from the Point Lookout station, dismantled her, after which she soon broke up in the heavy surf.
Jan. 25	Santa Rosa, Florida.....	Am. slp., no name..	Stranded on the beach with no one on board. Upon discovering the sloop, the surfmen hove her out into deep water and towed her to the station with surfboat.
Jan. 31	Cranberry Islands, Maine.	Am. slp. Rovers Bride.	Stranded in thick fog at 6.30 p. m. at a point $\frac{1}{2}$ mile W. of the station. Cries of help from those on board being heard at the station, several surfmen pulled out in a dory to her assistance. After raising her from the rocks by placing planking under her bottom and running out an anchor to hold her in position she was floated at high tide apparently uninjured.
Jan. 31	Fort Macon, North Carolina.	Gas. yt. Ciconia....	At 4 p. m. the E. patrol saw this yacht running dangerously near the beach and warned her off, but before she could reverse her engine she stranded 1 mile SE. of the station. The life-savers went to her assistance in surfboat, ran out her anchors, and, after two hours' hard work, succeeded in floating her.
Feb. 1	Damiscove Island, Maine.	Am. str. Massasoit.	This vessel blew out a water gauge on the boiler as she was leaving port, and was compelled to lie to in a disabled condition perilously near a shoal. The life-savers pulled out to her, towed her into deeper water, where temporary repairs were made by her engineer's force.
Feb. 2	Hatteras Inlet, North Carolina.	Am. sc. Maggie S. Hart.	At midnight, during hazy weather this vessel struck the beach $1\frac{1}{2}$ miles S. of Hatteras Inlet and 400 yards from the shore. The keeper, upon discovering her situation, fired a Coston signal from the station and then called his crew. The beach apparatus was hastily transported to the scene, the Lyle gun placed in position, and three shots fired; but owing to her lying bow on to the beach all effort to land a line on board proved futile. Recourse was now had to the surfboat, which was launched, and the life-savers went forth to the rescue, arriving alongside the ill-fated schooner at 3 a. m. The entire crew, 7 in all, with their effects, were landed in safety and conveyed to the station, where they were cared for until they departed for their homes on the 4th instant. The vessel was afterwards floated and towed to port. (See letter of acknowledgment.)
Feb. 2	Core Bank, North Carolina.	Rowboat, no name.	Adrift in Core Sound. A surfman picked it up and brought it to the station to await the arrival of a claimant.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Feb. 3	Plum Island, Massachusetts.	Slp. Fortuna.....	Stranded during hazy weather in the north breaker on Ipswich Bar, 3½ miles SSE. of the station. At 11.30 a. m. the surfmen boarded her, cleared her of ice, threw her ballast overboard, ran her anchors, and waited for the incoming tide. At high water she started to leak badly, and it was found impossible to keep her free with the pumps. The master and his crew were taken to the light-house nearby, where they were cared for by the light keeper. On the following day her butts started, causing her to fill and break up in the heavy surf. She proved a total loss.
Feb. 3	Santa Rosa, Florida.....	Lch. Stella.....	Dragged her anchors and drifted ashore. The station crew manned a skiff, and with a spare anchor hove her afloat and anchored her in a secure place.
Feb. 3	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Drifting out through the harbor pier into the lake. Keeper in a small boat recovered the skiff and restored it to the owner.
Feb. 4	Burnt Island, Maine.....	Slp. Senator.....	During a SW. gale parted her moorings and drifted ashore 100 yards N. of the station at 10.30 p. m. The station crew went to her assistance, threw out her ballast, ran a line to another sloop moored nearby, and at high tide on the 5th hauled her afloat. She was then taken to the station and repaired on the launchways.
Feb. 4	Straitsmouth, Massachusetts.	Dory, no name.....	Two men in this dory under sail bound for Thatchers Island were blown to sea by a heavy offshore wind, and in danger of being lost. The keeper, seeing their plight, at once launched surfboat, pulled to their assistance, and towed them safely to shore.
Feb. 5	Humboldt Bay, California.	Skiff, no name.....	Drifting down the bay with the strong ebb tide, with her occupant, a man, fast asleep in the bottom of the boat. A surfman in supply boat recovered the skiff and towed it to the station landing.
Feb. 6	Mosquito Lagoon, Florida.	Gas. lch. Mermaid...	Storm bound, and with propeller disabled, the occupants of this launch came to the station for shelter from the storm prevailing. The keeper took them in and succored them for four days, when the party left for Titusville.
Feb. 8	Sabine Pass, Texas.....	Gas. lch. Auto.....	Struck on a submerged rock pile ½ mile E. of station and in danger of going to pieces. The station crew hastened to her assistance, and after running out an anchor with a large purchase on her cable hove her afloat apparently uninjured.
Feb. 10	Spermaceti Cove, New Jersey.	Yawl Kiaora.....	Stranded on a shoal near entrance to Shrewsbury River 1 mile W. of station at 11.35 a. m. The surfmen ran out her anchor, but as the tide was falling decided to wait for high water before heaving on her cable. At 6.20 p. m., the tide being well up, they hove her afloat and took her to a safe place in the river.
Feb. 10	Santa Rosa, Florida.....	Br. bkn. Persia.....	Missed stays and stranded on the Middle Ground in Santa Rosa Sound, 4 miles ENE. of station, at 10 a. m. The vessel being invisible from the station, information of the casualty was brought to the keeper, who was on his way to the city in supply boat, by the tug Monarch. He forthwith returned to the station, launched surfboat, and set out to her assistance. Upon boarding her the life-savers took in and furled her sails, shifted her hawsers, hove them taut, and then waited for high water. On the 13th they hove her afloat without damage, and she proceeded to Pensacola.
Feb. 10	Saluria, Texas.....	Am. sc. Flower of France.	This vessel came to anchor off the bar, not daring to venture into the pass owing to very low water. The station keeper set range flags to mark the channel, thus enabling her to sail into the harbor without mishap.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Feb. 10	Point Adams, Oregon....	Gas. lch. Betty.....	At 5.30 p. m. the lookout reported this launch containing two men drifting down the river about 1 mile E. of the station. The alarm was given, the surfboat manned, and the life-savers pulled to the boat, which was being carried toward the bar by the strong ebb tide. A line was made fast to her by which she was towed across the channel and anchored, and after repairs were made she was taken to Astoria.
Feb. 11	Burnt Island, Maine.....	Gas. lch. Christol...	Caught on fire owing to an explosion of an oil heater on board and burned to the water's edge and sank. The station crew took off her crew of two men and conveyed them in power boat to Port Clyde.
Feb. 12	Cape Hatteras, Big Kinna- keet, and Little Kinna- keet, North Carolina.	Am. sc. Luther B. May.	Fouled her anchor in fresh gale and stranded 6 miles SSW. of the station and $\frac{1}{2}$ mile from shore. The life-savers from the several stations worked her off the beach on temporary launchways until she floated.
Feb. 12	Core Bank, North Carolina.	Scows (2), no names.	These scows, while being towed from Wilmington, N. C., to Washington, sprung aleak during a NE. gale and sank near Atlantic, $1\frac{1}{2}$ miles NW. of the life-saving station. The surfmen went out to them and brought the master and one seaman to the station until the storm subsided, then pumped out the scows, which were floated on the 14th and towed to destination. (See letter of acknowledgment).
Feb. 13	Pea Island, and Oregon Inlet, North Carolina...	Am. sc. Jennie Lockwood.	During a severe northerly gale, thick weather and high sea this vessel stranded at 5 a. m. 200 yards E. of the former station. The patrol discovered her and reported her to the keeper, who telephoned to the Oregon Inlet station to come down and lend a hand at the wreck. At 10 a. m. the Pea Island crew arrived abreast of the stranded craft with their beach apparatus and fired a shot from the Lyle gun, the line falling over the fore rigging. The crew from Oregon Inlet now arrived, and by means of the breeches buoy all hands—there were 7 in all—were safely landed and taken to the Pea Island station and succored for six days. The schooner was lost.
Feb. 13	Creeds Hill, North Carolina.	Am. sc. Chelton Brothers.	Dragged her anchors during a NW. gale and stranded in Pamlico Sound $2\frac{1}{2}$ miles NW. of station. The surfmen went out to her and were soon joined by the crew from Durants station. They ran out her anchors and hove taut her cable, but owing to heavy winds all their efforts proved unsuccessful. The gale increasing in severity it was deemed expeditious to heave her well up on the beach, and when this was accomplished they blocked her up and made repairs to the hull preparatory to launching when the weather would permit.
Feb. 13	Cape Lookout, North Carolina.	Am. sc. J. Homes Birdsall.	At 12.40 p. m. this vessel was sighted with ensign down; the keeper quickly responded and, having launched surfboat, went alongside and found that she had lost her sails and rudder. After anchoring her at the request of the master the surfmen forwarded telegrams to the owners at Philadelphia advising them of her condition. A tug took her to a safe harbor.
Feb. 15	Fourth Cliff, Massachusetts.	Br. str. Devonian...	While en route from Liverpool to Boston with passengers and crew numbering 86, all told, and a general cargo this steamer struck on Third Cliff, $1\frac{1}{2}$ miles N. of the station during thick weather. The Massachusetts Humane Society endeavored to establish line communication with her. but after three

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Feb. 15	Fourth Cliff, Massachusetts.	Br. str. Devonian...	attempts, which proved unsuccessful, abandoned the task until daybreak. The life-savers at the Fourth Cliff station went out to her in surfboat, and upon arriving alongside found her resting easy and in no immediate danger, the master feeling no apprehension for her safety. Upon the request of the master the keeper conveyed and delivered dispatches to the agent at Boston, upon receipt of which tugs were sent to her assistance and she was floated without damage.
Feb. 15	Indian River Inlet, and Rehoboth Beach, Delaware.	Am. sc. Ira D. Sturgis.	About 4 a. m., while standing up the beach during hazy weather, this vessel stranded at a point $1\frac{1}{2}$ miles N. of the former station, where she was discovered by the S. patrol, who at once burned a Coston signal and then hastened to report to the keeper. The Maritime Exchange, Rehoboth Beach, and Lewes stations were notified by telephone of the wreck, and after a team of horses had been secured to haul the boat wagon the life-saving crew proceeded down the beach, arriving abreast of the ill-fated craft at 5 a. m., the crew from Rehoboth Beach reaching the scene of disaster a little later. The vessel being old and in immediate danger of breaking up in the heavy surf, the master decided to abandon her, and the entire crew of six men, with their effects, were landed on shore in safety and taken to the station, where they arrived at 6.35 a. m. After she had been turned over to a wrecking company the master and crew departed for New York. The vessel was lost, only a part of her rigging being saved.
Feb. 15	Coquille River, Oregon...	Am. sc. San Buena-ventura.	At 4 p. m. this vessel, while proceeding to sea in tow of the tug Triumph, parted towline and drifted into the breakers on North Spit. The station crew went to her assistance in Dobbins lifeboat, ran her hawser to the tug, and after a heavy pull she was floated and towed to Bandon.
Feb. 17	Cobb Island, Virginia....	Am. sc. Scarborough.	Stranded on Cartes Bar, $1\frac{1}{2}$ miles SE. of station while entering the harbor at 7.30 p. m. The lookout reported her, surfmen boarded, and after two hours' hard work succeeded in floating her without damage.
Feb. 17	Core Bank, North Carolina.	Am. sc. Harland W. Huston.	Owing to smoky weather buoys in channel became obscured and vessel stranded on Harbor Island Bar, 10 miles distant from the life-saving station. The life-savers quickly boarded her, ran out her anchors, but the tide being low all attempts to float her proved futile. The surfmen, however, continued working on her each day, but it was not until the 27th, during a heavy gale and exceedingly high tide, that their efforts to float her were successful. (See letter of acknowledgment.)
Feb. 18	Umpqua River, Oregon...	Am. sc. Sadie.....	During a heavy blow and rough sea this vessel, in tow of the tug Hunter, struck on North Spit at 8 a. m. and later was hauled afloat in a water-logged condition, making it impossible for the tug to handle her in the gale prevailing. She was anchored near the spit and the life-savers went out to her assistance, but were capsized in the surf, their boat going adrift and not recovered until the 24th instant. After launching another boat, they again boarded the ill-fated craft, cleared her rigging, anchors, and chain, ran hawser to a tug, and after launching a drogue made of planks hauled her into the river to a safe anchorage.
Feb. 21	Plum Island, Massachusetts.	Am. sc. Gatherer...	Missed stays while working in over the bar and stranded 4 miles SSE. of the station. The surfmen boarded her, ran out her anchors, with hawsers, and at high tide hove her afloat with the windlass.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Feb. 21	Portsmouth, North Carolina.	Am. sc. Magnolia...	Stranded on south side of Beacon Island Shoal, 1½ miles N. of the station. At 10.30 a. m. surfmen boarded her, transported the master, his wife and child to the shore, then ran out her anchors, floated her at high tide, and took her to a safe anchorage.
Feb. 21	Old Chicago, Illinois, Lake Michigan.	Lighter, no name...	Adrift and in danger of going out into the lake. A surfman boarded her and secured her to a wharf.
Feb. 22	North Beach, and Green River Inlet, Maryland.	Am. sc. Ida B. Gibson.	Sprung aleak during a NE. gale. The master ran her ashore 3 miles from North Beach life-saving station, where her crew abandoned her and reached the shore in their own boats. The life-savers from the two stations went to her, with beach apparatus and a surfboat. The shipwrecked men were removed to the former station and cared for, while the keeper of the other station conveyed the master to Ocean City to communicate with the owner of the schooner. A wrecking company took charge of the wreck, both station crews aiding and doing all in their power to save her. She was floated on Mar. 2 and towed to Delaware Breakwater.
Feb. 23	White Head, Maine.....	Br. sc. F. and E. Givan.	Sprung aleak when 10 miles off Mount Desert Island and 40 miles E. of station during a fresh gale, her crew managing to work her into Seal Harbor. Upon being boarded by the life-savers she was found in a sinking condition, whereupon they hove her well up on the flats, pumped her out, calked her seams, and then hove her afloat.
Feb. 23	Saluria, Texas.....	Am. ses. Kate M., Cazador.	Ilove to off the bar, the master not being familiar with the channel. The keeper set range flags, thus enabling both vessels to cross the bay in safety.
Feb. 23	Coquille River, Oregon...	Small boat, no name	While attempting to cross the river during strong ebb tide the occupant, a man, found it impossible to stem the tide and rapidly drifted towards the bar. The life-savers seeing his predicament threw him a line and towed him back to town with the surfboat.
Feb. 26	Point of Woods, New York.	Gas. lch., no name..	Engine became disabled and boat drifted towards a sand bar, where she stranded at 8.30 p. m. The life-savers assisted the occupant, a man, to land and sheltered him at the station overnight. In the morning several surfmen made temporary repairs to the launch, floated her, after which she proceeded to Bayshore.
Feb. 27	Cape Henry, and Virginia Beach, Virginia.	Am. sc. George M. Grant.	At 3.10 p. m., during a NNE. gale and blinding snowstorm, this schooner struck the beach ½ mile SE. of Cape Henry and 1,200 yards from the shore. The day watch discovered her and reported her perilous situation to the keeper, who at once called up the adjacent station and notified the keeper of the wreck, then manned the beach apparatus cart and proceeded down the beach to the scene of disaster. The Lyle gun was placed in position and several shots were fired, but owing to the great distance of the vessel offshore and heavy wind all fell short. At this juncture the crew from the Virginia Beach station arrived and took a hand in the work of rescue. The large Hunt gun was set up, but after two shots had been fired without success the idea of reaching her with the life line was abandoned. On account of the tremendous sea rolling in on the beach it was also found impossible to reach the ill-fated craft with a surfboat. The life-savers stood by on shore all night, with the hope that she would hold together until daybreak and work inshore within range of the wreck gun. At

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Feb. 27	Cape Henry, and Virginia Beach, Virginia.	Am. sc. George M. Grant.	daylight several shots were fired, but with no better result than on the previous day. Then Keeper Holmes telephoned to Norfolk for help, but no vessel would venture out until the gale abated. Later on the tug Jack Twohy was sighted bearing down on the schooner, and after considerable effort she succeeded in taking off the entire crew without mishap. The vessel held together during the storm and was eventually saved by a wrecking company. (See letter of acknowledgment.)
Feb. 27	Fort Lauderdale, Florida.	Gas. lch. Hornet....	The master being unfamiliar with the channel, this launch struck on the outer bar where she lay with the sea sweeping her deck. The keeper went to her assistance in power boat, ran out her anchor, and, with the aid of her own power, hauled her afloat uninjured.
Feb. 28	Jerrys Point, New Hampshire.	St. lch. Colonel Hamilton.	Blew out water gauge on boiler and, launch becoming unmanageable, stranded on Fishing Island Point at 9 a. m. The owner desiring a tug the keeper sent to Portsmouth for one, which towed her to a safe anchorage.
Feb. 28	Gloucester, Massachusetts.	Slp. Cora.....	During a fresh NNE. gale and rough sea parted her moorings and stranded on Eastern Point near the breakwater at 2.30 p. m. The keeper launched the Race Point boat and with his crew proceeded to the scene of disaster with all possible dispatch. On arriving alongside they found the sloop wedged among the rocks, and, after removing her ballast, lashed empty casks under her bilge, ran out her anchors astern and a line to the breakwater. Some of the outlying rocks were removed, and at high water she was hove afloat and taken to a safe anchorage by a tug. The Cora's crew being exhausted the keeper took them to the station and furnished them stimulants and dry clothing from the supply of the Women's National Relief Association. On the 1st proximo the surfmen assisted to replace the ballast, after which she proceeded on her way apparently uninjured. (See letter of acknowledgment.)
Feb. 28	New Shoreham, Rhode Island.	Slp. Ellen W.....	During a severe NE. gale lost her sails and unable to reach port. The crew abandoned her in a small boat and reached the land in safety. The keeper upon learning of the mishap to the sloop engaged a tug, which towed the surfboat out to the sloop, whereupon a line was run to her and she was brought into the harbor by the tug and anchored.
Feb. 28	Ocracoke, North Carolina.	Am. sc. May Queen.	Missed stays and ran ashore on Dan Shoal $1\frac{1}{2}$ miles SSW. of station during light winds and rough sea. The lookout reported her flying signals of distress, and the station crew boarded her and offered assistance, but the master having abandoned her the keeper conveyed him to the station in the surfboat. On the morning of the 1st proximo the life-savers again boarded her and after considerable hard work floated her and brought her safely to an anchorage.
Feb. 28	Fort Macon, North Carolina.	Sharpie Benefit.....	Carried away her sails in a strong NW. blow, and after dropping anchor made signals for assistance. The life-savers quickly responded and upon the request of the master two of his men were taken to Beaufort in the surfboat. Later a tug arrived which towed the Sharpie into the harbor.
Mar. 1	Straitsmouth, Massachusetts.	Am. str. Willard...	During a heavy NW. blow and high sea filled and sank 1 mile N. of the station, two of her crew of five men managing to reach the shore in a dory while the others went down with the ill-fated craft. (For detailed account see p. 36.)

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Mar. 1	Wood End, Massachusetts.	Gas. lch., no name..	Engine broke down and launch with two men on board drifted to leeward before a fresh NW. wind and rough sea. The lookout reported the mishap to the keeper who at once launched power boat and set out in pursuit of the disabled boat. After a hard pull through the ice for a distance of 4 miles they came up with the drifting launch and towed it with its occupants back to the land.
Mar. 1	Fire Island, New York...	Catboat, no name..	Dragged anchor in drift ice; the station crew went to her assistance and towed her to a safe mooring.
Mar. 1	Dam Neck Mills, North Carolina.	Am. sc. D. J. Sawyer.	This vessel was observed at anchor 3 miles NE. of the station flying signals of distress. The life-savers boarded her and found her crew unable to weigh the anchor owing to a broken windlass. The surfmen with the aid of a heavy purchase hove up the anchor and she proceeded to Norfolk in tow of a tug.
Mar. 1	Umpqua River, Oregon...	Am. sc. Saddle.....	This schooner which became water-logged and wrecked on the 18th ultimo, was taken in tow by a tug to Gardiner, the life-saving crew assisting to heave up her anchors, run her lines, and get over the bar without mishap.
Mar. 2	Point Allerton, Massachusetts.	Am. sc. Lillian.....	Stranded on Gallup Island, 2½ miles NW. of the station. The life-saving crew attempted to work her afloat with the sails anchors, etc., but were unsuccessful. On the following day at high water, with the assistance of a tug, she was floated without damage.
Mar. 2	Mosquito Lagoon, Florida	Gas. lch. Gertrude..	Machinery disabled, owner came to the station and was furnished with shelter for the night. On the following day the keeper overhauled the engine, enabling her to proceed on her way.
Mar. 3	Oak Island, New York...	Am. str. Navahoe..	This vessel becoming unmanageable owing to defective steering gear struck the beach 3½ miles SSE. of the station during a fresh south wind and heavy rain squall. The keeper telephoned to Fort Caswell for a tug, but the master being of the opinion that he could float his vessel with her own power declined to accept the services of the tug. By the following day the vessel had worked up high on the beach, and the revenue cutter Seminole was sent for, but her efforts to release the stranded craft proved unsuccessful. After lightering and jettisoning a part of her cargo she was hauled afloat on the 9th.
Mar. 3	Fort Macon, North Carolina.	Gas. lch. Ulrich.....	The patrol discovered this launch in the inlet flying signals of distress and reported her to the keeper. The surfmen boarded her and found her engine disabled, took her in tow to a safe place, and made repairs, after which she proceeded to Moorehead City.
Mar. 4	Cross Island, Maine.....	Br. sc. Millie.....	During a fresh gale and thick snowstorm this vessel, laden with plaster and bound for New York, struck on Seal Cove Ledges, 4½ miles SW. of the life-saving station, where she began to break up. The master, feeling apprehensive for the safety of all hands, decided to abandon her, and after launching a boat the crew, with the exception of four men who dared not brave the high-running sea, concluded to remain on the wreck until assistance arrived. The ship's boat then shoved off and after many hardships succeeded in reaching the side of a schooner at anchor ½ mile distant. On the following day a tug set out but finding no trace of the four men left on board, came to the life-saving station and reported the ill-fated craft to the keeper. The casualty occurred at a point obscured from the station, and it

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Mar. 4	Cross Island, Maine.....	Br. sc. Millie.....	was therefore impossible to have known anything of the disaster until a man drifting on a piece of wreckage was observed making signals of distress. The station crew pulled off to him, took him to the station, where he was furnished with dry clothing from the supply of the Women's National Relief Association and made comfortable. From him it was learned that his three companions had been washed overboard and lost. A diligent search was kept up by the patrols for bodies which might be cast up on the beach, and on the 5th the remains of one member of the crew were found on the mainland 5 miles distant from the station. (For detailed account see p.—.)
Mar. 4	Cranberry Islands, Maine.	Am. sc. Abbie and Eva Hooper.	Carried away some of her sails during a fresh northerly blow when 50 miles offshore at 10 p. m., and was discovered working in from seaward flying signals for help. The life-savers pulled out to her assistance, and upon boarding her found two feet of water in her hold, crew frost bitten and exhausted. The surfmen brought her to port and with the aid of a tug took her to a safe anchorage in SW. harbor.
Mar. 4	Wood End, Massachusetts.	Dory, no name.....	Drifted out of the harbor and sank. The keeper and several surfmen, with grappling irons, attempted to raise the boat, but their efforts proved unavailing.
Mar. 4	Brenton Point, Rhode Island.	Am. sc. T. Towner..	Fouled her anchor and dragged ashore at Fort Adams at 3 p. m., her crew managing to reach the shore in safety. The keeper with his crew went to her assistance, ran an anchor into deep water, made sail, hove her afloat, and took her into the harbor to a safe anchorage.
Mar. 4	Point of Woods, New York.	Rowboat, no name..	Adrift in the bay. Two surfmen went out and towed the boat to the shore and notified the owner.
Mar. 4	Core Bank, North Carolina.	Gas. lch., no name..	Machinery became disabled while standing into Core Sound. The keeper boarded her, repaired the engine, and she proceeded to her destination.
Mar. 4	Fort Lauderdale, Florida.	Gas. lch. Meteor....	This launch, while en route from Palm Beach to Miami, damaged her shaft and propeller, and the owner came to the station for aid. The keeper made temporary repairs to the defective parts and she continued down the coast.
Mar. 4	Coos Bay, Oregon.....	Am. sc. Etsher Buhne.	While endeavoring to pass in over the bar became becalmed and drifted across the channel onto the Middle Ground, where she lay flying signals of distress. The life-savers quickly boarded, ran out a kedge anchor, then manned the capstan, and, after heavy heaving, succeeded in floating her and anchoring her in a secure place.
Mar. 7	Point of Woods, New York.	Gas. slp. Ulrica.....	Stranded on the flats 2 miles NW. of station. The life-savers went alongside, ran out her anchors, and, after considerable heaving on the windlass, hove her afloat uninjured.
Mar. 7	Fort Macon, North Carolina.	Sharpie, no name...	While this boat was being towed by a launch it broke adrift from the towing vessel and was picked up by the station crew and turned over to the owner.
Mar. 8	Potunk, New York.....	Slp. Gussie B. Spalding.	Ran aground on a bank near the channel in light winds. Several surfmen boarded her and assisted to heave her into deep water.
Mar. 8	Fenwick Island, Delaware.	Yawl, no name.....	Adrift. Surfmen recovered same and hauled it up on the beach to await a claimant.
Mar. 9	Maddequet, Massachusetts.	Fish boat, no name..	This boat being in danger of pounding to pieces during a storm, the keeper and several surfmen went to her assistance and hauled her out on the beach.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Mar. 9	Kitty Hawk, North Carolina.	Slp. Mary I. Wroldsen.	Parted moorings and driven ashore in a fresh NW. wind. The keeper and four surfmen went to her, but inasmuch as the tide was low their efforts to float her proved unsuccessful. On the following day, with the aid of heavy purchases, they hoisted her aloft undamaged.
Mar. 9	Chicamacomico, New Inlet, and Gull Shoal, North Carolina.	Br. shp. Clyde.....	At 5 a. m. this vessel, en route from Barbados to New York in ballast, ran ashore during thick weather and a fresh NW. blow $\frac{1}{2}$ mile NE. of the former station. After notifying the keepers of the adjacent stations of the casualty and firing a rocket the beach apparatus was run out and the Lyle gun placed in position abreast of the stranded ship, which had now worked in on the beach to a distance of about 300 yards from shore. A shot was fired and the life line fell directly over the ship. The life-savers from New Inlet and Gull Shoal stations now arrived and assisted in the work of rescue. The life line was hauled off, the hawser paid out and set taut, and the breeches buoy sent aboard. By 9.30 a. m. the breeches buoy made the final trip, bringing ashore the last man of her crew of 35 all told. They were all taken to the station and cared for, and on the 10th the keeper boarded the wreck and brought ashore valuable ship's articles, together with the effects of the crew. On the 11th the revenue cutter Boutwell arrived and took 13 of the shipwrecked crew to the nearest port. A wrecking tug was sent for, which, upon arrival, took charge of the wreck. During the days which followed the life-savers did all in their power to aid the master and wreckers to float the stranded ship, and after many days of hard work they hoisted her into deep water on May 9. (See letter of acknowledgment.)
Mar. 9	Cape Fear, North Carolina.	Am. sc. Myrtle Tunnel.	Ran aground on Fry's Pan Shoals, 12 miles from shore, during a fresh SW. wind and smoky weather. The keeper notified the commanding officer of the revenue cutter Seminole, also a tug, then launched surfboat and boarded the stranded craft at 6.30 a. m. Part of her cargo was jettisoned and the Seminole and the tug pulled on her but failed to float her. The crew then abandoned the wreck and were conveyed to Southport. Later her hull filled with water and she was lost.
Mar. 9	Saluria, Texas.....	Am. sc. Valentine..	Ran aground on the flats at low tide while attempting to enter the bay. Surfmen went to her assistance and succeeded in hauling her into the deep water of the channel.
Mar. 10	Cuttyhunk, Massachusetts.	Small boat, no name.	The occupant of this boat, being caught out in a heavy gale and unable to reach the shore, was rescued by the life-savers and towed to a safe landing with the surfboat.
Mar. 10	Long Beach, New York...	Am. bk. Adam W. Spies.	This vessel, en route to New York from Buenos Ayres, overran her distance and struck the beach a short distance from the station and about 400 yards from the shore. The lookout sighted her at midnight and burned a Coston signal, which was answered by a light on board. The keeper with his crew quickly boarded her and offered assistance, but the ship's company decided to remain on board. A wrecking tug took charge of the stranded vessel and floated her on the following day.
Mar. 10	Shark River, New Jersey.	Fish boat, no name.	Went adrift during a heavy snow squall. A surfman recovered the boat and hauled it out on the beach clear of the surf.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Mar. 10	Paul Gamiels Hill, and Kitty Hawk, North Carolina.	Am. sc. Lou Willis...	Missed stays during fresh W. winds and ran ashore in Currituck Sound. The station crews rendered all assistance possible in saving her, and on the 12th succeeded in heaving her into deep water uninjured.
Mar. 11	Shark River, New Jersey..	Yt. Jennie	Anchored outside the inlet, and the station crew towed the yacht to a safe anchorage with the surfboat.
Mar. 11	Atlantic City, New Jersey.	Am. sc. Mary and Helen.	The master of this vessel having picked up two fishermen adrift, requested the keeper to report the same to the owners of the vessel. The keeper complied with the request.
Mar. 11	Coquille River, Oregon...	Sailboat, no name..	Becalmed and drifting toward the breakers with two men on board. The life-saving crew, seeing the precarious situation of the two men, quickly launched surfboat, and after a hard pull managed to reach the endangered men before their boat was swept into the heavy surf on the bar.
Mar. 12	Straitsmouth, Massachusetts.	Dory, no name.....	Adrift with its occupants, a man and a boy, exhausted in trying to pull their boat against a strong wind and heavy sea. The life-saving crew went out to them and towed them to the station landing.
Mar. 12	.....do.....	Gas. lch., no name..	Disabled and adrift with one man on board and in danger of being cast upon the rocks. The surfmen towed the launch to the station landing and the man returned to his home.
Mar. 12	Point of Woods, New York.	Am. sc. Alida Hearn.	Missed stays and ran ashore on Tobys Flats 3 miles W. of station. The life-savers upon boarding her ran out an anchor, hove taut her cable, made sail, and with a favoring wind hauled her into deep water.
Mar. 12	South Brigantine, and Brigantine, New Jersey.	Am. sc. R. D. Bibber.	This vessel getting inside of the shoal buoy, stranded on Brigantine Shoals 3 miles ESE. of the former station and about the same distance from the land. The crews from both stations pulled out to her and went aboard, sounded about the vessel, and with the assistance of her sails succeeded in floating her after an hour's hard work.
Mar. 12	Bethel Creek, Florida....	Rowboat, no name..	Adrift. The keeper recovered the boat, brought it to the station, and notified the owner.
Mar. 13	Point of Woods, New York.	Am. scs. Coral, Blanch Morgan.	These two vessels, oyster laden, stranded on the Middle Ground near the station during a fresh NE. wind. The station crew boarded them, ran out their anchors, and hove them afloat without damage.
Mar. 14	Salisbury Beach, Massachusetts.	Fish boat, no name..	Adrift. The station crew recovered it and brought it to the station to await the arrival of a claimant.
Mar. 14	Mosquito Lagoon, Florida	Gas. lch. Grant Ferris.	Machinery disabled, and launch unable to proceed on her way. The owner came to the station and requested assistance, and after the keeper had made temporary repairs to the defective parts the boat continued on her way up the channel.
Mar. 16	White Head, Maine.....	Am. sc. S. E. Davis.	This vessel, granite laden, while nearing her destination sprung aleak and the master, fearing she would sink, ran her ashore 3 miles NW. of the life-saving station, the shipwrecked crew reaching the land in safety in their own boats. She was invisible from the station, but the keeper, upon being apprised of the disaster, launched surfboat and with his crew went on board. They did all in their power to save the vessel, but before she could be lightened she broke up and proved a total loss.
Mar. 16	Island Beach, and Toms River, New Jersey.	Br. str. Cearense....	At 4.15 a. m. this vessel, bound from Para to New York, with 21 passengers, a crew of 44 men, and a general cargo, valued at \$1,600,000, struck on the coast of New

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Mar. 16	Island Beach, and Toms River, New Jersey.	Br. str. Cearense...	Jersey during a NW. snowstorm, $\frac{1}{2}$ mile from Island Beach life-saving station and 350 yards from the shore. The lookout discovered the vessel ashore at 4.20 a. m., fired a Coston signal, then reported to the keeper, who notified the adjacent stations of the casualty. The beach apparatus cart was run out and transported down the beach to the scene, the Toms River crew arriving about the same time. A shot was fired and the life line fell on board and was soon hauled off. As the wind was light and sea smooth, the passengers decided to come ashore in the boats. The surfboats were manned, and all were landed without mishap. Messages were sent to the agents and to the Maritime Exchange, and after lightering and jettisoning a part of her cargo she was floated by a wrecking tug and towed to New York.
Mar. 16	Holland, Michigan, Lake Michigan.	Am. str. Harvey Watson.	At 1 p. m. this vessel reached port in a sinking condition. The life-savers took charge of her, manned the pumps, but as they soon became inoperative, succeeded in bailing her out with buckets.
Mar. 17	Point of Woods, New York.	Am. scs. Anna Brown, Farmer.	These vessels, oyster laden, stranded on the flats while bound to Sayville. The station crew boarded them, ran out anchors, and after heavy heaving on the windlass succeeded in floating them at high water.
Mar. 17	Aransas, Texas	Am. sc. Katie M.	Arrived off the bar with head gear, anchor, and mainsail carried away by fresh NE. gale, and flying signals of distress. The station crew boarded her and assisted to work her in over the bar to a safe anchorage.
Mar. 18	Gurnet, Massachusetts...	Am. sc., no name...	Came to anchor off the bar and set signals for a pilot. Inasmuch as none was available, the keeper sent two surfmen, who boarded the vessel and brought her into the harbor to a safe anchorage.
Mar. 19	Wood End, Massachusetts.	Am. sc. Manuel R. Cuza.	At 8 a. m. the lookout reported this vessel at anchor 6 miles SE. of the station, flying signals of distress. The keeper launched power boat, and with his crew set forth to her assistance. Upon boarding her, they found her with sails carried away, and crew exhausted and unable to heave up the anchors. The master becoming apprehensive for the safety of his vessel in the severe NW. gale prevailing, requested the surfmen to aid him in getting his vessel to a safe place, and after weighing her anchors they worked the disabled craft into the harbor under scant canvas.
Mar. 19	Cape Lookout, North Carolina.	Am. sc. Benjamin W. Lathan.	Ran aground while entering Lookout Bight $\frac{1}{4}$ mile N. of the station. The life-savers went out to her in a surfboat, ran out her port anchor, and upon the rising tide hove her afloat uninjured.
Mar. 19	Fort Macon, North Carolina.	Gas. lch. Cecile.....	This launch having grounded in thick weather, the owner came to the station and requested the assistance of the life-saving crew to float his boat. Several surfmen with shovels dug a sluic around her, and with the aid of a power boat hove her into deep water at flood tide.
Mar. 19	Sabine Pass, Texas.....	Catboat, no name..	This boat, with one man on board, stranded on a mud bank $1\frac{1}{2}$ miles NW. of the station at 7.30 p. m. The keeper, being notified of the man's predicament manned surfboat and went to his assistance, but owing to very low tide was unable to reach him with the boat. The life-savers then procured a small skiff from the light keeper, pulled alongside the stranded catboat, brought the man to the surfboat, and conveyed him to Sabine. At high tide the boat was floated and the owner took charge of it.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Mar. 20	Great Wass Island, Maine	Nph. lch., no name..	Parted moorings in a storm and was driven ashore on Carrying Place Island 6 miles NW. of the station. News of the casualty was brought to the station by a fisherman, and the life-savers proceeded to the place, put skids under her keel, and as the surf rolled in worked her off into deep water.
Mar. 20	.....do.....	Am. sc. Katie L. Palmer.	Parted her cables during an easterly blow, thick snowstorm, and drifted ashore at 7 a. m. On the 23rd the revenue cutter Woodbury arrived and, with the life-saving crew in their surfboat, proceeded to the wreck 6 miles distant. After the surfmen had run the schooner's lines to the cutter every effort was made to haul her afloat, which, however, was found impossible owing to the low stage of the tide. On the following day at high water the life-savers, with the assistance of the Woodbury, hauled her into deep water, after which the cutter towed her to Jonesport. (See letter of acknowledgment.)
Mar. 20	Fletchers Neck, Maine....	Dory, no name.....	Adrift. The station crew picked it up and returned it to the owner.
Mar. 20	Hunniwells Beach, Maine	Nph. lch., no name..	Sank at her moorings on east side of Stage Island during a fresh ESE. wind and thick snowstorm. The owner requested the assistance of the life-saving crew; the keeper with his crew repaired to the scene in a boat, worked lines under her, raised her, bailed her out, and towed her to a safe anchorage.
Mar. 20	Point Allerton, Massachusetts.	Am. sc. C. C. Lane..	During a SE. gale and thick snowstorm sank near Light-House Island, 1½ miles NE. of the station, the shipwrecked crew being saved by the light keeper, who took them to his dwelling. The life-savers upon sighting the wreck pulled out to it and transported the crew from the island to Boston Harbor. The vessel was lost.
Mar. 20	Gilgo, and Jones Beach, New Jersey.	Nor. str. Bodo.....	Stranded 1 mile W. of station during thick weather. The crews from the two stations boarded her, the keeper notifying her owners and agents of her mishap. On the 27th she was floated, but her cargo proved a total loss.
Mar. 20	Hog Island, Virginia.....	Scow, no name....	This scow, with one man on board, filled and sank about 2 miles from the station in a fresh gale. The life-savers hastily manned the surfboat and pulled to her assistance, bringing the owner to the station, where he was succored and provided with dry clothing from the supply of the Women's National Relief Association. On the following morning, the weather being favorable, the surfmen hauled the stranded scow well up on the beach clear of the surf.
Mar. 21	Chicamacomico, Gull Shoal, and Little Kinakeet, North Carolina.	Am. sc. Raymond T. Maull.	Became water-logged when 10 miles off the coast, drifted to shore and foundered within ½ mile of Gull Shoal life-saving station, where she was discovered by a surfman at 2.30 a. m. The adjacent stations were at once informed of the casualty by telephone, and the life-savers assembled at the wreck, launched a boat successfully through a high-running surf, and pulled to the rescue of the imperiled sailors. The entire crew, 7 in all, were landed by the surfmen without mishap and conveyed with their effects by team to the Chicamacomico station, where they were succored until able to depart for their homes. The schooner proved a total loss.
Mar. 21	Hatteras Inlet, North Carolina.	Am. sc. Harlan W. Huston.	Struck on Ocracoke Bar during smoky weather and set signals of distress. The surfmen at once boarded her and found the vessel water-logged, her pumps being unable to keep her free. They worked

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Mar. 21	Hatteras Inlet, North Carolina.	Am. sc. Harlan W. Huston.	her in over the bar and to a safe place in the channel, where her cargo of lumber was discharged. Later she was removed to a shipyard for repairs.
Mar. 22	Rocky Point, New York..	Yawl, no name.....	The W. patrol discovering a yawl adrift, secured it on the beach to await the arrival of the owner.
Mar. 22	Cape Henry, Virginia.....	Am. sc. Harry T. Hayward.	Collided with a steamer when 8 miles SE. of the station and 6 miles offshore. The master, being apprehensive for the safety of his crew, ran her ashore at Virginia Beach, where the surfmen boarded her, a wrecking company arriving on the scene a little later. The life-savers rendered valuable services to the master and to the wreckers, and by their combined efforts she was floated and towed to Norfolk for repairs.
Mar. 23	Point of Woods, New York.	Am. sc. Hamlet....	Ran aground while standing up the channel. The life-savers boarded her, and, after running out an anchor, hove her afloat undamaged.
Mar. 23	Fire Island, New York...	Am. sc. Annie E. Edwards.	While beating down the channel stranded on a shoal $\frac{1}{2}$ mile from the station. Surfmen boarded her, ran out anchors, and with all hands heaving on the windlass she floated off without damage.
Mar. 23	Dam Neck Mills, and Little Island, North Carolina.	Am. str. Ashur J. Hudson.	This steamer while assisting to float the stranded schooner Fannie Palmer got a line in her wheel and drifted onto the beach. The life-savers reached her with the wreck gun and landed the master in the breeches buoy, the rest of the crew having decided to remain on board for the present. On the following morning the steamer was still high up on the beach, where her crew abandoned her.
Mar. 24	Assateague Beach, Virginia.	Bges. (2) Norfolk, Embrey.	At 9.30 p. m. the tug Margaret, with three barges in tow, while attempting to make the harbor in a thick snowstorm ran ashore $\frac{3}{4}$ of a mile from Wallops Beach life-saving station. The barges were anchored near shore and could not be reached by tugs owing to shoal water. The life-savers in tow of the tug Somers N. Smith went to them, ran lines to the tug, and, after weighing their anchors, they were taken to a safe anchorage. (See letter of acknowledgment.)
Mar. 24	Wallops Beach, and Assateague Beach, Virginia.	Am. str. Margaret..	While engaged in towing several barges along the coast, this vessel stranded $1\frac{1}{2}$ miles ENE. of the former station at 9 p. m., but was not discovered until early morning owing to a blinding snowstorm which rendered her invisible from the station. The life-savers from the two stations boarded her, but as she had worked into shoal water no tug could reach her. The weather being threatening, with high sea running, the entire crew of 12 men were taken out of the wreck and landed on the beach in safety. A wrecking company was sent to the scene, and, with the aid of the surfmen, the stranded craft was floated on the 3rd proximo.
Mar. 24	Core Bank, North Carolina.	Gas. lch. Minnie....	Engines failed to operate during a NW. gale and launch was driven ashore on Horse Island Shoal 6 miles SW. of station. The keeper being apprised of the casualty at once set out to assist her, and after considerable effort succeeded in heaving her into deep water.
Mar. 25	Damscove Island, Maine.	Gas. lch. Waneta...	Disabled $1\frac{1}{2}$ miles W. of station with small party on board bound on a fishing trip. The life-savers upon observing her signals for assistance went out to her, and the keeper with his power boat took her in tow to Boothbay where repairs could be made.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1899. Mar. 26	Wallops Beach, Virginia..	Bgs. Dendron	Sprung aleak during a NW. storm, slipped her cables and drifted ashore at a point 1 mile distant from the station at 9 p. m. The surfmen boarded her, took off her crew of 3 men, and conveyed them to the station where they were cared for until the 30th instant, when, upon the arrival of the wrecking company, they were put on board their vessel to assist in saving her. The life-savers rendered all possible service in aiding the wrecking tug to get the barge afloat.
Mar. 27	Sandy Hook, New York..	Am. sc. Martha D. Reid.	Stranded on point of Horseshoe Shoal. The surfmen manned Monomoy boat, boarded her, ran out an anchor, hove taut the cable, and she floated at the next high tide.
Mar. 27	Fort Macon, North Carolina.	Gaa. sch. Violet.....	Ran ashore during thick weather with 11 persons on board bound for Morehead City. The surfmen pulled to her in surfboat and at the request of the owner transferred the passengers to launch Sadie by means of the surfboat. The Violet was floated at flood tide.
Mar. 29	Cape Lookout, North Carolina.	Am. sc. Ruby and Bessie.	At 9.30 a. m. this vessel, lumber laden, while entering Lookout Light ran ashore on Wreck Point. The surfmen boarded her, ran out the port anchor and fifty fathoms of chain with a good strain on it. At high water she was floated without damage.
Mar. 30	Lewes, and Cape Henlopen, Delaware.	Am. sc. F. C. Pendleton.	The master of this vessel having lost his bearings in a thick fog came to anchor, but finding himself dangerously near the breakers requested assistance from the life-saving crew who had repaired to the scene as soon as she became visible from the station. A tug was procured to aid her. The surfmen hove up her anchors and she was towed to a safe anchorage in the harbor.
Mar. 30	Wallops Beach Virginia..	Am. str. Esther....	While working on the stranded steamer Margaret this vessel struck the bottom in very shoal water in a dense fog and blew distress signals on her steam whistle. The surfmen pulled out to her and found her steering gear disabled, and at once ran out an anchor, hove a good strain on the cable, and at high water hove her afloat with the windlass and towed her to a safe anchorage with the surfboat.
Mar. 30	Hog Island, Virginia.....	Fish boat, no name.	During a dense fog the patrol heard cries for help over the water, and hastened to the station to report, whereupon the keeper set out in power boat and found two fishermen lost in the fog and towed them to the station.
Mar. 30	Fort Macon, North Carolina.	Am. sc. Commodore	At 9 a. m., while beating down the channel to the inlet, missed stays and grounded on a shoal. The surfmen boarded, ran out an anchor, hove her afloat undamaged, after which she continued on her course.
Mar. 30	Brazos, Texas.	Slp. Josephine.....	Stranded, owing to strong NE. breeze, $\frac{1}{2}$ mile NE. of station. The life-savers ran to the beach, waded out to the endangered craft, and after one hour's hard work floated her and brought her to an anchorage inside the harbor.
Mar. 31	Cape Henry, Virginia.....	It. bk. Antonio.....	This vessel, from a South American port, struck the beach stern first while attempting to round Cape Henry during a fresh northerly gale, thick weather, and high sea, and at once began to break up. Sighting the bark drifting shoreward, the keeper of the Cape Henry life-saving station manned the surfboat and went to the rescue of those in peril on the stranded craft. The wind by this time had attained a velocity of 40 miles an hour, piling up a heavy surf on the beach, and

STATISTICS OF THE CATTLE INDUSTRY

Year	State and Territory	Name of Cattle Raisers' Association	Name of Cattle Raisers' Association
1901	Iowa, Iowa, Dakota	I. A. Assn.	The following is a list of the names of the various associations of cattle raisers in Iowa, Iowa, and Dakota. The names of the associations are given in the order in which they were organized. The names of the associations are given in the order in which they were organized. The names of the associations are given in the order in which they were organized.
1902	Michigan, New York, and Ohio	Michigan, New York, and Ohio	The following is a list of the names of the various associations of cattle raisers in Michigan, New York, and Ohio. The names of the associations are given in the order in which they were organized. The names of the associations are given in the order in which they were organized.
1903	Wisconsin, Minnesota	Wisconsin, Minnesota	The following is a list of the names of the various associations of cattle raisers in Wisconsin and Minnesota. The names of the associations are given in the order in which they were organized. The names of the associations are given in the order in which they were organized.
1904	Illinois, Indiana, and Ohio	Illinois, Indiana, and Ohio	The following is a list of the names of the various associations of cattle raisers in Illinois, Indiana, and Ohio. The names of the associations are given in the order in which they were organized. The names of the associations are given in the order in which they were organized.
1905	Missouri, Massachusetts	Missouri, Massachusetts	The following is a list of the names of the various associations of cattle raisers in Missouri and Massachusetts. The names of the associations are given in the order in which they were organized. The names of the associations are given in the order in which they were organized.
1906	Texas, Colorado, and New Mexico	Texas, Colorado, and New Mexico	The following is a list of the names of the various associations of cattle raisers in Texas, Colorado, and New Mexico. The names of the associations are given in the order in which they were organized. The names of the associations are given in the order in which they were organized.
1907	Arizona, New Jersey, and Kansas	Arizona, New Jersey, and Kansas	The following is a list of the names of the various associations of cattle raisers in Arizona, New Jersey, and Kansas. The names of the associations are given in the order in which they were organized. The names of the associations are given in the order in which they were organized.
1908	New York, California	New York, California	The following is a list of the names of the various associations of cattle raisers in New York and California. The names of the associations are given in the order in which they were organized. The names of the associations are given in the order in which they were organized.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Apr. 1	Fort Point, California....	Gas. lch. Juniata...	yacht clubs. Upon locating the owner the station crew offered assistance in heaving her afloat, and a launch was sent to aid in the work, but after many trials for several days all their efforts proved futile. At 10.25 a. m. on the 14th, at high tide, the surfmen succeeded in moving her into deep water, where a power boat took her in tow to the city.
Apr. 2	Cape Henry, Virginia.....	It. bk. Antonio.....	The keeper and crew with surfboat landed the baggage and all effects of the wrecked crew of this vessel prior to their departure for Norfolk.
Apr. 3	Old Chicago, Ill'nois, Lake Michigan.	Gas. lch. Red Star..	This launch, engaged in picking up her seine, got a line in her propeller and became unmanageable, and went adrift on the lake with two men on board. The keeper, seeing their signal of distress 5 miles N.E. of the station, employed a tug to effect a rescue; went on board, and in a short time had the disabled boat in tow toward the harbor. On this occasion the harbor was so completely blocked with heavy floating ice as to make it impossible to launch the surfboat.
Apr. 4	Point Allerton, Massa- chusetts.	Am. str. Wyalusing.	At 4.30 a. m. the keeper received word that a steamer having a barge in tow had sunk on Hardings Ledge, 2½ miles S.E. of the station. The life-savers, with surfboat under sail, proceeded to the wreck and found that she had filled and was abandoned by her crew. They hove up the anchors of the barge and assisted a tug to get her to Boston. The steamer proved a total loss.
Apr. 4	Mosquito Lagoon, Flor- ida.	Gas. lch. Grant Fer- ris.	This boat having become disabled, owing to a line fouling the propeller, the occupants came to the station and requested assistance. The keeper and several surfmen hoisted her stern clear of the water, cut the line out of her wheel, and she continued on her way.
Apr. 5	North Situate, Massa- chusetts.	Gas. lch. Loon.....	Engine broke down while making a trial trip, and the life-savers, seeing her predicament, launched surfboat, pulled to her assistance, and towed her to the entrance of Cohasset Harbor, where another launch took her to town.
Apr. 5	North Manitou Island, Michigan, Lake Michi- gan.	Gas. lch. Morning Dip.	Broke her propeller in the ice when off Leland, 13 miles S.E. of the station. The keeper launched a boat and in tow of a power boat proceeded to her assistance, and upon arriving alongside of the disabled craft found the occupants suffering from cold and exposure. After furnishing them with provisions and blankets they were taken in tow to an island, where they were all safely landed.
Apr. 6	Point Allerton, Massa- chusetts.	Am. sc. Mary T. Fallon.	At 8 a. m. a surfman reported to the keeper that a fishing vessel was ashore on Rams Head Bar, 3 miles NNW. of the station. The surfboat was launched and the life-savers went on board, ran lines to two tugs, but all their efforts to float her were futile. On the following morning, at flood tide, she was floated without further difficulty.
Apr. 6	Humboldt Bay, Califor- nia.	Fish boat, no name..	About 3.30 p. m. the lookout sighted a fishing boat at anchor on the bar, the owner being unable to bring her into the harbor, owing to fresh head winds. The surfboat was manned and the station crew pulled alongside, took her towsline, and brought her to a safe anchorage in the harbor.
Apr. 7	Durants, North Carolina.	Am. sc. Allison Mil- ler.	This vessel, missing the entrance to the channel, struck on Log Point, Pamlico Sound, 3 miles N. of the station. The life-savers boarded, removed her deck load of lumber, ran out an anchor, and hove her off the reef. After reloading her she proceeded to a safe anchorage in Durants Channel.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Apr. 8	Cold Spring, and Two-Mile Beach, New Jersey.	Dredge George W. Catt.	While being towed over the bar her towline parted and she went adrift, finally stranding on the bar in the inlet. The station crews rendered all the assistance possible to crew and owners in their attempts to float her. On the 9th, at 7 p. m., after considerable effort she was floated and taken to a safe place in the inlet.
Apr. 10	Newburyport, Massachusetts.	Am. sc. Marguerite.	Dragged her anchors during a SE. gale, thick weather, and stranded on Black Rocks, 1½ miles NW. of the station at 7 a. m. One hour later the keeper learned of the casualty by telephone and proceeded to the scene of disaster with all possible dispatch. Upon boarding they set all sail on the craft, hove on her anchors, and with the assistance of a favorable wind hauled her afloat and took her to an anchorage.
Apr. 10	Gloucester, Massachusetts.	Am. sc. D. Gifford.	During a SE. gale and thick, rainy weather this vessel, while riding at her anchors, started to drag, and being driven before the gale soon stranded on Field Rocks, 1 mile NNE. of the station, where she was discovered by the life-savers. A signal was set for a tug and the keeper communicated with the tugboat company, then launched a dory and with his crew set out to assist the ill-fated craft. Two tugs were sent out, but they, finding the sea too high to proceed with safety, turned back. The surfmen, however, kept on and finally reached the schooner and boarded her. She was rapidly filling with water, and the master decided to abandon her. After stowing the effects of the sailors in one of the ship's boats, the life-savers brought the crew, 6 all told, ashore in safety. They had no sooner cleared the side of the vessel when she gave a deep lurch to starboard and settled on the bottom in shoal water.
Apr. 12	Louisville, Kentucky.....	Skiff, no name.....	A man in a skiff being in danger in the river above the cross dam of the falls, keeper launched a boat and set out to the rescue. Upon reaching him the surfmen made a line fast to the skiff and towed it to a safe place in the canal.
Apr. 13	Point Allerton, Massachusetts.	Am. sc. Massachusetts.	Struck on Rams Head Bar at 3 a. m. when 3 miles distant from the life-saving station. The surfmen boarded her, and by their efforts, aided by two tugs, floated her and towed her to Boston for repairs.
Apr. 13	Townsend Inlet, New Jersey.	Gas. lch. May.....	Engine broke down and launch unable to proceed to her destination. The two men on board were brought to the station by surfmen to telephone for a tug, and later were taken out and put on board their boat.
Apr. 13	Michigan City, Indiana, Lake Michigan.	Slp. Blooming Bud.	Parted her moorings and drifting out on the lake, when recovered by several surfmen, who removed her to a safe berth.
Apr. 14	North Situate, Massachusetts.	Gas. lch., no name..	Engine disabled and launch adrift with one man on board, 2½ miles SE. of station. The surfmen went to her assistance and towed her into a cove with the surfboat.
Apr. 14	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Adrift in the river. A surfman picked it up and restored it to the owner.
Apr. 15	Ilwaco Beach, Washington.	.....do.....	The keeper upon being informed that this boat had capsized 8 miles S. of the station launched surfboat and with his crew pulled to the place and learned that two of the occupants had been taken out of the surf in an unconscious condition and removed to a hotel. He hastened to their assistance and after practicing the Service method of resuscitation for two hours without signs of returning animation a physician pronounced life extinct, and the bodies were removed to their homes.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Apr. 15	Yaquina Bay, Oregon . . .	Fish boat, no name .	Three men on a fishing trip stood out over the bar during threatening weather. The keeper, feeling apprehensive for their safety, started with his crew for the south boat house, 2½ miles from the station. Upon arriving there he learned that the men could be seen from the light house, and standing off on a southerly course. The surfboat was launched and after a hard pull the life-savers got outside the surf and alongside the fish boat. The three men were taken into the surfboat and with the boat in tow the surfmen started to return to the shore, but thick weather set in, shutting out the range lights, and it was decided to remain outside until the weather cleared up. It was not until daylight that they were able to pull in over the bar, and on account of the high surf were obliged to cast the fish boat adrift. At 6 a. m. they reached the shore and landed the three men in safety, their boat coming in on the beach later in the forenoon.
Apr. 15	Coos Bay, Oregon	Gas. lch. Buffalo . . .	Stranded on a reef while seeking shelter under a cape, her 10 occupants having reached the shore in safety. The life-savers pulled to the scene of disaster, hoisted out her engine, patched up her hull, and then hauled her up clear of the breakers. As soon as the sea went down the surfmen built launching ways upon which she was hove into deep water and taken to the life-saving station for repairs.
Apr. 16	Quogue, New York	Sailboat, no name . . .	Capsized with two persons on board in Ogden Pond, ¼ mile from the station. Surfmen went to her assistance, righted her, and bailed her out.
Apr. 16	Rocky Point, New York . . .	Am. sc. Nettie Cushing.	Struck the shore during thick weather, filled, and proved a total loss. The station crew with their boat set out for her under sail, only to learn upon arriving alongside that her crew had abandoned her and reached the shore in safety in their own boats. The life-savers then returned to the station, where they arrived after a hard pull of nine miles in the face of a severe storm.
Apr. 16	Creeds Hill, North Carolina.	Am. sc. Allison Miller.	Fouled her anchor in fresh NW. gale and dragged ashore 2½ miles NW. of station, where she lay hidden from view owing to dense woods. When the life-savers arrived they found her lying broadside to the sea which was making a clean breach over her. They ran out her anchors, and after 5 hours' heavy heaving hauled her aloft and anchored her in a safe place.
Apr. 16	Point Adams, Oregon	Fish boat, no name.	Two fishermen in this boat drifted dangerously near the river bar, and had it not been for the prompt assistance of the life-savers they would have lost their lives. The men referred to were engaged in picking up their nets, and having hauled them into the boat drifted in the calm toward the breakers. The keeper seeing their plight launched surfboat and in tow of a tug went out to them, arriving alongside just as they were being swept by the high sea breaking on Peacock Spit. A line was thrown to them with the heaving stick, and the tug towed them to Fort Stevens.
Apr. 17	Hunniwells Beach, Maine.	Nph. lch. Merryconneag.	Engine broken down and launch unmanageable; dropped anchors, but they failing to hold her, owing to a strong current, the boat drifted into the breakers on Seguin Ledges, where she was boarded by the life-saving crew, who ran out her anchors and kedged her into deep water. Later a tug took her in tow to a safe anchorage.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Apr. 17	Fort Lauderdale, Florida.	Gas. yt. Noria.....	In attempting to make New River Harbor, stranded on the outer bar where the ebb tide left her high and dry. At sundown signals of distress were observed flying in her rigging, and the keeper chartered a large launch, ran out her anchors, planted them in deep water, and at 3:30 a. m., upon the rising tide, she floated off and came into the harbor.
Apr. 18	White Head, Maine.....	Br. sc. Georgia E....	This vessel while trying to pass through Fishermans Island Channel got out of her course and ran on a sunken ledge, where she was discovered flying signal of distress. The life-savers boarded her, and upon the request of the master went to Crescent Beach, 3 miles distant, and procured a tug, then returned to the schooner, manned the pumps, and kept her free until the tug arrived. At high water she was floated and taken to Rockland for repairs.
Apr. 18	Old Harbor, Massachusetts.	Dory, no name.....	Drifting out the harbor toward the inlet; several surfmen in a dory pulled out to it and brought it back to the harbor.
Apr. 18	Lone Hill, New York.....	Gas. lch., no name..	Engine became disabled and launch went adrift with three people on board. The station crew went to her assistance with a small sloop and towed her to the station.
Apr. 19	Salisbury Beach, and Newburyport, Massachusetts.	Dory, no name.....	Three men in this dory attempted to land through a heavy surf on Salisbury Beach near the mouth of the Merrimac River and capsized, one man losing his life. (For detailed account see p. —.)
Apr. 19	Point Allerton, Massachusetts.	Am. sc. Hattie T. Knowlton.	Missed stays and stranded on Georges Island, 2 miles NW. of the station and 600 yards from the shore. At high tide the surfmen boarded her, ran out her anchors, and with her sails worked her afloat without damage.
Apr. 19	Forked River, New Jersey.	Gas. lch., no name..	The master of this launch bound into Barnegat Inlet and being unfamiliar with the channel signalled for aid from the life-saving crew. The keeper launched a boat and put a surfman on board to pilot her into the harbor.
Apr. 19	Oswego, New York, Lake Ontario.	Am. sc. Cornelia....	At 5 a. m. this vessel collided with the W. pier and carried away her bobstays. The surfmen launched boat and went on board, assisted in repairing the damage, made sail, hove up her anchors, when she proceeded on her way.
Apr. 20	Old Harbor, Massachusetts.	Gas. lch. Triton....	This dory having broken adrift while being towed by a launch was recovered by the life-savers and restored to the owner.
Apr. 21	North Beach, Maryland..	Sharpie Anna Held.	At 9 p. m. capsized during a heavy rain squall $\frac{1}{2}$ miles NW. of the station with two men on board. The station crew equipped with buckets and lines set out to the rescue, took the occupants into the surfboat, righted the overturned boat, freed her of water, and towed her to a fish camp. Several articles belonging to the boat were recovered by dragging the bottom of the bay.
Apr. 21	Indian River Inlet, Florida.	Gas. lch. Smuggler..	Engine broke down about 3 miles N. of the station, and the occupant let go his anchors, but her cable parting ran her on the beach, where she was sighted by the keeper who, with the assistance of several men, hove her well up on the beach by means of a large tackle and rollers. After repairs were completed the keeper hove her out into deep water without damage.
Apr. 21	Michigan City, Indiana, Lake Michigan.	St. yt. Senator.....	Machinery broke down while making a trial trip. The station crew launched Whitehall boat and towed the disabled yacht to a boathouse. The keeper assisted to make repairs and after 4 hours' work she was able to continue her trial.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Apr. 22	Sandy Point, Rhode Island.	Br. bkn. Hillside....	The station crew sighted this vessel at anchor 100 yards W. of New Harbor breakwater and immediately boarded her, assisted to weigh her anchors, and make sail. She then stood to sea clear of all danger.
Apr. 22	Core Bank, North Carolina.	Yawl Flaneur.....	Ran aground on Drum Shoal during a fresh SW. wind, smoky weather, the master not being able to discern the buoys marking the channel. The life-savers boarded and offered assistance. After running out an anchor they hove her afloat, picked up her anchors, and put them on board the yawl.
Apr. 22	Galveston, Texas.....	Rowboat, no name..	At 7.10 p. m. the lookout reported a small boat with two men in it adrift and unable to stem the tide. Two surfmen in station skiff pulled out and towed the boat and its occupants back to the shore.
Apr. 22	Saluria, Texas.....	Am. sc. Mayflower..	This vessel desiring to go to sea, the keeper set range flags to mark the channel, thus enabling her to cross the bar in safety.
Apr. 22	Muskegon, Michigan, Lake Michigan.	Dredge, no name...	During high NW. wind parted her moorings and was swept rapidly to the shore, where the life-savers boarded her, ran lines, and secured her, after which a tug took her to a safe place.
Apr. 23	Manomet Point, Massachusetts.	Gas. lch., no name..	Broke from her moorings during strong NE. winds and stranded $\frac{1}{2}$ mile S. of the station, and the station crew hauled her up on the shore clear of the surf.
Apr. 23	Long Branch, New Jersey.	Fish boat, no name..	Three fishermen having gone adrift offshore in an open boat during threatening weather and high sea, the keeper, after informing the Monmouth Beach station, hastily transported his boat 2 miles up the beach by means of a team of horses, then launched through a high running surf and with his crew went out in search of the missing men. After a hard pull the men were picked up before nightfall and brought to the station. The drifting boat was found the next day by the owner.
Apr. 23	Bonds, New Jersey.....	Am. sc. Virginia...	Mistook the channel marks and ran aground on Goose Bar Shoal during fresh northerly wind at 6.15 a. m. The surfmen, in a small boat, went out to her, ran an anchor, and hove her afloat, when she proceeded up the channel apparently uninjured.
Apr. 23	Cape May, New Jersey....	Slp. yt. Jessica.....	Steering gear carried away during a heavy NW. blow and high sea, and came to anchor $\frac{1}{2}$ miles offshore, displaying signals for assistance. The keeper launched a surfboat and with his crew set forth to the rescue, but after going about $\frac{1}{4}$ of a mile the heavy sea filled the boat and several times they nearly capsized. Surfmen from the Cold Spring station arrived and aided in the efforts to reach the yacht. When all hands were about to launch again, the yacht slipped her cable and came ashore, where the life-savers landed her crew and passengers. The surfmen then hauled her well up on the beach clear of the sea. On the 26th, after the storm had subsided, the station crews hove her off the beach and she continued up the bay.
Apr. 23	Harbor Beach, Michigan, Lake Huron.	Am. sc. William McGregor.	While in tow of steamer Mahanett during a northerly gale the towline parted and the schooner went adrift, but succeeded in letting go her anchor and holding on before stranding. The life-saving crew engaged a tug and after running a hawser she was towed out of her perilous position.
Apr. 23	Grand Marais, Michigan, Lake Superior.	Gas. lch., no name..	Fuel became exhausted and launch went adrift on the lake with two men on board. Upon sighting her the station crew pulled out to her in surfboat, took the launch in tow, with the assistance of another launch, succeeded in getting her to a safe mooring in the harbor.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Apr. 23	Two Rivers, Wisconsin, Lake Michigan.	Scow, no name.....	A scow belonging to the Two Rivers Manufacturing Company having filled with water, the keeper and several surfmen with the station force pump went on board and pumped her dry.
Apr. 24	Jerrys Point, New Hampshire.	Slp. Petrel.....	During a heavy snow squall this sloop ran ashore on Fishing Island Point at 4 a. m. The life-savers boarded her, ran out an anchor, and hove her off to a clear berth.
Apr. 24	Core Bank, North Carolina.	Am. sc. Myrtle....	The master not being familiar with the locality ran aground on SW. point of Drum Shoal, where she was boarded by the life-savers, who ran out an anchor, and after considerable heavy heaving got her afloat and anchored her for the night.
Apr. 25	Point of Woods, New York.	Nph. lch., no name..	Machinery disabled and launch in danger of foundering during a fresh gale then prevailing. The keeper and crew went out to her with a sailboat and took her in tow to a safe anchorage. On the following day she proceeded to Bayshore.
Apr. 25	Smith Island, Virginia....	Am. sc. F. P. Coleman.	Dragged anchors during a gale and drifted ashore on Isaacs Shoal, 5 miles SW. of the station. The life-savers, upon hearing of the disaster, manned surfboat, boarded her, jettisoned her load of shells, ran out an anchor, and hove her afloat.
Apr. 26	Townsend Inlet, New Jersey.	Bge., no name.....	The master of this barge called at the station and requested the services of a pilot. The keeper and a surfman went on board and piloted the vessel safely over the bar into the inlet.
Apr. 26	Hog Island, Virginia.....	Am. sc. Carrie I....	This vessel running short of coal came to off the station and the master requested assistance. The keeper furnished him with sufficient coal to carry him to his destination.
Apr. 26	Saluria, Texas.....	Slp. White Rose....	The master of this vessel came to the station and informed the keeper that his supply of fresh water was exhausted, whereupon a barrel of water from the station cistern was hauled to Saluria and put on board the sloop.
Apr. 26	Milwaukee, Wisconsin, Lake Michigan.	Am. str. Starrucca..	During a dense fog, ran aground on South Point, 5 miles SE. of the station, where she was sighted when the fog lifted. The life-savers boarded her, ran line to the tug Haggerman, which succeeded in releasing her after considerable hard pulling.
Apr. 27	Buffalo, New York, Lake Erie	Yt. Erma.....	Upon request of the master for assistance in raising his sunken yacht, the station crew repaired to the scene, but as her keel was buried deeply in the sand all their efforts proved unavailing.
Apr. 27	Frankfort, Michigan, Lake Michigan.	Gas. lch. Elvin....	Engine disabled; surfmen boarded her, overhauled the machinery, and succeeded in putting it in working order, after which she proceeded on her way.
Apr. 28	Louisville, Kentucky.....	Skiff, no name.....	At 5.30 p. m. two men in a skiff were discovered in danger of going over the cross dam of the falls of the Ohio. The alarm was given, a boat manned, and the endangered skiff was taken in tow and brought to the station in safety.
Apr. 28	Ludington, Michigan, Lake Michigan.	.....do.....	Adrift. The keeper, in a small boat, recovered it, made it secure at a landing, and notified the owner.
Apr. 29	Lone Hill, New York....	Gas. lch., no name..	This launch, with four men on board, became disabled $\frac{1}{2}$ mile from the station, and the life-savers went to her and towed her to Sayville with the surfboat.
Apr. 29	Bois Blanc, Michigan, Lake Huron.	Am. str. W. D. Rees.	During a fresh easterly wind this vessel got out of her course and stranded on Poe Reef, 2 miles S. of the station, where she was discovered by the lookout at 3.30 a. m. At 4.30 a. m. the life-savers arrived alongside, boarded her, and after they had thrown overboard a quantity of her cargo of coal, efforts were made to float her with her own power, which, however, proved unsuccessful. A lighter and a

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. Apr. 29	Bois Blanc, Michigan, Lake Huron.	Am. str. W. D. Rees.	tug were then sent for, and, having hoisted out 1,000 tons of coal, lines were run to the tug, which hove her afloat. At 11 p. m. she proceeded to Green Bay under her own steam.
Apr. 29	Ludington, Michigan, Lake Michigan.	Am. sc. Belle.....	While lying at the outer end of a pier this vessel started to pound during a fresh southerly wind, and the keeper took his crew, cast her off, and towed her to the lee side of the pier, where she was secured.
Apr. 30	False Cape, Virginia.....	Br. str. Porpoise...	During dense fog this vessel ran ashore on Pebble Shoals, 3 miles SE. of the station and 2½ miles from shore. When the fog cleared away the lookout sighted her and reported to the keeper, who at once launched a boat and with his crew went out to her assistance. The surfmen sounded about the stranded ship, ran out her anchor, hove taut the cable, and then waited for high water. On the incoming tide she floated off without damage and continued on her course up the coast.
Apr. 30	Plum Island, Wisconsin, Lake Michigan.	Am. str. Viking....	Stranded on Rock Island, 18 miles NE. of the station, during a fresh S. wind. The keeper, learning of the disaster by telephone from Rock Island light-house, manned Mackinaw boat and set out for the wreck, arriving alongside at 6.30 p. m. The life-savers remained by her all night, and at daybreak shifted 500 barrels of cement in her cargo forward to tip her when she floated off with her own power.
May 1	Sleeping Bear Point, Michigan, Lake Michi- gan.	Am. sc. Fearless....	Ran ashore near the point at 8 a. m., and the life-saving crew at once boarded, ran out an anchor, jettisoned some of her cargo to lighten her, and then hove her afloat without damage.
May 1	Two Rivers, Wisconsin, Lake Michigan.	Rowboat, no name.	Adrift; a surfman pulled out to it and towed it to a wharf, where it was secured to await the arrival of a claimant.
May 2	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Adrift in the bay and a surfman towed it to the harbor.
May 2	Plum Island, Wisconsin, Lake Michigan.	Small boat, no name.	The assistant light-keeper and a boy being caught out in a fresh NW. blow and unable to reach the shore, the keeper placed a surfman on board their boat to aid them in reaching the harbor.
May 3	Cape Elizabeth, Maine....	Fish boat, no name.	This boat having fouled her anchors, her crew was unable to get her underway. Several surfmen went on board, cleared her hawse, hove up the anchor, and she continued on her way.
May 3	City Point, Massachu- setts.	Small boat, no name.	Adrift; the station crew recovered the boat and towed it to the station, where it was claimed by the owner.
May 3	Muskegat, Massachu- setts.	Skiff Dorothy.....	Upon observing this skiff adrift the keeper and a surfman, with a power boat, went out to it and towed it to the shore.
May 3	Gilberts Bar, Florida....	Small boat, no name.	The keeper towed a water-logged boat to the mainland, bailed it out, and turned it over to the owners.
May 3	Galveston, Texas.....	Slp. El Dia, jr.....	Capsized in harbor channel, precipitating the two occupants into the water. The station crew manned two skiffs and pulled to the rescue. One of the boats picked up the two men and landed them safely on shore, while the other righted the overturned sloop, bailed it out, and turned it over to the owner.
May 3	Bois Blanc, Michigan, Lake Huron.	Am. sc. Result.....	Stranded 12 miles W. of the station during a heavy squall at 3 a. m. The station crew went to her aid, placed skids under her bow, and made several attempts to heave her afloat, but each time the high sea drove them back to the shore, where they were finally compelled to take refuge until the following day. With the assistance of a tug, they succeeded in hauling her into deep water on the 8th instant.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. May 3	Beaver Island, Michigan, Lake Michigan.	Am. sc. Minerva.....	This vessel ran ashore at 8.15 p. m. about 35 yards S.E. of the station. The life-savers boarded her, then pulled into the harbor for a tug, ran her lines, but all efforts to heave her afloat proved futile. On the following day after much strenuous effort she was floated undamaged.
May 3	Michigan City, Indiana, Lake Michigan.	Am. sc. Joses.....	During a fresh breeze this vessel was in jeopardy while lying against a pier in the harbor. The station crew cast her off, towed her up the river, and after 1½ hours' hard work succeeded in getting her into a safe place.
May 5	Brazos, Texas	Rowboat, no name.	At 3 p. m., while the supply boat was returning to the station, the center board caught on the bottom, capsizing the boat. The surfmen righted her, bailed her out, and took her to the station.
May 5	Louisville, Kentucky.....	Sailboat Marie.....	At 5.20 p. m. this boat, with three occupants, collided with the steamer City of Cincinnati and carried away her jib boom and sails. The life-savers launched their boat and towed the disabled craft to the station, after which she proceeded to a boathouse near by.
May 5	Point Betsie, Michigan, Lake Michigan.	Nph. lch., no name.	Disabled by a line fouling her propeller. Station crew went out to her in a boat, towed the launch to shore, and after raising the stern, cut the line out of the wheel. Had it not been for this timely assistance the boat would have drifted into the surf and been dashed to pieces.
May 5	Racine, Wisconsin, Lake Michigan.	Skiff, no name.....	At 4.30 p. m. a skiff containing four boys went adrift about ½ mile N. of the station and a surfman pulled out to her and towed them back to the shore.
May 5	Sheboygan, Wisconsin, Lake Michigan.	Rowboat Zenith....	Drifting into the lake before a fresh off-shore wind with three occupants in the boat. The surfmen seeing the predicament went out to them, and, securing a line to the boat, towed it safely to shore.
May 6	Galveston, Texas.....	Slp. Viola.....	At 3.30 p. m. this sloop, with one man on board, capsized. He was picked up by a fishing skiff nearby and the boat righted by the life-savers and towed to town by the surfboat.
May 6	Louisville, Kentucky.....	Flatboat, no name.	The lookout upon discovering this boat with three occupants adrift and in danger of going over the middle chute of the falls of the Ohio, gave the alarm, and a boat was quickly sent to the rescue. A line was thrown to the endangered craft, and it was brought to the station landing.
May 7	Fire Island, New York....	Slp. Henry D. Sim- insin.	The owner not being familiar with the channel, his sloop ran aground about 2 miles from the shore. The life-saving crew ran out her anchor, and in a short time had her afloat.
May 7	Little Beach, New Jersey.	Catboat Napier.....	Stranded in the meadow at the entrance to the channel, about 1 mile N. of the station. The life-savers with a power boat went to her assistance, and at high water hauled her afloat.
May 7	Hereford Inlet, New Jersey.	Yt. Edith.....	This yacht fouled her anchor and was drifting rapidly toward shore when the life-savers boarded her, cleared her anchor, let it go again in good holding ground.
May 7	Assateague Beach, and Wallops Beach, Vir- ginia.	Am. sc. Alice.....	Struck on Williams Shoal at 6 a. m. and rapidly filled and sank. Surfmen from both stations went to her assistance, and finding it impossible to float her, secured lighters and discharged her cargo of oysters, after which the master abandoned her, and she proved a total loss.
May 7	South Manitou Island, and Sleeping Bear Point, Michigan, Lake Michigan.	Gas. lch. Reliance..	Engine broke down while this boat with 7 passengers on board and carrying the U. S. mails was standing through South Manitou passage. The crews from both stations went to her assistance, took the occupants into the surfboat, and towed the disabled launch to South Manitou Island.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. May 7	Grand Haven, Michigan, Lake Michigan.	Small boat, no name.	Adrift. Two surfmen picked it up and brought it to the station, where it was claimed by the owner.
May 8	Creeds Hill, North Carolina.	Slp., no name.....	The station crew assisted the owner of this sloop to launch her from the shore into deep water.
May 8	Sleeping Bear Point, Michigan, Lake Michigan.	.....do.....	At 12.30 p. m. the keeper received notice that a sloop with 5 people on board was in danger of pounding to pieces against a pier during fresh winds prevailing. The station crew, equipped with tackles and lines, proceeded overland to the place, hove her out until clear of the surf and pier and anchored her in a safe place.
May 8	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Adrift near the breakwater, and a surfman picked it up and towed it to the station, where it was restored to the owner.
May 9	City Point, Massachusetts.	Slps. Adeline, Izeyl, Ariel.	These vessels dragged their anchors and parted their moorings, the first one drifting onto the beach, while the others collided with another vessel. The life-savers went to their assistance with launch Relief and towed them to a safe mooring.
May 9	Wood End, Massachusetts.	Gas. lch., no name.	This power boat having become disabled the keeper and crew hauled it up on the beach for repairs.
May 9	Cleveland, Ohio, Lake Erie.	Catboat, no name..	At 11.45 p. m. the lookout reported a small sailboat pounding against a pier about 1,000 feet SW. of the station and in danger of going to pieces in high winds and heavy sea. The keeper and a surfman ran a line to her, cast her off, and secured her to some piling, where she rode out the storm in safety.
May 9	.....do.....	Am. sc. Iron Queen.	At 2.30 a. m. the lookout reported signals of distress on a steamer. The surfboat was launched and the crew pulled out to her and found a sunken schooner with her topmost spars only visible above the water and another vessel lying close by. Upon going alongside, the master and crew, 8 all told, were taken off, as this vessel was also in danger of foundering at any moment. After the entire crew had been taken to the station and cared for the surfmen returned to the wreck, and upon boarding her found 5 feet of water in her hold, and with the donkey disabled it was found impossible to keep her free. A tug was secured and the vessel was towed into shoal water until she rested on the bottom. On the following morning, the pumps having in the meantime been repaired, she was pumped out, floated, and taken into port.
May 10	City Point, Massachusetts	Slp. Katie M.; rowboat, no name.	The sloop parted her moorings and went adrift during fresh westerly winds and fouled another yacht, while the rowboat, containing 6 persons, who were unable to pull the boat against wind and current, went adrift, flying signals of distress. The station crew, in launch Relief, set out and took the sloop and rowboat in tow, mooring the former in a safe place and landing the rowboat and its occupants at the public landing.
May 10	Chatham, Massachusetts.	Am. sc. Pastime....	This vessel, having rounded Cape Cod during fresh winds, came to anchor at 6 p. m. and set signals for help. The life-savers upon boarding her, found that she had shipped a large quantity of water and the master busily engaged in clearing the cabin by bailing. The surfmen set to work, freed her of the water, after which she proceeded to New York.
May 10	Oak Island, New York...	Catboat Ray	Ran aground while entering the channel at 4 p. m. Owing to unfavorable weather all efforts on the part of the station crew proved unsuccessful. The four occupants were safely landed, and on the following day the stranded craft was hauled afloat and towed to Oak Island.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. May 10	Michigan City, Indiana, Lake Michigan.	Gas. lch. Frank....	Became disabled by running into a seine, which fouled the propeller. The station crew towed her in, and after clearing her wheel she continued on her way.
May 11	Sturgeon Point, Michi- gan, Lake Huron.	Fish boat Enna....	At 9.30 a. m. the day watch saw this boat strike a reef about 15 rods NE. of the station and at once reported the disaster to the keeper, who pulled her afloat, with the surfboat, after which she proceeded to Alpena uninjured.
May 11	Duluth, Minnesota, Lake Superior.	Gas. lch., no name..	This launch ran out of fuel and was unable to reach the harbor. The station crew took her in tow to the P. V. elevator wharf.
May 11	Point Betsie, Michigan, Lake Michigan.	Slp., no name.....	The owner of this sloop being unable to make any headway to windward during fresh winds, beached her 3 miles from the station and requested aid from the life-saving crew, who quickly responded, ran a line to her, and towed her to the station, where a passing tug took her to Frankfort.
May 12	City Point, Massachusetts.	Gas. lch. William Douglas; skiff, no name.	Gasoline became exhausted, and the launch with a party on board went adrift before a fresh SW. wind. The skiff containing a boy unable to reach shore against the fresh breeze also went adrift with signals for help. The launch Relief put out and brought both boats into the harbor, where all were safely landed.
May 12	Oak Island, New York...	St. lch. Argo.....	Stranded with four persons on board during fresh NW. winds, the occupants requiring the assistance of the life-saving crew. The surfmen pulled to them, but on account of the heavy sea their efforts to float the boat proved unavailing, and the people were taken in the surfboat and landed on shore.
May 12	Pointe aux Barques, Michigan, Lake Huron.	Am. str. Pilgrim...	At 3 a. m. this vessel, while en route to Detroit with 34 persons and a general cargo, ran aground 2 miles E. of the station and about the same distance from shore. The station crew manned a boat, and on their way to her assistance fell in with the mate, who had been sent ashore to communicate with the owners. Tug MacArthur was sent to her, but owing to very strong winds and high sea she could not approach the stranded vessel. On the 13th the life-savers transferred all her passengers to the steamer City of Holland, then ran lines to the tug, which released her on the 14th. The Pilgrim proceeded south under her own steam.
May 12	Vernilion, Michigan, Lake Superior.	Am. str. Pere Mar- quette No. 5.	At 5 p. m. this vessel stranded during thick fog $\frac{3}{4}$ miles E. of the station. The keeper being informed of her situation, at once launched surfboat, pulled to her, and offered assistance, the master stating that he had sent to Sault Ste. Marie for tug General, and that nothing could be done until she arrived. Later on the surfmen ran lines to the tug, which released her and she continued on her course uninjured.
May 12	Duluth, Minnesota, Lake Superior.	Slp. Feather.....	Broke away from her moorings during a fresh NE. wind and went adrift. Two surfmen took her in tow and brought her to the yacht club landing.
May 12	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Adrift, containing a man and picked up by the steamer George N. Orr. Several surfmen went out to him and assisted to bring him and his boat to the Goodrich Line wharf.
May 13	Jerrys Point, New Hamp- shire.	Gas. lch., no name..	Batteries gave out, and launch with two occupants drifted ashore 1 mile from the station at 6 a. m. The surfmen manned a boat and went out to her and towed her to the station, where repairs were made.
May 13	Straitsmouth, Massa- chusetts.	Slp. Mermaid.....	The occupants being unacquainted with the channel, their boat stranded on the bar at 10 a. m. The life-savers ran out an

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. May 13	Straitsmouth, Massachusetts.	Slp. Mermaid.....	anchor and line and hauled her out into deep water, then made sail and she proceeded to Rockport Harbor.
May 13	Nahant, Massachusetts..	Sailboat, no name..	Capsized with 4 men on board $3\frac{1}{2}$ miles ESE. of the station during a heavy squall and choppy sea. The occupants reached the shore in safety and were taken to the station by the surfmen and supplied with dry clothing from the stores of the Women's National Relief Association. Their boat was lost.
May 13	City Point, Massachusetts.	Small boat Folly...	Capsized in Dorchester Bay with one man on board. The life-savers in a power boat picked him up out of the water and landed him and his boat at the yacht club landing.
May 13	Fourth Cliff, Massachusetts.	Gas. lch. Patsy.....	At 1.20 p. m. the day watch reported this boat four miles offshore making signals of distress. The keeper launched a boat and with his crew went to her and towed her to North River for repairs.
May 13	Oak Island, New York...	Sharpie, no name...	The patrol having found a sharpie stranded in the surf the keeper had it hauled up on the beach to await a claimant.
May 13	Atlantic City, New Jersey.	Gas. lch. Vesta.....	Engine became disabled in SW. winds and launch with pleasure party on board drifting helplessly toward the bar. Several surfmen ran her line to a passing power boat which towed her to a safe anchorage in the creek. Two days later, owing to a similar accident, the launch drifted ashore and was hove off without damage by the life-saving crew.
May 13	Hereford Inlet, New Jersey.	Gas. lch. Israella...	At 4.30 p. m. this launch, containing 31 persons, while crossing the bar ran ashore, and the life-savers and power boat Edith landed the occupants safely in the inlet. The surfmen then ran out her anchors and hove her afloat, she later entering the harbor under her own power.
May 13	Charlevoix, Michigan, Lake Michigan.	Gas. lch., no name..	At 7.30 a. m. the lookout reported a small launch containing one man adrift $\frac{1}{2}$ of a mile S. of the station. The life-savers in Whitehall boat towed her into deep water, made temporary repairs, and she continued on her way.
May 13	Evanston, Illinois, Lake Michigan.	Gas. lch. F. Dier-son.	Engine broken down and launch in distress with 6 persons on board, 4 miles N. of the station and about the same distance from shore. Launching the Monomoy boat and proceeding to the scene under sail, the life-savers landed the occupants, while a tug took the disabled boat into port for repairs.
May 14	White Head, Maine.....	Am. sc. Robert and Carr.	Stranded on Town Ledge while beating through Muscle Ridge Channel in light winds. The patrol reported her to the keeper, who at once mustered his crew, launched a boat, and went to her assistance. After running out a kedge anchor and with a favorable breeze she was hove afloat with the windlass and continued on her way.
May 14	Point Allerton, Massachusetts.	Slp. yt. Sabrina IV.	The owner not being acquainted with the locality launch stranded on the bar $\frac{1}{2}$ mile ENE. of the station. The life-saving crew at once boarded and found her hard and fast and her sails ripped. They set to work repairing her sails, and after running out a kedge to windward hove her into deep water uninjured. (See letter of acknowledgment.)
May 14	Hog Island, Virginia.....	Am. sc. Adeline.....	While discharging her cargo in Rogers Island Channel this vessel grounded on her anchor and began to leak and settle. The life-savers went to her assistance and after a hard day's work succeeded in getting her into shoal water to prevent her sinking. After they had located the leak it was patched up, and the vessel pumped and bailed out until clear of water.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. May 15	City Point, Massachusetts.	Slp. Simple Life; gas. lch., no name; canoe, no name.	The small pleasure boats became unmanageable during heavy weather in Dorchester Bay, and the station crew in launch Relief took them in tow to a safe place in the bay.
May 15	Charlotte, New York, Lake Ontario.	Small boat, no name	About 1 p. m. 2 men capsized in this boat while 30 feet from the station. The surfmen pulled out to them and took one of them out of the water, the other one having reached the top of a pier in safety. The rescued man was taken to the station and supplied with dry clothing from the stores of the Women's National Relief Association.
May 15	Old Chicago, and Evanston, Illinois, Lake Michigan.	Am. str. Lewiston..	At 11 p. m. this steamer laden with coal ran aground $4\frac{1}{2}$ miles S. of the former station and blew signals of distress. The keeper called his crew, notified the adjacent station of the disaster, then launched a boat, and quickly pulled alongside, the Chicago crew coming up about the same time. Three tugs were engaged to assist in floating the vessel, and after working on her until the following day they released her undamaged.
May 16	Old Harbor, Massachusetts.	St. lch., no name....	About 7.30 p. m. this launch storm bound with 2 persons on board put in to Chatham Harbor and set signals for assistance. The surfmen boarded and found that her occupants had become drenched, and were without quarters for the night. The keeper conveyed them to the station, where they were supplied with dry clothing from the stores of the Women's National Relief Association and cared for until the following day when, the storm having subsided, they departed for their homes.
May 16	Point of Woods New York.	Am. sc. Annie E. Edwards.	Stranded on the side of the channel, the master being unacquainted with the locality. The surfmen boarded her, ran out an anchor, and with the assistance of her mainsail hove her out into the channel.
May 16	Virginia Beach, Virginia..	Skiff, no name.....	This skiff capsized while the occupant, a man, was trying to land through the surf. The station crew plunged into the water, hauled the man and his boat to shore, and furnished him with dry clothing from the stores of the Women's National Relief Association. After being cared for at the station for three days he left for Norfolk.
May 16	White River, Michigan, Lake Michigan.	Gas. lch. T. J. No. 3.	Engine became disabled and launch with 12 persons on board went adrift. Surfmen took them in tow to the station where repairs were made to the machinery.
May 16	Sturgeon Bay Canal, and Baileys Harbor Wisconsin, Lake Michigan.	Am. sc. Charles E. Wyman.	At 8 a. m. stranded on Rawley's Reef during thick fog, 32 miles from the former and 12 miles from the latter station. Both crews repaired to the scene of disaster, boarded her, and after procuring tugs and lighters removed her deck load to lighten her, when she was hauled afloat without injury and towed to Sturgeon Bay.
May 16	Cape Disappointment, Washington.	Fish boat no name.	At 4 p. m. a signal gun fired by the lookout apprised the life-savers of disaster among the fishermen off Peacock Spit. The station crew pulled out and found that a boat containing two men had cap 'zed in the breakers, one of them being lost, while the other was picked up by a boat near at hand. The life-savers made diligent search for the missing man, but no trace of him was ever discovered. (For detailed account see p. 40.)
May 17	Thunder Bay Island, Michigan, Lake Huron.	Gas. lch. Colleen....	Engine disabled and launch drifting helplessly in Thunder Bay, 5 miles WSW. of the station. The station crew took the launch in tow with the surfboat and landed the two occupants at the station, where they were sheltered until the weather became favorable for them to proceed on their way.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. May 17	Michigan City, Indiana, Lake Michigan.	Scow, no name.....	While in tow of the steam launch Senator this scow was cast adrift to prevent her swamping in the heavy sea. Upon hearing distress signals from the launch, the station crew went to her assistance and brought the drifting scow to a safe anchorage behind the breakwater.
May 17	Jackson Park, Illinois, Lake Michigan.	Gas. lch. Laura Lee.	Engine broken down and launch containing three people adrift in the lake before a fresh offshore wind. The keeper manned a boat and towed them back to the harbor.
May 18	Point Allerton, Massa- chusetts.	Am. sc. Alcina.....	Ran aground on Nix Mate Shoal during light winds. The life-savers boarded, and after floating her she continued on her way apparently undamaged.
May 18	Charlotte, New York, Lake Ontario.	Slp. Monk.....	Capsized in fresh winds with two persons on board. Two boats were launched and went to the rescue and the men picked up, while a tug towed the overturned boat into the harbor, where it was righted, bailed out, and safely moored.
May 18	Louisville, Kentucky.....	Gas. yt. Laura Jean.	Machinery became disabled and yacht with one occupant went adrift near the cross dam of the falls of the Ohio. The station crew hastened to the scene, took the boat in tow with the surfboat, and brought the man safely to the station, where the engine was repaired.
May 18	Middle Island, Michigan, Lake Huron.	Sailboat, no name ..	This boat, loaded with railroad ties, while attempting to make a landing was piloted to the station, where the three occupants were sheltered until the following day.
May 19	Hampton Beach, New Hampshire.	Am. sc., name un- known.	At 4 p. m. a schooner was observed passing the station flying signals for a tug, and the keeper having notified a towboat company replied by signal that one had been sent to her.
May 19	City Point, Massachu- setts.	Slp. Viking.....	This sloop collided with another boat, then went adrift and stranded on Thompsons Island, where the two occupants landed in safety by means of the sloop's tender. The station crew set out in launch Relief, hauled the stranded craft into deep water, and took her in tow to the South Boston Yacht Club.
May 19	Duluth, Minnesota, Lake Superior.	Gas. lch. The Kid...	This launch while on her way to Duluth broke down in the harbor and two surfmen with station boat towed her to a wharf.
May 19	Sleeping Bear Point, Michigan, Lake Michi- gan.	Am. sc. Stafford...	At 3 p. m. the keeper was informed that this vessel was pounding heavily against a pier and in immediate danger of going to pieces, whereupon a boat was launched, surfmen boarded, hove her clear of the pier, and sailed her to a safe anchorage in the bay.
May 19	Old Chicago, Illinois, Lake Michigan.	Gas. lch. Pioneer...	Engine disabled and boat with 9 occupants drifting helplessly toward the breakwater. The surfmen pulled out and cast them a line and towed them into the harbor.
May 20	City Point, Massachu- setts.	Gas. lch. Anna M...	While cruising in Dorchester Bay a cable fouled her propeller and she became unmanageable and went adrift. The station launch took the boat in tow to Savin Hill, where the occupants landed in safety.
May 20	Squan Beach, New Jersey.	Houseboat Prin- cess.	The owner of this boat wishing to board his vessel engaged a power boat to tow him out alongside, but upon arriving at the bar she was able to make but little headway against the heavy winds, so the station crew with their surfboat cast them a line to prevent them drifting ashore, and later on towed them into deep water, where a tug took hold and landed them alongside of the Princess.
May 20	Duluth, Minnesota, Lake Superior.	Gas. lch. Naomi.....	The engine of this small launch broke down in the harbor and the keeper and a surfman went to her and took her to the yacht club float.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. May 20	White River, Micaigan, Lake Michigan.	Am. sc. L. B. Coates.	The master of this schooner came to the station and requested assistance in working his vessel off the beach into deep water. The surfmen went on board, hove her afloat, and towed her to a pier with the surfboat.
May 22	Burnt Island, Maine.....	Gas. lch., no name..	Broke away from her moorings and drifted ashore about 130 yards N. of the station. Surfmen propped her up and, after placing temporary launching ways, hove her well up on shore clear of the surf.
May 22	Duluth, Minnesota, Lake Superior.	Gas. lch. Burt S....	This launch while on her way to West Superior with two people on board lost her way in a fog and stranded on a dike, the occupants safely landing in a yawl. A launch in charge of two surfmen hauled her afloat without damage.
May 23	High Head, Maine.....	Gas. lch., no name..	A line having fouled her propeller launch with a man and a boy on board became unmanageable in the vicinity of Peaked Hill Bars. The life-saving crew went out to her, cleared her wheel, and she proceeded to her destination.
May 23	Duluth, Minnesota, Lake Superior.	Gas. lch., no name; shell, no name.	Engine becoming disabled a surfman with a launch took her in tow to the boat-club house. The shell with two occupants capsized near the boat house, and two surfmen in a dinghy picked her up and towed her to the landing.
May 23	South Chicago, Illinois, Lake Michigan.	Rowboat, no name..	Capsized during a squall, throwing the four occupants into the water. The lookout gave the alarm, the surfboat pulled away to the rescue with all possible dispatch, and found the men clinging to the bottom of the overturned boat. They were quickly taken out of the water, conveyed to the station, and furnished stimulants and dry clothing from the stores of the Women's National Relief Association, after which they departed for their homes. The boat was recovered, and on the following day delivered to the owner.
May 24	Little Beach, and Little Egg, New Jersey.	Slp. Gustavus A. Muller.	This sloop in attempting to pick up a tender, which had gone adrift, got into shoal water and stranded. The life-savers from both stations hastened to her assistance and did everything possible to save the craft, but owing to the high-running sea, which swept over her, all their efforts proved unavailing. Her crew of three men were landed from the bowsprit and reached the shore in safety. She continued to break up and finally proved a total loss.
May 25	Smith Island, Virginia....	Am. sc. Milton S.... Lankford.	While this vessel was bound into the inlet she grounded on the side of the channel, where she remained until the arrival of the life-savers, who then boarded, jettisoned some of her deck load, and hove her afloat into the channel.
May 25	Portage, Michigan, Lake Superior.	Am. str. Uranus....	During dense fog and fresh NE. winds this vessel, bound from Duluth to Chicago, laden with iron ore, ran ashore on Eagle River Reef, 22 miles from the station, at 1 a. m. The keeper upon being informed of the casualty proceeded to the scene in tow of a tug, arriving alongside the wreck at 6 p. m. The master decided that if the life-savers would stand by him he would not abandon the ship. The surfmen rendered all service possible, landed dispatches and forwarded them to the owners, then, upon the arrival of the tugs, ran lines, jettisoned a part of the cargo, when on the 28th at 2 p. m. she floated into deep water.
May 25	Point Adams, Oregon....	Catboat, no name...	Adrift with one man on board during fresh gale. After a desperate attempt to reach shore the occupant took in sail and anchored the boat 3 miles from the station to avert a catastrophe. Seeing

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. May 25	Point Adams, Oregon....	Catboat, no name..	his dangerous situation the surfmen launched a boat, pulled to the rescue, and brought the man to the light-house wharf.
May 26	City Point, Massachu- setts.	Slps. Ben Hur, Georgia.	The former capsized in Dorchester Bay with two boys on board, and the station crew went to the rescue in launch Relief, took them out of the water, and, with the overturned boat in tow, landed them safely at Bay View.
May 26	Sturgeon Point, Michi- gan, Lake Huron.	Ghs. lch., no name.	The Georgia went adrift before a fresh breeze, and the surfmen took her to spare moorings, where she was secured.
May 26	Duluth, Minnesota, Lake Superior.	Am. str. Mataafa...	Engine broke down and boat with two people on board went adrift before the gale and heavy sea prevailing. Signals for assistance being observed by the life-savers a boat was launched, which went out and brought the drifting boat with its occupants to a safe place in lee of a wharf.
May 26	Holland, Michigan, Lake Michigan.	Scow, no name.....	While endeavoring to float his vessel the wrecking company were forced to suspend operations owing to a severe NE. gale and high sea, which made a clean breach over her upper deck. Four of her crew remained on board to keep the pump going, but the gale continuing to increase in violence the lives of those left on board were soon placed in the greatest jeopardy, and it was only by the quick action of the life-savers in their launch that all were taken from their perilous position and safely landed on shore without mishap.
May 26	Racine, Wisconsin, Lake Michigan.	Am. sc. Sunrise....	At 5 p. m. a large scow broke adrift from a pier and was being swept out into the lake by a strong offshore wind. The life-savers pulled over to it with the surf-boat and towed it back to the harbor, where it was restored to the owner.
May 26	.....do.....	Scow, no name.....	Stranded off Wind Mill Point during fresh NE. gale. The surfmen in tow of a tug went to her and found her well up on the beach. Nothing could be done for her, but before leaving the surfmen secured her rudder, and later blocked her up, put skids under her preparatory to launching.
May 26	Cape Disappointment, Washington.	Fish boats (2), no names.	Became damaged while pounding against a pier and started to fill and sink. The life-saving crew with a force pump boarded her and kept her free until a tug siphoned her out, then listed her over, closed her leaks, and assisted to move her to a safe berth.
May 27	Newburyport, Massachu- setts.	Am. sc. F. A. Smith.	While patrolling the waters near Peacock Spit the station crew in power boat assisted several fishermen in towing two capsized boats to a safe place.
May 27	City Point, Massachu- setts.	Skiff, no name.....	Fouled her anchors and dragged ashore on Hump Sands in the Merrimac River. The station crew boarded her, ran lines to another craft at anchor, hove up her anchor, then made sail and took her to a good berth.
May 27	Block Island, Rhode Is- land.	Bges. Carrie, Fannie.	Capsized in Dorchester Bay during a heavy squall, precipitating its two occupants into the water. The life-savers hastened to the scene and took the two men to the station, where they were furnished dry clothing from the stores of the Women's National Relief Association. The surfmen then returned to the overturned boat, righted it, and towed it to the station, after which the rescued men were landed at the Colonial Yacht Club at Savin Hill.
May 27	Block Island, Rhode Is- land.	Bges. Carrie, Fannie.	These barges while being towed to Boston got dangerously near the shore during dense fog and came to anchor to avert stranding. The station crew upon learning of their perilous situation hastened to

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. May 27	Block Island, Rhode Island.	Bges. Carrie, Fannie	the south side of the island and found that the tug was lying offshore, not daring to approach the barges owing to a heavy surf which was breaking around them. The surfmen ran hawsers to the tug, which then hauled the two vessels offshore into deep water.
May 27	Duluth, Minnesota, Lake Superior.	Gas. lch. Angleworm.	Became disabled by a line fouling her propeller, and a surfman towed her to a pier and made her fast.
May 27	Jackson Park, Illinois, Lake Michigan.	Scow, no name.....	Collided with a pier during a NE. blow, and sprung aleak and filled. The life-savers with a force pump went on board and attempted to pump her clear, but all their efforts proved unsuccessful. The scow was finally pumped dry, raised, and towed into the harbor.
May 27	Old Chicago, Illinois, Lake Michigan.	Nph. lch. Minea....	Parted her moorings and drifting out the harbor. Two surfmen recovered the launch with a skiff and towed her to secure moorings at the station, where she was claimed by the owner.
May 28	Jerrys Point, New Hampshire.	Nph. lch. May.....	Disabled 1 mile E. of the station and drifted to Wood Island, where she stranded. The keeper telephoned for a tug, but as none was available, he launched the surfboat, went to her assistance, worked her afloat, and towed her into the harbor.
May 28	City Point, Massachusetts.	Gas. lch. Imbschied; sloop, no name.	The launch having stranded near Spectacle Island owing to her engine failing to operate, the life-saving crew pulled to her, ran out a line, hauled her afloat, and brought her to City Point, where the owner took charge of her.
May 28	Fenwick Island, Delaware.	Sailboat no name..	The sloop being discovered ashore on Thompsons Island with no one on board, the station crew in launch Relief hove her afloat at high water and took her to the Mosquito Yacht Club.
May 28	Buffalo, New York, Lake Erie.	Am. str. John Mahar.	At 6 p. m. a small sailboat broke adrift from its moorings and rolled over, $\frac{1}{2}$ mile S. of the station. The keeper assisted the men to right the boat and in recovering articles which had gone adrift.
May 28	Ashtabula, Ohio, Lake Erie.	Am. str. Frank H. Peavy.	This vessel having stranded, the life-saving crew pulled out to her and ran lines to the tug Alpha, which had been sent to float the stranded vessel.
May 28	Cleveland, Ohio, Lake Erie.	Am. sc. F. A. Georger.	This vessel stranded at the mouth of the harbor, and, upon the request of the master, the keeper telephoned to the owners at Cleveland; then delivered the vessel's mail, which had accumulated at this place. At 7.20 a. m. the lookout reported a schooner flying signals for assistance while in tow of a steamer. The keeper, in company with a tug, went out, and upon boarding her found her laden with iron ore and in a sinking condition. The life-savers ran a line to the tug, which took her to port, the station crew keeping her free with the pumps.
May 28	.....do.....	Am. sc. Mable Wilson.	Sprung aleak in the open lake $1\frac{1}{2}$ miles W. of the station and sank, the helmsman not being able to get clear of her went down with her and was lost. (For detailed account, see p. 41.)
May 28	Duluth, Minnesota, Lake Superior.	Gas. lch., no name..	Engine failing to operate the keeper and a surfman towed the launch to the boat-club house.
May 28	Two Rivers, Wisconsin, Lake Michigan.	Am. sc. J. B. Newland.	Upon the request of the master of this vessel the life-savers assisted to recover an anchor which was lost during the gale prevailing.
May 29	Metomkin Inlet, Virginia..	Slp. Mollie.....	Stranded in Gargatha Inlet during fresh winds. Two surfmen went to her assistance, ran out her anchor, and hove her afloat, then sailed her to a safe place inside the inlet.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. May 30	Hunniwells Beach, Maine.	Yawl Aspenet.....	Capsized in fresh winds 2½ miles from the station with three persons on board. The life-savers at once launched a boat and proceeded to the scene in tow of a naphtha launch only to find that the occupants had been picked up by a passing boat. The overturned boat was towed into shoal water, righted, and after bailing her out she was taken to Bath, her destination. (See letter of acknowledgment.)
May 30	Newburyport, Massachusetts.	Gas. lch. Annie M. and tow.	Owing to a disabled engine, launch with two lumber boats in tow became unmanageable, went adrift, and was swept down on a reef, where the two boats in tow swamped and their cargoes floated out to sea. The life-savers went to the assistance, hauled the boats up on the beach, and freed them of water.
May 30	Point Allerton, Massachusetts.	Slp. Elsea.....	Owing to a damaged rudder, this craft ran ashore on Point Allerton, but on account of her peculiar position no assistance could be rendered, and she was stripped and abandoned. The master and a boy were taken to the station and supplied with dry clothing from the stores of the Women's National Relief Association.
May 30	Sabine Pass, Texas.....	Gas. lch. Berry.....	Ran on an oyster reef about ¼ miles NW. of the station. The surfmen ran her line to a vessel at anchor near by and after one-half hour's work hauled her into deep water undamaged.
May 30	Grand Marais, Michigan, Lake Superior.	Gas. lch., no name..	While engaged in towing a raft, engine became disabled, compelling the owner to beach the boat 2½ miles W. of the station. The station crew with surfboat towed the launch and raft into the harbor, where they were secured.
May 31	Aransas, Texas.....	Gas. yt. Naulahka.	Rudder damaged and leaking, this yacht came to anchor off the bar and burned a flare-up light, which was at once answered by the keeper. The surfmen boarded, manned her pump, and kept her clear until daybreak on the following morning, when she was worked in over the bar and anchored off the life-saving station.
May 31	Louisville, Kentucky.....	Am. str. City of Jeffersonville.	At 4 p. m. this vessel broke away from her moorings at the foot of First street and was swept upon the rocks by the current of the river. The alarm was given and the life-saving crew, upon pulling alongside, took off the passengers, and after landing them returned and ran lines to another steamer, which attempted to haul her afloat, but was unsuccessful. On the 4th proximo, during very high water in the stream, she was floated and resumed her regular trips.
May 31	Racine, Wisconsin, Lake Michigan.	Skiff, no name.....	Adrift before a fresh offshore wind with four persons on board. A surfman manned a small boat, pulled to the rescue, and towed them back to the harbor.
May 31	Point Adams, Oregon.....	Fish boat, no name.	Upon approaching too close to the breakers while engaged in fishing, this boat, containing two men, struck the bottom, filled, and stranded, the occupants managing to reach the jetty sands in safety. The life-savers went to the rescue, hauled the seine into the surfboat, floated and bailed out their boat, and restored the net to the owners.
June 1	Oswego, New York, Lake Ontario.	Nph. lch. Rixy.....	Engine broken down, and launch, with two persons on board, went adrift 1½ miles SE. of the station. Upon seeing their signals for assistance, the station crew went out and towed the launch into the harbor.
June 1	Manistee, Michigan, Lake Michigan.	Am. sc. Lydia.....	The steamers Sea Gull and Helen Fuller while engaged in floating the stranded schooner Lydia were assisted by the life-savers in their efforts to get her into deep water. The surfmen ran lines to the tugs, which succeeded in floating her.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. June 1	Holland, Michigan, Lake Michigan.	Rowboat, no name..	A rowboat being sighted adrift, two surfmen went out in station skiff and brought it ashore to await the arrival of a claimant.
June 1	Point Adams, Oregon....	Scow, no name.....	This scow, belonging to the Sanborn Packing Company, of Astoria, filled and sank while at anchor. The life-saving crew, in tow of a power boat, proceeded to the sunken craft, raised her, bailed her out, and floated her at high water.
June 2	Quoddy Head, Maine...	Am. sc. Mary B. Rogers.	This vessel having anchored dangerously near a rocky reef, the life-savers boarded her and hove her out to a safe anchorage.
June 2	City Point, Massachusetts.	Slp. Echo.....	Drifted broadside to an iron pier, 1/2 mile from the station, where she was in danger of breaking up. The station crew in launch Relief went to her, hauled her away from the pier, and made her fast to her moorings.
June 2	Cuttyhunk, Massachusetts.	Am. sc. Clara E. Rogers.	Stranded on Nashawena Island during thick fog at 10 p. m., and as she immediately started to break up was abandoned by her crew, who were taken to the station and afforded shelter until able to depart for their homes. The vessel proved a total loss.
June 3	Hunniwells Beach, Maine.	Small boats (2), no names.	The keeper, discovering two boats each containing two men adrift at sea before a fresh NW. wind, set out for them, and, at a distance of 2 miles from the station, took the boats in tow and brought them into the river, where they were safely landed.
June 3	City Point, Massachusetts.	Slp. Irene W; gas lch. Navellus.	The sloop having carried away her rudder post and the launch her propeller, the power boat Relief went to their assistance and towed them both to the Mosquito Yacht Club.
June 3	Old Chicago, Illinois, Lake Michigan.	Gas. lch., no name..	Supply of gasolene became exhausted and launch with 7 men on board went adrift on the lake during a fresh SSW. wind. Two surfmen, in a skiff, took the launch in tow and brought the occupants safely to the harbor.
June 4	City Point, Massachusetts.	Small boat, no name.	This boat, containing two intoxicated persons, capsized, and the men were taken out of the water by the patrol and brought to the station, where they were cared for until able to return to their homes.
June 4	Plum Island, Wisconsin, Lake Michigan.	Am. str. Bulgaria..	Struck on the rocks during dense fog and became a total wreck. The life-saving crew manned a surfboat and quickly boarded, and, as the master had decided to abandon his vessel, the entire crew, consisting of 19 men and their effects, were taken in the surfboat and landed safely in Detroit Harbor.
June 5	City Point, Massachusetts	Slp. Margarete.....	Collided with a bridge and owing to strong tide was unable to get clear. The station launch, Relief, went to her assistance and towed her to a safe anchorage.
June 5	Grand Marais, Michigan, Lake Superior.	Gas. lch., no name..	The gasoline of this launch having become exhausted the occupants made signals for assistance, and the life-saving crew at once boarded and towed her to a pier, where the keeper furnished the owner with a supply of gasoline.
June 5	Point Bonita, Fort Point, and Point Reyes, California.	Am. sc. Volunteer..	Upon learning that this vessel had stranded on the California coast the life-saving crews put out for the purpose of rendering aid, but on arriving at Bodega Bay it was reported that the schooner had broken up and was a complete wreck, her crew, with the exception of two who were lost, having taken refuge in some farm houses in the vicinity. Nine men were transferred in a surfboat to a tug which took them to San Francisco, the others going to that city by rail.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. June 6	Burnt Island, Maine.....	Gas. lch. Jennie B..	This launch, containing 4 persons, broke down and came to anchor $\frac{1}{2}$ mile W. of the station. The life-saving crew brought the launch to the station, and the party cared for until repairs could be made to the engine, after which she proceeded on her way.
June 6	Fourth Cliff, Massachusetts.	Am. sc. Mary Cabral	Stranded during dense fog 1 mile S. of the station. A tug was sent to her, and the keeper after securing a volunteer crew (inactive season) manned the surfboat and boarded the schooner. Lines were run to the tug which hauled her afloat without damage.
June 6	Sabine Pass, Texas.....	Scow, no name.....	A scow having broken from its moorings and gone adrift 4 miles from the station, the keeper pulled out to her and anchored her until favorable weather would permit bringing the craft to port.
June 6	Cleveland, Ohio, Lake Erie.	Rowboat Lucilla...	Out in the open lake with 3 boys on board and in danger of capsizing in heavy squall. The surfmen pulled out to the boat and towed the boys to the station.
June 6	Beaver Island, Michigan, Lake Michigan.	Am. str. Wentc.....	This vessel came to off this port in dense fog and blew whistles for assistance. The keeper and his crew went out, boarded the steamer and piloted her safely into the harbor.
June 7	City Point, Massachusetts.	Gas. yt. Irene.....	Engine became disabled owing to a line fouling her propeller. The station launch Relief went to her assistance and towed her to City Point.
June 7	Milwaukee, Wisconsin, Lake Michigan.	Slp. Vandal.....	Adrift and was recovered by the life-saving crew and towed to her moorings.
June 8	Sabine Pass, Texas.....	Rowboat, no name.	This boat together with some spars and sails having washed up near the beach the keeper recovered and held same until the arrival of a claimant.
June 8	Duluth, Minnesota, Lake Superior.	Slp. Sea Gull.....	This sloop parted her moorings and drifted ashore, but was afterwards floated and towed to the yacht club.
June 8	Michigan City, Indiana, Lake Michigan.	Yt. Vinedon.....	Broke adrift from her moorings during squally weather and was recovered by the surfmen, who returned her to the owners.
June 9	Point of Woods, New York.	Catboat, no name..	Parted her moorings during a gale and was swept against a dock, where she soon filled and sank. The keeper raised her, balled her out, and anchored her in a safe place.
June 9	Durants, North Carolina.	Gas. sc. Admiral....	Ran ashore while entering the channel 3 miles N of the station. The keeper seeing her signals of distress employed extra surfmen (inactive season) and then boarded her. Attempts were made to heave her afloat but were unavailing. A lighter was then procured and a large quantity of her cargo of ice and lumber was jettisoned but the life-savers were still unable to get her afloat. On the 12th at high tide and after much hard work she was hove into deep water and brought into the harbor by the life-saving crew.
June 9	Erie, Pennsylvania, Lake Erie.	Gas. lch. Nahma....	While on a pleasure trip with ten passengers on board this launch struck a sunken crib and was unable to get afloat. The station crew went to her and after landing the occupants safely returned and floated the launch. The party then returned to Erie.
June 9	Louisville, Kentucky.....	Flatboat Tom.....	This coal-laden boat with two persons on board got adrift in the river and was in danger of going over the falls, when the station crew put out in surfboat and towed the craft to the shore.
June 9	Milwaukee, Wisconsin, Lake Michigan.	Slp. Eva.....	Sailing around the harbor for pleasure became unmanageable. A surfman launched a surfboat and in tow of the tug Welcome hastened to her assistance, and brought her in to a safe anchorage.
June 9	Cape Disappointment, Washington.	Fish boat, no name.	A boat containing two fishermen having capsized near Peacock Spit, the keeper launched surfboat and with his crew

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. July 9	Cape Disappointment, Washington.	Fish boat, no name.	pulled to the rescue of the imperilled men. One of the men having drifted through the breakers was picked up by a fish boat nearby, while the other man sank and was drowned before help could reach him. He was never again seen alive. (For detailed account see p. 42.)
June 10	City Point, Massachusetts	Small boat, no name; gas. lches. Beatrice and Ruth.	These small craft becoming disabled while sailing in Dorchester Bay were towed to a landing by station launch Relief.
June 10	Gurnet, Massachusetts...	Gas. lch., no name...	At 1 p. m. this launch with a party of eight persons on board stranded on the Gurnet, and unable to get afloat. The keeper conveyed the occupants to the station and gave them shelter for the night, and then transported them to the town in the surfboat. The disabled launch was taken to a safe place until called for by the owner.
June 10	Buffalo, New York, Lake Erie.	Racing shell Celtic...	This boat, owing to a heavy sea, broke in half, throwing its four occupants into the water $\frac{1}{2}$ mile W. of the station. The life-savers pulled to their assistance, took them out of the water and landed them safely on shore. The wrecked boat was towed to the yacht club landing.
June 10	.....do.....	Gas. lch., no name.	This launch with one occupant, became disabled, and was taken in tow by the power boat from the station and landed at the yacht club.
June 10	Manistee, Michigan, Lake Michigan.	Gas. lch. Nellie B...	Engine disabled and launch came to anchor outside of the harbor. The station crew went out to her assistance and brought her into the harbor for repairs.
June 11	Cape May, New Jersey...	Br. str. Westernland.	Grounded on Overfalls Shoal, 5 miles SSW. of the station, at 10 a. m. The keeper, with a temporary crew, went off to her and returned to the shore with dispatches for her owners, then boarded again and stood by until she floated and stood to sea.
June 11	Duluth, Minnesota, Lake Superior.	Gas. lch. Bisbee III	Adrift in the fog with 2 persons on board, and the power boat from the station towed her to the yacht club landing.
June 11	Coquille River, Oregon...	Am. str. Liberty...	Broke away from her moorings and stranded on the south beach during a SE. gale, and lay in a dangerous position. The accident was observed by the life-savers, who launched a boat and pulled to the aid of the stranded steamer. A tug also arrived on the scene, and after the keeper had run her lines the vessel was floated and taken to Bandon.
June 11	Humboldt Bay, California	Gas. lch. Corinthian	Stranded on the ocean beach, 3 miles N. of station and $\frac{1}{2}$ mile offshore. Three members of crew lost their lives before arrival of station crew. (For detailed account see p. 42.)
June 12	Marblehead, Ohio, Lake Erie.	Am. sc. Kitchen....	The master of this vessel requested a tow and the keeper telephoned for a tug, which arrived and took the schooner in tow to Sandusky.
June 12	South Haven, Michigan, Lake Michigan.	Gas. lch. Pioneer...	Engine disabled, and boat containing 6 persons went adrift in the lake, 2 miles SSE. of the station. The life-saving crew went out to them, and upon the request of the owner brought the two women in the party safely to shore, the owner bringing in the boat after repairs were made.
June 13	Burnt Island, Maine.....	Am. sc. Minnie.....	The master being unacquainted with the channel this vessel stranded on a ledge near the station at 7.25 a. m. The life-saving crew pumped her dry, hove her afloat, and took her to a safe anchorage in the lee of Thompsons Island. After stopping her leaks and calking her seams she sailed for Rockland.
June 13	Monomoy Point, Massachusetts.	Dory, no name.....	A dory having gone adrift a surfman pulled out to it and took it back to the owner.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. June 13	Tathams, New Jersey . . .	Slp. Stella	On account of channel having changed its bed this sloop grounded at low tide, and upon being discovered by the keeper, a power boat was manned and the sloop, with her 35 occupants, was brought safely into Stone Harbor.
June 13	Marquette, Michigan, Lake Superior.	Gas. lch., no name . .	The motor of this boat becoming disabled 2 miles off the breakwater, and the occupants being unable to reach the shore, the station power boat went out to her and towed her safely to port.
June 13	Holland, Michigan, Lake Michigan.	Rowboats (2), no names.	These boats, containing in all 6 persons, were blown into the lake by an offshore wind, and were unable to return. The life savers went out to them and towed them back to town with the surf boat.
June 13	Cape Disappointment, Washington.	Bkn. Jane L. Stan- ford.	This vessel, having collided with an unknown schooner when about 12 miles offshore, was sighted trying to reach the mouth of the river. The keeper telephoned for a tug, which went out and towed her to a safe anchorage.
June 13	Point Adams, Oregon . . .	Fish boat, no name.	Drifted in on Clatsop Spit while its occupants were endeavoring to recover their net. The life savers being near at hand threw them a line and towed them out of danger.
June 14	Duluth, Minnesota, Lake Superior.	Gas. lch. No. 73; skiff, no name.	These small boats became disabled and went adrift and were brought back to the harbor by surfmen in power boat.
June 15	Galveston, Texas	Am. sc. Fevce Ar- land; Am. str. Captain Talfor.	At 10 p. m., while the former vessel was standing down stream with 35 persons on board she collided with the latter and began to fill and sink, her rigging fouling the steamer and preventing her going to the bottom. The life-saving crew proceeded to the scene of disaster and took 21 persons from the endangered craft and landed them safely on shore with the surfboat, the others being rescued by boats nearby. (See letter of acknowledgment.)
June 16	Duluth, Minnesota, Lake Superior.	Slp. yt. O-at-ka . . .	This sloop, having broken her mast, went adrift, and a surfman towed her to the yacht club landing with a power boat.
June 16	Grande Pointe au Sable, Michigan, Lake Michi- gan.	Am. str. Tacoma . . .	Stranded during thick fog, 3½ miles N. of the station, and 400 yards from the shore. Upon discovering her situation the station crew proceeded to her assistance, and after jettisoning 30 tons of her cargo of iron ore, they ran her lines to the steamers John Schroder and Maggie Marshall, which hauled her afloat without damage.
June 16	White River, Wisconsin, Lake Michigan.	Am. str. Georgia . . .	Ran ashore in foggy weather on east shore of Lake Michigan with 225 persons on board and blew signals of distress. The life-savers went out, and after running lines to a tug the Georgia was hauled afloat apparently uninjured.
June 16	Fort Point, and Point Bonita, California.	Am. str. Thomas L. Ward.	This steamer having stranded on the beach at the entrance to Bolinas Bay, the life-saving crews from both stations boarded her, and rendered all assistance possible in running lines to the tugs engaged in floating her. Her rudder was picked up on the beach by the surfmen and returned to the vessel when, on the 16th, she was floated and towed to port.
June 17	Hunniwells Beach, Maine.	Nph. lch., no name .	Engine broke down and boat with one occupant drifting out to sea before a fresh E. wind. The life-saving crew pulled to the assistance and after much hard work succeeded in towing her to a place of safety.
June 17	Cape Elizabeth, Maine . .	Am. sc. Fillmore . . .	Stranded on the beach, 3½ miles from the station, and the life-savers boarded her, and after jettisoning her deck load of slabs pumped her dry, ran out her anchors, and at high tide hove her afloat and took her to Portland.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. June 17	Point of Woods, Fire Island, Blue Point, and Lone Hill, New York.	It. str. Vincenzo Bonanno.	Stranded on Fire Island outer bar during dense fog, 2 miles from the former station and 150 yards from the shore, at 8.50 p. m. The keeper of the Point of Woods station, upon discovering her, burned a Coston signal, manned a surfboat, and boarded. Upon the request of the master the surfmen then pulled ashore and sent dispatches to the vessel's owners and agent, also to a wrecking company for tugs. As the crew wished to remain on board, the keeper, as a precautionary measure rigged up the breeches-buoy apparatus for landing the crew. At 10.40 a. m. the following day signals were made on board and two men were brought ashore in the breeches buoy, and 32 landed with the surfboat and all taken to the station, where they were provided with food and shelter, also dry clothing from the stores of the Women's National Relief Association. The wreckers having arrived, the master, agent, and 10 men of the crew were put on board the ship to aid the wreckers in working the pumps. The keeper with his crew, aided by the men from adjoining stations, then stood by the vessel, rendering all assistance possible, until the 27th, when she was floated and taken to New York.
June 17	Louisville, Kentucky.....	Flatboat Swan.....	This boat containing 4 boys went adrift in the river above the cross dam of the falls and the life-saving crew put out for them and landed them safely on the shore.
June 17	Harbor Beach, Michigan, Lake Huron.	Am. str. Steel King.	Collided with steamer Manchester during fog, 5 miles NE. of Pointe aux Barques light, and upon approaching the harbor signaled for assistance. The keeper boarded her and assisted to beach her on a bank in the harbor to prevent her going down, then landed the master and sent dispatches to the owners.
June 17	Grand Haven, Michigan, Lake Michigan.	Slp. Ellen Gale.....	Adrift containing 3 persons who were unable to reach the shore owing to heavy head winds. The station crew pulled to their assistance and towed them into the harbor.
June 18	City Point, Massachusetts.	Gas. lch Ferret....	Engine became disabled while on her way up Dorchester Bay, and the station crew went out in launch Relief and towed her back to town.
June 18	Erie, Pennsylvania, Lake Erie.	Catboat Lillamay..	The occupant, while out sailing, capsized in a heavy squall and was in danger of drowning when the life-saving crew arrived. The man was taken out of the water, boat righted, bailed out, after which she proceeded without further trouble.
June 18	Cleveland, Ohio, Lake Erie.	Am. str. Henry Cort.	Stranded on sunken wreck of schooner Algeria during dense fog and blew signals of distress. The surfmen boarded her and upon the request of the master returned to the station and telephoned for a tug, which came and hauled her afloat without damage. The station crew ran lines and rendered all assistance possible.
June 18	Duluth, Minnesota, Lake Superior.	Slp. yt. Florence....	This yacht became disabled, and the life-saving crew took her in tow to the yacht-club landing.
June 19	Michigan City, Indiana, Lake Michigan.	Yt. Wasp.....	At 11 a. m. this yacht broke her boom and set signals for assistance. The station crew in Whitehall boat went to her and towed her to the station, where repairs were made.
June 19	Plum Island, Wisconsin, Lake Michigan.	Am. str. Gladstone.	Stranded on a rocky bottom during thick fog, 6 miles S. of the station. The life-savers boarded, and after shifting her hatch covers forward to tip her, ran out an anchor over her stern and attempted to heave her afloat, but without success. The crew then returned to the station

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906.			
June 19	Plum Island, Wisconsin, Lake Michigan.	Am. str. Gladstone.	and telephoned for a tug, and upon her arrival the surfmen ran her lines to the stranded steamer, which was then hauled afloat without damage.
June 19	Fort Point, California....	Am. sc. Guide.....	Dragged her anchors and went adrift near shore. The station crew telephoned for a tug, then boarded the schooner, and, upon the arrival of a tug hove up the anchors, ran lines, after which she was taken to a safe anchorage.
June 20	Racine, Wisconsin, Lake Michigan.	Rowboat, no name.	At 7 a. m. a small rowboat broke away from the breakwater and went adrift into the lake, and was recovered by a surfman and turned over to the owner.
June 20	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	A skiff having broken from its moorings and gone adrift, a surfman in a skiff brought it in and restored it to the owner.
June 20	Cape Disappointment, Washington.	Fish boat, no name.	Capsized in the breakers, with two men on board, during a strong SW. squall. The life-savers, in power boat, rescued one of the fishermen, while the other one succeeded in swimming to the shore before the surfmen arrived. Both men were taken to the station and fitted out with dry clothing from the stores of the Women's National Relief Association.
June 21	Newburyport, Massachusetts.	Am. sc. Jennie B. Hodgdon.	During thick fog, stranded on the beach at Plum Island, 2 miles S. of the station. The keeper telephoned for a tug, then launched a small boat and boarded her, assisted to run out an anchor to hold her head to the sea, and, upon arrival of the tug, piloted her in over the bar to the stranded schooner. After running the hawser she was hauled afloat and taken to Gloucester.
June 21	Louisville, Kentucky.....	Flatboat Atlas No. 1.	Adrift in the river, with two men on board and in danger of going over the falls of the Ohio. The station crew, in response to the alarm, put out for them and brought the endangered boat and its occupants safely to shore.
June 21	Duluth, Minnesota, Lake Superior.	Slps. College Widow, Crest, no name.	During a fresh NW. wind, these sloops parted their moorings and drifted ashore. The life-saving crew went to their assistance, and floated them without damage.
June 21	Michigan City, Indiana, Lake Michigan.	Rowboat, no name.	This boat, containing three men fishing near the breakwater, was unable to return to the harbor owing to fresh adverse winds and heavy sea. The life-saving crew seeing the plight of the men set out for them and brought them to the shore in safety.
June 22	Duluth, Minnesota, Lake Superior.	Gas lch., no name...	Engine disabled and launch, with 2 persons on board, adrift. A surfman, with power boat, towed them to the shore.
June 23	Hampton Beach, New Hampshire.	Am. sc. Hiram.....	This vessel, having been forced to anchor in a dangerous locality owing to stress of weather, her crew, consisting of two men, came to the station in a destitute condition, and the keeper supplied them with food and shelter. On the morning of the 24th, the keeper and crew assisted in heaving the vessel out of danger, and she proceeded on her way.
June 23	Duluth, Minnesota, Lake Superior.	Gas lches. (2), no names.	These boats became disabled, and were taken in tow by the life-saving crew and landed at the yacht club wharf.
June 24	Newburyport, Massachusetts.	Slp. Arrow.....	Adrift and abandoned on Newburyport Bar, 2 miles from the station. The keeper and a volunteer crew (inactive season) manned a surfboat and pulled out to her and towed her into the river, where she was bailed out, and turned over to the owner.
June 24	Louisville, Kentucky.....	Gas. yt., no name..	Machinery became disabled and boat went adrift with 3 occupants. The alarm at the station was sounded and the life-saving crew, in surfboat, pulled to the rescue, and towed the boat clear of all danger.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1906. June 24	South Haven, Michigan, Lake Michigan.	Scow, no name.....	A small scow, having been discovered adrift on the lake, a surfman jumped into a boat, recovered the scow, and turned it over to the owner.
June 24	Kenosha, Wisconsin, Lake Michigan.	Gas. lch. Chisel.....	Engine broken down and launch adrift, with 7 persons on board, 2 miles S. of the station. The keeper and crew went to their assistance in surfboat, and towed them into the harbor.
June 25	City Point, Massachusetts.	Gas. lch. Evelyn ...	This launch burnt out her bearings, and the 2 occupants rowed her to the station, where she was taken in tow by launch Relief, and landed at the yacht club.
June 25	Duluth, Minnesota, Lake Superior.	Am. str. Robert Holland.	This schooner's deck load shifted while leaving the harbor, giving her a heavy list to port, which caused her to fill and settle to the bottom in 10 feet of water. The life-savers pulled out to her assistance, landed a passenger on the wharf, secured the cargo floating about the vessel, and transferred several boat loads of it to a wharf nearby.
June 26	Shark River, New Jersey..	Gas. lch. Eva Julia.	Missed the channel and stranded in Shark River Inlet 300 yards from shore. The keeper set out in a skiff, boarded her, ran out an anchor, and hauled her afloat at high water.
June 26	Michigan City, Indiana, Lake Michigan.	Gas. lch., no name..	Engine became disabled, and occupants endeavored to reach the shore by rowing, but could make no headway. The station crew launched surfboat, pulled to their assistance, and took them to the station, where the keeper repaired the launch, and the party then continued on its way.
June 27	City Point, Massachusetts	Small boat, no name.	This boat, containing 5 persons, went adrift in Dorchester Bay and unable to regain the shore. Station launch went to their relief and towed them to the Colonial Yacht Club.
June 27	Deer Park, Michigan, Lake Superior.	Am. str. Telephone.	This vessel having broken her shaft, the keeper telephoned for a tug, which came and towed her to port.
June 27	Point Adams, Oregon....	Fish boat, no name.	This boat was observed on the beach broadside to the sea, with her two occupants working hard to get her off, when the life-saving crew arrived, ran out an anchor, and hove her afloat.
June 27	Coos Bay, Oregon.....	Am. sc. Esther Buhne.	On account of light winds this vessel became unmanageable and drifted ashore, 2½ miles from the station. The life-savers boarded her, and after carrying out a 1,300 pound anchor, returned on board and hove her afloat with the capstan.
June 28	Holland, Michigan, Lake Michigan.	Gas. lch., no name.	At 7.40 p. m. the alarm was sent in that a launch was on fire in Black Lake. The station crew in Whitehall boat proceeded to the burning boat, and in a very short time succeeded in extinguishing the flames.
June 30	Jerry's Point, New Hampshire.	Slp. yt. Paquita...	Stranded on Great Island during light winds, 2 miles W. of the station and about 100 feet from the shore. Several surfmen went to her assistance and with a small anchor kedged her out into deep water.
June 30	City Point, Massachusetts.	Gas. lch. Kathrina II; slp. Altruria.	Dragged their anchors in Dorchester Bay during a fresh NNE. gale and went adrift, fouling other craft nearby. The launch Relief went to their assistance and towed them clear and out of danger.
June 30	Erie, Pennsylvania, Lake Erie.	Sailboat, no name.	This boat having filled and capsized, the life-savers righted her and bailed her out.
June 30	White River, Michigan, Lake Michigan.	Gas. lch. Hazelwood.	Dragged her anchor and went adrift in the lake. The life-savers manned a boat and towed the launch to the pier and made her fast.

MISCELLANEOUS SERVICES OF LIFE-SAVING CREWS.

Under this caption are briefly set forth the services performed by life-saving crews in casualties not relating to vessels, such as rescues of persons who had fallen from docks, floats, etc., recovery of the bodies of the drowned, aid in extinguishing neighborhood fires, succor to persons in distress in the vicinity of stations, resuscitation of the apparently drowned, saving property exposed to loss in various ways, etc. In many of these cases the rescued persons owe their lives to the promptness and intelligence of the surfmen.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1905. July 2	Pecks Beach, New Jersey.	Aid to injured.....	A man called at the station with a badly lacerated hand. He was provided with bandages and remedies from the medicine chest.
July 2	Saluria, Texas.....	Recovery of property.	The station keeper found an air cushion on the beach. On the 28th instant the keeper received a letter from the owner of the yacht Daisy, claiming the property, and it was forwarded to him at Gulfport.
July 2	Evanston, Illinois, Lake Michigan.	Rescue from danger.	Surfman Hannerman, while on patrol after midnight, saw a small boat containing a man and a woman afloat of the piling at Demster street pier. He waded out and assisted the persons ashore.
July 3	Point Judith, Rhode Island.	Succor; clothing furnished.	At 9.15 p. m. a man belonging to the yacht Sigma waded ashore near the station and requested food and shelter for the night. He was furnished succor and given dry clothing from the supply of the Women's National Relief Association.
July 3	Cleveland, Ohio, Lake Erie.	Recovery of body..	A member of the station crew proceeded by street car to a pond 3 miles S. of the station, and with grappling hooks recovered the body of William Springborn, who had drowned while bathing.
July 3	Tawas, Michigan, Lake Huron.	Recovery of property.	The station keeper recovered 70 bundles of laths from the beach. The following day 60 more bundles were found, and they were stored in the station for safe keeping.
July 3	Iiwaco Beach, Washington.	.....do.....	Having been informed by a fisherman that he had lost his gill net $\frac{1}{2}$ mile offshore and 12 miles S. of the station the keeper called all hands at 4 a. m. and proceeded in the surfboat to North Head lights, where the net was found outside of the breakers and recovered after an hour of hard work. It was returned to the owner, who valued the property at \$280.
July 4	Gilberts Bar, Florida.....	Aid to injured.....	A small boy stepped into a smoldering fire and severely burned his foot. He was brought to the life-saving station, where liberal quantities of oil were applied, greatly relieving his suffering.
July 4	Charlotte, New York, Lake Ontario.	Recovery of body..	Edward Coonly while swimming in the river dived from a pier and did not rise to the surface. The station crew hearing steam whistle blasts from the steamer John C. Howard launched two boats and hurried to the scene. A surfman dived for the body, but reported the water so dark that he was unable to see anything. Grapnels were then used and the body recovered and taken to the station, where attempts at resuscitation were made, but without successful results. A bad bruise was found on the head, which was probably the immediate cause of death. The remains were turned over to the coroner.
July 4	Buffalo, New York, Lake Erie.	Rescue from danger.	At 8.45 p. m. the lookout was informed that a man was in the water and clinging to some piles 600 feet from shore. The life-savers immediately proceeded in a boat and rescued the man from his perilous position. He had on a life-preserver and while endeavoring to learn to swim had been carried by the current among the piles a mile distant. He was taken to his vessel.

Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1905. July 5	Evanston, Illinois, Lake Michigan.	Assistance to Illinois Naval Reserves.	At 3.15 p. m. the station received inquiries from the Chicago headquarters of the Naval Reserves regarding the location of their sailing cutter. The keeper replied that she was in sight 6 miles from the station. The surfmen went to her and found all safe, but anxious for a steam launch to tow them to Chicago. The surfboat then pulled for the station and sent a launch to the aid of the reserves.
July 6	Gloucester, Massachusetts.	Transportation.....	A church party of 17 persons landed at the station from a gasoline launch to spend the day. Returning from a trip to Beverly the launch broke down. There being no other means of conveyance the station keeper transported nine of the party to East Gloucester and the remainder to Stage Fort Park.
July 6	Mosquito Lagoon, Florida.	Succor.....	A party consisting of a man, woman, and child bound from Daytona to their island home, 6 miles from the station, applied to the keeper for permission to remain over night, owing to the inclement weather and the lack of accommodations in their small launch. They were suitably cared for by the keeper.
July 6	Point Adams, Oregon . . .	Assistance at fire ...	At 2 p. m. the surfmen were informed that a dwelling house near the station was on fire. Hurrying to the scene with buckets and ladders the crew fought the flames, extinguishing them before any great amount of damage had been done. The occupants were absent, and had it not been for the assistance of the life-savers the house would have been consumed, there being no apparatus in the vicinity with which to fight fire.
July 7	Cape Disappointment, Washington.	Recovery of property.	While patrolling Peacock Spit the station crew found 250 fathoms of gill net in the breakers. It was taken to the station and delivered to the owner.
July 8	South Haven, Michigan, Lake Michigan.	Body found.....	Surfmen found the body of Caspar Howard, drowned on the 4th instant while bathing. The remains were turned over to the coroner.
July 8	Evanston, Illinois, Lake Michigan.	Succor.....	At 11 a. m. a man 94 years of age stopped at the station, stating that he was lost. He being able to give his address, the keeper informed the man's relatives of his plight. He was cared for until a carriage came and removed him to his home.
July 8	Golden Gate, California...	Clothing furnished .	At 5 p. m. a woman was brought to the station by three men, who reported that she had attempted suicide by drowning. She was furnished with dry clothing from the supply of the Women's National Relief Association and then sent to the city hospital.
July 9	Jackson Park, Illinois, Lake Michigan.	Rescue from drowning.	At 4 p. m. a man fell into the channel in front of the station and was rescued by a surfman and furnished dry clothing from the Women's National Relief Association supply.
July 10	Cleveland, Ohio, Lake Erie.	Recovery of bodies .	Having received a telephone message saying that two men had drowned while bathing in the river, 5 miles S. of the station, two surfmen were sent to the scene and recovered the bodies of James Bredus and John Palms. The remains were turned over to an undertaker.
July 10	Louisville, Kentucky.....	Recovery of property.	At 10.55 a. m. a team of horses belonging to the Irving Transfer Co. was seen to fall into the water from a wharf at 4th street. The surfboat was manned and the life-savers succeeded in unhitching the horses and getting them out of the water alive and unharmed.
July 11	Michigan City, Indiana, Lake Michigan.	Rescue from drowning.	A boy while bathing in the river opposite the station got away from the ladder to which he had been clinging and could not return. He called for help, and the surf-

Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1905. July 11	Michigan City, Indiana, Lake Michigan.	Rescue from drown- ing.	man on watch launched the river skiff, and saved the boy, who departed without giving his name.
July 12	Gloucester, Massachu- setts.	Recovery of body...	The station keeper and Surfman Rhodin assisted police officers in recovering the body of William J. Frazer, who was drowned while bathing.
July 12	Sullivans Island, South Carolina.	Body found.....	The life-savers took charge of a body found on the beach $\frac{1}{2}$ mile E. of the station. It consisted of the lower half of the torso and one leg of a man. The keeper notified the coroner, who held an immediate in-quest.
July 13	Evanston, Illinois, Lake Michigan.	Rescue from drown- ing.	At 3.30 p. m. word was received at the station that a man was calling for help at Davis Street Pier. Proceeding to the place in the surfboat, the life-savers found Samuel Wilson clinging to a pile, he having been taken with cramps while bathing. The man was at once taken from the water by the surfmen and landed on the pier.
July 14	Cleveland, Ohio, Lake Erie.	.....do.....	At 8.15 a. m. the lookout reported that a man was in the river near the W. pier, 500 feet from the station. Three surfmen manned the small boat, the keeper and the remainder of the crew running to the scene. On arrival, James Hogan, a sailor, was taken from the water in an unconscious condition, and efforts were at once begun to restore him by administering stimulants and brisk rubbing. Before the arrival of an ambulance Hogan had several attacks of fits, it being afterward ascertained that he was subject to them. The following day he called at the station and stated that he would have drowned but for the assistance of the life-savers.
July 14	South Haven, Michigan, Lake Michigan.	Resuscitation.....	A boy named Hayward Tracy became exhausted while bathing at South Beach and was taken ashore by a near-by bather. The lookout having informed the station, the keeper and Surfman Robinson hurried to the scene and found the boy in a benumbed condition and hardly able to stand. He was taken into the bath house, stripped of his clothing, and briskly rubbed until circulation was restored.
July 14	.....do.....	Rescue from drown- ing.	A young boy in attempting to swim across the harbor became exhausted. He was a poor swimmer and depended on a pair of patent inflaters to support him above the water. When close to the lookout he called out asking if the water was shoal enough for him to stand up. Noting the boy's condition, the surfman hastened to him with a line and helped him to the pier.
July 15	Point Lookout, New York	Body found.....	The station keeper found the body of Mr. Curley, $1\frac{1}{2}$ miles W. of the station, and removed the remains from the water and notified the coroner.
July 15	Old Chicago, Illinois, Lake Michigan.	Recovery of body...	A man named Adolph Gustafersen fell overboard from a scow and was drowned 1,800 feet from the station. The keeper hearing a person shout "Man overboard" caused the surfboat to be manned and hurried to the scene of the accident. On arrival it was found that the man had not risen to the surface, so grappling was at once resorted to, but without success until 1.25 p. m., when Surfman Larsen got the body, and the life-savers turned it over to an undertaker.
July 15	Evanston, Illinois, Lake Michigan.	.....do.....	Surfmen recovered the body of Frank Tubar, who was drowned while wading 50 feet from shore. Resuscitation was attempted, but life was extinct. His remains were sent to his home.

Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1905. July 17	Fairport, Ohio, Lake Erie.	Recovery of body ..	The life-saving crew manned the surfboat in response to whistle signals from a tug and pulled up Grand River to a point 1 mile S. of the station, finding that a man had been seized with cramps while bathing and had drowned before assistance could reach him. The surfmen grappled for the body and soon recovered it. Resuscitation methods were applied until the coroner pronounced life extinct. The remains were identified as those of William Gilcerain, a Finlander.
July 17	Pentwater, Michigan, Lake Michigan.	.....do.....	Surfmen recovered the body of Ray L. Isley, 12 years old, who was drowned while bathing in Pentwater Lake, $\frac{1}{2}$ of a mile from the station. For three hours they labored endeavoring to resuscitate him, but without success.
July 17	Sheboygan, Wisconsin, Lake Michigan.	.....do.....	The life-savers recovered the body of Joseph Sthuski, who was drowned in the river five blocks from the station. Artificial respiration was resorted to, but no signs of life appeared, and a physician pronounced life extinct.
July 18	Point of Woods, New York.	Assistance to navigation.	The station crew assisted the master of a steamer to remove a piece of wreckage from the channel, it being a menace to navigation.
July 18	Niagara, New York, Lake Ontario.	Recovery of body ..	The station keeper loaned grappling hooks to U. S. troops to recover the body of a soldier who was drowned near Youngstown.
July 18	Old Chicago, Illinois, Lake Michigan.	Assistance at fire...	The station lookout upon discovering a fire on North Pier notified the keeper, who telephoned for the fire boat and then hurried to the scene with the surfmen, attacked the fire, and soon had it under control. On the arrival of the fire boat her crew took charge and extinguished the flames. But for the prompt assistance of the life-savers the light-house would have been destroyed.
July 18	Racine, Wisconsin, Lake Michigan.	Recovery of property.	The station crew recovered a tank of acid belonging to the Goodrich Transportation Co., the property having been lost in the river two months previous.
July 18	Sheboygan, Wisconsin, Lake Michigan.	Rescue from drowning.	Surfman McMullen rescued a small boy who had fallen into the river from a timber raft. Surfman Shambeau rescued a boy named William Fischer, 3 years old, who had fallen into the lake. He would have drowned had help not been at hand.
July 21	Holland, Michigan, Lake Michigan.	Assistance at fire...	At 11.40 a. m. fire was discovered in a boat-house 150 yards from the station. The life-savers, in a skiff, hurried to the scene with a force pump and found that a launch was ablaze inside of the house. A stream was thrown and the conflagration quickly extinguished.
July 21	Coquille River, Oregon...	.....do.....	At 1 p. m. fire broke out in the Tupper Hotel at Bandon. In response to the fire alarm the station crew manned a hose cart and, with the help of citizens, soon had a stream on the fire, which was well underway. The flames were extinguished before much damage had been done.
July 22	Cleveland, Ohio, Lake Erie.	Recovery of body ..	The life-savers recovered the body of Alexander McArthy, a sailor who fell overboard from the schooner Agnes Potter while she was $\frac{1}{2}$ mile from the station. The remains were delivered to the coroner.
July 22	Marblehead, Ohio, Lake Erie.	Assistance at fire...	At 4.15 the keeper and a lookout discovered fire in Kelleys Island Lime Co.'s plant, $\frac{1}{2}$ of a mile S. of the station. The surfmen rendered every assistance in their power and saved all property possible, but were unable to save the works, which were entirely consumed.
July 23	Saluria, Texas.....	Fresh water furnished.	A party arrived at Santo Bay in a small boat and informed the station keeper that

Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1905. July 23	Saluria Texas	Fresh water furnished.	the supply of fresh water on board was exhausted. A quantity was furnished the craft from the station cistern.
July 23	Milwaukee, Wisconsin, Lake Michigan.	Success; clothing furnished.	Food and clothing were furnished from the supply of the Women's National Relief Association to a woman and three children who had become wet while being towed to port in their disabled craft. The men of the party were also given food and coffee.
July 23	Golden Gate, California..	Rescue from drowning.	At 1.30 p. m. Surfman Ellingson brought a young woman to the station, and reported that he observed her in the water just as a sea broke over her. He dashed into the surf and succeeded in reaching the girl before she was carried out into deep water. When sufficiently recovered she stated that during a period of nervous depression, to which she was subject, she had determined to drown herself.
July 24	Zachs Inlet, New York...	Body found.....	The station keeper took charge of the body of a man found in the surf by a sportsman. It was carried up on the beach, wrapped in old blankets, and the coroner notified. The remains were removed to the mainland.
July 24	Cleveland, Ohio, Lake Erie.	Recovery of body...	The station received notice by telephone that a body was floating in the lake $3\frac{1}{2}$ miles W. of the station and 200 feet from Edgewater Beach. The station crew proceeded in the surfboat, pulling in a heavy sea through the entrance, and recovered the body of Edward Radeper, 16 years old. The remains were turned over to the police.
July 24	Milwaukee, Wisconsin, Lake Michigan.	.....do.....	Three surfmen recovered the body of August Lunke, who fell from the breakwater during the early morning of the 23d instant. The corpse was taken to the morgue.
July 25	Michigan City, Indiana, Lake Michigan.	Aid to injured.....	Having been informed that a boy named Roe Flowers had broken his neck while diving, the life-savers went to the scene, finding the injury not as serious as reported. They notified the police, and having procured a cot transferred the boy to his home.
July 25	Racine, Wisconsin, Lake Michigan.	Body found.....	At 4.30 p. m. the station was informed that the body of a man was floating in the lake $\frac{1}{2}$ of a mile S. of the station. The surfboat was launched and the body brought to the shore and turned over to the corner. It was subsequently identified as that of Henry Miller, of Burlington.
July 26	Jackson Park, Illinois, Lake Michigan.	Recovery of body...	Being informed that a body was floating at the entrance to South Lagoon, the surfmen went there and, having picked up the body, turned it over to the authorities. It was identified as that of Peter Zanders, 9 years old, missing since the 23d instant.
July 26	Old Chicago, Illinois, Lake Michigan.	Resuscitation.....	A man named John Moffitt, having fallen from a pier, $\frac{1}{2}$ of a mile from the station, the life-savers hurried with the surfboat to the rescue and arrived just as the apparently lifeless body was being taken from the water by fishermen. The keeper immediately took charge of the man, and after resorting to artificial respiration for 20 minutes succeeded in resuscitating him. The man was in a fair way to recover, when he was suddenly taken with an epileptic fit, accompanied by hemorrhage of the lungs, and expired in a few seconds. Renewed efforts were made to restore him, but without avail, and after nearly an hour's unceasing labor the crew turned the body over to the coroner, life being extinct.
July 27	Cleveland, Ohio, Lake Erie.	Recovery of body...	Thomas McCarty, 25 years old, fell overboard from the steamer Bulgaria, on

Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1905. July 27	Cleveland, Ohio, Lake Erie.	Recovery of body ..	which he was employed. The station keeper having been informed of the accident, took two surfmen, recovered the body, and turned it over to an undertaker. At 7 a. m. the watch heard some one shout "Man overboard!" The station crew went to the spot, but no one could say who had drowned, nor from what craft. A search was made and a boat found anchored with a hat floating near by. The keeper at once ordered the surfmen to dive and Surfman Whelan, who was first in the water, brought the body to the surface. Artificial respiration was at once begun, but a physician upon arrival pronounced the patient dead. The deceased was a youth 19 years of age and subject to epileptic fits.
July 27	White River, Michigan, Lake Michigan.	.....do.....	
July 27	South Haven, Michigan, Lake Michigan.	Recovery of bodies ..	The surfmen from the life-saving station recovered the bodies of William Heald and Fannie Hoekfelder, who had drowned in the river at Cold Springs, 2 miles from the station. Efforts were made to resuscitate them, but life was extinct, and so pronounced by a physician. The bodies were turned over to a coroner. (See letter of acknowledgment.)
July 28	Virginia Beach, Virginia..	Recovery of body...	The life-saving station was informed at 1 p. m. that a man had drowned in the surf $\frac{1}{2}$ mile S. of the station. The keeper and a surfman seized life belts and ran to the scene, where the man was found on the beach with people trying to restore him. The life-savers immediately took charge and, with the assistance of several physicians, resorted to artificial respiration for 2 hours, at the end of which time he was pronounced dead by the physicians. The body was delivered to his friends.
July 29	Ashtabula, Ohio, Lake Erie.	.....do.....	The life-saving crew recovered the body of Herbert Dearborn, who was drowned at the head of the river, 1 mile from the station. The remains were brought down the river in a station boat and turned over to an undertaker.
July 29	Cleveland, Ohio, Lake Erie.	Rescue from drowning; succor.	At 12.50 a. m. the lookout reported that a man had fallen into the river from a pier about 500 feet from the station. The life-savers in a small boat pulled across the river and found the man clinging to the piling of the pier. He was taken to the station, stripped, wrapped in blankets, and put to bed with hot-water bottles at his feet and chest. In the morning he was given breakfast and furnished with dry clothing from the supply of the Women's National Relief Association.
July 29	Racine, Wisconsin, Lake Michigan.	Rescue from drowning.	At 11.30 a. m. two boys, Frank Lathrop and George Rawley, were caught by the undertow while bathing and carried out into deep water. Surfmen Jacobson and Hansen, hearing cries for help, plunged into the water and brought the boys to shore.
July 30	Pointe aux Barques, Michigan, Lake Huron.	Recovery of property.	A farmer called at the station and asked help to recover a cow that had fallen off the bluff into the lake. The old supply boat was sent to the spot and the surfmen recovered the animal and restored it to the owner.
July 30	Saint Joseph, Michigan, Lake Michigan.	Body found.....	The life-savers found the body of a man floating in the water near the pier and towed it to shore, where it was delivered to the coroner.
July 31	.....do.....	Recovery of body...	The life-savers recovered the body of Mrs. Litta Schneider, who had jumped from a dock into the river and drowned before aid could arrive. It was delivered to the coroner.
July 31	Milwaukee, Wisconsin, Lake Michigan.	Rescue from danger.	The keeper found a man on South Harbor pier in a bad state of intoxication and assisted him to shore.

Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1905. July 31	Cape Disappointment, Washington.	Recovery of prop- erty.	A large seine, valued at \$300, having gone adrift on Peacock Spit, the station crew pulled out to it and towed it back to the fish receiver.
Aug. 1	South Haven, Michigan, Lake Michigan.	Rescue from drowning.	At 12.05 p. m. the lookout heard a splash near the pier and saw a man and a woman struggling in the water, the man clinging with one hand to an overturned rowboat while he supported the woman with the other. Surfman Curran at once turned in the alarm, and, running down the pier, plunged into the water and succeeded in getting the woman to the pier, the rescue occupying but three minutes. The station crew responded in two boats, but the rescue was effected before their arrival. When assured of the safety of the woman the man climbed into his boat and rowed away.
Aug. 2	Coquille River, Oregon...	Recovery of prop- erty.	The station crew recovered some logs belonging to Prosper Mill Co. The raft had broken up and the logs were drifting to sea.
Aug. 3	Great Egg, New Jersey...	Succor.....	Became drenched while getting their launch off a sand bar. Their clothing was dried and they were given succor for the night.
Aug. 3	Cleveland, Ohio, Lake Eric.	Recovery of body...	Two surfmen proceeded 4 miles up the river in the dinghy and recovered the body of John Romoello, 13 years of age, who was drowned while bathing. The remains were turned over to an undertaker.
Aug. 4	Rye Beach, New Hamp- shire.	Rescue from danger.	A surfman, finding a man unconscious on the beach, administered to his needs until he revived, then sent him to his home.
Aug. 4	Hampton Beach, New Hampshire.	Succor.....	A destitute wayfarer was afforded shelter at the station until the following day.
Aug. 4	Thunder Bay Island, Michigan, Lake Huron.	Transportation.....	The station crew landed four passengers from the steamer Lindsay, they being desirous of landing at the station.
Aug. 4	South Haven, Michigan, Lake Michigan.	Recovery of body...	The station crew manned the surfboat in response to an alarm and pulled to the scene, where it was ascertained that a boy named Frank Phinney, 15 years of age, had drowned. The surfmen recovered the body 50 yards from shore, in about 7 feet of water. Resuscitation was attempted, but without avail, and an attending physician pronounced life extinct. The body was delivered to the coroner.
Aug. 4	Racine, Wisconsin, Lake Michigan.	.....do.....	At 8 p. m. a telephone message was received from the police to the effect that a man, James Norgaard, had drowned at Horlick's, 4 miles W. of the station. Surfman Hanson was sent to the scene and recovered the body by diving.
Aug. 6	Hampton Beach, New Hampshire.	Succor.....	A destitute sailor was given shelter at the station over night.
Aug. 6	Virginia Beach, Virginia..	.....do.....	Being informed that a man was drowning at the bath house, 1½ miles from the station, the keeper, accompanied by a surfman, ran with all speed to the spot, but the man had sunk. The life-savers made all haste to recover the body, and after half an hour's search it was brought to the surface. Efforts were made toward resuscitation, but a physician present pronounced life extinct. The remains were delivered to the coroner.
Aug. 6	Saluria, Texas.....	Aid to injured.....	The station crew applied liniment to the foot and ankle of a man who called at the station for relief, he having been thrown from his horse.
Aug. 6	South Haven, Michigan, Lake Michigan.	Rescue from drowning.	While attempting to swim from the pier to the lookout station, George Fogstead became exhausted and sank. When he rose he called for help and a companion went to his assistance. Surfman Robinson ran down to the pier and threw them the end of a line, which was grasped by Fogstead and both men were landed in safety.

Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1905. Aug. 6	Jackson Park, Illinois, Lake Michigan.	Clothing furnished..	The keeper furnished clothing from the Women's National Relief Association supply to a girl who had fallen from a pavilion into the lake, and had been brought to the station by her rescuers.
Aug. 7	Oswego, New York, Lake Ontario.	Recovery of body...	The station crew recovered the body of a boy who was drowned while bathing, 1½ miles E. of the station. The coroner took charge of the remains.
Aug. 9	Ocean City, Maryland....	Rescue from drowning.	Mr. Wooden, a bather, was taken with severe cramps and cried out for help. Although there was a number of bathers present, they were afraid to approach him, and he was carried into the outer line of breakers by the current. The station keeper heard his cries and, rushing to the beach, plunged in through two lines of breakers, bringing him to the shore, where he was rubbed until able to walk.
Aug. 10	Pea Island, North Carolina.	Succor.....	Three men, belated by a storm, came to the station for shelter, and the keeper took them in and made them comfortable until the gale abated.
Aug. 10	Frankfort, Michigan, Lake Michigan.	.....do.....	Mr. Reveans, while crossing the harbor in a small boat, attempted to change his seat and fell overboard. The lookout saw the accident and rang the alarm, and in less than a minute the life-savers had rescued him.
Aug. 10	Saint Joseph, Michigan, Lake Michigan.	Recovery of body..	Being informed that a man had drowned at Napiers Bridge, 2 miles from the station, surfmen went to the place and recovered the body of Joseph Neidzialkousko, delivering it to the coroner.
Aug. 11	Monomoy Point, Massachusetts.	Rescue from danger.	At 12.50 a. m. the beach patrol found a man sleeping on the beach near low-water mark. He was awakened and taken to a place of safety.
Aug. 11	Quonochontaug, Rhode Island.	Rescue from drowning.	While bathing, a woman became exhausted and her companion was unable to get her ashore. The station keeper put out in a skiff, took the people from the water, and brought them to the shore. Without this assistance they would have drowned.
Aug. 11	Short Beach, New York..	Aid to navigation; succor.	The station crew assisted a buoy tender to place buoys in the inlet. The seas being rough the men could not return to their vessel and they were given succor for the night at the life-saving station. (See letter of acknowledgment.)
Aug. 11	Duluth, Minnesota, Lake Superior.	Recovery of body..	The life-savers recovered the body of Joseph Onelette, a boy, who was drowned in a slip 1 mile W. of the station. The accident occurred out of sight of the station.
Aug. 11	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	.....do.....	At the request of the police the life-savers recovered the body of Harry Fitz-Gibens, who had been seized with cramps while bathing and was drowned. As the body had been in the water for 2 hours no attempts to resuscitate it were resorted to, and it was delivered to the city authorities.
Aug. 12	Straitsmouth, Massachusetts.	Recovery of property.	A horse hitched to a carriage became frightened during an electrical storm and ran away, the keeper, however, succeeding in catching the runaway before any damage had been done.
Aug. 12	Muskegon, Michigan, Lake Michigan.	Transportation....	At the request of the coroner of Muskegon County the life-savers transported in the surfboat the body of a drowned man from the scene of accident to a wagon, a distance of about 2 miles.
Aug. 12	Milwaukee, Wisconsin, Lake Michigan.	Assistance at fire...	At 4.30 p. m. fire broke out on a harbor pier and was discovered by the station lookout. The keeper with an extinguisher and four surfmen with buckets hurried to the scene and subdued the fire before any damage had been done.
Aug. 13	Bonds, New Jersey.....	.....do.....	At 6.30 p. m. a cottage 300 yards W. of the station caught fire; the station crew ex-

Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1905.			
Aug. 13	Bonds, New Jersey	Assistance at fire . . .	tinguished the blaze, and saved the building from total destruction.
Aug. 13	South Haven, Michigan, Lake Michigan.	Rescue from drowning.	A bather named Chas. Hulbert attempted to swim across the river to the lookout station and became exhausted when within a few yards of the pier. The lookout threw him a life buoy and pulled him out of the water, whereupon he was taken across the river by the station skiff.
Aug. 14	Brant Rock, Massachusetts.	Recovery of body . . .	Surfman Crogrove assisted Medical Examiner Bartlett in recovering the body of a man from the water.
Aug. 14	Ashtabula, Ohio, Lake Erie.	.....do.....	The station crew recovered the remains of Dan McCauly, a marine fireman, who fell from a ladder and was drowned. The accident occurred up the river and out of sight of the station. The body was delivered to the Firemen's Union.
Aug. 16	Galveston, Texas . . . . .	.....do.....	The station keeper was notified by telephone that a boy had drowned 1 mile S. of the station. The keeper sent three surfmen with grapplingirons, and they searched for the body until 5 a. m. of the 17th instant, when it was located several miles from the scene of accident and turned over to the coroner.
Aug. 19	Quonochontaug, Rhode Island.	Rescue from drowning (2).	At 11 a. m. Surfman James observed an aged couple struggling in the surf. He hurried to them with a rope and hauled them safely to shore in a thoroughly exhausted condition. They would have drowned but for the presence of the lifesaver. (See letter of acknowledgment.)
Aug. 21	Fort Macon, North Carolina.	Fresh water furnished.	The schooner Brazos having run short of water the keeper furnished the master with 200 gallons from the station cistern.
Aug. 22	Brenton Point, Rhode Island.	Aid to injured	The station keeper rendered first aid to the injured in the case of a man, who came to the station with a badly cut hand, and administered stimulants to prevent a fainting attack.
Aug. 22	Saint Joseph, Michigan, Lake Michigan.	Body found	A surfman found the body of an infant floating down the river, and notified the city authorities, who removed it for interment.
Aug. 23	Blue Point, New York	Rescue from danger; aid to injured.	A surfman dashed into the surf and brought to shore Albert Latham, who broke his leg when his boat capsized in the breakers. He was carried to the station, where he was placed in a fisherman's launch and taken to the mainland for medical attention.
Aug. 23	Bethel Creek, Florida	Fresh water furnished.	The keeper furnished fresh water to a sloop to replenish her supply.
Aug. 24	Pea Island, North Carolina.	Succor	Two men were afforded shelter at the station, they having no other place to go for the night.
Aug. 25	Quogue, New York	Body found	At 3 a. m. the beach patrol found the body of a man who was drowned at West Hampton Beach on the 20th instant. The keeper notified the coroner, who came and removed the body.
Aug. 26	Narragansett Pier, Rhode Island.	.....do.....	Surfman Carpenter found the body of a seaman belonging to the U. S. S. Alabama. The remains were taken in charge by shipmates.
Aug. 28	Duluth, Minnesota, Lake Superior.	Recovery of body . . .	The station crew, upon receiving a telephone message stating that a boy had drowned $\frac{1}{2}$ mile NNW. of the station, manned the launch and dinghy, hastened to the scene of disaster, and at once began diving to recover the body. It was recovered, and efforts were made to resuscitate it, but without avail. The accident happened at a point where it could not be seen by the lookout.
Aug. 29	North Scituate, Massachusetts.	Rescue from drowning.	The day watch observing a small boy bathing, went down on the breakwater, and as he approached he saw the boy's mother go in after him, the child having gone beyond his depth. The surfman

Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1905.			
Aug. 29	North Scituate, Massachusetts.	Rescue from drowning.	thereupon dashed into the water and brought both of them safely to the shore.
Aug. 30	Milwaukee, Wisconsin, Lake Michigan.	Recovery of body ..	The station crew recovered the body of Dennis Mahoney, who was drowned at the foot of West Water street, his boat having capsized out of sight of the station. The remains were taken to the morgue.
Sept. 1	South Haven, Michigan Lake Michigan.	.....do.....	The life-savers recovered the body of Preston Williamson, who was drowned while bathing. The surfboat arrived on the scene within seven minutes from the time the alarm was given, but the man had evidently drowned as soon as he plunged into the water. The body was recovered and delivered to the coroner.
Sept. 1	Michigan City, Indiana, Lake Michigan.	Clothing furnished..	Dry clothing from the Women's National Relief Association supply was given to a boy who had fallen into the lake and was brought to the station by a fisherman.
Sept. 2	.....do.....	.....do.....	The life-saving crew furnished six men from the yacht Delight with dry clothing from the supply of the Women's National Relief Association. They were practically devoid of garments.
Sept. 3	Gilgo, New York.....	Resuscitation.....	John O'Gorman, a member of the 23d Regiment, N. G., N. Y., was knocked down by the surf and nearly drowned. He was rescued in an exhausted condition by two comrades, who brought him to the life-saving station, where he was resuscitated by the surfmen.
Sept. 3	Fort Point, California...	Rescue from danger.	At 2.45 a. m. the keeper received a telephone message from the Golden Gate station to the effect that a fisherman was in danger on the rocks off Lands End. The life-savers manned the surfboat and arrived off the rocks at 3.45 p. m., where Joseph Kalasch was found and rescued. The tide was flood and he was surrounded by water, with no means at hand to reach the shore.
Sept. 5	Pea Island, North Carolina.	Success.....	A man lost on the beach came to the station in quest of shelter, and the keeper made him comfortable until he was able to depart.
Sept. 5	Bois Blanc, Michigan, Lake Huron.	Aid to injured.....	The keeper proceeded to Cheboygan in the supply boat and returned with a physician to render medical aid to a girl who had been severely injured.
Sept. 6	Shark River, New Jersey.	Rescue from drowning (2).	Hearing cries for help, Surfman Hort located the voices and ran to Sylvan Lake, 100 yards from the station, and found two bathers badly frightened. He rushed in and assisted them to shore. In their excited condition they would have drowned, had it not been for the timely aid rendered by the surfman.
Sept. 6	Plum Island, Wisconsin, Lake Michigan.	Transportation.....	A physician wishing to reach Pilot Island, in response to a sick call, came to the station and requested assistance. The keeper afforded him the necessary transportation in the Mackinaw boat.
Sept. 7	Straitsmouth, Massachusetts.	.....do.....	The keeper procured free transportation to Boston for the crew of the schooner Gertrude L. Trundy, wrecked at sea 35 miles E. of the station and brought ashore by a fishing schooner.
Sept. 7	Grand Marais, Michigan, Lake Superior.	Recovery of body...	The station crew recovered the body of Mark Marselle, a raftsmen, who was knocked overboard from a boom of logs and sank. The accident occurred at a place shut off from view from the station. The remains were delivered to the coroner.
Sept. 8	Pentwater, Michigan, Lake Michigan.	Aid to injured.....	A woman named Mrs. P. H. Shehan was severely injured by falling down a flight of steps at South Pier. The life-savers went to her assistance, transported her to a hotel, and summoned a physician.

Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1905. Sept. 9	Atlantic City, New Jersey	Assistance at fire...	The keeper discovering a fire in a cottage near by hastened to the scene and extinguished the flames before any damage had been done.
Sept. 10	Shark River, New Jersey.	Rescue from drowning.	Hearing cries for help coming from the bathing beach, three surfmen rushed down, launched a small boat, and pulled out to Mr. Clark K. Whittemore, who was struggling in the water, and reached him just as he was disappearing from the surface. They took him to the station, where he was given stimulants. He recovered in about an hour and was able to proceed to his hotel.
Sept. 10	South Haven, Michigan, Lake Michigan.	Resuscitation; clothing furnished.	Miss Emma Byers became dizzy and fell from South Pier into 18 feet of water and was rescued by two companions. The life-savers, seeing the commotion, hurried to the scene and at once took charge. After resorting to artificial respiration normal breathing was established and the woman was taken to the station, placed in bed, and given stimulants. She was given dry clothing from the Women's National Relief Association stores and then transported in the Whitehall boat to the railway station.
Sept. 10	Old Chicago, Illinois, Lake Michigan.	Recovery of body...	The life-savers recovered the body of a man who had fallen from a wharf $\frac{1}{2}$ mile SW. of the station and was drowned before help could reach him. The corpse was delivered to the authorities.
Sept. 11	Willapa Bay, Washington.	Transportation; medical assistance.	Surfman Hansen went to South Bend in a launch and procured a physician to attend the father of Mr. A. Richman, who resided 5 miles up the beach and had been taken dangerously ill.
Sept. 14	Wachapreague, Virginia..	Clothing furnished..	Clothing from the supply of the Women's National Relief Association was furnished to a man who had lost his boat and came to the station in a destitute condition.
Sept. 14	Thunder Bay Island, Michigan, Lake Huron.	Succor.....	A party of 8 men employed in building a fog-signal station at this place were compelled to abandon their work owing to a heavy gale and came to the station for shelter. They remained until the gale abated.
Sept. 14	Sheboygan, Wisconsin, Lake Michigan.	Rescue from drowning.	Michael Weinstein was seized with cramps while swimming across the river and called for help. Surfman Sanville jumped into the Whitehall boat and took him from the water just in time to prevent a casualty. The youth was taken to the station and later left for his home.
Sept. 15	Fourth Cliff, Massachusetts.	Body found.....	At 1.45 p. m. surfmen found the body of an infant on the beach about 1 mile S. of the station. The authorities were notified and the body taken in charge by an undertaker from Scituate.
Sept. 15	Harbor Beach, Michigan, Lake Huron.	Assistance at fire...	A fire broke out in a lumber yard and was discovered by Surfman Laskey, who gave the alarm. The station crew turned out, and using 500 feet of hose kept the fire from spreading until the arrival of the firemen, who succeeded in getting the blaze under control. Had the fire reached the dwellings the high wind would have spread the flames, and the village would have been reduced to ashes.
Sept. 16	Nauset, Massachusetts...	Recovery of property.	Surfmen assisted a man to recover a horse that had become stalled in thick mud in a meadow close to the station.
Sept. 17	Salisbury Beach, Massachusetts.	Assistance at fire...	The station crew assisted to extinguish a fire in a hotel 2 miles from the station, thereby, in all probability, saving an entire block on the beach front from being destroyed.
Sept. 20	Harbor Beach, Michigan, Lake Huron.	Rescue from drowning.	At 7.30 p. m. Mr. Edward Mitchell accidentally walked off the outer end of the steamer dock into deep water. A surf-

Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1905. Sept. 20	Harbor Beach, Michigan Lake Huron.	Rescue from drown- ing.	man threw him a life buoy, and having caught it he was hauled up on the dock by five life-savers, who had hurried to the scene.
Sept. 21	Rocky Point, New York..	Body found.....	A surfman observed a body floating in the water $\frac{1}{2}$ mile offshore, and manning a boat the life-savers put off and brought the corpse to shore. The coroner was notified and an inquest held. The body was that of a man about forty years of age, and had been in the water about two weeks.
Sept. 21	South Chicago, Illinois, Lake Michigan.	Rescue from drown- ing.	A foreigner named Henix, unable to swim, fell from a pier while fishing in the Calumet River, where he was found by surfmen clinging to a spile. He was taken from the water and landed on the pier in safety.
Sept. 22	Virginia Beach, Virginia..	Body found.....	Surfman Herrich, while on patrol, found the body of W. K. McLooney, of Norfolk, Virginia. A revolver was beside the corpse, which had a bullet hole in the head, and the coroner's jury returned a verdict of suicide. The remains were delivered to friends.
Sept. 22	Point Adams, Oregon....	Transportation....	The station crew manned the surfboat and transported two watchmen of the Immigration Service from an outgoing steamer to the shore.
Sept. 23	Erie, Pennsylvania, Lake Erie.	Recovery of body...	Upon receiving a telephone message, which stated that a boy had fallen from a dock $2\frac{1}{2}$ miles SW. of the station, the life-savers manned the surfboat and were towed to the scene, where the body of William Brown was recovered in five minutes' time. Attempts were made to resuscitate the boy, but after 20 minutes of continued effort the body turned blue, and it was delivered to the father.
Sept. 25	Cranberry Islands, Maine.	Succor.....	A man and a woman, who had lost their way while out in a small boat, were brought to the station by the patrol and were given succor for the night.
Sept. 25	Saint Joseph, Michigan, Lake Michigan.	Rescue from drown- ing.	At 12.10 p. m. a man under the influence of liquor fell from a pier. The lookout rang the alarm, and the life-savers responded, reaching the man just in time to save him. He was taken to the station, where his clothes were dried, and then sent to his home.
Sept. 26	Hereford Inlet, New Jer- sey.	Succor.....	Food and lodging were furnished by the station crew to Charles Compton, who came to the station at midnight and requested shelter.
Sept. 26	Pea Island, North Caro- lina.	Recovery of prop- erty.	The beach patrol found 1,000 feet of pine lumber which, being gathered up by the surfmen, was delivered to the Commissioner of Wrecks.
Sept. 28	Golden Gate, California...	Rescue from danger; clothing fur- nished.	At 3 p. m. a surfman saw a woman rolling in the surf. He took her out of the water and brought her to the station, where she was furnished with dry clothing from the supply of the Women's National Relief Association, and then handed over to the police, as she seemed demented and wished to commit suicide.
Sept. 30	Point Adams, Oregon....	Transportation....	The station crew transported two watchmen of the Immigration Service from an outgoing steamer to the shore. After an unsuccessful attempt on the part of the vessel to cross the bar, the watchmen were placed on board again by the surfmen.
Oct. 1	Moriches, New York.....	Resuscitation.....	A boy having fallen from a wharf into deep water, the life-saving crew attempted resuscitation by the Service method, but failed to revive him. His remains were sent to the coroner.
Oct. 1	Thunder Bay Island, Michigan, Lake Huron.	Succor.....	Five persons, becoming storm bound while out in a launch, came to the station for shelter, and the keeper took them in and cared for them until the storm subsided.

Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1905. Oct. 1	Point Adams, Oregon....	Transportation....	At the request of the master of an outward-bound steamer, the life-savers took off two watchmen of the Immigration Service and landed them on shore.
Oct. 6	Manomet Point, Massachusetts.	.....do.....	The keeper afforded transportation to one of the crew of the wrecked sloop Yankee Girl in order to procure a tug to tow his vessel to port.
Oct. 6	Atlantic City, New Jersey.	Assistance at fire...	At 12.10 p. m. the keeper discovered a fire among some dry grass in the vicinity of several cottages on the beach. The life-saving crew hastened to the scene and in a short time succeeded in extinguishing the flames.
Oct. 6	Jackson Park, Illinois, Lake Michigan.	Recovery of property.	The keeper, upon learning that a team of horses had fallen from a pier into the lake, launched the Whitehall boat and proceeded to assist the owner to recover his property. After the surfmen had removed the harness from the horses they led them to a sand beach nearby and turned them over to the owner.
Oct. 6	Old Chicago, Illinois, Lake Michigan.	Recovery of body..	Samuel Furgason, while working on a dredge, fell into the lake and was drowned. The life-saving crew upon being notified of the casualty proceeded to the scene, and after grappling for the body for one-half hour they succeeded in bringing it to the surface. His remains were removed to his home by several of the crew of the dredge.
Oct. 7	.....do.....	.....do.....	A man, having fallen overboard from the deck of a steamer, sank in 22 feet of water. The fact being reported at the station, the keeper and crew set out for the place and, after dragging the river's bottom for one-half hour, brought the body to the surface. The remains were turned over to the coroner.
Oct. 7	Racine, Wisconsin, Lake Michigan.	Recovery of property.	A casting, weighing 800 pounds, having fallen overboard, the keeper and crew recovered it by dragging the river's bottom.
Oct. 10	Grand Haven, Michigan, Lake Michigan.	.....do.....	A large quantity of timber having gone adrift during a severe storm, several surfmen recovered the same and turned it over to the owners.
Oct. 11	Cleveland, Ohio, Lake, Erie.	.....do.....	Several small boats, which were in danger of being pounded to pieces against a wharf during a storm, were bailed out by the surfmen and taken to a safe place until the storm subsided.
Oct. 12	Maddequet, Massachusetts.	Medical assistance..	At 2 p. m. the keeper received a message from Tuckernuck Island stating that a woman was dangerously ill and required medical attendance. The station crew at once pulled over in the surfboat, furnished the necessary medicine, and the patient soon recovered her normal conditions.
Oct. 12	Little Kinnakeet, North Carolina.	Assistance at fire...	At 5.50 p. m. a dwelling in the neighborhood of the station was discovered on fire. In response to the alarm the station crew hastened to the scene with their fire buckets and quickly extinguished the flames.
Oct. 14	Milwaukee, Wisconsin, Lake Michigan.	Recovery of property.	The keeper, being notified that a horse and wagon had fallen into the river, at once gave the alarm and the station crew hurried to the place and began dragging the river's bottom. After considerable effort both were recovered and turned over to the owner.
Oct. 15	Fletchers Neck, Maine....	Success.....	Four survivors of the foundered schooner Veteran came to the station and the keeper furnished them with stimulants and food, also transportation to their homes.
Oct. 15	Oswego, New York, Lake Ontario.	Aid to injured.....	At 6.30 p. m. a man named Joseph Moss, of Oswego, while coming down a cliff near the station, fell and fractured his leg. He was carried into the station, where he received prompt medical attendance, and then transported to his home.

Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1905. Oct. 16	Galveston, Texas.....	Recovery of body...	At 10.30 a. m. the keeper was informed that a man had fallen overboard from a derrick some time during the night. The station crew pulled to the place, recovered the body, and turned it over to the coroner.
Oct. 17	Assateague Beach, Virginia.	Transportation.....	The life-savers conveyed the master of the wrecked steamer Terry to his vessel in the surfboat in order that he could make arrangements for removing her ballast.
Oct. 18	Thunder Bay Island, Michigan, Lake Huron.	Rescue from drowning.	A surfman, having capsized in the surf, was rescued by the station crew just in time to prevent drowning.
Oct. 20	San Luis, Texas.....	Transportation.....	A demented man, having strayed from his home, the keeper procured a team and conveyed him to Galveston.
Oct. 20	Erie, Pennsylvania, Lake Erie.	Aid to injured.....	At 1.20 p. m. a man, who had accidentally shot himself in the arm while hunting, came to the station and requested medical aid. The keeper took charge of him, dressed the wound, furnished him stimulants from the medicine chest, and transported him to the hospital.
Oct. 20	Harbor Beach, Michigan, Lake Huron.	Resuscitation.....	About 6 p. m. a man, while boarding a steamer moored to a dock, fell overboard into the lake. After considerable effort several of the deck hands succeeded in getting the man out of the water and onto the dock. The lookout of the life-saving crew on watch on the end of the wharf hastened to the man's assistance and found him unconscious and apparently dead. The Service method of resuscitation was practiced, and in twenty minutes he showed signs of life. A physician took charge of him, and he soon recovered his normal conditions.
Oct. 20	.....do.....	Transportation and medical assistance.	The master of the schooner T. P. Jones, having been taken ill on board his vessel, the life-saving crew transported him to the station, where he received medical attention until he had recovered his normal conditions.
Oct. 20	Bois Blanc, Michigan, Lake Huron.	Transportation.....	The life-savers, with their surfboat, put the master on board his vessel which had stranded offshore.
Oct. 20	Holland, Michigan, Lake Michigan.	Recovery of property.	Several bath houses having been washed away by a storm the station crew assisted in saving them from total destruction.
Oct. 20	South Haven, Michigan, Lake Michigan.	.....do.....	Two scows having broken adrift during a severe storm surfmen recovered them and towed them to a safe place until the storm abated.
Oct. 21	Oak Island, New York...	Body found.....	A body having been discovered adrift in the surf, the keeper and three surfmen took charge of it and notified the coroner.
Oct. 21	Cold Spring, New Jersey..	Transportation	The master of the tug Blue Bell was conveyed to the life-saving station in the surfboat in order to communicate with the owners. After being put on board the tug she proceeded to sea.
Oct. 22	South Manitou Island, Michigan, Lake Michigan.	.....do.....	A woman having been taken ill on the island the keeper, in surfboat, proceeded to the mainland and returned with a physician who administered to her needs.
Oct. 23	Point Judith, Rhode Island.	.....do.....	Two persons finding it necessary to reach the mainland, the keeper launched surfboat and pulled to Block Island and furnished them transportation to Point Judith.
Oct. 23	Sandy Point, Rhode Island.	.....do.....	The keeper furnished transportation in power boat to two persons desiring to reach the mainland, the regular passenger steamer having met with an accident and could not make connections at the island.
Oct. 25	Brenton Point, Rhode Island.	Rescue from danger	A soldier was found on the beach in an unconscious condition by the patrol who notified the authorities at the fort. The ambulance was sent and he was conveyed to the post.

Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1905. Oct. 25	Louisville, Kentucky.....	Recovery of body...	The keeper on being notified that a woman had accidentally fallen into the river, the station crew hastily proceeded to the place and recovered the body by dragging. Life was extinct and the remains were turned over to the coroner.
Oct. 25	Coquille River, Oregon...	Rescue from drowning.	The lookout upon hearing cries for help from the water, quickly jumped into a skiff and pulled to a wharf nearby where he discovered a man in the water clinging to some spiling. The surfman took him out of the water and conveyed him to his home, where medical attention soon revived him.
Oct. 27	Marblehead, Ohio, Lake Erie.	Succor.....	A man who had fallen overboard from a boat while attempting to land at Lakeside pier, came to the station accompanied by his wife, and both were given shelter for the night. The keeper furnished the man with dry clothing from the supply of the Women's National Relief Association.
Oct. 28	Bodie Island, North Carolina.	Body found.....	The S. patrol found the remains of a man which gave evidence of having been in the water a long time. The station crew made a box for it and buried it on the beach.
Oct. 29	Saluria, Texas.....	Fresh water furnished.	At 8 a. m. the schooner Kate M. having run short of fresh water entered the harbor for the purpose of filling her tanks from the station cistern. The keeper furnished an ample supply to carry her to her destination.
Oct. 31	Fletchers Neck, Maine....	Assistance at fire...	The station crew learning that a house was threatened with destruction by fire, immediately repaired to the place, removed the furnishings, and assisted to extinguish the flames.
Oct. 31	Lewes, Delaware.....	Recovery of body...	About 7.30 p. m. the keeper was notified that a man by the name of Frederick Erickson had fallen into the water from a pier $\frac{1}{2}$ mile W. of the station and that he had been taken out of the water apparently dead. The life-saving crew at once repaired to the place and after applying the Service method of resuscitation without success summoned a physician, who pronounced the man dead. The coroner was notified.
Nov. 3	Beaver Island, Michigan, Lake Michigan.	Transportation....	At 11 a. m. the life-saving crew conveyed the master of the stranded schooner Lyman M. Davis across the harbor to a tug.
Nov. 5	Point Adams, Oregon....	.....do.....	At 6 a. m. the keeper and crew pulled to an outward-bound steamer and brought ashore 2 watchmen of the Immigration Service.
Nov. 6	Ludington, Michigan, Lake Michigan.	Assistance at fire...	At 3 p. m. the lookout reported that the pier head light was a mass of flames; the surfmen repaired to the scene and in a short time succeeded in extinguishing the fire.
Nov. 8	City Point, Massachusetts.	Transportation....	Upon the request of the master of the stranded schooner Mina Swim the surfmen brought him ashore in surfboat to communicate with a towboat company.
Nov. 8	Sheboygan, Wisconsin, Lake Michigan.	Recovery of property.	At 4.30 p. m. the lookout seeing something fall from a dock some distance up the river quickly gave the alarm; the station crew hastened to the place and found that a valuable horse had backed off into the stream. The animal was towed to the station ways, where it was hauled out of the water and restored to the owner.
Nov. 10	Santa Rosa, Florida.....	Succor.....	At 8 a. m. four fishermen having become weather-bound in a gale came to the station for shelter. The keeper took them in and succored them until the following morning, when they departed for Pensacola.

Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1905. Nov. 13	Creeds Hill, North Carolina.	Body found.....	The body of W. H. Patterson, who was accidentally drowned, was discovered on the beach by the crew of this station. Assisted by several surfmen of the Cape Hatteras crew they buried it near the station.
Nov. 13	Racine, Wisconsin, Lake Michigan.	Recovery of property.	At 6.30 p. m. a portion of the S. pier, under course of construction, was carried away by the heavy sea and the material went adrift in the river. The station crew recovered the timber with Monomoy surfboat and towed it to a tug.
Nov. 14	Biscayne Bay, Florida...	Succor.....	Seven fishermen while en route from Palm Beach to Miami in a small boat ran out of food and fresh water and came to the station in quest of assistance. The keeper succored them at the station, furnished them with ample supplies, when they continued on their way.
Nov. 15	Saluria, Texas.....	Fresh water furnished.	The master of the fishing schooner Olga came to the station and requested a supply of fresh water and the keeper filled the vessel's tanks from the cistern.
Nov. 17	Fairport, Ohio, Lake Erie.	Body found.....	At 4.20 p. m. the life-savers found the decomposed body of a man lying on the beach 5 miles ENE. of the station. By papers found on the body it was identified as that of Austin Mayhews, formerly a watchman on the barge Tasmania, which foundered on the lake three weeks previous. The remains were turned over to the coroner.
Nov. 17	White River, Michigan, Lake Michigan.	Assistance at fire...	At 5 p. m. a forest fire was discovered on the N. side of White Lake and rapidly working toward several cottages in the vicinity. The station crew quickly proceeded to the place with fire buckets, and in a short time had the conflagration under control.
Nov. 18	Great Wass Island, Maine	Transportation and medical assistance.	At 10 a. m. the lookout reported a signal of distress flying on Fisherman Island; the life-savers launched the surfboat, pulled over to the island, and found Charles Leighton, a resident fisherman, quite ill. He was at once brought to the station and given medical attention for two days, when he recovered and was conveyed to his home.
Nov. 19	Point of Woods, New York.	Recovery of property.	A sloop having lost her anchor, the keeper recovered it by sweeping and restored it to the owner.
Nov. 19	Rocky Point, New York..	Assistance at fire..	The patrol upon discovering a fire in the dry grass in the vicinity of some dwellings, reported to the keeper, who, with his crew, repaired to the spot and extinguished the flames before any damage had been wrought.
Nov. 19	Saluria, Texas.....	Succor.....	A fisherman having become weather-bound during a severe norther, came to the station and was furnished with food and shelter until the storm abated.
Nov. 20	Long Branch, New Jersey.	Assistance at fire...	The N. patrol upon discovering a fire in the bulkhead on the beach notified the fire department, who quickly extinguished the flames.
Nov. 21	Galveston, Texas.....	Recovery of body..	At 11 a. m. the keeper received a message stating that Emile Maas had fallen into the canal and drowned. Four surfmen hastened to the place, and, after grappling for the body for about five minutes it was brought to the surface. The Service method of resuscitation was applied unceasingly for three hours, but without success, as the man was dead. The remains were sent to his home. (See letter of acknowledgment.)
Nov. 21	Sturgeon Point, Michigan, Lake Huron.	Recovery of property.	The keeper finding 16 cedar posts adrift, hauled them up on the beach to await the arrival of a claimant.

Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1905. Nov. 22	Ludington, Michigan, Lake Michigan.	Recovery of body ..	A man by the name of Johnson, who had been missing from his home for several days and presumably drowned in the river, was brought to the surface by the life-savers after they had dragged the river's bottom for the body. The remains were turned over to the coroner.
Nov. 22	Point Adams, Oregon....	Transportation.....	At 5.30 a. m. the keeper brought ashore from an outward-bound steamer a watchman of the Immigration Service. Later the vessel returned to port owing to stress of weather and the man was placed on board.
Nov. 24	Monomoy Point, Massa- chusetts.	Succor.....	Two men having been cast ashore in the sloop Alice, came to the station and requested shelter for the night. The keeper furnished them with lodging and subsistence until the following morning, when they left for their homes.
Nov. 27	Port Austin, Texas....	Transportation.....	Upon the request of the Port Austin light keeper, the station crew manned the surfboat and landed the assistant keeper at the light-house.
Nov. 27	Michigan City, Indiana, Lake Michigan.	Assistance at fire...	At 2.30 p. m. the lookout discovered a large ice house on fire and immediately gave the alarm. The station crew, equipped with fire pump and chemical extinguishers, repaired to the scene and succeeded in getting the fire under control before much damage had been wrought.
Nov. 27	Milwaukee, Wisconsin, Lake Michigan.	Transportation	At 7.40 p. m. in response to a signal made by the light keeper, the surfmen launched a boat and conveyed him to the light tower at the end of the pier.
Nov. 28	Maddequet, Massachu- setts.	.....do.....	The overseer of the Humane houses and apparatus came to the station and requested transportation to Tuckernuck Island, there being no other means of reaching that place. The keeper conveyed him to the island in the surfboat.
Nov. 29	Brenton Point, Rhode Island.	Recovery of prop- erty.	A can buoy was picked up on the beach and the keeper notified the light-house department.
Nov. 29	Short Beach, New York..	.....do.....	A whistling buoy, having washed ashore $\frac{1}{2}$ mile E. of Jones Inlet life-saving station, was recovered by the keeper and the buoy station notified. (See letter of acknowledgment.)
Nov. 30	Baileys Harbor, Wiscon- sin, Lake Michigan.	Transportation; succor.	In response to signals of distress the life-savers launched surfboat and broke their way through the ice and succeeded in reaching a small boat containing a man suffering from exposure, his boat having become jammed in the ice and filled with water. He was transported to the station and cared for until able to return home.
Dec. 1	Two Heart River, Michi- gan, Lake Superior.	Body found.....	A boat containing a man was discovered by the surfmen caught in the ice $\frac{1}{2}$ mile from the station with its occupant apparently dead. They at once removed him to the station, rubbing him on the way with the hope of restoring him to consciousness. After practicing the service method of resuscitation for 2 $\frac{1}{2}$ hours without signs of returning animation, the remains were turned over to the proper authorities.
Dec. 2	Saluria, Texas.....	Fresh water fur- nished.	The master of a small sloop came to the station and reported that his supply of fresh water had become exhausted, whereupon the keeper furnished the vessel with sufficient water to reach her destination.
Dec. 3	Point Bonita, California..	Body found.....	At an early hour the patrol discovered the body of a man on the beach and the keeper conveyed it to the station and notified the authorities, who came and took the remains away.
Dec. 6	Corsons Inlet, New Jer- sey.	Assistance to sick..	The keeper learning that a man was seriously ill and unable to obtain temporary relief, visited him at his cottage, administered to his wants, and cared for him until he was out of danger.

Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1905. Dec. 6	Two Heart River, Michigan, Lake Superior.	Clothing furnished..	The remains of Fred Molden, who perished in the ice on the 1st instant, were furnished with clothing for interment from the stores of the Women's National Relief Association.
Dec. 8	Pea Island, North Carolina.	Succor.....	A party of 4 persons, storm bound, came to the station in quest of shelter from the storm, and the keeper made them comfortable until it subsided.
Dec. 8	Southside, California.....	Assistance at fire...	At 10.30 p. m. the lookout reported a fire in the Spring Valley Reservation, ½ mile E. of the station. The crew were at once called to fire quarters and proceeded to the scene with the necessary appliances, and within ½ hour succeeded in subduing the conflagration.
Dec. 9	Point Adams, Oregon....	.....do.....	A pile driver, which was standing on the jetty sands, caught fire and the surfmen proceeded to the place and assisted to extinguish the flames.
Dec. 10	Dam Neck Mills, North Carolina.	Recovery of property.	An automobile having run into the surf, the keeper and his crew, with the aid of a horse, hauled it up on shore where the owner took charge of it.
Dec. 10	Santa Rosa, Florida.....	Succor.....	Two men out sailing, and unable to reach their destination on account of their boat being disabled, came to the station and were succored for the night.
Dec. 10	Golden Gate, California...	Rescue from danger.	At 9.40 a. m. the keeper was notified that a man had been washed from the rocks near Point Lobos. The surfboat was manned and the crew pulled out to his rescue. Upon arriving at the place they found that he had managed to get out of the water, but could not retrace his steps owing to the precipitous bluff. He was taken to the station in the surfboat and furnished with dry clothing from the supply of the Women's National Relief Association.
Dec. 14	Brenton Point, Rhode Island.	Assistance to Light-House Department.	The life-saving crew assisted the U. S. light-house tender Cactus to recover a buoy which had gone adrift and washed up on the beach the 20th instant. (See letter of acknowledgment).
Dec. 14	Isle of Wight, Maryland..	Succor.....	Three hunters, storm-bound and suffering from cold and hunger, sought shelter at the station. The keeper took them in and furnished them with food and lodging for the night.
Dec. 14	Pea Island, North Carolina.	.....do.....	A man who had become storm-bound came to the station for shelter. The keeper took him in and gave him succor until the storm showed signs of abating.
Dec. 16	Two Mile Beach, New Jersey.	Recovery of property.	The keeper finding a scow adrift in Turtle Gut Inlet, took charge of it to await the arrival of the owner.
Dec. 18	Point Adams, Oregon....	Transportation....	The life-saving crew manned the surfboat and pulled to an outward-bound steamer and brought ashore two watchmen of the Immigration Service. On the 22d a similar service was rendered.
Dec. 21	Assateague Beach, Virginia.	.....do.....	At 4 p. m. the keeper launched surfboat and conveyed four people to a power boat, which had been towed in by the U. S. steamer Onondaga.
Dec. 22	Southside, California.....	Aid to injured.....	A boy about 15 years of age while exercising a race horse was thrown to the ground and badly hurt about the face and hands. A surfman picked the boy up and carried him to the station, where his wounds were dressed, after which he was conveyed to the emergency hospital.
Dec. 23	Blue Point, New York...	Recovery of property.	A barrel of oil found adrift in the surf was recovered by the station crew and held to await a claimant.
Dec. 25	Lone Hill, New York.....	.....do.....	The keeper picked up four barrels of machine oil which had washed ashore and stored them at the station to await the arrival of a claimant.

Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1905. Dec. 25	Frankfort, Michigan, Lake Michigan.	Aid to injured; transportation.	The second officer of the car ferry Ann Arbor, suffering from a sprained ankle, was taken to the station and cared for, after which he was placed on board his vessel.
Dec. 28	Chicamacomico, Virginia.	Assistance at fire...	The patrol upon discovering a building on fire in the neighborhood hastened to the scene, aroused the occupants, and aided in subduing the flames before much damage had been done.
Dec. 30	Humboldt Bay, California.	Recovery of property.	The keeper and crew picked up several barrels and express boxes which had washed ashore from the steamer Arctic and transported them to the station to await instructions from the owners.
Dec. 31	Little Beach, New Jersey.	Rescue from danger.	At 5 p. m. H. A. Drinkwater, suffering from exposure in heavy snowstorm and in danger of freezing to death, was found on the beach by a surferman 2½ miles N. of the station. The keeper had him conveyed to a camp in the vicinity, where he was turned over to the care of his friends.
1906. Jan. 1	Brazos, Texas.....	Transportation....	At the request of the master of this steamer anchored off the bar, the life-savers went alongside of her and took off two passengers and conveyed them to Port Isabel in the surfboat.
Jan. 1	Humboldt Bay, California.	Recovery of property.	The keeper recovered 5,000 feet of pine planking, which was found adrift offshore, and hauled it to the beach for the owner.
Jan. 3	Abescon, New Jersey.....	.....do.....	A runaway horse hitched to a bus dashed into the surf, but was recovered by the N. patrol, who turned the team over to the owner.
Jan. 3	Milwaukee, Wisconsin, Lake Michigan.	Assistance to Light- House Department.	The light keeper at this place signaling to be taken off the breakwater, the keeper of the life-saving station dispatched a tug (closed season), which went to his assistance and landed him at the light-house.
Jan. 5	Biscayne Bay, Florida....	Succor.....	At 12.45 a. m. a fisherman whose boat had stranded in the surf came to the station and requested shelter. The keeper took him in and after furnishing the man with food he continued up the beach to Miami.
Jan. 6	Cuttyhunk, Massachusetts.	Transportation...	A physician and his assistant being called to Penikese Island and there being no means of reaching the place transportation was afforded them by the keeper in surfboat.
Jan. 7	Little Kinnakeet, North Carolina.	.....do.....	The master of the schooner Marblehead requesting to be landed on shore the surfboat went alongside and conveyed him to the beach.
Jan. 11	Coskata, Massachusetts..	Body found.....	The body of Martin Pascal, who had fallen overboard from a tug and drowned on Nov. 30, was found on the beach by a surferman, who notified the coroner and assisted in removing the remains to town.
Jan. 13	Muskeget, Massachusetts.	Recovery of property.	A surferman recovered a life buoy marked "Altona, Windsor," and brought it to the station to await instructions from the owners of the vessel.
Jan. 16	Cold Spring, New Jersey..	.....do.....	A surfboat belonging to the tug North America having gone adrift was found on the beach by several surfmen, who returned it to the owner.
Jan. 19	Monomoy Point, Massachusetts.	Body found.....	A surferman discovered a small boat at anchor 1 mile offshore containing the body of Harold B. Nickerson. The boat was brought to the station and the remains conveyed to Chatham and turned over to the coroner.
Jan. 20	Cape Disappointment, Washington.	Assistance at fire..	At 7.40 p. m., a fire being discovered in a hospital near by, the station crew repaired to the scene with fire buckets and appliances and succeeded in extinguishing the flames before much destruction had been wrought.

Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1906. Jan. 21	Bethel Creek, Florida.....	Succor; clothing furnished.	Thomas Holmes, chilled and suffering from exposure, having stranded in a small skiff during a heavy blow, came to the station in quest of shelter for the night. The keeper furnished him with food and lodging, also dry clothing from the stores of the Women's National Relief Association.
Jan. 21	Fort Lauderdale, Florida.	Aid to injured.....	The master of the fishing smack Hilda having run a nail into his foot came to the station for medical aid. The keeper took charge of him and furnished him the necessary relief from the station medicine chest.
Jan. 21	Lake View Beach, Michigan, Lake Huron.	Recovery of body..	The keeper upon being notified that Richard Foster, nine years old, had fallen from a bridge into a stream 1 mile SW. of station, hastened to the place and with the assistance of a surfman brought the remains to the surface with grappling gear.
Jan. 21	South Haven, Michigan, Lake Michigan.	.....do.....	The keeper upon learning that J. H. Dimock, 60 years of age, was missing from his home and fearing that he had fallen into the river, dragged its bed and brought the remains to the surface. The body was delivered to the coroner.
Jan. 22	Milwaukee, Wisconsin, Lake Michigan.	Recovery of property.	A small raft belonging to the Milwaukee Dry Dock Company went adrift, but was recovered by the keeper and restored to the owners.
Jan. 25	Long Branch, New Jersey.	Body found.....	At 4 p. m. the body of a man was found on the beach by the patrol, 1 mile S. of station, who delivered it to an undertaker. Identification was impossible, inasmuch as the remains had been in the water for a long time.
Jan. 25	Milwaukee, Wisconsin, Lake Michigan.	Recovery of body..	A. L. Walsted having fallen into the river at the foot of Johnson street, the keeper upon learning of the casualty dragged the river's bottom and brought the remains to the surface. The body was removed to the morgue.
Jan. 30	Point Adams, Oregon....	Transportation....	At 12.30 p. m. the keeper launched surfboat, pulled to an outgoing steamer, and brought ashore a watchman of the Immigration Service.
Feb. 6	Gloucester, Massachusetts.	Assistance to Light-House Department.	At 2.30 a. m. the light on Dog Bar breakwater went out, and the keeper at once informed the light keeper at Eastern Point, who went out and relighted it.
Feb. 7	Hunniwells Beach, Maine.	Transportation....	Owing to illness in the light-keeper's family, and there being no means of reaching the mainland, the surfmen pulled to Sequin Island and conveyed the keeper to his home.
Feb. 12	Portsmouth, North Carolina.	Rescue from danger.	The keeper upon learning that Joseph Willis, a hunter, was suffering from exhaustion and exposure in a marsh 2½ miles S. of the station sent a team in charge of two surfmen, who conveyed him to his home.
Feb. 12	Core Bank, North Carolina.	Succor; clothing furnished.	Two men from Atlantic, while on the beach hunting, were caught out in the severe storm of this date and unable to return home. The keeper took them to the station and furnished them shelter, food, and dry clothing from the stores of the Women's National Relief Association.
Feb. 16	Point Adams, Oregon....	Recovery of property.	At 8.15 a. m. the life-saving crew pulled into the bay and recovered some piling which had broken adrift from a raft and restored it to the owner.
Feb. 17	Atlantic City, New Jersey.	Assistance at fire...	A cottage near the station having caught on fire the keeper turned in the alarm to the fire department, thereby saving the dwelling from destruction.
Feb. 17	Absecon, New Jersey.....	.....do.....	At 3 p. m. fire was discovered in a near-by cottage, and the keeper and a surfman equipped with fire extinguishers repaired to the scene and succeeded in subduing the flames before the fire company arrived.

Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1906. Feb. 22	Ocean City, Maryland....	Clothing furnished.	The master of a stranded schooner came to the station wet and suffering from exposure. The keeper furnished him with dry clothing from the stores of the Women's National Relief Association.
Feb. 22	Kewaunee, Wisconsin, Lake Michigan.	Recovery of body..	Frederick Whipple, a brakeman employed on the Ann Arbor car ferry, was crushed between the bulwarks of the boat and a freight car, thrown into the water, and not seen to rise to the surface. The keeper recovered the body by grappling and applied the Service method of resuscitation, but without signs of returning animation. The post mortem examination disclosed the fact that the man was dead before he fell overboard.
Feb. 23	Marblehead, Ohio, Lake Erie.	Clothing furnished.	Two men having broken through the ice, and suffering from cold and exposure, were furnished dry clothing from the stores of the Women's National Relief Association.
Feb. 24	Amagansett, New York..	Assistance at fire...	Several buildings having caught on fire, $\frac{1}{2}$ mile from the station, surfmen with fire buckets and appliances extinguished the flames before much damage had been wrought.
Feb. 28	Fort Macon, North Caro- lina.	Transportation.....	At 9 a. m. transported two of the crew of of the sharpie Benefit to Beaufort in surfboat.
Mar. 6	Nauset, Massachusetts...	Recovery of prop- erty.	The N. patrol picked up 9 life-preservers and a chest adrift from the Steamer Wilard, which foundered on the 1st instant, and turned them over to the owner.
Mar. 7	San Luis, Texas.....	Provisions fur- nished.	At 1 p. m. the owner of a sloop which had become becalmed in the bay came to the station and informed the keeper that the vessel's supply of bread was exhausted. Sufficient flour was furnished the sloop to enable her to reach her destination.
Mar. 7	Louisville, Kentucky....	Recovery of body...	The keeper upon being notified that a man had fallen into the canal and drowned, manned surfboat and with drags and lines repaired to the scene, grappled for the body, and in a short time succeeded in bringing it to the surface. The remains were turned over to the coroner.
Mar. 8	Monomoy, Massachu- setts.	Recovery of prop- erty.	Several surfmen manned a dory and recovered a black spar buoy adrift. The Light-House Department was notified.
Mar. 11	Fort Point, California ...	Rescue from danger.	The assistant light keeper while endeavoring to reach his station found it impossible to do so on account of heavy head wind and sea; went adrift, but later succeeded in making fast to a buoy, where he was rescued by the life-savers, who took him to the station.
Mar. 13	Pecks Beach, New Jersey.	Succor.....	A traveler snowbound during the night came to the station and requested shelter. The keeper took him in and gave him succor until the following day.
Mar. 14	Seabright, New Jersey ...	Body found.....	At 10.30 a. m. a body was discovered on the beach near the station. The coroner was notified, and he came and took the remains away.
Mar. 17	Oak Island, New York...	Assistance to Light House Depart- ment.	The station crew manned surfboat and assisted the light-house tender to place the buoys on Fire Island Bar and in the channel.
Mar. 17	Golden Gate, California...	Body found.....	At 10 p. m. the night patrol discovered a body on the beach $\frac{1}{2}$ mile S. of the station and notified the coroner, who came and removed the remains to the city.
Mar. 18	Point Adams, Oregon....	Transportation.....	At 5.30 a. m. the station crew pulled to an outward-bound steamer and brought ashore a watchman of the Immigration Service.
Mar. 21	Wood End, Massachu- setts.	Medical assistance..	A sick man came to the station for medical attendance, and the keeper furnished him with stimulants and medicine and cared for him until he had recovered from his illness.

Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1906. Mar. 21	Atlantic City, New Jersey.	Aid to injured.....	A man having run a nail through his hand came to the station and requested medical assistance. The keeper dressed the wound, after which the man proceeded to his home.
Mar. 22	Corson Inlet, New Jersey.	Medical assistance..	A man having become ill on the beach was removed to his home by a surfman and given medical attendance until out of danger.
Mar. 24	Straitsmouth, Massachusetts.	Body found.....	The station crew discovered a headless body floating on the water and brought it to the station and notified the coroner.
Mar. 24	Chester Shoal, Florida....	Succor.....	A party of 4 men and 3 women in a launch lost their way and came to the station for assistance. The keeper took them in and succored them until the following morning, when they departed for home.
Mar. 26	Bethel Creek, Florida	Transportation.....	A physician came to the station and requested to be taken to the railroad depot. The keeper transported him to Vero in the station boat.
Mar. 29	Wood End, Massachusetts.	Rescue from danger.	The keeper and a surfman in a power boat discovered a man and a boy in the water clinging to some piling under a wharf and immediately went to the rescue. They were picked up and landed in safety on the wharf.
Mar. 29	Long Branch, New Jersey.	Recovery of property.	A black can buoy being discovered adrift near the station, the surfmen launched a boat, recovered the buoy, and notified the Light-House Department.
Mar. 29	Kill Devil Hills, North Carolina.	Succor.....	A traveler on the beach, becoming storm-bound, came to the station and the keeper afforded him shelter until the storm abated.
Mar. 29	Ludington, Michigan, Lake Michigan.	Clothing furnished .	Arthur Lemaire, a small boy who had fallen from a wharf into the lake, was rescued and removed to the station by the keeper and furnished with dry clothing from the stores of the Women's National Relief Association.
Mar. 30	Sullivans Island, South Carolina.	Body found.....	The body of an unknown man was found on the beach by a surfman $\frac{1}{2}$ mile E. of the station, and the keeper notified the coroner, who came and removed the remains to the city.
Apr. 1	Racine, Wisconsin, Lake Michigan.	Recovery of body...	Annie Harding, 63 years of age, while gathing driftwood fell into the lake and was drowned. The station crew upon learning of the accident manned the Monomoy boat and pulled to the scene, recovered the body, conveyed it to the station, and turned it over to the city authorities.
Apr. 2	Gaiveston, Texas.....	.....do.....	The keeper receiving word that a man had fallen overboard and was drowned near the jetty, $\frac{1}{2}$ of a mile NE. of the station, hastily launched the surfboat and pulled to the place and brought the body to the surface. Life was extinct, and the remains were taken to a hospital near by and the coroner notified.
Apr. 4	Jones Beach, New York..	Recovery of property.	At 10 p. m. a balloon was found on the beach by the patrol. The station crew took charge of it to await a claimant. At 6 p. m. the body of the aeronaut was found on an island 2 miles distant by a man who was crossing the bay.
Apr. 5	Golden Gate, California..	Aid to injured.....	The owner of a windmill having fallen from a height of fifty feet and seriously injuring himself by striking on a platform, the keeper sent for an ambulance and a surgeon and had the unfortunate man removed to his home.
Apr. 6	Green Run Inlet, Maryland.	Clothing furnished..	A boy came to the station wet and suffering from exposure, and the keeper furnished him dry clothing from the stores of the Women's National Relief Association.
Apr. 9	Gay Head, Massachusetts.	Transportation....	The station crew pulled over to No Mans Land for Mr. Henry Davis in order that he might attend the funeral of a deceased relative. (See letter of acknowledgment.)

Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1906. Apr. 9	Golden Gate, California . .	Rescue from danger.	An intoxicated man becoming violent on the beach, and the keeper, fearing he might do himself bodily harm, notified the police, who took the man into custody.
Apr. 10	Hampton Beach, New Hampshire.	Recovery of property.	A bath house and five boats having been swept away and cast adrift by a severe storm, the life-savers repaired to the scene, recovered the buildings and boats, took them to a safe place, and notified the owner.
Apr. 10	Chatham, Massachusetts.	Transportation	A man while hunting having been taken seriously ill, the keeper conveyed him to Chatham in the surfboat in order that he might procure medical attendance.
Apr. 12	Ditch Plain, New York . . .	Assistance at fire . . .	Fire being discovered in the clubhouse grounds and threatening the destruction of the cottages, the keeper and his crew went to the place with fire buckets and extinguished the flames.
Apr. 12	Old Chicago, Illinois, Lake Michigan.	Recovery of body	Frank Dahl, a boy 16 years of age, capsized in a canoe and was not seen to come to the surface. The keeper and several surfmen pulled to the place in a skiff and after grappling for the body for 15 minutes brought it to the surface and turned it over to his parents.
Apr. 12	Sheboygan, Wisconsin, Lake Michigan.	Body found	The tug Frederick Kane, while working her propeller at the dock, brought to the surface the body of Patrolman William Bennick, who was drowned several months previous. The chief of police was notified and the remains removed to the city.
Apr. 13	Galveston, Texas	Assistance to Light-House Department.	A yawl from light vessel No. 28 having gone adrift, the keeper sent several surfmen, with one of the crew of the vessel, in a dinghy to search for the missing boat, but all their efforts were unsuccessful. After putting the man on board his ship the crew returned to the station.
Apr. 15	Long Branch, New Jersey.	Body found	John Wrag, having capsized in a boat, was found floating in the water with head down. The life-saving crew picked it up and attempted resuscitation without avail, as the man was dead.
Apr. 16	Nome, Alaska	Assistance at fire . . .	A fire breaking out in the assay office of the Miners and Merchants Bank, the life-saving crew at once hastened to the place and extinguished the flames before the arrival of the fire department. (See letter of acknowledgment.)
Apr. 17	Dam Neck Mills, Virginia.	Body found	The patrol found the mutilated body of a man upon the beach. The surfmen made a box and buried it near the station.
Apr. 17	Two Heart River, Michigan, Lake Superior.	Recovery of property.	A large quantity of timber having gone adrift, the keeper constructed a boom of logs across the river to prevent the timber from going out into the lake before the offshore wind then prevailing.
Apr. 17	Holland, Michigan, Lake Michigan.	Rescue from drowning.	Glen Tanner, a small boy, fell into the lake 20 feet E. of the station, where he would have lost his life had it not been for the timely assistance of a surfman who ran to him and pulled him out on the shore.
Apr. 20	Cape Henry, Virginia Beach, and Dam Neck Mills, Virginia.	Assistance at fire . . .	Forest fires raging in the vicinity of the Virginia Beach life-saving station and threatening the destruction of the building, the surfmen equipped with appliances repaired to the scene and fought the flames and in one hour's time had them under control, thereby saving considerable valuable property.
Apr. 21	Monomoy Point, Massachusetts.	Rescue from danger.	The keeper upon learning that a man in a boat had been stricken with heart disease sent two surfmen to the beach to his assistance. They brought him to shore and hauled his boat up clear of the surf.
Apr. 22	Dam Neck Mills, Virginia.	Clothing furnished . .	A man having lost all his effects in a fire was furnished clothing from the stores of the Women's National Relief Association.

Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1906. Apr. 23	Charlotte, New York, Lake Ontario.	Body found.....	The keeper and two surfmen found the body of a man on the beach, 3 miles E. of the station, and notified the coroner, who had it sent to the morgue.
Apr. 24	Racine, Wisconsin, Lake Michigan.	Recovery of prop- erty.	A large hoisting bucket belonging to the Clancy Coal Company having fallen into the lake, two surfmen with grappling outfit located the bucket and had it hoisted on the dock by a derrick.
Apr. 25	Bayhead, New Jersey.....	Assistance at fire...	Fire being discovered in a building near by, the station crew hastened to the place and extinguished the flames before much damage had been done.
Apr. 25	Ashtabula, Ohio, Lake Erie.	.....do.....	The lookout reporting that a brush fire was burning its way towards a barn and threatening its destruction, three surfmen with appliances hastened to the scene and succeeded in getting the fire under control before it reached the building.
Apr. 26	Holland, Michigan, Lake Michigan.	Clothing furnished..	An intoxicated man having fallen into Black Lake was brought to the station and furnished with dry clothing from the supply of the Women's National Relief Association.
Apr. 27	Cape Fear, North Caro- lina.	Succor.....	A party consisting of three men, two women, and two children, being unable to return to their homes owing to a storm, came to the station and were sheltered until the following day.
Apr. 27	Ashtabula, Ohio, Lake Erie.	Recovery of body...	At 1.10 a. m. the keeper was informed by telephone that Philip Gin had fallen into the lake and was drowned. The keeper and two surfmen in a boat proceeded to the place and after grappling for about ten minutes brought the body to the surface. As it had been in the water for two hours, resuscitation was impossible, and it was turned over to the coroner.
Apr. 27	South Haven, Michigan, Lake Michigan.	Body found.....	The body of Alton Cory was discovered by the surfmen floating on the lake near the S. pier, and upon notifying the coroner it was removed to the city and turned over to an undertaker.
Apr. 28	Gurnet, Massachusetts...	Clothing furnished.	Two men drenched and suffering from exposure came to the station for shelter. The keeper took them in and after furnishing them with dry garments from the stores of the Women's National Relief Association they departed for their homes.
Apr. 28	Louisville, Kentucky.....	Rescue from danger.	An intoxicated man walking near the station and in danger of falling into the river was cared for by the surfmen and sent to his home.
Apr. 28	Point Adams, Oregon....	Recovery of prop- erty.	A fisherman whose seine had been swept afloat of a buoy and in danger of being destroyed was assisted by the surfmen to recover the net before it had sustained any damage.
Apr. 29	Salisbury Beach, Massa- chusetts.	Rescue from danger.	The patrol discovered an intoxicated man asleep near the water's edge and removed him to a place of safety.
Apr. 29	Little Kinnakeet, North Carolina.	Succor.....	Mr. T. L. Wescott came to the station for shelter, and the keeper cared for him until the following day.
Apr. 29	Muskegon, Michigan, Lake Michigan.	Succor; clothing furnished.	A man having fallen into the river was brought to the station in an exhausted condition. The keeper afforded him shelter and supplied him with dry clothing from the stores of the Women's National Relief Association.
Apr. 29	Sheboygan, Wisconsin, Lake Michigan.	Body found.....	The body of Frank Greiner, who had been missing from his home since the 16th instant, was found floating on the lake by the surfmen, who brought it to the station and notified the police authorities.
Apr. 30	Atlantic City, New Jersey	Assistance at fire..	A surfman upon discovering a cottage on fire sent in the alarm to the fire department, and the building was saved from destruction.

Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1906.			
May 1	Cleveland, Ohio, Lake Erie.	Transportation.....	By request of the master of the steamer Mineola the keeper conveyed him to his vessel lying 2 miles NW. of the station.
May 2	Racine, Wisconsin, Lake Michigan.	Body found.....	At 7.30 a. m. the keeper received a message by telephone stating that a body was floating in the river near Fourth street bridge. He at once launched a boat, pulled upstream, and picked up the body, which was identified as that of Hans Rasmussen, who had been missing for several months.
May 4	Point Adams, Oregon....	Transportation.....	The station crew pulled to an outgoing steamer and brought ashore two watchmen of the Immigration Service. Upon the return of the steamer to port, owing to heavy sea on the bar, they were put on board of her.
May 5	.....do.....	.....do.....	At 6.30 a. m. the keeper manned the surfboat and pulled to an outgoing steamer and brought ashore a watchman of the Immigration Service.
May 6	Virginia Beach, Virginia..	Assistance at fire...	At 2.30 a. m. the lookout reported a fire in the N. & S. depot. Surfmen with fire buckets and extinguishers proceeded to the scene, and after three hours' work succeeded in getting the fire under control.
May 6	Michigan City, Indiana, Lake Michigan.	Body found.....	At 6 p. m. the body of a man was reported floating in the river near Franklin street bridge. The keeper launched a skiff, picked up the body, which had been in the water a long time, and turned it over to the city authorities.
May 6	Yaquina Bay, Oregon....	Assistance at fire...	A fire being discovered in some driftwood, the surfmen repaired to the scene and extinguished the flames before they reached a building nearby.
May 7	Cape Disappointment, Washington.	Recovery of property.	The surfmen manned a boat and picked up a gill net which had gone adrift on Peacock Spit and restored it to the owner.
May 9	Cape Fear, North Carolina.	Suocor.....	Two fishermen, becoming weather-bound, came to the station and were provided with food and shelter until the storm abated.
May 10	Cape Henry, Virginia.....	Body found.....	The decomposed body of a man was picked up on the beach, and as there was nothing by which the remains could be identified, they were given decent burial by the life-saving crew.
May 10	Port Austin, Michigan, Lake Huron.	Recovery of property.	The keeper recovered 7,000 feet of pine lumber adrift along the beach and transported it by teams to a safe place to await the arrival of a claimant.
May 10	Thunder Bay Island, Michigan, Lake Huron.	Transportation.....	At 5 a. m. word was received at the station that the wife of the light keeper at this place was seriously ill at her home. The keeper, in a launch, transported the light keeper to the latter's home in Alpena.
May 12	Harbor Beach, Michigan, Lake Huron.	Clothing furnished..	The master of a sloop, having lost all his effects when his boat collided with a pier and sank, was furnished with dry clothing from the stores of the Women's National Relief Association.
May 13	Hunniwells Beach, Maine.	Transportation.....	The station crew launched surfboat and conveyed a physician to Seguin Island for the purpose of administering to the sick wife of the light keeper.
May 13	Charlevoix, Michigan, Lake Michigan.	Recovery of body..	The keeper, upon learning that a small boy had drowned in Round Lake, sent several surfmen to the place to drag the bottom, with the hope of recovering the body. Their efforts proving unsuccessful, a diver was employed, who brought the remains to the surface.
May 13	Ilwaco Beach, Washington.	Recovery of property.	A surfman discovered a gill net adrift, and the station crew waded out to it, hauled it to the station, and restored it to the owner.
May 14	Racine, Wisconsin, Lake Michigan.	Rescue from danger.	At 7.30 p. m. a man attempted suicide by jumping into the river, but was prevented from doing so by the station crew.

Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1906. May 14	Racine, Wisconsin, Lake Michigan.	Rescue from danger	He was taken to the station, his family notified, and sent to his home.
May 15	Pentwater, Michigan, Lake Michigan.	Recovery of property.	A horse hitched to a wagon ran away and plunged into the river near the Pentwater ferry. The surfmen hastened to the scene in a boat, but upon arrival found the horse dead. The carriage and harness were recovered and restored to the owner.
May 16	Hereford Inlet, New Jersey.	Recovery of body...	The keeper, upon learning that a young girl had fallen into a creek and drowned, hastily proceeded to the place and with a rake brought the remains to the surface. She had been under water for about two hours and all attempts at resuscitation failed to revive her.
May 17	Louisville, Kentucky.....	.....do	The keeper, upon learning that a boy had drowned in the Ohio River at the foot of Penn street, at once repaired to the scene with grapnels and lines, and in a short time brought the remains to the surface and turned them over to the city authorities.
May 18	Hatteras Inlet, North Carolina.	Aid to injured.....	A member of the crew of the yacht Iorean having been injured in the face, the keeper dressed the wound and furnished medicine from the station supply.
May 18	Louisville, Kentucky.....	Recovery of bodies (2).	The keeper, upon being notified by telephone of the drowning of two boys from a flatboat, launched a boat and with his crew pulled up the river for a distance of 3½ miles, and after dragging the bottom succeeded in recovering the bodies of Willis Hambrick and William Haley.
May 18	Point Bonita, California..	Succor.....	Several families rendered destitute by the earthquake and fire at San Francisco were taken to the station and succored by the crew until they were able to depart for their homes.
May 20	Ditch Plain, New York...	Body found.....	At 7 a. m. the patrol found the body of a man on the beach 1½ miles E. of the station, and the keeper notified the coroner, who came and took the remains away for interment.
May 20	Spermaceti Cove, New Jersey.	Succor.....	Two men in a small boat landed on the beach in quest of shelter. The surfmen hauled their boat up on the shore, and the keeper took them in and furnished them food and shelter. Their boat was cared for until the 26th instant.
May 20	Cleveland, Ohio, Lake Erie.	Recovery of bodies.	The bodies of Charles Poulowski and William Zietlin were recovered by dragging by the station crew, who turned the remains over to an undertaker.
May 20	Milwaukee, Wisconsin, Lake Michigan.	Clothing furnished..	John Ruether, while walking on the pier, fell into the lake, but was rescued by his two companions, who brought him to the station, where the keeper furnished him with dry clothing from the supply of the Women's National Relief Association.
May 22	South Haven, Michigan, Lake Michigan.	Recovery of body...	At 2.45 p. m. a telephone message was received by the keeper reporting that two young men had drowned at Midway Park, 5 miles ENE. of the station. With several surfmen he hastened to the place, and upon arrival found that the body of Clarence Coleman had been brought to the surface by the people present. The Service method of resuscitation was at once practiced, but without signs of returning animation, while surfmen dragged for the body of Scott Shepard and succeeded in recovering it. Resuscitation was attempted; but inasmuch as the man had been in the water for two hours all efforts to revive him proved futile. The remains were taken to an undertaker.
May 24	Point Bonita, California.	Succor.....	A number of women and children were afforded shelter at the station while being vaccinated by the Army surgeon.

Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1906. May 25	Old Chicago, Illinois, Lake Michigan.	Body found.....	The body of an unknown man was picked up on the lake by the surfmen, who turned it over to the coroner.
May 25	Milwaukee, Wisconsin, Lake Michigan.	.....do.....	The station crew in a skiff picked up the body of an unknown man floating in the river and notified the coroner, who removed the remains to the morgue.
May 25	Cape Disappointment, Washington.	Recovery of property.	The station crew while patrolling the waters in the vicinity of Peacock Spit picked up a gill net which had been lost in the breakers and returned it to the owners.
May 26	Sheboygan, Wisconsin Lake Michigan.	.....do.....	The station crew recovered 1,000 feet of planking which had gone adrift near the station and turned it over to the owner.
May 27	Bethel Creek, Florida.....	Succor; clothing furnished.	An aged man who had been caught out on the beach in a heavy rainstorm came to the station for shelter. The keeper took him in, and after making him comfortable supplied him with a suit of dry clothing from the supply of the Women's National Relief Association.
May 27	Nome, Alaska.....	Rescue from drowning.	A number of persons having drifted to sea on an ice floe, the station keeper transported his surfboat a distance of 1½ miles to the rescue, then launched the boat, pulled out to them, and brought them all safely to the land.
May 29	Parramore Beach, Virginia.	Succor; clothing furnished.	William Smith having spent the night on the beach, came to the station wet and chilled. The keeper furnished him food and stimulants and dry clothing from the stores of the Women's National Relief Association.
May 30	Cleveland, Ohio Lake Eric.	Recovery of body...	A man having fallen overboard from a steamer and drowned, two surfmen went to the place in a skiff, and after dragging the bottom recovered the body and turned it over to the coroner.
May 31	San Luis, Texas.....	Succor; transportation.	Two young men, unable to get across the pass, came to the station for shelter for the night. The keeper gave them succor, and in the morning conveyed them to the opposite shore in the surfboat, when they proceeded to Valasco.
June 1	Thunder Bay Island, Michigan, Lake Huron.	Transportation.....	Word was received at the station that the light keeper's wife was seriously ill, and a surfman conveyed him to his home in power boat.
June 2	Saluria, Texas.....	Fresh water furnished.	The owner of a sloop came to the station and informed the keeper that a cask of fresh water had been lost overboard, whereupon the keeper supplied the vessel with fresh water from the station cistern.
June 2	Milwaukee, Wisconsin, Lake Michigan.	Rescue from drowning.	At 11 a. m. Harlow Van Horn, 11 years of age, while walking on the S. pier, slipped and fell into the lake, but was rescued by three surfmen and brought to the station and supplied with dry clothing from the stores of the Women's National Relief Association.
June 3	Saluria, Texas.....	Fresh water furnished.	The owner of a sloop came to the station and reported that he had run short of water, and the keeper furnished him with sufficient water for him to reach his destination.
June 4	Charlotte, New York, Lake Ontario.	Rescue from drowning.	Edward Norton accidentally fell from a pier into the lake and was in danger of drowning. A surfman sounded the alarm, then ran down the pier, and throwing the boy a life-preserver succeeded in landing him on the pier before the station crew arrived with a boat. He was removed to the station and furnished dry clothing from the supply of the Women's National Relief Association.
June 4	Point Adams, Oregon....	Transportation.....	At 8.30 a. m. the station crew pulled out into the bay and brought ashore three watchmen of the Immigration Service from two outward-bound steamers, and on the following day performed the same service.

Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1906. June 5	Duluth, Minnesota, Lake Superior.	Body found.....	At 5.30 p. m. a telephone message was received at the station stating that a body was drifting into a slip 1 mile SW. of the station. The keeper and a surfman picked up the body and turned it over to the coroner.
June 6	Pentwater, Michigan, Lake Michigan.	Body recovered.....	Several surfmen with a grapple recovered the body of Arnold Christian, 5 years of age, who had fallen into the lake and was drowned. Life was extinct, as the body had been in the water nearly two hours.
June 6	Umpqua River, Oregon..	Recovery of property.	Two surfmen picked up a can buoy, which had gone adrift off the Umpqua River, and brought it in and anchored it near the station.
June 7	Louisville, Kentucky.....	.....do.....	Two horses having backed into the river in the vicinity of the life-saving station, the keeper and crew hastened to the place and succeeded in getting the horses and also the wagon safely onto the shore.
June 7	Michigan City, Indiana, Lake Michigan.	Assistance at fire...	At 11 a. m. a fire was discovered on the west pier and was immediately extinguished by the life-saving crew, who hastened to the scene with their fire apparatus.
June 7	Point Adams, Oregon....	Recovery of property.	The surfmen assisted a fisherman to recover his net, which had drifted around a buoy, thereby saving the net from destruction.
June 8	Beaver Island, Michigan, Lake Michigan.	Clothing furnished..	A man having capsized in the lake was brought to the station, where the keeper supplied him with dry clothing from the stores of the Women's National Relief Association.
June 8	Saint Joseph, Michigan, Lake Michigan.	Body found.....	The body of Henry Kuhlman, who committed suicide by drowning, was found floating in the water by the station crew, who brought it ashore and turned it over to the coroner.
June 9	Sullivans Island, South Carolina.	Recovery of body...	At 8.15 p. m. the keeper heard cries of distress near the beach, and upon arriving at the place in a skiff found that a soldier had drowned while in bathing. Diligent search was made for the missing man, but without avail. At low water they waded out and recovered the body and brought it ashore, when attempts were made to revive the man, without any signs of returning animation.
June 10	Ashtabula, Ohio, Lake Erie.	Rescue from danger.	The light keeper in relighting his range light was caught out in a strong NE. gale, and was brought ashore by the life-saving crew.
June 11	Cleveland, Ohio, Lake Erie.	Recovery of body...	John Kashar, 45 years old, fell from the deck of a steamer into the lake and was drowned. The keeper, hearing of the accident, sent two surfmen with a grapple up the river 3½ miles, and after a diligent search brought the remains to the surface and turned them over to the coroner.
June 13	Frankfort, Michigan, Lake Michigan.	Assistance at fire...	A fire having broken out in several saw-mills, the keeper with his crew equipped with fire pump and buckets, repaired to the scene, and after 4 hours' hard work succeeded in subduing the flames.
June 14	Spring Lake, New Jersey..	Body found.....	At 2.30 p. m. the keeper discovered a badly decomposed body floating in the surf and waded out and dragged it to the beach. The coroner was notified, and he came and removed the remains.
June 14	Buffalo, New York, Lake Erie.	Rescue from danger.	Mr. Knabenshue in his airship drifted out over the lake and landed in the water. The life-saving crew, who had been watching his movements, pulled out to him and towed him and his balloon to the shore.
June 15	Marquette, Michigan, Lake Superior.	Recovery of body...	A laborer on the ore dock, having fallen into the lake, was taken out of the water by the life-saving crew, after grappling for it for about 25 minutes. Artificial respiration was practiced for ½ hour with the hope of reviving him, but all their efforts proved futile.

Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1906. June 15	Ludington, Michigan, Lake Michigan.	Body found.....	A body of a small boy being discovered floating in the water about 100 feet E. of the station, several surfmen hauled it up onto the shore, where attempts were made to revive it. A physician pronouncing life extinct, the remains were turned over to a coroner.
June 17	Fairport, Ohio, Lake Erie.	Recovery of body...	John Ferron, while swimming in Grand River, was drowned 1½ miles from the station. The surfmen, arriving at the place where the man disappeared, began dragging for the body, which was recovered after 25 minutes' work.
June 17	Thunder Bay Island, Michigan, Lake Huron.	Recovery of property.	Articles from the wreck of the steamer Grecian, consisting of clothing, cordage, bedding, and a life-preserver, were picked up by the station crew and held for a claimant.
June 18	Manomet Point, Massachusetts.	Rescue from danger.	A fisherman lost in a fog; the keeper directed him to shore by firing a shotgun.
June 18	Erie, Pennsylvania, Lake Erie.	Recovery of body...	John Donovan stumbled and fell from a wharf into the lake and was drowned. Two surfmen with grappling irons pulled to the spot and recovered the body after five minutes' work. The remains were turned over to the coroner.
June 19	Old Chicago, Illinois, Lake Michigan.	Rescue from drowning.	George Nienmeys, 15 years of age, fell from a pier into the river, but was quickly rescued by persons nearby. The life-saving crew took the boy to the station, furnished him dry clothing from the supply of the Women's National Relief Association and sent him to his home.
June 20	Milwaukee, Wisconsin, Lake Michigan.	Rescue from danger.	A boy 7 years of age having gone adrift in a skiff, a surfman pulled out to him and towed the boy to the station.
June 21	Gurnet, Massachusetts...	Provisions furnished.	The master of the schooner Rodney Parker requesting that a supply of provisions be furnished his vessel, the keeper complied with the request, and ample stores were sent to him to carry the vessel to her destination.
June 21	Santa Rosa, Florida.....	Succor; clothing furnished.....	At 11.15 p. m. three persons having fallen from a wharf and rescued by people near at hand, were brought to the station and furnished with succor and dry clothing from the stores of the Women's National Relief Association.
June 21	Milwaukee, Wisconsin, Lake Michigan.	Recovery of body...	The keeper recovered the body of Frank Conkle, 7 years of age, who was drowned in the river, and sent the remains to his home on Jones Island.
June 23	Jackson Park, Illinois, Lake Michigan.	Body found.....	The keeper, upon being notified that a body was floating on the lake about 1½ miles NE. of the station, manned a boat, and in tow of a launch, went to the place and picked up the decomposed body of a man about 40 years of age. His remains were turned over to the city authorities.
June 24	Galveston, Texas.....	Recovery of body...	The keeper upon being notified that a seaman from the steamer Yukatan had fallen overboard and was drowned, went at once to the place and with grappling irons succeeded in bringing the body to the surface. Life was extinct, and the coroner came and took it away.
June 25	Middle Island, Michigan, Lake Huron.	Aid to injured.....	The light keeper having caught his fingers in a cogwheel, was transported to the mainland by the keeper in order to procure medical attention.
June 27	Cleveland, Ohio, Lake Erie.	Recovery of body...	The body of William Emo, who was drowned while swimming in Shaker River, was recovered by a surfman with a grappling iron and turned over to his father.
June 30	Racine, Wisconsin, Lake Michigan.	.....do.....	The keeper upon learning that John Allentnizer, age 19 years, was drowned while bathing, repaired to the place with grappling irons and began dragging the bottom for the body, but owing to the river being filled with snags all his attempts proved futile. He then dived down and

Services of crews (miscellaneous)—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1906. June 30	Racine, Wisconsin, Lake Michigan.	Recovery of body..	recovered the body, brought it to the surface, and turned it over to the coroner. Inasmuch as the body had been under water for two hours resuscitation was impossible.
June 30	Milwaukee, Wisconsin, Lake Michigan.	.....do.....	The keeper sent two surfmen to drag for the body of Russell Newby, 11 years old, who was drowned while bathing at the foot of First avenue. The body was brought to the surface and sent to the morgue.

VESSELS WARNED FROM DANGER.

Under the regulations of the Service the station crews are required to patrol the beach every night during the active season from sunset to sunrise, and also during the daytime in thick weather, the main purpose of the patrol being to obtain speedy knowledge of disaster and insure prompt assistance to those imperiled. An additional object of importance is the discovery of vessels standing into danger. During the year 174 vessels (97 of which were steamers) were saved from disaster by the timely warnings of the patrolmen. In 161 instances the warnings were given during the night, in 13 during the daytime. Many lives and much property were undoubtedly thus saved; but it is manifestly impossible to estimate in figures the services of the station crews in this regard.

WARNED BY NIGHT SIGNALS.

Date.	Station and locality.	Circumstances of warning.
1905. July 4	Thunder Bay Island, Michigan	At 3.30 a. m., during a dense fog, a surfman saw a steamer approaching the SE. end of the island. He burned a Coston signal and thus prevented her from stranding.
Aug. 5	Core Bank, North Carolina....	The patrol sighting a steamer dangerously near the beach, at once burned a Coston signal, whereupon she changed her course and headed offshore.
Aug. 5	Middle Island, Michigan.....	The patrol seeing a steamer standing close inshore warned her of danger by burning a Coston signal, whereupon she came to anchor in time to avert stranding.
Aug. 8	False Cape, Virginia.....	At 10 p. m. the keeper on watch discovered a large steamer running dangerously near a shoal and warned her off by burning a Coston signal.
Aug. 13	Race Point, Massachusetts....	The patrol during the night saw a schooner heading for the land, where she would have stranded had it not been for his timely warning.
Aug. 21	Cahoons Hollow, Massachusetts.	The N. patrol saw a vessel standing into danger. He displayed a Coston signal, warning her in time to prevent stranding.
Aug. 22	Sandy Hook, New Jersey.....	The patrol observing a steamer running for the beach burned a Coston signal and she stood offshore.
Aug. 26	Wallops Beach, Virginia.....	At 1.30 a. m. the patrol saw a schooner standing head on to the beach. He displayed a Coston signal, and the craft tacked and stood offshore.
Aug. 27	Pecks Beach, New Jersey.....	A surfman burned a Coston signal during his night patrol and prevented a steamer which was standing too close to the beach from stranding.
Aug. 28	Blue Point, New York.....	During the night a surfman on patrol saw a schooner about to ground on the bar. He burned a Coston light, and the vessel changed her course and went clear.
Aug. 28	Vermilion, Michigan.....	At 10.45 p. m. the patrol burned a Coston signal to a steamer headed for the shore, and she immediately changed her course and stood out into the lake.
Aug. 29	High Head, Massachusetts....	At 2 a. m. Surfman Snow displayed a Coston signal warning a vessel of her dangerous proximity to the shore.

Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1905.		
Aug. 30	Pamet River, Massachusetts..	At 9.30 p. m. the station watch saw a steamer standing for the bar. He fired a Coston signal and the vessel at once headed offshore to safety.
Sept. 7	Harvey Cedars, New Jersey...	While on patrol a surfman burned a Coston light to warn a vessel that was running dangerously near the bar, and she immediately stood offshore.
Sept. 7	Cape Henry, Virginia.....	At 7.45 p. m. the keeper burned a Coston signal to warn a large steamer dangerously near the beach, but she did not change her course. Another signal was burned, which was answered by one from the steamer, and she immediately changed her course and passed out of peril.
Sept. 7	Santa Rosa, Florida.....	At 9.30 p. m. a surfman saw a steamer standing in too close to the beach, and he waved a hand lantern to warn her of danger. She at once hauled offshore and passed in safety.
Sept. 8	Wachapreague, Virginia.....	A surfman seeing a steamer's lights near the beach burned a Coston signal, whereupon she hauled offshore.
Sept. 9	High Head, Massachusetts....	At 9.45 p. m. a surfman burned his Coston signal to warn a vessel close to shore. She changed her course and went clear.
Sept. 11	Peaked Hill Bars, Massachu- setts.	The S. patrol seeing a steamer heading for the shore warned her of the danger by displaying a Coston light.
Sept. 12	Cold Spring, New Jersey.....	During the night a surfman saw a launch standing towards Cold Spring Bar and about to strike. He burned a Coston signal, whereupon she headed offshore.
Sept. 13	Pamet River, Massachusetts..	At 3.30 a. m. Surfman Ryder while on patrol saw a schooner standing head on towards the shore. He displayed a Coston light, and she hauled offshore.
Sept. 15	Brigantine, New Jersey.....	While on night patrol a surfman saw a schooner stand in near shore and he warned her of the danger by burning a Coston light.
Sept. 16	Gurnet, Massachusetts.....	During the night a surfman saw a sailing vessel close to Browns Island Shoal. He quickly burned a Coston signal, and the vessel went about, but in so doing passed over the end of the bank. Had the life-saver not observed her she would have grounded on the shoalest part and received more or less damage, as a heavy surf was running.
Sept. 20	Point Lookout, New York....	The lookout burned a Coston signal during a fog to warn a schooner close inshore. When the fog lifted she was seen standing out to sea.
Sept. 21	Cahoons Hollow, Massachu- setts.	Surfman Silvia while on patrol displayed a Coston light to warn a vessel standing into danger.
Sept. 26	Point Reyes, California.....	At 7.30 p. m. a surfman while on watch in the tower saw a schooner steering for the beach. He at once burned a signal light, and she changed her course and stood offshore.
Oct. 2	Lone Hill, New York.....	At 2 a. m. the E. patrol discovered a vessel's side lights through the fog near shore. He immediately flashed the red signal of danger, whereupon she disappeared offshore.
Oct. 3	Sleeping Bear Point, Michigan.	At 3.45 a. m. a steamer was discovered standing directly for the shore. Upon the display of a Coston signal from the station she quickly hauled off and went clear of all danger.
Oct. 11	Cape Henry, Virginia.....	At 7 p. m. the N. patrol burned a Coston signal to warn a steamer standing perilously near the beach. She at once stood seaward.
Oct. 14	Sleeping Bear Point, Michigan.	At 11.15 p. m. a steamer was sighted standing in for the land. A warning signal was displayed, but the vessel failed to heed it; two more were fired, whereupon she hauled off and stood into the bay.
Oct. 16	Southampton, New York.....	The patrol flashed a red signal to warn a fishing steamer approaching dangerously near the land, whereupon she changed her course and went clear of the danger.
Oct. 16	Atlantic City, New Jersey....	A sloop approaching the land and in danger of stranding on the shoals was warned off by a Coston signal from the patrol.
Oct. 16	Two Heart River, Michigan...	At 4.30 a. m. three steamers were sighted by the lookout standing dangerously near the shore. After they had been warned off by four Coston signals they changed their course and stood offshore.
Oct. 17	Southside, California.....	The patrol discovered a three-masted schooner approaching the breakers at a point $\frac{1}{2}$ of a mile S. of the station and warned her of her perilous situation by burning a Coston signal, whereupon she came to anchor in time to avert disaster.
Oct. 20	Gay Head, Massachusetts.....	At 11.30 p. m. a surfman discovered a sailboat near Dog Fish Bar and burned a Coston signal to warn her off.
Oct. 20	Metomkin Inlet, Virginia.....	A surfman seeing a vessel dangerously near the beach fired a Coston signal to warn her off.
Oct. 20	Cape Lookout, North Carolina.	At 7 p. m. the N. patrol fired a Coston signal to warn off a steamer standing too close to the beach.
Oct. 20	Saluria, Texas.....	At 4 a. m. the SW. patrol discovered a steamer standing into danger and warned her off by igniting a Coston signal.

Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1905.		
Oct. 20	Thunder Bay Island, Michigan, Lake Huron.	During a gale a steamer headed in behind an island, where she would have stranded had it not been for the timely signal from the patrol.
Oct. 21	Pamet River, Massachusetts.	At 10.15 p. m. a schooner was sighted approaching the beach and in danger of stranding. Two Coston signals were displayed by the patrol and she at once went about and stood offshore.
Oct. 30	Eric, Pennsylvania.	At 3 a. m. the patrol displayed a Coston signal of warning to a power boat entering the harbor.
Nov. 3	Little Beach, New Jersey.	A large steamer heading for the shoals was warned off by a night signal from the patrol.
Nov. 4	Sleeping Bear Point, Michigan.	At 10.15 p. m. the lookout upon seeing a steamer approaching the land warned her of the danger by the usual signal.
Nov. 6	Pea Island, North Carolina.	A schooner approaching too near the bar for safety was apprised of the danger by a Coston signal and she immediately hauled offshore.
Nov. 10	Forge River, New York.	The patrol observing the lights of a tow near the land fired a Coston signal to warn her of the danger. The course was changed and the vessels passed in safety.
Nov. 15	Quogue, New York.	A vessel which was in danger of stranding was warned off by the usual flash signal.
Nov. 16	Chadwick, New Jersey.	At 10 a. m. a surfman burned a Coston signal to warn a vessel of danger near the beach.
Nov. 16	Parramore Beach, Virginia.	The lookout warned a sloop approaching the land of her perilous situation and she hauled off in time to avert disaster.
Nov. 19	Cape Henry, Virginia.	At 8.45 p. m. a steamer found too close to the cape was warned of the danger by a red flash light, whereupon she headed offshore.
Nov. 19	Southside, California.	At 7 p. m. the lookout at the station fired his Coston signal to warn a vessel to be cautious in approaching the bar.
Nov. 20	Parramore Beach, Virginia.	A steamer approaching dangerously near the shore was warned of her perilous situation by the burning of a Coston signal.
Nov. 20	Coos Bay, Oregon.	The patrol seeing a vessel dangerously near the surf displayed two Coston signals, whereupon she hauled off and disappeared in the darkness.
Nov. 22	Hog Island, Virginia.	At 8 p. m. the patrol discovered a steamer's light in close proximity to the shoals, but was warned off by a Coston signal.
Nov. 22	Point Reyes, California.	The S. patrol observed a steamer heading in for the beach and quickly warned her of the danger by burning his flash light in time to avert stranding.
Nov. 23	Point Lookout, New York.	The E. patrol burned two Coston signals to a vessel approaching dangerously near the beach, whereupon she immediately changed her course and stood clear of all danger.
Nov. 24	Wachapreague, Virginia.	A steamer's lights being observed near Dawson Shoals, a Coston signal was displayed by the patrol, whereupon she changed her course and ran out of danger.
Nov. 24	Duluth, Minnesota.	At 1.30 a. m. the patrol fired two Coston signals to warn a steamer in danger of stranding on the beach. Upon displaying the second signal she instantly stood out into the lake.
Nov. 26	North Beach, Maryland.	A steamer approaching perilously near the bar was warned of the danger by two signal rockets from the S. patrol, whereupon she hauled off and went clear.
Nov. 27	Sleeping Bear Point, Michigan.	At 9.35 p. m. the station watch discovered a steamer heading directly for the shore, where she would have stranded had it not been for the patrol's danger signal.
Nov. 29	Cape Elizabeth, Maine.	The N. patrol seeing a steamer approaching a dangerous reef warned her of her peril by burning a Coston signal, whereupon she hauled out to a safe course.
Nov. 29	Cuttyhunk, Massachusetts.	At 4.45 a. m. a steamer was sighted by the patrol heading for the shore, and after repeated warnings from a number of Coston signals she finally stood offshore.
Dec. 1	Cape Fear, North Carolina.	At 12.45 a. m. the N. patrol sighting a small steamer heading for the beach warned her off by burning a night signal.
Dec. 1	Yaquina Bay, Oregon.	At 8.40 p. m. the S. patrol sighted a steamer's lights close inshore and quickly warned her of the peril, whereupon she hauled off and passed in safety.
Dec. 2	Virginia Beach, Virginia.	A steamer approaching the beach in a dense fog was warned off by a Coston signal from the patrol in time to avert stranding.
Dec. 2	Santa Rosa, Florida.	At 3.15 a. m. a steamer was sighted in the fog close to shore, where she would have stranded had it not been for the timely warning of the patrol's danger signal. She stopped and stood offshore.
Dec. 4	North Scituate, Massachusetts.	The N. patrol discovered a vessel's light approaching near shore and warned those on board of danger. She stood to sea.

Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1905.		
Dec. 4	Peaked Hill Bars, Massachusetts.	At 5.30 a. m. the patrol burned two flash lights to warn a steamer standing near shore, where she would have struck had it not been for the timely warning.
Dec. 5	Cape Fear, North Carolina....	At sunset the N. patrol fired his Coston signal to warn a vessel off the beach. Heeding the signal she at once changed her course and stood to sea.
Dec. 9	Two Mile Beach, New Jersey...	At 4.40 a. m. a surfman burned a Coston signal to warn a vessel standing near the beach.
Dec. 9	Virginia Beach, Virginia.....	At 9 p. m. the N. patrol burned a Coston signal to warn off a schooner approaching dangerously near the beach.
Dec. 11	Bellport, New York.....	At 7 a. m. the N. patrol saw a steamer with a barge in tow very near shore and in danger of stranding. Upon burning a Coston signal she hauled offshore and passed in safety.
Dec. 13	Newburyport, Massachusetts.	At 6.30 p. m. a schooner was sighted standing directly for the beach at a point 2½ miles S. of the station. A Coston signal from the patrol apprised her of the danger, and she stood out to sea.
Dec. 14	Saluria, Texas.....	At 9 p. m. the SW. patrol seeing a vessel standing up the coast and in danger of striking a submerged wreck, warned her off by burning a Coston signal.
Dec. 15	Orleans, Massachusetts.....	At 6 a. m. a schooner was sighted near shore and the station watch flashed a light of warning, whereupon she hauled offshore, striking the outer bar, but passing over it apparently uninjured.
Dec. 15	Cape Henry, Virginia.....	At 11.45 p. m. a steamer was observed approaching dangerously near the shore, but upon being warned off by a Coston signal from the patrol she hauled to seaward and disappeared in the darkness.
Dec. 16	Cape Henry, Virginia.....	The N. patrol seeing a steamer close to the beach warned her of danger by a Coston signal.
Dec. 16	Virginia Beach, Virginia.....	At 7.15 p. m. a steamer was made out through the fog heading in for the shore, stranding, however, being averted by a danger signal displayed by the patrol.
Dec. 16	False Cape, Virginia.....	At 1.30 a. m. the N. patrol seeing a steamer's lights approaching the beach burned two danger signals to warn her off.
Dec. 18	Cape Henlopen, Delaware.....	At 9.30 p. m. the patrol fired two Coston signals to warn a steamer standing close to a point of land, whereupon she changed her course and passed in safety.
Dec. 18	Cape Hatteras, North Carolina	The S. patrol seeing a vessel in the direction of the shoals burned a Coston signal to warn her of danger.
Dec. 21	Cahoons Hollow, Massachusetts.	The N. patrol discovering a large steamer running for the shore warned her of her peril by flashing a red light. She at once hauled to seaward.
Dec. 22	Potunk, New York.....	At 7 p. m. the W. patrol saw a steamer near shore, where she would have stranded, and warned her of her perilous position, whereupon she at once stood offshore.
Dec. 22	Metomkin Inlet, Virginia.....	The patrol from 7 to 8 p. m. observing a vessel dangerously near the beach fired his Coston signal to warn her off, and she heeded the signal in time to avert stranding.
Dec. 23	Lone Hill, New York.....	A steamer standing inshore was warned of danger by a flash light from the patrol. Heeding the timely signal, she stopped and stood offshore.
Dec. 27	Plum Island, Massachusetts...	The S. patrol seeing a launch near the beach and in danger of running ashore warned her off by firing a Coston signal.
Dec. 29	Cape Hatteras, North Carolina	The N. patrol seeing a vessel's light in the vicinity of Diamond Shoal warned her of danger by burning a Coston signal.
Dec. 30	Fort Macon, North Carolina...	A schooner in imminent danger of stranding on the beach was warned off by the Coston signal from the patrol.
Dec. 30	Santa Rosa, Florida.....	The E. patrol seeing a schooner standing in close to the beach, where she would have stranded, immediately fired a Coston signal, whereupon she went about on the other tack and stood to sea.
1906.		
Jan. 1	Jerrys Point, New Hampshire.	At 3.50 a. m. a surfman, seeing a rowboat containing several people approaching a dangerous ledge, warned them of the danger by burning a Coston signal.
Jan. 2	Isle of Wight, Maryland.....	The N. patrol, seeing a schooner near the shore, burned a Coston signal to warn her off. She at once changed her course and passed clear.
Jan. 4	Cranberry Islands, Maine.....	At 8.30 p. m. the patrolman saw a vessel standing near the shore and at once warned her off by firing a Coston signal.
Jan. 6	Hog Island, Virginia.....	At 4.25 a. m. a surfman saw a steamer's lights near the bar, and upon the display of his danger signal she changed her course and went clear.
Jan. 8	Orleans, Massachusetts.....	At 1.20 a. m. the lookout discovered a tug with three barges inside the outer bar and in danger of stranding. He quickly flashed his warning signal and the tug hauled offshore.
Jan. 9	Townsend Inlet, New Jersey..	The N. patrol discovered a schooner heading directly for the shore and warned her of the danger by firing a Coston signal, whereupon she hauled offshore.

Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1906.		
Jan. 9	Ocean City, Maryland.....	At 9 a. m a schooner was sighted standing into danger and was warned off by a Coston signal from the patrol.
Jan. 9	Cape Henry, Virginia.....	At 6 a. m. the keeper fired a Coston signal to warn a steamer perilously close to the beach, whereupon she changed her course and headed offshore.
Jan. 12	Cahoons Hollow, Massachu- setts.	The S. patrol fired a Coston signal to warn a vessel that was in danger of stranding.
Jan. 12	Orleans, Massachusetts.....	At 4.15 a. m. a surfman sighted a tug with two barges in tow in danger of stranding on the beach. Upon warning her with a Coston signal the tow hauled offshore.
Jan. 13	False Cape, Virginia.....	At 8.30 p. m. the S. patrol upon seeing a steamer approaching the shore and in danger of stranding fired two Coston signals to apprise her of the danger, after which she stood offshore.
Jan. 14	.....do.....	At 9.45 p. m. a surfman discovered a steamer near the beach and in danger of stranding, but was warned off by a Coston signal.
Jan. 15	.....do.....	At 5 a. m. the lookout sighted a steamer heading for the beach, and upon seeing the danger signal displayed by the patrol stopped and backed offshore.
Jan. 17	North Beach, Maryland.....	The S. patrol, upon discovering a schooner perilously near the beach warned her off by firing a signal rocket.
Jan. 18	Parramore Beach, Virginia....	At 11.30 a. m. a surfman warned a schooner which had approached dangerously near the shore. Upon seeing his flare-up light she hauled out to a safe distance.
Jan. 19	.....do.....	A surfman seeing a schooner perilously near the shore warned her off by displaying a danger signal.
Jan. 21	Gilgo, New York.....	At 8.30 p. m. the patrolman heard a steamer's whistle close inshore and after warning her of her hazardous situation by burning three danger signals she turned and stood seaward.
Jan. 22	Point Judith, Rhode Island...	The N. patrol saw a steamer standing into danger near shore and warned her off by burning a Coston signal.
Jan. 22	Barnegat, New Jersey.....	At 5.30 a. m. the S. patrol burned a Coston signal to warn off a vessel whose lights were discovered through the fog and dangerously near shore.
Jan. 22	False Cape, Virginia.....	At 6 a. m. the S. patrol discovered a steamer standing in for the shore, where she would have stranded had it not been for the timely warning of his danger signal.
Jan. 27	Cape Henry, Virginia.....	At 10.40 p. m. the patrol burned two Coston signals to warn off a large steamer approaching the beach, whereupon she stopped and stood offshore.
Jan. 29	Townsend Inlet, New Jersey.	At 11.20 p. m. the patrol burned a Coston signal to warn a schooner standing in for the bar, whereupon she immediately went about and headed offshore.
Feb. 4	Race Point, Massachusetts...	The E. patrol burned a danger signal to warn off a steamer approaching near the shore.
Feb. 4	Atlantic City, New Jersey.....	The S. patrol saw a steamer in danger of stranding on the beach, and upon displaying his night signal she changed her course and went clear.
Feb. 11	Absecon, New Jersey.....	At 7 p. m. the patrol, sighting a steamer standing down near the beach, warned her to haul off by firing a danger signal.
Feb. 11	Green Run Inlet, Maryland...	At 1.30 a. m. a surfman sighted a schooner dangerously near shore and warned her off by firing a Coston signal.
Feb. 16	Little Island, Virginia.....	The N. patrol discovered a vessel dangerously near the beach, where she would have stranded had it not been for the timely warning given by his Coston signal.
Feb. 16	Portsmouth, North Carolina..	The S. patrol saw a schooner standing in close to the shore and in danger of striking and warned her off by firing two Coston signals.
Feb. 21	Race Point, Massachusetts...	The night patrol discovered a steamer with barges in tow in danger of stranding on a bar and warned her of danger by igniting a night signal.
Feb. 22	Forge River, New York.....	The patrol seeing a schooner heading in for the beach, warned her off by burning a night signal.
Mar. 2	Coos Bay, Oregon.....	The night patrol seeing a sail approaching the breakers and in danger of stranding, averted a catastrophe by burning two Coston signals.
Mar. 9	Peaked Hill Bars, Massachu- setts.	At 8.15 p. m. the S. patrol burned a Coston signal to warn a steamer approaching dangerously near the beach.
Mar. 10	Brazos, Texas.....	At 3 a. m. the S. patrol displayed his danger signal to a vessel standing near the shore, whereupon she went about and stood seaward.
Mar. 11	Point Allerton, Massachusetts.	At 10.30 p. m. the S. patrol descried a schooner approaching the bar and in danger of stranding and immediately warned her off by a Coston signal.
Mar. 13	Loveladies Island, New Jersey.	The patrol, upon discovering a schooner approaching the beach, where she would have stranded, warned her off by burning a danger signal.
Mar. 15	Squan Beach, New Jersey.....	The patrol upon sighting a steamer's lights near the shore, burned his Coston signal, and she hauled out to a safe course.

Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1906.		
Mar. 17	Nauset, Massachusetts.....	The S. night patrol discovered a schooner standing onto the bar flashed his warning signal, whereupon she tacked and stood offshore.
Mar. 17	Ocean City, Maryland.....	At 3 a. m. a schooner was sighted near the beach and was warned of the danger by a flare-up light from the patrol.
Mar. 18	Nauset, Massachusetts.....	The N. patrol discovered a schooner dangerously near the shore, and after flashing his signal of warning she went about in time to avert stranding.
Mar. 18	Oak Island, New York.....	At 10.30 p. m. the lookout saw a steamer's lights near shore, and after igniting two danger signals to warn her off she hauled out and stood clear.
Mar. 19	Avalon, New Jersey.....	An unknown vessel, in danger of stranding, was warned of her peril by the usual night signal from the patrol.
Mar. 19	Core Bank, North Carolina....	The station lookout burned a Coston signal to warn a steamer of her close proximity to the shore. Heeding the timely warning, she hauled off in time to avert stranding.
Mar. 24	Race Point, Massachusetts....	The lookout, seeing a fishing schooner in danger of stranding, warned her of danger by burning a Coston signal, whereupon she came to anchor.
Mar. 24	Metomkin Inlet, Virginia.....	At 11 p. m. the station lookout discovered a vessel near the shoals and immediately fired two danger signals, whereupon she quickly changed her course and went clear.
Mar. 24	Virginia Beach, Virginia.....	A surfman, while on S. patrol, burned a flash signal to warn a steamer which was standing into danger.
Mar. 28	Point Lookout, New York....	A small sloop at anchor near shore was warned of her dangerous position by a Coston signal from the patrol.
Mar. 28	Little Beach, New Jersey.....	The patrol, seeing a steamer dangerously near the shoals, at once burned a Coston signal and warned her off.
Apr. 1	False Cape, Virginia.....	At 4.30 a. m. the lookout discovered a steamship dangerously near the beach and at once fired two patrol signals to warn her off, whereupon she stood out to a safe course.
Apr. 1	.....do.....	At 4 a. m. the S. patrol fired two Coston signals to warn a steamer of her close proximity to the shore.
Apr. 11	Nausct, Massachusetts.....	The lookout discovered a steamer near shore and upon displaying a Coston signal she turned and stood out to a safe course.
Apr. 15	Point Adams, Oregon.....	The night patrol observed a vessel standing in too close to the beach for safety and fired a Coston signal, whereupon she changed her course and stood offshore.
Apr. 16	Monomoy Point, Massachu- setts.	At 2.45 a. m. the patrol sighted a steamer approaching dangerously near Shovelfull Shoal and warned her off by burning a Coston signal.
Apr. 16	Velasco, Texas.....	At 11 p. m. the S. patrol displayed a night signal of warning to a steamer standing in close to shore, and she changed her course seaward.
Apr. 18	Gay Head, Massachusetts....	At 3 a. m. a surfman burned a Coston signal to warn a vessel approaching the beach.
Apr. 20	Monomoy Point, Massachu- setts.	At 3.15 a. m. the S. patrol burned a danger signal to warn a vessel approaching the beach, and she at once changed her course and went clear.
Apr. 28	Sleeping Bear Point, Michigan.	At 10.28 p. m. the station watch sighted a steamer heading toward the beach and in danger of stranding. He immediately burned a Coston signal, and she changed her course and stood out into the lake.
Apr. 30	Rocky Point, New York.....	During thick fog the station night watch heard a steamer approaching a rocky shoal and warned her off by displaying a danger signal.
May 8	Santa Rosa, Florida.....	At 10.45 p. m. a surfman on patrol discovered a schooner standing dangerously near the beach and apprised her of her peril by displaying a warning signal, whereupon she changed her course and stood to sea.
May 10	Ditch Plain, New York.....	At 7.40 p. m. the lookout sighted a steamer with two barges in tow approaching perilously near the shore and warned her off by burning a Coston signal.
May 12	Portsmouth, North Carolina..	At 11.20 p. m. the S. patrol sighted a steamer heading for the beach and immediately burned two Coston signals, whereupon she hauled out to a safe course.
May 17	Sleeping Bear Point, Michigan.	At 9 p. m. the W. patrol saw a schooner standing for the shore, where she would have stranded had it not been for the timely warning from his danger signal.
May 27	Sandy Point, Rhode Island...	At 9.30 p. m. the keeper, hearing a steamer's whistle near the shore during a fog, immediately burned a Coston signal, whereupon she passed clear of danger.
May 29	Corson Inlet, New Jersey.....	At 3 a. m. the N. patrol saw the lights of a vessel near the beach and warned her off by firing a Coston signal.
June 7	Ludington, Michigan.....	The N. patrol saw a steamer standing dangerously near the beach in a fog and warned her off by displaying a Coston signal.

Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1906. June 8	Harbor Beach, Michigan.....	At 2 a. m. the lookout discovered a steamer attempting to pass through a dangerous passageway in the breakwater and immediately warned her of her perilous situation by firing a Coston signal. She stopped, backed, and stood clear.
June 9	Vermilion, Michigan.....	At 9 p. m. a surfman burned a Coston signal to warn off a steamer heading for the shore.
June 16	Pentwater, Michigan.....	The N. patrol, upon sighting a steamer approaching the shore in a fog, burned a danger signal and she stood off into the lake.

WARNED BY DAY SIGNALS.

1905. Oct. 5	Biscayne Bay, Florida.....	At 1.30 p. m. the keeper sighted a steamer standing in close to shore and immediately hoisted warning signals, whereupon she hauled offshore.
Oct. 19	South Brigantine, New Jersey.	A steamer standing in too near the shoals was warned of the danger by the signal JD (you are standing into danger), whereupon she changed her course in time to avert a catastrophe.
Nov. 21	San Luis, Texas.....	At 2 p. m. a steamer headed in for the life-saving station and made signal asking to be informed of his position. The keeper replied with signal AWUZ (San Luis Pass), when she proceeded on her way to the eastward.
Dec. 14	Penneys Hill, North Carolina..	The day watch, seeing a steamer standing perilously near the shore, hoisted signal JD (you are standing into danger), whereupon she hauled out to a safe course.
Dec. 21	Point Lookout, New York....	At 8 a. m. the lookout observed a steamer standing in for the beach and apprised her of the danger by hoisting signal JD. She quickly changed her course and stood offshore.
1906. Jan. 21	Oak Island, New York.....	A steamer's whistle being heard near shore during a fog the surfman fired a shotgun several times to apprise the vessel of her close proximity to the beach, whereupon she came to anchor in time to avert stranding.
Feb. 16	Core Bank, North Carolina....	At 9 a. m. the day watch reported a four-masted schooner standing dangerously near the beach and warned her off by signaling JD (you are standing into danger).
Feb. 25	South Brigantine, New Jersey.	A steamer being sighted near shore by the day watch the keeper warned her off by hoisting the signal JD (you are standing into danger), whereupon she changed her course and stood offshore.
Mar. 26	San Luis, Texas.....	At 3 p. m. a steamer's whistle was heard near shore during a dense fog. Two blank shots were fired from the wreck gun to apprise her of her perilous situation, whereupon she hauled offshore.
Apr. 20	Point Reyes, California.....	At 5.45 p. m., during a thick fog, a steamer was found heading for the shore and was warned off by the rapid ringing of the station alarm bell.
May 31	South Haven, Michigan.....	At 10 a. m. the keeper discovered a steamer in the fog and in danger of colliding with the pier and warned her off by shouting through a megaphone.
June 9	Rehoboth Beach, Delaware....	At 9.45 a. m., upon the clearing up of a dense fog, a steamer was discovered in danger of stranding on the beach, and the keeper at once displayed the signal JD (you are standing into danger), whereupon she immediately came to anchor.
June 10	Sleeping Bear Point, Michigan.	At 5.30 a. m. the station watch discovered a steamer dangerously close to the shore, and after warning her of the danger through a megaphone she changed her course and stood out into the lake.



TABLE OF CASUALTIES
WITHIN THE FIELD OF OPERATIONS OF THE LIFE-
SAVING SERVICE.

SEASON OF 1905-1906.

Table of casualties,

DISTRICT NO. 1.—EMBRACING COASTS

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1905.					
July 1	One mile west of station..	Fletchers Neck...	Na. lch. Neith, Cape Porpoise, Me.	.....	.....
July 2	Stage Island.....	.....do.....	Slp. Spry, Manchester, Mass.	.....	.....
July 13	Browns Island Ledges....	White Head.....	Sc. William F. Campbell, Machias, Me.	Strout.....	211
July 15	Six miles west of station..	Cross Island.....	Sc. Lyra, St. John, New Brunswick.	Evans.....	99
July 30	Two miles north of station.	Fletchers Neck...	Sc. William Slater, Belfast, Me.	Pattershall	221
Aug. 7	One and one-half miles north-northwest of station.	Jerrys Point.....	Sc. Genetie, Kittery, Me.	.....	.....
Aug. 11	Two and one-half miles east-southeast of station.	White Head.....	Sc. Morris and Cliff, Rockland, Me.	Pierson....	132
Aug. 12	West Bunker Ledge.....	Cranberry Islands.	Sc. Joe, Machias, Me....	Kelly.....	119
Aug. 13	One mile east-northeast of station.	Jerrys Point.....	Na. launch, Portsmouth, N. H.	.....	.....
Sept. 14	Seal Harbor.....	White Head.....	Slp. Lynx, North Haven, Me.	.....	.....
Sept. 29	One and one-quarter miles north of station.	Fletchers Neck...	Slp. Elsie, Biddeford, Me.	.....	.....
Oct. 2	Browney Island Ledges..	Great Wass Island	Sc. Sarah A Reed, Calais, Me.	Cole.....	158
Oct. 17	Long Point Reef.....	White Head.....	Sc. Wm. D. Hilton, Tuckerton, N. J.	Nye.....	324
Oct. 17	Harts Bar.....	Burnt Island.....	Slp. Atlas, Portland, Me. ^a	.....	.....
Oct. 19	One and one-half miles north by west of station.	.....do.....	Sc. Eastern Light, Machias, Me.	Lindsey...	85
Oct. 20	One mile northwest of station.	Fletchers Neck...	Sc. Mabel E. Bryson, Saco, Me.	Hatch.....	39
Oct. 25	One mile south of station.	Hunniwells Beach	Sloop, Dresden, Me.....	.....	.....
Nov. 2	Four hundred yards east-southeast of station.	Hampton Beach.....	Fishboat.....	.....	.....
Nov. 13	One mile north of station.	Burnt Island.....	Ga. lch. Hiawatha, Martinsville, Me.	.....	.....
Nov. 27	Two and one-half miles northeast of station.	White Head.....	Sc. Menawa, Belfast, Me.	Hodgdon..	211
Dec. 10	One-half mile east of station.	.....do.....	Ga. lch. Trovatore, White Head, Me.	.....	.....
Dec. 24	One mile east-northeast of station.	.....do.....	Sc. Margaret M Ford, Boston, Mass.	Webster...	365
1906.					
Jan. 10	One mile west-northwest of station.	Fletchers Neck...	Sc. S. J. Lindsey, Rockland, Me.	Cook.....	80
Jan. 17	One and one-half miles northeast of station.	Jerrys Point.....	Sc. Ethel F. Merriam, Boothbay, Me.	Nowman..	78
Jan. 23	Richmond Island.....	Cape Elizabeth.....	Sc. Triton, Gloucester, Mass.	Totman...	71
Jan. 31	One and one-half miles west of station.	Cranberry Islands.	Slp. Rovers Bride, Cranberry Islands, Me.	.....	.....
Feb. 1	Two and one-half miles northwest of station.	Damiscove Island	Str. Massasoit, Boston, Mass. ^b	Collins....	364
Feb. 4	One hundred yards north of station.	Burnt Island.....	Slp. Senator, Port Clyde, Me.	.....	.....
Feb. 23	Forty miles east of station.	White Head.....	Sc. F. and E. Givan, Moncton, New Brunswick.	Melvin....	98
Mar. 4	Off station.....	Cranberry Islands.	Sc. Abbie and Eva Hooper, Boston, Mass.	Hall.....	321
Mar. 16	Three miles northwest of station.	White Head.....	Sc. S. E. Davis, Deer Isle, Me.	Hall.....	79
Mar. 20	Six miles northwest of station.	Great Wass Island.	Na. launch, Portland, Me.	.....	.....

^a No assistance required of life-saving crew.

season of 1905-6—Continued.

OF MAINE AND NEW HAMPSHIRE.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Newburyport, Mass., to Cape Porpoise, Me. Pleasure trip.....		\$300		\$300	\$300		3	3		3	3
		1,000		1,000	1,000		2	2			
New York city to Bangor, Me.	Cement...	6,500	\$6,000	12,500	11,200	\$1,300	6	6			
St. John, New Brunswick, to Boston, Mass.	Lumber..	1,000	2,000	3,000	2,700	300	4	4			
New York city to Saco, Me.	Coal.....	1,800	1,600	3,400	3,400		7	7		2	2
Fishing trip.....		300		300	275	25	1	1			
Portsmouth, N. H., to Rockland, Me.		3,000		3,000	3,000		4	4			
Hartford, Conn., to Somes Sound, Me. Pleasure trip.....	Machinery	3,000	5,000	8,000	2,500	5,500	3	3			
		1,000		1,000	1,000		4	4			
North Haven to Portland, Me.		450		450	450		2	2			
Fishing trip.....		200		200	200		3	3			
New York city to Calais, Me.	Coal.....	2,000	960	2,960	2,300	660	5	5		2	2
Bangor, Me., to New York city.	Lumber..	6,000	7,920	13,920	13,870	50	6	6			
Long Cove to Fort Popham, Me.	Stone....	7,000	575	7,575	7,575		5	5			
Scituate, Mass., to Machias, Me.		1,000		1,000	900	100	3	3			
		5,500		5,500	5,200	300	8	8			
Pleasure trip.....		10		10	10		2	2			
Capsized and sunk.....		40		40	40		1	1			
Burnt Island to Port Clyde, Me.	Lumber, lime, and cement.	700	100	800	800		2	2			
New York city to Bangor, Me.	Coal.....	2,500	1,500	4,000	4,000		5	5			
Parted moorings and stranded.		400		400	300	100	1	1			
Vinalhaven, Me., to New York city.	Granite...	30,000	2,600	32,600	32,600		6	6			
Lubec, Me., to Boston, Mass.	Potatoes and fish.	1,000	1,200	2,200	2,200		3	3			
Boston, Mass., to Portland, Me.	Phosphorus.	3,000	2,000	5,000	5,000		3	3			
Boston, Mass., to Boothbay, Me.	Grain.....	1,500	200	1,700	1,500	200	4	4		3	3
Fishing trip.....		500		500	500		2	2			
Lubec, Me., to Boston, Mass.	General...	20,000	10,000	30,000	30,000		18	18			
Broke from moorings..		150		150	140	10					
St. John, New Brunswick, to Boston, Mass.	Lumber..	1,200	2,600	3,800	3,800		5	5			
St. John, New Brunswick, to Philadelphia, Pa.	.....do....	5,000	3,500	8,500	5,700	2,800	7	7			
Stonington to Clarks Island, Me.	Granite...	900	500	1,400		1,400	3	3			
Parted moorings and stranded.		400		400	300	100	1	1			

b Disabled, requiring the assistance of the life-saving crew.

Table of casualties,

DISTRICT NO. 1.—EMBRACING COASTS OF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1906.					
Mar. 20	Six miles northwest of station.	Great Wass Island.	Sc. Katie L. Palmer, Portland, Me.	Beal.....	31
Mar. 20	One mile east by south of station.	Hunniwells Beach	Na. launch, Georgetown, Me.	.....	.....
Mar. 25	One and one-half miles west of station.	Damiscove Island	Ga. lch. Waneta, Boothbay, Me. ^a	.....	.....
Apr. 17	Two and one-third miles southeast by south of station.	Hunniwells Beach	Na. lch. Merryconeag, New York city.	.....	.....
Apr. 18	Seven miles east-northeast of station.	White Head.....	Sc. Georgia E., St. John, New Brunswick.	Morrel	89
Apr. 24	One and one-quarter miles northeast of station.	Jerrys Point.....	Slp. Petrel, Gloucester, Mass.	Brewer....	10
May 13	One mile east by south of station.	.....do.....	Ga. launch, North Berwick, Me.	.....	.....
May 14	One and one-half miles east-southeast of station.	White Head.....	Sc. Robert and Carr, Portland, Me.	Scofield....	54
May 28	One mile east of station.	Jerrys Point.....	Lch. May, Kittery, Me.	.....	.....
May 30	Two and one-half miles north of station.	Hunniwells Beach	Ywl. y. Aspenet, Portland, Me.	.....	.....
June 2	One and one-half miles east by south of station.	Quoddy Head....	Sc. Mary B. Rogers, Boothbay, Me.	Wallace...	92
June 3	Two miles southeast by south of station.	Hunniwells Beach	Small boats (2), Bath, Me.	.....	.....
June 13	Two miles north of station.	Burnt Island.....	Sc. Minnie, Rockland, Me.	Flynn.....	6
June 17	One mile south of station	Hunniwells Beach	Naphtha launch, Bath, Me.	.....	.....
June 17	Three and one-half miles north-northwest of station.	Cape Elizabeth...	Sc. Fillmore, Machias, Me.	Mitchell...	50
June 23	One and one-half miles northeast of station.	Hampton Beach..	Sc. Hiram, Calais, Me. ^b	Greenlaw..	67
June 30	Two miles west by north of station.	Jerrys Point.....	Slp. y. Pacquita, Kennebunkport, Me.	.....	.....
	Total.....	.....	.....	.....	.....

DISTRICT NO. 2—EMBRACING COAST

1905.					
July 1	One-quarter mile northwest of station.	City Point.....	Sc. Grayling, Boston, Mass.	.....	.....
July 2	One and one-quarter miles north-northeast of station.	.....do.....	Ywl. Wild Duck, Boston, Mass.	.....	.....
July 2	One-half mile north of station.	.....do.....	Gasoline launch, Boston, Mass.	.....	.....
July 2	One-half mile north-northeast of station.	.....do.....	Slp. Kismet, Boston, Mass.	.....	.....
July 8	Three miles southwest of station.	.....do.....	Slp. Flirt, Boston, Mass.	.....	.....
July 10	Two-thirds mile northeast of station.	.....do.....	Ga. lch. Bob, Boston, Mass.	.....	.....
July 10	One-half mile northeast of station.	.....do.....	Sc. Charlie Boy, Boston, Mass.	.....	.....
July 10	One-quarter mile north-northwest of station.	.....do.....	Rowboat, Boston, Mass.	.....	.....
July 12	Two-thirds mile north-northeast of station.	.....do.....	Slp. Allie B., Boston, Mass.	.....	.....
July 15	One-quarter mile northeast of station.	.....do.....	Slp. Sporty Babe, Boston, Mass.	.....	.....
July 15	One and three-quarters miles east of station.	.....do.....	Slp. Kathrina, Boston, Mass.	.....	.....

^a Disabled, requiring the assistance of the life-saving crew.

season of 1905-6—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.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Parted moorings and stranded.		\$3,000		\$3,000	\$2,600	\$400	3	3			
Sunk at moorings.		200		200	190	10					
Fishing trip.		1,000		1,000	1,000		5	5			
Dragged anchors.		3,000		3,000	3,000		3	3			
St John, New Brunswick, to Boston, Mass.	Lumber	1,500	\$2,640	4,140	3,940	200	4	4			
Fishing trip.		600		600	600		3	3			
Pleasure trip.		500		500	500		2	2	2		2
Fishing trip.		4,000		4,000	3,960	40	8	8			
In Portsmouth Harbor Bath to Portland, Me.		500		500	500		4	4			
		300		300	300		3	3			
Millbridge to Calais, Me.		1,000		1,000	1,000		3	3			
Adrift.		25		25	25		4	4			
Gloucester, Mass., to Rockland, Me.		350		350	325	25	2	2			
Adrift.		250		250	250		1	1	1		1
Bangor, Me., to Lynn, Mass.	Slabs	500	300	800	800		2	2			
Boston, Mass., to Calais, Me.		1,000		1,000	1,000		2	2	2		2
Portsmouth, N. H., to Kennebunkport, Me.		600		600	600		2	2			
		125,675	51,195	176,870	163,350	13,520	180	180	15		15

OF MASSACHUSETTS.

City Point to Marblehead, Mass.		\$1,600		\$1,600	\$1,525	\$75	1	1			
Pleasure trip.		550		550	550		10	10			
do.		400		400	400		2	2			
do.		300		300	300		5	5			
Capsized.		600		600	600		3	3			
Adrift.		450		450	450						
Dragged anchors.		500		500	500						
Capsized.		10		10	10		3	3			
do.		75		75	75		5	5			
Pleasure trip.		100		100	95	5	4	4			
do.		500		500	480	20	3	3			

^b In dangerous position, from which life-saving crew extricated her.

Table of casualties,

DISTRICT NO. 2—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1905.					
July 15	Two-sevenths mile north of station.	City Point.....	Tender, Boston, Mass		
July 16	One and one-half miles north-northeast of station.	.....do	Ga. Ich. Oriole, Boston, Mass.		
July 23	One-quarter mile northeast of station.	Cuttyhunk.....	Ga. Ich. Woodpile, Hingham, Mass.		
July 30	One and one-quarter miles east-southeast of station.	City Point.....	Slp. Naiad, Boston, Mass		
July 30	One and one-half miles south of station.	Nauset.....	Sc. Livonia, Boston, Mass.	Tobin.....	28
July 31	Five miles north of station.	Gloucester.....	Slp. Dipper, Dorchester, Mass.		
July 31	One-half mile north-northeast of station.	City Point.....	Slp. Souvenir, Boston, Mass.		
July 31	Two-thirds mile west of station.	.....do	Sc. Cosmopolitan, Boston, Mass.		41
Aug. 2	One-half mile north of station.	Newburyport....	Slp. y. Grayling, Boston, Mass.		
Aug. 2	Two and one-half miles southwest of station.	City Point	Str. Orontes, Boston, Mass.		
Aug. 6	One-half mile northeast of station.	Gloucester.....	Str. Moses Adams, Gloucester, Mass.	Hudder....	22
Aug. 6	Four hundred yards north of station.	City Point.....	Ga. Ich. Venture II, Philadelphia, Pa.		
Aug. 8	Four and one-half miles southeast of station.	.....do	Slp. Thelma, Boston, Mass.		
Aug. 13	Two hundred yards east of station.	.....do	Ga. Ich. Emma, Boston, Mass.		
Aug. 13	One and one-half miles south by east of station.	Monomoy.....	Ga. Ich. Adrian, New York City.		
Aug. 16	One mile north-northwest of station.	Nahant.....	Sloop-yacht, Lynn, Mass.		
Aug. 19	One-half mile northwest of station.	Cuttyhunk.....	Slp. Milton, Dartmouth, Mass.		
Aug. 20	One-half mile north of station.	City Point.....	Slp. May, Boston, Mass.		
Aug. 20	Four and one-half miles west by south of station.	Monomoy Point..	Sc. M. C. Haskell, Rockland, Me.	Winfigeld..	351
Aug. 22	Lovells Island.....	Point Allerton..	Sc. y. Loyal, New York City, ^a	Gibson....	47
Aug. 27	Two-thirds mile south-southwest of station.	City Point.....	Sailboat, Boston, Mass.		
Aug. 27	One and one-quarter miles west of station.	.....do	Sloop, Boston, Mass.		
Aug. 27	Four hundred yards northeast of station.	.....do	Sc. Charlie Boy, Boston, Mass.		
Aug. 27	One and one-quarter miles west of station.	.....do	Ga. Ich. Bunnie, Boston, Mass.		
Aug. 27	One mile east of station.	Point Allerton..	Slp. Arrow, Boston, Mass.		
Aug. 28	Seven-eighths mile north-northeast of station.	Newburyport....	Ga. Ich. Helen H., Gloucester, Mass.		
Aug. 30	Three-quarters miles southwest of station.	Gurnet.....	Ywl. y. Hutoka, Boston, Mass.	Sheppard..	19
Aug. 31	One-half mile north of station.	City Point.....	Slp. Acolus, Boston, Mass.		
Aug. 31	One hundred yards north of station.	Cuttyhunk.....	Catboat Themus, New Bedford, Mass.		
Sept. 1	Two miles south of station.	Old Harbor.....	Slp. Stoic, Marblehead, Mass.		
Sept. 2	Two miles north of station.	Point Allerton..	Slp. y. Agnes, Plymouth, Mass.	Mundy....	6
Sept. 3	One-third mile north-northeast of station.	Gloucester.....	Slp. Aurora, Boston, Mass.		
Sept. 3	.....do .....	.....do	Sloop, Gloucester, Mass.		
Sept. 3	Two-thirds mile north of station.	City Point.....	Slp. Puffin, Boston, Mass.		

^a In dangerous position, from which life-saving crew extricated her

season of 1905-6—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.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Capsized.....		\$30		\$30	\$30		7	7			
Pleasure trip.....		800		800	800		6	6			
New York city to Marblehead, Mass.		1,500		1,500	1,500		6	6		6	6
Pleasure trip.....		900		900	860	\$40	10	10			
Georges Banks to Boston, Mass.	Fish.....	1,200	\$1,000	2,200	450	1,750	7	7		7	14
Dragged anchors.....		100		100	95	5	2	2			
Adrift.....		200		200	160	40					
Dragged anchors.....		2,000		2,000	2,000						
Portsmouth, N. H., to Boston, Mass.		2,000		2,000	1,950	50	3	3			
Broke from moorings and stranded.		1,000		1,000	1,000		1	1			
Pleasure trip.....		1,200		1,200	1,125	75	15	15			
Trial trip.....		3,500		3,500	3,485	15	5	5			
Fishing trip.....		250		250	245	5	6	6			
Pleasure trip.....		425		425	425		2	2			
Boston, Mass., to New York City.		2,500		2,500	2,485	15	2	2			
Adrift.....		300		300	275	25					
Dartmouth, to Cuttyhunk, Mass.		175		175	175		3	3			
Pleasure trip.....		90		90	90		6	6			
New York City to Rockport, Me.	Coal.....	6,000	1,500	7,500		7,500	6	5	1	5	5
New York City to Boston, Mass.		10,000		10,000	10,000		19	19			
Capsized.....		75		75	75		2	2			
Adrift.....		400		400	400						
Dragged anchor.....		500		500	500						
do.....		250		250	250						
Boston to Nantasket, Mass.		300		300	300		3	3		3	3
Gloucester to Newburyport, Mass.		300		300	300		5	5		5	5
Wellfleet to Plymouth, Mass.		6,000		6,000	6,000		8	8			
Dragged anchor and stranded.		225		225	225						
Pleasure trip.....		250		250	250		2	2			
Hyannis to Marblehead, Mass.		600		600	600		5	5			
Boston to Gloucester, Mass.		600		600	600		8	8			
Broke from moorings.		800		800	800						
Capsized at moorings.		25		25	25						
Broke from moorings and stranded.		1,200		1,200	1,200						

DISTRICT NO. 2—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1905.					
Sept. 3	One-quarter mile north by west of station.	City Point.....	Slp. Mammie, Boston, Mass.	.....
Sept. 3	One mile north of station.	.....do.....	Slp. Souvenir, Boston, Mass.	.....
Sept. 3	Two and one-half miles east-southeast of station.	Brant Rock.....	Ywl. y. Hutoka, Boston, Mass.	Sheppard..	19
Sept. 4	Three-eighths mile northeast by east of station.	Straitsmouth....	Slp. Katie B., Deer Isle, Me.	Carlson....	7
Sept. 8	Two miles southeast by south of station.	.....do.....	Sc. Hastings, Fall River, Mass.	Kellock....	84
Sept. 13	One-half mile northwest of station.	Cuttyhunk.....	Slp. Iola, Osterville, Mass.	.....
Sept. 17	Two miles south of station.	Point Allerton....	Slp. y. Carita, Boston, Mass.	Davis.....	9
Sept. 19	Two miles south of station.	North Scituate...	Lch. Commodore, Winthrop, Mass.	.....
Sept. 21	Four miles south-southeast of station.	Plum Island.....	Sc. Eastern Light, Boston, Mass.	Brewster..	70
Sept. 21	.....do.....	.....do.....	Sc. M. L. Weatherell, Boston, Mass.	Collins....	69
Sept. 22	One mile east of station.	North Scituate....	Lch. Mary A., Scituate, Mass.	.....
Sept. 23	Two miles southeast by south of station.	Straitsmouth....	Sc. Squanto, Duxbury, Mass.	McDonald..	133
Sept. 24	One and one-quarter miles south of station.	City Point.....	Skiff, Boston, Mass.	.....
Sept. 24	One and one-quarter miles southeast of station.	.....do.....	Slp. y. Violet, Boston, Mass.	McKee.....	11
Sept. 24	One and one-quarter miles northwest by north of station.	Monomoy.....	St. y. Riviera, New York City.	Oakes.....	350
Sept. 25	One mile southwest of station.	City Point.....	Gasoline launch, Boston, Mass.	.....
Sept. 25	One mile northeast of station.	North Scituate....	Slp. Marie, North Scituate, Mass.	.....
Sept. 26	Pollock Rip.....	Monomoy Point..	Sc. Ralph M. Hayward, Fall River, Mass.	Green.....	604
Sept. 30	One and three-quarters miles east of Peaked Hill Bars station.	Peaked Hill Bars and High Head.	Sc. Osprey, Machias, Me.	Tremorgy..	159
Oct. 1	One-quarter mile southeast of station.	City Point.....	Gasoline launch, Boston, Mass.	.....
Oct. 4	Two hundred yards west of station.	.....do.....	Slp. Cathrina, Boston, Mass.	.....
Oct. 5	One-quarter mile southwest of station.	.....do.....	Ga. lch. Inez, Boston, Mass.	.....
Oct. 7	Four hundred yards northwest of station.	.....do.....	Ywl. Idella, Boston, Mass.	.....
Oct. 8	One-quarter mile north-northeast of station.	Cuttyhunk.....	Ga. lch. Nohma, New Bedford, Mass.	.....
Oct. 10	One-quarter mile northeast of station.	Manomet Point...	Small boat, Manomet, Mass.	.....
Oct. 11	One-half mile north-northwest of station.	Cuttyhunk.....	Sc. Mary and Bell, New Bedford, Mass.	Jenny.....	30
Oct. 15	Two-thirds mile north of station.	City Point.....	Gasoline launch, Boston, Mass.	.....
Oct. 21	Two and one-quarter miles south of station.	Plum Island.....	Ga. lch. Lydia F., Gloucester, Mass.	.....
Oct. 21	Two and one-half miles south of station.	Manomet Point...	Small boat, Manomet, Mass.	.....
Oct. 22	Five miles east-northeast of station.	Orleans.....	Sc. Mary Weaver, Portland, Me.	Hinkley...	222
Oct. 22	One-quarter mile northeast of station.	Gay Head.....	Slp. Marion, New Bedford, Mass.	.....
Oct. 23	One-half mile north of station.	City Point.....	Ga. lch. Katrina II, Boston, Mass. ^a	.....
Oct. 24	.....do.....	.....do.....	Sc. y. Pastime, Boston, Mass.	Peters.....	15

season of 1905-6—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.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Broke from moorings		\$225		\$225	\$225		6	6			
Dragged anchor and stranded.		200		200	170	\$30					
Plymouth to Quincy, Mass.		2,000		2,000	1,900	100	5	5			
Fishing trip		800		800	795	5	4	4			
Rockland, Me., to Boston, Mass.	Lime	2,500	\$1,400	3,900	3,300	600	4	4			
Osterville, Mass., to Newport, R. I.		2,500		2,500	2,500		6	6			
Pleasure trip		1,200		1,200	1,200		8	8			
Winthrop to Scituate, Mass.		1,000		1,000	1,000		2	2			
Ipswich to Salem, Mass.	Sand	500	100	600	500	100	4	4			
Ipswich to Boston, Mass.	do	1,000	100	1,100	1,100		4	4			
Boston to Scituate, Mass.		300		300	300		1	1			
Fishing trip		10,000		10,000	9,925	75	18	18			
Capsized		35		35	35		2	2			
Pleasure trip		1,200		1,200	1,165	35	12	12			
Greenport, N. Y., to Bar Harbor, Me.		125,000		125,000	125,000		29	29			
Fishing trip		200		200	200		3	3			
Adrift		300		300	300						
Portland, Me., to New York city.	Iron	12,000	4,500	16,500	16,300	200	7	7			
East Machias, Me., to New York city.	Shooks	1,500	2,000	3,500	3,500		5	5			
Fishing trip		200		200	200		5	5			
Adrift		500		500	500						
do		350		350	350		2	2			
do		3,000		3,000	3,000						
do		2,000		2,000	2,000		6	6			
Fishing trip		15		15	15		2	2			
New Bedford to Cuttyhunk, Mass.	Coal, lumber, and hay.	800	300	1,100	1,100		2	2			
Pleasure trip		325		325	315	10	6	6			
Gloucester to Ipswich, Mass.		1,600		1,600	1,600		4	4			
Capsized		25		25	25		1	1	1	1	
Machias, Me., to New York city.	Lumber ..	4,000	6,000	10,000	10,000		7	7			
Fishing trip	Fish	200	10	210	200	10	3	3			
Lying at moorings		3,000		3,000	1,500	1,500					
Dragged anchor		2,000		2,000	2,000		2	2			

Table of casualties,

DISTRICT NO. 2—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1905.					
Oct. 26	One and one-half miles northwest of station.	Newburyport.....	Sc. Shenandoah, Philadelphia, Pa.	Black.....	841
Oct. 26	One and one-quarter miles southwest of station.	City Point.....	Catboat Charlotte, Boston, Mass.	.....	.....
Oct. 28	One mile north-northwest of station.	Newburyport.....	Skiff, Newburyport, Mass.	.....	.....
Oct. 29	One and one-half miles north of station.	.....do.....	Small boat, Newburyport, Mass.	.....	.....
Oct. 30	Two and one-half miles north-northwest of station.	Point Allerton.....	Sc. Mary A. Gleason, Gloucester, Mass.	Murray....	65
Nov. 1	Three-quarters mile south-southwest of station.	Gurnet.....	Sc. Seaconnet, Boston, Mass.	Nickerson..	65
Nov. 1	Two miles east of station..	Gay Head.....	Catboat Margie, Edgartown, Mass.	Vanderhoof.	9
Nov. 8	One and one-half miles east by south of station.	City Point.....	Sc. Mina Swim, Boston, Mass.	Swim.....	92
Nov. 12	One-half mile north of station.	Newburyport.....	Small boat, Plum Island, Mass.	.....	.....
Nov. 14	Five and one-half miles south-southeast of station.	Plum Island.....	Gasoline launch, Essex, Mass.	.....	.....
Nov. 17	One-half mile north of station.	Newburyport.....	Small boat, Amesbury, Mass.	.....	.....
Nov. 17	One-eighth mile southwest of station.	Nahant.....	Ga. Ich. Sylvia, Nahant, Mass.	.....	.....
Nov. 18	Two miles from station ..	.....do.....	Small boat, Nahant, Mass.	.....	.....
Nov. 24	One-half mile south by east of station.	Monomoy Point..	Slp. Alice, Dennis, Mass.	.....	.....
Nov. 25	One mile northwest of station.	Nahant.....	Slp. Gypsy, Saugus, Mass.	.....	.....
Nov. 30	One mile east-southeast of station.	Chatham.....	Sc. Charles E. Sears, Calais, Me.	Aylward...	160
Dec. 21	Two miles north of station.	Gay Head.....	Sc. W. E. and W. L. Tuck, Eastport, Me.	Smith.....	416
Dec. 22	One and three-quarters miles southwest of station.	Race Point.....	Gasoline launch, Provincetown, Mass.	.....	.....
Dec. 22	One-half mile east of station.	.....do.....	Gasoline launch, Provincetown, Mass.	.....	.....
1906.					
Jan. 4	Two miles north-northwest of station.	Point Allerton...	Str. Arranmore, Glasgow, Scotland. ^a	Pickett...	1,170
Jan. 11	Two miles southwest of station.	Monomoy Point..	Bkn. Altona, Windsor, Nova Scotia.	Card.....	530
Jan. 23	One and three-quarters miles north of station.	Point Allerton...	Sc. Mary E. Silveira, Boston, Mass.	Silveira....	93
Feb. 3	Three and one-half miles south-southeast of station.	Plum Island.....	Slp. Fortuna, Boston, Mass.	.....	.....
Feb. 15	One and one-half miles north of station.	Fourth Cliff.....	Str. Devonian, Liverpool, England.	Ridley.....	10,418
Feb. 21	Four miles south-southeast of station.	Plum Island.....	Sc. Gatherer, Boston, Mass.	Broekelbank.	95
Feb. 28	Eastern Point.....	Gloucester.....	Slp. Cora, Gloucester, Mass.	.....	.....
Mar. 1	One mile north of station	Straitsmouth.....	Str. Willard, Portland, Me.	Sawyer....	22
Mar. 1	Three miles east-southeast of station.	Wood end.....	Gasoline launch, Provincetown, Mass.	.....	.....
Mar. 2	Two and one-half miles northwest of station.	Point Allerton..	Sc. Lillian, Boston, Mass	Costa.....	129

^a No assistance required of life-saving crew.

season of 1905-6—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.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Philadelphia, Pa., to Newburyport, Mass. Capsized.....	Coal.....	\$15,000	\$6,000	\$21,000	\$21,000	.....	3	3	.....	.....	.....
.....	.....	75	.....	75	75	.....	1	1	.....	.....	.....
Adrift.....	.....	5	.....	5	5	.....	2	2	.....	.....	.....
Fishing trip.....	.....	15	.....	15	15	.....	2	2	.....	2	2
do.....	Fish.....	6,000	200	6,200	6,200	.....	15	15	.....	.....	.....
Boston to Plymouth, Mass. ....	.....	7,500	.....	7,500	7,500	.....	15	15	.....	.....	.....
Broke from moorings.....	.....	700	.....	700	700	.....	.....	.....	.....	.....	.....
Fishing trip.....	Fish.....	10,000	800	10,800	10,070	\$730	18	18	.....	.....	.....
do.....	.....	20	.....	20	.....	20	3	3	.....	.....	.....
do.....	.....	600	.....	600	580	20	3	3	.....	.....	.....
do.....	.....	15	.....	15	15	.....	1	1	.....	.....	.....
Broke from moorings.....	.....	600	.....	600	590	10	.....	.....	.....	.....	.....
Adrift.....	.....	25	.....	25	25	.....	.....	.....	.....	.....	.....
Fishing trip.....	Fish.....	250	35	285	.....	285	2	2	.....	2	2
Adrift.....	.....	100	.....	100	100	.....	.....	.....	.....	.....	.....
Calais, Me., to New Bedford, Mass.	Lumber.....	1,000	3,500	4,500	3,500	1,000	5	5	.....	5	10
New York city to Stonington, Me.	Brick, cement, and lumber.	7,000	6,000	13,000	13,000	.....	6	6	.....	.....	.....
Pleasure trip.....	.....	350	.....	350	350	.....	2	2	.....	.....	.....
do.....	.....	250	.....	250	250	.....	2	2	.....	2	2
Halifax, Nova Scotia, to Boston, Mass.	Miscellaneous.	350,000	50,000	400,000	400,000	.....	38	38	.....	.....	.....
New York city to Saint John New Brunswick.	Coal.....	3,500	3,600	7,100	.....	7,100	10	10	.....	10	50
Fishing trip.....	Fish.....	13,000	400	13,400	13,400	.....	16	16	.....	.....	.....
Yarmouth, Me., to Boston, Mass. ....	.....	300	.....	300	.....	300	2	2	.....	.....	.....
Liverpool, England, to Boston, Mass.	General.....	500,000	700,000	1,200,000	1,200,000	.....	86	86	.....	.....	.....
Boston to Ipswich, Mass. ....	.....	2,500	.....	2,500	2,500	.....	6	6	.....	.....	.....
Parted moorings and stranded.	.....	600	.....	600	600	.....	2	2	.....	2	2
Boston, Mass., to York, Me.	Machinery	4,500	750	5,250	2,500	2,750	5	2	3	2	2
Massachusetts Bay to Provincetown, Mass. ....	.....	400	.....	400	395	5	1	1	.....	.....	.....
Fishing trip.....	Fish.....	13,600	500	14,100	14,100	.....	23	23	.....	.....	.....

Table of casualties,

DISTRICT NO. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1906.					
Mar. 10	Two miles northwest of station.	Newburyport.....	Sc. Newell B. Hawes, Boston, Mass. ^a	Hmiedberg.	89
Mar. 12	One mile north of station.	Straitsmouth.....	Gasoline launch, Rockport, Mass.	.....	.....
Mar. 12	Three-quarters mile northeast of station.	.....do.....	Small boat, Rockport, Mass.	.....	.....
Mar. 19	Six miles southeast of station.	Wood End.....	Sc. Manuel R. Cuza, Boston Mass. ^b	Shanklin...	298
Mar. 20	Light-house Island, Boston Harbor.	Point Allerton...	Sc. C. C. Lane, New Haven, Conn. ^c	Alley.....	321
Apr. 4	Hardings Ledge.....	.....do.....	Str. Wyalusing, Perth Amboy N. J.	Quinn.....	149
Apr. 5	Three miles east of station.	North Scituate...	Ga. Ich. Loon, Boston, Mass.	.....	.....
Apr. 6	Three miles north-northwest of station.	Point Allerton...	Sc. Mary T. Fallon, Boston, Mass.	Steel.....	74
Apr. 10	One and one-half miles northwest of station.	Newburyport....	Sc. Marguerite, Boston, Mass.	Geyer.....	108
Apr. 10	One mile north-northeast of station.	Gloucester.....	Sc. D. Gifford, Boothbay, Me.	Greenleaf..	253
Apr. 13	Three miles north-northwest of station.	Point Allerton...	Sc. Massachusetts, Plymouth, Mass.	Carroll.....	141
Apr. 19	One and one-quarter miles north of Newburyport station.	Newburyport and Salisbury Beach.	Small boat, Salisbury Beach, Mass.	.....	.....
Apr. 19	Two miles northwest of station.	Point Allerton...	Sc. Hattie F. Knowlton, Boston, Mass.	Shay.....	36
Apr. 23	One-quarter mile south of station.	Manomet Point...	Gasoline launch, Plymouth, Mass.	.....	.....
May 9	One-half mile north-northwest of station.	City Point.....	Slp. Ariel, Boston, Mass.	.....	.....
May 9	One-half mile north by west of station.	.....do.....	Slp. Adeline, Boston, Mass.	.....	.....
May 9	One-half mile north-west of station.	.....do.....	Slp. Izcy, Boston, Mass.	.....	.....
May 10	.....do.....	.....do.....	Slp. Katie M., Boston, Mass.	.....	.....
May 10	Two-thirds mile east of station.	.....do.....	Rowboat, Boston, Mass.	.....	.....
May 10	Two and one-half miles east-southeast of station.	Chatham.....	Sc. Pastime, Boston, Mass.	Colley.....	7
May 12	One-half mile southwest of station.	City Point.....	Skiff, Boston, Mass.....	.....	.....
May 13	Four hundred yards east-northeast of station.	Straitsmouth.....	Slp. Mermaid, Rockport, Mass.	.....	.....
May 13	One-half mile south-southeast of station.	City Point.....	Small boat, Boston, Mass.	.....	.....
May 14	One-half mile east-northeast of station.	Point Allerton...	Slp. y. Sabina IV, Boston, Mass.	.....	.....
May 15	One-half mile north-northwest of station.	City Point.....	Canoe, Boston, Mass.....	.....	.....
May 15	One-half mile southwest of station.	.....do.....	Slp. Simple Life, Boston, Mass.	.....	.....
May 18	Two and three-quarters miles northwest of station.	Point Allerton...	Sc. Alcina, Boston, Mass.	McConiskey.	81
May 19	Two-thirds mile southeast of station.	City Point.....	Slp. Viking, Boston, Mass.	.....	.....
May 20	.....do.....	.....do.....	Ga. y. Anna M., Boston, Mass.	.....	.....
May 26	One-half mile north-northwest of station.	.....do.....	Slp. Georgia, Boston, Mass.	.....	.....
May 26	One and one-half miles west-southwest of station.	.....do.....	Slp. Ben Hur, Boston, Mass.	.....	.....
May 27	One-quarter mile southwest of station.	.....do.....	Skiff, Boston, Mass.....	.....	.....

^a No assistance required of life-saving crew.^b In distress, requiring the assistance of the life-saving crew.

season of 1905-6—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.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Dragged anchors and stranded.	Sand.....	\$500	\$100	\$600	\$600	.....	4	4	.....	.....	.....
Pleasure trip.....	100	.....	100	100	.....	1	1	.....	.....	.....
Fishing trip.....	25	.....	25	25	.....	2	2	.....	.....	.....
St. John, New Brunswick, to New York city.	Lumber...	8,000	4,000	12,000	10,800	\$1,200	6	6	.....	.....	.....
South Amboy, N. J., to Portland, Me.	Clay.....	4,000	600	4,600	.....	4,600	6	6	.....	.....	.....
New York city to Boston, Mass.	30,000	.....	30,000	.....	30,000	10	10	.....	.....	.....
Plymouth to Boston, Mass.	275	.....	275	275	.....	5	5	.....	.....	.....
Fishing trip.....	Fish.....	12,000	700	12,700	12,700	.....	19	19	.....	.....	.....
Dragged anchors and stranded.	3,000	.....	3,000	3,000	.....	5	5	.....	.....	.....
Sullivan, Me., to New York city.	Paving stones.	4,500	1,400	5,900	500	5,340	6	6	6	12	.....
Fishing trip.....	Fish.....	12,000	3,500	15,500	15,500	.....	18	18	.....	.....	.....
.....do.....	10	.....	10	10	.....	3	2	1	.....	.....
.....do.....	1,400	.....	1,400	1,400	.....	10	10	.....	.....	.....
Broke from moorings..	400	.....	400	300	40	.....	.....	.....	.....	.....
Parted moorings.....	300	.....	300	290	10	.....	.....	.....	.....	.....
.....do.....	200	.....	200	200	.....	.....	.....	.....	.....	.....
Dragged anchor.....	500	.....	500	495	5	.....	.....	.....	.....	.....
Broke from moorings..	300	.....	300	300	.....	.....	.....	.....	.....	.....
Fishing trip.....	10	.....	10	10	.....	6	6	.....	.....	.....
Boston, Mass., to New York city.	1,500	.....	1,500	1,500	.....	2	2	.....	.....	.....
Pleasure trip.....	10	.....	10	10	.....	1	1	1	1	.....
Rockport to Boston, Mass.	200	.....	200	200	.....	2	2	.....	.....	.....
Capsized.....	35	.....	35	35	.....	1	1	.....	.....	.....
Marblehead to Boston, Mass.	3,000	.....	3,000	3,000	.....	3	3	2	2	.....
Pleasure trip.....	100	.....	100	100	.....	2	2	.....	.....	.....
Broke from moorings..	350	.....	350	350	.....	.....	.....	.....	.....	.....
Fishing trip.....	8,000	.....	8,000	8,000	.....	18	18	.....	.....	.....
Pleasure trip.....	350	.....	350	350	.....	2	2	.....	.....	.....
.....do.....	2,000	.....	2,000	2,000	.....	5	5	.....	.....	.....
Adrift.....	100	.....	100	100	.....	.....	.....	.....	.....	.....
Capsized.....	100	.....	100	100	.....	3	3	.....	.....	.....
.....do.....	35	.....	35	35	.....	2	2	2	2	.....

c Crew were taken off by the men belonging to Boston Light-house.

Table of casualties,

DISTRICT NO. 2.—EMBRACING COASTS OF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1906.					
May 27	One and one-half miles northwest of station.	Newburyport	Sc. F. A. Smith, Gloucester, Mass.	Hassen	77
May 28	Two and one-half miles east-southeast of station.	City Point	Ga. lch. Imbschied, Boston, Mass.	.....	.....
May 28	One and one-half miles east-southeast of station.	.....do.....	Sloop, Boston, Mass . . . . .	.....	.....
May 30	One mile north of station.	Newburyport	Ga. lch. Annie M. and tow, Newburyport, Mass.	.....	.....
May 30	One mile east by south of station.	Point Allerton	Slp. Elsea, Boston, Mass. . . . .	.....	.....
June 2	One-half mile north northeast of station.	City Point	Slp. Echo, Boston, Mass. . . . .	.....	.....
June 2	Seven-eighths mile east-southeast of station.	Cuttyhunk	Sc. Clara E. Rogers, Machias, Me.	Coffin	144
June 3	Two and one-quarter miles south-southeast of station.	City Point	Slp. Irene W., Boston, Mass.	.....	.....
June 3	Two and three-quarters miles south-southeast of station.	.....do.....	Lch. Navellus, Boston, Mass.	.....	.....
June 4	One-half mile north-northeast of station.	.....do.....	Tender, Boston, Mass. . . . .	.....	.....
June 5	One and one-quarter miles north by east of station.	.....do.....	Slp. Marquette, Boston, Mass.	.....	.....
June 6	One mile south of station.	Fourth Cliff	Sc. Mary Cabral, Gloucester, Mass.	Symons	62
June 7	Three and one-half miles southeast of station.	City Point	Ga. y. Elene, Boston, Mass.	Stickney	10
June 10	One-quarter mile northeast of station.	.....do.....	Tender, Boston, Mass. . . . .	.....	.....
June 21	Two miles south of station.	Newburyport	Sc. Jennie B. Hodgdon, Gloucester, Mass.	Merchant	118
June 24	One-half mile north-northeast of station.	.....do.....	Slp. Arrow, Portsmouth, N. H.	.....	.....
June 27	One and one-quarter miles southeast of station.	City Point	Small boat, Boston, Mass.	.....	.....
June 30	One-half mile north of station.	.....do.....	Ga. lch. Katrina II, Boston, Mass.	.....	.....
June 30	One-quarter mile north of station.	.....do.....	Slp. Altruria, Boston, Mass.	.....	.....
	Total . . . . .	.....do.....	.....	.....	.....

DISTRICT NO. 3.—EMBRACING COASTS OF

1905.					
Aug. 12	One mile east-southeast of station.	Quonochontaug	Na. lch. Viking, Hartford, Conn.	.....	.....
Aug. 17	Two and one-half miles northeast of station.	Fishers Island	Slp. y. Lady Mary, Providence, R. I.	Ingraham	11
Aug. 31	One-half mile south of station.	Narragansett Pier	Catboat Lucy, Newport, R. I.	.....	.....
Oct. 13	One mile northwest of station.	New Shoreham	Catboat Maid of the Mist, New Shoreham, R. I.	.....	.....
Nov. 15	Five miles southwest of station.	Brenton Point	Sc. James Parker, sr., Stonington, Conn.	Davis	116
Dec. 10	One mile northwest of station.	New Shoreham	Sc. Little Fred, Newport, R. I.	Latham	14
Dec. 16	Three miles southeast of station.	.....do.....	Sc. Blue Jay, Newport, R. I.	Brown	18
Dec. 21	Three-quarters mile northwest of station.	.....do.....	Catboat Lawrence, Newport, R. I.	Hayes	7

season of 1905-6—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.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Dragged anchors and stranded.		\$800		\$800	\$800		4	4			
Pleasure trip		650		650	650						
Parted moorings and stranded.		275		275	275						
Newburyport to Salisbury Beach, Mass.	Lumber...	300	\$25	325	315	\$10	3	3			
Scituate to Boston, Mass.		500		500		500	3	3		2	2
Boston to Winthrop, Mass.		1,300		1,300	1,300		1	1			
South Amboy, N. J., to Lubec, Me.	Coal.....	2,500	1,000	3,500	300	3,200	4	4		4	4
Pleasure trip		500		500	500		8	8			
do		450		450	450		5	5			
Capsized		10		10	10		3	3		2	2
Pleasure trip		600		600	600		1	1			
Fishing trip	Fish.....	5,000	500	5,500	5,500		15	15			
Hull to Boston, Mass.		2,200		2,200	2,200		9	9			
Pleasure trip		15		15	15		4	4			
Fishing trip		8,000		8,000	7,500	500	19	19			
Adrift		150		150	150		1	1			
do		10		10	10		5	5			
Dragged anchor		3,000		3,000	3,000		2	2			
do		300		300	300		2	2			
		1,289,020	800,520	2,089,540	2,019,630	60,910	835	830	5	71	129

RHODE ISLAND AND FISHERS ISLAND.

Hartford, Conn., to Block Island, R. I.		2,500		2,500	2,200	300	5	5			
New London, Conn., to Block Island, R. I.		8,000		8,000	8,000		5	5			
Newport to Block Island, R. I.		500		500	450	50					
Fishing trip		400		400	350	50	2	2			
Bangor, Me., to Port Chester, N. Y.	Lumber..	1,000	3,500	4,500	4,000	500	4	4			
Dragged anchors and stranded.		1,300		1,300	1,300		5	5			
Newport, R. I., to Osterville, Mass.		3,000		3,000	1,500	1,500	2	2		1	1
Dragged anchors and stranded.		800		800	800						

Table of casualties,

DISTRICT NO. 3.—EMBRACING COASTS OF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1905. Dec. 21	Three-quarters mile northwest of station.	New Shoreham...	Catboat Castle May.....		
1906. Feb. 28	Five and three-quarters miles southwest of station.	.....do.....	Slp. Ellen W., Providence, R. I.		
Mar. 4	Three and one-half miles north-northwest of station.	Brenton Point....	Sc. T. Townes, New York City.	Williams..	197
Apr. 22	Three miles southwest of station.	Sandy Point.....	Bkn. Hillside, Yarmouth, Nova Scotia. ^a	Trefrey....	525
May 27	Two miles south of station.	Block Island.....	Bge. Fannie, Baltimore, Md. ^a		948
May 27	.....do.....	.....do.....	Bge. Cassie, Baltimore, Md. ^a		948
	Total.....	.....	.....	.....	.....

DISTRICT NO. 4.—EMBRACING

1905. July 19	One mile northwest of station.	Blue Point.....	Slp. Willie K., Bayport, N. Y.		
Aug. 19	Five hundred yards north-northeast of station.	Point of Woods...	Catboat Sand Piper, Point of Woods, N. Y.		
Aug. 20	Two miles north-northwest of station.	.....do.....	Slp. y. Elfin, New York City.		
Aug. 21	One-half mile west of station.	Rocky Point.....	Catboat.....		
Aug. 22	Two and one-half miles east-northeast of station.	Amagansett and Napeague.	Sc. Marion E. Rockhill, Boston, Mass.	Gilbert....	284
Aug. 24	One and three-quarters miles east of Jones Beach station.	Jones Beach and Gilgo.	Str. Banes, Bergen, Norway.	Colson.....	748
Aug. 26	One and one-half miles north of station.	Point of Woods...	Naphtha launch, Point of Woods, N. Y.		
Aug. 27	One-half mile west-northwest of station.	.....do.....	Ga. lch. Hawk, New York City.		
Sept. 14	Two hundred and forty yards north of station.	.....do.....	Slp. y. Nan 2, Point of Woods, N. Y.		
Oct. 6	Three and one-half miles northwest of station.	.....do.....	Slp. Charlie G., Sayville, N. Y.		
Oct. 7	One mile north-northwest of station.	.....do.....	Sc. J. and C. Heinley, New York City	Heinley....	43
Oct. 14	One mile northwest of station.	Point of Woods...	Slp. Gustavus A. Muller, Tuckerton, N. J. ^b	Quinn.....	21
Oct. 16	One mile west of station.	.....do.....	Slp. Fannie, Patchogue, N. Y.	Murdock..	6
Oct. 22	One mile northwest of station.	.....do.....	Sc. Emma E. Overton, Patchogue, N. Y.	Munsell....	46
Nov. 4	Three miles west of Point of Woods station.	Point of Woods and Fire Island.	Sc. Carrie, Greenport, N. Y.	Worthing..	27
Nov. 20	One-half mile north of station.	Point of Woods...	Sc. Carrie, Greenport, N. Y.	Worthing..	27
Nov. 20	One-half mile northwest of station.	.....do.....	Scow, Bayshore, N. Y.		
Dec. 4	One-half mile northwest of station.	.....do.....	Sc. Coral, Greenport, N. Y.	Horton....	34
Dec. 4	Two hundred yards north of station.	.....do.....	Gasoline launch, Bayshore, N. Y.		

^a In dangerous position from which life-saving crew assisted to extricate her.

season of 1905-6—Continued.

RHODE ISLAND AND FISHERS ISLAND—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Dragged anchors and stranded.		\$700		\$700	\$700						
Fishing trip.....		600		600	600		2	2			
Newport, R. I., to New York City.		2,500		2,500	2,500		4	4			
Stamford, Conn., to Yarmouth, Nova Scotia.		20,000		20,000	20,000		9	9			
Norfolk, Va., to Boston, Mass.	Coal.....	15,000	\$5,000	20,000	20,000		5	5			
do.....	do.....	15,000	5,000	20,000	20,000		5	5			
		71,300	13,500	84,800	82,400	\$2,400	48	48	1	1	

COAST OF LONG ISLAND.

Capsized.....		200		200	200		3	3			
Pleasure trip.....		40		40	40		1	1			
Patchogue to New York City, N. Y.		600		600	600		2	2			
Providence, R. I. to New Haven, Conn.		20		20	20						
South Amboy, N. J., to Danversport, Mass.	Coal.....	4,000	1,200	5,200		5,200	5	5	5	5	15
Port Antonio, Jamaica to New York City.	Fruit.....	40,000	10,000	50,000	50,000		18	18			
Adrift.....		500		500	500		3	3			
Dragged anchors.....		1,000		1,000	1,000		2	2			
Parted moorings and stranded.		500		500	500						
Bayshore to Point of Woods, N. Y.		500		500	500		6	6			
Bellport to New York City, N. Y.		600		600	600		2	2			
Egg Harbor, N. J., to Sayville, N. Y.	Oysters...	2,500	800	3,300	3,300		4	4			
Fire Island to Bellport, N. Y.		400		400	400		3	3			
Haverstraw to Bellport, N. Y.	Brick.....	800	250	1,050	1,050		2	2			
Northport to Sayville, N. Y.	Oysters...	1,200	1,000	2,200	2,200		2	2			
Greenport to Bayport, N. Y.	do.....	1,200	900	2,100	2,100		2	2			
Capsized.....	Poles.....	200	150	350	350						
Northport to Oakdale, N. Y.	Oysters...	1,000	1,000	2,000	2,000		3	3			
Fire Island to Point of Woods, N. Y.	Groceries.	350	40	390	390		3	3	3	3	

^b No assistance required of life-saving crew.

Table of casualties,

DISTRICT NO. 4.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1905.					
Dec. 5	One and one-quarter miles northwest of station.	Point of Woods..	Ga. s. Ulrica, Patchogue, N. Y.	Still.....	11
Dec. 5	One mile northwest of station.	.....do.....	Ga. s. Mildred, Patchogue, N. Y.	Conn.....	14
Dec. 10	One-quarter mile northeast of station.	.....do.....	Gasoline launch, Bayshore, N. Y.	.....	.....
Dec. 10	One-half mile northwest of station.	Rockaway Point.	Na. Ich. Helen II., New York City.	.....	.....
Dec. 18	One-quarter mile north of station.	Point of Woods..	Naphtha launch, Bayshore, N. Y.	.....	.....
1906.					
Jan. 1	Fire Island Bar.....	Oak Island and Fire Island.	Ga. s. Rebecca M., Patchogue, N. Y.	Raynor....	15
Jan. 25	One and one-half miles southwest of station.	Short Beach.....	Slp. L. Odin, New York City.	Larsen....	19
Feb. 26	One-fifth mile north of station.	Point of Woods..	Gasoline launch, Bayshore, N. Y.	.....	.....
Mar. 1	One-half mile northeast of station.	Fire Island.....	Catboat, Bayshore, N. Y.	.....	.....
Mar. 7	Two miles northwest of station.	Point of Woods..	Ga. s. Ulrica, Patchogue, N. Y.	Still.....	11
Mar. 10	One-half mile west of station.	Long Beach.....	Bk. Adam W. Spies, New York City.	Hines.....	1,235
Mar. 12	Three miles west of station.	Point of Woods..	Sc. Alida Hearn, Patchogue, N. Y.	Mosher....	28
Mar. 13	One-half mile west-northwest of station.	.....do.....	Sc. Carol, Greenport, N. Y.	Horton....	34
Mar. 13	One-half mile northwest of station.	.....do.....	Sc. Blanche Morgan, Greenport, N. Y.	Horton....	26
Mar. 17	Two miles west of station	.....do.....	Sc. Farmer, Patchogue, N. Y.	Newton....	34
Mar. 17	One mile north-northwest of station.	.....do.....	Sc. Anna Brown, Patchogue, N. Y.	Hendrikson.	48
Mar. 20	One mile west of Gilgo station.	Gilgo and Jones Beach.	Str. Bodo, Bergen, Norway.	Larsen.....	666
Mar. 23	One mile north-northwest of station.	Point of Woods..	Sc. Hamlet, Greenport, N. Y.	Patterson..	26
Mar. 23	One-half mile north of station.	Fire Island.....	Sc. Annie E. Edwards, Chincoteague, Va.	.....	61
Apr. 1	One mile northwest of station.	Point of Woods..	Sc. Emma Jane, Greenport, N. Y.	Savage....	25
Apr. 16	One-quarter mile from station.	Quogue.....	Sailboat.....	.....	.....
Apr. 16	Eight miles north of station.	Rocky Point.....	Sc. Nettie Cushing, Thomaston, Me.	Kellogg....	111
Apr. 18	One and one-half miles north of station.	Lone Hill.....	Gasoline launch, Patchogue, N. Y.	.....	.....
Apr. 25	One mile northeast of station.	Point of Woods..	Naphtha launch, Bayshore, N. Y.	.....	.....
Apr. 29	Three-quarters mile northwest of station.	Lone Hill.....	Gasoline launch, Sayville, N. Y.	.....	.....
May 7	Two miles northeast of station.	Fire Island.....	Slp. Henry D. Siminsin, Patchogue, N. Y.	Doxsee....	19
May 10	One mile northeast of station.	Oak Island.....	Catboat Ray, Babylon, N. Y.	.....	.....
May 12	.....do.....	.....do.....	St. Ich. Argo, Babylon, N. Y.	Searles....	9
May 16	Two and one-half miles north of station.	Point of Woods..	Sc. Annie E. Edwards, Chincoteague, Va.	Bushnell..	61
June 9	Three hundred and thirty-five yards north of station.	.....do.....	Catboat, Bayshore, N. Y.	.....	.....
June 17	Two miles west of station.	.....do.....	Str. Vincenzo Bonanno, Messina, Italy.	Norera....	3,420
	Total.....	.....do.....	.....	.....	.....

season of 1905-6—Continued.

COAST OF LONG ISLAND—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Pleasure trip.....		\$1,200		\$1,200	\$1,200		3	3			
Lighting sc. Coral...	Oysters...	3,000	\$300	3,300	3,300		2	2	1	1	
Broke from moorings...		450		450	450						
New York City to Canarsie, N. Y.		500		500	450	\$50	7	7			
Adrift.....		500		500	500		1	1	1	1	
Fishing trip.....	Fish.....	3,000	200	3,200	3,200		5	5			
Mariner Harbor, N. Y., to Newport, R. I.		2,000		2,000		2,000	2	2	2	2	
Bayshore to Point of Woods, N. Y.		450		450	450		1	1	1	1	
Dragged anchor.....		450		450	450						
To attend battery.....		750		750	750		1	1			
Buenos Ayres, South America, to New York City.	Bones....	10,000	30,000	40,000	35,500	4,500	13	13			
Patchogue, N. Y., to Bridgeport, Conn.	Oysters..	800		800	800		2	2			
Greenport to Sayville, N. Y.		900	1,000	1,900	1,900		3	3			
do.....	do.....	1,200	1,000	2,200	2,200		2	2			
do.....	do.....	600	1,000	1,600	1,600		2	2			
do.....	do.....	1,800	1,600	3,400	3,400		3	3			
Port Antonio, Cuba, to New York City.	Fruit.....	35,000	10,000	45,000	35,000	10,000	21	21			
Greenport to Sayville, N. Y.	Oysters..	1,000	900	1,900	1,900		2	2			
Oakdale to Greenport, N. Y.		5,000		5,000	5,000		3	3			
Greenport to Sayville, N. Y.	Oysters..	1,000	1,000	2,000	2,000		2	2			
Capsized.....		50		50	50		2	2			
Rockland, Me., to New York City.	Lime.....	4,000	3,000	7,000		7,000	4	4			
Point of Woods to Patchogue, N. Y.		600		600	600		3	3			
Fire Island to Bayshore, N. Y.		1,000		1,000	1,000		2	2			
South Beach to Sayville, N. Y.		200		200	200		4	4			
Bayshore, N. Y., to New Haven, Conn.		2,500		2,500	2,500		2	2			
Babylon to Oak Island, N. Y.	Furniture	200	75	275	270	5	4	4			
do.....		7,000		7,000	7,000		5	5			
Greenport to Oakdale, N. Y.	Oysters..	3,000	2,000	5,000	5,000		3	3			
Parted moorings and sunk.		200		200	190	10					
Palermo, Italy, to New York City.	General...	150,000	200,000	350,000	339,000	11,000	36	36	34	34	
		293,960	267,415	561,375	521,610	39,765	201	201	47	47	57

Table of casualties,

DISTRICT NO. 5.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1905. July 9	One and one-quarter miles southwest of station.	Spermaceti Cove..	Slp. y. Whitby, New York City.	Staffeny...	29
July 15	Three miles south of station.	Little Egg.....	Sc. Ester Anita, New York City.	Armstrong	105
July 18	Five-eighths mile north of Brigantine station.	Brigantine and South Brigantine.	Na. lch. Caroline, Ocean City, N. J.	.....	.....
July 23	One-quarter mile south of station.	Bayhead.....	Slp. y. Auntie.....	.....	.....
Aug. 3	Two miles south of Little Egg station.	Little Egg and Little Beach.	Sc. Mary A. Fisher, Cape Charles, Va.	Mulford...	116
Aug. 5	One mile west of station..	Harvey Cedars...	Scow, Harvey Cedars, N. J.	.....	.....
Aug. 7	One-half mile west of station.	Little Egg.....	Yht. Salome, Atlantic City, N. J.	.....	.....
Aug. 7	One mile east of station...	Atlantic City.....	Rowboat Atlantic City, N. J.	.....	.....
Aug. 9	One and one-quarter miles north of station.	Barnegat.....	Slp. Mabel, Island Heights, N. J.	.....	.....
Aug. 18	One and one-half miles east of station.	Cold Spring.....	Naphtha launch, Millville, N. J.	.....	.....
Aug. 22	One mile southwest of station.	Carson Inlet.....	Ga. lch. Sunlight.....	.....	.....
Aug. 25	Three miles southeast of station.	Great Egg.....	Na. lch. Chloris, Atlantic City, N. J. ^a	.....	.....
Aug. 25	Seven hundred yardseast-northeast of station.	Two Mile Beach..	Na. lch. Anglesea, Philadelphia, Pa.	.....	.....
Aug. 25	Four hundred yards south of station.	Cape May.....	Slp. Stella, Bridgeton, N. J.	Ludlam....	12
Aug. 27	Two hundred yards southeast of station.	Hereford Inlet....	Yht. Comet, Philadelphia, Pa.	.....	.....
Aug. 29	One and one-quarter miles west of station.	Spermaceti Cove..	Slp. y. Ollanta, Stamford, Conn.	Erickson...	13
Aug. 29	.....do.....	.....do.....	Yawl belonging to slp. y. Ollanta, Stamford, Conn.	.....	.....
Aug. 31	Three-quarters mile east of station.	Barnegat.....	Catboat Bertha.....	.....	.....
Aug. 31	Three-quarters mile north of station.	Atlantic City.....	Slp. Bessicus, Somers Point, N. J.	Conover...	9
Aug. 31	One mile west-southwest of station.	Two Mile Beach..	Yht. Ripple, Cape May City, N. J.	.....	.....
Sept. 3	Three miles east of Cold Spring Station.	Cold Spring and Two Mile Beach.	Na. lch. Tioga, Philadelphia, Pa.	.....	.....
Sept. 4	One-half mile east of station.	Barnegat.....	Catboat Minnie, Barnegat City, N. J.	.....	.....
Sept. 5	Three-quarters mile north-northeast of station.	.....do.....	Slp. y. Paukewis, Philadelphia, Pa.	Swanson...	17
Sept. 7	Three and one-half miles northeast Sea Isle City Station.	Sea Isle City and Corson Inlet.	Sc. Edith and May, New London, Conn.	Birch.....	128
Sept. 12	Three miles south-southeast of station.	Barnegat.....	Bateau, Island Heights, N. J.	.....	.....
Sept. 16	One mile south of station.	Hereford Inlet....	Slp. Rupert II, Somers Point, N. J.	Mathis.....	10
Sept. 23	One and one-quarter miles northwest of station.	Spermaceti Cove..	Sc. y. May Flower, Boston, Mass.	Ely.....	84
Sept. 23	One-half mile north of station.	Chadwick.....	Na. lch. Dolphin.....	.....	.....
Sept. 23	Two miles east of Toms River Station.	Toms River and Island Beach.	Naphtha launch, New York City.	.....	.....
Sept. 24	Three-quarters mile west of station.	Forked River.....	Slp. y. Mary L., Toms River, N. J.	.....	.....
Sept. 29	One-half mile north of station.	Atlantic City.....	Yht. C. S. Haines, Atlantic City, N. J.	.....	.....

^a Disabled, requiring the assistance of the life-saving crew.

season of 1905-6—Continued.

COAST OF NEW JERSEY.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Newark to Highlands, N. J.		\$2,000		\$2,000	\$2,000		6	6			
Fishing trip	Fish	10,000	\$5,000	15,000	15,000		17	17			
Ocean City to Bayhead, N. J.		1,000		1,000	1,000		2	2		2	2
Brooklyn, N. Y., to Barnegat Inlet, N. J.		250		250		\$250	6	6		6	6
James River, Va., to New York City.	Wood	5,000	600	5,600	5,600		5	5			
Sandy Island to Harvey Cedars, N. J.	Hay	200	100	300	290	10	2	2			
Beach Haven to Little Egg Inlet, N. J.		1,500		1,500	1,500		10	10			
Pleasure trip		25		25	25		2	2			
Island Heights to Barnegat City, N. J.		4,000		4,000	4,000		6	6			
Millville to Holly Beach, N. J.		200		200	200		4	4			
Philadelphia, Pa., to Ocean City, N. J.		1,000		1,000	990	10	3	3			
Fishing trip	Fish	1,500	30	1,530	1,500	30	5	5		5	5
do		1,500		1,500	1,500		13	13		13	13
do		800		800	800		9	9		7	7
Philadelphia, Pa., to Anglesea, N. J.		400		400	400		2	2			
Highlands, N. J., to Manhasset Bay, N. Y.		1,500		1,500	1,500		8	8			
Capsized		25		25	25		2	2			
Island Heights to Barnegat Inlet, N. J.		600		600	600		7	7			
Fishing trip		2,800		2,800	2,800		9	9			
Pleasure trip		50		50	50		4	4			
Cape May, N. J., to Philadelphia, Pa.		1,000		1,000	1,000		3	3			
Pleasure trip		300		300	300		3	3			
New York City to Philadelphia, Pa.		3,000		3,000	3,000		3	3			
Fernandina, Fla., to New York City.	Lumber	4,500	1,500	6,000	6,000		5	5			
Adrift		20		20	20						
Anglesea to Pleasantville, N. J.		2,000		2,000	2,000		2	2			
New York City to Highlands, N. J.		12,000		12,000	12,000		5	5			
Manasquan to Barnegat, N. J.		800		800	800		1	1			
New York City to Ocean City, N. J.		1,500		1,500	1,500		1	1			
Barnegat Inlet to Toma River, N. J.		3,000		3,000	3,000		6	6			
Fishing trip		300		300	300		5	5			

Table of casualties,

DISTRICT NO. 5.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1905.					
Oct. 5	Three-quarters mile northeast of station.	Barnegat.....	Ga. s. Monmouth, Perth Amboy, N. J.	Bennett...	11
Oct. 9	One-half mile south of Shark River Station.	Shark River and Spring Lake.	Fishboat.....	.....	.....
Oct. 15	Three hundred yards south of station.	Barnegat.....	Sc. Custis W. Wright, Perth Amboy, N. J.	Woolley...	113
Oct. 17	Three-quarters mile north-northeast of Barnegat Station.	Barnegat and Forked River.	.....do.....	.....do.....	113
Nov. 16	One-half mile southeast of station.	Deal.....	Sc. Addie Jordan, Norfolk, Va.	Cramer...	376
Nov. 18	Two and one-half miles southeast of station.	Little Beach.....	Sc. Nelson E. Newberry, New York City.	King.....	685
Dec. 4	Two miles east of station.	Cold Spring.....	Na. Ich. Maggie G., Anglesea, N. J.	.....	.....
Dec. 12	Two and one-half miles southeast of station.	Little Beach.....	Slp. Rupert II, Somers Point, N. J.	Mathis.....	10
Dec. 12	One mile east-southeast of station.	Atlantic City.....	Gasoline launch, Atlantic City, N. J.	.....	.....
Dec. 16	One mile south of station.	Little Beach.....	Gasoline launch, Atlantic City, N. J.	.....	.....
Dec. 21	One and one-half miles north of station.	Bayhead.....	Sc. George F. Phillips, Seafood, Del.	Morton.....	270
Dec. 24	One mile east of station.	Avalon.....	Sc. Clarence H. Venner, Dennis, Mass.	Baker.....	934
1906.					
Jan. 4	Romer Shoals.....	Sandy Hook.....	Str. Ariosa, New York City.	.....	140
Jan. 6	.....do.....	.....do.....	Gasoline launch, South Beach, N. Y.	.....	.....
Jan. 12	Brigantine Shoals.....	South Brigantine, Brigantine, and Little Beach.	Str. Cherokee, New York City.	Archibald..	2,556
Jan. 14	Three and three-quarters miles west of station.	Spermaceti Cove.	Scow No. 42, New York City.	.....	.....
Jan. 14	One-quarter mile southeast of station.	Atlantic City.....	Gasoline launch, Atlantic City, N. J.	.....	.....
Jan. 23	One and one-quarter miles north of station.	Seabright.....	Sc. R. D. Bibber, Bath, Me.	Matherson..	769
Feb. 10	One mile west of station.	Spermaceti Cove.	Ywl. y. Kiaora, New York City.	Aumack...	16
Mar. 12	Three miles east-southeast of South Brigantine station.	South Brigantine and Brigantine.	Sc. R. D. Bibber, Bath, Me.	Kennedy...	769
Mar. 16	One and one-half miles north-northeast of Island Beach station.	Island Beach and Toms River.	Str. Cearence, Liverpool, England.	Mason.....	2,769
Apr. 8	Two miles east of Cold Spring station.	Cold Spring and Two Mile Beach.	Dredge George W. Catt, New York City.	.....	.....
Apr. 23	One and one-half miles northeast of station.	Long Branch.....	Fish boat.....	.....	.....
Apr. 23	Two miles west of station.	Bonds.....	Sc. Virginia, Norfolk, Va.	Brown.....	44
Apr. 23	One and one-half miles northwest of station.	Cape May.....	Slp. y. Jessica, Philadelphia, Pa.	.....	.....
May 7	One mile north of station.	Little Beach.....	Catboat Napier, Pleasantville, N. J.	.....	.....
May 15	One-eighth mile north of station.	Atlantic City.....	Ga. Ich. Vesta, Atlantic City, N. J.	.....	.....
May 25	One mile south of Little Egg station.	Little Egg and Little Beach.	Slp. Gustavus A. Miller, Tuckerton, N. J.	Quinn.....	21
June 13	One and one-quarter miles southwest of station.	Tathams.....	Slp. Stella, Bridgeton, N. J.	Ludlam...	12
June 15	.....do.....	.....do.....	.....do.....	.....do.....	12
June 26	Three-quarters mile south of station.	Shark River.....	Ga. Ich. Eva Julia, Highlands, N. J.	.....	.....
	Total.....	.....	.....	.....	.....

season of 1905-6—Continued.

COAST OF NEW JERSEY—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Fishing trip.....		\$4,000		\$4,000	\$4,000		5	5			
Capsized.....		325		325	315	\$10	2	2			
New York City to Hampton, Va.		2,000		2,000	2,000		4	4			
do.....		2,000		2,000	2,000		5	5			
Norfolk, Va., to New York City.	Lumber...	7,000	\$4,000	11,000	11,000		6	6			
New York City to Brunswick, Ga.		12,000		12,000	12,000		8	8			
Mahon River, Del. to Anglesea, N. J.		800		800	800		2	2			
Atlantic City to Little Egg Harbor, N. J.		2,000		2,000	1,990	10	2	2			
Fishing trip.....	Fish.....	300	85	385	300	85	2	2			
Pleasure trip.....		200		200	195	5	2	2		2	2
Norfolk, Va., to New York City.	Lumber...	4,800	6,500	11,300	7,800	3,500	6	6		6	6
Wiscasset, Me., to Philadelphia, Pa.		40,000		40,000	40,000		9	9			
Towing in harbor.....		10,000		10,000		10,000	9	9			
South Beach, N. Y., to Bedford, N. J.		200		200	200		2	2			
Santo Domingo to New York City.	General...	200,000	100,000	300,000	110,000	190,000	56	56			
Employed in harbor...		3,000		3,000	3,000						
Pleasure trip.....		500		500	450	50	2	2			
Georgetown, S. C., to New York City.	Lumber...	16,000	10,000	26,000	24,000	2,000	7	7			
Fishing trip.....		3,000		3,000	3,000		5	5			
New York City to Norfolk, Va.		40,000		40,000	40,000		7	7			
Para, Brazil, to New York City.	Sugar, rubber, hides, etc.	150,000	1,600,000	1,750,000	1,690,000	60,000	65	65			
Camden to Cape May, N. J.		150,000		150,000	150,000		9	9			
Fishing trip.....		800		800	800		3	3			
Bridgeport to Tucker-ton Bay, N. J.	Oysters...	2,500	1,200	3,700	3,700		5	5			
Atlantic City, N. J., to Philadelphia, Pa.		1,100		1,100	1,000	100	4	4		2	8
Pleasantville to Great Bay, N. J.		500		500	500		1	1			
Pleasure trip.....		1,500		1,500	1,500		3	3			
Oyster Bay, N. Y., to Tucker-ton Bay, N. J.	Oysters...	3,000	800	3,800		3,800	3	3		3	3
Anglesea to Stone Harbor, N. J.		1,000		1,000	1,000		37	37			
do.....		1,000		1,000	1,000		20	20			
Highlands to Shark River, N. J.		500		500	500		2	2			
		722,795	1,729,815	2,452,610	2,182,750	269,860	449	449		46	52

Table of casualties.

DISTRICT NO. 6.—EMBRACING COAST BETWEEN

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1905.					
July 23	One mile southeast of station.	Metomkin Inlet...	Bateau, Folly Creek, Va.	.....	.....
Sept. 13	Eight miles northeast of station.	.....do.....	Slp. Nick Smith, Public Landing, Va.	.....	.....
Sept. 14	Williams Shoal.....	Wallops Beach...	Sc. D. J. Whealton, Chincoteague, Va.	Whealton..	48
Sept. 27	Three-quarters mile south of station.	Wachapreague....	Slp. Annie, Chincoteague, Va.	.....	.....
Oct. 11	One and three-quarters miles south by east of station.	Assateague Beach	Sc. Ada R. Terry, New York City.	Jorgenson.	69
Oct. 13	Two miles east-southeast of station.	Metomkin Inlet...	Ga. Ich. Katherine Penrose, Folly Creek, Va.	.....	.....
Oct. 19	One-half mile southwest of station.	Hog Island.....	Slp. Sally, Norfolk, Va.	Hill.....	29
Nov. 2	Six and one-half miles south by east of Assateague Beach station.	Assateague Beach and Wallops Beach.	Sc. Thomas L. James, New York City.	Abbott....	396
Nov. 23	Three-quarters miles south of station.	Wachapreague....	Sc. Oriental, Norfolk, Va.	Amory.....	28
Nov. 24	One mile east-northeast of Wallops Beach station.	Wallops Beach and Assateague Beach.	Slp. Crockett, Chincoteague, Va.	.....	.....
Nov. 24	Two miles west of station	Hog Island.....	Slp. Eddie, Cape Charles, Va.	Johnson...	6
Dec. 9	Isaac Shoals.....	Smith Island.....	Sc. William G. Gillett, Norfolk, Va.	Wilcox....	10
Dec. 15	Five and one-half miles north-northeast of station.	Metomkin Inlet...	Sc. Pendleton Sisters, New York City.	Davies....	798
Dec. 20	One and one-half miles south-southeast of station.	Green Run Inlet..	Ga. Ich. May, Wildwood, N. J.	.....	.....
Dec. 21	One and one-half miles northeast by north of station.	Lewes.....	Bk. Annasona, Greenock, Scotland.	Blackstock	1,436
Dec. 28	One and one-half miles south-southwest of station.	Metomkin Inlet...	Slp. Daisy, Cape Charles, Va.	.....	.....
1906.					
Jan. 2	Six miles south-southwest of station.	Smith Island.....	Sc. Annie Ainslie, Richmond, Va.	Strout....	303
Jan. 4	Two and one-half miles northwest of station.	Wallops Beach...	Ga. Ich. Bentley, Chincoteague, Va.	.....	.....
Jan. 9	Five miles south of station.	Popes Island.....	Sc. Robert McClintock, Baltimore, Md. ^a	Lewis.....	154
Feb. 15	One and one-half miles north of Indian River Inlet station.	Indian River Inlet and Rehoboth Beach.	Sc. Ira D. Sturgis, New York City.	Cranmer...	235
Feb. 17	One and one-half miles southeast of station.	Cobb Island.....	Sc. Scarborough, Chincoteague, Va.	Jones.....	34
Feb. 22	Three miles south-southwest of North Beach station.	North Beach and Green Run Inlet.	Sc. Ida B. Gibson, Seaford, Del.	Bradley...	235
Mar. 20	Two miles south of station.	Hog Island.....	Scow, Red Bank, Va.	.....	.....
Mar. 24	Five miles southwest of station.	Assateague Beach	Sc. Norfolk, Baltimore, Md.	Waters....	589
Mar. 24	Williams Shoal.....	Wallops Beach and Assateague Beach.	Str. Margaret, Baltimore, Md.	Hickman...	203
Mar. 26	One mile east-northeast of station.	Wallops Beach...	Sc. Dendron, Baltimore, Md.	Porter....	592
Mar. 30	Two miles east by north of Lewes station.	Lewes and Cape Henlopen.	Sc. F. C. Pendleton, Bangor, Me. ^b	Hutchinson	408
Mar. 30	One and one-half miles northeast of station.	Wallops Beach...	Str. Esther, Chincoteague, Va.	Rowley....	7
Apr. 21	One and one-half miles northwest of station.	North Beach.....	Sharpie Anna Held, Chincoteague, Va.	.....	.....

^a Disabled, requiring the assistance of the life-saving crew.

season of 1905-6—Continued.

CAPE HENLOPEN AND CAPE CHARLES—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Pleasure trip.....		\$75		\$75	\$75		1	1			
Abandoned at sea.....		300		300	300						
New York City to Chincoteague, Va.	Coal.....	1,800	\$250	2,050	2,050		3	3			
Wachapreague to Chincoteague, Va.	Oysters...	500	40	540	540		4	4			
New York City to Assateague, Va.		6,000		6,000	3,500	\$2,500	14	14	1	2	
Fishing trip.....		500		500	500		2	2			
Hog Island to Norfolk, Va.	Oysters...	2,500	400	2,900	2,900		3	3			
Norfolk, Va., to New York City.	Wood.....	3,000	1,700	4,700	4,700		7	7			
Wachapreague to Norfolk, Va.	Oysters...	1,500	800	2,300	2,300		3	3			
Wachapreague to Chincoteague, Va.	.....do....	200	75	275	275		2	2			
Rogues Island to Hog Island, Va.	.....do....	200	50	250	250		2	2			
Norfolk to Myrtle Island, Va.		500		500	460	40	3	3	3	9	
Port Arthur, Tex., to Noank, Conn.	Lumber..	40,000	13,000	53,000		53,000	9	8	1	8	24
Wildwood, N. J., to Florida.		4,000		4,000	4,000		7	7		5	5
Dunkirk, France, to Philadelphia, Pa.	Chalk.....	50,000	12,000	62,000	62,000		22	22		22	22
Teagotank Bay to Burtons, Va.		300		300	300		2	2			
New York City to Norfolk, Va.	Coal.....	10,000	2,000	12,000	12,000		7	7			
Chincoteague to Wisharts Point, Va.		1,200		1,200	1,200		4	4			
Baltimore, Md., to Georgetown, S. C.	Steel rails.	4,000	6,000	10,000	8,150	1,850	7	7			
James River, Va., to New York City.	Wood.....	4,000	800	4,800	575	4,225	6	6	6	6	
Chincoteague, Va., to North Carolina.		3,000		3,000	3,000		3	3			
City Point, Va., to New York City.	Lumber..	6,000	5,000	11,000	2,250	8,750	6	6			
Prossers Inlet to Prouts Island, Va.		15		15	15		1	1	1	1	
New York City to Norfolk, Va.		22,000		22,000	22,000		3	3			
.....do.....		50,000		50,000	50,000		11	11		11	88
New York City to Baltimore, Md.	Phosphate	12,000	5,000	17,000	15,000	2,000	3	3	3	12	
New York City to Philadelphia, Pa.		10,000		10,000	10,000		7	7			
From wrecked vessel...		3,000		3,000	2,975	25	3	3			
Capsized and sunk.....		200		200	190	10	2	2			

^b In dangerous position requiring the assistance of the life-saving crew.

Table of casualties,

DISTRICT NO. 6.—EMBRACING COAST BETWEEN

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1906.					
Apr. 25	Isaac Shoals.....	Smith Island.....	Sc. F. P. Coleman, Cape Charles, Va.	Scott.....	19
May 7	One and one-half miles east-northeast of Wallops Beach station.	Wallops Beach and Assateague Beach.	Sc. Alice, Baltimore, Md.	Jones.....	61
May 14	Three miles west of station.	Hog Island.....	Sc. Adeline, Cape Charles, Va.	Reed.....	37
May 25	Isaac Shoals.....	Smith Island.....	Se. Milton S. Lankford, Norfolk, Va.	Rooks.....	18
May 29	Six miles northeast of station.	Metomkin Inlet..	Slp. Mollie, Folly Creek, Va.	.....	.....
	Total.....	.....	.....	.....	.....

DISTRICT NO. 7.—EMBRACING COAST BETWEEN

1905.					
July 4	One and three-quarters miles northwest of station.	Core Bank.....	Sc. Prince, Beaufort, N. C.	Beveridge..	31
July 6	Four miles north of station.	Durants.....	Sc. Maggie E. Davis, Elizabeth City, N. J.	Rollinson..	16
Aug. 1	Seven miles southeast of station.	Cape Fear.....	Str. Grayling, Detroit, Mich.	Hieksmatt.	15
Aug. 15	One and one-half miles north of station.	Bogue Inlet.....	Ga. s. Geo. N. Ives, Newbern, N. C.	Harker....	8
Aug. 26	One and one-half miles west of station.	.....do.....	Str. Lieut. Bernard, U. S. Government.	Relyea.....	24
Aug. 28	Hatteras Inlet.....	Hatteras Inlet....	Sc. Alven, Manteo, N. C.	.....	.....
Sept. 4	Two and one-quarter miles south-southeast of station.	False Cape.....	Str. Aragon, Boston, Mass.	Blake.....	1,450
Sept. 4	.....do.....	.....do.....	Bge. Saxon, Georgetown, S. C.	.....	555
Sept. 12	Two miles north by east of station.	Core Bank.....	Sc. J. D. Mason, Beaufort, N. C.	Mason.....	11
Sept. 25	Two and one-half miles north of station.	.....do.....	Slp. Sylvia, Provincetown, Mass.	Stonberg..	8
Oct. 3	One mile from point of Cape Hatteras.	Cape Hatteras, Big Kinnakeet and Creeds Hill.	Str. Citta di Palermo, Messina, Italy.	Massardo..	3,026
Oct. 8	One-half mile southeast of station.	Fort Macon.....	Skiff, Morehead City, N. C.	.....	.....
Nov. 14	One mile west of station...	Oeracoce.....	Sc. Annie F. Wahab, Newbern, N. C.	Williams..	26
Nov. 14	Four miles west of station	.....do.....	Launch No. 22, U. S. Government.	.....	.....
Nov. 16	Two miles north of station.	Core Bank.....	Sc. Ether, Newbern, N. C.	Heath.....	16
Nov. 21	Four miles northwest of station.	Gull Shoal.....	Ga. leh. Detcher, Cape Hatteras, N. C.	.....	.....
Nov. 27	Two and one-half miles north of station.	Core Bank.....	St. y. Maspeth, New York City.	Lund.....	49
Nov. 29	One and one-half miles northwest of station.	Hatteras Inlet....	Sc. Alison Miller, Washington, N. C.	.....	.....
Dec. 6	One-half mile north-northeast of station.	Fort Macon.....	Sc. Two Brothers, Camden, N. J.	Vanderman.	18
Dec. 9	Three-quarters mile south-east of Kitty Hawk station.	Kitty Hawk and Kill Devil Hills.	Str. Aragon, Boston, Mass.	Blackler... 1,450	
Dec. 9	Two miles north-northwest of station.	Nags Head.....	Slp. Thomas A. Goddard, New York City.	Todd.....	643
Dec. 9	One and one-half miles north of station.	Big Kinnakeet...	Se Molly Flowers, Elizabeth City, N. C.	.....	.....
Dec. 10	One-half mile west of station.	.....do.....	Sc. Little Bettie, Elizabeth City, N. C.	.....	.....
Dec. 15	Two miles south-southeast of station.	Little Island and False Cape.	Str. Antigoon, Antwerp, Belgium.	Calmelet... 1,214	

season of 1905-6—Continued.

CAPE HENLOPEN AND CAPE CHARLES—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Rappahannock to Cobb Island, Va.	Shells.....	\$1,500	\$70	\$1,570	\$1,400	\$170	2	2	.....	.....	.....
Hampton, Va., to Maurice River, N. J.	Oysters...	2,800	1,650	4,450	650	3,800	4	4	.....	.....	.....
Norfolk to Hog Island, Va.	Shells.....	1,500	125	1,625	1,425	200	3	3	...	1	1
Norfolk to Brighton, Va.	.....do.....	1,700	75	1,775	1,725	50	2	2	.....	.....	.....
Folly Creek to Gargatha Inlet, Va.	.....	300	.....	300	300	.....	2	2	.....	.....	.....
.....	.....	244,500	49,035	293,625	217,005	76,620	160	159	1	61	170

CAPE HENRY AND CAPE FEAR.

Norfolk, Va., to Beaufort, N. C.	Coal.....	\$1,800	\$500	\$2,300	\$2,300	.....	3	3	.....	.....	.....
Buxton to Washington, N. C.	Cattle and sheep.	1,000	200	1,200	1,200	.....	5	5	.....	.....	.....
Detroit, Mich., to Wilmington, N. C.	.....	3,000	.....	3,000	2,800	\$200	4	4	.....	.....	.....
Bogue Inlet to Swansboro, N. C.	.....	1,000	.....	1,000	1,000	.....	17	17	.....	.....	.....
Stonington, Conn., to Charleston, S. C.	.....	2,500	.....	2,500	2,500	.....	4	4	...	4	4
Buxton to Ocracoke, N. C.	Salt and fish.	150	75	225	225	.....	3	3	.....	.....	.....
Georgetown, S. C., to Philadelphia, Pa.	Lumber..	150,000	28,000	178,000	176,000	2,000	21	21	.....	.....	.....
.....do.....	.....do.....	4,000	8,000	12,000	12,000	.....	4	4	.....	.....	.....
Winthrop to Atlantic, N. C.	Wood....	300	25	325	315	10	2	2	.....	.....	.....
New York City to Havana, Cuba.	.....	3,000	.....	3,000	3,000	.....	2	2	.....	.....	.....
Norfolk, Va., to New Orleans, La.	Marble...	95,000	31,560	126,560	126,560	.....	30	30	...	30	56
Capsized.....	.....	75	.....	75	75	.....	2	2	.....	.....	.....
Ocracoke to Washington, N. C.	.....	1,500	.....	1,500	1,500	.....	5	5	.....	.....	.....
Surveying.....	.....	500	.....	500	500	.....	9	9	.....	.....	.....
Beaufort to Winthrop, N. C.	Shells.....	600	40	640	640	.....	2	2	.....	.....	.....
Manteo to Cape Hatteras, N. C.	.....	1,200	.....	1,200	1,200	.....	4	4	.....	.....	.....
New York City to Florida.	.....	175,000	.....	175,000	175,000	.....	12	12	.....	.....	.....
Frisco to Sloop Channel, N. C.	.....	500	.....	500	500	.....	3	3	.....	.....	.....
New Jersey to Beaufort, N. C.	Miscellaneous.	1,000	900	1,900	1,900	.....	5	5	.....	.....	.....
Philadelphia, Pa., to Georgetown, S. C.	.....	150,000	.....	150,000	146,400	3,600	21	21	...	21	84
Norfolk, Va., to Georgetown, S. C.	.....	10,000	.....	10,000	.....	10,000	5	5	...	5	23
Fouled anchor and stranded.	.....	350	.....	350	350	.....	2	2	.....	.....	.....
Dragged anchor and stranded.	.....	300	.....	300	300	.....	3	3	.....	.....	.....
Mobile, Ala., to La Rochelle, France.	Lumber..	75,000	15,000	90,000	90,000	.....	19	19	...	19	63

Table of casualties,

DISTRICT NO. 7.—EMBRACING COAST BETWEEN

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Ton- nage.
1905. Dec. 24	One mile south-south-east of station.	Little Island.....	Sc. C. H. Moore, Newport News, Va.	Hudgins...	17
Dec. 31	One mile northwest of Big Kinnakeet station.	Big Kinnakeet and Little Kinnakeet.	Sc. J. N. Mercedes, Elizabeth City, N. C.	.....	.....
1906. Jan. 9	Three-quarters mile north of Little Island station.	Little Island and Dam Neck Mills	Sc. Fannie Palmer, Boston, Mass.	Nash.....	2,258
Jan. 9	Three miles west of station.	Bogue Inlet.....	Ga. Ich. Cora S., Hubert, N. C.	.....	.....
Jan. 18	Three miles south-south-east of station.	Oak Island and Cape Fear.	Sc. Gen'l Adelbert Ames, New York City.	Dodge.....	476
Jan. 31	One mile southeast of station.	Fort Macon.....	Ga. y. Ciconia, Washington, D. C.	Toney.....	21
Feb. 2	One and one-half miles west-southwest of station.	Hatteras Inlet...	Sc. Maggie S. Hart, New York City.	Foster.....	679
Feb. 12	One and three-quarters miles northwest by north of station.	Core Bank.....	Scows (2).....	.....	.....
Feb. 13	Two hundred yards east of Pea Island station.	Pea Island and Oregon Inlet.	Sc. Jennie Lockwood, Thomaston, Me.	Hathon...	433
Feb. 13	Three miles north of Creeds Hill station.	Creeds Hill, Big Kinnakeet and Cape Hatteras.	Sc. Luther B. May, Elizabeth City, N. C.	Jewett.....	7
Feb. 13	Two and one-half miles northwest of Creeds Hill station.	Creeds Hill and Durants.	Sc. Chelton Brothers, Elizabeth City, N. C.	Whidbee..	10
Feb. 17	Ten miles northeast by north of station.	Core Bank.....	Sc. Harland W. Huston, Elizabeth City, N. C.	Gaskins...	180
Feb. 21	One and one-half miles north of station.	Portsmouth.....	Sc. Magnolia, Newbern, N. C.	Robinson..	10
Feb. 27	Cape Henry Point.....	Cape Henry and Virginia Beach.	Sc. George M. Grant, New Haven, Conn.	Pelton.....	1,254
Feb. 28	One and one-half miles south-southwest of station.	Ocracoke.....	Sc. Mary Queen, Newbern, N. C.	Lee.....	23
Mar. 3	Three and one-half miles south-southeast of Oak Island station.	Oak Island and Cape Fear.	Str. Navahoe, New York City.	Hale.....	1,879
Mar. 3	One mile east of station...	Fort Macon.....	Ga. Ich. Ulrich, Morehead City, N. C.	.....	.....
Mar. 9	Five miles west of station.	Kitty Hawk.....	Sip. Mary I. Wroldson, Elizabeth City, N. C.	Williams..	7
Mar. 9	One-quarter mile northeast of Chicamacomico station.	Chicamacomico, New Inlet and Gull Shoal.	Sp. Clyde, London, England.	Evans.....	1,813
Mar. 9	Frying Pan Shoals.....	Cape Fear.....	Sc. Myrtle Tunnell, Philadelphia, Pa.	Jeffries....	1,498
Mar. 10	Two miles southwest of Paul Gamliels Hill station.	Paul Gamliels Hill and Kitty Hawk	Sc. Lou Willis, Elizabeth City, N. C.	Midgett....	15
Mar. 19	One and one-quarter miles north by east of station.	Cape Lookout....	Sc. Benjamin W. Latham, Stonington, Conn.	Langworth	72
Mar. 19	Two miles east-northeast of station.	Fort Macon.....	Ga. Ich. Cecile, Morehead City, N. C.	.....	.....
Mar. 21	One-quarter mile northeast of Gull Shoal station.	Gull Shoal, Chicamacomico, and Little Kinnakeet.	Sc. Raymond T. Maull, Somers Point, N. J.	Higbee.....	538
Mar. 21	Two miles northeast of station.	Hatteras Inlet....	Sc. Harland W. Huston, Elizabeth City, N. C.	Gaskill....	180
Mar. 22	Eight miles southeast of station.	Cape Henry.....	Sc. Harry T. Hayward, Thomaston, Me.	Calcord....	1,203
Mar. 23	Two hundred and fifty yards northeast of Little Island station.	Little Island and Dam Neck Mills	Str. Asher J. Hudson, Philadelphia, Pa.	Johnson...	136

season of 1905-6—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.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Norfolk to Ware River, Va.	Shingles and tiling.	\$500	\$75	\$575	\$65	\$510	2	2	...	2	2
Dragged anchors and stranded.		300	.....	300	300	.....	2	2	.....	.....	.....
Boston, Mass., to Baltimore, Md.	.....	100,000	.....	100,000	80,000	20,000	12	12	.....	12	35
Hubert to Morehead City, N. C.	Clams ...	400	100	500	500	.....	2	2	.....	2	2
Wilmington, N. C., to New York City.	Lumber ..	13,000	7,000	20,000	16,000	4,000	7	7	.....	.....	.....
Washington, D. C., to Savannah, Ga.	.....	10,000	.....	10,000	10,000	.....	5	5	.....	.....	.....
Wilmington, N. C., to New York City.	Lumber ..	9,000	10,000	19,000	17,000	2,000	7	7	.....	7	21
Wit to Washington, N. C.	Shells.....	1,000	300	1,300	1,050	250	2	2	.....	2	4
Boston to Brunswick, Ga.	.....	8,000	.....	8,000	.....	8,000	7	7	.....	7	42
Dragged anchor and stranded.	.....	500	.....	500	500	.....	2	2	.....	.....	.....
do.....	.....	500	.....	500	425	75	.....	.....	.....	.....	.....
New York City to Beaufort, N. C.	.....	8,000	.....	8,000	8,000	.....	5	5	.....	.....	.....
Oriental to Portsmouth, N. C.	Wood and furniture.	400	150	550	550	.....	4	4	.....	.....	.....
Brunswick, Ga., to Perth Amboy, N. J.	Railroad ties.	15,000	10,000	25,000	19,000	6,000	10	10	.....	.....	.....
Goose Creek Island to Ocracoke, N. C.	Wood.....	1,500	60	1,560	1,560	.....	2	2	.....	2	2
Wilmington, N. C., to New York City.	General...	75,000	31,000	106,000	78,500	27,500	29	29	.....	.....	.....
Harkers Island to Morehead City, N. C.	Clams ...	500	100	600	600	.....	1	1	.....	.....	.....
Little River to Elizabeth City, N. C.	.....	500	.....	500	500	.....	2	2	.....	.....	.....
Barbados, West Indies, to New York city.	.....	50,000	.....	50,000	25,400	24,600	35	35	.....	128	128
Brunswick, Ga., to Philadelphia, Pa.	Railroad ties.	70,000	15,000	85,000	.....	85,000	9	9	.....	4	8
Martins Point to Kitty Hawk Bay, N. C.	.....	700	.....	700	700	.....	2	2	.....	.....	.....
Fishing trip.....	.....	10,000	.....	10,000	10,000	.....	18	18	.....	.....	.....
Morehead City to Atlantic, N. C.	.....	1,000	.....	1,000	1,000	.....	5	5	.....	.....	.....
Satilla River, Ga., to Philadelphia, Pa.	Lumber ..	15,000	8,000	23,000	1,000	22,000	7	7	.....	7	21
Beaufort, N. C., to New York city.	.....do....	8,000	5,000	13,000	12,000	1,000	5	5	.....	.....	.....
Punta Gorda, Fla., to Baltimore, Md.	Phosphate rock.	60,000	7,500	67,500	43,500	24,000	11	11	.....	1	2
Norfolk, Va., to wrecked vessel.	.....	35,000	.....	35,000	25,000	10,000	10	10	.....	.....	.....

Table of casualties,

DISTRICT NO. 7.—EMBRACING COAST BETWEEN

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1906.					
Mar. 24	Six miles southwest of station.	Core Bank.....	Ga. lch. Minnie.....	.....	.....
Mar. 29	One mile north of station	Cape Lookout....	Sc. Ruby and Bessie, Richmond, Va.	Marshall...	138
Mar. 30	Three-quarters mile north northeast of station.	Fort Macon.....	Sc. Commodore, Beaufort, N. C.	Gilliken....	27
Mar. 31	Cape Henry Point.....	Cape Henry.....	Bk. Antonio, Castlemare, Italy.	Longbardod.	495
Apr. 7	Three miles north of Durants station.	Durants and Creeds Hill.	Sc. Alison Miller, Washington, N. C.	.....	.....
Apr. 22	One and three-quarters miles north of station.	Core Bank.....	Ywly. Flaneur, Boston, Mass.	Sherman...	11
Apr. 24	.....do.....	.....do.....	Sc. Myrtle, Newbern, N. C.	Silverthorn	26
Apr. 30	Three miles east of station.	False Cape.....	Str. Porpoise, West Hartlepool, England.	Seabrook...	1,884
May 16	One mile south of station.	Virginia Beach...	Skiff, Crisfield, Md.	.....	.....
June 9	Three miles north of station.	Durants.....	Ga. s. Admiral, Norfolk, Va.	Gillikens...	29
	Total.....	.....	.....	.....	.....

DISTRICT NO. 8.—EMBRACING COASTS OF SOUTH

1905.					
Nov. 13	Three-quarters mile north of station.	Indian River Inlet.	Fishboat No. 242, Fort Pierce, Fla.	.....	.....
Dec. 11	Seven miles south of station.	Mosquito Lagoon	Ga. y. Amberjack, Boston, Mass.	Wright....	11
1906.					
Feb. 27	One-quarter mile south of station.	Fort Lauderdale..	Ga. lch. Hornet, Morehead City, N. C.	.....	.....
Apr. 17	One-eighth mile south of station.	.....do.....	Ga. y. Novia, New York city.	Bushby...	41
Apr. 21	Three miles north of station.	Indian River Inlet.	Lch. Smuggler, Fort Pierce, Fla.	.....	.....
	Total.....	.....	.....	.....	.....

DISTRICT NO. 9.—EMBRACING GULF

1905.					
July 4	One-quarter mile west of station.	Galveston.....	Sailboat, Galveston, Tex.	.....	.....
Aug. 2	Six miles northeast of station.	.....do.....	Sloop, Galveston, Tex.	.....	.....
Aug. 5	Three-quarters mile north by east of station.	Brazos.....	Str. Manteo, Galveston, Tex.	Pedersen...	719
Aug. 8	One-half mile north of station.	Galveston.....	Skiff, Galveston, Tex.	.....	.....
Sept. 18	One mile west-northwest of station.	Brazos.....	Skiff, Isabel, Tex.	.....	.....
Sept. 27	Seven miles west-southwest of station.	Galveston.....	Sc. Bessie Lee, Galveston, Tex.	Vega.....	6
Oct. 8	Five miles south-southeast of station.	Sabine Pass.....	Sc. E. O. Gladdys, Brahear, La.	Miller.....	29
Oct. 9	One-quarter mile north-northwest of station.	Galveston.....	Sc. Matilda, Galveston, Tex.	Johnson...	30
Oct. 10	Four miles south-southwest of station.	San Luis.....	Sc. M. L. Weaver, Port Lavaca, Tex.	Hudgins...	30
Nov. 1	One-half mile north-northwest of station.	Galveston.....	Sip. Lady R., Galveston, Tex.	.....	.....

season of 1905-6—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.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Pleasure trip.....		\$600		\$600	\$600		4	4			
Georgetown, S. C., to New York city.	Lumber..	10,000	\$3,000	13,000	13,000		5	5			
Beaufort, N. C., to Baltimore, Md.	Oysters...	2,500	4,000	6,500	6,500		2	2			
Paysande, Uruguay, to Alexandria, Va.	Bones....	15,000	7,500	22,500		\$22,500	11	11		11	56
Adams Creek to Hatteras, N. C.	Wood....	300	60	360	360		2	2			
Jacksonville, Fla., to New York city.		5,000		5,000	5,000		2	2			
Wit to Washington, N. C.	Shells.....	1,000	150	1,150	1,150		4	4			
New Orleans, La., to Denmark.	Cotton seed and oil cake.	90,000	130,000	220,000	220,000		26	26			
Crisfield, Md., to Wilmington, Del.		5		5	5		1	1		1	3
Elizabeth City to Hatteras, N. C.	Lumber and ice.	1,000	100	1,100	1,100		2	2			
		1,296,980	323,395	1,620,375	1,347,130	273,245	449	449		265	556

CAROLINA, GEORGIA, AND EASTERN FLORIDA.

Fishing trip.....		\$350		\$350	\$340	\$10	2	2			
Boston, Mass., to Nassau, New Providence.		3,000		3,000	3,000		3	3			
Fishing trip.....		1,500		1,500	1,500		4	4			
Miami to Fort Lauderdale, Fla.		20,000		20,000	20,000		4	4			
Fishing trip.....		400		400	375	25	2	2			
		25,250		25,250	25,215	35	15	15			

COAST OF THE UNITED STATES.

Capsized.....		\$40		\$40	\$40		1	1			
Fishing trip.....		50		50	50		3	3			
Isabel to Galveston, Tex.	Hides....	75,000	\$7,400	82,400	82,400		22	22			
Fishing trip.....		10		10	10		2	2			
Capsized.....		15		15	15		1	1		1	1
Galveston to San Luis Pass, Tex.		300		300	150	150	2	2			
Mermentau, La., to Galveston, Tex.	Cotton....	2,000	1,500	3,500	3,450	50	2	2			
To dredge in bay.....		2,000		2,000	2,000		2	2			
Velasco to Galveston, Tex.	Brush....	1,000	100	1,100	1,100		3	3			
East Galveston Bay to Galveston, Tex.	Vegetables.	180	100	280	280		2	2			

Table of casualties,

DISTRICT NO. 9.—EMBRACING GULF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1905.					
Nov. 4	One-half mile north of station.	Galveston	Slp. Molly O., Galveston, Tex.		
Dec. 24	Two and one-half miles northwest of station.	Santa Rosa	Slp. Isabel, Pensacola, Fla.		
1906.					
Jan. 3	Twenty miles east of station.	.....do.....	Str. P. J. Thistlewood, Wilmington, Del.	Reed.....	233
Jan. 8	One-third mile northeast of station.	Aransas	Ga. Ich. Aeneid, Rockport, Tex.		
Jan. 22	Two miles southeast by south of station.	Saluria	Slp. Goo Goo, Saluria, Tex.		
Jan. 22	.....do.....	.....do.....	Slp. Rip, Rockport, Tex.		
Feb. 8	One-half mile southeast of station.	Sabine Pass	Ga. Ich. Auto, Sabine Pass, Tex.		
Feb. 10	Four miles east-northeast of station.	Santa Rosa	Bkn. Persia, Windsor, Nova Scotia.	Cogsell....	595
Mar. 19	One and one-half miles northwest of station.	Sabine Pass	Catboat, Sabine Pass, Tex.		
Mar. 30	One-quarter mile northeast of station.	Brazos	Slp. Josephine, Brownsville, Tex.		
May 3	Two hundred and forty yards north of station.	Galveston	Slp. El Dia, jr., Galveston, Tex.		
May 30	One and one-quarter miles north west of station.	Sabine Pass	Ga. Ich. Berry, Port Arthur, Tex.		
May 31	Three miles southwest of station.	Aransas	Ga. y. Naalahka, ^a Galveston, Tex.	Laroche...	27
	Total.....	.....	.....	.....	.....

DISTRICT NO. 10.—EMBRACING LAKES

1905.					
July 3	Falls of the Ohio	Louisville	Canoe, Louisville, Ky....		
July 4	One mile north of station.	Ashtabula	Slp. y. Wandis Petrie, Ashtabula, Ohio.		
July 8	Three-quarters mile southeast of station.	Erie	Lighter, Erie, Pa.....		
July 9	Falls of the Ohio	Louisville	Skiff, Louisville, Ky....		
July 17	Four miles west-northwest of station.	Cleveland	Ywl. Pearl, Cleveland, Ohio.		
July 18	Falls of the Ohio	Louisville	Canoe, Louisville, Ky....		
July 19	One-quarter mile west of station.	Oswego	Scow, Montreal, Canada.		
July 22	One-half mile northeast of station.	Charlotte	Slp. y. Outlaw, Charlotte, N. Y.		
July 22	One-half mile from station	Cleveland	Na. Ich. Lakewood, Rocky River, Ohio.		
July 23	Five hundred yards west of station.	Buffalo	Slp. y. Paragon, Buffalo, N. Y.		
July 23	Falls of the Ohio	Louisville	Skiff, Louisville, Ky....		
July 31	Three-quarters mile southwest of station.	Niagara	Yht. Whim, Niagara Falls, N. Y.		
Aug. 2	Three miles east of station	Oswego	Na. Ich. Rixy, New Haven, N. Y.		
Aug. 5	One and one-half miles north of station.	Marblehead	Sloop, Lakeside, Ohio...		
Aug. 9	One and one-half miles east-northeast of station.	Cleveland	Ga. Ich. Delight, Wyandotte, Mich.		
Aug. 13	Two and three-quarters miles northwest by north of station.	Erie	Scow, Buffalo, N. Y....		
Aug. 14	One-third mile northwest of station.	Oswego	Scow, Oswego, N. Y....		
Aug. 15	Six miles southwest of station.	Buffalo	Str. Idlewild, Port Huron, Mich. ^a	Lockridge	363
Aug. 18	Falls of the Ohio	Louisville	Flat, Louisville, Ky....		

^a Disabled, requiring assistance.

season of 1905-6—Continued.

COAST OF THE UNITED STATES—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
East Galveston Bay to Galveston, Tex. Pleasure trip.....	Oysters ..	\$300	\$40	\$340	\$240	\$100	2	2	.....	.....	.....
.....	.....	150	.....	150	120	30	2	2	.....	2	2
Apalachicola to Pensacola, Fla. Rockport to Tarpon, Tex. Fishing trip.....	General...	27,000	.....	27,000	25,000	2,000	12	12	.....	.....	.....
.....	.....	1,200	150	1,350	1,350	.....	3	3	.....	.....	.....
.....	.....	100	.....	100	70	30	1	1	.....	.....	.....
.....do.....	Oysters...	150	25	175	125	50	1	1	.....	.....	.....
Employed in harbor.....	.....	1,500	.....	1,500	1,500	.....	1	1	.....	.....	.....
Havana, Cuba, to Pensacola, Fla. Pleasure trip.....	.....	10,000	.....	10,000	10,000	.....	10	10	.....	.....	.....
.....	.....	75	.....	75	75	.....	1	1	.....	.....	.....
Brownsville to Point Isabel, Tex. Capsized.....	.....	300	.....	300	300	.....	1	1	.....	.....	.....
.....	.....	75	.....	75	75	.....	2	2	.....	.....	.....
Pleasure trip.....	.....	650	.....	650	650	.....	3	3	.....	.....	.....
Galveston to Brazos Santiago, Tex. ....	.....	12,000	.....	12,000	12,000	.....	5	5	.....	.....	.....
.....	.....	134,095	9,315	143,410	141,000	2,410	84	84	.....	3	3

ERIE AND ONTARIO.

Capsized.....	.....	\$45	.....	\$45	\$45	.....	2	2	.....	.....	.....
Pleasure trip.....	.....	50	.....	50	50	.....	2	2	.....	.....	.....
Adrift.....	.....	40	.....	40	40	.....	.....	.....	.....	.....	.....
Pleasure trip.....	.....	10	.....	10	10	.....	2	2	.....	.....	.....
.....do.....	.....	1,000	.....	1,000	800	\$200	8	8	.....	6	6
.....do.....	.....	35	.....	35	35	.....	1	1	.....	.....	.....
Capsized.....	.....	15	.....	15	15	.....	2	2	.....	.....	.....
Pleasure trip.....	.....	600	.....	600	595	5	10	10	.....	.....	.....
Rocky River to Cleveland, Ohio. Pleasure trip.....	.....	500	.....	500	500	.....	2	2	.....	.....	.....
.....do.....	.....	600	.....	600	550	50	1	1	.....	.....	.....
.....do.....	.....	20	.....	20	20	.....	5	5	.....	.....	.....
.....do.....	.....	200	.....	200	200	.....	3	3	.....	.....	.....
Oswego to Fitch Creek, N. Y. Lakeside to Marblehead, Ohio. Erie, Pa., to Cleveland, Ohio. ....	.....	600	.....	600	600	.....	4	4	.....	1	1
.....	.....	30	.....	30	30	.....	2	2	.....	.....	.....
.....	.....	5,000	.....	5,000	5,000	.....	3	3	.....	.....	.....
Broke from tug and stranded. ....	.....	300	.....	300	300	.....	.....	.....	.....	.....	.....
Capsized.....	.....	5	.....	5	.....	5	6	5	1	1	1
Buffalo, N. Y., to Crystal Beach, Ontario. Pleasure trip.....	.....	35,000	.....	35,000	35,000	.....	214	214	.....	.....	.....
.....	.....	5	.....	5	5	.....	3	3	.....	.....	.....

Table of casualties,

DISTRICT NO. 10.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1905.					
Aug. 19	One and one-half miles northeast of station.	Marblehead.....	Sloop, Huron, Ohio.....		
Aug. 27	One mile north of station.	Cleveland.....	Str. Dorothy, New York City.	White.....	2,214
Aug. 27	Falls of the Ohio.....	Louisville.....	Barges (7), in tow of Str. Katherine, Cairo, Ill.		
Aug. 28	One-half mile west of station.	Buffalo.....	Slp. Canadian, Silver Creek, N. Y.		
Sept. 2	Falls of the Ohio.....	Louisville.....	Flat, Louisville, Ky.....		
Sept. 4	Five miles southeast of station.	Marblehead.....	Na. Ich. Madeline, Sandusky, Ohio.		
Sept. 5	Nine miles east of station.	Charlotte.....	Sc. H. M. Ballou, Port Hope, Ontario.....	Thomas.....	76
Sept. 8	Falls of the Ohio.....	Louisville.....	Str. Major Mackenzie, U. S. Government.....	McCullough.....	80
Sept. 20	Three hundred yards east by south of station.....	Erie.....	Skiff, Erie, Pa.....		
Sept. 21	One mile east-southeast of station.	.....do.....	Slp. Carrol, Cleveland, Ohio.		
Sept. 21	Four miles east-northeast of station.	Cleveland.....	Ga. Ich. Rosia, Cleveland, Ohio.		
Oct. 3	Falls of the Ohio.....	Louisville.....	Flat, Louisville, Ky.....		
Oct. 6	Four miles northeast of station.	Niagara.....	Yacht, Hamilton, Ontario.		
Oct. 9	One-quarter mile west of station.	Erie.....	Sailboat, Erie, Pa.....		
Oct. 11	Thirty miles east-northeast of station.	.....do.....	Sc. Chas. H. Burton, Buffalo, N. Y.	McDermott.....	514
Oct. 11	Eight miles east-northeast of station.	Fairport.....	Bge. Hughes Bros. and Bangs, No. 22, Stonington, Conn.		546
Oct. 14	Falls of the Ohio.....	Louisville.....	Flat, Louisville, Ky.....		
Oct. 15	One-half mile north of station.	Buffalo.....	Yht. Ahalya, Buffalo, N. Y.		
Oct. 16	One-eighth mile southwest of station.	Niagara.....	Rowboat, Fort Niagara, N. Y.		
Oct. 18	Falls of the Ohio.....	Louisville.....	Canoe, Louisville, Ky.....		
Oct. 20	Thirteen miles north of station.	Big Sandy.....	Sc. Sea Foam, a Sacketts Harbor, N. Y.	Eggleston.....	40
Oct. 20	One and one-half miles north of station.	Buffalo.....	Ywl. y. Lucinda, Buffalo, N. Y.		
Oct. 20	Twenty-three miles west of station.	Cleveland.....	Str. Sarah E. Sheldon, Cleveland, Ohio.	Garnet.....	693
Oct. 20	Three miles north-northeast of station.	Marblehead.....	Sc. Commerce, Chicago, Ill.	O'Brien.....	327
Oct. 22	One and one-half miles west of station.	Erie.....	Ywl. New Kingfisher, Erie, Pa.		
Oct. 27	Falls of the Ohio.....	Louisville.....	Flat, Louisville, Ky.....		
Oct. 28	.....do.....	.....do.....	Skiff, Cincinnati, Ohio.....		
Nov. 1	Three hundred feet west of station.	Buffalo.....	Sc. James G. Blaine, Buffalo, N. Y.	Sullivan.....	555
Nov. 13	One-half mile northwest of station.	Cleveland.....	Sc. Nellie Mason, Port Huron, Mich.	Gilchrist.....	554
Nov. 13	.....do.....	.....do.....	Sc. B. W. Parker, Cleveland, Ohio.	Jones.....	1,476
Nov. 23	Two miles southeast of station.	Marblehead.....	Shanty boat, Sandusky Ohio.		
Nov. 26	One and one-half miles east-northeast of station.	Cleveland.....	Sc. Checotah, Port Huron, Mich.	Van Camp.....	658
Dec. 6	Falls of the Ohio.....	Louisville.....	Flat, Louisville, Ky.....		
Dec. 22	.....do.....	.....do.....	Flat, Louisville, Ky.....		
Dec. 27	.....do.....	.....do.....	Ga. Ich. S. and F. Sawyer, Louisville, Ky.	Kelly.....	9
Dec. 30	.....do.....	.....do.....	Sailboat Mystery, Carrollton, Ky.		
Dec. 30	.....do.....	.....do.....	Shanty boat, Brentsville, Ind.		

^a Dragging anchors.

season of 1905-6—Continued.

ERIE AND ONTARIO—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Pleasure trip.....		\$150		\$150	\$150		2	2			
Wilmington, Del., to Houghton, Mich.	Dynamite	80,000	\$100,000	180,000	180,000		22	22			
Jeffersonville, Ind., to Cairo, Ill.	Coal	15,400	5,000	20,400	17,400	\$3,000	16	16			
Capsized.....		40		40	40		2	2		2	2
In Louisville Harbor		5		5	5		1	1			
Johnsons Island to Sandusky, Ohio.		1,200		1,200	1,200		14	14			
Brighton, Ontario, to Charlotte, N. Y.	Wood	1,100	500	1,600	1,500	100	4	4			
Employed in harbor.....		13,500		13,500	13,300	200	8	8			
Capsized.....		5		5	5		1	1			
Cleveland, Ohio, to Buffalo, N. Y.		350		350	350		2	2		2	2
Pleasure trip.....		800		800	800		3	3			
Fishing trip.....		10		10	10		2	2			
Parted chains and stranded.		100		100	90	10	4	4			
Adrift.....		100		100	100		1	1			
Buffalo, N. Y., to Toledo, Ohio.	Coal	5,500	6,000	11,500		11,500					
Broke from tug and stranded.		27,000		27,000	27,000		1	1		1	1
Pleasure trip.....		10		10	10		2	2			
do.....		20		20	20		10	10			
do.....		10		10	10		3	3			
Capsized.....		45		45	45		1	1			
Henderson Harbor to Oswego, N. Y.	Apples	2,500	1,100	3,600	3,600		3	3			
Dragged anchor and stranded.		1,000		1,000	1,000						
Cleveland, Ohio, to Sarnia, Ontario.	Coal	15,000	1,130	16,130		16,130	13	11	2		
Cheboygan, Mich., to Cleveland, Ohio.	Lumber	3,000	2,000	5,000	5,000		5	5			
Dragged anchors and stranded.		1,200		1,200	1,200		2	2			
Adrift.....	Coal	250	45	295	295						
Cincinnati, Ohio, to Memphis, Tenn.		40		40	40		2	2			
Parted line and stranded.		7,000		7,000	7,000		6	6			
do.....	Coal	10,000	1,100	11,100		11,100	7	7			
do.....		20,000		20,000		20,000	8	8			
Adrift.....		100		100	100						
Port Huron, Mich., to Cleveland, Ohio.		1,000		1,000	1,000		6	6			
Adrift.....	Coal	250	50	300	300		3	3			
do.....	do	225	40	265	265		3	3			
Pleasure trip.....		18,500		18,500	18,500		4	4			
Carrollton, Ky., to New Orleans, La.	Miscellaneous	175	25	200	200		1	1			
Brentsville, Ind., to New Orleans, La.	do	100	50	150	150		3	3			

Table of casualties,

DISTRICT NO. 10.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1906.					
Jan. 10	Falls of the Ohio.....	Louisville.....	Str. Cando, Cincinnati, Ohio.	Wolfe.....	74
Jan. 19	.....do.....	.....do.....	Shanty boat, Louisville, Ky.		
Jan. 22	.....do.....	.....do.....	Shanty boat, Louisville, Ky.		
Mar. 31	One-half mile southeast of station.	Niagara.....	Rowboat, Fort Niagara, N. Y.		
Mar. 31	Falls of the Ohio.....	Louisville.....	Flat Ed, Louisville, Ky.		
Apr. 12	.....do.....	.....do.....	Skiff, Jeffersonville, Ind.		
Apr. 29	.....do.....	.....do.....	Skiff, Louisville, Ky.		
May 5	.....do.....	.....do.....	Sailboat Marie, Louisville, Ky.		
May 6	.....do.....	.....do.....	Flat, Louisville, Ky.		
May 9	Two miles north of station.	Cleveland.....	Sc. Iron Queen, Detroit, Mich.	Mayne.....	1384
May 9	Two hundred and sixty-five yards southeast of station.	.....do.....	Catboat, Cleveland, Ohio.		
May 15	Abreast of station.....	Charlotte.....	Small boat, Charlotte, N. Y.		
May 18	One-half mile northeast of station.	.....do.....	Slp. y. Monk, Charlotte, N. Y.		
May 18	Falls of the Ohio.....	Louisville.....	Ga. y. Laura Jean, Jeffersonville, Ind.		
May 28	Three miles northwest of station.	Cleveland.....	Sc. F. A. Georger, Cleveland, Ohio.	Elbe.....	825
May 28	One and one-half miles west of station.	.....do.....	Sc. Mable Wilson, Detroit, Mich.	Gotham.....	1224
May 31	Falls of the Ohio.....	Louisville.....	Str. City of Jeffersonville, Louisville, Ky.	Meeker.....	161
June 1	Three miles northeast of station.	Oswego.....	Na. Ich. Rixy, Oswego, N. Y.		
June 6	Three-quarters mile west of station.	Cleveland.....	Rowboat, Cleveland, Ohio.		
June 9	Falls of the Ohio.....	Louisville.....	Flat, Louisville, Ky.		
June 10	One-quarter mile west of station.	Buffalo.....	Shell, Buffalo, N. Y.		
June 17	Falls of the Ohio.....	Louisville.....	Flat, Louisville, Ky.		
June 18	One-half mile west by south of station.	Erie.....	Catboat Lillamay, Erie, Pa.		
June 18	One and one-half miles north of station.	Cleveland.....	Str. Henry Cort, Duluth, Minn.	Ferguson.....	2,234
June 21	Three and one-half miles west-northwest of station.	Fairport.....	Sc. y. Manitou, Cleveland, Ohio.	Cowles.....	31
June 21	Falls of the Ohio.....	Louisville.....	Flat, Louisville, Ky.		
June 24	.....do.....	.....do.....	Gasoline yacht, Louisville, Ky.		
June 30	One-quarter mile north-northeast of station.	Erie.....	Sailboat, Erie, Pa.		
	Total.....	.....do.....	.....do.....	.....do.....	.....do.....

DISTRICT NO. 11.—EMBRACING LAKES

1905.					
July 1	One-half mile west of station.	Duluth.....	Canoe, Duluth, Minn.		
July 1	One-quarter mile north-west of station.	.....do.....	Canoe, Duluth, Minn.		
July 7	One-quarter mile south of station.	.....do.....	Ga. Ich., no name, Duluth, Minn.		
July 8	.....do.....	.....do.....	Slp., Duluth, Minn.		
July 10	One and one-half miles southeast of station.	.....do.....	Shell, Duluth, Minn.		

season of 1905-6—Continued.

ERIE AND ONTARIO—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Louisville, to Monterey, Ky.	Merchandise.	\$6,000	\$200	\$6,200	\$6,190	\$10	42	42			
Louisville, Ky., to Elkins, Ind.		40		40	40		1	1			
Adrift		30		30	30		2	2			
Pleasure trip		10		10	10		1	1			
Adrift	Coal	200	75	275	275		4	4			
Jeffersonville, to New Albany, Ind.		5		5	5		1	1			
Pleasure trip		25		25	25		2	2			
do		150		150	145	5	3	3			
Fishing trip		10		10	10		3	3			
Escanaba, Mich., to Cleveland, Ohio.	Iron ore	22,000	7,110	29,110	24,110	5,000	8	8		8	8
Broke from moorings		150		150	150						
Capsized		50		50	50		2	2			
do		600		600	600		2	2			
Adrift		800		800	800		1	1			
Escanaba, Mich., to Cleveland, Ohio.	Iron ore	25,000	7,000	32,000	31,000	1,000	10	10			
do	do	22,000	7,500	29,500		29,500	8	7	1	7	7
Parted moorings and stranded.		20,000		20,000	20,000		11	11			
Adrift		400		400	400		2	2			
Fishing trip		50		50	50		3	3			
Adrift	Coal	225	45	270	270		2	2			
Pleasure trip		375		375	275	100	4	4			
do		10		10	10		4	4			
Capsized		50		50	50		1	1			
Ashland, Wis., to Fairport, Ohio.	Iron ore	225,000	20,000	245,000	245,000		23	23			
Fairport to Cleveland, Ohio.		4,000		4,000	3,700	300	5	5			
Adrift	Coal	500	120	620	620		2	2			
do		200		200	200		3	3			
Capsized		10		10	10		1	1			
		597,630	159,090	756,720	658,505	98,215	586	581	5	28	28

HURON AND SUPERIOR.

Capsized	\$50	\$50	\$50	2	2
do	50	50	50	2	2
Pleasure trip	200	200	200	6	6
Adrift	150	150	150		
Capsized	200	200	200	2	2

DISTRICT NO. 11.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1905.					
July 11	Two hundred feet southwest of station.	Duluth.....	Shell, Duluth, Minn.....	.....	.....
July 14	One-half mile west of station.	.....do.....	Ga. lch., Duluth, Minn.....	.....	.....
July 14	One mile southwest of station.	.....do.....	Ga. lch. Ethel, Duluth, Minn.....	.....	.....
July 15	One-quarter mile southeast of station.	Marquette.....	Ga. lch., Marquette, Mich.....	.....	.....
July 16	One-half mile east of station.	Harbor Beach....	Slp. y. Valiant, St. Louis, Mo.....	Goodwin...	9
July 16	One mile northwest of station.	Duluth.....	Ga. lch. Mary McNeill, Superior, Wis.....	.....	.....
July 18	One mile southeast of station.	.....do.....	Slp., Duluth, Minn.....	.....	.....
July 22	Five miles southeast of station.	.....do.....	Slp. Florence, Duluth, Minn.....	.....	.....
July 22	One-fourth mile south of station.	.....do.....	Shell, Duluth, Minn.....	.....	.....
July 22	.....do.....	.....do.....	Shell, Winnipeg, Canada	.....	.....
July 22	One-half mile south of station.	.....do.....	Slp. North Wind, Duluth, Minn.....	.....	.....
July 26	Two-thirds mile west of station.	.....do.....	Ga. lch. Arbutus, Duluth, Minn.....	.....	.....
July 26	One hundred feet south of station.	.....do.....	Shell, Duluth, Minn.....	.....	.....
July 31	Two miles north of station.	Marquette.....	Pile driver, Marquette, Mich.....	.....	.....
July 31	Five miles northeast of station.	Lake View Beach.	Ga. lch. J. D., Grand Rapids, Mich.....	.....	.....
Aug. 1	One-quarter mile west of station.	Duluth.....	Shell, Duluth, Minn.....	.....	.....
Aug. 3	Four miles east of station.	Thunder Bay Island.	Str. Wexford, London, Ontario, ^a	Bassett....	2,104
Aug. 5	Four miles southeast of station.	Lake View Beach.	Rowboat, Port Huron, Mich.....	.....	.....
Aug. 5	Six miles west of station.	Bois Blanc.....	Sc. Waunetta, Grand Haven, Mich.....	McCash....	6
Aug. 10	Eight miles southeast of station.	Pointe aux Barques.	Str. W. B. Morley, Detroit, Mich.....	McAlpine....	1,747
Aug. 15	Two hundred yards northeast of station.	Tawas.....	Pile driver.....	.....	.....
Aug. 18	One and one-half miles south of station.	Duluth.....	Ga. lch. Alta, Superior, Wis.....	.....	.....
Aug. 20	One mile south-southeast of station.	.....do.....	Slp. y. Whirlwind, Duluth, Minn.....	.....	.....
Aug. 21	Sixty rods northwest of station.	Harbor Beach....	Skiff, Harbor Beach, Mich.....	.....	.....
Aug. 22	One mile southeast of station.	Marquette.....	Ga. lch., Marquette, Mich.....	.....	.....
Aug. 24	One-half mile southwest of station.	Duluth.....	Slp. y. Golden Rod, Duluth, Minn.....	.....	.....
Aug. 25	Two miles northeast of station.	Portage.....	Ga. lch., Houghton, Mich.....	.....	.....
Aug. 30	Three-quarters mile north of station.	Port Austin.....	Slp. Pointe aux Barques, Mich.....	.....	.....
Sept. 1	Thirty rods north of station.	Harbor Beach....	Ga. lch., Harbor Beach, Mich.....	.....	.....
Sept. 2	One mile west-northwest of station.	Middle Island....	Sc. D. L. Filer, Chicago, Ill.....	Young.....	357
Sept. 3	Two hundred rods south of station.	Sturgeon Point...	Fishboat, Alpena, Mich.....	.....	.....
Sept. 3	One-half mile southeast of station.	Grand Marais....	Rowboat, Grand Marais, Mich.....	.....	.....
Sept. 4	One mile west of station	Duluth.....	Ga. lch., Duluth, Minn.....	.....	.....
Sept. 7	One mile southeast of station.	.....do.....	Ga. lch., Duluth, Minn.....	.....	.....
Sept. 9	One mile south of station.	Lake View Beach.	Ga. lch. Kismet, Port Huron, Mich.....	.....	.....

^a Disabled, requiring assistance to reach port.

season of 1905-6—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.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Capsized		\$75		\$75	\$75		1	1			
Pleasure trip.....		300		300	300		3	3			
do.....		800		800	790	\$10	2	2			
Adrift.....		400		400	400		3	3			
Dragged anchor.....		3,000		3,000	3,000						
Pleasure trip.....		2,500		2,500	2,500		2	2			
do.....		75		75	75		1	1			
do.....		185		185	185		2	2			
do.....		700		700	700		9	9			
do.....		700		700	700		9	9			
do.....		300		300	300		3	3			
do.....		1,000		1,000	990	10	3	3			
Capsized.....		200		200	200		2	2			
Dragged anchor and stranded.....		1,000		1,000	1,000						
Grand Rapids to Detroit, Mich.		1,000		1,000	1,000		2	2			
Capsized.....		75		75	75		1	1			
Sarnia, Ontario, to Sault Ste. Marie.		125,000		125,000	124,900	100	20	20			
Adrift.....		20		20	20		2	2			
Cheboygan to Bois Blanc Island, Mich.		350		350	345	5	2	2			
Chicago, Ill., to Buffalo, N. Y.	Corn.....	65,000	\$50,000	115,000	115,000		17	17			
Adrift.....		15		15	15						
Pleasure trip.....		350		350	350		3	3			
Capsized.....		300		300	300		3	3			
Pleasure trip.....		15		15	15		1	1			
Adrift.....		2,000		2,000	2,000		7	7			
Pleasure trip.....		300		300	300		3	3			
Copper Harbor to Houghton, Mich.		550		550	550		1	1			
Pleasure trip.....		50		50	50		5	5			
On fire in harbor.....		400		400	385	15					
Marinette, Wis., to Buffalo, N. Y.	Lumber...	7,000	12,000	19,000	18,800	200	7	7			
Sunk at moorings.....		225		225	225						
Capsized.....		5		5	5		6	3	3		
Adrift.....		250		250	250		2	2			
do.....		550		550	550		1	1			
Pleasure trip.....		1,500		1,500	1,475	25	4	4			

Table of casualties,

DISTRICT NO. 11.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1965.					
Sept. 16	Ten miles south of station.	Harbor Beach....	Str. Pilgrim, Port Huron, Mich.	Palmer....	299
Sept. 16	Two miles west-southwest of station.	Middle Island.....	Str. Fisherman, Port Huron, Mich.	Hepburn..	18
Sept. 17	Four miles west-northwest of station.	Thunder Bay Island.	Sc. Negaunce, Cleveland, Ohio.	Judge.....	640
Sept. 17	.....do.....	.....do.....	Str. Sarah E. Sheldon, Cleveland, Ohio.	Webb.....	693
Sept. 17	One-half mile northwest of station.	Duluth.....	Sloop, Duluth, Minn....	.....	.....
Sept. 19	Two miles south-southeast of station.	Middle Island.....	Sc. Cavalier, Quebec, Canada.	Glass.....	290
Sept. 30	One-half mile west of station.	Duluth.....	Ga. Ich. Martha W., Duluth, Minn.	.....	.....
Oct. 1	Two hundred feet northwest of station.	.....do.....	Canoe, Duluth, Minn....	.....	.....
Oct. 1	One-eighth mile southeast of station.	.....do.....	Slp. Sea Gull, Duluth, Minn.	.....	.....
Oct. 15	Three miles northwest of station.	Tawas.....	Sc. Wm. Crosthwaite, Port Huron, Mich.	Mattson..	371
Oct. 16	Three miles south-southwest of station.	.....do.....	Sc. Thomas H. Cahoon, Port Huron, Mich.	Garry.....	431
Oct. 18	Three hundred rods south of station.	Sturgeon Point...	Fishboat, Sturgeon Point, Mich.	.....	.....
Oct. 19	One mile west-southwest of station.	Hammond.....	Fishboat, Presque Isle, Mich.	.....	.....
Oct. 19	One-quarter mile northwest of station.	Duluth.....	Ga. Ich., Duluth, Minn....	.....	.....
Oct. 20	One-half mile west of station.	Tawas.....	Sc. William McGregor...	Shirley....	732
Oct. 20	Sixteen miles northwest of station.	Middle Island.....	Sc. Emma L. Nielsen, Port Huron, Mich.	Ferris.....	90
Oct. 20	One-quarter mile north of station.	Grand Marais.....	Sc. Nirvana, Chicago, Ill.	Hudson...	611
Oct. 20	One-eighth mile north of station.	.....do.....	Sc. Galatea, Chicago, Ill.	Carr.....	610
Oct. 20	Five miles northwest of station.	Marquette.....	Str. Oregon, Chicago, Ill.	Elliott....	779
Oct. 22	Three and one-half miles northeast of station.	Tawas.....	Fishboat, Trudells Fishery, Mich.	.....	.....
Oct. 28	One mile southwest of station.	Duluth.....	Ga. Ich. P. V., Duluth, Minn.	.....	.....
Nov. 3	Forty rods east of station.	Harbor Beach....	Sailboat, Harbor Beach, Mich.	.....	.....
Nov. 4	Two hundred feet west of station.	Portage.....	Sc. Moravia, Niagara Falls, N. Y.	Keischgeus.	1,067
Nov. 6	Forty rods east of station.	Harbor Beach....	Lighter H. W. Swift, Duluth, Minn.	.....	.....
Nov. 10	One-quarter mile north of station.	Portage.....	Ga. Ich. Mary H., Duluth, Minn.	.....	.....
Nov. 13	One mile north of station.	Harbor Beach....	Skiff, Harbor Beach, Mich.	.....	.....
Nov. 13	One and three-quarters miles northeast of station.	Tawas.....	Fishboat, Trudells Fishery, Mich.	.....	.....
Nov. 13	One-quarter mile north of station.	Portage.....	Sc. Crete, Cleveland, Ohio.	Larson....	2,040
Nov. 14	Near station.....	Duluth.....	Lighter, Duluth, Minn....	.....	.....
Nov. 20	Nine miles west of station.	Grand Marais.....	Str. Portage, Detroit, Mich.	King.....	1,106
Nov. 20	One-eighth mile northwest of station.	Portage.....	Str. Orinoco, Duluth, Minn.	Ainsworth.	2,226
Nov. 24	Five miles northwest of station.	Middle Island...	Sc. Harvey Bissell, Port Huron, Mich.	Pierce.....	496
Nov. 28	Four miles south by east of station.	Lake View Beach..	Sc. J. M. Spalding, Port Huron, Mich.	Kirkendall.	71
Nov. 28	Fifty rods east of station.	Harbor Beach....	Lighter, no name, Duluth, Minn.	.....	.....
Nov. 28	Fourteen miles southeast of station.	Bois Blanc.....	Str. Charles M. Warner, Oswego, N. Y.	Reid.....	3,812

season of 1905-6—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.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Harbor Beach to Forestville, Mich.	Shingles ..	\$15,000	\$700	\$15,700	\$15,700	.....	34	34	.....	.....	.....
Alpena to Rogers City, Mich.	Coal.....	1,500	60	1,560	1,510	\$50	5	5	.....	4	4
Cleveland, Ohio, to Algoma Mills, Canada.	.....do.....	8,000	3,300	11,300	11,000	300	7	7	.....	1	1
.....do.....	.....do.....	12,000	2,700	14,700	14,400	300	13	13	.....	1	1
Capsized.....	.....	50	.....	50	50	.....	2	2	.....	.....	.....
Little Current to Sarnia, Ontario.	C e d a r posts.	1,000	700	1,700	1,550	150	3	3	.....	.....	.....
Pleasure trip.....	.....	200	.....	200	200	.....	1	1	.....	.....	.....
.....do.....	.....	75	.....	75	75	.....	2	2	.....	.....	.....
Adrift.....	.....	50	.....	50	50	.....	.....	.....	.....	.....	.....
Saginaw, Mich., to Duluth, Minn.	.....	6,000	.....	6,000	6,000	.....	7	7	.....	.....	.....
Saginaw to Ontonagon, Mich.	.....	6,000	.....	6,000	6,000	.....	7	7	.....	.....	.....
Sunk at moorings.....	.....	225	.....	225	205	20	2	2	.....	.....	.....
Presque Isle to Sault Ste. Marie, Mich.	Furniture	30	50	80	70	10	2	2	.....	.....	.....
Adrift.....	.....	350	.....	350	350	.....	.....	.....	.....	.....	.....
Escanaba, Mich., to Point Edwards, Canada.	Iron ore ..	6,000	5,800	11,800	11,650	150	7	7	.....	.....	.....
Dragged anchor and stranded.	C e d a r posts.	2,000	160	2,160	1,960	200	4	4	.....	.....	.....
Detroit, Mich., to Ashland, Wis.	.....	15,000	.....	15,000	.....	15,000	7	7	.....	7	7
.....do.....	.....	15,000	.....	15,000	.....	15,000	7	7	.....	7	7
Tonawanda, N. Y., to Pequaming, Mich.	.....	30,000	.....	30,000	15,000	15,000	15	15	.....	.....	.....
Adrift.....	.....	80	.....	80	80	.....	.....	.....	.....	.....	.....
.....do.....	.....	1,400	.....	1,400	1,400	.....	1	1	.....	.....	.....
Parted moorings.....	.....	100	.....	100	100	.....	.....	.....	.....	.....	.....
Buffalo, N. Y., to Duluth, Minn.	Coal.....	75,000	18,600	93,600	91,600	2,000	8	8	.....	.....	.....
Parted moorings and stranded.	Timber...	2,000	200	2,200	2,200	.....	.....	.....	.....	.....	.....
Duluth, Minn., to Saint Louis, Mo.	.....	1,000	.....	1,000	1,000	.....	3	3	.....	.....	.....
Adrift.....	.....	15	.....	15	15	.....	.....	.....	.....	.....	.....
.....do.....	.....	80	.....	80	80	.....	.....	.....	.....	.....	.....
Ashland, Wis., to Cleveland, Ohio.	Iron ore ..	40,000	15,000	55,000	55,000	.....	8	8	.....	.....	.....
Adrift.....	Coal.....	100	25	125	125	.....	1	1	.....	.....	.....
Bay City, Mich., to Duluth, Minn.	Salt.....	50,000	7,000	57,000	54,600	2,400	12	12	.....	.....	.....
Ashland, Wis., to Cleveland, Ohio.	Iron ore ..	150,000	20,000	170,000	170,000	.....	15	15	.....	.....	.....
St. Ignace, Mich., to Buffalo, N. Y.	Lumber ..	6,000	9,000	15,000	9,000	6,000	7	7	.....	.....	.....
Presque Isle to Marine City, Mich.	C e d a r posts.	1,000	530	1,530	480	1,050	5	5	.....	.....	.....
Broke from moorings..	Lumber ..	20,000	500	20,500	20,500	.....	.....	.....	.....	.....	.....
Detour to Escanaba, Mich	.....	250,000	.....	250,000	230,000	20,000	22	22	.....	.....	.....

DISTRICT NO. 11.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1905. Nov. 28	Seven miles east of station.	Hammond.....	Str. City of Holland, Detroit, Mich.	Palmer....	439
Nov. 28	Two and one-half miles southeast of station.	Duluth.....	Str. R. W. England, Cleveland, Ohio.	England....	3,887
Nov. 28	One mile north of station.	.....do.....	Str. Mataafa, Duluth, Minn.	Humble....	4,840
Nov. 29	One and one-half miles northeast of station.	Sturgeon Point...	Sc. E. T. Judd, Toledo, Ohio.	Jex.....	389
Nov. 30	Six and one-half miles north of station.	Middle Island....	Str. Ferdinand Schiesinger, Milwaukee, Wis.	Brownwell..	2,607
Dec. 2	Nine miles west of station.	Deer Park.....	Ga. Ich. Two Heart River, Mich.	.....	.....
Dec. 7	Seven and one-quarter miles north-northwest of station.	Harbor Beach....	Str. Thomas R. Scott, Port Huron, Mich.	Paul.....	268
Dec. 7	Eight and one-quarter miles north-northwest of Harbor Beach station.	Harbor Beach and Pointe aux Barques.	Str. C. C. Hand, Cleveland, Ohio.	Swanson....	2,122
Dec. 11	One mile southwest of station.	Bois Blanc.....	St. y. Thomas Kane, Mackinaw City, Mich.	.....	.....
1906. Apr. 23	One mile southeast of station.	Harbor Beach....	Sc. William McGregor, Detroit, Mich.	Kelley....	732
Apr. 23	Four miles north of station.	Grand Marais....	Ga. Ich. Grand Marais, Mich.	.....	.....
Apr. 29	Two miles south of station.	Bois Blanc.....	Str. W. D. Rees, Cleveland, Ohio.	Morton....	3,760
May 3	Twelve miles west of station.	.....do.....	Sc. Result, Grand Haven, Mich.	Clary.....	11
May 11	One-half mile northeast of station.	Sturgeon Point...	Fishboat Enna, East Tawas, Mich.	.....	.....
May 12	One mile east of station.	Harbor Beach....	Sloop, Detroit, Mich.	.....	.....
May 12	Two miles east of station.	Pointe aux Barques.	Str. Pilgrim, Port Huron, Mich.	Snody.....	299
May 12	Eight and one-half miles east of station.	Vermilion.....	Str. Pere Marquette No. 5, Milwaukee, Wis.	Page.....	1,722
May 12	One-fourth of mile south of station.	Duluth.....	Slp. Feather, Duluth, Minn.	.....	.....
May 17	Five miles west-southwest of station.	Thunder Bay Island	Ga. Ich. Colleen.....	.....	.....
May 19	Three-quarters mile southwest of station.	Duluth.....	Ga. Ich. The Kid, Duluth, Minn.	.....	.....
May 22	One mile southeast of station.	.....do.....	Ga. Ich. Burt S., West Superior, Wis.	.....	.....
May 23	One hundred feet southwest of station.	.....do.....	Shell, Duluth, Minn.	.....	.....
May 25	Twenty-two miles northeast of station.	Portage.....	Str. Uranus, Cleveland, Ohio.	Williams... 3,748	
May 26	One-half mile east of station.	Sturgeon Point...	Ga. Ich., Caseville, Mich.	.....	.....
May 26	One mile north of station.	Duluth.....	Str. Mataafa, Duluth, Minn.	.....	4,840
May 30	Two and one-half miles west of station.	Grand Marais....	Ga. Ich. and tow, Grand Marais, Mich.	.....	.....
June 8	One-fourth mile south of station.	Duluth.....	Slp. Sea Gull, Duluth, Minn.	.....	.....
June 10	One mile west of station.	.....do.....	Ga. Ich., Duluth, Minn.	.....	.....
June 11	.....do.....	.....do.....	Ga. Ich. Bisbee 111, Duluth, Minn.	.....	.....
June 13	Two and three-quarters miles east of station.	Marquette.....	Lch., Marquette, Mich.	.....	.....
June 14	One-fourth mile south of station.	Duluth.....	Skiff, Duluth, Minn.	.....	.....
June 16	.....do.....	.....do.....	Slp. y. O-at-ka, Duluth, Minn.	.....	.....

* These were wreckers who had gone on board to aid in floating the vessel. The steamer was wrecked on November 28, 1905.

season of 1905-6—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.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Detroit to Rogers City, Mich.	Lumber and merchandise.	\$30,000	\$4,000	\$34,000	\$29,000	\$5,000	30	30			
Ashtabula, Ohio, to Duluth, Minn.		225,000		225,000	155,000	70,000	21	21			
Duluth, Minn., to Marine City, Mich.	Iron ore..	275,000	25,000	300,000	200,000	100,000	24	15	9		
Toledo, Ohio, to Sarnia, Ontario.	Cedar ties.	3,000	4,000	7,000	5,000	2,000	6	6			
Toledo, Ohio, to Milwaukee, Wis.	Coal.....	75,000	6,800	81,800	70,300	11,500	19	19			
Grand Marais to Two Heart River, Mich.	Miscellaneous.	800	200	1,000	1,000		3	3		2	2
Alpena to Detroit, Mich.	Lumber..	15,000	3,775	18,775	18,175	600	12	12			
Green Bay, Wis., to Buffalo, N. Y.	Grain....	45,000	39,000	84,000	78,000	6,000	17	17			
Cheboygan to Bois Blanc Island, Mich.		700		700	675	25	6	6			
Detroit to Alpena, Mich.		7,500		7,500	7,500		7	7			
Adrift.....		500		500	500		2	2			
Toledo, Ohio, to Green Bay, Wis.	Coal.....	275,000	14,000	289,000	276,000	13,000	2	2			
Cheboygan to Bois Blanc Island, Mich.		600		600	590	10	2	2		2	2
East Tawas to Alpena, Mich.		150		150	150		6	6			
Sunk at moorings.		100		100		100	2	2		2	2
Alpena to Detroit, Mich.	General...	15,000	2,000	17,000	16,595	405	34	34			
Duluth, Minn., to Chicago, Ill.	Copper and miscellaneous.	50,000	110,000	160,000	160,000		41	41			
Broke from moorings.		300		300	300						
Bay City to Bell, Mich.		400		400	400		2	2		2	4
Superior, Wis., to Duluth, Minn.		400		400	400		2	2			
Allouez to West Superior, Wis.		500		500	500		2	2			
Pleasure trip.....		200		200	200		2	2			
Duluth, Minn., to South Chicago, Ill.	Iron ore..	220,000	15,000	235,000	225,000	10,000	20	20			
Black River to Caseville, Mich.		1,000		1,000	1,000		2	2			
							7	7			
To Grand Marais, Mich.		400		400	400		2	2			
Broke from moorings.		50		50	50						
Adrift.....		300		300	300		1	1			
Pleasure trip.....		2,000		2,000	1,990	10	2	2			
Adrift.....		500		500	500		6	6			
do.....		5		5	5		3	3			
do.....		150		150	150		3	3			

Table of casualties,

DISTRICT NO. 11.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1906.					
June 23	One-half mile west of station.	Duluth	Ga. Ich., Duluth, Minn.		
June 21	One-half mile south of station.	.....do.....	Slp. y. College Widow, Duluth, Minn.		
June 21	.....do.....	.....do.....	Slp. y. Crest, Duluth, Minn.		
June 21	Near station.....	.....do.....	Sloop, Duluth, Minn.		
June 25	One mile northwest of station.	.....do.....	Str. Robert Holland, Port Huron, Mich.	Lennon.....	423
June 28	One-half mile south of station.	.....do.....	Slp. y. Margrete, Duluth, Minn.		
	Total.....				

DISTRICT NO. 12.—EMBRACING

1905.					
July 2	One-half mile west by north of station.	South Haven.....	Ga. Ich. Mascot, South Haven, Mich.		
July 2	One-fourth mile northeast of station.	Michigan City....	Fishboat, Michigan City, Ind.		
July 2	Three-fourths mile south of station.	Evanston.....	Canoe, Evanston, Ill.		
July 2	Two and one-half miles southeast of station.	.....do.....	Slp. Red Bird, Evanston, Ill.		
July 3	One-half mile southeast of station.	White River.....	Ga. Ich. Hazlewood, White Lake, Mich.		
July 4	Three miles east of station.	.....do.....	Yht. White Lake, Mich.		
July 4	.....do.....	.....do.....	.....do.....		
July 4	Two miles northeast of station.	Grand Haven.....	Na. y. May, Spring Lake, Mich.		
July 4	One mile east of station..	Holland.....	Slp. Hustler, Macatawa, Mich.		
July 4	Six miles southeast of station.	Old Chicago.....	Slp. Phineas, Chicago, Ill.		
July 4	Two miles northeast of station.	Kenosha.....	Ga. Ich. Vixen, Kenosha, Wis.		
July 4	One hundred yards southwest of station.	Milwaukee.....	Skiff, Milwaukee, Wis.		
July 5	One and one-half miles southeast of station.	Pentwater.....	Slp. Margery D., Pentwater, Mich.		
July 7	Nineteen miles northeast by north of station.	Plum Island.....	Str. Falcon, Marquette, Mich.	Beamett...	865
July 8	One-third mile from station.	Kenosha.....	Skiff, Kenosha, Wis.		
July 12	One mile south of station.	Frankfort.....	Str. Edwin F. Holmes, Cleveland, Ohio.		4,787
July 13	One-half mile east of station.	White River.....	Slp. Yolande, Chicago, Ill.		
July 13	One and one-half miles east of station.	Holland.....	Canoe, Macatawa, Mich.		
July 16	Two miles northeast of station.	Sheboygan.....	Yht., Sheboygan, Wis.		
July 18	One-half mile south southeast of station.	South Haven.....	Ga. s. Flora V. and tow, Chicago, Ill.	Randall...	6
July 19	One-fourth mile northwest of station.	Charlevoix.....	Canoe, Charlevoix, Mich.		
July 23	Three miles south of station.	Muskegon.....	Slp. Grand Haven, Mich.		
July 23	One-sixth mile east of station.	Old Chicago.....	Ga. Ich. Ella.....		
July 27	Two hundred yards east of station.	Ludington.....	Canoe, Epworth Heights, Mich.		
July 28	One-half mile west of station.	South Haven.....	Slp. Babe, South Haven, Mich.		
July 29	Four and one-half miles north of station.	Racine.....	Ga. Ich. Violet Louise, Chicago, Ill.		

season of 1905-6—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.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Pleasure trip.....		\$1,000		\$1,000	\$1,000		1	1			
Broke from moorings..		250		250	250						
do.....		250		250	250						
do.....		75		75	75						
Duluth, Minn., to Cleveland, Ohio.	Lumber...	30,000	\$11,500	41,500	41,450	\$50	14	14			
Adrift.....		200		200	200						
.....		2,208,425	381,600	2,590,025	2,293,330	296,695	649	637	12	28	30

LAKE MICHIGAN.

Pleasure trip.....		\$100		\$100	\$100		1	1			
do.....		75		75	70	\$5	2	2			
do.....		75		75	75		2	2			
do.....		150		150	100	50	3	3			
Adrift.....		500		500	500						
Capsized.....		1,000		1,000	1,000		3	3			
do.....		1,000		1,000	1,000		1	1			
Pleasure trip.....		2,500		2,500	2,500		8	8			
do.....		250		250	250		1	1			
do.....		1,500		1,500	1,100	400	4	4			
do.....		200		200	200		1	1			
do.....		15		15	15		3	3			
do.....		125		125	120	5	1	1			
Boyne City to Escanaba, Mich.		45,000		45,000	45,000		13	13			
Capsized.....		5		5	5		3	1	2		
Chicago, Ill., to Cleveland, Ohio.		200,000		200,000	200,000		29	29			
Chicago, Ill., to White Hall, Mich.		500		500	500		2	2			
Capsized.....		300		300	300		2	2			
do.....		100		100	100		2	2			
In South Haven Harbor.	Gravel...	1,000	15	1,015	1,015		6	6			
Adrift.....		35		35	35						
Grand Haven to Muskegon, Mich.		400		400	400		3	3			
Pleasure trip.....		525		525	525		10	10			
do.....		35		35	35		2	2	2	2	
do.....		25		25	25		3	3			
Chicago, Ill., to Mackinaw, Mich.		2,000		2,000	2,000		4	4			

Table of casualties,

DISTRICT NO. 12.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1905.					
July 31	One-half mile west of station.	Frankfort.....	Ga. lch. Violet Louise, Chicago, Ill.		
Aug. 1	One-sixth mile west of station.	South Haven.....	Rowboat.....		
Aug. 2	Two miles south of station.	Racine.....	Gas. lch., Racine, Wis.		
Aug. 5	One-fifth mile north-northeast of station.	Old Chicago.....	Sc. y. Christina, Chicago, Ill.		
Aug. 5	Two and one-half miles southeast of station.	Milwaukee.....	Slp. Topsy, Milwaukee, Wis.		
Aug. 6	Three miles northeast of station.	South Chicago....	Slp. y., Chicago, Ill.		
Aug. 8	do.....	Plum Island.....	Slp. y. Tarton, Green Bay, Wis.		26
Aug. 9	One-fourth mile west-northwest of station.	Grand Haven....	Canoe, Grand Rapids, Mich.		
Aug. 10	One-half mile south of station.	Two Rivers.....	Ga. lch., Manitowoc, Wis.		
Aug. 10	Seventeen miles northeast of station.	Plum Island.....	Str. Charles B. Hill, Detroit, Mich.	Pringle....	1,731
Aug. 12	One-half mile south of station.	Charlevoix.....	Ga. lch. Two Step, Charlevoix, Mich.		
Aug. 12	One hundred yards southeast of station.	South Haven.....	Na. lch. Phylida, South Haven, Mich.		
Aug. 13	Three-fourths mile south of station.	Jackson Park....	Slp. y. Flirt, Chicago, Ill.		
Aug. 14	Two hundred yards west by north of station.	Beaver Island....	Slp. Lady Eileen, Chicago, Ill.		
Aug. 15	One-third mile northeast of station.	Old Chicago.....	Rowboat, Chicago, Ill.		
Aug. 17	One mile east of station...	White River.....	Rowboat, White Lake, Mich.		
Aug. 19	One mile south of station.	Jackson Park....	Slp. y. Mademoiselle, Chicago, Ill.		
Aug. 19	do.....	do.....	Slp. y. Halcyon, Chicago, Ill.		
Aug. 22	Three miles southeast of station.	South Manitou Island.	Ga. lch. Wonder, Glen Arbor, Mich.		
Aug. 25	Seven miles southwest of station.	Ludington.....	Slp. Katie, Ludington, Mich.		
Aug. 25	Four hundred feet southeast of station.	do.....	Canoe, Ludington, Mich.		
Aug. 31	Four miles south of station.	South Haven.....	Lighter, South Haven, Mich.		
Sept. 1	One hundred and seventy-five yards east of station.	White River.....	Str. Petrel, White Lake, Mich.		
Sept. 1	One-fourth mile south of station.	Baileys Harbor..	Str. Pewaukee, Milwaukee, Wis.	Morrison..	310
Sept. 2	One and one-half miles northwest of station.	Michigan City....	Slp. y. America, Chicago, Ill.	Shepard...	6
Sept. 2	One and one-eighth miles north of station.	Milwaukee.....	Sc. Kate E. Howard, Milwaukee, Wis.	Hartwell...	96
Sept. 3	Two-fifths mile west of station.	Saint Joseph....	Rowboat, Saint Joseph, Mich.		
Sept. 3	One-half mile northeast of station.	Jackson Park....	Slp. y. Chicago, Ill.		
Sept. 10	Two and one-half miles north-northwest of station.	Grand Haven.....	Ga. lch. Noisy Dutchman, Grand Haven, Mich.		
Sept. 12	Two and one-half miles south of station.	Charlevoix.....	Slp. y. White Wing, Grand Haven, Mich.,	Osgood....	28
Sept. 13	Five miles southwest of Grande Pointe au Sable station.	Grande Pointe au Sable and Ludington.	Sc. L. B. Coates, Milwaukee, Wis.	Clauson....	189
Sept. 13	Two miles north of station.	Plum Island.....	Sc. Challenge, Milwaukee, Wis.	Larson.....	87
Sept. 14	One mile south of station.	Kenosha.....	Sc. Wonder, Chicago, Ill.	Waltman..	39
Sept. 14	Two and one-fourth miles north of station.	Milwaukee.....	Slp. Cock Robin, Milwaukee, Wis.		

season of 1905-6—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.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Chicago, Ill., to Mackinaw, Mich.		\$2,000		\$2,000	\$2,000		3	3		3	3
Pleasure trip.....		40		40	40		2	2			
.....do.....		400		400	400		4	4			
.....do.....		200		200	200		4	4			
.....do.....		75		75	75		6	6			
.....do.....		75		75	75		1	1		1	1
Green Bay, Wis., to Detroit, Mich.		40,000		40,000	40,000		8	8			
Capsized.....		20		20	20		2	2			
Pleasure trip.....		1,100		1,100	1,100		8	8			
Green Bay, Wis., to Buffalo, N. Y.	Grain and merchandise.	30,000	\$30,000	60,000	56,000	\$4,000	20	20			
Pleasure trip.....		100		100	100						
Collided and sunk.....		1,500		1,500	1,400	100	14	14		2	2
Cruising.....		200		200	200		4	4			
Chicago, Ill., to Mackinac Island, Mich.		2,000		2,000	2,000		2	2			
Pleasure trip.....		25		25	25		1	1		1	1
Capsized.....		20		20	20		2	2			
Cruising.....		200		200	200		3	3			
.....do.....		200		200	200		5	5			
South Manitou Island to Glen Arbor, Mich.		500		500	500		2	2		1	1
Fishing trip.....	Fish.....	250	50	300	295	5	2	2			
Capsized.....		35		35	35		1	1			
Employed in harbor.....		75		75	70	5	4	4			
From Montague, Mich.		900		900	800	100	2	2			
Sturgeon Bay, Wis., to Petoskey, Mich.	Stone.....	2,000	700	2,700	2,700		2	2			
Chicago, Ill., to Michigan City, Ind.		500		500		500	5	5			
Charlevoix, Mich., to Kenosha, Wis.	Edgings..	600	290	890	890		4	4			
Capsized.....		45		45	45		1	1		1	1
.....do.....		50		50	50		2	2		2	2
Muskegon to Grand Haven, Mich.		500		500	495	5	2	2			
Charlevoix to Frankfort, Mich.		1,000		1,000	995	5	2	2		2	2
Cross Village, Mich., to Milwaukee, Wis.	Lumber...	2,000	3,500	5,500	5,500		6	6			
Detroit Harbor to Green Bay, Wis.	Wood.....	800	400	1,200	1,200		3	3			
Frankfort, Mich., to South Chicago, Ill.	Sawdust..	400	150	550	550		2	2			
Broke from moorings		800		800	800						

Table of casualties,

DISTRICT No. 12.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1905.					
Sept. 17	Fourteen miles north of station.	White River.....	Str. F. M. Osborn, Cleveland, Ohio.	Clark.....	4,309
Sept. 17	Five miles north of station.	Milwaukee.....	Str. City of Glasgow, Cleveland, Ohio.	Shakett....	2,400
Sept. 19	Pentwater Harbor.....	Pentwater.....	Sc. y. Starlight, Marquette, Mich.	Van Dyke..	30
Sept. 22	Four hundred yards east of station.	Frankfort.....	Ga. Ich. Culver Ferry, Frankfort, Mich.	.....	.....
Sept. 24	Two hundred yards northwest of station.	Charlevoix.....	Skiff, Charlevoix, Mich.	.....	.....
Sept. 24	One-half mile northeast of station.	South Chicago.....	Slp. Amelia H., Chicago, Ill.	.....	.....
Sept. 24	Three-fourths mile east of station.	Old Chicago.....	Skiff, Chicago, Ill.	.....	.....
Sept. 24	One-fourth mile southwest of station.	.....do.....	Yht. Papoose, Chicago, Ill.	.....	.....
Sept. 25	Seven miles south of station.	Evanston.....	Ga. Ich. Zu Zu, Evanston, Ill.	.....	.....
Sept. 25	Milwaukee Harbor.....	Milwaukee.....	Sc. Rob Roy, Grand Haven, Mich.	Pishon....	97
Sept. 26	Fifteen miles south of station.	Two Rivers.....	Ga. Ich. Irené C. Allie, Two Rivers, Wis.	.....	.....
Oct. 1	One-half mile north of station.	Jackson Park.....	Slp. y. Anne Marie, Chicago, Ill.	.....	.....
Oct. 13	One-eighth mile south of station.	Old Chicago.....	Ywl. Naiad, Chicago, Ill.	Soule.....	9
Oct. 17	One mile north of station.	South Manitou Island.	Slp. White Wings, South Frankfort, Mich.	Osgood....	28
Oct. 17	One-quarter mile east of station.	Racine.....	Slp. y., Kenosha, Wis.	.....	.....
Oct. 17	Two and one-quarter miles north of station.	Milwaukee.....	Slp. Dolphin, Milwaukee, Wis.	.....	.....
Oct. 19	One hundred and fifty yards northeast of station.	North Manitou Island.	Ga. Ich. Bessie, North Manitou Island, Mich.	.....	.....
Oct. 19	Three and one-half miles north of station.	Frankfort.....	Ga. Ich. Reliance, South Manitou Island, Mich.	.....	.....
Oct. 19	Three hundred yards west-northwest of station.	Holland.....	Sc. Kate Lyons, Grand Haven, Mich.	Henderson.	201
Oct. 19	Two and one-quarter miles north by east of station.	Milwaukee.....	Slp. Vagabond, Milwaukee, Wis.	.....	.....
Oct. 19	One and one-half miles south of station.	Sturgeon Bay Canal.	Ga. Ich., Fish Creek, Wis.	.....	.....
Oct. 19	One-quarter mile south of station.	Baileys Harbor...	Str. Addie Wade, Grand Haven, Mich.	Sanborn...	98
Oct. 20	One-half mile south of station.	Manistee.....	Sc. Lydia, Grand Haven, Mich.	Seather....	83
Oct. 20	One-third mile south of station.	Ludington.....	Sc. Vega, Milwaukee, Wis.	Jorgensen.	200
Oct. 20	One-half mile southwest of station.	Sturgeon Bay Canal.	Scow, Sturgeon Bay, Wis.	.....	.....
Oct. 21	One and one-half miles southwest of station.	Baileys Harbor...	Ga. s. J. M. Harvey, Baileys Harbor, Wis.	Brown.....	22
Oct. 22	Five miles east of station.	Michigan City...	Slp. y. Princess, South Chicago, Ill.	.....	.....
Oct. 28	One-fourth mile north of station.	Frankfort.....	Str. John D. Dewar, Grand Haven, Mich.	Robertson..	52
Oct. 29	One mile north of station.	Kenosha.....	Ga. Ich. Alfie, Kenosha, Wis.	.....	.....
Oct. 30	Two miles east-southeast of station.	Kewaunee.....	Ga. Ich. Pawnee, Kewaunee, Wis.	.....	.....
Nov. 1	Thirteen miles south of station.	Kenosha.....	Sc. Idler, Marinetta, Wis.	.....	.....
Nov. 1	One-quarter mile south of station.	Baileys Harbor...	Ga. Ich. Alena, Baileys Harbor, Wis.	.....	.....
Nov. 2	One-half mile southwest of station.	Old Chicago.....	Houseboat, Chicago, Ill.	.....	.....
Nov. 2	Five miles north of station.	Milwaukee.....	Str. Iowa, Milwaukee, Wis.	Raleigh....	1,157

season of 1905-6—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.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
South Chicago, Ill., to Buffalo, N. Y.	Corn.....	\$175,000	\$118,000	\$293,000	\$290,000	\$3,000	22	22	.....	.....	.....
Erie, Pa., to Milwaukee, Wis.	Coal.....	65,000	9,300	74,300	71,825	2,475	18	18	.....	.....	.....
Pentwater, Mich., to Sheboygan, Wis.	Produce..	2,700	800	3,500	3,450	50	3	3	.....	.....	.....
Adrift.....		450	.....	450	450	.....	.....	.....	.....	.....	.....
.....do.....		5	.....	5	5	.....	1	1	.....	.....	.....
.....do.....		50	.....	50	50	.....	1	1	.....	.....	.....
Fishing trip.....		30	.....	30	30	.....	1	1	.....	1	1
Pleasure trip.....		100	.....	100	100	.....	2	2	.....	.....	.....
.....do.....		600	.....	600	600	.....	5	5	.....	.....	.....
Ephraim to Milwaukee, Wis.	Wood.....	450	300	750	750	.....	4	4	.....	.....	.....
Fishing trip.....		1,000	.....	1,000	1,000	.....	2	2	.....	.....	.....
Cruising.....		300	.....	300	300	.....	4	4	.....	.....	.....
Parted cable.....		2,100	.....	2,100	2,100	.....	1	1	.....	.....	.....
Charlevoix to Frankfort, Mich.		600	.....	600	600	.....	2	2	.....	2	2
At breakwater.....		100	.....	100	100	.....	.....	.....	.....	.....	.....
Dragged anchor and stranded.		350	.....	350	300	50	.....	.....	.....	.....	.....
Parted chains and stranded.		600	.....	600	500	100	.....	.....	.....	.....	.....
Empire to South Manitou Island, Mich.	Groceries..	800	200	1,000	700	300	3	3	.....	.....	.....
Benton Harbor to Muskegon, Mich.		3,000	.....	3,000	.....	3,000	5	5	.....	.....	.....
Adrift.....		2,600	.....	2,600	2,600	.....	.....	.....	.....	.....	.....
Fishing trip.....	Fish.....	600	70	670	525	145	3	3	.....	3	3
Jacksonport to Milwaukee, Wis.	Pease.....	4,000	6,000	10,000	10,000	.....	5	5	.....	.....	.....
Muskegon to Manistee, Mich.		1,000	.....	1,000	500	500	3	3	.....	3	6
Cecil Bay to Milwaukee, Wis.	Wood.....	1,500	700	2,200	.....	2,200	6	6	.....	4	12
Adrift.....		2,500	.....	2,500	2,500	.....	.....	.....	.....	.....	.....
Parted lines and stranded.		600	.....	600	600	.....	.....	.....	.....	.....	.....
.....do.....		700	.....	700	.....	700	.....	.....	.....	.....	.....
.....do.....		6,000	.....	6,000	6,000	.....	4	4	.....	.....	.....
Pleasure trip.....		900	.....	900	900	.....	6	6	.....	.....	.....
Fishing trip.....		450	.....	450	450	.....	2	2	.....	.....	.....
Chicago, Ill., to Marinette, Wis.		200	.....	200	.....	200	1	1	.....	.....	.....
Adrift.....		500	.....	500	500	.....	2	2	.....	.....	.....
Parted moorings.....		1,275	.....	1,275	1,245	30	.....	.....	.....	.....	.....
Manitowoc to Milwaukee, Wis.	Merchandise.	17,500	12,000	29,500	28,600	900	30	30	.....	.....	.....

Table of casualties,

DISTRICT NO.—12. EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Ton-nage.
1095.					
Nov. 2	Five miles north of station.	Milwaukee	Sc. Santiago, Duluth, Minn.	Cartwright.	2,060
Nov. 2	.....do.....	.....do.....	Str. Appomattox, Duluth, Minn.	Kearn.....	2,643
Nov. 2	Three and one-half miles northwest of station.	Sturgeon Bay Canal.	Sc. Defiance, Marinette, Wis.	Larson	111
Nov. 2	Two and one-half miles from station.	Baileys Harbor.....	Ga. Ich., Two Rivers, Wis.	.....	.....
Nov. 4	One-half mile southwest of station.	Old Chicago.....	Slp. y. Wenonah, Chicago, Ill.	.....	.....
Nov. 8	Nine miles north of station.	Manistee.....	Sc. Abbie, Chicago, Ill.	Cross	87
Nov. 13	One-quarter mile southwest of station.	.....do.....	Ga. Ich. Night Hawk, Manistee, Mich.	.....	.....
Nov. 13	One-quarter mile north of station.	Old Chicago.....	Rowboat, Chicago, Ill.	.....	.....
Nov. 14	Two hundred yards east of station.	Sturgeon Bay Canal.	Sc. Mishicott, Milwaukee, Wis.	Everson....	73
Nov. 21	One-half mile from station.	Baileys Harbor.....	Str. Jessers Jackson, Baileys Harbor, Wis.	.....	.....
Nov. 24	One-quarter mile northwest of station.	Holland.....	Str. Argo, Chicago, Ill.	Stewart	1,089
Nov. 24	Three miles north of station.	South Chicago.....	Rowboat, Chicago, Ill.	.....	.....
Nov. 24	One-quarter mile southwest of station.	Old Chicago.....	Sc. S. A. Wood, Chicago, Ill.	Mayer.....	294
Nov. 24	Ten miles southwest of station.	Baileys Harbor.....	Sc. Elya, Milwaukee, Wis.	Hallgreen..	69
Nov. 28	Three-quarters mile east of station.	Charlevoix.....	Sc. Nelle Johnson, Grand Haven, Mich.	Johnston ..	41
Nov. 28	Twenty-three miles north of station.	Milwaukee.....	Str. D. C. Whitney, Cleveland, Ohio.	Misken	1,090
Nov. 28	Ten miles southeast of station.	Sturgeon Bay Canal.	Str. Helen Taylor, Grand Haven, Mich.	Cory.....	43
Dec. 3	Seven miles north of station.	Evanston.....	Str. German, Duluth, Minn.	Brooks.....	2,348
1906.					
Jan. 13	Three miles west-southwest of station.	Plum Island.....	Rowboat, Detroit Harbor, Wis.	.....	.....
Feb. 21	Chicago Harbor.....	Old Chicago.....	Lighter, Chicago, Ill.	.....	.....
Apr. 3	Five miles northeast of station.	.....do.....	Ga. Ich. Red Star, Chicago, Ill.	.....	.....
Apr. 5	Thirteen miles southeast of station.	North Manitou Island.	Ga. Ich. Morning Dip, Leland, Mich.	.....	.....
Apr. 21	One-half mile west of station.	Michigan City.....	St. y. Senator, Michigan City, Ind.	.....	.....
Apr. 22	One hundred yards northeast of station.	Muskegon.....	Dredge, Muskegon, Mich.	.....	.....
Apr. 26	Five miles southeast by south of station.	Milwaukee.....	Str. Starucca, Buffalo, N. Y.	Gibson	3,398
Apr. 28	Three-quarters mile north of station.	Ludington.....	Skiff, Ludington, Mich.	.....	.....
Apr. 30	Eighteen miles northeast by east of station.	Plum Island.....	Str. Viking, Cleveland, Ohio.	Richardson	1,117
May 1	Seven hundred yards west of station.	Sleeping Bear Point.	Sc. Fearless, Milwaukee, Wis.	Anderson..	165
May 3	Three hundred and fifty yards southeast of station.	Beaver Island.....	Sc. Minerva, Milwaukee, Wis.	Peterson....	222
May 5	One-eighth mile north of station.	Point Betsie.....	Na. Ich. U. S. Government	.....	.....
May 5	One-half mile south of station.	Sheboygan.....	Rowboat Zenith, Sheboygan, Wis.	.....	.....
May 7	Four miles north-northeast of Sleeping Bear Point Station.	Sleeping Bear Point and South Manitou Island.	Ga. Ich. Reliance, South Manitou Island, Mich.	.....	.....
May 8	One mile southeast of station.	Sleeping Bear Point.	Sloop.....	.....	.....
May 11	Three miles north of station.	Point Betsie.....	.....do.....	.....	.....

season of 1905-6—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.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Toledo, Ohio, to Milwaukee, Wis.	Coal.....	\$55,000	\$10,000	\$65,000	\$62,500	\$2,500	8	8			
.....do.....	.....do.....	125,000	12,000	137,000		137,000	19	19			
Kenosha, Wis., to Thompson, Mich.		4,700		4,700	4,200	500	4	4			
Broke from moorings and stranded.		600		600	600		2	2			
Broke from moorings.		475		475	475						
Beaver Island, Mich., to Milwaukee, Wis.	Bark.....	800	1,400	2,200		2,200	4	4		4	12
Pleasure trip.....		400		400	400		2	2			
Fishing trip.....		30		30	30		2	2			
Parted chains and stranded.		600		600	525	75	2	2		2	4
Employed in harbor..		800		800	800		3	3			
Chicago, Ill., to Holland, Mich.	Miscellaneous.	100,000	20,000	120,000	18,000	102,000	58	58			
Adrift.....		25		25	25		1	1		1	1
Parted moorings.....		500		500	500						
Dragged anchor and stranded.	S u g a r beets.	2,000	800	2,800	2,800		3	3			
.....do.....		1,000		1,000	970	30	3	3			
Lorain, Ohio, to Racine, Wis.	Coal.....	30,000	4,510	34,510	24,510	10,000	14	14			
Milwaukee, Wis., to Pentwater, Mich.		2,500		2,500	2,500		4	4			
Two Harbors, Minn. to South Chicago, Ill.	Iron ore..	100,000	3,100	103,100	90,000	13,100	20	20			
Adrift.....		15		15	15		4	4		4	4
.....do.....	Coal.....	2,120	1,180	3,300	3,300						
Flshing trip.....		470		470	470		2	2			
.....do.....		800		800	790	10	3	3		6	18
Pleasure trip.....		700		700	700		4	4			
Parted moorings.....		4,000		4,000	4,000						
Chicago, Ill., to Milwaukee, Wis.	Corn.....	250,000	60,000	310,000	287,500	22,500	25	25			
Adrift.....		20		20	20						
Alpena, Mich., to Green Bay, Wis.	Cement...	70,000	4,000	74,000	74,000		16	16			
Pine Lake, Mich., to Milwaukee, Wis.	Lumber..	2,500	600	3,100	3,080	20	6	6			
Milwaukee Wis. to Beaver Harbor, Mich		3,000		3,000	3,000		7	7			
Employed in harbor..		1,800		1,800	1,800		5	5			
Adrift.....		15		15	15		3	3			
Glen Haven to South Manitou Island, Mich.		1,000		1,000	1,000		7	7			
Leland to South Haven, Mich.		100		100	100		5	5			
Leland to Manistee, Mich.	Household goods.	300	200	500	500		5	5			

Table of casualties,

DISTRICT NO. 12.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1906.					
May 13	Three-quarters mile south of station.	Charlevoix.....	Ga. lch., Charlevoix, Mich.	.....	.....
May 15	Four and one-half miles south of Evanston station.	Evanston and Old Chicago.	Str. Lewiston, Buffalo, N. Y.	Thomson..	1,808
May 16	One-quarter mile south-east of station.	White River.....	Ga. lch. T. J. No. 3, Muskegon, Mich.	.....	.....
May 16	Twelve miles from Baileys Harbor Station.	Baileys Harbor and Sturgeon Bay Canal.	Sc. Charles E. Wyman, Milwaukee, Wis.	Christenson.	234
May 17	Six hundred and sixty-five yards northwest of station.	Michigan City....	Scow, Michigan City, Ind.	.....	.....
May 17	Four miles northeast of station.	Jackson Park....	Ga. lch. Laura Lee, Chicago, Ill.	Kidd.....	.....
May 19	Three and one-half miles southeast of station.	Sleeping Bear Point.	Sc. Stafford, Milwaukee, Wis.	Thorson...	199
May 19	One-half mile from station.	Old Chicago.....	Ga. lch. Pioneer Chicago, Ill.	.....	.....
May 20	Three-quarters mile south-southeast of station.	White River.....	Sc. L. B. Coates, Milwaukee, Wis.	McCullough	189
May 23	One and one-half miles southeast of station.	South Chicago....	Rowboat, South Chicago, Ill.	.....	.....
May 26	Four and one-half miles north of station.	Racine.....	Sc. Sunrise, Milwaukee, Wis.	Marine.....	26
May 26	One-quarter mile west of station.	.....do.....	Scow, Milwaukee, Wis.	.....	.....
May 27	Five hundred feet east of station.	Jackson Park....	Scow, Chicago, Ill.	.....	.....
May 27	Three-quarters mile south of station.	Old Chicago.....	Na. lch. Minea, Chicago, Ill.	.....	.....
May 31	One and one-half miles northeast of station.	Racine.....	Skiff, Racine, Wis.	.....	.....
June 3	Three-quarters mile south-southeast of station.	Old Chicago.....	Gas. lch., no name, Chicago, Ill.	.....	.....
June 4	Fisherman Shoals.....	Plum Island.....	Str. Bulgaria, Cleveland, Ohio.	Miner.....	1,888
June 7	Two and one-half miles north of station.	Milwaukee.....	Slp. Vandal, Milwaukee, Wis.	.....	.....
June 9	Three-quarters mile northeast of station.	.....do.....	Slp. Eva, Milwaukee, Wis.	.....	.....
June 13	Three miles north of station.	Holland.....	Rowboats (2).....	.....	.....
June 16	Three and one-quarter miles north of station.	Grande Pointe au Sable.	Str. Tacoma, Cleveland, Ohio.	Lohr.....	1,879
June 16	Two and one-half miles south of station.	White River.....	Str. Georgia, Milwaukee, Wis.	Johnson...	895
June 17	One mile southwest of station.	Grand Haven.....	Slp. Eilen Gale, Grand Haven, Mich.	.....	.....
June 19	Six miles south, one-half west of station.	Plum Island.....	Str. Gladstone, Cleveland, Ohio.	Holmes....	2,453
June 24	Two miles south of station.	Kenosha.....	Ga. lch. Chisel, Highland Park, Ill.	.....	.....
June 26	Three-fourths mile west of station.	Michigan City....	Ga. lch. Michigan City, Indiana.	.....	.....
June 30	One hundred yards east-southeast of station.	White River.....	Ga. lch. Hazelwood.....	.....	.....
	Total.....	.....	.....	.....	.....

season of 1905-6—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.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Charlevoix to Norwood, Mich.	.....	\$100	.....	\$100	\$100	.....	1	1	.....	.....	.....
Buffalo, N. Y., to Chicago, Ill.	Coal.....	110,000	21,700	131,700	131,650	50	18	18	.....	.....	.....
Silvin Beach, White Lake, to Montague, Mich.	.....	1,200	.....	1,200	1,200	.....	12	12	.....	.....	.....
Ford River, Mich., to Chicago, Ill.	Lumber...	3,000	4,000	7,000	7,000	.....	7	7	.....	.....	.....
In Michigan City Harbor.	Gravel...	200	30	230	230	.....	.....	.....	.....	.....	.....
Pleasure trip.....	.....	800	.....	800	800	.....	3	3	.....	.....	.....
Glen Arbor, Mich., to Milwaukee, Wis.	Wood.....	2,500	600	3,100	3,100	.....	6	6	.....	.....	.....
Pleasure trip.....	.....	1,500	.....	1,500	1,500	.....	7	7	.....	.....	.....
Milwaukee, Wis., to Beaver Island, Mich.	.....	1,800	.....	1,800	1,800	.....	6	6	.....	.....	.....
Capsized.....	.....	25	.....	25	25	.....	4	4	4	4	4
Racine to Milwaukee, Wis.	.....	800	.....	800	725	75	5	5	.....	.....	.....
Lying in harbor.....	Coal.....	250	100	350	345	5	.....	.....	.....	.....	.....
Sunk at pier.....	.....	2,000	.....	2,000	1,900	100	.....	.....	.....	.....	.....
Broke from moorings.....	.....	4,500	.....	4,500	4,500	.....	.....	.....	.....	.....	.....
Pleasure trip.....	.....	15	.....	15	15	.....	4	4	.....	.....	.....
.....do.....	.....	480	.....	480	480	.....	7	7	.....	.....	.....
Toledo, Ohio, to Green Bay, Wis.	Coal.....	50,000	6,050	56,050	24,050	32,000	19	19	.....	.....	.....
Parted chains and stranded.	.....	2,400	.....	2,400	2,400	.....	.....	.....	.....	.....	.....
Pleasure trip.....	.....	450	.....	450	450	.....	5	5	.....	.....	.....
.....do.....	.....	30	.....	30	30	.....	5	5	.....	.....	.....
Escanaba, Mich., to Milwaukee, Wis.	Iron ore..	35,000	14,000	49,000	48,850	150	17	17	.....	.....	.....
Chicago, Ill., to White Lake, Mich.	.....	90,000	.....	90,000	90,000	.....	225	225	.....	.....	.....
Adrift.....	.....	50	.....	50	50	.....	3	3	.....	.....	.....
Milwaukee, Wis., to Escanaba, Mich.	.....	70,000	.....	70,000	70,000	.....	19	19	.....	.....	.....
Highland Park, Ill., to Sault Ste. Marie, Mich.	.....	500	.....	500	495	5	7	7	.....	.....	.....
Pleasure trip.....	.....	300	.....	300	300	.....	5	5	.....	.....	.....
Adrift.....	.....	500	.....	500	500	.....	.....	.....	.....	.....	.....
.....	.....	1,779,255	346,745	2,126,000	1,784,940	341,060	1,000	998	2	49	82

Table of casualties,

DISTRICT NO. 13.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1905.					
July 17	Two and one-half miles west-northwest of station.	Point Adams.....	Str. R. Miler, Astoria, Oreg.	Babbidge..	83
July 25	Twenty miles south of station.	Humboldt Bay...	Str. Tricolor, Toushery, Norway.	Wald.....	2,498
Aug. 9	Three-fourths mile west of station.	Fort Point.....	Fishboat, San Francisco, Cal.	.....	.....
Sept. 8	Three miles south-southwest of station.	Coos Bay.....	Str. F. A. Kilburn, San Francisco, Cal.	Thompson.	728
Sept. 16	Three and one-half miles south-southeast of Cape Disappointment station.	Cape Disappointment and Point Adams.	Bkn. Arago, San Francisco, Cal.	Sensen....	498
Sept. 17	One mile northwest of station.	Fort Point.....	Skiff, Sausalito, Cal.....	.....	.....
Sept. 22	Fourteen miles south of station.	Yaquina Bay.....	Str. W. H. Harrison, Astoria Oreg.	Hansen....	91
Sept. 30	Fort Point.....	Fort Point, Golden Gate, and Point Bonita.	Str. Alameda, San Francisco, Cal.	Dowdell....	3,158
Oct. 1	Four miles northwest of station.	Grays Harbor....	Fishboat, Aberdeen, Wash.	.....	.....
Oct. 5	Near Point Gorda.....	Humboldt Bay...	Str. St. Paul, San Francisco, Cal.	Randall....	2,440
Oct. 6	Three-fourths mile south of station.	Cape Disappointment.	Lightship No. 50, U. S. Government.	.....	.....
Oct. 8	Three-fourths mile southwest of station.	Coquille River....	Str. Elizabeth, San Francisco, Cal.	Jensen....	363
Oct. 15	Four miles northwest of station.	Coos Bay.....	Sc. Sacramento, San Francisco, Cal.	Larsen....	130
Nov. 25	Fifteen miles north of station.	Umpqua River...	Sc. Bella, Yaquina, Oreg.	Johnson...	180
Nov. 28	Six miles east of station..	Point Reyes.....	Ga. s. Ida A., San Francisco, Cal.	Beck.....	28
Dec. 29	Three-fourths mile west of station.	Coquille River....	Sc. Advance, San Francisco, Cal.	Ogidinssen	281
1906.					
Jan. 11	Two hundred yards east of station.	Point Adams.....	Scow, Astoria, Oreg.....	.....	.....
Feb. 10	Six miles east of station..	.....do.....	Ga. s. Betty, Astoria, Oreg.	Lindenberger.	14
Feb. 15	Three-fourths mile southwest of station.	Coquille River....	Sc. San Buenaventura, San Francisco, Cal.	Ivenggaard.	180
Feb. 18	Two miles south-southwest of station.	Umpqua River...	Sc. Sadie, San Francisco, Cal.	Johnson...	310
Feb. 23	One-half mile southwest of station.	Coquille River....	Small boat, Bandon, Oreg.	.....	.....
Mar. 4	Two and one-half miles south of station.	Coos Bay.....	Sc. Esther Buhne, Eureka, Cal.	Olsen.....	290
Mar. 11	Three-fourths mile southwest of station.	Coquille River....	Sailboat, San Francisco, Cal.	.....	.....
Mar. 31	One mile west of station..	Humboldt Bay...	Str. Newsboy, San Francisco, Cal.	Johnson...	208
Apr. 1	One and one-half miles west of station.	Fort Point.....	Slp. Juanita, San Francisco, Cal.	.....	.....
Apr. 15	Two and one-quarter miles west-northwest of station.	Yaquina Bay.....	Fishboat, Newport, Oreg.	.....	.....
Apr. 15	Six miles south-southwest of station.	Coos Bay.....	Ga. lch. Buffalo, Prosper, Oreg.	Lewis.....	6
Apr. 16	Seven miles northwest of station.	Point Adams.....	Fishboat, Astoria, Oreg.	.....	.....
May 16	Peacock Spit.....	Cape Disappointment.	Fishboats (2), Astoria, Oreg.	.....	.....
May 25	Three miles north of station.	Point Adams.....	Catboat, U. S. Government.	.....	.....
May 31	Four miles west-northwest of station.	.....do.....	Fishboat, Astoria, Oreg.	.....	.....

season of 1905-6—Continued.

PACIFIC COAST.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Astoria, Oreg., to Chinook, Wash.	Merchandise.	\$7,000	\$200	\$7,200	\$7,200	.....	8	8	.....	.....	.....
Ladysmith, British Columbia, to San Francisco, Cal.	Coal.....	520,000	30,000	550,000	.....	\$550,000	27	27	.....	.....	.....
Capsized.....		250	.....	250	.....	250	2	2	.....	.....	.....
Portland to Marshfield, Oreg.	Miscellaneous.	125,000	15,000	140,000	125,750	14,250	97	97	.....	.....	.....
San Francisco, Cal., to Knappton, Wash.		30,000	.....	30,000	29,000	1,000	10	10	.....	.....	.....
Fishing trip.....		20	.....	20	15	5	1	1	.....	1	1
Astoria to Aalseya, Oreg.	Cannery supplies.	12,000	10,000	22,000	5,000	17,000	11	11	.....	.....	.....
San Francisco, Cal., to Honolulu, H. I.	General...	350,000	186,000	536,000	424,000	112,000	169	169	.....	.....	.....
Adrift.....		300	.....	300	300	.....	2	2	.....	.....	.....
San Francisco, Cal., to Portland, Oreg.	General...	283,930	165,850	449,780	.....	449,780	167	167	.....	.....	.....
Broke from moorings and stranded.		80,000	.....	80,000	.....	80,000	9	9	.....	10	10
Coquille River, Oreg., to San Francisco, Cal.	Lumber and merchandise.	60,000	4,000	64,000	64,000	.....	26	26	.....	.....	.....
Siuslaw, Oreg., to San Francisco, Cal.	Lumber ..	5,000	2,000	7,000	200	6,800	6	6	.....	6	24
San Francisco, Cal., to Florence, Oreg.	General...	15,000	3,000	18,000	2,000	16,000	8	8	.....	.....	.....
San Francisco to Point Reyes, Cal.	.....do.....	1,100	600	1,700	300	1,400	3	3	.....	.....	.....
San Francisco, Cal., to Coquille River, Oreg.	Hay, merchandise, and explosives.	23,000	1,500	24,500	23,000	1,500	10	10	.....	.....	.....
Parted line and stranded.		600	.....	600	575	25	.....	.....	.....	.....	.....
Astoria, Oreg., to McGowan, Wash.		4,000	.....	4,000	4,000	.....	2	2	.....	.....	.....
San Francisco, Cal., to Coquille River, Oreg.		5,000	.....	5,000	5,000	.....	6	6	.....	.....	.....
Gardiner, Oreg., to San Pedro, Cal.	Lumber ..	15,000	6,000	21,000	9,000	12,000	8	8	.....	.....	.....
Adrift.....		50	.....	50	50	.....	1	1	.....	.....	.....
San Francisco, Cal., to Coos Bay, Oreg.		23,000	.....	23,000	23,000	.....	8	8	.....	.....	.....
Pleasure trip.....		90	.....	90	90	.....	2	2	.....	.....	.....
Eureka to San Francisco, Cal.	Lumber...	18,000	2,000	20,000	.....	20,000	17	17	.....	.....	.....
Broke from moorings and stranded.		750	.....	750	750	.....	.....	.....	.....	.....	.....
Fishing trip.....		40	.....	40	.....	40	3	3	.....	.....	.....
Prosper to Coos Bay, Oreg.		2,000	.....	2,000	1,900	100	2	2	.....	1	1
Fishing trip.....		450	.....	450	450	.....	2	2	.....	.....	.....
.....do.....		800	.....	800	800	.....	4	3	1	.....	.....
Adrift.....		150	.....	150	150	.....	1	1	.....	.....	.....
Fishing trip.....		460	.....	460	455	5	2	2	.....	.....	.....

Table of casualties,

DISTRICT NO. 13.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Ton- nage.
1906.					
June 1	Four hundred yards northwest of station.	Point Adam.....	Scow, Astoria, Oreg.....	.....	.....
June 5	Three and one-half miles west-southwest of station.	Cape Disappointment.	Fishboat, Hammond, Oreg.	.....	.....
June 9	Peacock Spit.....	do.....	Fishboat, Astoria, Oreg..	.....	.....
June 11	One mile north of station.	Coquille River....	Str. Liberty, Coos Bay, Oreg.	Momaw....	174
June 11	Three miles north of station.	Humboldt Bay....	Sc. Corinthian, San Francisco, Cal.	Atwater... 94	
June 13	Five miles west of station.	Point Adams.....	Fishboat, Astoria, Oreg.	.....	.....
June 16	Nine miles west-northwest one-half west of Point Bonita station.	Point Bonita and Fort Point.	Str. Thomas L. Wand, San Francisco, Cal.	Olsen.....	413
June 20	Peacock Spit.....	Cape Disappointment.	Fishboat, Astoria, Oreg..	.....	.....
June 27	Two and one-half miles south of station.	Coos Bay.....	Sc. Esther Buhne, Eureka, Cal.	Olsen.....	290
June 29	Peacock Spit.....	Cape Disappointment.	Surfboat, U. S. Government.	.....	.....
	Total.....	.....	.....	.....	.....

RECAPITU

Districts.	Total number of disasters.	Total value of vessels.	Total value of cargoes.
District No. 1.....	49	\$125,675	\$51,195
District No. 2.....	158	1,289,020	800,520
District No. 3.....	14	71,300	13,500
District No. 4.....	50	293,960	267,415
District No. 5.....	62	722,795	1,729,815
District No. 6.....	34	244,500	49,035
District No. 7.....	61	1,296,980	323,395
District No. 8.....	5	25,250	.....
District No. 9.....	23	134,065	9,315
District No. 10.....	84	567,630	159,090
District No. 11.....	112	2,208,425	381,600
District No. 12.....	155	1,779,255	346,745
District No. 13.....	41	1,693,390	427,150
Aggregate.....	848	10,482,365	4,558,775

season of 1905-6—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.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Swamped while at anchor.		\$400		\$400	\$400		1	1			
Capsized		450		450	450		2	2		2	2
do.		450		450	450		2	1	1		
Broke from moorings and stranded.		900		900	900						
Eureka to San Francisco, Cal.	Lumber...	12,000	\$1,000	13,000	11,850	\$1,150	12	10	2		
Fishing trip.		450		450	450		2	2			
San Francisco, Cal., to Portland, Oreg.		75,000		75,000	67,000	8,000	18	18			
Capsized		500		500	500		2	2		2	4
San Francisco, Cal., to Mansfield, Oreg.		20,000		20,000	20,000		8	8			
Adrift		250		250		250	3	3			
		1,693,390	427,150	2,120,540	829,235	1,291,305	664	600	4	22	42

LATION.

Total amount of property involved.	Total amount of property saved.	Total amount of property lost.	Total number of persons on board.	Total number of persons saved.	Total number of persons lost.	Number of persons succored at stations.	Total number of days' succor afforded.	Number of disasters involving total loss to vessels.
\$176,870	\$163,350	\$13,520	180	180		19	19	3
2,089,540	2,019,630	69,910	835	830	5	89	147	8
84,800	82,400	2,400	48	48		4	6	2
561,375	521,610	39,765	201	201		47	57	2
2,452,610	2,182,750	269,860	449	449		57	63	3
293,625	217,005	76,620	160	159	1	67	176	3
1,620,375	1,347,130	273,245	449	449		289	591	6
25,250	25,215	35	15	15		16	28	
143,410	141,000	2,410	84	84		11	15	6
756,720	658,505	98,215	586	581	5	30	30	
2,590,025	2,293,330	296,695	649	637	12	44	46	5
2,126,000	1,784,940	341,060	1,000	998	2	49	82	7
2,120,540	829,235	1,291,305	664	660	4	89	467	7
15,041,140	12,266,100	2,775,040	5,320	5,291	29	a 811	a 1,727	49

a These figures include 175 persons to whom succor was given who were not on the vessels embraced in the tables, and 562 days of such succor, as follows:

District No. 1....	4 persons, 4 days.	District No. 9....	8 persons, 12 days.
District No. 2....	18 persons, 18 days.	District No. 10....	2 persons, 2 days.
District No. 3....	3 persons, 5 days.	District No. 11....	16 persons, 16 days.
District No. 5....	11 persons, 11 days.	District No. 13....	67 persons, 425 days.
District No. 6....	6 persons, 6 days.		
District No. 7....	24 persons, 35 days.	Total.....	175 562
District No. 8....	16 persons, 28 days.		

WOMEN'S NATIONAL RELIEF ASSOCIATION.

WOMEN'S NATIONAL RELIEF ASSOCIATION.

The Women's National Relief Association has continued to furnish the life-saving stations supplies of clothing, blankets, etc., and certain restoratives and delicacies for use in succoring the shipwrecked. Sometimes those rescued are brought ashore scantily clad, and even in a state of nudity. Frequently their clothing is badly torn, and they are nearly always drenched to the skin. Moreover, they are often completely exhausted or severely ill and unable to leave the station for days following their rescue, their condition requiring a regimen different from the hearty fare the life-savers furnish themselves. Before the Society entered upon this beneficent work, more than twenty-five years ago, the victims of shipwreck generally had to look to the benevolence of the surfmen for such special relief, to whom this charity, although unailing, was a hardship they could ill afford to bear. Following is a list of beneficiaries of the Association receiving supplies through the life-saving stations:

Beneficiaries of Women's National Relief Association.

Date.	Station and locality.	Beneficiaries.
1905.		
July 3	Point Judith, Rhode Island	A man who had become drenched and chilled while attempting to reach shore from the sloop Sigma.
8	Golden Gate, California.....	A woman who had been rescued from drowning.
9	Jackson Park, Illinois.....	A man rescued from drowning.
10	City Point, Massachusetts.....	A man and two women from a capsized rowboat.
12	.....do.....	Three men and two women from the capsized sloop Allie B.
23	Cuttyhunk, Massachusetts.	Six men from the disabled launch Woodpile.
23	Bayhead, New Jersey.....	Six men from the stranded yacht Auntie.
23	Milwaukee, Wisconsin.....	A woman and three children from a disabled boat.
Aug. 6	South Chicago, Illinois.....	A man from a capsized yacht.
6	Jackson Park, Illinois.....	A girl who had fallen into the lake.
14	Oswego, New York.....	A man rescued from a capsized scow.
15	Old Chicago, Illinois.....	A man from a capsized rowboat.
25	Great Egg, New Jersey.....	A man from the disabled launch Chloris.
25	Two Mile Beach, New Jersey.	Ten men and three women from the disabled sloop Anglesea.
25	Cape May, New Jersey.....	Seven survivors of the foundered sloop Stella.
27	Point Allerton, Massachusetts.	Three men from the stranded sloop Arrow.
28	Newburyport, Massachusetts.	A man who had been rescued from drowning.
28	Buffalo, New York.....	Two boys from the capsized yacht Canadian.
Sept. 1	Michigan City, Indiana.....	A boy who had been rescued from drowning.
2	.....do.....	Six men from the capsized yacht Delight.
3	Saint Joseph, Michigan.....	A man rescued from a capsized rowboat.
3	Jackson Park, Illinois.....	Two men from a capsized catboat.
10	South Haven, Michigan.....	A young woman who had fallen into the lake and been rescued from drowning.
10	Old Chicago, Illinois.....	A woman who had fallen from the pier into the lake and been rescued from drowning.
14	Wachapreague, Virginia.....	A man who had become drenched and chilled while endeavoring to reach the shore from an abandoned vessel.
17	Fort Point, California.....	A man rescued from a capsized skiff.
24	Old Chicago, Illinois.....	A fisherman who had fallen overboard from a skiff and been rescued in an exhausted condition.
28	Golden Gate, California.....	A demented woman rescued from the surf.

Beneficiaries of Women's National Relief Association.

Date.	Station and locality.	Beneficiaries.
Oct. 11	Fairport, Ohio	A man from a stranded scow.
15	Coos Bay, Oregon	Six men from the wrecked schooner Sacramento.
19	Point Betsie, Michigan	The master, his wife, and son from the wreck of the steamer Reliance.
19	Sturgeon Bay Canal, Wisconsin.	Two men from a wrecked gasoline launch.
20	Ludington, Michigan	Four men, survivors of the crew of the wrecked schooner Vega.
27	Marblehead, Ohio	A man who had fallen overboard from a launch.
29	Newburyport, Massachusetts.	Two men who had become drenched while cast away in an open boat.
Nov. 28	Race Point, Massachusetts.	Three fishermen who were stranded on the beach and suffering from exposure.
Dec. 6	Two Heart River, Michigan.	The remains of Fred Molden for interment.
9	Nags Head, North Carolina.	Five men from the wreck of the barge Thomas A. Goddard.
10	Golden Gate, California	A man who had been washed from a rock into the sea and saved from drowning.
15	Metomkin Inlet, Virginia...	Eight men from the wreck of the schooner Pendleton Sisters.
16	Little Beach, New Jersey	Two men who had stranded in a launch.
21	Bayhead, New Jersey	Crew of five from the stranded schooner George A. Phillips.
24	Santa Rosa, Florida	A man from the disabled sloop Isabel.
1906.		
Jan. 21	Bethel Creek, Florida	A man drenched and chilled from a capsiz in the surf.
Feb. 12	Core Bank, North Carolina.	Two hunters, stormbound and suffering from exposure.
22	Ocean City, Maryland	The master of a stranded schooner.
23	Marblehead, Ohio	Two men who had broken through the ice.
28	Gloucester, Massachusetts..	Three men from the stranded sloop Cora.
Mar. 1	Straitsmouth, Massachusetts.	Two men from the foundered steamer Willard.
20	Hog Island, Virginia	A man who was rescued from a sinking scow.
29	Ludington, Michigan	A boy who had fallen into the lake.
Apr. 6	Green Run Inlet, Maryland.	A boy, wet and chilled and suffering from exposure.
19	Salisbury Beach, Massachusetts.	Three men who had capsized in a dory while attempting to land through heavy surf.
22	Dam Neck Mills, North Carolina.	A man having lost all his effects in a fire.
26	Holland, Michigan	An intoxicated man having fallen into a lake.
28	Gurnet, Massachusetts	Two men drenched by the rain and suffering from exposure.
29	Muskegon, Michigan	A man having fallen into a river.
May 12	Harbor Beach, Michigan	The master of a sloop which had collided with a pier and sunk
13	Nahant, Massachusetts	Four men who had capsized in a sailboat.
15	Charlotte, New York	One man from a capsized boat.
16	Old Harbor, Massachusetts.	Two men who had become drenched in an open boat.
16	Virginia Beach, Virginia	One man who had capsized in the surf.
20	Milwaukee, Wisconsin	A man who had fallen into the lake and been rescued from drowning.
23	Old Chicago, Illinois	Four men from a capsized rowboat.
27	City Point, Massachusetts	Two men who had capsized in a small skiff.
30	Point Allerton, Massachusetts.	The master and a boy from the abandoned sloop Elsea.
June 2	Milwaukee, Wisconsin	A boy who was rescued from drowning.
4	Charlotte, New York	A boy who had been picked up in the lake and rescued from drowning.
8	Beaver Island, Michigan	A man who had capsized in the lake.
17	Point of Woods, New York.	The wrecked crew of the Italian steamer Vincenzo Bonanno.
19	Old Chicago, Illinois	A boy rescued from drowning.
20	Cape Disappointment, Washington.	Two men from a capsized fishboat.
21	Santa Rosa, California	Three men who had fallen from a wharf and been rescued from drowning.

LETTERS OF ACKNOWLEDGMENT.

LETTERS ACKNOWLEDGING THE SERVICES OF LIFE-SAVING CREWS.

Many letters are received annually at the office of the General Superintendent expressive of the writers' gratitude and appreciation of the services of the station crews, rendered in time of danger to life and property. Numerous similar testimonials are given by the beneficiaries to the station keepers in person, many of which are noted in the wreck reports and transcripts of station journal that the keepers are required to forward to the general office of the Service in Washington.

SOUTH HAVEN, MICHIGAN, *July 27, 1905.*

I wish to express my hearty approval and appreciation of the work of Captain N. E. Johnson and his men in the case of drowning at Cold Springs, which occurred to-day.

They were quick in their response to the call, the bodies were very soon brought to the surface, and attempts at resuscitation instantly begun.

The manipulation of the bodies was skillfully performed and prolonged till all possibility of restoration was past.

They are certainly to be commended for efficiency and faithfulness.

L. G. RHODES, M. D.

DETROIT, MICHIGAN, *August 5, 1905.*

DEAR SIR: On my way around from Grand Haven to this point in a gasoline launch of the trunk cabin type, I left Sand Beach Harbor at 4 a. m., for Port Huron. About an hour later our engine went wrong, and we lay to fixing it until 7 a. m., then started again with engine working badly.

When within five or six miles of Port Huron, or rather within about that distance of the entrance to St. Clair River, the engine stopped entirely and we could not get it started. Cast anchor with 150 feet of cable out and laid there with a high sea running until about 5 o'clock; the life-saving crew from station near south end of Lake Huron came out and towed us to port, laying us up in the old car ferry slip. The seas were so high that often we were out of sight of the lifeboat towing us. Captain George W. Plough and his crew deserve great praise for their hard work in rescuing us from the position we were in. The lookout discovered us, and they worked several hours in making their way out against a high sea from the north to northwest and getting us ashore.

My party consisted of self and crew of two, William Mack and wife.

The trouble with the engine was found in the electric outfit, which I now have in good order again and expect to proceed into Lake Erie early the coming week.

I trust you will commend Captain Plough and his crew for their gallant work in my case.

I feel very grateful toward them, and will consider it a personal favor if you will compliment them for what they did for me.

Very truly yours,

JOHN DAVIS.

SUPERINTENDENT, LIFE-SAVING STATIONS,
Sand Beach Harbor, Michigan.

SHEEPSHEAD BAY, LONG ISLAND, *August 8, 1905.*

DEAR SIR: I desire to call your attention to the assistance rendered to me by the keeper and crew of the Zacks Inlet life-saving station, on High Hill Beach, Long Island. I also wish to thank you, as head of the Service, and also the keeper and crew, for the kind and pleasant treatment given to me by them.

I was sailing a 16-foot catboat from the head of Great South Bay to Sheepshead Bay and was overtaken by a wind sea at the inlet and needed aid and advice, which the keeper gladly gave.

I herewith append the names of the crew and, with a glad heart, I thank them again.

With compliments and a thousand thanks, I remain,

Yours, truly,

FREDERICK YOCKERS.

GENERAL SUPERINTENDENT,
United States Life-Saving Service.

DEPARTMENT OF COMMERCE AND LABOR,
LIGHT-HOUSE ESTABLISHMENT,
GENERAL DEPOT, OFFICE OF INSPECTOR, THIRD DISTRICT,
Tompkinsville, New York, August 14, 1905.

SIR: I beg to express the appreciation and thanks of this office for services rendered by Capt. Martin Hendrickson and crew of the Short Beach life-saving station in assisting the crew of the light-house tender *Larkspur* in placing buoys to mark Jones Inlet.

Respectfully,

LEWIS S. CARTER,
Acting Chief Clerk,

In the absence and by direction of the Inspector and Chief Clerk.

Capt. CHARLES H. McLELLAN, U. S. R. C. S.,
Inspector of Life-Saving Stations, 17 State Street, New York, New York.

QUONOCHONTAUG BEACH, RHODE ISLAND, *August 24, 1905.*

SIR: I consider it a duty as a citizen that I owe to your worthy service, a duty I owe to one of its members, and a duty I owe to myself that I call your attention to the worthy acts of Mr. Joseph James, member of the crew of the United States life-saving station at Quonochontaug, Rhode Island, on August 19, in saving the life of my wife and myself while in bathing on that date. Although we are both good swimmers we were caught in the undertow and taken into the high breakers, where we both became unconscious.

We can not speak from our own observation of the acts of Mr. James, but we have been told by inquiring of those who saw him that the unanimous opinion of the many who were on the beach is that we owe our lives entirely to the fearless and intelligent acts of Mr. James, who happened to be passing on his regular patrol, when he discovered our helpless condition, and his prompt action in rescuing us from the water and the skillful manner in which he worked, and instructed others, to restore us to consciousness were worthy of the most experienced men in your service.

Should you wish the above statements confirmed, will refer you to Mr. Leverett Briggs and wife (owner and occupants of the cottage in front of which we were taken from the water), whose address is Ashaway, New Jersey; Mr. J. B. Tiffany (occupant of adjoining cottage), address 109 East Fourteenth street, New York City, and Mr. and Mrs. Joseph Dugliss (occupants of cottage), address 1965 Seventh avenue, New York City. These persons and many others saw the rescue, and will gladly give you any information you may require. Not to do all in our power to encourage merit, as found in Mr. James, would be a neglect of duty I consider every good citizen owes to your Service.

Very respectfully,

JAMES A. STILLMAN,
332 East Eighty-eighth Street, New York City.

HON. S. I. KIMBALL,
*General Superintendent, United States Life-Saving Service,
Washington, District of Columbia.*

NEW YORK, NEW YORK, *September 7, 1905.*

DEAR SIR: I wish to express to you my appreciation of the services rendered to me by the life-saving men stationed near the Atlantic Highlands, New Jersey.

On Tuesday, August 29, my boat, the *Ollanta* (a 40-foot yawl), went aground below Spermaceti Cove in a bad place, the wind being high and the waves rough. My family was cruising with me. The men at the station, Captain Wooley in command, immediately appeared and worked like beavers until they got the boat off ground. In the meantime my man, who could not swim, fell overboard from the rowboat, and but for the life-savers would surely have drowned. They rescued him and treated him until he revived. They stood by us until we were safely on our way, refusing to receive anything but our thanks.

My family and I appreciate their kindness and courage, and feel grateful to the men and the Government that provides them.

Yours, respectfully,

JAMES A. MACELHINNY.

GENERAL SUPERINTENDENT LIFE-SAVING SERVICE,
Washington, District of Columbia.

CHICAGO, ILLINOIS, *September 19, 1905.*

DEAR SIR: I wish to thank you and your crew for the valuable assistance rendered in jettisoning cargo, bringing out stevedores, etc., which greatly facilitated the wrecking operations and release of this steamer from the reef at North Point.

Sincerely yours,

J. M. SHACKETT,
Master, Steamer City of Glasgow.

Captain OLSEN,
United States Life-Saving Station, Milwaukee, Wis.

JONESPORT, MAINE, *September 24, 1905.*

DEAR SIR: I happened to be on steamer *Mizpah* yesterday, from Little Machias for Jonesport, and through an error in the judgment of the captain we struck the Dog Fish Ledges. She rolled down considerably, and we thought at the time she had broken a hole in the planking and at once gave the distress signals. We were surprised at the short time that it took you and your crew to launch your boat and get in sight, bound to our assistance.

As you noticed, she then came off, not having sustained any injury, so we took our tow and proceeded.

We would have waited for you to reach us, but were late in the tide, and as we wanted to reach the factory early as possible on account of getting the fish cut we proceeded.

I thank you very much for the effort made and wish to express my gratitude to you and your crew for the quick response that you gave our distress signal.

Yours, truly,

GEO. F. MANSFIELD, *Agent.*

Captain FRED. SMALL,
Cross Island Life-Saving Station, Bucks Harbor, Maine.

SARNIA, ONTARIO, *September 26, 1905.*

DEAR SIR: It is with pleasure that I write you a few lines letting you know that we got down all right. We had a very rough time of it. The night after leaving Middle Island we got down in Sagnia Bay, then had to run back to Alpena, where we lay two days and one night, and we arrived here on Sunday, the 24th, without any more mishaps.

I feel very thankful to you for having helped us out on the night of the 19th, for I believe that had we not received your timely assistance the *Cavalier* would never have been here in Sarnia, from the way she was striking the bottom. I am also sorry for the man who jammed his finger between the lifeboat and the vessel. [See Services of Crews, p.85.]

Hoping that you may all be spared to do such noble work, I ever remain,

Yours,

Captain JOSEPH A. GLASS,
Schooner Cavalier, Box 148, Sarnia, Ontario.

KEEPER AND CREW OF MIDDLE ISLAND LIFE-SAVING STATION,
Middle Island, Michigan.

WELDPORT, OREGON, *September 30, 1905.*

DEAR SIR: We beg to express our hearty appreciation of your meritorious services on behalf of the steamer *W. H. Harrison* wrecked on this bar September 22, Friday evening.

As a token of the esteem in which we hold your most excellent crew, we beg to tender you the steering wheel, and trust that this will serve as a guide to further efforts in the aid of shipwrecked mariners and property.

Your most grateful,

H. O. HANSEN, *Master.*

ELMORE & Co., *Agents of owners.*

W. S. CLEVERDON, *On behalf of Underwriters.*

Captain OTTO WELLANDER,

Keeper, Yaquina Bay Life-Saving Station, Newport, Oregon.

CHICAGO, ILLINOIS, *October 13, 1905.*

MY DEAR CAPTAIN: Permit me to extend to you and your crew the hearty thanks of myself and my co-owners for the assistance rendered our yacht *Naiad* this morning. Your aid was very timely, as we might easily have suffered a loss of several hundred dollars had the boat not been so promptly hauled to safety.

If I can do anything for you or any of your boys, professionally or otherwise, I shall be only too glad to show my appreciation of your good work this morning.

Again thanking you, I beg to remain,

Very gratefully yours,

CHARLES EDWARD SOULE, jr.,

Owner, Yacht Naiad.

Captain CHARLES CARLAND,

Keeper, Life-Saving Station, Chicago, Illinois.

CLEVELAND, OHIO, *October 17, 1905.*

SIR: We desire to extend to you our sincere and grateful thanks for the generous and effective aid you and your crew rendered us in assisting in saving our stone barge No. 22 from becoming a total wreck during the severe gale on the night of October 10.

We thoroughly appreciate your successful work and again wish to thank you and your able crew for the assistance rendered us.

Very respectfully, yours,

HUGHES BROS. & BANGS,

Owners.

Captain N. M. RASMUSSEN,

Life-Saving Station, Fairport, Ohio.

BUFFALO, NEW YORK, *October 18, 1905.*

GENTLEMEN: My partner, Mr. H. Wilson Saunders, and the writer wish to express to you our deep appreciation of the very valuable service rendered to us by the crew in the saving from destruction of our yawl *Ahalva* on Sunday evening last near the foot of Georgia street. But for the efficient work done by the crew we feel sure that she could not have been removed from the beach in time to prevent her being pounded to pieces by the sea occasioned by the gale that began the following morning.

Should we ever be in position to help you in any way, either individually or collectively, you may depend upon it that we will do all in our power to even up the score.

Very truly, yours,

FRANK E. WOOD,

Commodore, Buffalo Yacht Club.

OFFICERS AND MEMBERS OF THE UNITED STATES LIFE-SAVING CREW,

Buffalo, New York.

COOS BAY, OREGON, *October 20, 1905.*

DEAR SIR: It is with pleasure that I express my thanks to Captain Norman Nelson of the Coos Bay life-saving station and his well-drilled crew for their splendid work in rescuing myself and crew from the wreck of the schooner *Sacramento* on Sunday morning, October 15, 1905. [See Services of Crews, p. 95.]

Yours, respectfully,

SAMUEL LARSEN,
Master, Schooner Sacramento.

Major T. J. BLAKENEY,
*Superintendent, Thirteenth Life Saving District,
San Francisco, California.*

GRAND MARAIS, MICHIGAN, *October 21, 1905.*

DEAR SIR: I wish to express through you the gratitude of myself and crew to the keeper and crew of the Grand Marais life-saving station for their timely assistance in saving the lives of myself and crew of the schooner *Nirvana*, which sank about 600 feet from the shore outside of the harbor during one of the worst gales of wind I have ever experienced on Lake Superior. The life-savers came to our rescue in a terrible sea and rescued us from our position on the stern of our vessel, which was fast going to pieces. Ten minutes later after we were rescued the vessel was a total wreck. I can not speak too highly of the Service or of the Grand Marais life-saving crew.

Yours, truly,

JOHN HUDSON, *Master.*
MARTIN ISAACSON, *Mate.*
R. A. MILLER, *Cook.*
OLE JOHNSON,
AAVEN SWENSEN,
AN LANG,
ISAAC JOHNSON,
Seamen.

THE GENERAL SUPERINTENDENT LIFE-SAVING SERVICE,
Washington, District of Columbia.

BOSTON, MASSACHUSETTS, *October 23, 1905.*

DEAR SIR: I desire to thank you and your men for saving as much as you did of my boat, the *Katrina II*.

The engineer of the yacht *Ogarita*, Alexander Oxman, states that about 2 o'clock Sunday morning a man came on board his boat in an intoxicated condition. Oxman was on the point of attacking him, thinking he had come for purposes of robbery, when he stated that he was the owner of the yacht *Katrina*. Undoubtedly this man broke into the boat and in some way left a cigar or match burning, which caused the fire.

As you are in close touch with the police, undoubtedly from the description which can be obtained from Mr. Oxman this man can be traced and found. I will offer a reward of \$50 for information which will lead to his conviction for breaking into the boat.

I heard through Messrs. Murray and Tregurtha to-day that some one had been living on board of the boat. As neither Mr. Underwood nor myself have been there since Sunday night last, it must have been a stranger. I presume your patrol would be aware of the fact as to whether any one really had been aboard, barring last night.

I presume you would like for your records some statement as to the value of the boat and the damage done. I value her with contents at \$3,000, and estimate the damage done at from \$1,200 to \$1,500. If it had not been for your prompt work, I have no doubt she would have been a total loss. She was uninsured.

I have written to-day to the board of police and have asked them to confer with you in reference to this matter. [See Services of Crews, p. 99.]

Yours, very truly,

F. TUDOR,
Owner, Yacht Katrina II.

Captain F. E. HAMILTON,
United States Life-Saving Station, City Point, Massachusetts.

BOSTON, MASSACHUSETTS, *October 26, 1905.*

DEAR SIR: I have yours of the 24th instant. The only newspaper that called me up on the question was the Boston Journal, and I told them they could not give the life-saving station too much credit for the excellent work done in saving my boat from being a total loss.

I am glad to receive your letter, because I was on the point of writing to Captain Peters of the *Pastime*, thanking him for his services. This I have not done, and I presume it is just as well that I should not. [See Services of Crews, p. 99.]

Yours, very truly,

F. TUDOR.

Captain F. E. HAMILTON,
United States Life-Saving Station, City Point, Massachusetts.

HEADQUARTERS FIRE DEPARTMENT, CITY OF BOSTON,
Boston, Massachusetts, October 26, 1905.

DEAR SIR: Please accept my thanks for the excellent work performed by yourself and crew in extinguishing a fire on the yacht *Katrina II*, October 23, 1905. [See Services of Crews, p. 99.]

Yours, respectfully,

BENJAMIN W. WELLS,
Commissioner.

Captain FRANK E. HAMILTON,
United States Life-Saving Service, South Boston, Massachusetts.

MANISTEE, MICHIGAN, *November 8, 1905.*

DEAR SIR: The undersigned, master and crew of the schooner *Abbie*, which became water-logged and stranded on the beach at Portage Lake harbor of refuge, 9 miles from the Manistee life-saving station, wish to express our deepest gratitude for the prompt and skillful work of Capt. John Hanson and his crew, who upon learning of our perilous situation, manned his boat and came to our rescue just in time to save our lives. While I am thanking him, I also deem it my duty to express my highest regard for the Life-Saving Service.

Respectfully yours,

GEORGE CROSS, *Master.*
JOHN KUDE, *Mate.*
ROLAND RYDER,
VERNON S. LOWERY,
Seamen.

GENERAL SUPERINTENDENT LIFE-SAVING SERVICE,
Washington, District of Columbia.

DEPARTMENT OF COMMERCE AND LABOR,
LIGHT-HOUSE BOARD,
Washington, November 10, 1905.

SIR: The board incloses herewith a letter to Captain Stuart and the members of the Fort Canby life-saving station.

The Board has learned further particulars from Captain Ross since his return. He speaks in the highest terms of the efficiency, promptness, and willingness of the men and of their valuable aid in assisting in saving light-vessel No. 50.

Respectfully,

U. SEBREE,
Captain, U. S. Navy, Naval Secretary.

The GENERAL SUPERINTENDENT OF THE LIFE-SAVING SERVICE,
Washington, District of Columbia.

DEPARTMENT OF COMMERCE AND LABOR,
LIGHT-HOUSE BOARD,
Washington, November 10, 1905.

SIRS: The Light-House Board sends the following extract from a report of Captain Ross, U. S. Navy, in regard to the stranding, etc., of light-vessel No. 50:

"Letters of commendation should be written to Captain Stuart and the members of the Fort Canby life-saving station for their efficient services during the time the vessel was on the beach. The assistance rendered is invaluable. The regular lifeboat was used and injury was done to her bow, which will be repaired by this district if so desired."

The Board wishes to thank you and your crew for your most valuable and willing assistance.

Respectfully,

U. SEBREE,
Captain, U. S. Navy, Naval Secretary.

Captain STUART AND THE MEMBERS OF THE LIFE-SAVING CREW,
Fort Canby, Washington.

(Through the General Superintendent of the Life-Saving Service, Washington, District of Columbia.)

GALVESTON, TEXAS, *December 1, 1905.*

DEAR SIR: Through you I desire to express to Captain Ahm and surfmen my sincere thanks for their prompt response to my call for help on the occasion of the accidental drowning of Emile Maas, boatman for the *Holm*, on November 21. While the unfortunate man was beyond the reach of human aid on their arrival, still their promptitude and dispatch under the circumstances, together with their heroic efforts at restoration to life, can not be too highly appreciated or publicly recognized.

Respectfully, yours,

S. LARSEN,
Master Steam Dredge Holm.

Capt. WILLIAM HUTCHINS,
Superintendent, Ninth Life-Saving District.

SAN FRANCISCO, CALIFORNIA,
December 12, 1905.

This is to certify that we, the undersigned, owners, wish to thank the keeper and his crew of the Point Reyes life-saving station for the noble service rendered to the stranded schooner *Ida A.* Had it not been for their assistance the vessel would now probably be a total wreck. The keeper and his crew will never be forgotten for their untiring efforts.

Respectfully, yours,

A. P. REINHOLD.
Q. CODONI.
PETER W. REINHOLD.

LIGHT-HOUSE BOARD,
Washington, District of Columbia, December 13, 1905.

SIR: The Board incloses herewith a copy of a letter of the 6th instant from the inspector of the Third light-house district, relative to the assistance rendered the light-house tender *Gardenia* by the life-savers from the Short Beach life-saving station in recovering the Jones Inlet whistling buoy No. 2, which had been washed ashore on the beach one-half mile east of Jones Inlet, Long Island; and also a copy of the report of the master of the tender *Gardenia* relative thereto.

The Board thanks the Life-Saving Service for the valuable assistance rendered the Light-House Establishment in recovering this buoy.

Respectfully,

U. SEBREE, *Captain, U. S. Navy.*

The GENERAL SUPERINTENDENT, LIFE-SAVING SERVICE,
Washington, District of Columbia.

[From the Evening Telegram, Providence, Rhode Island, December 16, 1905.]

NOTICE TO MARINERS.

From Capt. John P. Brown, of the tug *Bluejay*:

I wish to extend my thanks to the captain and crew of the New Shoreham life-saving station at Block Island for their heroic work in rescuing us from the tug this morning when we might have perished—not only for the rescue, but for the treatment shown us after being taken to the life-saving station. It was different from the action of coastwise steamers that passed us time and time again, seeing our signals of distress, but ignoring them and simply leaving us to perish. Vessels came up and spoke us and then went on their way. But we were saved at last.

JOHN P. BROWN,
Master, Tug *Bluejay*.

WILDWOOD, NEW JERSEY,
December 22, 1905.

GENTLEMEN: I wish to express to yourself and crew on behalf of myself and party my thanks and admiration for your heroic and timely assistance in the time of our great peril. The Life-Saving Service should be proud of such men as you and your crew. [See Services of Crews, p. 116.]

Sincerely, yours,

J. ALBERT HARRIS,
Owner, Yacht *May*.

Captain POWELL AND CREW,
Green Run Inlet Life-Saving Station.

LIGHT-HOUSE BOARD,
Washington, District of Columbia,
December 23, 1905.

SIR: The Board incloses herewith a copy of a letter of the 16th instant from the inspector of the Third light-house district, relative to the assistance rendered the light-house tender *Cactus* by the captain and crew of the Brenton Reef life-saving station in recovering Seal Rock buoy, which went adrift from Seal Rock; and also a copy of the report of the master of the tender *Cactus* relative thereto.

The Board thanks the Life-Saving Service for the valuable assistance rendered the Light-House Establishment in recovering this buoy.

Respectfully,

U. SEBREE, Captain, U. S. Navy.

The GENERAL SUPERINTENDENT, LIFE-SAVING SERVICE,
Washington, District of Columbia.

NORFOLK, VIRGINIA, January 12, 1906.

SIR: As master of the schooner *Robert McClintock*, which vessel was caught out in the gale and snowstorm of the 3d instant, I wish to extend thanks to Capt. J. B. Jones, keeper of Popes Island life-saving station, also to his brave men for their gallant services while assisting my schooner when in distress. I wish to say that brave Captain Jones and his crew were alongside my vessel in just one hour after I set signals of distress 4 miles distant from the station, and delivered the mate and the cook, both with broken legs, to the marine hospital surgeon at Norfolk, Virginia. Again extending my thanks to the brave life-saving crew, I remain. [See Services of Crews, p. 119.]

Very respectfully,

JOSEPH LOUIS,
Master, Schooner *Robert McClintock*.

GENERAL SUPERINTENDENT, UNITED STATES LIFE-SAVING SERVICE,
Washington, District of Columbia.

HATTERAS INLET, NORTH CAROLINA, *February 4, 1906.*

MY DEAR SIR: Through you I wish to heartily thank Capt. D. W. Barnett and his men for their timely assistance to myself and crew of the schooner *Maggie S. Hart*, which ran ashore here early in the morning of the 2d instant. Their action was prompt and I found Captain Barnett and his men true, courteous gentlemen.

My crew join me in heartfelt thanks for the many kind considerations shown us while at the station. [See Services of Crews, p. 123.]

Very respectfully,

G. L. FOSTER,
Master, Schooner Maggie S. Hart.

P. H. MORGAN,
Superintendent Seventh Life-Saving District.

ATLANTIC, NORTH CAROLINA, *March 9, 1906.*

DEAR SIR: I desire to thank you, through Capt. W. T. Willis, in charge of Core Bank station, for the efficient service rendered us in getting up two loaded barges which sank during the heavy gale commencing on the 11th ultimo. I am especially gratified with the promptness, efficiency, and the systematic way that the captain and his entire crew performed their duties.

They reflect great credit upon the Service and I do not think that their value can be overestimated. [See Services of Crews, p. 125.]

Very truly yours,

A. N. STYRON,
Agricultural Lime Company, Washington, North Carolina.

GENERAL SUPERINTENDENT LIFE-SAVING SERVICE,
Washington, District of Columbia.

BEAUFORT, NORTH CAROLINA, *March 9, 1906.*

To whom it may concern:

I wish to express my thanks to Captain W. T. Willis and crew of the Core Bank life-saving station for the very valuable assistance rendered me and my vessel, the schooner *Harland W. Huston*, while stranded at Harbor Island.

Yours truly,

Z. B. GASKINS,
Master, Schooner Harland W. Huston.

GLOUCESTER, MASSACHUSETTS, *March 9, 1906.*

DEAR SIR: Permit me to express to you my heartfelt thanks for the very great service rendered me by the life-saving crew at Dollivers Neck during the peril on February 28 of my pilot boat *Cora* employed at this port. It was due to Captain King and his crew that the boat was saved. Without their help she would have been a total loss.

In addition to this service I wish to express my personal gratitude for their very great kindness in providing for our comfort at the station. Be assured that the citizens of Gloucester look upon such kindly service with much satisfaction.

Very respectfully,

ROBERT MILLER,
Pilot of the Port of Gloucester.

THE ASSISTANT INSPECTOR, UNITED STATES LIFE-SAVING SERVICE,
Boston, Massachusetts.

CHICAMACOMICO, NORTH CAROLINA, *March 16, 1906.*

This is to certify that the steamer *Clyde* came ashore at the above-named station in the early morning of the 9th instant. I wish to say that Captain Midgett promptly turned out with his crew upon seeing my signal of distress and landed the whole crew of 35 men in about 2½ hours after discovering us. During the time I have been here Captain Midgett has been of the utmost assistance to me and has treated us with the

greatest consideration, courtesy, and kindness. I have great confidence in his skill as a life-saver and a surfman. He is indefatigable and tireless, and nothing seems to be much trouble to him.

I take pleasure in stating my opinion on paper, and I thank him warmly for his unflinching kindness to me in my misfortune.

R. EVANS,
Master, *Ship Clyde of London.*

Captain L. BANISTER MIDGETT,
Keeper *Chicamacomico Life-Saving Station, Rodanthe, North Carolina.*

NEWPORT NEWS, VIRGINIA, *March 19, 1906.*

DEAR SIR: On February 27, 1906, the schooner *George M. Grant* of New Haven stranded on the beach near Cape Henry life-saving station. In fifteen minutes after the schooner ran on the beach the life-savers arrived and made attempts to get a line to the wreck. It was blowing 64 miles an hour from north-northeast. The first shot fell short 300 yards. The second also. The third dropped 200 yards short. Owing to a tremendous sea and darkness coming on it was found impossible to launch the surf-boat. Keeper Holmes of Cape Henry station and Keeper Partridge of Virginia Beach station did all in their power to assist us. They patrolled the beach all night in a blinding snowstorm and stood by to render all assistance that they possibly could. At daylight the next day they fired three shots which fell short, the vessel lying 600 fathoms from the shore. At 9 a. m. the same day we were rescued and taken off the wreck by the tug *John Twohy*.

Keeper Holmes was very kind to me while floating the vessel, signaling and assisting the wreckers in their work, and I think he and Keeper Partridge are two brave, trustworthy men. I heartily thank them for what they did.

Very respectfully,

ALFRED C. PELTON,
Master, *Schooner George M. Grant.*

GENERAL SUPERINTENDENT LIFE-SAVING SERVICE,
Washington, District of Columbia.

NORFOLK, VIRGINIA, *March 29, 1906.*

DEAR SIR: I wish to express my thanks and appreciation for the services rendered me in assisting to run lines from the tug to my barge *Norfolk* and also for helping me get my anchors and standing by until the barge was taken to a safe anchorage in Chincoteague Harbor.

I am, respectfully, yours,

PHILLIP WATERS,
Master, *Barge Norfolk.*

Captain J. M. FEDDEMAN,
Keeper *Assateague Life-Saving Station, Virginia.*

UNITED STATES STEAMER WOODBURY,
Portland, Maine, March 31, 1906.

SIR: I desire to express to you my appreciation of the valuable and highly efficient services rendered by you and your crew while cooperating with the *Woodbury* in saving the American schooner *Katie L. Palmer*, of Portland, which was recently wrecked near Jonesport, Maine.

Respectfully,

HORACE B. WEST,
Captain, *U. S. R. C. S., Commanding.*

Captain O. B. HALL,
Keeper *Great Wass Island Life-Saving Station, Jonesport, Maine.*

HATTERAS, NORTH CAROLINA, *April 9, 1906.*

SIR: I highly appreciate the service rendered to me by Keeper Styron and crew of Durants life-saving station. Only for their prompt assistance while my vessel was

ashore on the Log Reef she would have been a total wreck and a great loss to me, so I fully appreciate all that was done for me in saving my vessel.

Very respectfully,

J. G. BALLANCE,
Master, Schooner Allison Miller.

The GENERAL SUPERINTENDENT, UNITED STATES LIFE-SAVING SERVICE,
Washington, District of Columbia.

WEST TISBURY, MASSACHUSETTS, *April 13, 1906.*

DEAR SIR: A little incident in connection with the United States life-saving station at Gay Head moves me to write you these few lines. Recently a sister-in-law of mine passed away. I wanted to send to her husband's brother who lives on No Mans Land to inform him of her death. My only hope to send him word was in the good offices of the life-saving station at Gay Head. For the time being there was no other means of communication with the island. When I applied to Captain Albert S. Cahoon, I found him to be just the right man to kindly and courteously help me out in my predicament. He took the sad message to Mr. Davis, the deceased's brother-in-law, on No Mans Land. Had it not been for his kindness Mr. Davis would have been unable to attend the funeral. Therefore, I take this opportunity to express my heartfelt appreciation of the Gay Head life-saving station as a useful institution, and of the services of Captain Cahoon as an obliging Government official. [See Services of Crews, p. 183.]

Very truly yours,

GEORGE L. DONALDSON.

Mr. GEORGE W. BOWLEY,
Superintendent of Second Life-Saving District.

HEADQUARTERS SAN FRANCISCO FIRE DEPARTMENT,
San Francisco, California, May 5, 1906.

DEAR SIR: The attention of this Board having been directed to the valuable services rendered this department by yourself and men under your charge during the recent great conflagration here in kindly volunteering and giving your aid to this department in its almost hopeless battle with the flames on that occasion, we take this opportunity of expressing to you, and, through you, the men under your charge, our most sincere thanks, and to assure you that the services in question were greatly appreciated.

Respectfully yours,

BOARD OF FIRE COMMISSIONERS,
By J. M. McCARTHY, *Secretary.*

Maj. W. J. BLAKENEY,
*Superintendent Thirteenth Life-Saving District,
Appraisers' Stores, San Francisco, California.*

HEADQUARTERS OF THE FIRE MARSHAL,
San Francisco, California, May 13, 1906.

MY DEAR MAJOR: Permit me now that the smoke has risen from our fair city to inform you that during the sad calamity which befel this city it was my privilege to see and to commend the noble work performed by Captain Varney and his crew of life-savers. I saw them in the early morning of the first day of the fire, in the thickest of it, helping and assisting with strong willing hands our fire department to battle with that terrific fire. They were physically well fitted for such work. The manner in which they performed it called from the firemen, citizens, and myself words that were inadequate to show how much we appreciated their labors. During those days I was constantly going from one point to another, and always saw them standing shoulder to shoulder with our firemen at the nozzle or handling the hose lines.

Major, express to Captain Varney and his noble band of life-savers words of thanks from those of us that saw and admired them, one and all, while performing a duty they

were not compelled to assist in. Thank them in the name of our fire department, of our citizens whose homes they strove so hard to save, and in the name of one who will never forget or cease to thank them.

CHAS. TOWE, *Fire Marshal.*

Maj. T. J. BLAKENEY,
Superintendent Thirteenth Life-Saving District.

1906
1907

BOSTON, MASSACHUSETTS, *May 16, 1906.*

DEAR SIR: On Sunday last my yacht, the *Sabrina IV*, had her sails carried away in the bay, and I take this occasion to bring to your attention the very efficient aid rendered me by Captain Sparrow and the very courteous manner in which he rendered the service.

Very truly yours,

BENJAMIN D. HYDE,
Owner Yacht Sabrina IV.

First Lieut. F. J. HAAKE,
*Assistant Inspector, United States Life-Saving Stations,
Boston, Massachusetts.*

HOUGHTON, MICHIGAN, *May 29, 1906.*

MY DEAR SIR: I have to advise you that I have been in close touch with Keeper McCormick and his crew of the Portage life-saving station for the last three or four days, and it is a great deal of satisfaction to state that the crew rendered able and willing service from the time the steamer *Uranus* stranded on May 25 until the time of her release, which was about 2 p. m. May 29.

Yours, very truly,

JOHN PERCY,
Underwriters Agent, Buffalo, New York.

Mr. J. G. KIAH,
Superintendent Eleventh Life-Saving District, Harbor Beach, Michigan.

PROSPER, OREGON, *May 31, 1906.*

DEAR SIR: I desire to express my gratitude for the prompt and efficient service rendered by Keeper Norman Nelson and his crew of Coos Bay life-saving station in saving the launch *Buffalo*, which stranded on Cape Arago Reef, 6 miles south of Coos Bay station, on Sunday, April 15, 1906, with 10 men on board.

Yours truly,

JOHN NEILSON,
Owner Launch Buffalo.

S. I. KIMBALL,
*General Superintendent Life-Saving Service,
Washington, District of Columbia.*

BATH, MAINE, *June 1, 1906.*

DEAR SIR: I wish to thank you and crew for saving my yacht, the *Aspenet*, on May 30. Had it not been for your timely arrival I am sure she would have been a total wreck, but owing to assistance rendered there was hardly \$10 worth of damage done. I think the Service is to be congratulated for having such a fine lot of men to guard the coast. Again thanking you and crew, I remain,

Very truly yours,

EUGENE FRAZIER,
Owner Yacht Aspenet.

Z. H. SPINNEY,
Keeper Hunniwells Beach Life-Saving Station.

MINERS AND MERCHANTS' BANK,
Nome, Alaska, June 11, 1906.

DEAR SIR: The Miners and Merchants' Bank desire to express their gratitude to your department for the valuable work done by Keeper Thomas A. Ross and the entire crew of the life-saving station at this place.

On the morning of April 16 last a fire started in the assay office connected with this institution, and had it not been for the fortunate presence in the vicinity of the crew of the Nome life-saving station a serious conflagration might have resulted. As it was, by their timely work the danger was merely nominal and the fire extinguished without the aid of the fire department, which, however, was called to the scene.

Again thanking you and commending the good work of the keeper and crew at this place, I remain,

Yours, very truly,

C. G. COWDEN,
Cashier.

Maj. T. J. BLAKENEY,
District Superintendent, Thirteenth Life-Saving District.

UNITED STATES ENGINEER OFFICE,
Galveston, Texas, June 18, 1906.

DEAR SIR: I have the honor to request that you express to those members of the Life-Saving Service who participated in the rescue after the collision of the *Talfor* and the *Fevue Arland* my recognition of the value of their services.

Very respectfully,

EDGAR JADWIN,
Captain, Corps of Engineers.

Capt. WILLIAM A. HUTCHINGS,
District Superintendent, Ninth Life-Saving District.

APPROPRIATIONS AND EXPENDITURES.

STATEMENT SHOWING THE APPROPRIATIONS AND EXPENDITURES FOR THE MAINTENANCE OF THE LIFE-SAVING SERVICE FOR THE FISCAL YEAR ENDING JUNE 30, 1906.

APPROPRIATION—LIFE-SAVING SERVICE, 1906.

For salaries of superintendents of the life-saving and lifeboat 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.....	\$2,000.00	
Massachusetts, district No. 2.....	2,000.00	
Rhode Island and Fishers Island, district No. 3.....	1,800.00	
Long Island, district No. 4.....	2,000.00	
New Jersey, district No. 5.....	2,000.00	
Delaware, Maryland, and Virginia, district No. 6.....	2,000.00	
Virginia and North Carolina, district No. 7.....	2,000.00	
South Carolina, Georgia, and Florida, district No. 8.....	1,700.00	
Gulf of Mexico, district No. 9.....	1,800.00	
Lakes Ontario and Erie, district No. 10.....	2,000.00	
Lakes Huron and Superior, district No. 11.....	2,000.00	
Lake Michigan, district No. 12.....	2,000.00	
Washington, Oregon, and California, district No. 13.....	2,000.00	
		\$25,300.00
For salaries of 286 keepers of life-saving and lifeboat stations and of houses of refuge.....		246,900.00
For pay of crews of surfmen employed at the life-saving and lifeboat stations, including the old Chicago station and at the building to be erected on the grounds of the Lewis and Clark Centennial Exposition at Portland, Oregon, under authority of Section 4 of the act of Congress approved April 13, 1904, for an exhibit of the United States Life-Saving Service, at the uniform rate of \$65 per month each during the period of actual employment, and \$3 per day for each occasion of service at other times; compensation of volunteers at life-saving and lifeboat 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, including use of additional land where necessary; supplies and provisions for houses of refuge and for shipwrecked persons succored at stations; traveling expenses of officers under orders from the Treasury Department; commutation of quarters and purchase of fuel in kind for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service; for carrying out the provisions of sections 7 and 8 of the act approved May 4, 1882; for draft animals and their maintenance; for telephone lines and care of same, and contingent expenses, including freight, storage, rent, repairs to apparatus, labor, medals, stationery, newspapers for statistical purposes, advertising, and all other necessary expenses, not included under any other head of life-saving stations on the coasts of the United States.....		1,563,215.00
Total.....		1,835,415.00

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, 1905, to June 30, 1906.....	\$2,000.00	
District No. 2, July 1, 1905, to June 30, 1906.....	2,000.00	
District No. 3, July 1, 1905, to June 30, 1906.....	1,800.00	
District No. 4, July 1, 1905, to June 30, 1906.....	2,000.00	
District No. 5, July 1, 1905, to June 30, 1906.....	2,000.00	
District No. 6, July 1, 1905, to June 30, 1906.....	2,000.00	
District No. 7, July 1, 1905, to June 30, 1906.....	2,000.00	
District No. 8, July 1, 1905, to June 30, 1906.....	1,700.00	
District No. 9, July 1, 1905, to June 30, 1906.....	1,800.00	
District No. 10, July 1, 1905, to June 30, 1906.....	2,000.00	
District No. 11, July 1, 1905, to June 30, 1906.....	2,000.00	
District No. 12, July 1, 1905, to June 30, 1906.....	2,000.00	
District No. 13, July 1, 1905, to June 30, 1906.....	2,000.00	
		\$25,300.00
Salaries of 271 keepers, districts Nos. 1 to 13, inclusive, quarter ending September 30, 1905.....	59,950.00	
Salaries of 271 keepers, districts Nos. 1 to 13, inclusive, quarter ending December 31, 1905.....	60,250.00	
Salaries of 271 keepers, districts Nos. 1 to 13, inclusive, quarter ending March 31, 1906.....	60,302.50	
Salaries of 271 keepers, districts Nos. 1 to 13, inclusive, quarter ending June 30, 1906.....	60,375.00	
		240,877.50
Pay of surfmen in district No. 1, from August 1, 1905, to May 31, 1906.....	60,003.68	
Pay of surfmen in district No. 2, from July 1, 1905, to June 30, 1906.....	136,573.32	
Pay of surfmen in district No. 3, from August 1, 1905, to May 31, 1906.....	38,670.67	
Pay of surfmen in district No. 4, from August 1, 1905, to May 31, 1906.....	126,849.63	
Pay of surfmen in district No. 5, from August 1, 1905, to May 31, 1906.....	174,659.31	
Pay of surfmen in district No. 6, from August 1, 1905, to May 31, 1906.....	78,645.67	
Pay of surfmen in district No. 7, from August 1, 1905, to May 31, 1906.....	149,853.17	
Pay of surfmen in district No. 8, from August 1, 1905, to May 31, 1906.....	3,895.66	
Pay of surfmen in district No. 9, from August 1, 1905, to May 31, 1906.....	31,735.17	
Pay of surfmen in district No. 10, from July 1, 1905, to June 30, 1906.....	44,100.48	
Pay of surfmen in district No. 11, from July 1 to December 16, 1905, and from April 16 to June 30, 1906.....	71,264.21	
Pay of surfmen in district No. 12, from July 1 to December 8, 1905, and from April 1 to June 30, 1906.....	112,417.48	
Pay of surfmen in district No. 13, from July 1, 1905, to June 30, 1906.....	102,913.32	
Pay of volunteer surfmen for assistance to the keepers and crews of certain stations at wrecks which occurred during the active season:		
District No. 2.....	\$20.00	
District No. 5.....	8.17	
District No. 6.....	15.00	
District No. 10.....	12.00	
District No. 12.....	21.75	
District No. 13.....	5.00	
		81.92

Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations:

District No. 1.....	\$70.00	
District No. 2.....	21.00	
District No. 3.....	9.00	
District No. 5.....	61.00	
District No. 7.....	15.50	
District No. 9.....	18.00	
District No. 11.....	38.40	
District No. 12.....	67.00	
		\$299.90
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882.....	6,114.68	\$1,131,963.59
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882.....	19,847.50	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882.....	8,412.51	
		34,374.69
Apparatus.....	42,822.32	
Books, charts, stationery, advertising, etc.....	1,785.29	
Care of stations pending appointment of keepers.....	623.84	
Commutation of quarters and fuel in kind for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service.....	6,277.57	
Compensation for special services, labor, etc.....	46,166.26	
Draft animals.....	14,143.06	
Equipments.....	12,130.98	
Freight, packing, storage, telegraphing, etc.....	6,867.44	
Fuel and water for stations.....	29,380.57	
Furniture.....	7,883.03	
Medals.....	178.28	
Protection of stations.....	3,143.23	
Rebuilding, repair, and improvement of stations.....	37,764.14	
Removal of stations.....	3,201.61	
Rents.....	6,583.83	
Repairs to apparatus, equipments, and furniture.....	5,007.89	
Sites for stations.....	2,419.60	
Subsistence of persons rescued from wrecked vessels.....	68.20	
Supplies.....	21,744.46	
Telephones, telephone lines, and their maintenance.....	23,877.78	
Transporting apparatus to and from wrecks, at stations where horses are not kept.....	782.66	
Traveling expenses of officers.....	10,841.01	
		283,693.05
Pay of keeper and 8 surfmen at the station on the grounds of the Lewis and Clark Centennial Exposition, at Portland, Oregon, during the months of July, August, September, and October, 1905.....		2,211.50
Total expenditures from appropriation "Life-Saving Service, 1906"....	1,718,420.33	
Balance of available funds, June 30, 1906.....	116,994.67	
		1,835,415.00

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, 1905.....	\$140,407.05
To which repayments have been made amounting to.....	1,166.94
Total available funds.....	141,573.99

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, 1905," available as above.....	\$141,573.99
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Salary of keeper at Fort Macon station, 7th district, September 24 to October 20, 1904.....		\$65.00
Pay of 4 surfmen at Grays Harbor station, 13th district, during December, 1904, and June, 1905.....		\$203.97
Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations:		
District No. 1.....	\$24.00	
District No. 2.....	24.00	
District No. 4.....	18.00	
District No. 5.....	50.00	
District No. 6.....	42.00	
District No. 7.....	36.00	
District No. 8.....	12.00	
		206.00
		409.97
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882.....	4,046.50	
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882.....	14,947.85	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882.....	3,227.66	
		22,222.01
Apparatus.....	7,507.42	
Books, charts, stationery, advertising, etc.....	68.41	
Care of stations pending appointment of keepers.....	20.00	
Commutation of quarters and fuel in kind for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service.....	522.91	
Compensation for special services, labor, etc.....	3,857.11	
Draft animals.....	280.53	
Equipments.....	359.14	
Freight, packing, storage, telegraphing, etc.....	2,668.76	
Fuel and water for stations.....	760.51	
Furniture.....	351.81	
Medals.....	34.00	
Protection of stations from encroachment of the sea.....	290.00	
Rebuilding, repair, and improvement of stations.....	47,964.64	
Rents.....	1,935.50	
Repairs to apparatus, equipments, and furniture.....	3,603.11	
Sites for stations.....	121.92	
Subsistence of persons rescued from wrecked vessels.....	12.00	
Supplies.....	3,011.08	
Telephones, telephone lines, and their maintenance.....	4,367.68	
Transporting apparatus to and from wrecks, at stations where horses are not kept.....	59.18	
Traveling expenses of officers.....	1,048.42	
		78,844.13
Pay of keeper and 8 surfmen at the station on the grounds of the Lewis and Clark Centennial Exposition at Portland, Oregon, during the month of June, 1905.....		595.00
Total expenditures from appropriation "Life-Saving Service, 1905".....		102,136.11
Balance of available funds, June 30, 1906.....		39,437.88
		141,573.99
There also remained unexpended at the beginning of the fiscal year, from appropriation of 1904, the following:		
"Life-Saving Service, 1904".....	\$70,614.88	
To which repayments have been made amounting to.....	3.00	
Total available funds.....		70,617.88

The expenditures from this balance during the year, made in payment of indebtedness standing over from the fiscal year ending June 30, 1904, were as follows:

"Life-Saving Service, 1904," available as above.....		\$70,617.88
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882.....		\$18.87
Apparatus.....	\$14,291.47	
Freight, packing, storage, telegraphing, etc.....	7.91	
Rebuilding, repair, and improvement of stations....	4,261.60	
Repairs to apparatus, equipments, and furniture....	9.04	
Sites for stations.....	83.00	
Traveling expenses of officers.....	175.75	
		18,828.77

Total expenditures from appropriation "Life-Saving Service, 1904". 18,847.64

Balance unexpended June 30, 1906..... 51,770.24

This unexpended balance of \$51,770.24 was carried to the surplus fund June 30, 1906.

Repayments, amounting to \$4.50, were made during the year to the appropriation "Life-Saving Service, 1903," and prior years. This amount was carried to the surplus fund June 30, 1906.

Other appropriations for the maintenance of the Life-Saving Service were as follows:

"Life-Saving telephone, cable, or telegraph lines—Green Bay to Rock Island, Wis., 1904:"
 Balance available July 1, 1905..... \$3,208.46

There were no expenditures during the year from this appropriation, and the balance on hand June 30, 1906, remained the same.

"Rebuilding and improving life-saving stations (proceeds of sales):"
 Balance available July 1, 1905..... \$13,146.78
 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..... 5,739.21

Total available funds June 30, 1906..... 18,885.99

There have been no expenditures during the year from the latter appropriation.

There was collected during the year and covered into the Treasury, as miscellaneous receipts, and carried to the account of "Receipts from United States telephone lines, Life-Saving Service," the sum of \$24.50, being tolls for the transmission of messages.

The total net expenditures for the maintenance of the Life-Saving Service during the fiscal year ending June 30, 1906, were therefore as follows:

"Life-Saving Service, 1906".....	\$1,718,420.33
"Life-Saving Service, 1905".....	102,136.11
"Life-Saving Service, 1904".....	18,847.64
	1,839,404.08

Less the following:

Repayments to appropriations:	
"Life-Saving Service, 1905".....	\$1,166.94
"Life-Saving Service, 1904".....	3.00
"Life-Saving Service, 1903," and prior years.....	4.50
Excess of deposits, appropriation, "Rebuilding and improving life-saving stations (proceeds of sales)".....	5,739.21
Miscellaneous receipts, "Receipts from United States telephone lines, Life-Saving Service".....	24.50
	6,938.15

Total net expenditures of the Service..... 1,832,465.93

There remained standing to the credit of the respective appropriations at the close of the fiscal year ending June 30, 1906, available as heretofore stated, the following balances:

"Life-Saving Service, 1906".....	\$116,994.67
"Life-Saving Service, 1905".....	39,437.88
"Life-Saving telephone, cable, or telegraph lines—Green Bay to Rock Island, Wis., 1904".....	3,208.46
"Rebuilding and improving life-saving stations (proceeds of sales)".....	18,885.99

The foregoing statement of the net expenditures for the maintenance of the Life-Saving Service for the fiscal year ending June 30, 1906, differs from the expenditures by warrants in the following particulars:

Net expenditures by warrants.....	\$1,833,567.18
To which should be added the following amounts, as shown on page 320 of the report for 1905:	
In hands of George A. Bartlett, disbursing clerk, June 30, 1905—	
"Life-Saving Service, 1905".....	9,451.00
	<u>1,843,018.18</u>
Less the following amounts:	
In hands of W. S. Richards, disbursing clerk, June 30, 1906—	
"Life-Saving Service, 1906".....	\$9,614.41
Amounts reappropriated and expended by warrants not included in the foregoing statement.....	937.84
	<u>10,552.25</u>
Net expenditures from appropriations for the year.....	1,832,465.93

To the foregoing statement of expenditures for the maintenance of the Life-Saving Service may be added the following:

APPROPRIATION.

"Salaries, office Life-Saving Service, 1906".....	\$46,100.00
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EXPENDITURES.

Compensation of officers and employees in office of Life-Saving Service.....	\$46,069.84
Amount unexpended.....	30.16
	<u>46,100.00</u>

LIST OF UNITED STATES LIFE-SAVING
DISTRICTS AND STATIONS.

UNITED STATES LIFE-SAVING DISTRICTS AND STATIONS.

FIRST DISTRICT.

COASTS OF MAINE AND NEW HAMPSHIRE.

Name of station.	State.	Locality.	Approximate position. ^a	
			Latitude, north.	Longitude, west.
Quoddy Head	Me	Carrying Point Cove	44 48 40	66 58 50
Cross Island	Me	Off Machiasport	44 36 45	67 16 30
Great Wass Island	Me	Off Jonesport	44 28 00	67 35 30
Cranberry Islands	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
Burnt Island	Me	Off mouth St. Georges River	43 52 20	69 17 40
Damiscove Island	Me	On the west shore of Damiscove Harbor	43 45 20	69 37 00
Hunniwells Beach	Me	On west side mouth Kennebec River	43 45 00	69 46 55
Cape Elizabeth	Me	Near the Lights	43 33 58	70 12 00
Fletchers Neck	Me	Biddeford Pool, Fletchers Neck	43 26 30	70 20 30
Jerrys Point	N. H.	Southeast point Great Island, Portsmouth Harbor.	43 03 30	70 42 45
Wallis Sands	N. H.	1½ miles south of Odiornes Point	43 01 15	70 44 00
Rye Beach	N. H.	North end of Rye Beach	42 59 30	70 45 20
Hampton Beach	N. H.	1¼ miles north of Great Boars Head	42 56 20	70 47 40

SECOND DISTRICT.

COAST OF MASSACHUSETTS.

Salisbury Beach	Mass.	½ mile south of State line	42 51 40	70 49 00
Newburyport	Mass.	North end of Plum Island, mouth of Merrimac River.	42 48 30	70 49 00
Plum Island	Mass.	On Plum Island, 2¼ miles from south end	42 41 00	70 47 15
Straitsmouth ^b	Mass.	½ mile west of Straitsmouth light	42 39 30	70 36 00
Gloucester	Mass.	Old House cove, westerly side of harbor, 1¼ miles from town.	42 35 30	70 41 10
Nahant	Mass.	On the neck, close to Nahant	42 25 45	70 56 00
City Point	Mass.	Floating station in Dorchester Bay, Boston Harbor.		
Point Allerton	Mass.	1 mile west of Point Allerton	42 18 20	70 54 00
North Scituate	Mass.	2½ miles south of Minots Ledge light	42 14 00	70 45 30
Fourth Cliff	Mass.	South end of Fourth Cliff, Scituate	42 09 30	70 42 10
Brant Rock	Mass.	On Green Harbor Point	42 05 30	70 38 40
Gurnet	Mass.	4¼ miles northeast of Plymouth	42 00 10	70 36 10
Manomet Point	Mass.	6¼ miles southeast of Plymouth	41 55 30	70 32 40
Wood End	Mass.	½ mile east of light	42 01 15	70 11 30
Race Point	Mass.	1½ miles northeast of Race Point light	42 04 45	70 13 15
Peaked Hill Bars	Mass.	2½ miles northeast of Provincetown	42 04 40	70 09 50

^a Obtained from latest Coast Survey charts.

^b Formerly Davis Neck.

SECOND DISTRICT—Continued.

COAST OF MASSACHUSETTS—Continued.

Name of station.	State.	Locality.	Approximate position. ^a	
			Latitude, north.	Longitude, west.
High Head	Mass....	3½ miles northwest of Cape Cod light.....	42 03 55	70 06 50
Highland.....	Mass....	¾ mile northwest of Cape Cod light.....	42 02 55	70 04 20
Pamet River	Mass....	3½ miles south of Cape Cod light.....	42 00 00	70 01 15
Cahoons Hollow.....	Mass....	2½ miles east of Wellfleet	41 56 45	69 59 05
Nauset	Mass....	1½ miles south of Nauset lights	41 50 40	69 56 45
Orleans.....	Mass....	Abreast of Ponchet Island.....	41 45 35	69 55 55
Old Harbor.....	Mass....	¾ mile north of Chatham Inlet.....	41 41 45	69 56 00
Chatham.....	Mass....	1½ miles south-southwest of Chatham lights... ..	41 39 10	69 57 10
Monomoy	Mass....	2½ miles north of Monomoy light	41 35 25	69 59 10
Monomoy Point.....	Mass....	¾ mile southwest of Monomoy light	41 33 10	70 00 20
Coskata	Mass....	2½ miles south of Nantucket (Great Point) light.	41 22 00	70 01 15
Surfside	Mass....	2½ miles south of the town of Nantucket	41 14 30	70 06 00
Maddequet.....	Mass....	6 miles west of Surfside.....	41 16 05	70 12 30
Muskeget.....	Mass....	Near west end of Muskeget Island	41 20 20	70 18 50
Gay Head	Mass....	Near light	41 21 04	70 50 08
Cuttyhunk.....	Mass....	Near east end Cuttyhunk Island	41 25 25	70 54 45

THIRD DISTRICT.

COASTS OF RHODE ISLAND AND FISHERS ISLAND.

Brenton Point.....	R. I.....	On Prices Neck	41 26 58	71 20 10
Narragansett Pier.....	R. I.....	Northern part of the town.....	41 25 45	71 27 20
Point Judith	R. I.....	Near light	41 21 40	71 29 00
Quonochontaug.....	R. I.....	7¼ miles east of Watch Hill light	41 19 50	71 43 10
Watch Hill	R. I.....	Near light	41 18 20	71 51 30
Fishers Island.....	N. Y.....	West shore of East Harbor.....	41 17 00	71 56 40
Sandy Point.....	R. I.....	Block Island, north side, near light.....	41 13 40	71 34 40
New Shoreham.....	R. I.....	Block Island, east side, near landing.....	41 10 20	71 33 30
Block Island	R. I.....	Block Island, west side, near Dickens Point... ..	41 09 40	71 36 40

FOURTH DISTRICT.

COAST OF LONG ISLAND.

Montauk Point ^b	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.....	¾ 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.....	¾ mile south of the village.....	40 52 10	72 23 40
Shinnecock	N. Y.....	2 miles east-southeast of Shinnecock light	40 50 40	72 27 50
Tiana.....	N. Y.....	2 miles southwest of Shinnecock light.....	40 49 40	72 31 30
Quogue.....	N. Y.....	¾ mile south of the village.....	40 48 20	72 36 00
Potunk	N. Y.....	1½ miles southwest of Potunk 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
Smiths Point	N. Y.....	Abreast of the point	40 44 00	72 52 20

^a Obtained from latest Coast Survey charts.^b In charge of keeper of Ditch Plain station. No crew employed.

FOURTH DISTRICT—Continued.

COAST OF LONG ISLAND—Continued.

Name of station.	State.	Locality.	Approximate position. ^a	
			Latitude, north.	Longitude, west.
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....	¼ 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
Glgo.....	N. Y....	West end of Oak Island.....	40 37 20	73 22 20
Jones Beach.....	N. Y....	East end of Jones Beach.....	40 36 40	73 26 20
Zachs Inlet.....	N. Y....	West end of Jones Beach.....	40 36 10	73 28 50
Short Beach.....	N. Y....	¼ mile east of Jones 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 west end of Long Beach.....	40 35 10	73 40 45
Far Rockaway ^b	N. Y....	.....	.....	.....
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 ^c	N. Y....	Manhattan Beach.....	40 34 20	73 55 30
Eatons Neck.....	N. Y....	East side entrance to Huntington Bay, Long Island Sound.	40 57 10	73 24 00
Rocky Point.....	N. Y....	Near Rocky Point, Long Island Sound, about 4 miles northerly from Greenport.	41 08 20	72 21 10

FIFTH DISTRICT.

COAST OF NEW JERSEY.

Sandy Hook.....	N. J....	On Bay side, ¼ mile south of point of Hook....	40 27 51	74 00 27
Spermaceti Cove.....	N. J....	2¼ miles south of Sandy Hook light.....	40 25 40	73 59 00
Seabright.....	N. J....	About a mile south of Navesink light.....	40 22 50	73 58 30
Monmouth Beach.....	N. J....	About a mile south of Seabright.....	40 20 30	73 58 30
Long Branch.....	N. J....	Greens Pond.....	40 16 40	73 59 00
Deal.....	N. J....	Asbury Park.....	40 13 50	73 59 50
Shark River.....	N. J....	Near the mouth of Shark River.....	40 11 30	74 00 40
Spring Lake.....	N. J....	2¼ miles south of Shark River.....	40 09 20	74 01 20
Squan Beach.....	N. J....	1 mile southeast of Squan village.....	40 07 00	74 02 00
Bayhead.....	N. J....	At the head of Barnegat Bay.....	40 04 00	74 02 40
Mantoloking.....	N. J....	2½ miles south of head of Barnegat Bay.....	40 01 40	74 03 10
Chadwick.....	N. J....	5 miles south of head of Barnegat Bay.....	39 59 10	74 04 00
Toms River.....	N. J....	On the beach abreast mouth Toms River.....	39 56 10	74 04 30
Island Beach.....	N. J....	1½ miles 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 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
Bonds.....	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 30

^a Obtained from latest Coast Survey charts.

^b Station destroyed by sudden gale while being moved across the water to new site.

^c Not in operation.

FIFTH DISTRICT—Continued.

COAST OF NEW JERSEY—Continued.

Name of station.	State.	Locality.	Approximate position. ^a	
			Latitude, north.	Longitude, west.
Little Beach	N. J.	South side of Little Egg Inlet.....	° ' "	° ' "
Brigantine.....	N. J.	5½ miles north of Absecon light.....	39 27 30	74 19 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 00	74 34 00
Pecks Beach.....	N. J.	3½ miles north of Corson Inlet.....	39 14 50	74 36 50
Corson Inlet	N. J.	Near the Inlet, north side.....	39 13 10	74 38 20
Sea Isle City	N. J.	3½ miles north of Townsend Inlet.....	39 09 40	74 41 05
Townsend Inlet.....	N. J.	Near the Inlet, north side.....	39 07 30	74 42 45
Avalon	N. J.	3½ miles southwest from Ludlam Beach light..	39 05 50	74 43 10
Tathams	N. J.	2½ miles northeast from Hereford Inlet light..	39 02 30	74 45 50
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
Two Mile Beach.....	N. J.	4 miles northeast of Cape May City.....	38 57 10	74 51 10
Cold Spring.....	N. J.	½ mile east of Cape May City	38 56 00	74 54 30
Cape May.....	N. J.	Near the light.....	38 55 40	74 57 30
Bay Shore ^b	N. J.	2½ miles west of Cape May City.....	38 56 40	74 58 10

SIXTH DISTRICT.

COAST BETWEEN DELAWARE AND CHESAPEAKE BAYS.

Lewes	Del.....	2 miles west from 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	75 04 20
Indian River Inlet	Del.....	North of Inlet.....	38 37 50	75 03 40
Fenwick Island	Del.....	1½ miles north of light.....	38 28 20	75 03 00
Isle of Wight	Md.....	3 miles south of Fenwick light	38 24 10	75 03 30
Ocean City	Md.....	At 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
Popes 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
Wallops Beach	Va.....	1½ miles south of Chincoteague Inlet	37 52 00	75 26 50
Metomkin Inlet.....	Va.....	On Metomkin Beach, near the Inlet.....	37 40 45	75 34 50
Wachapreague	Va.....	South end of Cedar Island.....	37 35 20	75 36 40
Parramore Beach.....	Va.....	Midway of beach	37 32 20	75 37 20
Hog Island	Va.....	South end of Hog Island	37 22 20	75 42 45
Cobb Island	Va.....	South end of Cobb Island.....	37 17 30	75 47 00
Smith Island	Va.....	At Cape Charles light.....	37 07 00	75 53 40

^a Obtained from latest Coast Survey charts.^b In charge of keeper of Cape May station. No crew employed.

SEVENTH DISTRICT.

COAST BETWEEN CHESAPEAKE BAY AND THE NORTHERN BOUNDARY OF SOUTH CAROLINA.

Name of station.	State.	Locality.	Approximate position. ^a	
			Latitude, north.	Longitude, west.
			° ' "	° ' "
Cape Henry	Va.	½ mile southeast of Cape Henry light.....	36 55 10	75 59 50
Virginia Beach.....	Va.	5½ miles south of Cape Henry light.....	36 51 10	75 58 40
Dam Neck Mills.....	Va.	10 miles south of Cape Henry light	36 47 10	75 57 30
Little Island.....	Va.	On beach abreast of North Bay.....	36 41 30	75 55 20
False Cape.....	Va.	On beach abreast of Back Bay.....	36 36 00	75 52 50
Wash Woods.....	N. C.	On beach abreast of Knotts Island.....	36 32 00	75 52 10
Penneys Hill.....	N. C.	5½ miles north of Currituck Beach light	36 27 30	75 50 40
Currituck Beach.....	N. C.	¾ mile north of Currituck Beach light	36 23 20	75 49 40
Poyneys Hill.....	N. C.	6½ miles south of Currituck Beach light	36 17 10	75 48 00
Caffeys Inlet.....	N. C.	10½ miles south of Currituck Beach light	36 13 40	75 46 20
Paul Gamiels 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
Nags Head.....	N. C.	9 miles north of Oregon Inlet	35 56 00	75 36 40
Bodie Island.....	N. C.	¾ mile northeast of Bodie Island light.....	35 49 40	75 33 20
Oregon Inlet.....	N. C.	¼ 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.	¼ mile south of New Inlet.....	35 40 40	75 29 00
Chicamacomico.....	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 Cape Hatteras light.....	35 14 20	75 31 20
Creeds Hill.....	N. C.	4 miles west of Cape Hatteras light	35 14 30	75 35 15
Durants.....	N. C.	3 miles east of Hatteras Inlet	35 12 35	75 41 10
Hatteras Inlet.....	N. C.	1¼ miles west of Hatteras Inlet	35 11 00	75 46 10
Ocracoke.....	N. C.	3 miles northeast of Ocracoke Inlet.....	35 06 55	75 59 20
Portsmouth.....	N. C.	Northeast end of Portsmouth Island.....	35 04 00	76 03 05
Core Bank.....	N. C.	On Core Bank, opposite Hunting Quarters, about halfway between Ocracoke Inlet and Cape Lookout.	34 51 30	76 18 30
Cape Lookout.....	N. C.	1¼ miles south of Cape Lookout light	34 36 30	76 32 20
Fort Macon.....	N. C.	Beaufort Entrance, ¼ mile north of fort	34 42 00	76 40 50
Bogue Inlet.....	N. C.	Innershore of Bogue Banks, ¼ mile east of inlet.	34 39 00	77 05 40
Cape Fear.....	N. C.	On Smiths Island, Cape Fear	33 50 40	77 57 30
Oak Island.....	N. C.	West side mouth Cape Fear River	33 53 20	78 01 20

EIGHTH DISTRICT.

COASTS OF SOUTH CAROLINA, GEORGIA, AND EASTERN FLORIDA.

Sullivans Island.....	S. C.	At Moultrieville, Sullivans Island, at north end of harbor jetty.	32 45 30	79 51 05
Bulow ^b	Fla.	20 miles south of Matanzas Inlet.....	29 26 10	81 06 25
Mosquito Lagoon ^b	Fla.	On beach outside the lagoon	28 51 30	80 46 20
Chester Shoal ^b	Fla.	11 miles north of Cape Canaveral	28 36 40	80 35 50
Cape Malabar ^c				
Bethel Creek ^b	Fla.	16 miles north of Indian River Inlet.....	27 40 00	80 21 20

^a Obtained from latest Coast Survey charts.

^c Discontinued March 30, 1891.

^b House of refuge; no crew employed.

EIGHTH DISTRICT—Continued.

COASTS OF SOUTH CAROLINA, GEORGIA, AND EASTERN FLORIDA—Continued.

Name of station.	State.	Locality.	Approximate position. ^a	
			Latitude, north.	Longitude, west.
Indian River Inlet ^b	Fla	South side of inlet	27 29 45	80 17 50
Gilberts Bar ^b	Fla	At St. Lucie Rocks, 2 miles north of Gilberts Bar Inlet.	27 12 00	80 09 50
Jupiter Inlet ^c	Fla .....	.....	.....	.....
Orange Grove ^d	Fla .....	.....	.....	.....
Fort Lauderdale ^b	Fla	4 miles north of New River Inlet	26 08 00	80 06 00
Biscayne Bay ^b	Fla	6 miles north of Norris Cut	25 54 10	80 08 00

NINTH 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	West side of pass, south of light.....	29 42 27	93 51 10
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	2½ miles northeast of mouth of Brazos River...	28 57 45	95 16 30
Saluria	Tex	Northeast end Matagorda Island	28 23 00	96 24 00
Aransas	Tex	Northeast end Mustang Island	27 51 00	97 03 00
Brazos.....	Tex	North end Brazos Island, entrance to Brazos Santiago.	26 04 00	97 08 00

TENTH DISTRICT.

LAKES ERIE AND ONTARIO, AND A STATION AT LOUISVILLE, KY.

Big Sandy.....	N. Y.	North side mouth of Big Sandy Creek, Lake Ontario.	.....	.....
Salmon Creek ^e.....	.....	.....	.....	.....
Oswego.....	N. Y.	East side entrance of Oswego Harbor, Lake Ontario.	.....	.....
Charlotte.....	N. Y.	East side entrance of Charlotte Harbor, Lake Ontario.	.....	.....
Niagara	N. Y.	East side entrance of Niagara River, Lake Ontario.	.....	.....
Buffalo	N. Y.	South side entrance of Buffalo Harbor, Lake Erie.	.....	.....
Erie	Pa	North side entrance of Erie Harbor, Lake Erie.	.....	.....
Ashtabula	Ohio.....	West side of Ashtabula Harbor, Lake Erie .....	.....	.....
Fairport.....	Ohio.....	West side entrance of Fairport Harbor, Lake Erie.	.....	.....
Cleveland	Ohio.....	West side entrance of Cleveland Harbor, Lake Erie.	.....	.....
Marblehead	Ohio.....	Point Marblehead, near Quarry Docks, Lake Erie.	.....	.....
Louisville	Ky	Falls of the Ohio River, Louisville, Ky.....	.....	.....

^a Obtained from latest Coast Survey charts.^b House of refuge; no crew employed.^c Discontinued January 21, 1899.^d Discontinued October 1, 1896.^e Destroyed by fire.

ELEVENTH DISTRICT.
LAKES HURON AND SUPERIOR.

Name of station.	State.	Locality.	Approximate position.	
			Latitude, north.	Longitude, west.
Lake View Beach	Mich ..	5 miles north of Fort Gratiot light.....	o ' "	o ' "
Harbor Beach	Mich ..	Inside Harbor Beach Harbor, Lake Huron		
Pointe aux Barques ...	Mich ..	Near light, Lake Huron.....		
Port Austin.....	Mich ..	About 2 miles northeast of Port Austin, and about 2 miles southeast of Port Austin Reef light, Lake Huron.		
Tawas	Mich ..	Near light, Lake Huron.....		
Sturgeon Point	Mich ..	Near light, Lake Huron.....		
Thunder Bay Island...	Mich ..	West side of island, Lake Huron		
Middle Island	Mich ..	North end of Middle Island, Lake Huron		
Hammond	Mich ..	Hammonds Bay, Lake Huron		
Bois Blanc.....	Mich ..	About midway east side of island, Lake Huron.		
Vermillion	Mich ..	10 miles west of Whitefish Point, Lake Superior.		
Crisps.....	Mich ..	18 miles west of Whitefish Point, Lake Superior.		
Two Heart River	Mich ..	Near mouth of Two Heart River, Lake Superior.		
Deer Park	Mich ..	Near mouth of Sucker River, Lake Superior...		
Grand Marais.....	Mich ..	West of harbor entrance		
Marquette	Mich ..	Near light, Lake Superior.....		
Portage.....	Mich ..	Old Portage Lake Ship Canal, ¼ mile from north end, on east bank.		
Duluth	Minn ..	On Minnesota Point, Upper Duluth		

TWELFTH DISTRICT.

LAKE MICHIGAN.

Beaver Island ^a	Mich ..	Near light.....		
Charlevoix	Mich ..	South side of harbor entrance		
North Manitou Island.	Mich ..	Near Pickards wharf.....		
South Manitou Island.	Mich ..	Near light, Lake Michigan		
Sleeping Bear Point...	Mich ..	Near Glenhaven, Michigan		
Point Betsie	Mich ..	Near light		
Frankfort	Mich ..	South side entrance of harbor		
Manistee	Mich ..	North side entrance of harbor		
Grande Pointe au Sable.	Mich ..	1 mile south of light		
Ludington	Mich ..	North side entrance of harbor		
Pentwater.....	Mich ..	North side entrance of harbor		
White River.....	Mich ..	North side entrance of White Lake		
Muskegon	Mich ..	South 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.....		
South Chicago	Ill	North side entrance of Calumet Harbor		
Jackson Park.....	Ill	About 7 miles S. by E. of Chicago River light..		
Old Chicago.....	Ill	In the harbor		
Evanston.....	Ill	On the Northwestern University grounds		

^aNo crew employed.

TWELFTH DISTRICT—Continued.

LAKE MICHIGAN—Continued.

Name of station.	State.	Locality.	Approximate position. ^a	
			Latitude, north.	Longitude, west.
Kenosha.....	Wis.....	In the harbor, on Washington Island.....	○ ° "	○ ° "
Racine.....	Wis.....	In the harbor, adjoining light.....		
Milwaukee.....	Wis.....	Near entrance of harbor, south side.....		
Sheboygan.....	Wis.....	Entrance to harbor, north side.....		
Two Rivers.....	Wis.....	North side entrance of harbor.....		
Kewaunee.....	Wis.....	North side entrance of harbor.....		
Sturgeon Bay Canal...	Wis.....	Eastern entrance of canal, north side.....		
Baileys Harbor.....	Wis.....	On easterly side of harbor.....		
Plum Island.....	Wis.....	Near northeast point of island, 2 miles north-west of Pilot Island light.....		

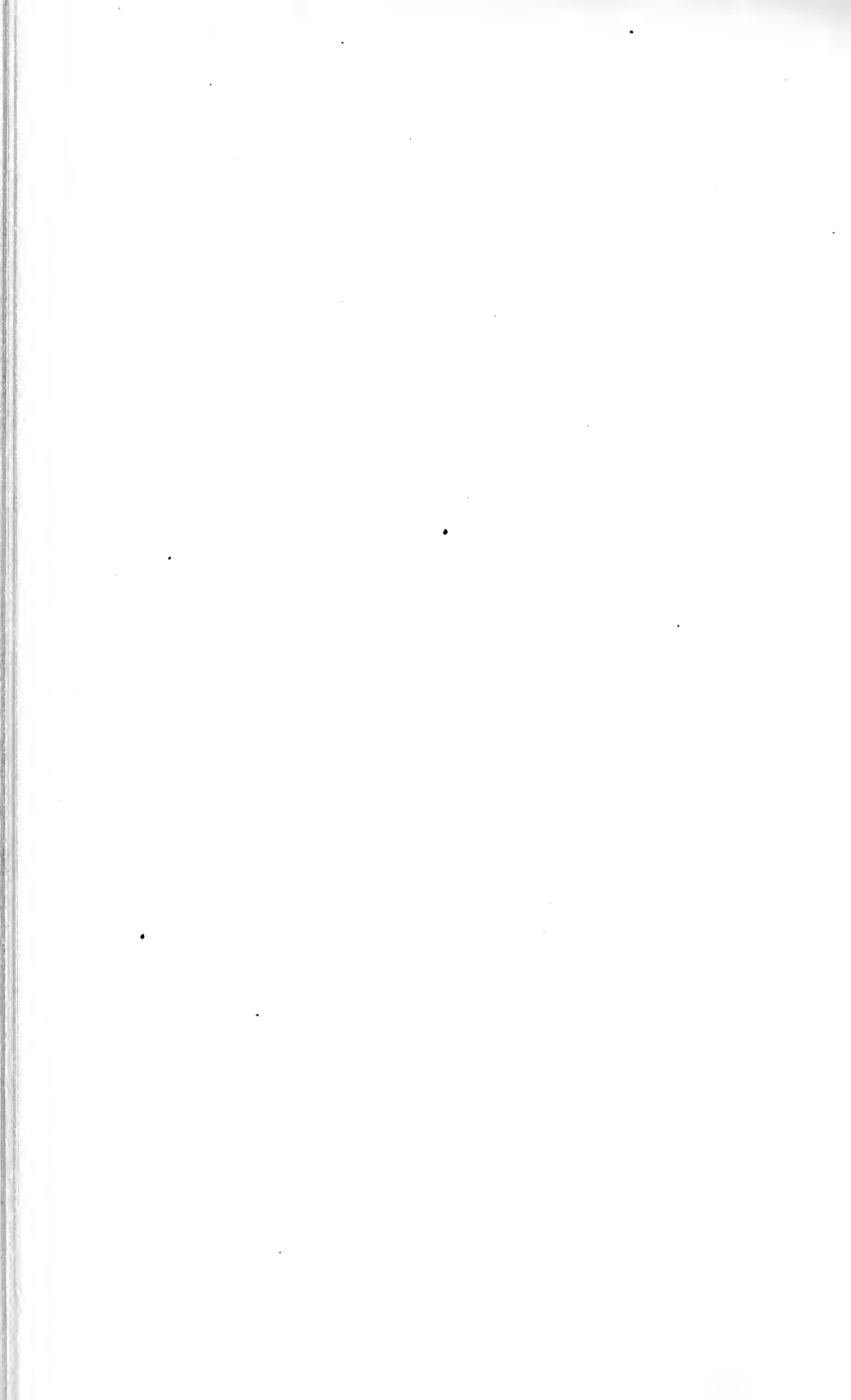
THIRTEENTH DISTRICT.

COASTS OF CALIFORNIA, OREGON, WASHINGTON, AND ALASKA.

Nome.....	Alaska	At Nome.....	64 30 00	165 23 00
Neah Bay ^b	Wash.....	Just south of Grays Harbor light.....	46 53 15	124 07 15
Grays Harbor.....	Wash.....	Near light-house boat landing.....	46 43 00	124 03 00
Willapa Bay.....	Wash.....	13 miles north of Cape Disappointment.....	46 27 50	124 03 25
Cape Disappointment..	Wash.....	Bakers Bay, $\frac{1}{2}$ mile northeast of light.....	46 16 40	124 03 00
Point Adams.....	Oregon	$\frac{1}{4}$ mile southeast of Fort Stevens.....	46 12 00	123 57 00
Yaquina Bay.....	Oregon	About 1 mile south of harbor entrance.....	44 35 30	124 03 54
Umpqua River.....	Oregon	Near entrance of river, north side.....	43 42 00	124 10 30
Coos Bay.....	Oregon	Coos Bay, north side.....	43 22 50	124 18 00
Coquille River.....	Oregon	In town of Bandon.....	43 07 00	124 25 00
Humboldt Bay.....	Cal.....	Near old light-house tower, north side entrance, Humboldt Bay.	40 46 00	124 13 00
Arena Cove.....	Cal.....	3 miles southeast from Point Arena light.....	38 54 50	123 42 30
Point Reyes.....	Cal.....	3 $\frac{1}{2}$ miles north of light.....	38 02 20	122 59 30
Bolinas Bay ^c	Cal.....			
Point Bonita.....	Cal.....	Near Point Bonita light.....	37 47 50	122 31 40
Fort Point.....	Cal.....	$\frac{1}{2}$ mile east of light.....	37 48 10	122 27 50
Golden Gate.....	Cal.....	On beach in Golden Gate Park, San Francisco, $\frac{1}{2}$ mile south Point Lobos.	37 46 10	122 30 30
Southside.....	Cal.....	3 $\frac{1}{2}$ miles south of Golden Gate Life-Saving Station.	37 43 18	122 30 18

^a Obtained from the latest Coast Survey charts.^b Discontinued December 17, 1890.^c Destroyed by fire.

INSTRUCTIONS TO MARINERS IN CASE
OF SHIPWRECK.



INSTRUCTIONS TO MARINERS IN CASE OF SHIPWRECK, WITH INFORMATION CONCERNING THE LIFE-SAVING STATIONS UPON THE COASTS OF THE UNITED STATES.

Prepared by Lieutenant C. H. McLELLAN, U. S. R. C. S., Assistant Inspector Life-Saving Stations, under the Direction of the General Superintendent.

GENERAL INFORMATION.

Life-saving stations and houses of refuge are located upon the Atlantic and Pacific seaboard 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 as far as determined.

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 seaboard.

All life-saving stations on the Atlantic and Gulf coasts are manned annually by crews of experienced surfmen from the 1st of August to the 31st of May following, inclusive.

Upon the lake coasts the stations are manned from the opening until the close of navigation, and upon the Pacific coast they are manned the year round.

All life-saving 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 whether any shipwreck has occurred and finding and succoring any persons that may have been cast ashore.

All stations are provided with the International Code of Signals, and vessels can, by opening communication, be reported; obtain the latitude and longitude of the station, where determined; information as to the weather probabilities in most cases; or, if crippled or disabled, a steam tug or revenue cutter will, if requested, be telegraphed for to the nearest port, where facilities for telegraphing exist.

All services are performed by the life-saving crews without other compensation than their wages from the Government, and *they are strictly forbidden to solicit or receive rewards.*

Destitute seafarers are provided with food and lodgings at the nearest station by the Government as long as necessarily detained by the circumstances of shipwreck.

The station crews patrol the beach from two to four miles each side of their stations four times between sunset and sunrise, and if the weather is foggy the patrol is continued through the day.

Each patrolman carries Coston signals. Upon discovering a vessel standing into danger he ignites one of them, which emits a brilliant red flame of about two minutes' duration, to warn her off, or, should the vessel be ashore, to let the 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 on board, or, if the weather be foggy, guns should be fired to attract attention, as the patrolman may be some distance away on the other part 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 three or four hundred yards offshore, and the surf, when viewed from a vessel, never appears so dangerous as it is. Many lives have unnecessarily been lost by the crews of stranded vessels being thus deceived and attempting to land in the ships' boats.

The difficulties of rescue by operations from the shore are greatly increased when the anchors are let go *after entering the breakers*, as is frequently done, and the chances of saving life are correspondingly lessened.

INSTRUCTIONS.

RESCUE WITH THE LIFEBOAT OR SURFBOAT.

The patrolman, after discovering your vessel ashore and burning a Coston signal, hastens to his station for assistance. If the use of a boat is practicable, either the large lifeboat is launched from its ways in the station and proceeds to the wreck by water or the lighter surfboat 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 not be taken into the boat under any circumstances until all persons are landed. If any be passed in against the keeper's remonstrance he is fully authorized to throw it overboard.

RESCUE WITH THE BREECHES BUOY OR LIFE CAR.

Should it be inexpedient to use either the lifeboat or surfboat, 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 of the current 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 halyard 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 fig. 1.

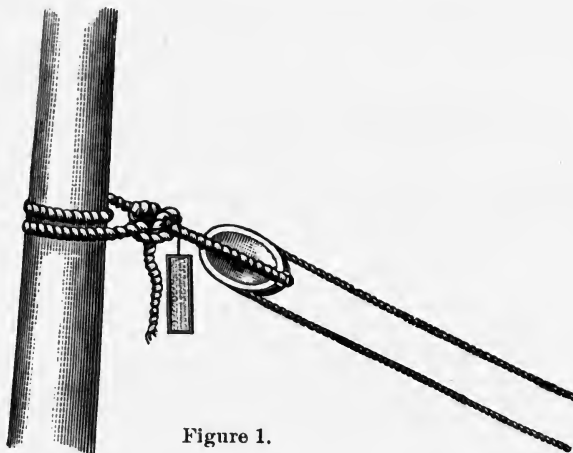


Figure 1.

As soon as your signal is seen a three-inch hawser will be bent on to the whip and hauled off to your ship by the life-saving crew.

If circumstances will admit you can assist the life-saving crew by manning that part of the whip to which the hawser is bent and hauling with them.

When the end of the hawser is got on board a tally-board will be found attached, bearing the following directions in English on one side and French on the other:

“Make this hawser fast about 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 having been obeyed, the result will be as shown in fig. 2.

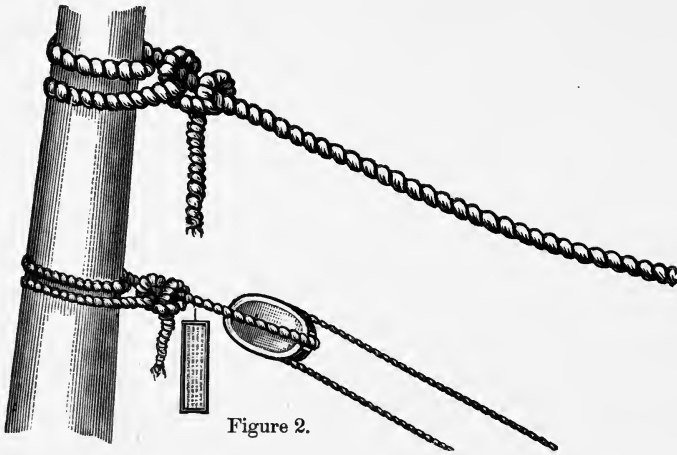


Figure 2.

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 send off to your ship a breeches buoy suspended from a traveler block, or a life car from rings, running on the hawser.

Fig. 3 represents the apparatus rigged, with the breeches buoy hauled off to the ship.

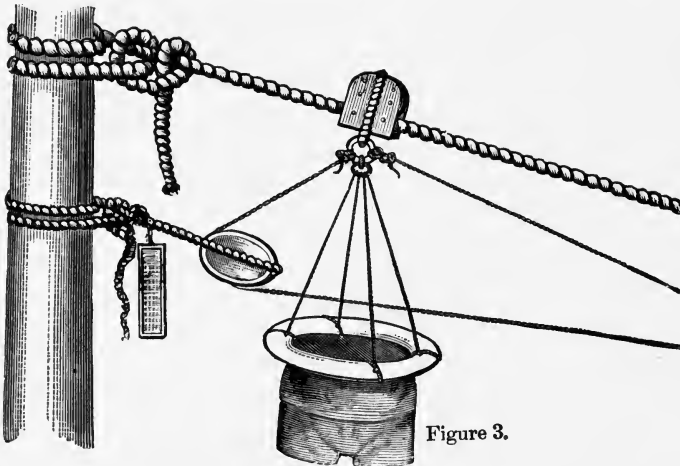


Figure 3.

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 operation 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 elder 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 or set of the long-shore current, 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 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 through 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 surfboat through the sand or over bad roads to the place 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.

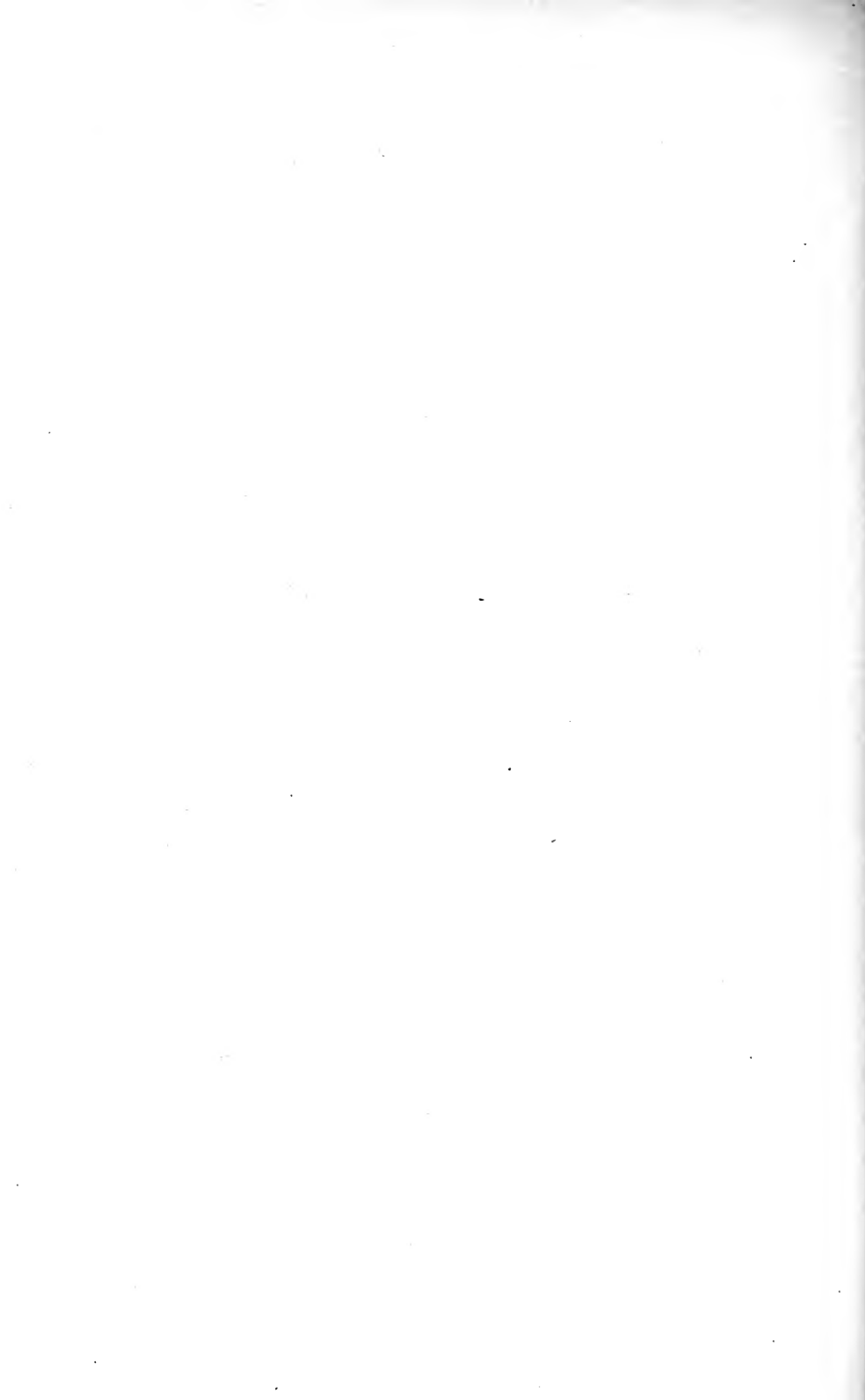
Remain by the wreck until assistance arrives from the shore, unless your vessel shows signs of immediately breaking up.

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.



DIRECTIONS FOR RESTORING THE
APPARENTLY DROWNED.

DIRECTIONS FOR RESTORING THE APPARENTLY DROWNED.

NOTE.—These directions differ from those given prior to 1899 by the addition of means for securing deeper inspiration. The method theretofore published, known as the Howard or direct method has been productive of excellent results in the practice of the Service, and is retained here. It is, however, here arranged for practice in combination with the Sylvester method, the latter producing deeper inspiration than any other known method, while the former effects the most complete expiration. The combination therefore tends to produce the most rapid oxygenation of the blood—the real object to be gained. The combination is prepared primarily for the use of life-saving crews where assistants are at hand. A modification of Rule III, however, is published as a guide in cases where no assistants are at hand and one person is compelled to act alone. In preparing these



FIG. I.

directions the able and exhaustive report of Messrs. J. Collins Warren, M. D., and George B. Shattuck, M. D., committee of the Humane Society of Massachusetts, embraced in the annual report of the society for 1895–96, has been availed of, placing the Department under many obligations to these gentlemen for their valuable suggestions.

RULE I. AROUSE THE PATIENT.—Do not move the patient unless in danger of freezing; instantly expose the face to the air, toward the wind if there be any; wipe dry the mouth and nostrils; rip the clothing so as to expose the chest and waist; give two or three quick, smarting slaps on the chest with the open hand.

If the patient does not revive proceed immediately as follows:

RULE II. TO EXPEL WATER FROM THE STOMACH AND CHEST (See Fig. I). Separate the jaws and keep them apart by placing between

the teeth a cork or small bit of wood; turn the patient on his face, a large bundle of tightly rolled clothing being placed beneath the stomach; press heavily on the back over it for half a minute, or as long as fluids flow freely from the mouth.

RULE III. To PRODUCE BREATHING (See Figs. II and III).—Clear the mouth and throat of mucus by introducing into the throat the corner of a handkerchief wrapped closely around the forefinger; turn the patient on the back, the roll of clothing being so placed as to raise the pit of the stomach above the level of the rest of the body. Let an assistant with a handkerchief or piece of dry cloth draw the tip of the tongue out of one corner of the mouth (which prevents the tongue from falling back and choking the entrance to the windpipe), and keep it projecting a little beyond the lips. Let another assistant grasp the arms just below the elbows and draw them steadily upward by the sides of the patient's head to the ground, the hands nearly meeting

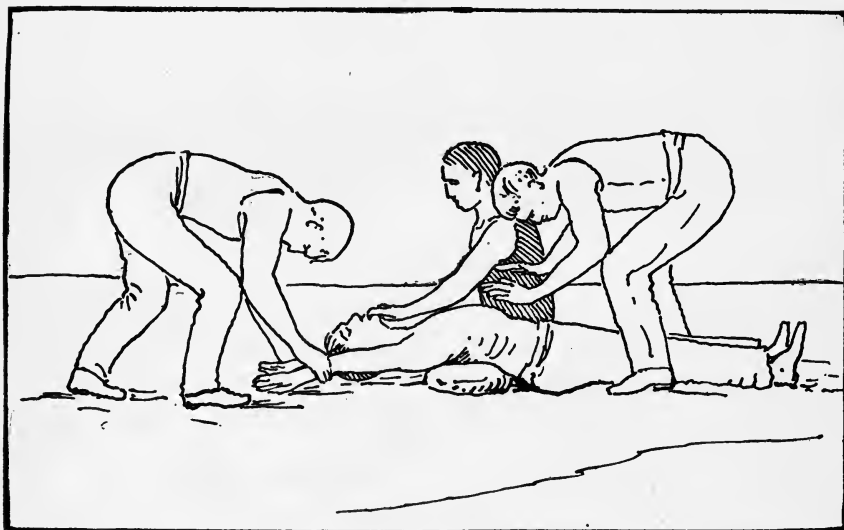


FIG. II.

(which enlarges the capacity of the chest and induces inspiration). (Fig. II.) While this is being done let a third assistant take position astride the patient's hips with his elbows resting upon his own knees, his hands extended ready for action. Next, let the assistant standing at the head turn down the patient's arms to the sides of the body, the assistant holding the tongue changing hands if necessary^a to let the arms pass. Just before the patient's hands reach the ground, the man astride the body will grasp the body with his hands, the balls of the thumb resting on either side of the pit of the stomach, the fingers falling into the grooves between the short ribs. Now, using his knees as a pivot, he will at the moment the patient's hands touch the ground throw (not too suddenly) all his weight forward on his hands, and at the same time squeeze the waist between them as if he wished to force anything in the chest upward out of the mouth; he will deepen the

^a Changing hands will be found unnecessary after some practice; the tongue, however, must not be released.

pressure while he slowly counts one, two, three, four (about five seconds), then suddenly let go with a final push, which will spring him back to his first position.^a This completes expiration. (Fig. III.)

At the instant of his letting go, the man at the patient's head will again draw the arms steadily upward to the sides of the patient's head as before (the assistant holding the tongue again changing hands to let the arms pass if necessary), holding them there while he slowly counts one, two, three, four (about five seconds).

Repeat these movements deliberately and perseveringly twelve to fifteen times in every minute—thus imitating the natural motions of breathing.

If natural breathing be not restored after a trial of the bellows movement for the space of about 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 pur-

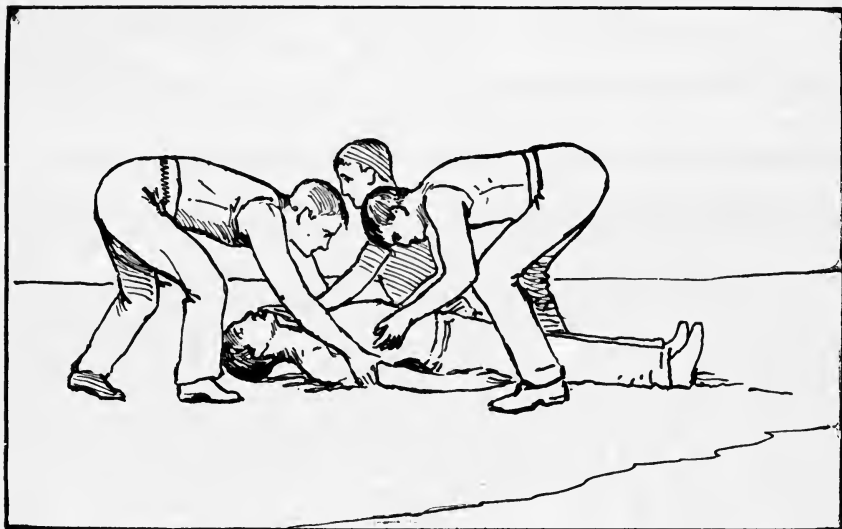


FIG. III.

pose of freeing the air passage from any remaining water. Continue the artificial respiration from one to four hours, or until the patient breathes, according to Rule III; and for awhile after the appearance of returning life, carefully aid the first short gasps until deepened into full breaths. Continue the drying and rubbing, which should have been unceasingly practiced from the beginning by assistants, taking care not to interfere with the means employed to produce breathing. Thus the limbs of the patient should be rubbed, always in an upward direction toward 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.

^a A child or very delicate patient must, of course, be more gently handled.

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.

MODIFICATION OF RULE III.

[To be used after Rules I and II in case no assistance is at hand.]

TO PRODUCE RESPIRATION.—If no assistance is at hand and one person must work alone, place the patient on his back with the shoulders

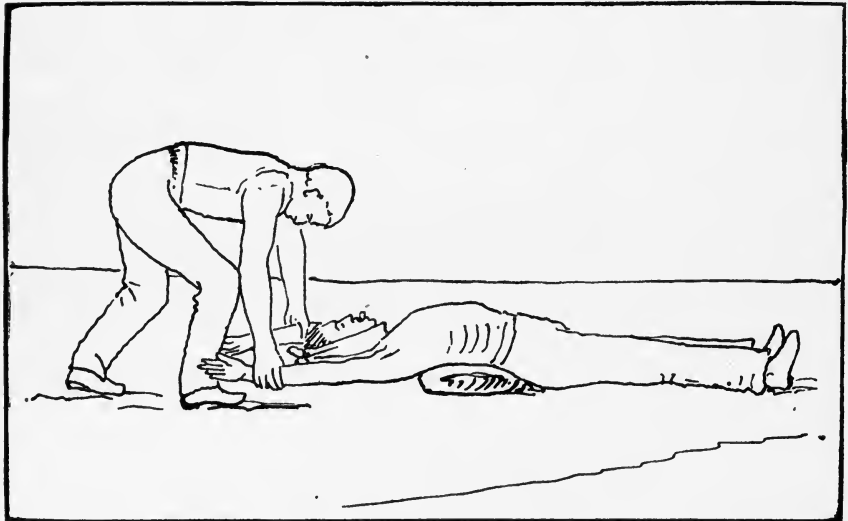


FIG. IV.

slightly raised on a folded article of clothing; draw forward the tongue and keep it projecting just beyond the lips; if the lower jaw be lifted the teeth may be made to hold the tongue in place; it may be necessary to retain the tongue by passing a handkerchief under the chin and tying it over the head.

Grasp the arms just below the elbows and draw them steadily upward by the sides of the patient's head to the ground, the hands nearly meeting. (See Fig. IV.)

Next lower the arms to the side and press firmly downward and inward on the sides and in front of the chest over the lower ribs, drawing toward the patient's head. (See Fig. V.)

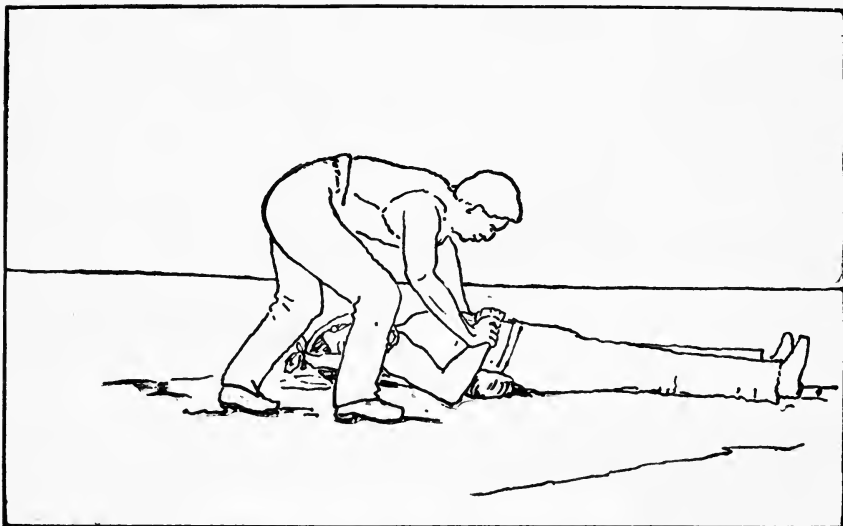


FIG. V.

Repeat these movements twelve to fifteen times every minute, etc.



MEDALS OF HONOR.

—
1876-1906.



LIST OF MEDALISTS.

The following table contains the names of all persons to whom life-saving medals have been awarded by the Secretary of the Treasury to the close of the year, under authority of the acts of Congress of June 20, 1874, June 18, 1878, and May 4, 1882, with the date and nature of the award.

Detailed accounts of the rescues for which medals have been awarded during the year 1905-6 may be found under the caption "Award of medals."

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Lucien M. Clemons	Marblehead, Ohio	Rescue of two of the crew of the schooner Consuelo, near Kelleys Island, Lake Erie, May 1, 1875. (An. Rpt., 1876.)	Gold medal...	June 19, 1876
Hubbard M. Clemons	do	do	do	Do.
A. J. Clemons	do	do	do	Do.
Otis N. Wheeler	Cape Elizabeth, Me.	Rescue of two men from Watts Ledge, Maine, Nov. 30, 1875. (An. Rpt., 1876.)	Silver medal..	June 23, 1876
John O. Philbrick	do	do	do	Do.
James Martin	Member of English lifeboat crew.	Rescue of eight of the crew of the wrecked American ship Ellen Southard, at the mouth of the River Mersey, England, Sept. 26 and 27, 1875. (An. Rpts., 1876 and 1877.)	Gold medal...	Feb. 27, 1877
Hugh Beard	do	do	do	Do.
James Conley	do	do	do	Do.
William Gregory	do	do	do	Do.
Charles Danslow	do	do	do	Do.
John Dolman	do	do	do	Do.
George Lee	do	do	do	Do.
Philip Murphy	do	do	do	Do.
James Munday	do	do	do	Do.
William Ruffler	do	do	do	Do.
Samuel Richards	do	do	do	Do.
William Stewart	do	do	do	Do.
R. J. Thomas	do	do	do	Do.
Charles Eddington	do	do	do	Do.
William Griffith	do	do	do	Do.
James Godfrey	do	do	do	Do.
W. Jones	do	do	do	Do.
John Dean	do	do	do	Do.
James Duncan	do	do	do	Do.
James Harvey	do	do	do	Do.
Robert Lucas	do	do	do	Do.
Thomas Maloney	do	do	do	Do.
Charles McKenzie	do	do	do	Do.
John Powell	do	do	do	Do.
John Robinson	do	do	do	Do.
E. Crabtree	do	do	do	Do.
Henry Williams	do	do	do	Do.
J. Schuyler Crosby	New York	Rescue of Miss Edith May, and efforts to rescue others from the yacht Mohawk, which capsized and sunk in New York Harbor during a squall, July 20, 1876. (An. Rpt., 1877.)	do	June 8, 1877
Carl Fosberg	do	do	do	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Henry M. Lee.....	Milwaukee, Wis..	Rescue of nine of the crew of the bark Tanner, which stranded near the harbor of Milwaukee, Sept. 9, 1875. (An. Rpt., 1877.)	Silver medal..	June 11, 1877
N. A Petersen.....	.....do.....	.....do.....	.....do.....	Do.
Henry Spark.....	.....do.....	.....do.....	.....do.....	Do.
John McKenna.....	.....do.....	.....do.....	.....do.....	Do.
Bart Oleson.....	.....do.....	.....do.....	.....do.....	Do.
Anton Oleson.....	.....do.....	.....do.....	.....do.....	Do.
Charles H. Smith.....	Master of U. S. light-house tender Rose.	Rescue from drowning of a small boy named Thomas Walsh, who had fallen into the Christiana River at Wilmington, Del., Sept. 17, 1877. (An. Rpt., 1878.)	.....do.....	Nov. 23, 1877
Edward Nordall.....	Seaman on U. S. revenue cutter Tench Coxe.	Rescue from drowning of a man who had fallen from a capsized yacht into the Delaware River, and assisting in the rescue of several others, June 8, 1877. (An. Rpt., 1878.)	.....do.....	Do.
Malachi Corbell.....	Keeper of life-saving station.	Rescue of two fishermen whose boat had capsized on the outer bar near Caffey's Inlet, North Carolina, Nov. 25, 1875. (An. Rpt., 1878.)	.....do.....	Do.
Philip C. Bleil.....	Metropolitan police, New York.	Rescue of eighteen persons from drowning at various times. (An. Rpt., 1878.)	Gold medal...	Jan. 4, 1878
John Hussy.....	New York.....	Rescue of eighteen persons from drowning in and about the waters of New York Harbor. (An. Rpt., 1878.)	.....do.....	Mar. 28, 1878
H. C. T. Nye.....	Master, U. S. Navy.	Rescue from drowning of Lieut. J. James Franklin, U. S. Navy, off Monomoy Point, Cape Cod, Sept. 1, 1875. (An. Rpt., 1878.)	Silver medal..	Apr. 5, 1878
J. L. Hunsicker.....	.....do.....	.....do.....	.....do.....	Do.
Thomas McBride.....	Metropolitan police, New York.	Rescue of eighteen persons from drowning along his beat on the water front of the East River. (An. Rpt., 1878.)	Gold medal...	Do.
John Carey.....	Jersey City, N. J..	Rescue from drowning of Adolph Gabriel, who had fallen from a ferry-boat into the North River, May 17, 1877. (An. Rpt., 1878.)	.....do.....	Apr. 13, 1878
Joseph Napier.....	Keeper of life-saving station.	Rescue of the crew of the schooner D. G. Williams near the harbor of St. Joseph, Mich., Oct. 10, 1877. (An. Rpt., 1878.)	.....do.....	May 1, 1878
Michael Gorman.....	Metropolitan police, New York.	Rescue of two men from drowning in the East River on Nov. 18, 1876, and Sept. 4, 1877, respectively. (An. Rpt., 1878.)	Silver medal..	May 3, 1878
Lucien Young.....	Ensign, U. S. Navy.	Rescuing and attempting to rescue his shipmates from the U. S. S. Huron, wrecked on the coast of North Carolina, Nov. 23 and 24, 1877. (An. Rpt., 1878.)	Gold medal...	June 12, 1878
Michael Gorman.....	Metropolitan police, New York.	Rescue of Fannie Starkley from drowning in the East River, Sept. 7, 1878, and attempting to rescue a boy, July 8, 1878.	.....do.....	Jan. 31, 1879

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Timothy C. Murphy....	Norwich, Conn ...	Rescue of a number of persons from drowning in the Thames River, at Norwich, Conn., at various times between 1874 and 1879. (An. Rpt., 1879.)	Silver medal..	Mar. 4, 1879
Antoine Williams.....	Seaman, U. S. Navy.	Rescuing and attempting to rescue his shipmates from the U. S. S. Huron, wrecked on the coast of North Carolina, Nov. 23 and 24, 1877. (An. Rpt., 1879.)	Gold medal...	Mar. 13, 1879
William Burke.....	Chicago, Ill.....	Rescue of the crew of the wrecked schooner Jo. Vilas, on Lake Michigan, Oct. 9, 1876. (An. Rpt., 1879.)	Silver medal..	Apr. 2, 1879
Patrick Langan.....	Buffalo, N. Y.....	Rescue of Maurice Langan, who was swept overboard from the schooner Chandler J. Wells, during a gale on Lake Erie, Oct. 6, 1876. (An. Rpt., 1879.)	Gold medal...	Apr. 25, 1879
Frank M. McQuirk.....	.....do.....	.....do.....	.....do.....	Do.
William McGee.....	.....do.....	.....do.....	.....do.....	Do.
Garret J. Benson.....	Albany, N. Y.....	Rescue of a number of persons from drowning in the Hudson River during the several years prior to 1879. (An. Rpt., 1879.)	Silver medal..	May 10, 1879
Thomas F. Sandsbury..	Nantucket, Mass..	Rescue of the crew of the stranded schooner John W. Hall, and the survivors of the crew of the wrecked schooner Emma G. Edwards off Nantucket during the gale of Apr. 1, 1879. (An. Rpt., 1879.)	Gold medal...	Do.
James C. Sandsbury....	.....do.....	.....do.....	Silver medal..	Do.
Henry C. Coffin.....	.....do.....	.....do.....	.....do.....	Do.
Marcus W. Dunham....	.....do.....	.....do.....	.....do.....	Do.
John B. Dunham.....	.....do.....	.....do.....	.....do.....	Do.
Andrew Brooks.....	.....do.....	.....do.....	.....do.....	Do.
Edwin R. Smith.....	.....do.....	.....do.....	.....do.....	Do.
George E. Coffin.....	.....do.....	.....do.....	.....do.....	Do.
Frederick Kendrick ..	Ludington, Mich.	Rescue of a number of persons from the rigging of the sunken grain barge J. H. Rutter, at Ludington, in the face of a raging storm, Nov. 1, 1878. (An. Rpt., 1879.)	Gold medal...	May 12, 1879
William Cousins.....	Fireman on U.S. revenue cutter Hartley.	Rescuing, at various times, three persons from drowning in the harbor of San Francisco, Cal. (An. Rpt., 1879.)	Silver medal..	Do.
Alex. Labre.....	New York.....	Rescuing in a heroic manner several persons from drowning in the East River, New York, during the years 1875 to 1878. (An. Rpt., 1879.)	Gold medal...	July 1, 1879
John H. Rapp.....	.....do.....	Rescue from drowning in the East River, New York, of two persons; one in August, 1877, and the other in September, 1878. (An. Rpt., 1879.) A gold medal was subsequently, on the 4th of March, 1882, awarded Mr. Rapp for saving life.	Silver medal..	July 2, 1879
Joseph O. Doyle.....	Keeper of life-saving station.	Rescuing the crews of the stranded schooners E. F. Dorr (September, 1878) and Star (October, 1878), under specially hazardous circumstances. (An. Rpt., 1879.)	Gold medal...	Aug. 2, 1879

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
William Devan.....	Louisville, Ky....	Rescuing from drowning in the Ohio River, at the falls at Louisville, at various times since 1875, of no less than forty-five persons. (An. Rpt. 1879.)	Gold medal...	Sept. 3, 1879
John Gillooly.....	do.....	do.....	do.....	Do.
John Tully.....	do.....	do.....	do.....	Do.
Isaac F. Mayo.....	Provincetown, Mass.	Rescuing several of the crew of the schooner Sarah J. Fort, wrecked on Cape Cod, Feb. 26, 1879. (An. Rpt., 1879.)	do.....	Nov. 10, 1879
Morris Dowd.....	Private, U. S. Army.	Rescue of a fellow-soldier named Charles Lock from drowning in Frenchmans Creek, Mont., July 20, 1879. (An. Rpt., 1880.)	Silver medal..	Feb. 4, 1880
John Delaney.....	Metropolitan police, New York.	Rescue of George McFadden from drowning in the East River, Dec. 4, 1879. (An. Rpt., 1880.)	do.....	Mar. 2, 1880
Cheney R. Prouty.....	Indianola, Tex...	Rescuing three men from a capsized boat on the Texas coast, May 5, 1878, after almost superhuman exertions. (An. Rpt., 1880.)	Gold medal...	Mar. 16, 1880
Thomas Farley.....	Metropolitan police, New York.	Rescuing a number of persons from drowning in the East River during the years 1877, 1879, and 1880. (An. Rpt., 1880.)	do.....	Apr. 2, 1880
Levell K. Reynolds...	Ensign, U. S. Navy.	Rescuing at sea, during a gale, the crew of the wrecked Austro-Hungarian bark Olivo, Nov. 24, 1879, making several trips through the stormy sea between the U. S. frigate Constellation and the wreck in a small boat in effecting the rescue. (An. Rpt., 1880.)	do.....	Do.
William A. Clark.....	Glen Arbor, Mich.	Rescuing, at great risk to his life, two men, the survivors of the crew of seven of the wrecked schooner W. B. Phelps, Nov. 20, 1870, near Glen Arbor. (An. Rpt., 1880.)	do.....	Apr. 8, 1880
Charles A. Rosman.....	do.....	do.....	do.....	Do.
W. C. Ray.....	do.....	do.....	do.....	Do.
John Tobin.....	do.....	do.....	do.....	Do.
John Blanchfield.....	do.....	do.....	do.....	Do.
Charles H. Valentine...	Keeper of life-saving station.	Rescuing the crews of two vessels, the schooner E. C. Babcock and the Spanish brig Augustina, wrecked on the New Jersey beach during the terrible gale of Feb. 3, 1880. (An. Rpt., 1880.)	do.....	June 18, 1880
Garret H. White.....	Surfman.....	do.....	do.....	Do.
Nelson Lockwood.....	do.....	do.....	do.....	Do.
Benjamin C. Potter.....	do.....	do.....	do.....	Do.
William H. Ferguson.....	do.....	do.....	do.....	Do.
John Van Brunt.....	do.....	do.....	do.....	Do.
Jerome G. Kiah.....	Keeper of life-saving station.	Gallant attempt to reach the distressed scow J. H. Magruder, Apr. 23, 1880, in which the lifeboat was capsized and all but the keeper drowned. (An. Rpt., 1880.)	do.....	Nov. 8, 1880

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Richard Stockton.....	Trenton, N. J.....	Rescue from drowning of a gentleman who, while bathing at Long Branch, N. J., got beyond his depth and was being carried seaward by the current, July 31, 1879. (An. Rpt., 1880.)	Gold medal...	Nov. 9, 1880
Edith Morgan.....	Hamlin, Mich....	Rescuing and assisting to rescue two fishermen whose boat had capsized (Mar. 23, 1878), and the crew of the wrecked steamer City of Toledo (Dec. 21, 1879), near Grande Pointe au Sable, Mich. (An. Rpt., 1880.)	Silver medal .	Do.
Charles Gnewuch.....	Manistee, Mich ..	Rescuing from drowning twenty-four persons at various times between November, 1874, and October, 1880. (An. Rpt., 1881.)	Gold medal...	Apr. 18, 1881
William P. Chadwick..	Keeper of life-saving station.	Rescue of the crew of the schooner George Taulane, wrecked on the coast of New Jersey in the terrible storm of Feb. 3, 1880. (An. Rpt., 1881.)	.....do.....	June 10, 1881
Peter Sutfin.....	Surfman.....	do.....	do.....	Do.
Tylee C. Pearce.....	do.....	do.....	do.....	Do.
Benjamin Truex.....	do.....	do.....	do.....	Do.
William Vannote.....	do.....	do.....	do.....	Do.
Charles Seaman.....	do.....	do.....	do.....	Do.
John Flemming.....	do.....	do.....	do.....	Do.
William H. Brower.....	do.....	do.....	do.....	Do.
Lewis Truex.....	do.....	do.....	do.....	Do.
Abram J. Jones.....	do.....	do.....	do.....	Do.
Charles W. Flemming.....	do.....	do.....	do.....	Do.
Demerest T. Herbert.....	do.....	do.....	do.....	Do.
William L. Chadwick..	Volunteer.....	do.....	do.....	Do.
Isaac Osborn.....	do.....	do.....	do.....	Do.
David B. Fisher.....	do.....	do.....	do.....	Do.
David B. Clayton.....	do.....	do.....	do.....	Do.
Abner R. Clayton.....	do.....	do.....	do.....	Do.
Abner Herbert.....	do.....	do.....	do.....	Do.
Charles P. Smith.....	Queens County, N. Y.	Heroic conduct at the time of the burning of the steamer Seawanaka, of which he was captain, June 28, 1880, whereby nearly all of the three hundred persons on board were saved. (An. Rpt., 1881.)	.....do.....	June 25, 1881
Ida Lewis-Wilson.....	Keeper of Lime Rock light-house, Newport, R. I.	Rescuing from drowning at various times at least thirteen persons, and particularly for the rescue of two soldiers who had broken through the ice near Lime Rock on the afternoon of Feb. 4, 1881. (An. Rpt., 1881.)	.....do.....	July 16, 1881
Isaac H. Grant.....	Keeper of White Head light-house, Maine.	Rescue of two men from drowning, Aug. 7, 1881. (An. Rpt., 1882.)	Silver medal .	Jan. 31, 1882
John H. Rapp.....	New York.....	Rescuing a number of persons from drowning in the East River since the silver medal of the Service was awarded him in July, 1879. (An. Rpt., 1882.)	Gold medal...	Mar. 4, 1882
William Ross.....	Seaman on U. S. revenue cutter Commodore Perry.	Rescue from drowning of one of his shipmates, Charles Bates, on the 9th of June, 1877. (An. Rpt., 1882.)	Silver medal .	Mar. 14, 1882

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Samuel S. Cox.....	Metropolitan police, New York.	Rescuing from drowning at various times during the years 1878-1881 four persons. (An. Rpt., 1882.)	Silver medal..	Mar. 15, 1882
C. A. J. Queckberner...	New York.....	Rescuing from drowning some thirty-five persons between the years 1876 and 1881. (An. Rpt., 1883.) A silver bar was awarded Mr. Queckberner June 14, 1886, for saving life in July and August, 1882.	.....do.....	May 17, 1882
William H. Daily.....	Santa Cruz, Cal...	Rescue of some twenty-eight persons from drowning at various times, and notably the saving of Mr. J. W. De Woolfe, at Santa Cruz, July 5, 1881. (An. Rpt., 1883.)	Gold medal...	Nov. 1, 1882
Dominick J. Ryder.....	New York.....	Rescue from drowning of eleven persons at Rock-away Beach, Long Island, between the years 1876 and 1881. (An. Rpt., 1883.)	.....do.....	Do.
Charles R. Rosevear....	.....do.....	Rescue of James Haggerty from drowning, he having fallen overboard from a tug in the harbor of New York, June 10, 1882. (An. Rpt., 1883.)	Silver medal..	Do.
John H. Theis.....	.....do.....	.....do.....	.....do.....	Do.
Julius W. Rohn.....	Milwaukee, Wis..	Rescuing some thirty-nine persons from drowning at various times, and particularly for saving a party of eight excursionists in the harbor of Milwaukee, June 20, 1880. (An. Rpt., 1883.)	.....do.....	Mar. 16, 1883
Joseph Cardran.....	Mackinac Island, Michigan.	Rescuing from drowning, after heroic and persistent effort and at the imminent risk of his own life, the keeper of the Spectacle Reef light-house, Lake Huron, and two of his assistants, Apr. 15, 1883. (An. Rpt., 1883.)	Gold medal...	June 7, 1883
Alfred Cardran.....	.....do.....	.....do.....	.....do.....	Do.
Alfred M. Palmer.....	Second lieutenant, U. S. Army.	Rescue of two persons, father and son, from drowning at Angel Island, Cal., Aug. 19, 1878. (An. Rpt., 1884.)	Silver medal..	Mar. 15, 1884
William E. Bowman...	Shawneetown, Ill.	Rescue of a boy named Herbert Martin from drowning, Feb. 22, 1883. (An. Rpt., 1884.)	.....do.....	Do.
William Wilson.....	Sergeant, U. S. Army.	Rescue from drowning at Angel Island, San Francisco Bay, Cal., of a twelve-year-old lad, Oct. 22, 1882. (An. Rpt., 1884.)	.....do.....	Mar. 31, 1884
F. C. Bartholomew....	Stony Creek, Conn.	Rescuing eight persons from the yacht Prodigal, capsized in Long Island Sound, Aug. 11, 1883. (An. Rpt., 1884.)	.....do.....	June 19, 1884
C. A. Harrison.....	.....do.....	.....do.....	.....do.....	Do.
John Sanders.....	Metropolitan police, New York.	Rescuing from drowning in the East River, N. Y., at great personal risk, several persons at various times during the summer of 1883. (An. Rpt., 1884.)	Gold medal...	June 27, 1884

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
John H. Hewitt.....	New Haven, Conn.	Rescue of the crew of the schooner Jane, wrecked off New Haven, Conn., during the furious gale of Feb. 29, 1884. (An. Rpt., 1885.)	Silver medal..	Nov. 29, 1884
Aaron Brandley	do	do	do	Do.
Frank Waters.....	do	do	do	Do.
James McFee.....	do	do	do	Do.
Thomas W. Perry.....	do	do	do	Do.
George E. Ball.....	do	do	do	Do.
Eugene Payne.....	do	do	do	Do.
John Burns.....	do	do	do	Do.
A. A. Gould.....	do	do	do	Do.
Alden C. Roberts.....	do	do	do	Do.
William J. Wilson.....	do	do	do	Do.
Charles Parketon.....	do	do	do	Do.
Henry C. Tuncks.....	do	do	do	Do.
E. P. H. Ley.....	do	do	do	Do.
Edward Smeed.....	Providence, R. I.	do	do	Do.
Carl Johnson.....	Charlestown, Mass.	do	do	Do.
Ross Ingalls.....	Baltimore, Md.	do	do	Do.
Charles C. Goodwin....	Keeper of life-saving station.	Rescuing the crews, twenty-nine persons, of the schooners Sophia Minch, John B. Merrill, and John T. Johnson, sunk off Cleveland, Ohio, on Oct. 31, and Nov. 1 and 11, 1883, respectively. Each service was performed at night and during the prevalence of a terrific gale. (An. Rpt., 1885.) Frederick T. Hatch was subsequently—see under date of Feb. 26, 1891—awarded a gold bar for saving life.	Gold medal..	Dec. 3, 1884
Lawrence Distel.....	Surfman.....	do	do	Do.
John L. Eveleigh.....	do	do	do	Do.
Joseph Goodroe.....	do	do	do	Do.
William Goodwin.....	do	do	do	Do.
Frederick T. Hatch.....	do	do	do	Do.
Delos Hayden.....	do	do	do	Do.
Charles Learned.....	do	do	do	Do.
Jay Lindsay.....	do	do	do	Do.
Charles W. Fraser.....	Caldwell, N. Y.	Rescue of three men from a small sloop yacht capized on Lake George, N. Y., Oct. 25, 1884. (An. Rpt., 1885.)	Silver medal..	Dec. 18, 1884
Dean Worden.....	Great Captains Island, New York.	Rescue from drowning of Mr. Charles P. Cowles, who broke through the ice while skating near Great Captains Island, Long Island Sound, Feb. 23, 1885. (An. Rpt., 1885.)	do	Apr. 24, 1885
Benjamin B. Dailey....	Keeper of life-saving station.	Rescuing the crew of nine men from the rigging of the wrecked barkentine Ephraim Williams, off Cape Hatteras, Dec. 22, 1884. To accomplish the rescue they pulled 5 miles offshore during a gale and through a tremendous sea. (An. Rpt., 1885.)	Gold medal...	Do.
Patrick H. Etheridge.....	do	do	do	Do.
Isaac L. Jennett.....	Surfman.....	do	do	Do.
Thomas Gray.....	do	do	do	Do.
John H. Midgett.....	do	do	do	Do.
Jabez B. Jennett.....	do	do	do	Do.
Charles Fulcher.....	do	do	do	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Cornelius Roach.....	Boston, Mass.....	Rescuing several persons from drowning in the harbor at Boston during the years 1883-84, at the imminent risk of his own life. (An. Rpt., 1885.)	Gold medal ..	Apr. 24, 1885
Marcus A. Hanna.....	Keeper of Cape Elizabeth Light Station, Maine.	Rescue of two of the crew of the schooner Australia wrecked on Cape Elizabeth, Jan. 28, 1885, during a severe gale and intensely cold weather. (An. Rpt., 1885.)	.....do.....	Apr. 25, 1885
Harry Rutter	Atlantic City, N. J.	Rescue of a man from drowning in the surf at Atlantic City, July 26, 1883. (An. Rpt., 1885.)	Silver medal.	May 20, 1885
John P. F. Hagen	Philadelphia, Pa.	Rescue of thirteen boys who had broken through the ice on the Schuylkill River, Feb. 3, 1884. This feat was accomplished at great hazard to the rescuer. (An. Rpt., 1885.)	Gold medal ..	May 22, 1885
David Miller.....	Captain of the schooner Driver.	Rescue of twelve persons, the survivors of the crew of the steamer H. C. Akeley, which foundered in Lake Michigan during the gale of Nov. 13, 1883. The mate and seaman of the Driver rendered specially meritorious service on this occasion. (An. Rpt., 1885.)	Silver medal.	June 2, 1885
Daniel F. Miller	Mate .....	.....do.....	Gold medal..	Do.
Patrick H. Daly.....	Seaman .....	.....do.....	.....do.....	Do.
Charles H. Biller	Newark, N. J.....	Rescue from drowning of a man named Thomas O'Neil, at Asbury Park, N. J., Aug. 16, 1884. (An. Rpt., 1886.)	Silver medal.	Aug. 12, 1885
Joseph Greenwald	St. Louis, Mo.....	Rescuing two persons from drowning in the Mississippi River. (An. Rpt., 1886.)	.....do.....	Dec. 2, 1885
James Larson	Sister Bay, Wis...	Rescuing, unaided, by means of a small boat, the entire crew—seven men—of the wrecked Canadian bark Two Friends, on the night of Oct. 16, 1880, during a heavy gale and snow-storm. (An. Rpt., 1886.)	Gold medal..	June 10, 1886
C. A. J. Queckberner ..	New York	Rescue of several persons from drowning in July and August, 1882. A silver medal had previously been awarded Mr. Queckberner for saving life. (See under date of May 17, 1882.)	Silver bar	June 14, 1886
Joseph Devine.....	Cranston, R. I....	Rescuing several persons from drowning in April, 1884, and in July, 1885. (An. Rpt., 1887.)	Silver medal.	July 22, 1886
Michael J. Bradford ...	Of the Volunteer Life-Saving Corps, Atlantic City, N. J.	Rescuing the crew of the schooner Flora Curtis, wrecked off Atlantic City on the 18th of Aug. 1879. Mr. Bradford had also rescued from drowning a great many persons at various times. (An. Rpt., 1887.)	Gold medal...	July 26, 1886
Jesse B. Bean.....	.....do.....	.....do.....	Silver medal .	Do.
E. Owens .....	.....do.....	.....do.....	.....do.....	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Hiram Dudley Buck...	Crown Point Center, N. Y.	Rescue from drowning of four persons at various times. (An. Rpt., 1887.)	Silver medal..	July 26, 1886
George W. Bloomer...	Chatham, Mass...	Rescue of the crew of five men of the schooner Grecian, wrecked on Chatham Bar early in the morning of Dec. 6, 1885. (An. Rpt., 1887.)	....do.....	Do.
Benjamin Patterson	do	do	do	Do.
Andrew H. Bearse	do	do	do	Do.
Zenas W. Hawes	do	do	do	Do.
Otis C. Eldredge	do	do	do	Do.
Zenas H. Gould	do	do	do	Do.
Francisco Bloomer	do	do	do	Do.
William A. Bloomer	do	do	do	Do.
Willis I. Bearse	do	do	do	Do.
Wilber H. Patterson	do	do	do	Do.
Thomas Reynolds.....	Quartermaster on U. S. Coast Survey steamer McArthur.	Rescue from drowning of a shipmate who fell overboard in Haro Strait, Wash., while the vessel was under way, Sept. 19, 1886. (An. Rpt., 1887.)	....do.....	Dec. 17, 1886
Charles Richardson...	Mate of light-house tender Shubrick.	Rescue of a man from the bottom of boat capsized in the breakers on Clatsop Spit, Columbia River, Oregon, Oct. 7, 1884. (An. Rpt., 1887.)	....do.....	Dec. 24, 1886
John Jones.....	Seaman	do	do	Do.
Nicolas Dorie	do	do	do	Do.
Peter Nesman	do	do	do	Do.
August Ripetz	do	do	do	Do.
Axil Wiklund	do	do	do	Do.
John C. Patterson.....	Keeper of life-saving station.	Rescue of the crew of the yacht Foam, off Key East, N. J., on the 27th of July, 1885, during a heavy onshore gale. (An. Rpt., 1887.)	Gold medal..	Feb. 3, 1887
John Redmond	Surfman.....	do	Silver medal..	Do.
John H. Pearce	do	do	do	Do.
John H. Smith	do	do	do	Do.
David Kittell	do	do	do	Do.
Henry A. Bennett	do	do	do	Do.
Edward Brand	do	do	do	Do.
William Newman	Volunteer.....	do	do	Do.
Dixon McQueen	Of the fire boat Zophar Mills, New York Harbor.	Rescuing a number of persons from drowning in the North River, N. Y., during the years 1878-1887. (An. Rpt., 1887.)	....do.....	Feb. 4, 1887
Thomas Conroy.....	Niagara Falls, N. Y.	Rescuing a man from a rock in the Niagara River, just above the falls, where his boat had been swept by the strong current, on the night of Oct. 15, 1886. (An. Rpt., 1887.)	Gold medal..	Mar. 28, 1887
Frederic Kernochan...	New York	Rescue from drowning, at Highlands, N. J., on the 4th of Oct., 1886, of a young woman. (An. Rpt., 1887.)	....do.....	Apr. 7, 1887
Edith Clarke.....	Oakland, Cal	Rescue from drowning in Lake Chabot, on Aug. 31, 1886, while a pupil at the convent of Our Lady of the Sacred Heart, at Oakland, of a schoolmate. (An. Rpt., 1887.)	....do.....	May 26, 1887

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
William Babb.....	Goderich, Ontario, Canada.	Rescuing the entire crew, seven people, of the American schooner A. C. Maxwell, stranded near Goderich, on the morning of Dec. 9, 1885, during a fierce gale. (An. Rpt., 1888.)	Gold medal...	Nov. 12, 1887
Thomas Finn.....	.....do.....	.....do.....	Silver medal..	Do.
Daniel McIver.....	.....do.....	.....do.....	.....do.....	Do.
Malcolm McDonald.....	.....do.....	.....do.....	.....do.....	Do.
John McDonald.....	.....do.....	.....do.....	.....do.....	Do.
Neill McIver.....	.....do.....	.....do.....	.....do.....	Do.
John McLean.....	.....do.....	.....do.....	.....do.....	Do.
Henry H. Everett.....	Chicago, Ill.....	Rescue of several persons from drowning in Lake Michigan at different times in the years 1883-1885. (An. Rpt., 1888.)	.....do.....	Do.
William B. Everett.....	.....do.....	.....do.....	.....do.....	Do.
John F. Kilty.....	Boston, Mass.....	Rescue of ten persons from drowning on various occasions during the years 1874-1886. (An. Rpt., 1888.)	.....do.....	Do.
Frederick A. Walker.....	Schenevus, N. Y..	Rescuing from drowning two boys who had broken through the ice while skating, Mar. 4, 1887. (An. Rpt., 1888.)	.....do.....	Jan. 21, 1888
James Huston.....	Bayfield, Ontario, Canada.	Rescuing the crew of eight men of the American schooner George W. Davis, wrecked near Bayfield, Dec. 1, 1886, during a heavy gale and snowstorm. (An. Rpt., 1888.)	.....do.....	Do.
Cornelius W. Johnston.....	Winneconne, Wis.	Rescuing four persons from drowning during the years 1883-1886. (An. Rpt., 1888.)	.....do.....	Do.
Marie D. Parsons.....	Fireplace Point, Long Island, N. Y.	Rescuing a young man and a little girl from drowning, July 7, 1883. At that time the rescuer was but 10 years old. (An. Rpt., 1888.)	.....do.....	Feb. 7, 1888
James Behan.....	Metropolitan police, New York.	Rescue from drowning of a lad who had fallen from a dock into the East River, and was being swept away by the strong tide, Aug. 18, 1887. (An. Rpt., 1888.)	.....do.....	Do.
Thomas Sampson.....	New York.....	Rescue from drowning of five boys, three near Fort Hamilton, N. Y., June, 1854, and two in Hell Gate, East River, June, 1856. These rescues were effected in so heroic and gallant a manner that a medal was awarded Mr. Sampson by special act of Congress. (An. Rpt., 1888.)	Gold medal...	May 14, 1888, by an act of Congress, approved that date.
Henry F. Paige.....	Schenevus, N. Y..	Rescuing a companion from drowning in a deep pond near Schenevus, Aug. 8, 1887. (An. Rpt., 1888.)	Silver medal..	May 31, 1888
Charles Gibbons, jr....	Philadelphia, Pa.	Rescue from drowning, at great personal risk, of a man at Beach Haven, N. J., July 28, 1883. (An. Rpt., 1889.)	Gold medal...	July 7, 1888
William J. Venable.....	New York.....	Rescuing from drowning at Coney Island, New York, at various times between 1879 and 1888, some thirty persons. (An. Rpt., 1889.)	Silver medal..	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Charles Mollhagen.....	St. Joseph, Mich..	Rescuing four men, the survivors of the crew of seven of the schooner Havana, wrecked and sunk during the severe gale of Oct. 3, 1887. (An. Rpt., 1889.)	Gold medal...	July 7, 1888
August Kuehn.....	do	do	do	Do.
John H. Langley.....	do	do	Silver medal..	Do.
John Carrow.....	do	do	do	Do.
August Habel.....	do	do	do	Do.
George Schneider.....	do	do	do	Do.
Louis Mollhagen.....	do	do	do	Do.
Robert Mollhagen.....	do	do	do	Do.
Alexander Cran.....	do	do	do	Do.
Augustus S. Heckler...	New York.....	Rescue of two persons from drowning in the surf at Asbury Park, N. J., Aug. 11, 1885. (An. Rpt., 1889.)	do	Do.
William A. Harris.....	San Bernardino, Cal.	Rescue from drowning of lad who was caught by the undertow while seining for fish and swept offshore beyond the line of breakers, Aug. 2, 1886. (An. Rpt., 1889.)	Gold medal...	Nov. 17, 1888
Mary Whiteley.....	Charleston, S. C..	Rescuing three men whose boat was capsized in the harbor of Charleston by the heavy wind prevailing on Aug. 21, 1888. (An. Rpt., 1889.)	Silver medal..	Do.
Maud King.....	do	do	do	Do.
Dennis O'Hara.....	Metropolitan police, New York.	Rescue from drowning of a woman who fell from a pier into the North River early in the morning of Dec. 2, 1885. (An. Rpt., 1889.)	do	Do.
Walter Claus.....	Ontario, Canada..	Rescuing, on Oct. 15, 1886, during a severe storm, four men from the rigging of the American schooner O. M. Bond, wrecked near Rondeau, Canada. (An. Rpt., 1889.)	do	Do.
Christopher Ludlam...	Keeper of life-saving station.	Rescuing, on the night of Dec. 4, 1886, during a heavy northeast gale and snowstorm, the entire crew, five men, of the schooner D. H. Ingraham, afire and stranded amongst the breakers on the bar at Hereford Inlet, N. J. (An. Rpt., 1889.)	Gold medal...	Do.
Jason Buck.....	Surfman.....	do	Silver medal..	Do.
Henry W. Hildreth.....	do	do	do	Do.
Willard F. Ware.....	do	do	do	Do.
Somers C. Godfrey.....	do	do	do	Do.
Smith S. Hand.....	do	do	do	Do.
Providence S. Ludlam.....	do	do	do	Do.
Harry A. George.....	Charlottesville, Va.	Rescuing from drowning a companion who had broken through the ice while skating, Jan. 28, 1888. (An. Rpt., 1889.)	do	Do.
James Manning.....	Private Co. B, 6th U. S. Infantry.	Rescue of a fellow-soldier from drowning while crossing the Grand River, Utah, June 6, 1886. (An. Rpt., 1889.)	do	Do.
John Coyle.....	Co. B, 22d U. S. Infantry.	Rescuing a lady who but for his gallant action would have lost her life in the "Old Faithful Geyser," Yellowstone Park, Aug. 9, 1888. (An. Rpt., 1889.)	do	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	A ward.	Date of award.
John F. Condon	New York	Rescuing from drowning two persons, one a boy who had broken through the ice, the other a man who had ventured too far from shore while swimming. (An. Rpt., 1889.)	Silver medal..	Nov. 17, 1888
John T. De Liesseline..	Charleston, S. C..	Rescuing from drowning an insane woman who had escaped from her keepers and jumped into the Ashley River, Aug. 13, 1888. (An. Rpt., 1889.)	.....do	Dec. 4, 1888
Silas H. Harding	Keeper of life-saving station.	Rescuing, on June 26, 1888, during a severe storm and heavy sea, four men from the schooner Oliver Dyer, wrecked on the rocks near the Jerrys Point Station. N. H. (An. Rpt., 1889.)	Gold medal...	Jan. 10, 1889
George W. Randall	Surfman .....	.....do .....	.....do	Do.
Winslow A. Amazeen..	.....do .....	.....do .....	.....do	Do.
Ephraim S. Hall .....	.....do .....	.....do .....	.....do	Do.
Selden F. Wells .....	.....do .....	.....do .....	.....do	Do.
Ernest Robinson .....	.....do .....	.....do .....	.....do	Do.
John Smith .....	.....do .....	.....do .....	.....do	Do.
Joshua James	Volunteer of the Massachusetts Humane Society.	Rescuing the crew of eight men of the schooner Gertrude Abbott, wrecked on the rocks at Nantasket Roads by the furious gale early in the evening of Nov. 25, 1888. The heavy sea, together with the darkness and driving snowstorm, rendered the service extremely hazardous. Capt. Joshua James had charge of the rescuing boat. (An. Rpt., 1889.)	.....do	Do.
Osceola F. James .....	.....do .....	.....do .....	.....do	Do.
Alonzo L. Mitchell .....	.....do .....	.....do .....	.....do	Do.
H. Webster Mitchell .....	.....do .....	.....do .....	.....do	Do.
Ambrose B. Mitchell .....	.....do .....	.....do .....	.....do	Do.
John L. Mitchell .....	.....do .....	.....do .....	.....do	Do.
Eben T. Pope .....	.....do .....	.....do .....	.....do	Do.
George F. Pope .....	.....do .....	.....do .....	.....do	Do.
Joseph T. Galiano .....	.....do .....	.....do .....	.....do	Do.
Louis F. Galiano .....	.....do .....	.....do .....	.....do	Do.
Frederick Smith .....	.....do .....	.....do .....	.....do	Do.
Eugene Mitchell .....	.....do	Rescue of the survivors, five men, of the schooner H. C. Higginson, stranded on Nantasket Beach, Nov. 26, 1888. Two of the schooner's crew were washed overboard and lost, and one was frozen to death in the rigging before succor arrived. Capt. Joshua James, who figured so conspicuously in the preceding case, had charge of the boat on this occasion, and, besides the five men here named, was accompanied by several of his crew of the previous day. (An. Rpt., 1889.)	Silver medal..	Do.
Eugene Mitchell, jr. ....	.....do .....	.....do .....	.....do	Do.
William B. Mitchell .....	.....do .....	.....do .....	.....do	Do.
Alfred Galiano .....	.....do .....	.....do .....	.....do	Do.
George Augustus .....	.....do .....	.....do .....	.....do	Do.
John H. Hanley	New York	Rescue of several persons from drowning at Rockaway Beach, Long Island, during the years 1887-88. (An. Rpt., 1890.)	.....do	June 2, 1889

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
James Quigley.....	Metropolitan police, New York.	Rescue of two persons from drowning in the East River. (An. Rpt., 1890.)	Silver medal..	June 2, 1889
William B. Miller.....	Elkton, Md.....	Rescue from drowning of a lad who, together with several companions, of whom young Miller was one, was swimming in Big Elk Creek, Md., June 28, 1888. (An. Rpt., 1890.)	...do.....	Do.
James S. Kintz.....	Surfman of life-saving station.	Rescuing two men from the yacht Collingwood, capsized at the mouth of the Genesee River, N. Y., Aug. 13, 1888. (An. Rpt., 1890.)	.....do.....	Do.
Thomas J. Truxton....	Keeper of life-saving station.	Rescue from drowning of a bather at Rehoboth Beach, Del., July 23, 1888. (An. Rpt., 1890.)	.....do.....	Do.
C. Allen Maull.....	Lewes, Del.....	Rescue of a woman from drowning in the surf at Rehoboth Beach, Del., July 23, 1888. (An. Rpt., 1890.)	.....do.....	Do.
James Macdonald.....	Gloucester, Mass..	Rescuing, on Jan. 2, 1882, during a northeast gale and snowstorm, the crew of three men of the small schooner Dorado. (An. Rpt., 1890.)	.....do.....	Do.
Patrick G. McInnis.....	.....do.....	.....do.....	.....do.....	Do.
Alexander Brimmer.....	.....do.....	.....do.....	.....do.....	Do.
Fugi Hachitaro.....	Cabin steward of U.S.S. Trenton.	Rescue from drowning, at great personal risk, of Lieut. John C. Wilson, navigating officer of U. S. S. Vandalla, in Apia Harbor, Samoan Islands, during the great hurricane of Mar. 16, 1889. (An. Rpt., 1890.)	Gold medal..	Nov. 5, 1889
Albert K. Pike.....	Glens Falls, N. Y..	Rescuing a child from drowning in Glen Lake, Sept. 20, 1889. (An. Rpt., 1890.)	Silver medal..	Dec. 9, 1889
Jonas Johns.....	Indian of the Quinault Agency, Wash.	Rescuing the entire crew (fourteen men) of the schooner Lilly Grace, wrecked near Grays Harbor, January, 1887, and, about a year later, rescuing three of the crew of the British ship Abercorn, wrecked not far from the same place. (An. Rpt., 1890.)	.....do.....	Do.
Sampson Johns.....	.....do.....	.....do.....	.....do.....	Do.
Richard F. Warren....	Wilmington, N.C.	Rescuing from drowning at great hazard to himself, a young lady, who, while bathing at Wrightsville Beach, N. C., was carried out beyond the breakers by the strong current, June 15, 1889. (An. Rpt., 1890.)	Gold medal..	Apr. 23, 1890
John Boyne.....	South Haven, Mich.	Rescue from drowning of a child that had fallen from a wharf into the harbor of South Haven, Aug. 10, 1889. (An. Rpt., 1890.)	Silver medal..	Do.
Andrew M. Taylor.....	Rondout, N. Y....	Rescuing several persons from drowning during the years 1882-83. (An. Rpt., 1890.)	.....do.....	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Joseph B. Sears.....	Brooklyn, N. Y....	Rescuing the crews— forty-one persons— of the steamers Cleopatra and Crystal Wave, wrecked in a collision off the capes of the Delaware early in the morning of Oct. 29, 1889. (An. Rpt., 1890.)	Silver medal..	Apr. 23, 1890
Dennis Tracy	Bangor, Me.....	Rescue of several persons from drowning in the Penobscot and Ken- duskeag rivers at vari- ous times during the year 1880. (An. Rpt., 1890.)	.....do.....	Do.
Frank Tompkins.....	Governors Island, N. Y.	Rescue from drowning in the Narrows, entrance to harbor of New York, of a sailor, July 27, 1889. (An. Rpt., 1890.)	.....do.....	Do.
James S. Donahue.....	Keeper of light- house at South Haven, Mich.	Rescuing a number of persons from drowning at various times during the years 1875-1889. (An. Rpt., 1890.)	.....do.....	May 20, 1890
James McMahon.....	New York.....	Rescue of a man from drowning in the surf off Normandie, N. J., at the imminent risk of his life, July 26, 1890.	Gold medal...	Aug. 20, 1890
Jesse Howland.....	Seabright, N. J....	.....do.....	.....do.....	Do.
Arthur L. Finch.....	Lackawaxen, Pa..	Rescue from drowning of a lad who had fallen in- to Lackawaxen Creek, which at the time was much swollen by recent heavy rains, July 27, 1890.	Silver medal..	Sept. 11, 1890
Harry H. Moore.....	Brooklyn, N. Y. ...	Rescuing a girl from drowning near Coscob, Conn., Aug. 6, 1890.	.....do.....	Sept. 30, 1890
Lawrence O. Lawson ..	Keeper of life- saving station.	Rescue of the crew of the steamer Calumet, wrecked some fifteen miles from the Evans- ton Life-Saving Station, Ill., Nov. 28, 1889. The service was particularly hazardous, and the res- cue was effected only after the display of ex- traordinary courage and heroism by the boat's crew.	Gold medal...	Oct. 17, 1890
George Crosby	Surfman.....	.....do.....	.....do.....	Do.
William M. Ewing .....	.....do.....	.....do.....	.....do.....	Do.
Jacob Loining .....	.....do.....	.....do.....	.....do.....	Do.
Edson B. Fowler .....	.....do.....	.....do.....	.....do.....	Do.
William L. Wilson .....	.....do.....	.....do.....	.....do.....	Do.
Frank M. Kindig .....	.....do.....	.....do.....	.....do.....	Do.
Thomas M. Webb	Wilmington, N. C.	Rescue from drowning in the surf off Wrightsville, N. C., of two ladies who had been carried be- yond their depth by the tide, Aug. 30, 1890.	.....do.....	Do.
Daniel J. Reagan	South Boston, Mass.	Rescue of a man from drowning in the harbor at South Boston, July 4, 1890.	Silver medal..	Dec. 22, 1890
Thomas F. Freel	New York.....	Rescuing several persons from drowning in the harbor of New York at various times during the years 1884-1889.	.....do.....	Jan. 9, 1891
Alfred Mitchell	Erie, Pa.....	Rescuing, while in com- mand of the steam barge Edward Smith No. 2, thirteen men of the steamer Annie Young, while she was burning on Lake Huron, Oct. 20, 1890.	Gold medal...	Jan. 10, 1891

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Jacob N. Lanstra.....	Assistant keeper of Grosse Point light - vessel, Lake Michigan.	Rescue from drowning of a boy who had broken through the ice, Dec. 29, 1890.	Silver medal..	Jan. 28, 1891
Frederick T. Hatch....	Keeper of light-house, Cleveland, Ohio.	Rescue of a lady from drowning at the entrance to the harbor of Cleveland on the night of Oct. 26, 1890. Mr. Hatch had previously, while a surfinan at the Cleveland Life-Saving Station, received the gold medal of the Service. (See under date of Dec. 3, 1884.)	Gold bar.....	Feb. 26, 1891
C. A. Carlssen.....	Boatswain's mate on the U. S. S. Despatch.	Rescuing from drowning a man who had broken through the ice off the Washington Navy-Yard, Jan. 9, 1891.	Silver medal..	Feb. 27, 1891
Patrick Kennedy.....	Ordinary seaman.	.....do.....	.....do.....	Do.
William Penn.....	Seaside Park, N. J.	Rescue from drowning of a boy who had fallen into the water from the railroad bridge at Barnegat Bay, N. J., Sept. 13, 1890.	.....do.....	Apr. 7, 1891
Eugene Longstreet....	Brielle, N. J.....	.....do.....	.....do.....	Do.
Custis Harrison.....	Corporal, Troop D, 5th U. S. Cavalry.	Rescuing three persons from drowning in the Red River, Texas, Nov. 23, 1890.	.....do.....	Do.
Mabel Mason	Mamajuda light-station, Detroit River.	Rescuing a man who had been thrown from his boat into Detroit River by the swash of a passing steamer, May 11, 1890.	.....do.....	Apr. 15, 1891
Calvin Gunn.....	Washington, D. C.	Rescuing from drowning, with great peril to his own life, a boy who had fallen into the river from a wharf at Washington, D. C., May 25, 1891.	.....do.....	July 11, 1891
Albert Owen.....	Trescott, Me.....	Rescue from drowning, with a frail craft, of two men whose boat had capsized near Pembroke, Me., in the swift current, July 10, 1887.	.....do.....	July 16, 1891
Harry T. Thompson....	New York.....	Rescuing a number of persons from drowning at various times during the years 1882-1886, and particularly for gallantly taking six persons from a boat capsized in New York Bay, September, 1886.	Gold medal...	Oct. 14, 1891
Seuben Held.....	.....do.....	Rescue from drowning, June 18, 1891, of a boy who had gone beyond his depth while bathing, at Marion, Mass.	Silver medal..	Oct. 23, 1891
Moritz Rosenthal.....	Riverside, Cal....	Rescuing from drowning, Aug. 29, 1891, a man who was bathing in Spring Brook, San Bernardino County, Cal. The service was rendered particularly arduous and meritorious by the youth of the rescuer, a boy of 14 years.	.....do.....	Do.
Joseph Fernald.....	Surfman of life-saving station.	Rescuing a number of persons from drowning in Portsmouth Harbor, N. H., at various times during the year 1891.	.....do.....	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
John W. Brindley.....	Private, 15th U. S. Infantry.	Rescue from drowning, at great risk to his own life, of a boy whose boat had capsized in Lake Michigan, July 24, 1891.	Silver medal..	Jan. 20, 1892
Charles Van Buren	do	do	do	Do.
William Oakmore	do	do	do	Do.
John Regnier.....	Surfman of life-saving station.	Recovering the body of a child drowned on Dec. 22, 1888. While aiding in saving lives from the steam collier Mendocino, wrecked on Humboldt bar, he sprang into the furious surf and took the child from the water after the surfboat had twice failed to make a recovery. (An. Rpt. 1889.)	Gold medal...	Feb. 6, 1892
John Bergman.....	Gardner, Oreg. ...	Rescuing eighteen or twenty persons from the steamer Tacoma, wrecked near the mouth of Umpqua River, Jan. 29, 1883. The work was accomplished in the face of great danger, the heavy surf several times capsizing the frail boats in which rescue was made.	do	Do.
Benjamin Dexter.....	Grays Harbor, Wash.	do	Silver medal..	Do.
Robert Breen	Empire City, Oreg.	do	do	Do.
Edward D. Ballentine..	Captain of steamer Elfin-Mere.	Rescuing under circumstances of great hazard and difficulty the entire crew—thirteen men—of the steamer Oswegatchie, sinking off Sturgeon Point, Lake Huron, Nov. 26, 1891.	do	Feb. 23, 1892
John E. Johnson	Keeper of life-saving station.	Rescue of nineteen men from the wreck of the Spanish steamer San Albano, off Hog Island, Va., Feb. 23, 24, 1892. Two heroic but futile attempts were made to reach the vessel with the surfboat. Communication was finally made with the beach apparatus by means of the keeper's ingenuity, and all on board were landed in the life car. Medals were also bestowed upon Keeper Johnson and his crew, named below, by the Spanish Government, and their acceptance was authorized by Congress. (An. Rept., 1892.)	Gold medal...	Mar. 21, 1892
James K. Carpenter...	Surfman.....	do	Silver medal..	Do.
James A. Doughty	do	do	do	Do.
John R. Dunton	do	do	do	Do.
John E. Smith	do	do	do	Do.
John H. Dewald	do	do	do	Do.
Robert C. Joynes	do	do	do	Do.
William B. Goffigon	do	do	do	Do.
Joshua E. Berton	Substitute	do	do	Do.
Frank Lasley	Mackinac Island, Mich.	Rescuing, with great skill and heroism, three soldiers whose boat had been capsized in Mackinac Strait in the heavy wind and sea prevailing, Nov. 23, 1891.	Gold medal...	April 2, 1892
Nicholas Shomin	do	do	do	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Walter N. Chase.....	Keeper of life-saving station.	Rescuing, during heavy gale and sea, the crew of seven men from the rigging of the Canadian schooner H. P. Kirkham, wrecked on Rose and Crown Shoal, 15 miles seaward from Coskata Station, Nantucket, Mass., Jan. 21, 1892. The men were saved only by the utmost skill and bravery, and were brought to land after battling forty-two hours against wind and sea. (An. Rpt., 1892.)	Gold medal...	Apr. 2, 1892
Jesse H. Eldridge.....	Surfman.....	do.....	Silver medal..	Do.
Roland H. Perkins.....	do.....	do.....	do.....	Do.
Charles H. Cathcart.....	do.....	do.....	do.....	Do.
John Nyman.....	do.....	do.....	do.....	Do.
Josiah B. Gould.....	Temporary surfman.	do.....	do.....	Do.
George J. Flood.....	do.....	do.....	do.....	Do.
Mrs. Martha White.....	Copalis, Wash.	Rescuing from drowning in the breakers, at the imminent peril of her life, three sailors from the British bark Ferndale, wrecked on the coast of Washington, Jan. 29, 1892.	Gold medal...	Apr. 18, 1892
Frank D. Ring.....	Chicago, Ill.....	Rescuing, during a period of six or seven years, several persons from drowning, and particularly for marked heroism in saving the lives of a girl (May 1, 1889) and an old man (Sept. 12, 1890), both of whom had fallen into North River, New York.	do.....	Apr. 25, 1892
Elias S. Wingate.....	Charleston, S. C. . .	Rescuing from drowning a young woman who had fallen overboard in Charleston Harbor, Nov. 7, 1877.	Silver medal..	Do.
Herman C. Schumm... .	Second lieutenant, U. S. Army.	Rescuing, under circumstances which imperilled his own life, two men clinging to a capsized boat off Fort Schuyler, N. Y., June 16, 1891.	do.....	June 4, 1892
William Jones.....	Sergeant, Battery K, Second Artillery.	do.....	do.....	Do.
Harry Kenrick.....	Sergeant, Battery M, Second Artillery.	do.....	do.....	Do.
Waldo B. Carpenter....	Corporal, Battery K, Second Artillery.	do.....	do.....	Do.
William A. Monck.....	Private, Battery M, Second Artillery.	do.....	do.....	Do.
James Ryan.....	Private, Battery K, Second Artillery.	do.....	do.....	Do.
James Quinlisk.....	do.....	do.....	do.....	Do.
Cyrus S. VanAmringe..	Wilmington, N. C. .	Rescue from drowning, after a hard struggle, of a man who had become exhausted and was being carried out to sea by the tide, at Wrightsville, N. C., Sept. 3, 1891.	do.....	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Benjamin U. Jackson..	Bathing master, Spring Lake, N. J.	Rescue from drowning of two men carried out to sea by the current at Spring Lake, N. J., and recovering the bodies of a young man and a young woman drowned at the same time, Aug. 14, 1890.	Silver medal..	June 10, 1892
Bertie O. Burr.....	Lincoln, Nebr....	Rescuing from drowning, with heroic bravery, two young women with whom she was bathing in Blue River, Nebr., July 23, 1891.	Gold medal...	June 14, 1892
Samuel Arundale.....	Charlottesville, Va	Rescue from drowning of a young man who had become exhausted and had sunk while attempting to swim across the Rivanna River, June 13, 1891.	Silver medal..	June 20, 1892
William N. Blow, jr....	First lieutenant, U. S. Army.	Rescuing, with an unseaworthy craft, a man clinging to a boat that had capsized in the rough sea, about a mile from Fort Sheridan, Ill., Oct. 10, 1891.	.....do.....	Do.
Michael Kynan.....	Private, Company H, Fifteenth In- fantry.	.....do.....	.....do.....	Do.
Daniel H. Cleaveland..	U. S. Fish Com- mission steam launch Petrel.	Rescue from drowning of a small boy who had fallen into the water at Gloucester City, N. J., Apr. 22, 1892.	.....do.....	Do.
John McCloy.....	Niagara Falls, N. Y.	Rescued a man from the rocks at the foot of Horseshoe Falls, Oct. 5, 1886; and on Nov. 15, 1887, after many trials and with great personal risk, rescued a man from a rock just above the American Falls.	.....do.....	July 21, 1892
George Nobles.....	Seaman on U. S. revenue cutter Morrill.	Rescuing in a meritorious and heroic manner, by swimming and diving several times, a boy who had fallen into the water and become entangled at the bottom of the custom-house slip, Charleston, S. C., Aug. 1, 1892.	.....do.....	Sept. 14, 1892
John Nelson.....	.....do.....	.....do.....	.....do.....	Do.
Massie Milne.....	Newark, N. J.....	Rescued, by swimming to her assistance and bringing her ashore at Avon, N. J., Aug. 23, 1892, a woman who was going out to sea with the tide and who became unconscious. She was resuscitated after considerable effort.	.....do.....	Sept. 19, 1892
John J. Hayes.....	Wilmington, N. C.	Rescued on Aug. 19, 1892, at Wrightsville Beach, N. C., Jacob Eron from the surf, where he was in danger of drowning.	.....do.....	Sept. 28, 1892
Godfrey H. Macdonald	First lieutenant, First U. S. Cav- alry.	Rescued on the night of Aug. 14, 1892, by leaping from the ferryboat Atlantic in midstream, New York Harbor, a man who had fallen overboard, and who would have drowned but for the timely assist-	Gold medal...	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Godfrey H. Macdonald.	First Lieutenant, First U. S. Cavalry.	ance in sustaining him until a life line could be thrown them. The night was dark and the current swift, making the action one of extraordinary heroism and daring.	Gold medal...	Sept. 28, 1892
Christian F. Wolf.....	Sergeant, Battery M, Third U. S. Artillery.	Rescuing, in 1886, 1890, and 1892, several persons from drowning at Fort Monroe, Va., under circumstances of danger rendering the actions especially heroic.	Silver medal..	Oct. 6, 1892
Harvey McGuire.....	Private, Hospital Corps, U. S. Army.	Rescued from drowning a soldier who had been taken with cramps while bathing in the Licking River, near Fort Thomas, Ky., June 14, 1892, by swimming to his relief, and clinging to him manfully. In spite of his desperate struggles, which caused them to sink once, McGuire carried him safely to the shore.	.....do.....	Do.
Christopher A. Wenz...	Fireman on U. S. revenue cutter Woodbury.	Rescued two boys, belonging on the Woodbury, from death by drowning while bathing in the Kennebec River, at Bath, Me., Aug. 20, 1892. Wenz jumped overboard from the steamer and swam to the boys, who grasped him, and all three sank, but, aided by Lieutenant Berry, who waded into the stream, they were assisted to the shore.	.....do.....	Oct. 18, 1892
Julien H. Thomson....	Port Huron, Mich.	Rescued, on Aug. 20, 1892, with great bravery and at peril of his life, a young woman, who, being unable to swim, had got beyond her depth while bathing in Lake Huron. He plunged into the surf, which was quite rough without removing his clothing, reached the girl after she had sunk several times and was unconscious, and succeeded, after a hard struggle, in reaching shore with his charge.	Gold medal...	Do.
Thomas H. Herndon...	Birmingham, Ala.	Assisting to rescue, by a perilous journey in a small boat, two men who had been capsized in a sailboat, during a gale, on Lake Griffin, Florida, May 20, 1880, about 3 miles from shore.	Silver medal..	Jan. 28, 1893
Virgil L. Hopson.....	Leesburg, Fla.....	.....do.....	.....do.....	Do.
Henry F. Christiernin..	East Boston, Mass.	Rescuing three boys from drowning by leaping into the water from the deck of a ferryboat Sept. 6, 1887; also saving a woman from drowning in a ferry slip at East Boston, Mass., Jan. 8, 1891.	.....do.....	Feb. 16, 1893

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Joseph Devine.....	Fire department, Providence, R. I.	Rescued by jumping from a wharf at Providence, R. I., July 17, 1890, a man who had fallen into the water. The current was strong and the man unable to swim. Mr. Devine having received a silver medal previously (see record of July 22, 1886), a silver bar was awarded for his service.	Silver bar	Feb. 20, 1893
W. G. Lee	Savannah, Ga.	Rescuing on five different occasions—four of them being at night—between Dec. 18, 1878, and July 5, 1885, eight persons who had fallen into the waters on the coasts of Georgia and Florida. The assistance was rendered at great personal risk, placing the life of the rescuer in jeopardy.	Gold medal...	Feb. 23, 1893
F. D. Webster	Lieutenant, U. S. Army.	Rescuing a man and his wife who had fallen through an air hole while crossing the ice between Jersey City and Bedloes Island, New York Harbor, on the evening of Jan. 18, 1893. The rescue was accomplished after arduous labor and at great hazard, the ice bending and almost giving way beneath the men engaged in the work, who were in imminent danger of being submerged.	Silver medal .	Do.
Denis Barry.....	Private, Co. A, Sixth Infantry.	.....do.....	.....do.....	Do.
John Buerger.....	.....do.....	.....do.....	.....do.....	Do.
Denis Guiney.....	.....do.....	.....do.....	.....do.....	Do.
Leroy S Hotchkiss.....	.....do.....	.....do.....	.....do.....	Do.
Charles F. Rodenstein.....	.....do.....	.....do.....	.....do.....	Do.
Alex. M. Wetherill, jr.....	.....do.....	.....do.....	.....do.....	Do.
Benjamin Hewlett.....	Wilmington, N. C.	Rescuing on Aug. 8, 1892, two young girls bathing near the mouth of Hewletts Creek, Wrightsville Sound, North Carolina, who had got beyond their depth and were drifting out with the current. After a heroic struggle he reached shore with them, but was disabled several days by exhaustion and cuts on the feet caused by running over oyster beds to reach them.	.....do.....	Mar. 16, 1893
Harvey A. White	Bangor, Me.....	Rescued two boys from drowning in the Penobscot River, Maine, Aug. 15, 1892. One of the boys clutched him, but he shook himself free, and by using both hands in holding each by the hair, carried them safely ashore.	.....do.....	Do.
Valentine Jones	Master of the steamer Hud- son.	Rescuing in the steamer Hudson, by superior seamanship and persistent courage, the crew of the barge Sunshine, consisting of six men and a woman, on the night of Oct. 29, 1892, on Lake Erie. The barge went to pieces soon after the crew had been saved.	.....do.....	Mar. 29, 1893

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Ed. F. Wiese.....	Milwaukee, Wis..	Rescuing, on the evening of Aug. 24, 1890, a man who had become helpless while bathing in the Milwaukee River. Wiese was then a lad only 17 years old.	Silver medal..	Apr. 15, 1893
James Whittaker	Corporal, U. S. Marine Corps.	Bravely attempting the rescue of a comrade, who had fallen into the icy waters of the Piscataqua River at the Portsmouth Navy-Yard, on the evening of Jan. 20, 1893. When the accident occurred the thermometer stood at zero, but he plunged boldly into the river and grasped the imperiled man, who so hampered his movements, however, that other assistance was necessary to get them safely ashore.	.....do.....	May 3, 1893
P. J. Lowe, jr.....	Second lieutenant, U. S. Army.	Assisting to rescue, by swimming to his relief after he had sunk twice and supporting him while returning to the shore, one of a party of scouts with whom they were crossing the swiftly flowing Pecos River, Texas, May 14, 1890. The service required the incurrence of danger and extraordinary exertion.	.....do.....	May 4, 1893
Julian Longorio.....	Corporal of Scouts, U. S. Army.	.....do.....	.....do.....	Do.
Martin Knudsen.....	Keeper of Port des Morts light-station.	Rescuing, on the night of Oct. 28, 1892, the crew of the schooner A. P. Nichols, stranded on Pilot Island at the entrance to Green Bay, Wisconsin. The keeper waded to a sunken wreck where he was exposed in the storm and darkness to the waves as well as the falling spars of the stranded vessel, and from there guided and assisted the ship's company of eight persons to the shore.	.....do.....	May 8, 1893
Ingar Olsen	Surfman of life-saving station.	Rescued, by superior intelligence, remarkable strength, and courageous daring, a man, the sole survivor of fifteen men, from the water-works crib, Milwaukee, Wis., Apr. 20, 1893.	Gold medal...	May 24, 1893
G. W. S. Jenkins	Master of the tug Juno.	Rescuing, on Apr. 11, 1893, the mate and seven sailors of the Norwegian bark Riga, which stranded on that date off Bay Point, near Beaufort, S. C., in a northeast gale, and was completely wrecked and broken up. Captain Jenkins went out in the tug Juno with a crew of nine men, and picked up the castaways, who were adrift on the	.....do.....	June 22, 1893

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
G. W. S. Jenkins	Master of the tug Juno.	wreckage. A public meeting of the citizens of Beaufort, May 6, 1893, passed resolutions commendatory of the work, which had been performed under conditions endangering the tug and the lives of all on board.	Gold medal...	June 22, 1893
Luther Sykes	Engineer on the tug Juno.	do	Silver medal..	Do.
Lawrence Lawton.....	Fireman on the tug Juno.	do	do	Do.
Henry Porter	Deckhand on the tug Juno.	do	do	Do.
William Tompkins.....	do	do	do	Do.
Fred Lightburn.....	Cook on the tug Juno.	do	do	Do.
James F. Magrath	Volunteer on the tug Juno.	do	do	Do.
Agapito Zabaljamagui.....	do	do	do	Do.
Wm. B. Scherer.....	do	do	do	Do.
Robert Miller.....	do	do	do	Do.
George B. Dean.....	Cincinnati, Ohio..	Rescued, on July 17, 1893, at Gratiot Beach, Lake Huron, a youth who sank to the bottom while bathing about 100 yards offshore. The rescue was effected at great personal risk by diving and supporting the unconscious boy until both were taken from the water by boatmen.	do	Sept. 7, 1893
Patrick Kaine	Sergeant, Co. D, 3d Infantry.	Rescuing, on June 16, 1893, a comrade whose canoe had been capsized by a sudden squall while fishing in Leach Lake, Minnesota. Sergeant Kaine jumped into the lake, swam to the boat, towed it ashore, while the endangered man, who could not swim and was nearly exhausted, clung to it.	do	Dec. 26, 1893
E. H. Gault	Cleveland, Ohio..	Rescued from drowning, by swimming to their relief and conveying each one to a boat near by, three ladies who unexpectedly got into deep water, where they sank several times, while bathing in Lake Erie, July 28, 1893.	do	Do.
William E. Wingate ...	Charleston, S. C..	Rescued from drowning in the harbor of Charleston, S. C., on Sept. 14, 1893, a lad who had fallen into the Cooper River. Wingate, a youth only 14 years old, sprang into the water without removing his clothing and rescued the boy, who was drifting away with the tide, and had gone under the third time.	do	Jan. 8, 1894
Alfred Sorensen	Captain of steamer Charles L. Mather.	Rescued with extraordinary effort and courage, by jumping into the sea and swimming to his relief, a man who fell from the steamer Charles L. Mather, in Boston Bay, Aug. 21, 1892.	Gold medal...	Feb. 28, 1894

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Dennis F. Ward.....	Patrolman, New York City police.	Rescued, by jumping from a wharf at the foot of 120th street, New York City, Mar. 24, 1892, a boy who was drifting outward with the tide. After a hard struggle in the freezing water the officer brought the benumbed and helpless lad to the shore.	Silver medal..	Feb. 28, 1894
Alfred Graeber.....	Belleville, Ill.....	Rescuing, on Aug. 4, 1893, by prompt action, superior skill, and with considerable risk, four ladies who were endangered while bathing in the Okaw River, near Venedy, Ill.	.....do.....	May 11, 1894
Dr. Joseph B. Graham.	Savannah, Ga....	Rescuing in a small boat, with the assistance of Peter Dodge, a colored man, three men from the British bark Mary E. Chapman, stranded on Stone Horse Reef, Tybee Island, Georgia, Feb. 24, 1894. The heroic example of Dr. Graham and his boatman inspired others to persist, in the face of adverse conditions, in efforts, which were finally successful, to rescue seven men remaining on board the imperiled vessel.	Gold medal...	Aug. 4, 1894
Peter Dodge.....	.....do.....	.....do.....	Silver medal..	Do.
Frank Swezey.....	Fire department, Bridgeport, Conn.	Bravely rescuing from drowning two boys who had capsized in a small boat, on Mar. 31, 1893, by jumping from a bridge, and, encumbered by his clothing and unaided, succeeded in landing them safely on shore.	.....do.....	Aug. 28, 1894
Harry King.....	San Francisco, Cal.	Heroically swimming to the rescue, Oct. 31, 1893, of a fisherman whose boat had capsized in the breakers off the California coast, and who was unable to reach the shore.	Gold medal...	Sept. 26, 1894.
James Russell.....	Quartermaster, U. S. revenue cutter Forward.	Bravely rescuing, Apr. 2, 1894, a ship's boy, who had fallen overboard and was drifting with the tide into deep water. Russell sprang from the deck, encumbered by his clothing and shoes, dived for the lad, who had sunk beneath the surface, recovered and swam with him toward the vessel until aid therefrom reached them.	Silver medal..	Do.
Daniel E. Lynn.....	Port Huron, Mich.	During a fierce gale and high sea, attempted to reach the water-logged schooner William Shupe in a yawl boat towed by a tug, on May 19, 1894, to render assistance to the imperiled crew. The boat was capsized and all of its occupants, except Mr. Lynn, were drowned. He was washed ashore in an unconscious condition, half a mile from the vessel.	Gold medal...	Mar. 2, 1897 (special act).

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award,	Date of award.
Gilbert T. Hadlock....	Master of steamer Islesford.	Daring seamanship, June 19, 1894, in navigating the small steamer Islesford in a dense fog and high sea through a tortuous and dangerous channel to the wreck of the schooner Effie T. Kemp, stranded on Thumper Ledge, Bakers Island, Maine, with seas breaking over her, and in rescuing thirteen men from her bowsprit by the skillful management of a dory.	Silver medal..	Mar. 18, 1898
Benjamin G. Cameron.	Keeper of life-saving station.	Rescuing and assisting to rescue 108 persons from shipwreck on various occasions from 1875 to 1897.	.....do.....	Feb. 20, 1899
Michael F. Barry.....	Brooklyn, N. Y. ...	Heroic services in rescuing from drowning, at the peril of his life, several people under the most trying difficulties on several occasions between the years 1887 and 1897.	Gold medal...	Apr. 25, 1899, by joint resolution of Congress, approved Feb. 27, 1899.
Alvin H. Cleveland ...	Vineyard Haven, Mass.	Rescuing and assisting to rescue fifteen persons from the wrecks of the American schooners E. J. Hamilton, Annie A. Booth, and Leora M. Thurlow, in the Harbor of Vineyard Haven, Mass., during the great hurricane of Nov. 27, 1898. This work was accomplished in the face of grave difficulties, and at the imminent risk of his own life.	.....do.....	July 28, 1899.
Isaac C. Norton.....	.....do.....	.....do.....	.....do.....	Do.
F. Horton Johnson.....	.....do.....	Rescuing and assisting to rescue ten persons from the wrecks of the American schooners Annie A. Booth and Leora M. Thurlow, at the same time and under the same conditions as the foregoing.	.....do.....	Do.
Frank Golart, jr. ....	.....do.....	Rescuing and assisting to rescue five persons from the wreck of the American schooner E. J. Hamilton, at the same time and under the same conditions as described above.	.....do.....	Do.
Stanley Fisher.....	Cottage City, Mass.	Rescuing and assisting to rescue four persons from the wreck of the American schooner Leora M. Thurlow, at the same time and under the same conditions as described above.	.....do.....	Do.
Conrad F. Strand.....	Master of steamer Point Arena.	Bravely assisting in the rescue of twenty-five persons from the wreck of the steamer San Benito, at Point Arena, Cal., Nov. 22 and 23, 1896. Captain Strand stood by the wreck in a dangerous sea and sent a boat to it several times, saving all who had stayed by the wreck.	Silver medal..	Oct. 17, 1899.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Lars E. Olsen.....	Member of crew of steamer Point Arena.	Bravely rescuing and assisting to rescue twenty-five persons from the wreck of the steamer San Benito, at Point Arena, Cal., Nov. 22 and 23, 1896, by making several trips to the wreck through a dangerous sea.	Silver medal..	Oct. 17, 1899
P. Anderson.....	.....do.....	.....do.....	.....do.....	Do.
A. Henrikson.....	.....do.....	.....do.....	.....do.....	Do.
Andrew O. Lilleland.....	.....do.....	.....do.....	.....do.....	Do.
Jefferson M. Brown...	Keeper of light station, Point Arena, Cal.	Heroic daring in attempting to rescue the crew of the wrecked steamer San Benito, at Point Arena, Cal., Nov. 22, 1896, by going out three times in an unseaworthy boat only to be hurled back by the force of the seas.	Gold medal...	Do.
Sam Miller.....	Point Arena, Cal.	.....do.....	.....do.....	Do.
Lazar Poznanovich.....	Elk, Cal.	.....do.....	.....do.....	Do.
Rasmus S. Midgett....	Surfman.....	Extraordinary heroism in rescuing, single-handed, ten men from the wreck of the barkentine Priscilla, 3 miles south of Gull Shoal Station, N. C., Aug. 18, 1899. The rescue was effected at night and during the height of a disastrous storm which inundated the whole coast in that vicinity.	.....do.....	Oct. 18, 1899
Robert M. Lavender...	Boston, Mass.....	Bravely assisting in the rescue of a man from the sunken schooner F. H. Smith, in Provincetown Harbor, Mass., during the great storm of Nov. 27, 1898. The rescue was effected by a volunteer crew of eleven men, who braved the storm in an open boat.	Silver medal..	Oct. 19, 1899
Charles A. Foster.....	Provincetown, Mass.	.....do.....	.....do.....	Do.
James Brown, jr.....	.....do.....	.....do.....	.....do.....	Do.
Charles T. Forrest.....	.....do.....	.....do.....	.....do.....	Do.
Antoine K. Souza.....	.....do.....	.....do.....	.....do.....	Do.
Benjamin T. Benson.....	.....do.....	.....do.....	.....do.....	Do.
Ernest A. Horton.....	.....do.....	.....do.....	.....do.....	Do.
James L. Worth.....	.....do.....	.....do.....	.....do.....	Do.
Joseph H. Settes.....	.....do.....	.....do.....	.....do.....	Do.
James A. Lopez.....	.....do.....	.....do.....	.....do.....	Do.
James M. Burke.....	.....do.....	.....do.....	.....do.....	Do.
Otto B. Storbeck.....	Oshkosh, Wis.....	Bravely rescuing four women who were thrown into the Fox River by the capsizing of a rowboat on Sept. 2, 1885. Storbeck plunged into the cold water, which was deep and running swiftly, and succeeded in putting four women on the upset boat and towing it to the shore. Nine occupants of the boat were drowned.	.....do.....	July 3, 1900
H. R. Mayo Thom.....	Baltimore Md.....	Heroic services in rescuing a woman from drowning on Jan. 12, 1900. A partially-blind colored woman having fallen overboard from a steamer off Urbana, Va., Mr. Thom jumped into the water, and, after sinking with the woman beneath the ice-covered surface of the river, tied around her body a rope, by means of which she was hauled out of the water.	Gold medal...	Aug. 20, 1900

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Philip Bierschenk	Brooklyn, N. Y ...	Rescued from drowning, on July 1, 1900, a boy who had fallen overboard from a tug bound from Green Point to Glen Cove, Long Island. Bierschenk jumped into the water, swam to the boy, and supported him until the tug turned and picked them up, the boy being unconscious and his rescuers so exhausted that he was unable to stand or speak.	Silver medal..	Nov. 20, 1900
E. T. Brown	Captain, U. S. Army.	Rescuing and assisting to rescue the passengers of the Government tug Resolute, which was sunk by a collision with the tug Swartara in Boston Harbor on Jan. 3, 1900. After the sinking of the Resolute Captain Brown supported in the water and saved from drowning, at the peril of his life, a woman who weighed over 200 pounds.	Gold medal...	Do.
John F. Crimmings	Private, U. S. Marine Corps.	Rescue of a shipmate who fell overboard from a steam launch and became entangled in a bicycle which he was holding, while a party of liberty men were bound to the U. S. S. Iowa from Tacoma, Wash., on June 19, 1900.	Silver medal..	Dec. 14, 1900
Charles Reiner.....	Formerly second mate of wrecked steamer Weeott.	Bravely swimming to the jetty with a line from the steamer Weeott, which was wrecked on Dec. 1, 1899, while crossing the bar at the entrance to Humboldt Bay, Cal. This was a daring and hazardous undertaking, as the heavy surf was breaking with violence over the jagged rocks of the jetty, and it resulted in the saving of many lives.	Gold medal...	Jan. 30, 1901
W. C. Penoyar	Bay City, Mich....	Rescue of a girl who had been carried into deep water by the undertow while bathing on the shore of Lake Huron, near Lexington, Mich., on Aug. 2, 1900. This rescue was accomplished after the girl had sunk twice, and showed cool judgment as well as remarkable bravery on the part of the rescuers, who were 15 and 12 years old, respectively.	Silver medal..	Feb. 18, 1901
Ralph E. V. Penoyar ..	.....do .....	.....do .....	.....do	Do.
E. Alexander	Master of steamer Mexico.	Rescue of an insane man who dropped into the water between the wharf and steamer Mexico at Port Harford, Cal., before daylight on Apr. 3, 1890. Captain Alexander sprang overboard and rescued the man at the risk of being crushed between the steamer and the wharf, as there was a heavy sea rolling in at the time.	Gold medal...	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
W. W. Griesser.....	Keeper Buffalo Life-Saving Station.	Rescue of a man who was clinging to a pile in Buffalo Harbor, about 500 feet from shore, during a heavy gale on Nov. 21, 1900. After the capsizing of the lifeboat Keeper Griesser swam out with a line and, after battling with the waves for three-fourths of an hour, succeeded in reaching the man, who was safely hauled to the shore.	Gold medal...	Feb. 23, 1901
André Fourchy.....	New Orleans, La...	Bravely rescuing a man who was drifting seaward with the ebb tide while bathing at Virginia Beach on Aug. 27, 1900.	Silver medal..	Apr. 22, 1901
John Farrell.....	Buffalo, N. Y.....	Bravely rescuing and assisting to rescue several persons from drowning, in the vicinity of Buffalo Harbor, between Oct. 14, 1886, and Aug. 1, 1899.	.....do.....	Apr. 27, 1901
Archie Farrell.....	.....do.....	Rescue of a woman who was in imminent danger of drowning while in bathing at Woodlawn Beach on Aug. 15, 1897.	.....do.....	June 7, 1901
William Packer.....	Cleveland, Ohio..	The schooner James F. Joy foundered off Ashtabula, Ohio, Oct. 23, 1887. Captain Packer, with others, made two trips to the Joy in yawl and rescued the entire crew of nine men and one woman.	Gold medal...	Oct. 21, 1901
Rosser M. Dennison...	Private, 23d Infantry, U. S. Army.	Rescued on the night of Oct. 29, 1900, a comrade who had fallen into the sea from the transport Aeolus.	.....do.....	Nov. 27, 1901
Charles Ross White...	Naples, Me.....	Rescued on Sept. 12, 1900, a companion named M. R. Nash, who was unable to swim, by supporting him, with the aid of a capsized canoe, for more than an hour.	Silver medal..	Nov. 30, 1901
John E. Good.....	Perryville, Md...	Rescuing on July 4, 1900, nine young men whose boat had capsized. Although unable to swim himself, he went to their rescue in a small launch, through a rough sea, and landed them safely on the beach.	.....do.....	Feb. 19, 1902
J. R. O'Neal.....	Virginia Beach, Va.	Bravely rescuing and assisting to rescue a sailor from the stranded schooner Jennie Hall, off Dam Neck Mills Life-Saving Station, Va., on Dec. 21, 1900.	Gold medal...	Mar. 14, 1902
Horatio Drinkwater .....	.....do.....	.....do.....	.....do.....	Do.
W. H. Partridge.....	.....do.....	.....do.....	Silver medal..	Do.
J. W. Sparrow.....	.....do.....	.....do.....	.....do.....	Do.
B. M. Simmons.....	.....do.....	.....do.....	.....do.....	Do.
G. W. Whitehurst.....	.....do.....	.....do.....	.....do.....	Do.
J. H. Carroll.....	.....do.....	.....do.....	.....do.....	Do.
Elmer F. Mayo.....	Chatham, Mass...	Rescued, at great personal hazard, Seth L. Ellis, of Monomoy Station life-saving crew, on Mar. 17, 1902.	Gold medal...	Mar. 28, 1902

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Seth L. Ellis.....	Harwich port, Mass. (surfman, Monomoy Station).	At great hazard endeavored to save crew of barge Wadena, which was ashore on Shovel-ful Shoal, Mass., and afterwards aided members of life-saving crew on their overturned boat until their strength was exhausted.	Gold medal ..	Mar. 28, 1902
Robert E. Mills.....	New York, N. Y..	Rescued, with great skill and heroism, two men who had capsized in a small boat on the Hud-son River, off 175th street, New York City, Aug. 25, 1901.	.....do	Mar. 31, 1902
Morgan L. Steele.....	Washington, D. C.	Rescuing a man who had broken through the ice on the James River, near Richmond, Va., on the night of Feb. 9, 1895.	Silver medal..	Do.
Chas. A. Blank.....	San Francisco, Cal.	Rescued a woman who had jumped overboard from the ferryboat Oak-land, in San Francisco Bay, Cal., on the morn-ing of Apr. 17, 1901.	Gold medal...	Do.
Henry Thorn	Cleveland, Ohio..	Rescued from death in the early morning of Aug. 14, 1901, eighteen men who were imper-iled on crib No. 2, of the Cleveland waterworks tunnel in Lake Erie.	Silver medal..	Apr. 12, 1902
Alfred Sorensen	Boston, Mass.....	Jumped from his steamer at the peril of his own life and rescued a man who fell from the tug Elsie, July 29, 1900, near Boston light-ship.	Gold bar	Apr. 16, 1902
Fred. Johnson	Chicago, Ill.....	Rescued, with great skill, on Nov. 12, 1900, the crews of two barges, which were helplessly adrift on Lake Erie in a heavy sea, and in dan-ger of foundering.	Silver medal..	June 3, 1902
John J. O'Connor.....	New York, N. Y..	Rescuing from the Har-lem River, at great per-sonal hazard, an insane woman who jumped from the steamer Thomas A. Brennan on the morning of June 22, 1901.	Gold medal ..	June 7, 1902
Clark E. McClintock ..	Corporal, 15th U. S. Infantry.	Attempting to rescue a comrade from drowning Apr. 12, 1901.	.....do	July 8, 1902
Charles S. Root	Second assistant engineer, U. S. Revenue-Cut-ter Service.	Rescuing and assisting to rescue thirty-four people during the hurricane at Galveston, Sept. 8, 1900.	.....do	Sept. 18, 1902
James Bierman	Ordinary seaman, U. S. Revenue-Cutter Service.	.....do.....	.....do	Do.
George Jeffas.....	Gunner, U. S. Revenue-Cut-ter Service.	.....do.....	Silver medal..	Do.
Jacob Pedersen	Carpenter, U. S. Revenue-Cut-ter Service.	.....do.....	.....do	Do.
W. Cormack	Master-at-arms, U. S. Revenue-Cutter Service.	.....do.....	.....do	Do.
F. Olsen	Cockswain, U. S. Revenue-Cut-ter Service.	.....do.....	.....do	Do.
W. Gardiner	Third-class oiler, U. S. Revenue-Cutter Service.	.....do.....	.....do	Do.
W. Idstrom .....	.....do.....	.....do.....	.....do	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
B. Rafailovich	Fireman, U. S. Revenue-Cutter Service.	Rescuing and assisting to rescue thirty-four people during the hurricane at Galveston, Sept. 8, 1900.	Silver medal..	Sept. 18, 1902
Albert Bernston	Surfman, Golden Gate Life-Saving Station.	Rescuing a man at Point Lobos, Cal., Sept. 6, 1901.	.....do	Do.
Thomas Duggan	New York, N. Y..	Rescuing three persons from the East River, New York.	.....do	Sept. 24, 1902
Daniel J. Fogarty .....	.....do	Rescuing a man from the Harlem River, New York, July 25, 1896.	.....do	Nov. 5, 1902
Howard M. Poland	Cornwall on the Hudson.	Rescue of two comrades, May 13, 1902.	.....do	Nov. 28, 1902
Michael J. O'Loughlin..	Brooklyn, N. Y...	Heroic daring in rescuing two men from the East River, New York, Nov. 5, 1889, and Feb. 25, 1900.	Gold medal...	Dec. 3, 1902
John W. Wilson	Private, Co. M, 29th U. S. Volunteer Infantry.	Assisting to rescue thirteen comrades, near Calbayog, Samar, Philippine Islands, Oct. 31, 1902.	Silver medal..	Dec. 4, 1902
Patrick J. Kelly	New York, N. Y..	Rescue of a woman from Hudson River, New York, Feb. 21, 1902.	.....do	Do.
J. K. Taussig	Ensign, U. S. Navy.	Swimming to the assistance of a shipmate in the harbor of Yokohama, Japan, Apr. 27, 1902.	.....do	Do.
William Thompson....	Seaman, U. S. Navy.	Rescuing a messmate on Apr. 13, 1901.	.....do	Dec. 5, 1902
Irving P. Grace.....	Master of U. S. tug Nimrod.	Rescued sixteen persons in the vicinity of New York, N. Y.	.....do	Jan. 3, 1903
Dennis Sheehan.....	Portland, Me.....	Rescued a man in Portland Harbor, Maine.	.....do	Do.
James A. Corscaden ..	New York, N. Y..	Rescued a woman at Belmar, N. J., Sept. 1, 1902.	.....do	Do.
Thomas F. Duffy	Private, U. S. Marine Corps.	Rescuing a comrade on Feb. 10, 1901, in Newport Harbor, Rhode Island.	.....do	Do.
C. H. Plummer	Millbridge, Me...	Saving and assisting to save the lives of 150 persons during the hurricane at Galveston, Tex., Sept. 8, 1900.	Gold medal...	Do.
Guy Plummer .....	.....do .....	.....do .....	.....do	Do.
Jack Plummer	Beaumont, Tex	.....do .....	.....do	Do.
Joseph Corthell	Galveston, Tex.	.....do .....	.....do	Do.
Daniel H. McCarthy....	Private, U. S. Marine Corps.	Rescuing a comrade in New York Harbor, May 25, 1902.	Silver medal..	Do.
Harry M. Griffin .....	.....do .....	.....do .....	.....do	Do.
Frank J. Halbe	Private, Co. D, 2d U. S. Infantry.	Rescuing a comrade in the harbor of Cienfuegos, Mar. 3, 1900.	.....do	Do.
George N. Gray	Keeper Charlotte Life-Saving Station.	Rescue of four men and one woman from the wrecked schooner John R. Noyes, Dec. 15, 1902.	Gold medal...	Do.
Ira S. Palmer	Surfman .....	.....do .....	.....do	Do.
Lester D. Seymour .....	.....do .....	.....do .....	.....do	Do.
Mial E. Eggleston .....	.....do .....	.....do .....	.....do	Do.
Delbert Rose .....	.....do .....	.....do .....	.....do	Do.
Charles Eastwood .....	.....do .....	.....do .....	.....do	Do.
W. Vernon Downing ..	.....do .....	.....do .....	.....do	Do.
Frank B. Chapman .....	.....do .....	.....do .....	.....do	Do.
George E. Henderson ..	.....do .....	.....do .....	.....do	Do.
Thomas J. Gleason.....	New York, N. Y..	Rescuing a man who fell into the East River, New York.	Silver medal..	Do.
James H. Holmes.....	Norfolk, Va	Rescuing a man at Virginia Beach, Va., Sept. 1, 1902.	.....do	Feb. 9, 1903
George D. Cobb.....	Assistant keeper, Point Bonita Light Station, California.	Rescuing three men in San Francisco Bay, Dec. 26, 1896.	.....do	Do.
Edwin W. Brewer	Redondo, Cal.....	Rescuing persons on various occasions at Santa Monica and Redondo, Cal.	Gold medal...	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Albert G. Rowe.....	Quartermaster, U. S. tug Unadilla.	Rescuing a woman who fell overboard from the U. S. tug Unadilla, at Mare Island, Cal., Dec. 13, 1901.	Gold medal...	Feb. 9, 1903
Carl Eich.....	Apprentice, U. S. steamer Isla de Luzon.	Rescuing a messmate from drowning in the harbor of Cebu, Philippine Islands, Sept. 29, 1901.	Silver medal..	Feb. 20, 1903
Laurits Haugens.....	Seaman, U. S. steamer Isla de Luzon.	do.....	do.....	Do.
John R. Glover.....	Master steamer O. W. Cheney.	Rescue of crew of seven men from the schooner barge Nellie Mason, in Lake Erie, Sept. 29, 1895.	do.....	June 9, 1903
W. H. J. Dallaghan...	Formerly bugler, U. S. revenue steamer Manning.	Rescuing a man who fell from a wharf at San Francisco, Cal., May 7, 1900.	do.....	Do.
John H. Kleindienst..	Philadelphia, Pa.	Rescued a man from the Delaware River, Jan. 10, 1903.	do.....	Do.
Hugh F. Doherty.....	Brooklyn, N. Y.	Rescuing persons from drowning on various occasions.	do.....	Aug. 25, 1903
Louis B. Diggins.....	Washington, D. C.	Rescuing two women from drowning at Virginia Beach, Va., Sept. 1, 1902.	do.....	Oct. 7, 1903
H. D. Fadden.....	Coxswain, U. S. Navy.	Rescuing a comrade who had fallen overboard at sea, June 30, 1903.	do.....	Do.
William E. Cope.....	Rochester, N. Y.	Rescuing a woman who had fallen overboard from a steamer in the harbor of Charlotte, N. Y., July 23, 1903.	do.....	Oct. 22, 1903
August Kirchner.....	Chicago, Ill.	Rescuing a man from drowning in Lake Michigan, July 26, 1903.	do.....	Do.
Cornelius F. Sullivan..	Ordinary seaman, U. S. Navy.	Rescuing a shipmate from drowning in the harbor of Culebra, P. R., May 4, 1902.	do.....	Do.
Isaac W. Truex.....	Keeper Ship Bottom Life-Saving Station.	Rescue of five men from the wreck of the barkentine Abiel Abbott, Jan. 20, 1903.	Gold medal...	Jan. 15, 1904
C. V. Conklin.....	Surfman.....	do.....	do.....	Do.
James H. Cranmer.....	do.....	do.....	do.....	Do.
J. Horace Cranmer.....	do.....	do.....	do.....	Do.
Barton P. Pharo.....	do.....	do.....	do.....	Do.
Walter Pharo.....	do.....	do.....	do.....	Do.
A. B. Salmons.....	do.....	do.....	do.....	Do.
George Mathis.....	Keeper Long Beach Life-Saving Station.	do.....	do.....	Do.
M. D. Kelly.....	Surfman.....	do.....	do.....	Do.
W. E. Pharo.....	do.....	do.....	do.....	Do.
W. N. Capps.....	Surfman, Virginia Beach Life-Saving Station.	Rescuing two men from drowning, at Virginia Beach, Va., Oct. 10, 1903.	do.....	Do.
Michael M. Haley.....	Private, U. S. Marine Corps.	Making a brave effort to rescue a man from drowning, at Mayaguez, P. R., Dec. 20, 1902.	Silver medal..	Do.
Captain John K. Andersen.	Fort Pierce, Fla.	Rescuing a man from drowning, at Squan Beach, N. J., June 13, 1903.	Gold medal...	Mar. 12, 1904
Harry Andersen.....	Manasquan, N. J.	do.....	do.....	Do.
Chas. E. Boker.....	do.....	Rescue of two men from drowning, at Squan Beach, N. J., June 13, 1903.	do.....	Do.
Captain Robert F. Longstreet.	Keeper Squan Beach Life-Saving Station.	do.....	do.....	Do.
Albert Latham.....	Surfman, Blue Point Life-Saving Station.	Rescue of two men from drowning, at the wreck of the schooner Benjamin C. Cromwell, Feb. 22, 1904.	do.....	Do.
Frank B. Raynor.....	do.....	do.....	do.....	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
W. F. Halsey, jr.....	Surfman, Quogue Life-Saving Station.	Rescuing a man from drowning, at the wreck of the schooner Augustus Hunt, Jan. 22, 1904.	Gold medal...	Mar. 12, 1904
Frank D. Warner.....	do.....	do.....	do.....	Do.
John Spofford.....	Seaman, U. S. S. Sprigg Carroll.	Rescuing a man from drowning, in the harbor of New London, Connecticut, Dec. 19, 1903.	Silver medal..	May 25, 1904
Nils Nelson.....	Assistant keeper, Sakonnet Light-House.	Rescuing a man from drowning, near West Island, Rhode Island, July 24, 1903.	Gold medal...	June 25, 1904
Michael J. Coyne.....	Metropolitan police, New York.	Rescued, by jumping from a wharf at the foot of Corlears street, New York City, Feb. 27, 1903, a man who was drifting out with the tide; recovered and swam with him until aid reached them from the shore.	do.....	July 21, 1904
James Hamilton.....	Kelleys Island, Ohio.	Bravely rescuing one man and two women from the wreck of the steamer George Dunbar, off Middle Island, Lake Erie, June 29, 1902.	do.....	Do.
Fred Dishinger, sr.....	do.....	do.....	do.....	Do.
Fred Dishinger, jr.....	do.....	do.....	do.....	Do.
Charles R. Weston.....	Second officer, U. S. Transport Service.	Heroic daring in rescuing two men from drowning off San Juan, Porto Rico, Aug. 8, 1899.	do.....	Aug. 3, 1904
Frank A. McGregor.....	Gunner, U. S. Navy.	Saving the lives of two men who were in danger of drowning by the capsizing of a sailboat in the harbor of Bellingham, Washington, June 22, 1904.	Silver medal..	Do.
Michael J. Burke.....	Mate, steamer Minnahanonck.	Rescuing a man and a woman from drowning in the East River, New York, Feb. 14, 1899, and May 12, 1903.	Gold medal...	Aug. 4, 1904
Samuel T. Mackall.....	Second lieutenant, Eleventh U. S. Infantry.	Rescued, on Aug. 2, 1902, with great bravery and at peril of his life, two soldiers from drowning in the Malabang River, island of Mindanao.	do.....	Do.
Lucien B. Gardener.....	Sergeant, Eleventh U. S. Infantry.	Bravely swimming to the rescue of a drowning comrade in the Malabang River, Philippine Islands, Aug 2, 1902.	Silver medal..	Do.
Lawrence Doyle.....	Corporal, Eleventh U. S. Infantry.	do.....	do.....	Do.
F. Miguchi.....	Cook, U. S. Revenue-Cutter Service.	Extraordinary heroism in rescuing, Aug. 17, 1904, a sailor who had drifted into deep water. Miguchi leaped overboard, encumbered by his clothing, dived for the man, who had sunk beneath the surface, recovered and swam with him until aid reached them.	do.....	Sept. 21, 1904
Patrick H. McMahon..	Master of steamer Mystic.	Rescuing, on July 12, 1904, by prompt action, superior skill, and with considerable risk, a man who was endangered while bathing in Lake Erie.	do.....	Do.
John P. Boyle.....	Private, U. S. Coast Artillery.	Rescuing a man from drowning off Fort Monroe, Virginia, on Apr. 8, 1901.	do.....	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Charles Thompson	Chief carpenter, U. S. Navy.	Rescued, with great skill and heroism, Lieutenant-Commander Henry B. Wilson, U. S. Navy, who had capsized in a boat from the U. S. S. Saratoga, off San Fernando, Trinidad, Feb. 24, 1887.	Silver medal..	Jan. 12, 1905
Daniel J. Sullivan.....	Metropolitan police, New York.	Bravely swimming to the rescue of a man who had fallen into the Harlem River, New York, and sunk in 15 feet of water Aug. 4, 1904.	.....do	Jan. 18, 1905
Joseph Ridley	New York, New York.	Heroic services in rescuing a man and a child from drowning in the East River, New York, on Oct. 30, 1896, and Oct. 17, 1900.	Gold medal...	Mar. 1, 1905
Thomas S. Quinn.....	Patrolman, New York police.	Rescuing a man from drowning in the East River, New York, on Oct. 28, 1904, under circumstances of great personal hazard.	Silver medal..	Mar. 21, 1905
William H. Gaskill....	Keeper of life-saving station.	Rescue of six men from the wreck of the schooner Sarah D. J. Rawson, on Lookout Shoals, North Carolina, Feb. 9, 10, 1905.	Gold medal...	Apr. 12, 1905
Kilby Guthrie	Surfman.....	.....do .....	.....do	Do.
Walter M. Yeomans .....	.....do .....	.....do .....	.....do	Do.
Tyre Moore.....	.....do .....	.....do .....	.....do	Do.
John A. Guthrie.....	.....do .....	.....do .....	.....do	Do.
James W. Fulcher.....	.....do .....	.....do .....	.....do	Do.
John E. Kirkman.....	.....do .....	.....do .....	.....do	Do.
Calupt T. Jarvis.....	.....do .....	.....do .....	.....do	Do.
Joseph L. Lewis.....	Former surfman..	.....do .....	.....do	Do.
Henry Ulke, jr.....	Second lieutenant, U. S. Revenue-Cutter Service.	Rescuing a man who fell into the East River, New York, Feb. 3, 1905.	Silver medal..	Do.
John R. Hanby.....	Wilmington, North Carolina.	Heroically rescuing a bather from drowning in the surf at Wrightsville Beach, North Carolina, on Aug. 13, 1904.	.....do	June 6, 1905
C. C. Williamson .....	.....do .....	.....do .....	.....do	Do.
Thomas Richards.....	Saint Michael, Alaska.	Gallantly effecting the rescue of three men who had drifted to sea on an ice floe and were cast upon an uninhabited island 10 miles from shore, Feb. 9, 1905.	.....do	June 7, 1905
Thomas Thompson.....	.....do .....	.....do .....	.....do	Do.
Charles White.....	.....do .....	.....do .....	.....do	Do.
John L. Carlberg.....	Master of sloop Irene.	Bravely rescuing ten men of the wrecked steamer Spartan, off the coast of New Jersey, during a severe gale, Sept. 16, 1903.	.....do	June 22, 1905
Carl A. Aspenburg.....	Sloop Irene.....	.....do .....	.....do	Do.
Charles J. Sheridan	Patrolman, New York police.	Rescued, by jumping from a wharf at the foot of Bloomdale street, New York City, Oct. 4, 1902, a boy in the act of drowning and swam with him to a pier.	.....do	July 7, 1905
Alfred Sorensen.....	Master of steamer Clara Clarita.	Bravely rescuing 17 men of the wrecked steamer Astral off the Maine coast during a severe storm, on Dec. 15, 1902.	.....do	Do.
H. H. Kittel.....	Coxswain, U. S. Navy.	Bravely swimming to the rescue of a shipmate who had been thrown overboard from the U. S. S. Kearsarge off Newport News, Va., on May 9, 1905.	.....do	Oct. 5, 1905

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
August Mollen	Little Chute, Wisconsin.	Heroically rescuing a companion from drowning in the Fox River, Wisconsin, on July 18, 1905.	Silver medal..	Oct. 11, 1905
Lewis Roy Crawford ..	Philadelphia, Pa.	Gallantly effecting the rescue of 9 boys, who had capsized in a sailboat in the Delaware River, on July 4, 1900.	.....do	Do.
Charles E. Fife	Cleveland, Ohio ..	Heroic services in rescuing a boy from drowning in Lake Erie, on Aug. 4, 1903.	.....do	Do.
James Murray	Metropolitan police, New York.	Rescuing a man from drowning in Gowanus Canal, New York, on Feb. 8, 1905, under circumstances of great personal hazard.	.....do	Do.
John Coulon	Chicago, Ill	Rescued, with great skill and heroism, a boy who had fallen into the East River, New York, on July 6, 1905.	.....do	Do.
William Heinemann ..	Keeper of lighthouse station.	Rescuing from drowning on July 4, 1905, by prompt action, superior skill, and with considerable risk, 34 persons from the capsized schooner Gertie Rhodes.	.....do	Oct. 24, 1905
John Russell	Department of Docks and Ferries, New York.	Heroic services in rescuing persons in danger of drowning in the East River, New York, on June 14, 1902, Feb. 4, 1904, and Apr. 8, 1904.	.....do	Nov. 11, 1905
Emile M. Wagner	Seaman, U. S. Navy.	Bravely swimming to the rescue of a shipmate who had fallen into the sea from the U. S. battleship Alabama, on Sept. 27 1905.	.....do	Dec. 11, 1905
Henry J. Schiller.....	Lakeside, Ohio...	Rescuing a boy from drowning in Lake Erie, on Aug. 30, 1905.	.....do	Dec. 15, 1905
John J. Sweeney	New York, N. Y. ..	Bravely saving 3 men and 2 girls from drowning in the East River, New York, on Apr. 19, 1903, July 16, 1904, Nov. 12, 1904, and Oct. 13, 1905.	.....do	Feb. 27, 1906
Patrick J. Lynch	Fireman, New York City.	Bravely rescuing from fire and flood a score of passengers from the ill-fated excursion steamer General Slocum, on June 15, 1904.	.....do	Mar. 24, 1906
Michael J. O'Loughlin.	Metropolitan police, New York.	Heroic conduct in leaping into the East River, New York, and saving a man from drowning, on June 5, 1905.	Gold, second service bar.	May 12, 1906

WRECKS AND OTHER CASUALTIES.



WRECKS, COLLISIONS, AND OTHER CASUALTIES AT HOME AND ABROAD.

ABSTRACT OF RETURNS OF WRECKS AND OTHER 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, 1906.

REMARKS EXPLANATORY OF THE WRECK STATISTICS FOR THE YEAR 1905-1906.

The following is the thirty-third annual statement of wrecks and casualties 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.

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 Lake Superior, Michigan, Huron, St. Clair, Erie, and 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 and in foreign waters.

The disasters embraced in the foregoing divisions are classified as follows:

1. *Foundering*s.—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*s.—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:

Fire, irrespective of results; scuttling or any intentional damage to vessels; 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 vessels' equipments; capsizing, when vessels 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, 1905.

Since the publication of the annual statement for the fiscal year ending June 30, 1905, information has been received of the occurrence of disasters during the year to 77 American vessels, on one of which 2 lives were lost; also the loss of 26 lives on 26 vessels suffering no other casualty.

Disasters to vessels, and divisions in which they occurred.

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Foundering s:						
Vessels.....			1	5	1	7
Tonnage.....			403	242	6	651
Crews.....			10	22	7	39
Stranding s:						
Vessels.....	9		1	5	3	18
Tonnage.....	659		755	1,868	8,053	11,335
Passengers.....				79		79
Crews.....	42		13	103	89	247
Collisions :						
Vessels.....	6	2	5			13
Tonnage.....	3,024	2,849	11,554			17,427
Passengers.....			7			7
Crews.....	50	42	100			192
Other causes :						
Vessels.....	5	3	3	20	8	39
Tonnage.....	220	466	7,611	4,407	14,715	27,419
Passengers.....		200		29	79	308
Crews.....	20	18	70	253	234	595
Lives lost.....					2	2

Disasters to vessels, and divisions in which they occurred—Continued.

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Totals:						
Vessels.....	20	5	10	30	12	77
Tonnage.....	3,903	3,315	20,323	6,517	22,774	56,832
Passengers.....		200	7	108	79	394
Crews.....	112	60	193	378	330	1,073
Lives lost.....					2	2
Vessels totally lost:						
Vessels.....	11	1	1	9	3	25
Tonnage.....	1,005	18	403	655	19	2,100
Passengers.....				2		2
Crews.....	30		10	27	4	71
Vessels damaged:						
Vessels.....	9	4	9	21	9	52
Tonnage.....	2,898	3,297	19,920	5,862	22,755	54,732
Passengers.....		200	7	106	79	392
Crews.....	82	60	183	351	326	1,002
Lives lost.....					2	2
Vessels not damaged:						
Vessels.....	1	1	1	22	1	26
Tonnage.....	74	810	192	7,802	2,207	11,085
Passengers.....				612		612
Crews.....	16	52	9	537	23	637
Lives lost.....	1	1	1	22	1	26
Aggregate:						
Vessels.....	21	6	11	52	13	103
Tonnage.....	3,977	4,125	20,515	14,319	24,981	67,917
Passengers.....		200	7	720	79	1,006
Crews.....	128	112	202	915	353	1,710
Lives lost.....	1	1	1	22	3	28

Of the lives lost, reported above, 2 were lost from the schooner *Surf Duck*, which sailed from the mouth of Hoh River, Washington, on January 12, 1905, since which time she has not been heard from; 1, belonging to the steamer *Charles Macalester*, of Washington, District of Columbia, was killed by falling from the saloon deck into lower hold, striking between air pump and crank pit; 7 fell overboard; 2 fell overboard while intoxicated; 1 fell overboard while wrestling; 1 fell overboard while standing on ladder scrubbing deck-room bulkhead; 1 fell overboard while walking on stage plank; 1 fell overboard from top deck while sitting on railing; 1 fell overboard while wheeling coal; 1 was washed overboard by heavy sea; 1 rolled overboard while asleep; 2 were lost by capsizing of yawls; 1 stepped into open space between barges and fell overboard; 4 were lost overboard; 1 was lost from yawl which was washed under a fleet of barges; and 1 was lost from a small boat which collided with steamer.

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, 1905.

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
FOUNDERINGS.						
Number of vessels	44	2	7	17	10	80
Tonnage of vessels totally lost	5,173	10	2,328	3,340	3,408	14,259
Tonnage of vessels damaged	3,972	1,057	151	358	-----	5,538
Value of vessels .....dollars.	358,975	100,700	137,300	345,240	107,400	1,049,615
Value of cargoes .....do.	144,695	50,350	12,845	15,160	19,700	242,750
Loss to vessels .....do.	118,070	20,700	77,800	287,840	107,400	611,810
Loss to cargoes .....do.	69,885	50,350	12,845	15,085	19,700	167,865
Insurance on vessels .....do.	142,100	70,000	54,500	263,500	48,300	578,400
Insurance on cargoes .....do.	77,305	-----	5,500	-----	6,700	89,505
Laden	32	2	5	3	8	50
Ballast	12	-----	2	14	2	30
Wrecks involving total loss	30	1	6	12	10	59
Casualties involving partial and unknown damage	14	1	1	5	-----	21
Number of passengers	9	-----	-----	-----	-----	9
Number in crews	164	64	56	134	73	491
Total on board	173	64	56	134	73	500
Number of lives lost	20	-----	1	10	17	48
STRANDINGS.						
Number of vessels	188	34	71	13	31	337
Tonnage of vessels totally lost	33,851	4,341	9,227	1,915	8,160	57,494
Tonnage of vessels damaged	51,647	8,405	124,743	8,838	32,345	225,978
Value of vessels .....dollars.	4,422,680	916,950	6,065,000	821,600	3,760,300	16,586,530
Value of cargoes .....do.	2,022,390	126,090	981,595	160,915	343,965	3,634,955
Loss to vessels .....do.	1,760,565	283,870	606,620	190,500	778,900	3,620,455
Loss to cargoes .....do.	808,490	39,075	68,715	66,620	168,225	1,151,125
Insurance on vessels .....do.	2,060,025	471,700	2,948,600	494,640	1,558,775	7,533,740
Insurance on cargoes .....do.	177,115	61,950	397,765	70,000	28,700	735,530
Laden	128	22	57	8	23	238
Ballast	60	12	14	5	7	98
Unknown whether laden or not	-----	-----	-----	-----	-----	1
Wrecks involving total loss	100	18	16	4	20	158
Casualties involving partial and unknown damage	88	16	55	9	11	179
Number of passengers	934	145	29	125	99	1,332
Number in crews	1,616	416	1,148	266	671	4,117
Total on board	2,550	561	1,177	391	770	5,449
Number of lives lost	37	-----	-----	-----	8	45
COLLISIONS.						
Number of vessels	207	46	103	45	18	419
Tonnage of vessels totally lost	6,027	584	8,053	53	479	15,196
Tonnage of vessels damaged	152,823	44,286	225,110	20,889	30,126	473,234
Value of vessels .....dollars.	12,985,650	3,334,080	13,174,700	1,826,510	839,335	32,160,275
Value of cargoes .....do.	1,688,395	1,124,135	1,251,340	377,890	30,285	4,472,045
Loss to vessels .....do.	453,865	170,355	693,590	39,715	61,000	1,418,525
Loss to cargoes .....do.	177,185	5,720	36,375	250	12,985	232,515
Insurance on vessels .....do.	6,312,300	1,768,505	7,178,550	979,245	410,510	16,649,110
Insurance on cargoes .....do.	1,561,410	312,000	259,400	35,415	3,985	2,172,210
Laden	83	25	69	18	9	204
Ballast	96	17	25	21	4	163
Unknown whether laden or not	28	4	9	6	5	52
Wrecks involving total loss	12	2	6	2	3	25
Casualties involving partial and unknown damage	195	44	97	43	15	394
Number of passengers	5,130	1,242	1,880	484	72	8,808
Number in crews	2,604	833	1,814	495	259	6,005
Total on board	7,734	2,075	3,694	979	331	14,813
Number of lives lost	11	-----	4	-----	1	16
OTHER CAUSES.						
Number of vessels	111	35	96	94	114	450
Tonnage of vessels totally lost	3,915	1,807	8,388	8,165	11,812	34,087
Tonnage of vessels damaged	62,621	18,643	119,335	26,398	151,725	378,722
Value of vessels .....dollars.	6,617,065	1,808,050	8,611,500	2,187,700	11,189,900	30,414,215
Value of cargoes .....do.	1,080,200	902,250	1,262,400	247,190	4,003,550	7,495,590
Loss to vessels .....do.	927,486	169,370	476,450	551,810	708,340	2,833,450
Loss to cargoes .....do.	163,800	125,400	72,015	85,450	308,805	755,470
Insurance on vessels .....do.	4,007,300	751,800	5,312,450	1,284,365	7,035,370	18,391,285
Insurance on cargoes .....do.	730,900	155,200	596,405	124,800	1,046,765	2,654,070
Laden	47	23	62	27	93	252
Ballast	64	12	34	67	19	196
Unknown whether laden or not	-----	-----	-----	-----	-----	2

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, 1905—Continued.

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
OTHER CAUSES—continued.						
Wrecks involving total loss.....	23	10	19	26	28	106
Casualties involving partial and unknown damage.....	88	25	77	68	86	344
Number of passengers.....	657	1,518	236	394	1,953	4,758
Number in crews.....	1,356	545	1,351	1,622	2,963	7,837
Total on board.....	2,013	2,063	1,587	2,016	4,916	12,595
Number of lives lost.....	18	3	5	10	124	160
RECAPITULATION.						
Number of vessels.....	550	117	277	169	173	1,286
Tonnage of vessels totally lost....	48,966	6,742	27,996	13,473	23,859	121,036
Tonnage of vessels damaged.....	271,063	72,391	469,339	56,483	214,196	1,083,472
Aggregate.....	320,029	79,133	497,335	69,956	238,055	1,204,508
Laden.....	290	72	193	56	133	744
Ballast.....	232	41	75	107	32	487
Unknown whether laden or not....	28	4	9	6	8	55
Wrecks involving total loss.....	165	31	47	44	61	348
Casualties involving partial and unknown damage.....	385	86	230	125	112	938
Number of passengers.....	6,730	2,905	2,145	1,003	2,124	14,907
Number in crews.....	5,740	1,858	4,369	2,517	3,966	18,450
Total on board.....	12,470	4,763	6,514	3,540	6,090	33,357
Number of lives lost ^a	86	3	10	20	150	269
Value of vessels.....dollars..	24,384,370	6,159,780	28,588,500	5,181,050	15,900,535	80,214,235
Value of cargoes.....do.....	4,935,680	2,202,825	3,508,180	801,155	4,397,500	15,845,340
Aggregate.....do.....	29,320,050	8,362,605	32,096,680	5,982,205	20,298,035	96,059,575
Losses to vessels.....do.....	3,259,985	644,295	1,854,460	1,069,865	1,595,640	8,424,245
Losses to cargoes.....do.....	1,219,360	220,545	189,950	167,405	509,715	2,306,975
Aggregate.....do.....	4,479,345	864,840	2,044,410	1,237,270	2,105,355	10,731,220
Insurance on vessels.....do.....	12,521,725	3,062,005	15,494,100	3,021,750	9,052,955	43,152,535
Insurance on cargoes.....do.....	2,546,730	529,150	1,259,070	230,215	1,086,150	5,651,315
Aggregate.....do.....	15,068,455	3,591,155	16,753,170	3,251,965	10,139,105	48,803,850

^a In addition to the number of lives lost here reported, 245 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 512.

COMPARATIVE STATEMENT.

The subjoined table shows, 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 1904-5 and 1905-6, with the percentage of increase or decrease of the latter compared with the former:

	1904-5.	1905-6.	Increase (+). Decrease (-).
Number of vessels involved:			
Atlantic and Gulf coasts.....	530	465	- 12.26
Pacific coast.....	112	134	+ 19.64
Great Lakes.....	267	346	+ 29.58
Rivers.....	139	154	+ 10.79
At sea and in foreign waters.....	161	151	- 6.21
Aggregate.....	1,209	1,250	+ 3.34

	1904-5.	1905-6.	Increase (+). Decrease (-).
Value of vessels and cargoes:			
Atlantic and Gulf coasts.....	\$29,000,570	\$28,558,680	- 1.52
Pacific coast.....	\$7,936,955	\$10,094,090	+ 27.17
Great Lakes.....	\$30,599,465	\$39,684,340	+ 29.69
Rivers.....	\$5,552,190	\$3,246,770	- 41.52
At sea and in foreign waters.....	\$17,881,820	\$20,805,445	+ 16.35
Aggregate.....	\$90,971,000	\$102,389,325	+ 12.55
Losses to vessels and cargoes:			
Atlantic and Gulf coasts.....	\$4,447,180	\$3,034,970	- 31.75
Pacific coast.....	\$862,215	\$2,019,395	+134.21
Great Lakes.....	\$2,015,510	\$4,227,065	+109.72
Rivers.....	\$1,132,465	\$798,875	- 29.45
At sea and in foreign waters.....	\$1,993,925	\$2,122,875	+ 6.47
Aggregate.....	\$10,451,295	\$12,203,180	+ 16.76
Tonnage of vessels involved:			
Atlantic and Gulf coasts.....	316,126	307,358	- 2.77
Pacific coast.....	75,818	107,557	+ 41.86
Great Lakes.....	477,012	664,786	+ 39.36
Rivers.....	63,439	56,701	- 10.62
At sea and in foreign waters.....	215,281	215,304	+ .01
Aggregate.....	1,147,676	1,351,706	+ 17.78
Tonnage of vessels totally lost:			
Atlantic and Gulf coasts.....	47,961	28,650	- 40.26
Pacific coast.....	6,724	12,552	+ 86.67
Great Lakes.....	27,593	71,976	+160.85
Rivers.....	12,818	6,435	- 49.79
At sea and in foreign waters.....	23,840	31,854	+ 33.61
Aggregate.....	118,936	151,467	+ 27.35

On the 30th of June, 1906, the total number of registered, enrolled, and licensed vessels, exclusive of canal boats, belonging to the United States was 24,289, with a total tonnage of 6,594,832. Of this number 1,212 vessels, having a total tonnage of 1,294,344, met with casualties during the year, being 4.99 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, 1906, the number of each class which 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.....	9,500	672	1 to 14.14
Sailing vessels.....	11,618	468	1 to 24.83
Barges.....	3,171	72	1 to 44.04
Total.....	24,289	1,212	1 to 20.04

During the year 405 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 was a little less than one-half that number.

Thirty-seven foreign vessels, having an aggregate tonnage of 55,194, met with disasters in American waters during the year. The nation-

alties, values involved, etc., of these vessels are given in certain of the accompanying tables.

Besides the foreign vessels above reported, one other collided with an American vessel at sea, involving a tonnage of 2,168.

In addition to the lives lost in the disasters to vessels which are embraced in the tables, 225 persons perished by drowning or by accident on board out of crews employed on 201 different vessels. In these cases neither vessels nor cargoes suffered damage, the persons drowned having been lost overboard or having perished by the capsizing of small boats in which they had left their vessels to attend fishing trawls or for other purposes. In some instances lives were lost by falling to the deck from aloft and by being struck by spars, tackling, etc., falling or swinging, owing to the giving way of rigging. These vessels are not included in any of the tables except 64 and 65.

The following exhibit shows the number of persons on board vessels suffering casualties, the number of lives lost, the ratio of those lost to the number on board, and the ratio of lives lost to the number of casualties for the last thirty-one fiscal years:

Fiscal year.	Number of casualties.	Number of persons on board.	Number of lives lost. ^a	Ratio of lives lost to number on board.	Ratio of lives lost to number of casualties.
1875-76.....	1,553	18,134	878	1 to 20.65	1 to 1.77
1876-77.....	1,547	22,307	826	1 to 27.00	1 to 1.87
1877-78.....	1,483	21,531	644	1 to 33.43	1 to 2.30
1878-79.....	1,545	23,353	730	1 to 31.99	1 to 2.12
1879-80.....	1,624	26,491	469	1 to 56.48	1 to 3.46
1880-81.....	1,528	24,286	623	1 to 38.98	1 to 2.45
1881-82.....	1,514	25,712	502	1 to 51.22	1 to 3.02
1882-83.....	1,416	25,197	539	1 to 46.75	1 to 2.63
1883-84.....	1,647	26,561	807	1 to 32.91	1 to 2.04
1884-85.....	1,407	29,584	335	1 to 88.31	1 to 4.20
1885-86.....	1,650	25,680	576	1 to 44.58	1 to 2.86
1886-87.....	1,494	23,992	529	1 to 45.35	1 to 2.82
1887-88.....	1,461	22,717	538	1 to 42.22	1 to 2.72
1888-89.....	1,468	25,097	638	1 to 39.34	1 to 2.30
1889-90.....	1,419	28,331	548	1 to 51.70	1 to 2.59
1890-91.....	1,431	33,734	447	1 to 75.64	1 to 3.20
1891-92.....	1,496	23,924	646	1 to 37.03	1 to 2.32
1892-93.....	1,421	26,059	397	1 to 65.64	1 to 3.58
1893-94.....	1,551	31,687	664	1 to 47.72	1 to 2.33
1894-95.....	1,437	27,233	689	1 to 39.53	1 to 2.09
1895-96.....	1,311	25,454	322	1 to 79.05	1 to 4.07
1896-97.....	1,149	20,712	299	1 to 69.27	1 to 3.84
1897-98.....	1,191	28,562	743	1 to 38.44	1 to 1.60
1898-99.....	1,574	29,940	742	1 to 40.35	1 to 2.12
1899-1900.....	1,234	26,978	252	1 to 107.05	1 to 4.90
1900-1901.....	1,265	32,300	437	1 to 73.91	1 to 2.89
1901-2.....	1,306	29,937	526	1 to 56.10	1 to 2.49
1902-3.....	1,172	28,387	351	1 to 80.87	1 to 3.34
1903-4.....	1,182	38,577	1,454	1 to 23.08	1 to .81
1904-5.....	1,209	31,890	267	1 to 119.43	1 to 4.53
1905-6.....	1,250	30,464	499	1 to 61.05	1 to 2.51

^a This number is exclusive of lives lost where vessels suffered no damage.

The following table is the same as the foregoing, 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. ^a	Ratio of lives lost to number on board.	Ratio of lives lost to number of casualties.
1875-76	1,139	13,487	501	1 to 26.92	1 to 2.27
1876-77	1,023	15,977	278	1 to 57.47	1 to 3.68
1877-78	1,083	16,785	403	1 to 41.65	1 to 2.69
1878-79	1,044	16,245	222	1 to 73.18	1 to 4.70
1879-80	1,265	21,691	170	1 to 127.59	1 to 7.44
1880-81	1,171	19,713	272	1 to 72.47	1 to 4.31
1881-82	1,203	20,495	241	1 to 85.04	1 to 4.99
1882-83	1,090	20,623	328	1 to 62.88	1 to 3.32
1883-84	1,246	20,364	327	1 to 62.28	1 to 3.81
1884-85	1,066	24,302	107	1 to 227.12	1 to 9.96
1885-86	1,269	21,076	266	1 to 79.23	1 to 4.77
1886-87	1,196	20,538	302	1 to 68.00	1 to 3.96
1887-88	1,175	18,635	235	1 to 79.30	1 to 5.00
1888-89	1,158	19,792	253	1 to 78.23	1 to 4.58
1889-90	1,176	25,261	269	1 to 93.91	1 to 4.37
1890-91	1,205	30,181	343	1 to 88.25	1 to 3.51
1891-92	1,231	19,676	197	1 to 99.88	1 to 6.25
1892-93	1,177	21,653	203	1 to 106.67	1 to 5.80
1893-94	1,271	27,152	379	1 to 71.64	1 to 3.35
1894-95	1,150	21,787	197	1 to 110.59	1 to 5.84
1895-96	1,076	21,439	145	1 to 147.86	1 to 7.42
1896-97	943	17,005	120	1 to 141.71	1 to 7.86
1897-98	1,000	24,285	227	1 to 106.98	1 to 4.40
1898-99	1,365	25,323	472	1 to 53.65	1 to 2.89
1899-1900	1,052	21,735	151	1 to 143.94	1 to 6.96
1900-1901	1,077	25,419	274	1 to 92.77	1 to 3.93
1901-2	1,129	25,569	335	1 to 76.32	1 to 3.37
1902-3	1,023	25,459	215	1 to 118.41	1 to 4.76
1903-4	1,016	27,120	1,281	1 to 21.17	1 to .79
1904-5	1,048	26,209	119	1 to 22.04	1 to 8.81
1905-6	1,099	25,711	240	1 to 107.13	1 to 4.58

^a This number is exclusive of lives lost where vessels suffered no damage.

STATISTICAL TABLES FOR THE FISCAL YEAR ENDING JUNE 30, 1906.

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, 1906, showing the number and value of vessels and cargoes and amount of loss to same where known.

Month.	Number and value of vessels.		Vessels, value un-known.	Number and value of cargoes.		Cargoes, value un-known.	Un-known whether laden or not.
	Number.	Amount.		Number.	Amount.		
July.....	35	\$3,225,305	.....	16	\$354,770	.....	.....
August.....	40	1,620,935	.....	24	634,150	.....	2
September.....	30	1,557,780	.....	16	417,600	.....	1
October.....	25	918,800	.....	13	136,240	.....	1
November.....	50	1,965,005	.....	34	821,665	.....	3
December.....	61	2,804,310	.....	31	267,345	.....	5
January.....	43	2,947,775	.....	21	593,095	.....	2
February.....	39	857,725	.....	23	112,470	.....	1
March.....	53	2,617,490	.....	34	2,289,760	.....	2
April.....	31	909,750	.....	16	51,505	.....	2
May.....	18	1,566,125	.....	11	433,250	.....	2
June.....	19	901,750	.....	10	584,080	.....	3
Total.....	444	21,892,750	21	249	6,665,930	7	21

Month.	Loss to vessels.		Vessels totally lost, amount un-known	Vessels damaged, amount un-known. ^a	Loss to cargoes.		Cargoes totally lost, amount un-known.	Cargoes not damaged, or damage un-known.
	Number.	Amount.			Number.	Amount.		
July.....	31	\$84,520	.....	4	7	\$10,170	.....	9
August.....	36	263,405	.....	6	13	29,625	.....	13
September.....	26	50,295	.....	5	7	30,150	.....	10
October.....	23	63,575	.....	2	7	18,300	.....	7
November.....	46	179,065	.....	7	12	25,825	.....	25
December.....	59	361,285	.....	7	15	31,990	.....	22
January.....	40	554,710	.....	3	11	400,975	.....	12
February.....	35	102,170	.....	5	12	17,250	.....	14
March.....	50	318,560	.....	5	26	99,465	.....	10
April.....	30	94,200	.....	3	11	21,645	.....	7
May.....	17	73,810	.....	3	5	5,650	.....	9
June.....	19	128,450	.....	3	7	69,880	.....	6
Total.....	412	2,274,045	.....	53	133	760,925	.....	144

^a 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, 1906, showing the number of vessels totally lost, the number damaged and their tonnage, the number of persons on board, and number of lives lost.

Month.	Disasters resulting in total loss to vessels.	Disasters resulting in partial damage to vessels.	Total or partial loss unknown.	Casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master, etc.	Number of lives lost.
July.....	8	23	.....	4	35	793	22,896	2,528	678	1
August.....	14	22	2	4	42	1,797	26,065	853	348	5
September.....	4	22	1	4	31	458	17,329	301	304	1
October.....	11	12	.....	2	25	934	10,114	197	257	.....
November.....	13	33	3	4	53	2,396	26,362	236	452	4
December.....	18	41	5	2	66	6,161	35,142	751	664	17
January.....	11	29	.....	3	43	5,467	35,437	265	534	17
February.....	14	21	1	4	40	2,323	16,712	81	288	5
March.....	12	38	2	3	55	4,724	40,377	457	567	9
April.....	13	17	2	1	33	1,774	10,019	337	239	8
May.....	3	14	2	1	20	573	18,981	310	266	.....
June.....	8	11	3	.....	22	1,250	19,274	24	225	9
Total.....	129	283	21	32	465	28,650	278,708	6,340	4,912	76

TABLE 3.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1906, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance, where known.

Month.	Vessels reported insured.		Cargoes reported insured.		Total amount of insurance.	Reported not insured.		Unknown whether insured or not.		Vessels in ballast.
	Number.	Amount.	Number.	Amount.		Vessels.	Cargoes.	Vessels.	Cargoes.	
July.....	14	\$1,390,405	7	\$283,290	\$1,673,695	16	3	5	6	19
August.....	17	922,500	9	299,200	1,221,700	21	9	4	8	16
September.....	16	636,830	5	131,050	767,880	8	2	7	10	14
October.....	12	579,300	5	75,715	655,015	8	2	5	7	11
November.....	24	929,975	17	315,205	1,245,180	22	7	7	13	16
December.....	35	1,430,500	14	112,850	1,543,350	21	6	10	17	29
January.....	22	1,920,665	8	181,150	2,101,815	15	5	6	10	20
February.....	18	326,975	15	75,980	402,955	19	5	3	6	14
March.....	28	1,546,595	14	107,860	1,654,455	16	5	11	15	19
April.....	11	217,550	7	13,935	231,485	16	2	6	9	15
May.....	7	776,825	4	26,400	803,225	10	4	3	6	6
June.....	6	366,800	7	301,450	668,250	10	2	6	4	9
Total.....	210	11,044,920	112	1,924,085	12,969,005	182	54	73	111	188

TABLE 4.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1906, 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	3	5	4	2	3	5	3	1	2	30
Stranded.....	9	9	5	6	10	18	16	13	24	11	7	6	134
Collided.....	18	14	14	10	21	24	16	14	14	14	10	8	177
Capsized.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Damage to hull, masts, rigging, etc.....	1	1	1	.....	6	1	1	2	1	.....	1	.....	15
Damage to machinery.....	2	2	2	2	1	2	1	.....	2	1	1	1	17
Explosion of gases.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Fire.....	5	11	5	3	5	7	3	5	3	3	.....	2	52
Ice.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Sprung a leak.....	.....	.....	.....	.....	2	1	.....	1	1	.....	.....	.....	5
Struck bridge, pier, obstruction, wreck, etc.....	.....	2	3	.....	3	7	4	2	2	1	.....	2	26
Miscellaneous.....	.....	.....	.....	1	.....	1	.....	.....	2	.....	.....	.....	4
Total.....	35	42	31	25	53	66	43	40	55	33	20	22	465

TABLE 5.—Abstract of returns of disasters (excluding collisions) to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1906, distinguishing the cause of each disaster.

Class and cause of disaster.	Found- derings.	Strand ings.	Other causes.	Missing vessels.	Total.
Class 1.—Causes connected with the weather:					
Calms, currents, and tides.....		7			7
Darkness.....		4			4
Fog.....		34	1		35
Gales, hurricanes, etc.....	12	41	18		71
Heavy seas.....	3		4		7
Snowstorms.....		7			7
Total of Class 1.....	15	93	23		131
Class 3.—Causes connected with navigation and seamanship:					
Error of officers, masters, and crew.....		13	1		14
Error of pilots.....		1			1
Total of Class 3.....		14	1		15
Class 4.—Causes connected with machinery or boilers:					
Damage to machinery.....			13		13
Class 5.—Other causes:					
Absence of lights or buoys.....		2			2
Explosion of gases.....			3		3
Fire.....			49		49
Ice.....			1		1
Missed stays.....		1			1
Spontaneous combustion.....			2		2
Sprung a leak.....	14	5	1		20
Struck bridge, obstruction, rock, etc.....		7	26		33
Miscellaneous.....	1	10	3		14
Unknown.....		2	2		4
Total of Class 5.....	15	27	87		129
Aggregate.....	30	134	124		288

NOTE.—Class 2 includes disasters arising from causes connected with vessels, equipments, or stowage. No casualties are reported in this class.

TABLE 6.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1906, showing the number of vessels collided and distinguishing the cause of each disaster.

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental.....	2		2	2		2			2	2			12
Bad management.....	1	1			1	1		1					7
Carelessness.....			1				1						2
Error in judgment.....										1			1
Error of pilots.....					2								2
"Fault of other vessel".....	8	4	6	6	7	10		4	5	6	2	2	60
Fault of tug towing.....					4		2	2					8
Fog.....	4	4		2		2	6			2	2		26
High, baffling winds.....						2		2					7
Misunderstanding signals.....	3				2		2		2				6
Snowstorms.....							2	2	2				5
Tides and currents.....		2			1								3
Unavoidable.....			2				2			1			5
Want of proper lights.....			1										1
Miscellaneous.....		1							2				3
Unknown.....		2	2		4	7	1	3	3	2	4	2	30
Total.....	18	14	14	10	21	24	16	14	14	14	10	8	177

TABLE 7.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1906, 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.....	3	6	2	3	5	12	1	4	8	2	2	48
Barks.....	.....	.....	.....	.....	.....	1	.....	.....	2	1	.....	.....	4
Barkentines.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	1	.....	3
Brigs.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Ferryboats.....	3	2	1	.....	2	3	4	1	3	4	2	1	26
Schooners.....	15	12	10	10	29	25	19	23	21	16	6	11	197
Scows.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	2
Ships.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Sloops.....	.....	2	2	1	.....	1	2	.....	1	1	1	1	11
Steamers.....	12	18	15	10	16	24	14	10	18	8	9	7	161
Steam canal boats.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	2
Steam yachts.....	1	1	.....	1	.....	.....	1	.....	.....	.....	1	.....	6
Yachts.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Unknown.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Total.....	35	42	31	25	53	66	43	40	55	33	20	22	465

TABLE 8.—Abstract of returns of disasters to foreign vessels on the Atlantic and Gulf coasts during the year ending June 30, 1906, showing nationality and description and distinguishing those totally lost and those partially damaged.

Nationality and rig.	July.		August.		September.		October.		November.		December.		January.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
British barks.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....
British barkentines.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
British schooners.....	.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....
Norwegian steamers.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	1	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	2	1
Aggregate.....	1	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	2	1

Nationality and rig.	February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
British barks.....	1	1
British barkentines.....	1	1
British schooners.....	1	1	.....	1	.....	.....	.....	.....	.....	2	6
British ships.....	1
British steamers.....	2	.....	.....	.....	.....	.....	.....	.....	.....	3
Danish steamers.....	1	.....	.....	.....	1
German steamers.....	1	.....	.....	1	.....	.....	.....	.....	.....	2
Italian barks.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Italian steamers.....	1	.....	.....	.....	1
Norwegian barks.....	1	.....	.....	.....	.....	.....	.....	.....	1
Norwegian steamers.....	1	.....	.....	1	.....	.....	.....	.....	.....	3
Total.....	2	6	.....	2	.....	2	.....	3	4	17	21
Aggregate.....	8	.....	2	.....	2	.....	3	.....	21	.....	.....

TABLE 9.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1906, showing the tonnage and distinguishing the number of those totally lost and those partially damaged.

Burden of vessels.	July.		August.		September.		October.		November.		December.		January.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
Not exceeding 100 tons.....	6	7	10	8	2	7	9	4	7	10	9	9	4	8
Over 100 and not exceeding 200 tons.....	4	1	2	1	3	3	1	3	3	2	5	2	1	1
Over 200 and not exceeding 300 tons.....	1	4	1	2	1	3	1	1	1	4	3	1	3	3
Over 300 and not exceeding 500 tons.....	1	1	1	3	1	6	1	2	9	2	8	1	3	3
Over 500 and not exceeding 700 tons.....	3	2	2	2	2	2	2	2	2	1	3	1	1	4
Over 700 and not exceeding 1,000 tons.....	2	1	1	1	1	1	1	1	2	2	3	1	4	1
Over 1,000 and not exceeding 1,500 tons.....	2	5	3	3	1	1	1	4	2	9	1	4	2	2
Over 1,500 and not exceeding 2,000 tons.....	1	1	2	2	2	2	2	4	1	1	1	3	1	1
Over 2,000 and not exceeding 2,500 tons.....	1	1	1	1	1	1	2	4	1	1	1	1	1	3
Over 2,500 and not exceeding 3,000 tons.....	2	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 3,000 and not exceeding 3,500 tons.....	2	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 3,500 and not exceeding 4,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 4,000 and not exceeding 4,500 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 4,500 and not exceeding 5,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 5,000 and not exceeding 6,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 6,000 tons.....	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
Total.....	8	27	14	28	4	27	11	14	13	40	18	48	11	32
Aggregate.....	35		42		31		25		53		66		43	

Burden of vessels.	February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Not exceeding 100 tons.....	9	4	3	11	5	3	2	2	4	2	70	75	145
Over 100 and not exceeding 200 tons.....	2	2	2	3	4	4	3	3	3	3	20	34	54
Over 200 and not exceeding 300 tons.....	1	3	1	7	3	2	2	2	1	1	11	31	42
Over 300 and not exceeding 500 tons.....	1	3	3	1	1	2	2	2	1	1	11	41	52
Over 500 and not exceeding 700 tons.....	3	2	3	3	3	1	1	1	1	8	8	25	33
Over 700 and not exceeding 1,000 tons.....	1	4	2	2	2	1	1	1	4	2	4	22	26
Over 1,000 and not exceeding 1,500 tons.....	4	7	7	2	2	3	3	1	3	4	3	45	48
Over 1,500 and not exceeding 2,000 tons.....	1	1	4	1	1	1	1	1	1	1	1	15	16
Over 2,000 and not exceeding 2,500 tons.....	1	1	1	1	1	1	1	1	1	1	5	5	5
Over 2,500 and not exceeding 3,000 tons.....	1	1	1	1	1	1	2	3	1	1	17	18	18
Over 3,000 and not exceeding 3,500 tons.....	1	1	1	1	1	1	1	1	1	1	2	2	2
Over 3,500 and not exceeding 4,000 tons.....	1	1	1	1	1	1	1	1	1	1	3	3	3
Over 4,000 and not exceeding 4,500 tons.....	1	1	1	1	1	1	1	1	1	1	6	6	6
Over 4,500 and not exceeding 5,000 tons.....	1	1	1	1	1	1	1	1	1	1	4	4	4
Over 5,000 and not exceeding 6,000 tons.....	1	1	1	1	1	1	1	1	1	1	2	2	2
Over 6,000 tons.....	1	1	1	1	1	1	1	1	1	1	9	9	9
Unknown.....	1	1	1	1	1	1	1	1	1	1	9	9	9
Total.....	14	26	12	43	13	20	3	17	8	14	129	336	465
Aggregate.....	40		55		33		20		22		465		

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, 1906, showing the number of vessels and distinguishing age.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	4	6	2	3	9	11	12	4	14	7	4	3	79
Over 5 and not exceeding 10 years.....	7	4	6	6	5	6	5	7	8	3	2	2	61
Over 10 and not exceeding 15 years.....	4	9	8	2	6	6	4	3	8	3	3	3	56
Over 15 and not exceeding 20 years.....	1	6	2	2	3	9	3	4	5	3	1	3	40
Over 20 and not exceeding 25 years.....	9	4	8	1	8	9	12	4	7	3	4	1	70
Over 25 and not exceeding 30 years.....	3	3	1	3	3	6	2	3	2	3	3	2	33
Over 30 and not exceeding 35 years.....	4	4	4	3	9	12	1	5	6	3	5	4	60
Over 35 and not exceeding 40 years.....	1	2	1	2	3	3	2	2	2	2	1	2	23
Over 40 and not exceeding 45 years.....	2	1	1	1	3	1	2	5	2	3	3	1	13
Over 45 and not exceeding 50 years.....	2	1	1	2	2	2	2	2	2	3	3	1	10
Over 50 years.....	2	2	2	2	2	2	2	2	2	3	3	1	10
Unknown.....	1	1	1	1	3	3	3	1	1	1	1	1	10
Total.....	35	42	31	25	53	66	43	40	55	33	20	22	465

TABLE 11.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1906, showing the number of vessels and distinguishing their cargoes.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	19	16	14	11	16	29	20	14	19	15	6	9	188
Cement, plaster, sand, etc.....	1	2	1	1	2	1	1	2	2	1	1	1	8
Chemicals.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Coal.....	6	5	4	13	7	4	10	7	3	1	3	3	63
Fertilizers.....	1	1	1	2	2	2	1	5	1	1	1	1	12
Fish, oysters, etc.....	2	1	1	1	1	1	2	1	1	2	2	1	15
Fruit, coffee, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Ice.....	1	1	1	1	1	1	1	1	1	1	1	1	3
Iron, iron ore, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	3
Lead.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Lime.....	1	1	1	1	1	1	1	1	1	1	1	1	5
Lumber.....	5	3	3	2	7	10	5	6	7	2	4	2	54
Machinery.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Merchandise, general.....	3	2	1	2	2	2	2	1	1	1	1	2	19
Naval stores.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Petroleum.....	1	2	1	1	2	1	2	2	2	1	1	1	8
Provisions.....	1	1	1	1	1	1	1	1	1	1	1	1	5
Railroad iron.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Salt.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Stone, brick, etc.....	1	1	1	1	1	1	1	1	1	2	2	1	12
Sugar.....	1	1	1	1	1	1	1	1	1	1	1	1	3
Wood.....	1	1	1	2	1	1	1	1	1	1	1	1	3
Miscellaneous.....	3	6	3	1	4	4	2	5	2	1	1	1	33
Unknown.....	2	1	1	3	5	5	1	2	2	2	2	3	21
Total.....	35	42	31	25	53	66	43	40	55	33	20	22	465

TABLE 12.—Summary Atlantic and Gulf coasts.

Nature of casualties.	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. ^a	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Strandings.....	134	12,693	57,083	69,776	91	43	.....	55	79	589	1,144	1,733	26
Collisions.....	177	4,420	157,225	161,645	84	72	21	16	161	4,088	2,298	6,386	5
Other causes.....	124	5,319	62,367	67,686	58	66	.....	41	83	1,663	1,362	3,025	17
Total.....	465	28,650	278,708	307,358	256	188	21	129	336	6,340	4,912	11,252	76

^a 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, 1906, showing the number and value of vessels and cargoes and amount of loss to same where known.

Month.	Number and value of vessels.		Vessels, value unknown.	Number and value of cargoes.		Cargoes, value unknown.	Unknown whether laden or not.
	Number.	Amount.		Number.	Amount.		
July.....	6	\$850,000	.....	4	\$154,720	.....	.....
August.....	8	356,500	.....	4	51,615	1	.....
September.....	25	1,309,800	.....	17	623,850	1	.....
October.....	16	1,133,430	.....	10	441,350	.....	.....
November.....	17	508,125	2	13	103,885	.....	2
December.....	10	720,500	.....	7	43,500	1	.....
January.....	10	679,000	1	5	42,800	.....	1
February.....	5	895,000	.....	3	54,000	.....	.....
March.....	13	629,015	1	8	220,500	1	1
April.....	6	672,500	.....	2	16,000	.....	.....
May.....	6	178,000	.....	1	10,000	.....	.....
June.....	8	330,000	.....	5	70,000	.....	.....
Total.....	130	8,261,870	4	79	1,832,220	4	4

Month.	Loss of vessel.		Vessels totally lost, amount unknown.	Vessels damaged, amount unknown. ^a	Loss to cargoes.		Cargoes totally lost, amount unknown.	Cargoes not damaged, or damaged, amount unknown.
	Number.	Amount.			Number.	Amount.		
July.....	6	\$554,300	.....	.....	3	\$66,500	.....	1
August.....	7	48,400	.....	.....	3	11,615	.....	2
September.....	23	140,220	.....	.....	7	77,975	1	10
October.....	15	351,130	.....	.....	3	182,850	.....	7
November.....	16	64,755	.....	.....	3	8,100	.....	10
December.....	9	33,270	.....	.....	1	3,050	.....	5
January.....	10	61,495	.....	.....	2	6,365	.....	4
February.....	5	8,180	.....	.....	2	8,000	.....	1
March.....	12	30,365	.....	.....	2	2,025	.....	8
April.....	5	185,300	.....	.....	1	.....	.....	2
May.....	6	40,350	.....	.....	.....	.....	.....	1
June.....	8	114,150	.....	.....	2	21,000	.....	3
Total.....	122	1,631,915	.....	12	32	387,480	1	54

^a 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, 1906, 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.	Disasters resulting in total loss to vessels.	Disasters resulting in partial damage to vessels.	Total or partial loss unknown.	Casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master, etc.	Number of lives lost.
July.....	2	4			6	2,515	4,883	188	190	
August.....	3	4		1	8	2,419	3,856	1	125	1
September.....	4	19		2	25	976	14,929	371	457	
October.....	6	9		1	16	3,142	9,901	698	359	3
November.....	4	12	2	1	19	762	9,043	88	239	3
December.....	1	8		1	10	20	8,414	310	252	1
January.....	1	9	1		11	409	9,210	553	201	
February.....		5			5		12,623	14	122	
March.....	2	10	1	1	14	223	10,203		188	1
April.....	1	4		1	6	235	7,481	200	139	
May.....	2	4			6	558	1,558	78	70	
June.....	3	5			8	1,233	2,904	32	120	5
Total.....	29	93	4	8	134	12,552	95,005	2,533	2,462	14

TABLE 15.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1906, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance, where known.

Months.	Vessels reported insured.		Cargoes reported insured.		Total amount of insurance.	Reported not insured.		Unknown whether insured or not.		Vessels in ballast.
	Number.	Amount.	Number.	Amount.		Vessels.	Cargoes.	Vessels.	Cargoes.	
July.....	3	\$264,000	2	\$124,470	\$388,470	1		2	2	2
August.....	3	245,000			245,000	3	1	2	4	3
September.....	11	543,500	3	251,000	794,500	11	7	3	8	7
October.....	9	559,175	3	223,370	782,545	6	2	1	5	6
November.....	6	215,000	3	14,785	229,785	10	6	3	6	4
December.....	5	388,000	2	5,300	393,300	4	3	1	3	2
January.....	6	280,200	1	13,000	293,200	3	2	2	3	5
February.....	1	750,000	1	50,000	800,000	1	1	3	1	2
March.....	3	85,000			85,000	5	5	6	5	4
April.....	3	330,400	1	1,000	331,400	3			1	4
May.....	3	8,200			8,200	3			1	5
June.....	4	110,000	1	1,000	111,000	3	1	1	3	3
Total.....	57	3,778,475	17	683,925	4,462,400	53	28	24	42	47

TABLE 16.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1906, distinguishing the nature of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
	Foundered.....												1
Stranded.....	5	3	9	8	8	3	2	1	4	1		6	52
Collided.....		3	12	6	8	2	6	2	9	2			52
Abandoned.....							1						1
Bursting of steam pipes.....									1				1
Damage to hull, masts, rigging, etc.....		1				1				2			4
Damage to machinery.....				1		3	2	1		1			9
Fire.....			1		2	1		1				1	7
Ice.....		1	1	1	1	1							4
Sprung a leak.....			1										1
Struck wharf, obstruction, etc.....	1		1										2
Total.....	6	8	25	16	19	10	11	5	14	6	6	8	134

TABLE 17.—Abstract of returns of disasters (excluding collisions) to vessels on the Pacific coast during the year ending June 30, 1906, distinguishing the cause of each disaster.

Class and cause of disaster.	Found- derings.	Strand- ings.	Other causes.	Missing vessels.	Total.
Class 1.—Causes connected with the weather:					
Calms, currents, and tides.....		9			9
Darkness.....		1			1
Fog.....		13			13
Gales, hurricanes, etc.....		14			14
Heavy seas.....		5	1		6
Snowstorms.....		3			3
Total of class 1.....		45	1		46
Class 3.—Causes connected with navigation and seamanship:					
Error of officers.....		1			1
Class 4.—Causes connected with machinery or boilers:					
Bursting of steam pipes.....			1		1
Damage to machinery.....			7		7
Total of class 4.....			8		8
Class 5.—Other causes:					
Absence of lights or buoys.....		1			1
Earthquake.....			2		2
Fire.....			6		6
Ice.....			4		4
Spontaneous combustion.....			1		1
Sprung a leak.....	1		1		2
Struck rock, wharf, etc.....		1	4		5
Waterlogged.....			1		1
Miscellaneous.....		4	1		5
Total of class 5.....	1	6	20		27
Aggregate.....	1	52	29		82

NOTE.—Class 2 includes disasters arising from causes connected with vessels, equipments, or stowage. No casualties are reported in this class.

TABLE 18.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1906, showing the number of vessels collided and distinguishing the cause of each disaster.

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental.....			2	2					4				8
Bad management.....		1											1
Darkness.....							2						4
"Fault of other vessel".....			2		3				1	2			8
Fault of tug towing.....				2									2
Fog.....				2	4	2	2						10
Heavy seas.....									1				1
Misunderstanding signals.....			2										2
Tides, currents, etc.....		2	5						2				9
Unavoidable.....							2	2					4
Unknown.....			1		1				1				3
Total.....		3	12	6	8	2	6	2	9	2	2		52

TABLE 19.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1906, 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			1	2				1	2
Barks.....		1	2		1							1	5
Barkentines.....			2	3	1	3	1	1	4	2	1	2	33
Schooners.....	1	2	6										9
Ships.....	1	1	1		1		1						5
Sloops.....					1								1
Steamers.....	4	3	15	11	10	7	8	2	10	4	3	4	81
Total.....	6	8	25	16	19	10	11	5	14	6	6	8	134

TABLE 20.—Abstract of returns of disasters to foreign vessels on the Pacific coast during the year ending June 30, 1906, showing nationality and description, and distinguishing those totally lost and those partially damaged.

Nationality and rig.	July.		November.		February.		March.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
British barks.....						1			1		1
British ships.....				1					1		1
German barks.....						1			1		1
Norwegian steamers.....	1							1	1	1	2
Total.....	1		1		2		1	1	4		5
Aggregate.....	1		1		2		1	1	5		

TABLE 21.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1906, showing the tonnage and distinguishing the number of those totally lost and those partially damaged.

Burden of vessel.	July.		August.		September.		October.		November.		December.		January.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
Not exceeding 100 tons.....	1	1	2	1	4	2		1	4	1	1			
Over 100 and not exceeding 200 tons.....			1	1	1	1	1	2	2					1
Over 200 and not exceeding 300 tons.....				1	2	1	1	1				1		1
Over 300 and not exceeding 500 tons.....			1	1	6	1	2	1	3			2	1	3
Over 500 and not exceeding 700 tons.....					2		2		2			2		1
Over 700 and not exceeding 1,000 tons.....	1	1			2			1	1					3
Over 1,000 and not exceeding 1,500 tons.....		1	1	1	3		1		1		2			
Over 1,500 and not exceeding 2,000 tons.....		1					2							
Over 2,000 and not exceeding 2,500 tons.....	1		1		1	1			2					1
Over 2,500 and not exceeding 3,000 tons.....		1									1			
Over 3,000 and not exceeding 3,500 tons.....					1		1							
Over 3,500 and not exceeding 4,000 tons.....														
Over 4,000 and not exceeding 4,500 tons.....														
Over 4,500 and not exceeding 5,000 tons.....														
Over 5,000 and not exceeding 6,000 tons.....														
Over 6,000 tons.....														
Unknown.....														
Total.....	2	4	3	5	4	21	6	10	4	15	1	9	1	10
Aggregate.....	6		8		25		16		19		10		11	

TABLE 21.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1906, etc.—Continued.

Burden of vessel.	February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Not exceeding 100 tons.....			1		1	1			1	1	9	14	23
Over 100 and not exceeding 200 tons.....				2			1				5	7	12
Over 200 and not exceeding 300 tons.....			1		1						4	5	9
Over 300 and not exceeding 500 tons.....	1						1		2		6	6	30
Over 500 and not exceeding 700 tons.....				5			1		1	1	1	16	17
Over 700 and not exceeding 1,000 tons.....		2		1		2					1	9	10
Over 1,000 and not exceeding 1,500 tons.....									1		1	12	13
Over 1,500 and not exceeding 2,000 tons.....	1											4	4
Over 2,000 and not exceeding 2,500 tons.....									2		2	5	7
Over 2,500 and not exceeding 3,000 tons.....				2		2					5	5	5
Over 3,000 and not exceeding 3,500 tons.....											3	3	3
Over 3,500 and not exceeding 4,000 tons.....													
Over 4,000 and not exceeding 4,500 tons.....													
Over 4,500 and not exceeding 5,000 tons.....													
Over 5,000 and not exceeding 6,000 tons.....												1	1
Over 6,000 tons.....		1											
Unknown.....													
Total.....	5	2	12	1	5	2	4	3	5	29	105		134
Aggregate.....	5		14		6		6		8		134		

NOTE.—In the columns of "Partial loss" in this table are included the casualities 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, 1906, showing the number of vessels and distinguishing age.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	2	2	5	6	1	5	2	1	5	1	1	2	33
Over 5 and not exceeding 10 years.....	1	2	4	2		3	4	1	3	1	2	2	34
Over 10 and not exceeding 15 years.....			6		9		1				1		13
Over 15 and not exceeding 20 years.....			2	1				1	5		1	1	13
Over 20 and not exceeding 25 years.....	1	1	4	3		2	3	1	1	2		1	21
Over 25 and not exceeding 30 years.....		2	1	1	2								7
Over 30 and not exceeding 35 years.....	2	1								1	1		5
Over 35 and not exceeding 40 years.....			2	1				1					4
Over 40 and not exceeding 45 years.....			1	2									3
Over 45 and not exceeding 50 years.....					1								1
Over 50 years.....													
Unknown.....													
Total.....	6	8	25	16	19	10	11	5	14	6	6	8	134

TABLE 23.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1906, showing the number of vessels and distinguishing their cargoes.

Cargo.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	2	3	7	6	4	2	5	2	4	4	5	3	47
Coal.....	1	1											2
Fish.....	1		2	1	1	1							6
Grain.....			2										2
Gold ore.....					1	1							2
Lime.....			1										1
Lumber.....			6	2									27
Merchandise, general.....	1	3	4	6	6	4	3	1	6			3	27
Provisions.....		1	1				1						3
Sugar.....					1				1				2
Stone, etc.....									1				1
Wood.....	1								1				1
Miscellaneous.....			2	1	2	1	1			2	1		10
Unknown.....					2	1	1		1				4
Total.....	6	8	25	16	19	10	11	5	14	6	6	8	134

TABLE 24.—Summary—Pacific coast.

Nature of casualties.	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. ^a	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering.....	1		240	240	1				1		1	1	
Strandings.....	52	10,969	21,972	32,941	37	15		24	28	602	1,004	1,666	8
Collisions.....	52	43,163	43,163	43,163	28	20	4		52	716	865	1,581	1
Other causes.....	29	1,583	29,630	31,213	17	12		5	24	1,155	592	1,747	5
Total.....	134	12,552	95,005	107,557	83	47	4	29	105	2,533	2,462	4,995	14

^a 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, 1906, showing the number and value of vessels and cargoes and amount of loss to same where known.

Months.	Number and value of vessels.		Vessels, value unknown.	Number and value of cargoes.		Cargoes, value unknown.	Unknown whether laden or not.
	Number.	Amount.		Number.	Amount.		
July.....	18	\$1,217,910	2	7	\$86,600		2
August.....	22	1,352,525	1	12	196,955	2	1
September.....	37	4,188,050	1	28	813,510	1	1
October.....	55	3,789,100	1	31	469,680	2	1
November.....	74	8,286,800	4	49	805,515		4
December.....	16	1,982,500		10	347,605	1	
January.....	5	236,000					
February.....	3	366,500		3	21,000		
March.....	1	150,000		1	6,000		
April.....	25	4,869,000		20	1,215,405	2	1
May.....	40	4,211,000	4	26	462,770	1	4
June.....	33	4,187,000	3	25	422,915	1	4
Total.....	329	34,836,385	17	212	4,847,955	10	18

TABLE 25.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1906, etc.—Continued.

Months.	Loss to vessels.		Vessels totally lost, amount unknown.	Vessels damaged, amount unknown. ^a	Loss to cargoes.		Cargoes totally lost, amount unknown.	Cargoes not damaged, or damaged, amount unknown.
	Number.	Amount.			Number.	Amount.		
July.....	16	\$103,510		4				9
August.....	21	57,250		2	6	\$11,615		9
September.....	35	523,000		3	10	97,105		20
October.....	51	362,050		5	18	107,355		16
November.....	71	1,777,125		7	28	201,115		25
December.....	15	48,830		1	6	28,775		5
January.....	5	15,400						
February.....	3	5,000			2	1,000		1
March.....	1	150,000			1	6,000		
April.....	24	183,250		2	3	6,000		20
May.....	38	197,630		6	9	25,255		22
June.....	31	310,050		5	4	9,750		26
Total.....	311	3,733,095		35	87	493,970		153

^aIn this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 26.

TABLE 26.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1906, 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.	Disasters resulting in total loss to vessels.	Disasters resulting in partial damage to vessels.	Total or partial loss unknown.	Casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master, etc.	Number of lives lost.
July.....	4	12	2	2	20	2,205	28,073		236	
August.....	4	17	1	1	23	1,118	26,772	223	318	
September.....	10	25	1	2	38	13,467	73,797	27	595	42
October.....	25	26	1	4	56	14,666	58,662	125	645	32
November.....	21	50	5	2	78	29,984	125,961	191	1,314	32
December.....	1	14		1	16	131	24,043	2	281	1
January.....	1	4			5	66	2,713	4	69	
February.....	1	2			3	21	2,367		48	
March.....	1				1	1,129			75	1
April.....		24	1	1	26		88,646	47	508	
May.....	4	34	4	2	44	5,328	81,753	16	570	8
June.....	3	28	3	2	36	3,861	80,023	104	675	
Total.....	75	236	18	17	346	71,976	592,810	739	5,334	116

TABLE 27.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1906, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance, where known.

Month.	Vessels reported insured.		Cargoes reported insured.		Total amount of insurance.	Reported not insured.		Unknown whether insured or not.		Vessels in ballast.
	Number.	Amount.	Number.	Amount.		Vessels.	Cargoes.	Vessels.	Cargoes.	
July.....	9	\$581,900	3	\$55,300	\$637,200	7	1	4	5	11
August.....	16	1,015,875	5	34,635	1,050,510	4	2	3	8	8
September.....	19	2,459,500	13	115,455	2,574,955	15	5	4	12	8
October.....	22	2,722,400	12	146,825	2,869,225	28	8	6	14	22
November.....	36	5,730,250	18	332,655	6,062,905	30	18	12	17	25
December.....	6	993,000	4	313,385	1,306,385	7	4	3	3	5
January.....	3	20,000	—	—	20,000	2	—	—	—	5
February.....	1	356,000	1	20,000	376,000	2	2	—	—	—
March.....	1	125,000	—	—	125,000	—	—	—	—	—
April.....	15	3,580,000	9	488,005	4,068,005	5	2	6	1	3
May.....	21	2,815,750	8	107,230	2,922,980	16	7	7	16	13
June.....	15	2,435,950	12	161,655	2,597,605	14	5	7	13	6
Total.....	164	22,835,625	85	1,775,145	24,610,770	130	54	52	101	106

TABLE 28.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1906, distinguishing the nature of each casualty.

Nature of casualty.	Month.												Total.
	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	
Foundered.....	1	2	4	5	2	—	—	—	—	—	6	1	21
Stranded.....	1	5	10	27	40	6	—	2	—	10	6	9	116
Collided.....	12	4	8	14	12	4	2	—	—	10	23	21	110
Bursting of steam pipes.....	—	—	—	—	—	—	—	—	—	—	—	—	1
Capsized.....	—	—	—	1	1	—	—	—	—	—	—	—	2
Damage to hull, masts, rigging, etc.....	—	4	6	3	11	1	—	—	—	—	1	1	27
Damage to machinery.....	1	—	—	1	2	2	—	—	—	—	2	—	8
Explosion.....	—	—	—	—	—	—	—	—	—	—	1	—	1
Fire.....	5	4	4	2	4	3	3	—	1	1	2	—	29
Ice.....	—	—	—	—	—	—	—	—	—	—	—	—	2
Sprung a leak.....	—	1	1	—	—	—	—	—	—	2	—	—	2
Struck bridge, pier, obstruction, wreck, etc.....	—	2	5	3	4	—	—	1	—	3	3	4	25
Miscellaneous.....	—	1	—	—	1	—	—	—	—	—	—	—	2
Total.....	20	23	38	56	78	16	5	3	1	26	44	36	346

TABLE 29.—Abstract of returns of disasters (excluding collisions) to vessels on the Great Lakes during the year ending June 30, 1906, distinguishing the cause of each disaster.

Class and cause of disaster.	Foundering.	Stranding.	Other causes.	Missing vessels.	Total.
Class 1.—Causes connected with the weather:					
Calms, currents, etc.....	—	2	4	—	6
Darkness.....	—	8	—	—	8
Fog.....	—	16	2	—	18
Gales, hurricanes, etc.....	15	50	26	—	91
Heavy seas.....	—	—	7	—	7
Snowstorms.....	—	5	—	—	5
Total of Class 1.....	15	81	39	—	135
Class 3.—Causes connected with navigation and seamanship:					
Defective chart.....	—	1	—	—	1
Error of officers, masters, and crews.....	—	1	—	—	1
Error of pilots.....	—	2	—	—	2
Error in compass.....	—	1	—	—	1
Total of Class 3.....	—	5	—	—	5

TABLE 29.—Abstract of returns of disasters (excluding collisions) to vessels on the Great Lakes during the year ending June 30, 1906, etc.—Continued.

Class and cause of disaster.	Found- derings.	Strand- ings.	Other causes.	Missing vessels.	Total.
Class 4.—Causes connected with machinery or boilers:					
Bursting of steam pipe.....			1		1
Damage to machinery.....			10		10
Total of Class 4.....			11		11
Class 5.—Other causes:					
Absence of lights or buoys.....		2			2
Fire.....			28		28
Ice.....		1	2		3
Explosion.....			1		1
Spontaneous combustion.....			1		1
Sprung a leak.....	6	5			11
Struck pier, rock, etc.....		10	17		27
Water-logged.....		1			1
Miscellaneous.....		8			8
Unknown.....		3			3
Total of Class 5.....	6	30	49		85
Aggregate.....	21	116	99		236

NOTE.—Class 2 includes disasters arising from causes connected with vessels, equipments, or stowage. No casualties are reported in this class.

TABLE 30.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1906, 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.....	4	2	2	2	3					4	2	1	20
Bad management.....	1												1
Currents, etc.....				2						2	2	1	7
Darkness.....											3		3
Error in judgment.....						1							1
Error of officers.....	1										1		2
"Fault of other vessel".....	1		2	4	4	1				2	7	3	24
Fault of tug towing.....	1												2
Fog.....	2						2					10	16
High, baffling winds.....				2									4
Misunderstanding signals.....						2							3
Unavoidable.....		1	4	2	1					2			12
Want of proper lights.....											1		1
Unknown.....	2	1		2	4						3	2	14
Total.....	12	4	8	14	12	4	2			10	23	21	110

TABLE 31.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1906, showing the number of vessels and distinguishing their description.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges.....			2	4	2	1				2	2	1	14
Ferryboats.....								1					1
Schooners.....	4	4	11	24	22	1				2	11	4	83
Steamers.....	14	17	23	28	52	14	5	2	1	22	29	31	238
Steam yachts.....	1	1									1		3
Scows.....	1	1	1		2								5
Yachts.....			1								1		2
Total.....	20	23	38	56	78	16	5	3	1	26	44	36	346

TABLE 32.—Abstract of returns of disasters to foreign vessels on the Great Lakes during the year ending June 30, 1906, showing nationality and description, and distinguishing those totally lost and those partially damaged.

Nationality and rig.	October.		November.		May.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
British schooners.....			1				1		1
British steamers.....	1		1		3		5		5
Total.....	1		2		3		6		6
Aggregate.....	1		2		3		6		

TABLE 33.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1906, showing the tonnage and distinguishing the number of those totally lost and those partially damaged.

Burden of vessels.	July.		August.		September.		October.		November.		December.		January.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
Not exceeding 100 tons.....	3	1	3	1	3	2	6	5	2	4		2	1	
Over 100 and not exceeding 200 tons.....			1	1	1	1	3		1	1	1	1	1	
Over 200 and not exceeding 300 tons.....		3			1	1	2	1	1	1	1	1		2
Over 300 and not exceeding 500 tons.....			3		2	1	3	3	3	4		1		
Over 500 and not exceeding 700 tons.....	1		1	1	1	2	8	3	2	7				
Over 700 and not exceeding 1,000 tons.....			1	2			2	4	1	3		1		1
Over 1,000 and not exceeding 1,500 tons.....	1		2	1	1	1	3	5	4		2			1
Over 1,500 and not exceeding 2,000 tons.....	4		3	2	2	3	3	3	4		1			
Over 2,000 and not exceeding 2,500 tons.....	1	2	1	1	6		3	1	3	3	3			
Over 2,500 and not exceeding 3,000 tons.....				1	2			1	6	1	1			
Over 3,000 and not exceeding 3,500 tons.....				1	1		3		1	1				
Over 3,500 and not exceeding 4,000 tons.....			1	1					4		4		1	
Over 4,000 and not exceeding 4,500 tons.....	2		1		2		1		4		1			
Over 4,500 and not exceeding 5,000 tons.....			1		4		3		5					
Over 5,000 and not exceeding 6,000 tons.....	1				3		1	2	3					
Over 6,000 tons.....							1		1					
Unknown.....	1		1						2					
Total.....	4	16	4	19	10	28	25	31	21	57	1	15	1	4
Aggregate.....	20		23		38		56		78		16		5	

TABLE 33.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1906, etc.—Continued.

Burden of vessels.	February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Not exceeding 100 tons.....	1	1				1	1	7	1	1	21	25	46
Over 100 and not exceeding 200 tons.....						1				4	4	5	9
Over 200 and not exceeding 300 tons.....								2		1	2	14	16
Over 300 and not exceeding 500 tons.....						1		4		3	4	20	24
Over 500 and not exceeding 700 tons.....								2			11	15	26
Over 700 and not exceeding 1,000 tons.....								5		2	4	18	22
Over 1,000 and not exceeding 1,500 tons.....			1			3	1	3	1	3	10	21	31
Over 1,500 and not exceeding 2,000 tons.....						2		2		5	8	25	33
Over 2,000 and not exceeding 2,500 tons.....		1					2	1	1	7	6	27	33
Over 2,500 and not exceeding 3,000 tons.....						2		1			2	12	14
Over 3,000 and not exceeding 3,500 tons.....						2				3	1	9	10
Over 3,500 and not exceeding 4,000 tons.....						4		4				15	15
Over 4,000 and not exceeding 4,500 tons.....						1		2		3		17	17
Over 4,500 and not exceeding 5,000 tons.....						4		5		2		24	24
Over 5,000 and not exceeding 6,000 tons.....						3				1	2	12	14
Over 6,000 tons.....						2		2		2		8	8
Unknown.....												4	4
Total.....	1	2	1			26	4	40	3	33	75	271	346
Aggregate.....	3		1		26		44		36		346		

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 26.

TABLE 34.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1906, showing the number of vessels and distinguishing age.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	5	3	8	7	19	7		1		13	11	9	83
Over 5 and not exceeding 10 years.....	1	1	7	6	11	1				6	8	5	46
Over 10 and not exceeding 15 years.....	1	2	8	7	9	3	3	1	1	2	4	8	49
Over 15 and not exceeding 20 years.....	3	5	7	4	11	1	1			2	12	6	52
Over 20 and not exceeding 25 years.....	7	6	2	7	8	1	1			2	2	3	39
Over 25 and not exceeding 30 years.....		2		3	4	1					2	2	14
Over 30 and not exceeding 35 years.....	1	3	3	14	8	2		1			2	2	36
Over 35 and not exceeding 40 years.....			1	4	6					1	2		14
Over 40 and not exceeding 45 years.....	1		2									1	5
Over 45 and not exceeding 50 years.....				2									2
Over 50 years.....											1		1
Unknown.....	1	1		1	2								5
Total.....	20	23	38	56	78	16	5	3	1	26	44	36	346

TABLE 35.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1906, showing the number of vessels and distinguishing their cargoes.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	11	8	8	22	25	5	5	.....	.....	3	13	6	106
Cement, plaster, etc.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Coal.....	1	1	11	4	16	2	.....	.....	.....	8	5	11	59
Fish.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	1	.....	3
Grain.....	1	1	1	3	3	3	.....	.....	.....	4	1	2	19
Iron, iron ore, etc.....	3	7	13	8	11	3	2	.....	.....	4	11	10	70
Lumber.....	1	2	2	10	9	2	.....	.....	.....	2	3	.....	31
Merchandise, general.....	.....	.....	1	3	3	1	.....	.....	1	1	2	1	14
Provisions.....	.....	1	.....	.....	4	.....	.....	.....	.....	.....	.....	.....	5
Railroad iron.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	1
Salt.....	.....	.....	1	.....	1	.....	.....	.....	.....	.....	1	.....	2
Stone.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Wood.....	.....	.....	.....	4	1	.....	.....	.....	.....	.....	1	.....	6
Miscellaneous.....	.....	2	.....	1	1	.....	.....	.....	.....	2	1	2	9
Unknown.....	2	1	1	1	4	.....	.....	.....	.....	2	4	4	19
Total.....	20	23	38	56	78	16	5	3	1	26	44	36	346

TABLE 36.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1906, 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	3	5	17	9	3	2	.....	.....	4	8	2	56
Lake Huron.....	2	5	2	7	10	2	.....	.....	.....	1	4	10	45
Lake Michigan.....	2	6	10	12	20	4	2	.....	.....	6	6	11	88
Lake Ontario.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	3
Lake Superior.....	.....	4	13	7	26	2	.....	.....	.....	1	6	3	64
Lake St. Clair.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Detroit River.....	.....	5	2	4	1	3	.....	.....	.....	2	2	1	10
St. Clair River.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	2
St. Marys River.....	.....	.....	5	3	.....	.....	.....	.....	.....	.....	.....	.....	19
Straits of Mackinac.....	.....	.....	.....	4	1	.....	.....	.....	.....	2	5	.....	24
Total.....	20	23	38	56	78	16	5	3	1	26	44	36	346

TABLE 37.—Summary, Great Lakes.

Nature of casualties.	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. ^a	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering.....	21	23,294	868	24,162	16	5	.....	18	3	.....	187	187	76
Strandings.....	116	32,863	202,995	235,858	84	32	.....	37	79	48	1,681	1,729	25
Collisions.....	110	1,615	250,289	251,904	58	34	18	3	107	131	1,606	1,737	7
Other causes.....	99	14,204	138,658	152,862	64	35	.....	17	82	560	1,860	2,420	8
Total.....	346	71,976	592,810	664,786	222	106	18	75	271	739	5,334	6,073	116

^a In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 26.

RIVERS.

TABLE 38.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1906, showing the number and value of vessels and cargoes and amount of loss to same where known.

Months.	Number and value of vessels.		Vessels, value unknown.	Number and value of cargoes.		Cargoes, value unknown.	Unknown whether laden or not.
	Number.	Amount.		Number.	Amount.		
July.....	15	\$320,400	1	4	\$61,300	.....	1
August.....	12	195,200	.....	5	12,585	1	.....
September.....	17	275,250	2	7	10,530	1	2
October.....	16	302,180	.....	5	44,955	.....	.....
November.....	11	388,760	1	4	37,700	.....	1
December.....	18	595,350	3	6	30,700	1	3
January.....	11	196,300	1	2	4,050	.....	1
February.....	10	196,000	.....	5	40,100	1	.....
March.....	10	252,500	1	3	11,200	.....	1
April.....	7	69,225	1	3	1,940	.....	1
May.....	10	154,500	1	2	14,545	.....	1
June.....	6	31,300	.....	1	200	1	.....
Total.....	143	2,976,965	11	47	269,805	5	11

Months.	Loss to vessels.		Vessels totally lost, amount unknown.	Vessels damaged, amount unknown. ^a	Loss to cargoes.		Cargoes totally lost, amount unknown.	Cargoes not damaged, or damage unknown.
	Number.	Amount.			Number.	Amount.		
July.....	13	\$29,860	.....	3	4	\$1,475	.....	1
August.....	12	16,800	.....	.....	2	5,005	.....	4
September.....	16	48,100	.....	3	5	1,480	.....	5
October.....	15	184,800	.....	1	2	4,640	.....	3
November.....	11	57,500	.....	1	2	3,400	.....	3
December.....	16	64,825	.....	5	4	4,300	.....	5
January.....	11	105,750	.....	1	.....	.....	.....	4
February.....	10	13,200	.....	.....	3	6,500	.....	3
March.....	10	41,200	.....	1	1	1,000	.....	3
April.....	7	39,625	.....	1	3	1,420	.....	1
May.....	10	128,300	.....	1	1	14,495	.....	2
June.....	6	25,100	.....	.....	1	100	.....	1
Total.....	137	755,060	.....	17	28	43,815	.....	35

^a 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, 1906, showing the number of vessels totally lost, the number damaged and their tonnage, the number of persons on board, and the number of lives lost.

Months.	Disasters resulting in total loss to vessels.	Disasters resulting in partial damage to vessels.	Total or partial loss unknown.	Casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master, etc.	Number of lives lost.
July.....	4	10	1	1	16	56	4,968	323	241	3
August.....	3	9	.....	.....	12	203	2,720	244	199	1
September.....	7	9	2	1	19	885	6,611	408	135	4
October.....	8	7	1	.....	16	2,063	2,747	9	164	4
November.....	2	9	.....	1	12	146	8,916	6	145	7
December.....	4	12	3	.....	21	213	10,924	23	291	7
January.....	6	5	1	.....	12	1,143	2,836	89	132	1
February.....	2	8	.....	.....	10	142	1,884	101	193	5
March.....	1	9	1	.....	11	84	3,147	22	108	2
April.....	1	6	1	.....	8	34	2,034	180	81	.....
May.....	6	4	1	.....	11	1,647	3,258	33	122	.....
June.....	4	2	.....	.....	6	319	221	92	50	.....
Total.....	48	90	11	5	154	6,435	50,266	1,530	1,861	34

TABLE 40.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1906, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance where known.

Months.	Vessels reported insured.		Cargoes reported insured.		Total amount of insurance.	Reported not insured.		Unknown whether insured or not.		Vessels in ballast.
	Num-ber.	Amount.	Num-ber.	Amount.		Ves-sels.	Car-goes.	Ves-sels.	Car-goes.	
July.....	6	\$113,130			\$113,130	7	2	3	3	11
August.....	2	41,000	1	\$7,000	48,000	9	3	1	2	6
September.....	3	49,000			49,000	12	5	4	5	9
October.....	9	84,000	1	3,440	87,440	7	2		2	11
November.....	5	330,355	1	1,900	332,855	6		1	4	7
December.....	9	97,600	1	3,000	100,600	8	2	4	6	12
January.....	6	99,500	1	3,500	103,000	4		2	3	8
February.....	5	90,050	2	25,000	115,050	5	4		4	7
March.....	8	223,000			223,000	2	3	1	1	4
April.....	2	13,000			13,000	5	4	1	1	4
May.....	3	18,500	1	15,000	33,500	6	1	2	1	8
June.....	2	8,000			8,000	2	1	2	1	4
Total.....	60	1,167,735	8	58,840	1,226,575	73	27	21	28	91

TABLE 41.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1906, distinguishing the nature of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
	Foundered.....	1	2	2	2	1	1	2		2	1	2	1	17
Stranded.....	1	1	1	1	2			4			3		13
Collided.....	6		8	4	2	12	4		2	2	2		42
Capsized.....		1											1
Damage to hull, masts, rigging, etc.....						1			1				2
Damage to machinery.....	2	4			1	1	2	1				1	12
Explosion of boilers and bursting of steam-pipes.....	1					1	1			1			4
Fire.....	3	1	3	6	4	2	3	1	3	1		3	30
Ice.....										1	3		4
Lightning.....											1		1
Struck bridge, snag, etc.....	2	3	5	3	3	3	1	2	2	2		1	27
Unknown.....								1					1
Total.....	16	12	19	16	12	21	12	10	11	8	11	6	154

TABLE 42.—Abstract of returns of disasters (excluding collisions) to vessels on the rivers of the United States during the year ending June 30, 1906, distinguishing the cause of each disaster.

Class and cause of disaster.	Found-erings.	Strand-ings.	Other causes.	Missing vessels.	Total.
Class 1.—Causes connected with the weather:					
Calms, currents, etc.....			2		4
Gales, hurricanes, etc.....	2	1	2		5
Total of Class 1.....	2	3	4		9
Class 3.—Causes connected with navigation and seamanship:					
Error of pilots.....		1			1
Class 4.—Causes connected with machinery or boilers:					
Damage to machinery.....			12		12
Explosion of boilers and bursting of steam pipes.....			4		4
Total of Class 4.....			16		16

TABLE 42.—Abstract of returns of disasters (excluding collisions) to vessels on the rivers of the United States during the year ending June 30, 1906, etc.—Continued.

Class and cause of disaster.	Found- derings.	Strand- ings.	Other causes.	Missing vessels.	Total.
Class 5.—Other causes:					
Capsized.....	3		1		4
Fire.....			30		30
Ice.....			4		4
Lightning.....			1		1
Sprung a leak.....	12				12
Struck bridge, rock, snag, etc.....		5	22		27
Miscellaneous.....		4	3		7
Unknown.....			1		1
Total of Class 5.....	15	9	62		86
Aggregate.....	17	13	82		112

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, 1906, showing the number of vessels collided and distinguishing the cause of each disaster.

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental.....	2			2									4
Bad management.....			1										1
Carelessness.....									1				1
Error in judgment.....											1		1
"Fault of other vessel".....	2		2	2		1				1			8
Fault of tug towing.....			2				1						3
Fog.....						8							8
High, baffling winds.....						2							2
Tides and currents.....						2	2						2
Unavoidable.....						1							1
Want of proper lights.....						1	1						1
Miscellaneous.....			1		1								2
Unknown.....	2		2		1				1	1	1		8
Total.....	6		8	4	2	12	4		2	2	2		42

TABLE 44.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1906, showing the number of vessels and distinguishing their description.

Description of vessel.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges.....		1	2			2	1			1	1		8
Barks.....						1							1
Ferryboats.....						3							4
Schooners.....	2		4	3	1	1	2	1	3	1			18
Scows.....			1										1
Steamers.....	13	11	11	12	11	14	9	9	8	6	9	6	119
Steam canal boats.....			1										1
Steam yachts.....	1			1									2
Total.....	16	12	19	16	12	21	12	10	11	8	11	6	154

TABLE 45.—Abstract of returns of disasters to foreign vessels on the rivers of the United States during the year ending June 30, 1906, showing nationality and description, and distinguishing those totally lost and those partially damaged.

Nationality and rig.	July.		Septem-ber.		Decem-ber.		April.		May.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
British barks.....	1	.....	.....	.....	.....	.....	1	1
British steamers.....	1	.....	.....	.....	1	2
Norwegian steamers.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	2	2
Total.....	1	.....	1	.....	1	.....	1	.....	1	.....	5	5
Aggregate.....	1		1		1		1		1		5		

TABLE 46.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1906, showing the tonnage and distinguishing the number of those totally lost and those partially damaged.

Burden of vessel.	July.		August.		Septem-ber.		Octo-ber.		Novem-ber.		Decem-ber.		Janu-ary.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
Not exceeding 100 tons.....	4	3	3	3	6	3	5	2	2	5	4	3	4	2
Over 100 and not exceeding 200 tons.....	4	.....	2	.....	1	3	2	.....	.....	.....	3	.....	1
Over 200 and not exceeding 300 tons.....	1	.....	.....	.....	1	.....	1	.....	1	.....	2	.....	.....
Over 300 and not exceeding 500 tons.....	2	.....	.....	.....	1	.....	.....	.....	1	1	.....
Over 500 and not exceeding 700 tons.....	1	.....	1	.....	1	.....	.....	.....	.....	.....	2	1	.....
Over 700 and not exceeding 1,000 tons.....	1	.....	1	.....	.....	.....	2	.....	.....	.....	1	.....	1
Over 1,000 and not exceeding 1,500 tons.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	.....
Over 1,500 and not exceeding 2,000 tons.....	1	.....	.....	.....	1	1	.....	.....	2	.....	.....	.....	1
Over 2,000 and not exceeding 2,500 tons.....	1	.....	.....
Over 2,500 and not exceeding 3,000 tons.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	.....
Over 3,000 and not exceeding 3,500 tons.....	1	.....	.....
Over 3,500 and not exceeding 4,000 tons.....
Over 4,000 and not exceeding 4,500 tons.....
Over 4,500 and not exceeding 5,000 tons.....	1	.....	.....	.....	.....
Over 5,000 and not exceeding 6,000 tons.....
Over 6,000 tons.....
Unknown.....	1	.....	.....	.....	1	.....	.....	2	1
Total.....	4	12	3	9	7	12	8	8	2	10	4	17	6	6
Aggregate.....	16		12		19		16		12		21		12	

TABLE 46.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1906, etc.—Continued.

Burden of vessel.	February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Not exceeding 100 tons.....	2	2	1	5	1	3	1	3	3	1	36	35	71
Over 100 and not exceeding 200 tons.....		3		2		1	1	1	1		5	21	26
Over 200 and not exceeding 300 tons.....		1				1	2		1		2	9	11
Over 300 and not exceeding 500 tons.....		1		1		1	1				2	6	8
Over 500 and not exceeding 700 tons.....		1		1		1	1	1			2	9	11
Over 700 and not exceeding 1,000 tons.....						1						7	7
Over 1,000 and not exceeding 1,500 tons.....												3	3
Over 1,500 and not exceeding 2,000 tons.....				1							1	6	7
Over 2,000 and not exceeding 2,500 tons.....													
Over 2,500 and not exceeding 3,000 tons.....								1				3	3
Over 3,000 and not exceeding 3,500 tons.....												1	1
Over 3,500 and not exceeding 4,000 tons.....													
Over 4,000 and not exceeding 4,500 tons.....												1	1
Over 4,500 and not exceeding 5,000 tons.....													
Over 5,000 and not exceeding 6,000 tons.....												5	5
Unknown.....													
Total.....	2	8	1	10	1	7	6	5	4	2	48	106	154
Aggregate.....	10		11		8		11		6		154		

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 39.

TABLE 47.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1906, showing the number of vessels and distinguishing age.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	4	4	5	6	2	9	3	3	4	3	2	1	46
Over 5 and not exceeding 10 years.....	3	3	3	1	3	4	5	2	1	2	6		32
Over 10 and not exceeding 15 years.....	1	1	3	2	2	1	1	1	2	1	1	3	18
Over 15 and not exceeding 20 years.....	4	1	3	4	1	2	1	1					18
Over 20 and not exceeding 25 years.....	1	2	1	2		1	1			2		1	11
Over 25 and not exceeding 30 years.....	2	1	1		1	1		1	1				7
Over 30 and not exceeding 35 years.....	2		2	1	2	1		3					12
Over 35 and not exceeding 40 years.....	1		1				2				1		5
Over 40 and not exceeding 45 years.....													
Over 45 and not exceeding 50 years.....													
Over 50 years.....													
Unknown.....			1		1	2	1						5
Total.....	16	12	19	16	12	21	12	10	11	8	11	6	154

TABLE 48.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1906, showing the number of vessels and distinguishing their cargoes.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	11	6	9	11	7	12	8	4	7	4	8	4	91
Coal.....	1	1	1	1	1	2	1	1	1	1	1	1	6
Cotton.....	1	1	1	1	1	1	1	1	1	1	1	1	3
Fertilizers.....	1	1	1	1	1	1	1	1	1	1	1	1	3
Fish.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Fruit.....	1	2	1	1	1	1	1	1	1	1	1	1	2
Grain.....	1	1	1	1	1	1	1	3	1	1	1	1	6
Lumber.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Merchandise, general.....	2	2	1	1	1	1	1	2	1	1	1	1	14
Petroleum.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Provisions.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Railroad iron.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Miscellaneous.....	1	1	1	2	1	2	1	1	1	1	1	1	10
Unknown.....	1	2	2	1	1	3	1	1	1	1	1	1	12
Total.....	16	12	19	16	12	21	12	10	11	8	11	6	154

TABLE 49.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1906, distinguishing the rivers on which they occurred.

Rivers.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Arkansas.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Atchafalaya, Louisiana.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Bayou des Allemands, Louisiana.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Bayou Felix, Louisiana.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Bayou la Fourche, Louisiana.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Black, North Carolina.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Big Sandy, Kentucky.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Buffalo Bayou, Texas.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Columbia.....	1	1	1	1	2	2	2	1	1	1	1	1	10
Delaware.....	1	1	3	2	5	7	2	2	3	2	2	2	24
Flint, Georgia.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Hudson.....	4	1	5	2	1	1	1	1	1	1	1	1	11
Kotzebue, Alaska.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Kentucky.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Kennebec.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Miami, Florida.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Mississippi.....	3	2	3	7	2	1	5	4	2	1	1	1	31
Missouri.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Monongahela.....	1	1	1	2	1	1	1	2	1	1	1	1	6
Naugatuck, Connecticut.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Ohio.....	3	4	2	1	8	2	1	2	2	2	1	1	27
Ocmulgee, Georgia.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Ouachita, Louisiana.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Pascagoula, Mississippi.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Passaic.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Potomac.....	2	1	1	1	1	1	1	2	1	1	1	1	4
Red, Louisiana.....	1	1	1	1	1	1	1	1	1	1	1	1	2
St. Johns, Florida.....	1	1	1	1	1	1	1	1	1	1	1	1	1
St. Lawrence.....	1	1	3	1	1	1	1	1	1	1	1	1	4
San Joaquin, California.....	2	1	1	1	1	1	1	1	1	1	1	1	2
Savannah.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Stone, South California.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Tanana, Alaska.....	1	1	1	1	1	1	1	1	1	1	1	1	5
Tar, North Carolina.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Tolovana, Alaska.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Willamette.....	1	1	1	1	1	1	1	1	1	1	1	1	1
White, Indiana.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Yukon, Alaska.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Total.....	16	12	19	16	12	21	12	10	11	8	11	6	154

TABLE 50.—Summary—Rivers of the United States.

Nature of casualties.	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. ^a	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering.....	17	362	976	1,338	3	14	.....	7	10	6	162	168	1
Strandings.....	13	716	8,633	9,349	9	4	.....	5	8	56	239	295	.....
Collisions.....	42	138	25,078	25,216	14	17	11	2	40	101	349	450	11
Other causes.....	82	5,219	15,579	20,798	26	56	.....	34	48	1,367	1,111	2,478	22
Total.....	154	6,435	50,266	56,701	52	91	11	48	106	1,530	1,861	3,391	34

^a 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 AND IN FOREIGN WATERS.

TABLE 51.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1906, showing the number and value of vessels and cargoes and amount of loss to same where known.

Months.	Number and value of vessels.		Vessels, value unknown.	Number and value of cargoes.		Cargoes, value unknown.	Unknown, whether laden or not.
	Number.	Amount.		Number.	Amount.		
July.....	7	\$2,308,500	.....	5	\$529,500	1	.....
August.....	14	845,500	.....	9	295,195	1	.....
September.....	14	1,228,460	.....	10	631,285	1	.....
October.....	13	539,000	.....	12	111,450	.....	.....
November.....	8	881,000	.....	6	505,000	1	.....
December.....	17	1,133,000	.....	12	354,750	1	1
January.....	12	1,882,000	.....	7	397,285	2	.....
February.....	18	3,437,500	.....	16	1,349,295	1	.....
March.....	21	633,135	.....	15	188,940	1	.....
April.....	7	352,500	.....	5	130,350	.....	.....
May.....	10	1,124,600	.....	6	547,400	.....	.....
June.....	10	912,000	.....	7	187,800	.....	.....
Total.....	151	15,577,195	.....	110	5,228,250	9	1

Months.	Loss of vessels.		Vessels totally lost, amount unknown.	Vessels damaged, amount unknown. ^a	Loss to cargoes.		Cargoes totally lost, amount unknown.	Cargoes not damaged, or damaged unknown.
	Number.	Amount.			Number.	Amount.		
July.....	7	\$77,300	.....	.....	3	\$18,900	.....	3
August.....	14	283,100	.....	.....	7	120,945	1	2
September.....	13	136,100	.....	.....	1	3,975	.....	6
October.....	12	37,100	.....	.....	6	13,700	.....	6
November.....	4	25,500	.....	.....	4	25,950	.....	.....
December.....	16	164,100	.....	.....	1	70,155	.....	6
January.....	12	344,100	.....	.....	6	83,650	.....	3
February.....	17	232,400	.....	.....	1	94,160	.....	10
March.....	20	168,540	.....	.....	11	55,200	.....	5
April.....	6	32,000	.....	.....	1	3,050	.....	2
May.....	9	16,800	.....	.....	1	8,250	.....	3
June.....	10	62,900	.....	.....	3	45,000	.....	4
Total.....	140	1,579,940	.....	11	69	542,935	1	50

^a 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 and in foreign waters during the year ending June 30, 1906, 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.	Disasters resulting in total loss to vessels.	Disasters resulting in partial damage to vessels.	Total or partial loss unknown.	Casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews including master, etc.	Number of lives lost.
July.....	3	4	.....	.....	7	2,713	25,088	169	394	.....
August.....	6	8	.....	.....	14	9,047	7,456	12	284	20
September.....	3	11	.....	.....	14	901	19,816	117	390	.....
October.....	3	9	.....	1	13	862	7,204	7	147	7
November.....	3	1	.....	4	8	412	11,356	23	175	17
December.....	6	10	1	.....	17	3,792	15,751	207	294	8
January.....	5	7	.....	.....	12	3,282	15,860	151	418	150
February.....	5	12	.....	1	18	5,811	38,021	145	578	44
March.....	8	12	.....	1	21	3,260	14,040	64	270	.....
April.....	1	5	1	.....	7	123	7,283	1	88	2
May.....	1	8	.....	1	10	65	15,097	52	192	.....
June.....	3	7	.....	.....	10	1,586	6,478	289	286	11
Total.....	47	94	2	8	151	31,854	183,450	1,237	3,516	259

TABLE 53.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1906, showing the number of vessels and cargoes insured and uninsured and the amount of insurance, where known.

Months.	Vessels reported insured.		Cargoes reported insured.		Total amount of insurance.	Reported not insured.		Unknown, whether insured or not.		Vessels in ballast.
	Num-ber.	Amount.	Num-ber.	Amount.		Ves-sels.	Car-goos.	Ves-sels.	Car-goos.	
July.....	5	\$1,731,000	2	\$176,210	\$1,907,210	.....	.....	2	4	1
August.....	9	600,500	5	253,695	854,195	3	1	2	4	4
September.....	9	654,960	3	516,000	1,170,960	3	6	2	2	3
October.....	8	167,700	5	23,000	190,700	4	2	1	5	1
November.....	4	508,200	3	413,000	921,200	2	.....	2	4	1
December.....	12	833,700	7	112,745	946,445	2	1	3	6	3
January.....	9	1,018,500	2	11,000	1,029,500	2	3	1	4	3
February.....	12	2,698,605	4	39,910	2,738,515	4	5	2	8	1
March.....	9	93,000	4	84,900	177,900	8	.....	4	12	5
April.....	3	110,500	2	24,500	135,000	3	.....	1	3	2
May.....	6	906,200	2	49,645	955,845	2	1	2	3	4
June.....	5	586,800	4	149,650	736,450	1	.....	4	3	3
Total..	91	9,909,665	43	1,854,255	11,763,920	34	19	26	58	31

TABLE 54.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1906, distinguishing the nature of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total
Foundered.....		2	1	1			1					2	7
Stranded.....	2	2	2	2	1	2	4	1	5		1		22
Collided.....		2	4			2	2	2		2	4	4	24
Abandoned.....		1				2		3		1			7
Capsized.....		1							5				7
Damage to cargo.....					2	7		1	1	1			12
Damage to hull, masts, rigging, etc.....	2	1	5	6	1		4	7	5	1	4	3	39
Damage to machinery.....	3	1	2			1	1	2	1	1			12
Fire.....		1			1	1	1	1	1		1		6
Never heard from.....					2	1	1	1				1	6
Sprung a leak.....		2		2		1			1				6
Struck obstruction.....						1							1
Waterlogged.....		1											1
Miscellaneous.....					1								1
Total.....	7	14	14	13	8	17	12	18	21	7	10	10	151

TABLE 55.—Abstract of returns of disasters (excluding collisions) to American vessels at sea and in foreign waters during the year ending June 30, 1906, 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			3
Darkness.....		1			1
Fog.....		4			4
Gales, hurricanes, etc.....	4	5	45		54
Heavy seas.....	1	2	11		14
Snowstorm.....		1			1
Total of Class 1.....	5	16	56		77
Class 2.—Causes connected with vessels, equipments, or stowage:					
Defective chart.....		1			1
Defective rigging.....			1		1
Total of Class 2.....		1	1		2
Class 3.—Causes connected with navigation and seamanship:					
Error of officers.....		2			2
Class 4.—Causes connected with machinery or boilers:					
Damage to machinery.....			7		7
Class 5.—Other causes:					
Fire.....			5		5
Spontaneous combustion.....			1		1
Sprung a leak.....		2	2		5
Struck obstruction, wreck, etc.....		1	4		4
Waterlogged.....			12		12
Miscellaneous.....		1	4		5
Unknown.....		1		6	7
Total of Class 5.....	2	3	28	6	39
Aggregate.....	7	22	92	6	127

TABLE 56.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1906, 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			
Fault of other vessel.....		1	3			1		2		2	1	2	12
Fog.....				2									7
Unknown.....			1			1					3		2
Total.....		2	4	2		2		2	2	2	4	4	24

TABLE 57.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1906, 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		2		1	4	1		2	1		1	13
Barkentines.....				2		1		2		1			7
Brigs.....							1						1
Schooners.....	1	8	6	7	4	7	2	8	16	4	5	4	72
Ships.....	1	2	1	1	1	1	1	1	1	1			8
Steamers.....	4	4	5	4	3	4	6	7	2	1	3	4	47
Steam barges.....											1		1
Steam yachts.....							1				1		2
Total.....	7	14	14	13	8	17	12	18	21	7	10	10	151

TABLE 58.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1906, showing the tonnage and distinguishing the number of those totally lost and those partially damaged.

Burden of vessels.	July.		August.		September.		October.		November.		December.		January.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
Not exceeding 100 tons.....			1	1	1		2	1	1					1
Over 100 and not exceeding 200 tons.....	2		1	1		1		1	2					
Over 200 and not exceeding 300 tons.....		1	1					1			2			
Over 300 and not exceeding 500 tons.....				1	2	1		3		1	1	4	1	
Over 500 and not exceeding 700 tons.....			1	1	2	2		2		2	1	2	1	1
Over 700 and not exceeding 1,000 tons.....				1			1	2		1	1	1	1	1
Over 1,000 and not exceeding 1,500 tons.....		1		1							1	1	1	1
Over 1,500 and not exceeding 2,000 tons.....			1		1						1	1	1	1
Over 2,000 and not exceeding 2,500 tons.....	1			2		2				1	1	1	1	1
Over 2,500 and not exceeding 3,000 tons.....		1	1			2		1		3		1		
Over 3,000 and not exceeding 3,500 tons.....							2							1
Over 3,500 and not exceeding 4,000 tons.....				1			2							1
Over 4,000 and not exceeding 4,500 tons.....														1
Over 4,500 and not exceeding 5,000 tons.....														1
Over 5,000 and not exceeding 5,000 tons.....														
Over 5,000 and not exceeding 6,000 tons.....		1												
Over 6,000 tons.....														
Unknown.....												1		
Total.....	3	4	6	8	3	11	3	10	3	5	6	11	5	7
Aggregate.....	7		14		14		13		8		17		12	

TABLE 58.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1906, etc.—Continued.

Burden of vessels.	February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Not exceeding 100 tons.....				4			1	1	1		8	7	15
Over 100 and not exceeding 200 tons.....			2	1	1					1	7	6	13
Over 200 and not exceeding 300 tons.....											3	2	5
Over 300 and not exceeding 500 tons.....	1	4	2	2		1		3	1	1	8	20	28
Over 500 and not exceeding 700 tons.....		1	2			2				2	7	12	19
Over 700 and not exceeding 1,000 tons.....	1		1	1		1			1	1	4	9	13
Over 1,000 and not exceeding 1,500 tons.....	2			3							3	7	10
Over 1,500 and not exceeding 2,000 tons.....		3			1				2		2	10	12
Over 2,000 and not exceeding 2,500 tons.....	1	2		1							2	8	10
Over 2,500 and not exceeding 3,000 tons.....		2				1					1	11	12
Over 3,000 and not exceeding 3,500 tons.....												3	3
Over 3,500 and not exceeding 4,000 tons.....											1	1	2
Over 4,000 and not exceeding 4,500 tons.....								2				3	3
Over 4,500 and not exceeding 5,000 tons.....							1					1	1
Over 5,000 and not exceeding 6,000 tons.....													
Over 6,000 tons.....		1	1	1							1	3	4
Unknown.....												1	1
Total.....	5	13	8	13	1	6	1	9	3	7	47	104	151
Aggregate.....	18		21		7		10		10		151		

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 and in foreign waters during the year ending June 30, 1906, showing the number of vessels and distinguishing age.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	2	6	4	2	3	3		3	3	1	2	4	33
Over 5 and not exceeding 10 years.....		2	1	2		1	4		1		1		12
Over 10 and not exceeding 15 years.....	1	2	2	2		1	2	4	5			4	27
Over 15 and not exceeding 20 years.....	2	2	3	1	2	1	1	4	3			1	21
Over 20 and not exceeding 25 years.....	2	1	2	4	2	3	1	4		4	2		25
Over 25 and not exceeding 30 years.....			1	2		4	2	3	7	1			20
Over 30 and not exceeding 35 years.....		1				1		2	2	1		1	8
Over 35 and not exceeding 40 years.....			1				1				1		3
Over 40 and not exceeding 45 years.....													
Over 45 and not exceeding 50 years.....								1					1
Over 50 years.....											1		1
Unknown.....													
Total.....	7	14	14	13	8	17	12	18	21	7	10	10	151

TABLE 60.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1906, showing the number of vessels and distinguishing their cargoes.

Cargo.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	1	4	3	1	1	3	3	1	5	2	4	3	31
Asphalt.....				1	1								2
Cement, sand, etc.....			1			1							2
Chemicals.....				1		1		1					2
Coal.....		1	2		1	2	2		1				10
Copper ore.....				1				1					2
Cotton.....					1		1						1
Fertilizers.....						1	1			1			3
Fish, etc.....			1		1	1			1		1		5
Fruit, etc.....												1	1
Logwood.....												2	2
Lumber.....		4	2	7	2	4	2	6	11	3	1	2	44
Merchandise, general.....	4	1	4	1	1	2	4	3	2	1	2	2	27
Petroleum.....				1	1	1		3			1		7
Steel rails.....								1					2
Stone.....													1
Sugar, etc.....	1	1						1					4
Whale oil.....			1									1	1
Miscellaneous.....	1	3		1									5
Unknown.....						1							1
Total.....	7	14	14	13	8	17	12	18	21	7	10	10	151

TABLE 61.—Summary, at sea and in foreign waters.

Nature of casualties.	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. ^a	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering.....	7	7,801		7,801	7			7		1	92	93	31
Strandings.....	22	6,252	6,438	12,690	12	10		17	5	117	414	531	141
Collisions.....	24	546	27,509	28,055	17	6	1	2	22	351	547	898	1
Other causes.....	98	17,255	149,503	166,758	83	15		21	77	768	2,463	3,231	86
Total.....	151	31,854	183,450	215,304	119	31	1	47	104	1,237	3,516	4,753	259

^a 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 year ending June 30, 1906.

	Atlantic and Gulf coasts.	Pacific coast.	Lakes.	Rivers.	Total.
Number of vessels.....	21	5	6	5	37
Tonnage of vessels totally lost.....	1,825	2,498			4,323
Tonnage of vessels damaged.....	29,740	7,924	4,894	8,313	50,871
Aggregate.....	31,565	10,422	4,894	8,313	55,194
Laden.....	12	1	1		14
Ballast.....	1			5	6
Unknown whether laden or not.....	8	4	5		17
Wrecks involving total loss.....	4	1			5
Casualties involving partial and unknown damage.....	17	4	6	5	32
Number of passengers.....	26				26
Number in crews.....	220	27	3		250
Total on board.....	246	27	3		276
Number of lives lost.....	3				3
Value of vessels.....dollars.....	593,000	520,000	1,200		1,114,200
Value of cargoes.....do.....	1,880,150	30,000	4,000		1,914,150
Aggregate.....do.....	2,473,150	550,000	5,200		3,028,350
Losses to vessels.....do.....	147,900	520,000			667,900
Losses to cargoes.....do.....	81,900	30,000	4,000		115,900
Aggregate.....do.....	229,800	550,000	4,000		783,800
Insurance on vessels.....do.....	83,000				83,000
Insurance on cargoes.....do.....	41,500				41,500
Aggregate.....do.....	124,500				124,500

NOTE.—Besides the foreign vessels above reported 1 other collided with an American vessel at sea involving a tonnage of 2,168.

TABLE 63.—General summary.

Nature of casualties.	Vessels.	Tonnage of vessels—		Value of—		Losses to—	
		Totally lost.	Damaged.	Vessels.	Cargoes.	Vessels.	Cargoes.
Foundering:							
Atlantic and Gulf coasts.....	30	6,218	2,033	\$207,150	\$66,265	\$154,250	\$59,040
Pacific coast.....	1		240	8,000	40,000	3,000	20,000
Great Lakes.....	21	23,294	868	704,210	179,090	698,010	171,490
Rivers.....	17	362	976	76,150	3,350	41,400	2,550
At sea and in foreign waters.....	7	7,801		203,000	70,550	203,000	70,550
Total.....	76	37,675	4,117	1,198,510	359,255	1,099,660	323,630
Strandings:							
Atlantic and Gulf coasts.....	134	12,693	57,083	3,503,645	2,378,555	984,055	288,635
Pacific coast.....	52	10,969	21,972	2,835,355	762,360	1,236,255	354,715
Great Lakes.....	116	32,863	202,995	12,487,275	1,710,540	2,038,250	167,825
Rivers.....	13	716	8,633	444,200	69,630	52,200	5,430
At sea and in foreign waters.....	22	6,252	6,438	1,209,400	237,195	550,925	217,070
Total.....	337	63,493	297,121	20,479,875	5,158,280	4,861,685	1,033,675
Vessels collided:							
Atlantic and Gulfcoasts.....	177	4,420	157,225	11,325,615	2,734,945	556,245	313,195
Pacific coast.....	52		43,163	2,450,500	636,610	37,370	515
Great Lakes.....	110	1,615	250,289	11,697,800	1,853,855	324,230	7,205
Rivers.....	42	138	25,078	862,880	74,915	66,605	2,760
At sea and in foreign waters.....	24	546	27,509	2,398,100	1,102,000	151,300	9,100
Total.....	405	6,719	503,264	28,734,895	6,402,325	1,135,750	332,775
Other causes:							
Atlantic and Gulf coasts.....	124	5,319	62,367	6,856,340	1,486,165	579,495	100,055
Pacific coast.....	29	1,583	29,630	2,968,015	393,250	355,290	12,250
Great Lakes.....	99	14,204	138,658	9,947,100	1,104,470	672,605	147,450
Rivers.....	82	5,219	15,579	1,593,735	121,910	594,855	33,075
At sea and in foreign waters.....	98	17,255	149,503	11,766,095	3,818,505	674,715	246,215
Total.....	432	43,580	395,737	33,131,885	6,924,300	2,876,960	539,045
Grand total.....	1,250	151,467	1,200,239	83,545,165	18,844,160	9,974,055	2,229,125

TABLE 63.—General summary—Continued.

Nature of casualties.	Insurance on vessels. ^a	Insurance on cargoes. ^a	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties in volving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost. ^b
Foundering:											
Atlantic and Gulf coasts	\$93,620	\$40,905	23	7	17	13	108	108	108	28	
Pacific coast	1	1	1	1	1	1	1	1	1	1	
Great Lakes	404,750	70,385	16	5	18	3	187	187	187	76	
Rivers	11,000	3	3	14	7	10	162	168	168	1	
At sea and in foreign waters.	67,800	31,150	7	7	7	6	92	93	93	31	
Total	577,170	142,440	50	26	49	27	7	550	557	136	
Strandings:											
Atlantic and Gulf coasts	1,551,900	311,500	91	43	55	79	589	1,144	1,733	26	
Pacific coast	1,329,575	271,010	37	15	24	28	662	1,004	1,666	8	
Great Lakes	7,772,625	317,950	84	32	37	79	48	1,681	1,729	25	
Rivers	283,400	20,000	9	4	5	8	56	239	295	1	
At sea and in foreign waters.	755,700	87,695	12	10	17	5	117	414	531	141	
Total	11,693,200	1,008,155	233	104	138	199	1,472	4,482	5,954	200	
Vessels collided:											
Atlantic and Gulf coasts	5,596,270	644,105	84	72	21	16	4,088	2,298	6,386	5	
Pacific coast	937,900	356,415	28	20	4	52	716	865	1,581	1	
Great Lakes	7,375,850	671,190	58	34	18	3	107	1,606	1,737	7	
Rivers	174,500	3,500	14	17	11	2	40	101	349	450	
At sea and in foreign waters.	1,298,000	661,045	17	6	1	2	22	351	547	898	
Total	15,382,520	2,336,255	201	149	55	23	382	5,387	5,665	11,052	25
Other causes:											
Atlantic and Gulf coasts	3,803,130	927,575	58	66	41	83	1,663	1,362	3,025	17	
Pacific coast	1,511,000	56,500	17	12	5	24	1,155	592	1,747	5	
Great Lakes	7,282,400	715,620	64	35	17	82	560	1,860	2,420	8	
Rivers	698,835	35,340	26	56	34	48	1,367	1,111	2,478	22	
At sea and in foreign waters.	7,788,165	1,074,365	83	15	21	77	768	2,463	3,231	86	
Total	21,083,530	2,809,400	248	184	118	314	5,513	7,388	12,901	138	
Grand total	48,736,420	6,296,250	732	463	55	328	922	12,379	18,085	30,464	499

^aAmount of insurance is on 582 vessels and 265 cargoes.

^bIn addition to the number of lives lost here reported 225 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 724.

RECAPITULATION—GENERAL SUMMARY.

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Number of vessels.....	465	134	346	154	151	1,250
Tonnage of vessels totally lost.....	28,650	12,552	71,976	6,435	31,854	151,467
Tonnage of vessels damaged..	278,708	95,005	592,810	50,266	183,450	1,200,239
Aggregate.....	307,358	107,557	664,786	56,701	215,304	1,351,706
Laden.....	256	83	222	52	119	732
Ballast.....	188	47	106	91	31	463
Unknown whether laden or not.....	21	4	18	11	1	55
Wrecks involving total loss...	129	29	75	48	47	328
Casualties involving partial and unknown damage.....	336	105	271	106	104	922
Number of passengers.....	6,340	2,533	739	1,530	1,237	12,379
Number in crews.....	4,912	2,462	5,334	1,861	3,516	18,085
Total on board.....	11,252	4,995	6,073	3,391	4,753	30,464
Number of lives lost ^a	76	14	116	34	259	499
Value of vessels..... dollars..	21,892,750	8,261,870	34,836,385	2,976,965	15,577,195	83,545,165
Value of cargoes..... do.....	6,665,930	1,832,220	4,847,955	269,805	5,228,250	18,844,160
Aggregate..... do.....	28,558,680	10,094,090	39,684,340	3,246,770	20,805,445	102,389,325
Losses to vessels..... do.....	2,274,045	1,631,915	3,733,095	755,060	1,579,940	9,974,055
Losses to cargoes..... do.....	700,925	387,480	493,970	43,815	542,935	2,229,125
Aggregate..... do.....	3,034,970	2,019,395	4,227,065	798,875	2,122,875	12,203,180
Insurance on vessels ^b do.....	11,044,920	3,778,475	22,835,625	1,167,735	9,909,665	48,736,420
Insurance on cargoes ^b do.....	1,924,085	683,925	1,775,145	58,840	1,854,255	6,296,250
Aggregate..... do.....	12,969,005	4,462,400	24,610,770	1,226,575	11,763,920	55,032,670

^a In addition to the number of lives lost here reported, 225 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 724.

^b Amount of insurance is on 582 vessels and 265 cargoes.

TABLE 64.—*Wracks and casualties on and near the coasts and on the rivers of the United States, and to American vessels at sea and in foreign waters, involving loss of life, during the year ending June 30, 1906, 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.	Passengers.	Crews.	Lives lost.	Place of disaster.
1905.											
Aug. 28	Pecomic.....	American steamer..	1,855	Philadelphia, Pa. . .	New Orleans, La . .	Total . . .	Coal . . . . .	.....	22	20	At sea.
Sept. 2	Iosco.....	do.....	2,051	Superior, Wis.....	Toledo, Ohio.....	do.....	Iron ore.....	.....	19	19	Lake Superior.
Sept. 2	Olive Jeanette.....	American schooner .	1,371	do.....	Sandusky, Ohio.....	do.....	do.....	.....	7	7	Do.
Sept. 2	Pretoria.....	do.....	2,790	do.....	South Chicago, Ill. .	do.....	do.....	.....	10	5	Do.
Oct. 6	Van Name and King	do.....	735	Charleston, S. C.....	New York City.....	do.....	Lumber.....	.....	8	6	At sea.
Oct. 19	Kallyuga.....	American steamer . .	1,941	Marquette, Mich.....	Cleveland, Ohio.....	do.....	Iron ore.....	.....	17	17	Lake Huron.
Oct. 20	Tasmania.....	American barge.....	979	Escanaba, Mich.....	Ashtabula, Ohio.....	do.....	do.....	.....	8	8	Lake Erie.
Nov. 28	Ira H. Owen.....	American steamer . .	1,753	Duluth, Minn.....	Buffalo, N. Y.....	do.....	Grain.....	.....	17	17	Lake Superior.
Nov. 30	Delawanna.....	American barge.....	698	Hoboken, N. J.....	Boston, Mass.....	do.....	Coal.....	.....	4	4	Massachusetts Bay.
Dec. 15	Bath.....	do.....	1,192	Newport News, Va. . .	do.....	do.....	do.....	.....	6	6	Near Cape Charles, Va.
1906.											
Jan. 8	Samuel L. Russell . .	American schooner .	179	Norfolk, Va.....	Baltimore, Md.....	do.....	Lumber.....	.....	5	5	Chesapeake Bay.
Feb. 28	Number Eleven.....	American barge.....	953	Baltimore, Md.....	Boston, Mass.....	do.....	Coal.....	.....	5	5	Off Fenwick Island, Md.
Mar. 1	Willard.....	American steamer . .	21	Gloucester, Mass.....	York Harbor, Me.....	Partial . . .	do.....	.....	5	3	Gloucester Bay, Mass.
Mar. 10	Tom Lysie.....	do.....	121	Pittsburg, Pa.....	Monongahela River .	do.....	Ballast.....	.....	14	1	Monongahela River.
Apr. 10	Sallie B.....	American schooner .	280	Port Johnson, N. J . .	Bangor, Me.....	Total . . .	Coal.....	.....	6	4	Casco Bay.
Apr. 21	Namee B.....	American steamer . .	88	Hutchinsons Is- land, S. C.....	Bennetts Point, S. C.	Partial . . .	Ballast.....	.....	7	1	Bennetts Point, S. C.
May 9	Algeria.....	American schooner .	2,038	Escanaba, Mich.....	Cleveland, Ohio.....	Total . . .	Iron ore.....	.....	8	1	Cleveland, Ohio.
May 28	Mable Wilson.....	do.....	1,225	do.....	do.....	do.....	do.....	.....	8	1	Do.
June 10	Emma L. Cotting- ham.	do.....	522	Mobile, Ala.....	Knights Key, Fla . .	do.....	Gravel.....	.....	7	5	At sea.

Totals: Vessels, 19; tonnage, 20,796; total losses, 16; partial, 3; number in crews, 183; lives lost, 136.

(2) STRANDINGS.

1905.	M. C. Haskell.	American schooner.	351	New York City.	Rockport, Me.	Total.	Coal.	6	1	Shovelful Shoal, Cape Cod, Mass.
Aug. 20	Sept. 2	American steamer.	3,166	Duluth, Minn.	Lake Erie.	do.	Iron ore.	21	7	Sand Island Shoals, Lake Superior.
Oct. 8	Admiral.	Gasoline steamer.	35	Siberia.	Nome, Alaska.	do.	General.	5	1	East Cape, Siberia.
Oct. 19	Joseph S. Fay.	American steamer.	1,220	Escanaba, Mich.	Cleveland, Ohio.	do.	Iron ore.	13	1	Forty Mile Point, Mich., Lake Huron.
Oct. 20	Florence.	American schooner.	10	Nome, Alaska.	Unalaklik, Alaska.	do.	Ballast.	3	1	Egovik, Nortons Sound, Alaska.
Oct. 20	Sarah E. Sheldon.	American steamer.	693	Cleveland, Ohio.	Sarnia, Ontario.	do.	Coal.	13	2	Lorain, Ohio, Lake Erie.
Oct. 24	Anglo Saxon.	do.	14	Nome, Alaska.	Solomon, Alaska.	do.	General.	6	2	Cape Nome, Alaska.
Nov. 28	Wm. Edenborn.	do.	5,910	Conneaut, Ohio.	Two Harbors, Minn.	Partial.	Ballast.	25	1	Near Split Rock Point, Lake Superior.
Nov. 28	Madeira.	American schooner.	5,039	do.	do.	Total.	do.	10	1	Do.
Nov. 28	Mataafa.	American steamer.	4,840	Duluth, Minn.	Lake Erie.	do.	Iron ore.	24	9	Duluth, Minn., Lake Superior.
Nov. 28	Lafayette.	do.	5,113	Conneaut, Ohio.	Duluth, Minn.	Total.	Ballast.	25	1	Near Encampment Island, Minn., Lake Superior.
Nov. 28	Geo. Heribert.	American scow.	305	Duluth, Minn.	Tofte, Minn.	do.	General.	5	3	Two Islands, Minn., Lake Superior.
Dec. 15	Pendleton Sisters.	American schooner.	798	Port Arthur, Tex.	Noank, Conn.	do.	Lumber.	7	1	Gargathy Inlet, Va.
Dec. 31	Baden.	American barge.	1,128	Newport News, Va.	New Bedford, Mass.	do.	Coal.	6	6	Buzzards Bay, Mass.
1906.	Robert H. Stevenson.	American schooner.	1,290	Philadelphia, Pa.	Habana, Cuba.	do.	do.	2	11	Diamond Shoal, Hatteras, N.C.
Jan. 22	Valencia.	American steamer.	1,598	San Francisco, Cal.	Seattle, Wash.	do.	General.	99	65	Midway between Caramanah Light and Cape Beal Light, British Columbia.
Mar. 4	Millie.	British schooner.	676	St. John, N. B.	New York City.	do.	Plaster.	8	3	Cross Island, Machias Bay, Me.
Mar. 19	Lady Antrim.	American schooner.	87	Provincetown, Mass.	Rockland, Me.	do.	Molding sand.	3	3	Tom Moores Rocks, Marblehead, Mass.
June 5	Volunteer.	do.	585	San Francisco, Cal.	North Bend, Oreg.	do.	Ballast.	10	3	Bodega Head, Cal.
June 11	Corinthian.	do.	94	Eureka, Cal.	San Francisco, Cal.	Partial.	Lumber.	12	2	Humboldt Bay, Cal.

Totals: Vessels 20; tonnage, 32,952; total losses, 17; partial losses, 3; number of passengers, 109; number in crews, 275; lives lost, 200.

TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.*—Continued.

(3) COLLISIONS.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Passengers.	Crews.	Lives lost.	Place of disaster.
1905.											
July 3	Chromo.....	American schooner.	8	Boston Harbor.	Pleasure trip.	Total.	Ballast.	3	2	1	Boston Bay.
July 11	Normandie.....	American yacht.	13	Yonkers, N. Y.		do.	do.	2	4	3	Hudson River.
July 19	No name ^a	Small boat.				do.	do.				Bay of Fundy.
Aug. 10	do. b.....	Rowboat.				Total.	Lobsters.	1	1	1	Lake Ontario.
Aug. 28	Astonisher.....	American sloop.	6	Cuttyhunk, Mass.	Nantucket, Mass.	Partial.	Ballast.	1	3	4	Vineyard Sound.
Sept. 3	Young America.....	American steamer.	24	Athens, N. Y.	Hudson, N. Y.	Total.	do.	26	8	1	Hudson River, N. Y.
Sept. 25	Job H. Jackson.....	American schooner.	519	New York City.	Norfolk, Va.	do.	do.	8	1	1	Chesapeake Bay.
Oct. 1	Fannie Tutbill.....	American steamer.	27	Detroit, Mich.	St. Clair Flats.	Total.	do.	10	4	1	Lake St. Clair.
Oct. 19	No name ^c	Rowboat.				Partial.	Ballast.	1	9	7	San Francisco Bay, Cal.
Oct. 22	Edwards ^d	Launch.		Buffalo, N. Y.		No damage.	Unknown.	3	1	1	Delaware River.
Oct. 23	Hudson.....	American steamer.	20	Buffalo, N. Y.		Partial.	Ballast.	3	3	1	Buffalo, N. Y.
Oct. 30	Blue Wing.....	American schooner.	19			Partial.	Unknown.	8	1	1	Chesapeake Bay.
Nov. 13	Nonpareil.....	American steamer.	52	Employed in harbor.		Partial.	Miscellaneous.	3	1	1	San Francisco Bay.
Nov. 14	No name ^e	Launch.		Conneaut, Ohio.		No damage.	Ballast.	3	1	1	Buffalo, N. Y.
Dec. 1	do. f.....	American steamer.	215	Pittsburg, Pa.	Morgantown, W. Va.	Partial.	Miscellaneous.	12	33	4	Norfolk Harbor, Va. Ohio River.
Dec. 19	Amelia M. Price.....	American schooner.	58	Rappahannock River, Va.	Baltimore, Md.	Total.	Lumber.	4	1	1	Chesapeake Bay.
1906.											
Apr. 8	Robert A. Scott ^g	American steamer.	50	Lying at pier.		No damage.	Ballast.		5	1	New York Harbor.
Apr. 17	George Curtis.....	American bark.	1,837	San Francisco, Cal.	Honolulu, Hawaii.	Partial.	General.	1	16	1	At sea.
Apr. 23	Norninbegs.....	American schooner.	126	New York City.	Fishing trip.	Total.	Ballast.	18	18	1	Off Fenwick Island, Md.
May 31	John B. Cowie ^h	American steamer.	4,731	Duluth, Minn.	Huron, Ohio.	Partial.	Iron ore.	24	24	5	St. Clair River.

^aCollision with steamer Penobscot.^bCollision with steamer Lookout.^cCollision with steamer W. P. Fuller.^dCollision with scow in tow of steamer Bristol.^eCollision with steamer Albany.^fCollision with steamer Mobjack.^gCollision with unknown vessel.^hCollision with British steamer Erin, from which the lives were lost.

Totals: Vessels, 21; tonnage, 7,705; total losses, 6; partial losses, 7; no damage, 8; number of passengers, 59; number in crews, 146; number of lives lost, 40.

(4) OTHER CAUSES.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Passengers.	Crews.	Lives lost.	Place of disaster.	Nature of casualty.
1905.												
July 2	Greyhound.....	Am. str.....	125	Proctorville, Ohio..	Portsmouth, Ohio..	No damage.	Unknown.....	18	1	1	Portsmouth, Ohio..	Fell overboard while working in the wheel.
July 2	Stacker Lee.....	do.....	710	Memphis, Tenn.....	St. Louis, Mo.....	do.....	do.....	47	1	1	Mississippi River..	Fell overboard.
July 3	Tar Heel.....	do.....	99	Washington, D. C..	Nomini, Va.....	do.....	do.....	8	1	1	Cape Fear River....	Fell overboard while intoxicated.
July 3	Harry Randall.....	do.....	496	Washington, D. C..	Nomini, Va.....	do.....	do.....	52	22	1	Potomac River.....	Fell overboard while placing gang plank on wharf.
July 3	Witch of the Wave.	Am. sc.....	18	Duquesne, Pa.....	Brownsville, Pa.....	do.....	do.....	2	1	1	Galveston, Tex.....	Knocked overboard by shifting of boom.
July 4	Island Queen.....	Am. str.....	277	Memphis, Tenn.....	Cincinnati, Ohio..	do.....	do.....	300	14	1	Elizabeth, Pa.....	While sitting on the rail, fell overboard.
July 5	Peters Lee.....	do.....	463	Pittsburg, Pa.....	Parkersburg, W. Va.	do.....	do.....	60	30	1	Ohio River.....	Fell overboard while intoxicated.
July 6	Bessie Smith.....	do.....	127	Fishing trip.....	Charleston, W. Va..	do.....	do.....	14	1	1	East Liverpool, Ohio.	Fell overboard.
July 6	Zapora.....	do.....	289	Cincinnati, Ohio..	Charleston, W. Va..	do.....	do.....	78	35	1	Hecate Straits, Vancouver Island.	Capsizing of dory.
July 8	Henry M. Stanley..	do.....	293	Lying in harbor....	Haywards Landing.	do.....	do.....	1	1	1	New Orleans, La....	Capsizing of small boat.
July 8	Ella Andrews.....	do.....	64	San Francisco, Cal..	Portland, Ore.....	do.....	do.....	2	1	1	San Francisco Bay..	Fell into hatch.
July 10	Narrow Gauge.....	Am. sc.....	23	San Francisco, Cal..	Portland, Ore.....	do.....	do.....	19	1	1	At sea.....	Fell overboard in a gale.
July 10	Senator.....	Am. str.....	4,048	San Francisco, Cal..	Boston, Mass.....	do.....	do.....	13	1	1	Chesapeake Bay....	Do.
July 10	Despatch.....	do.....	698	Norfolk, Va.....	Baltimore, Md.....	do.....	do.....	3	1	1	Washington, D. C..	Do.
July 12	Grace A. Martin.....	do.....	3,129	Taylor's Island.....	Lying at dock.....	do.....	do.....	10	1	1	Lake Superior.....	Fell overboard.
July 12	Minnie and Helen.	do.....	27	Lying at dock.....	Dyersburg, Tenn..	do.....	do.....	20	8	1	Forked Deer River..	Do.
July 14	Estelle Randall.....	Am. str.....	211	Lying at dock.....	St. Louis, Mo.....	do.....	do.....	10	1	1	Mississippi River..	Do.
July 14	Sir William Fairbank	do.....	4,219	Dyersburg, Tenn..	Benwood, W. Va....	do.....	do.....	6	3	1	Ohio River.....	Do.
July 16	Gate City.....	do.....	208	Brooks Landing, Ill.	Norfolk, Va.....	do.....	do.....	1	3	1	James River.....	Do.
July 17	India Givens.....	do.....	97	Benwood, W. Va....	Bacon's Castle, Va.	do.....	do.....	5	1	1	Delaware Break-water, Del.	Killed by falling block.
July 17	Charon.....	do.....	28	Bacon's Castle, Va.		do.....	do.....					
July 19	Walker Pegram.....	Am. slip.....	21			do.....	do.....					
July 19	Somerset.....	Am. str.....	179			do.....	do.....					

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.	Passengers.	Crews.	Lives lost.	Place of disaster.	Nature of casualty.
1905.												
July 20	Owana	Am. str.	747	Marine City, Mich.	Detroit, Mich.	No damage.	Ballast	32	32	1	Detroit River	Fell overboard from gangway.
July 22	John F. May	do.	62	Thompsons Gravel Plant.	Profit Island, La.	do.	do.	4	4	1	Mississippi River	While stepping from steamer to barge, fell overboard.
July 22	Sea King	do.	124	Curtis Bay, Md.	Cape Henry, Va.	do.	Unknown	8	8	1	Chesapeake Bay	Do.
July 22	Agnes L. Potter	Am. sc.	279		Memphis, Tenn.	do.	do	33	41	1	Mississippi River	Do.
July 25	Mackie Lee	Am. str.	247	Asiport, Tenn.	Pleasure trip	do.	Stock	41	41	1	Pawtuxet, R. I.	Fatally injured by explosion of a small cannon he was carrying.
July 25	Aida	Am. st. y.	27	Providence, R. I.		do.	Ballast	4	4	1		Fell overboard.
July 27	Ocheesse	Am. str.	82	Cochrans Landing, Ga.	Bainbridge, Ga.	do.	Unknown	15	15	1	Apalachicola River	Fell overboard.
July 27	Bulgaria	do.	1,888	Buffalo, N. Y.	Cleveland, Ohio.	do.	do.	19	19	1	Cleveland, Lake Erie.	While landing by means of line, missed dock, and fell overboard.
July 30	Pensacola	do.	1,696	New Orleans, La.	Pensacola, Fla.	do.	Ballast	25	25	1	At sea	Fell overboard.
Aug. 1	America	do.	99	St. Helens, Oreg.	Portland, Oreg.	do.	Unknown	30	6	1	Portland, Oreg.	Do.
Aug. 3	Mackie	do.	77		Nashville, Tenn.	do.	do.	1	1	1	Nashville, Tenn.	Killed in machinery.
Aug. 3	Peruna	do.	65		Bayou Latourche, La.	do.	do.	1	1	1	Bayou Latourche, La.	Shipped overboard while skyarking.
Aug. 3	G. C. Wainwright	Am. ga. s.	12	Norfolk, Va.	Cape Charles, Va.	do.	Ballast	3	3	1	Chesapeake Bay	Fell overboard.
Aug. 4	Moravia	Am. sc.	1,067	Milwaukee, Wis.	Escanaba, Mich.	do.	Unknown	8	8	1	Escanaba, Mich.	Fell into hold.
Aug. 5	Ferd Herold	Am. str.	900	St. Louis, Mo.	Memphis, Tenn.	do.	Miscellaneous.	60	50	1	Mississippi River	While carrying freight from boat to dock, fell overboard.
Aug. 5	Harmony	do.	96	Pittsburg, Pa.	McKeesport, Pa.	do.	Unknown	6	6	1	Pittsburg, Pa.	Fell overboard.
Aug. 7	Sunshine	do.	65	Excursion trip.		Partial.	Ballast	170	3	1	Broad Ripple, Ind., White River.	Capsizing of vessel.
Aug. 7	Della	Am. ga. s.	19	New York City	City Island, N. Y.	Total.	do.	1	1	1	East River	Vessel destroyed by fire.
Aug. 7	Conemaugh	Am. str.	1,669	Fairport, Ohio.	Chicago, Ill.	No damage.	do.	21	21	1	Lake Michigan	Lost overboard.
Aug. 8	Thos. Hood	do.	39	Employed in harbor.		do.	do.	4	4	1	Sault Ste. Marie, Mich.	Fell overboard.

Aug. 8	H. B. Lane.	Am. sc.	10	Newbern, N. C.	Hancocks Creek, N. C.	do.	Unknown	2	1	Neuse River, N. C.	Knocked overboard by parting of main-sheet.
Aug. 9	Exporter.	Am. str.	578	Louisville, Ky.	Pittsburg, Pa.	do.	do.	35	1	Ohio River.	Fell overboard.
Aug. 11	Edward Lucken-back.	do.	401	Norfolk, Va.	Mobile, Ala.	do.	do.	15	1	Mobile, Ala.	do.
Aug. 12	F. C. Pendleton	Am. str.	408	Georgetown, S. C.	New York City.	do.	Lumber	7	7	At sea.	Do.
Aug. 14	Crescent.	Am. str.	253	Picolata, Fla.	Jacksonville, Fla.	do.	Unknown	69	1	Green Cove Springs, St. Johns River.	Do.
Aug. 15	Vallejo.	Ferry-boat.	414	Mare Island, Cal.	Vallejo, Cal.	do.	do.	4	1	Vallejo, Cal.	Fell from rail and was crushed between beam and dock.
Aug. 16	Ramona.	Am. str.	1,061	Lying at wharf.	do.	do.	do.	31	1	Seattle, Wash.	Killed by falling beam.
Aug. 17	Wm. H. Vanderbilt.	Am. barge.	241	Lying at pier.	Partial.	do.	Hay	2	2	New York Harbor.	Burning of vessel.
Aug. 19	W. J. Betha.	Am. str.	242	Mobile, Ala.	No damage.	do.	Unknown	8	39	Tombigbee River, Ala.	Fell overboard.
Aug. 19	Alabama.	do.	137	Gadsden, Ala.	Excursion trip.	do.	Ballast	96	12	Coosa River, Ala.	Frightened by escaping steam, jumped overboard.
Aug. 20	Condor.	do.	179	Lying in harbor.	do.	do.	Unknown	13	1	Joppa, Ill.	While passing from one vessel to another, fell overboard.
Aug. 22	H. W. Buttorff.	do.	254	Paducah, Ky.	Clarksville, Tenn.	do.	do.	25	41	Canton, Ky.	Fell overboard while intoxicated.
Aug. 25	Wade.	do.	33	Alexandria, La.	do.	do.	do.	24	3	Red River, La.	Do.
Aug. 27	Dora.	Am. ga. s.	18	Hoboken, N. J.	Princes Bay, N. J.	do.	Ballast	24	1	New York Bay.	While unhooking a fall attached to an anchor, fell overboard.
Aug. 28	R. E. Denville.	do.	199	Detroit, Mich.	St. Clair Flats.	do.	do.	7	1	Detroit River.	While drawing water, fell overboard.
Aug. 28	Frank and Jim.	do.	26	Fishing trip.	do.	do.	do.	6	1	Lake Erie.	Killed by falling main-mast.
Aug. 29	Melville Dollar.	do.	1,380	Lying at pier.	Partial.	do.	General	24	1	Seattle, Wash.	Fell overboard.
Aug. 29	Eagle.	do.	182	Chicago, Ill.	South Chicago, Ill.	No dam- age.	Ballast	200	12	Lake Michigan.	While leaning on rail, fell overboard.
Sept. 1	Hatteras.	do.	276	Washington, N. C.	Belhaven, N. C.	do.	General	39	11	Pamlico Sound.	Fell overboard.
Sept. 1	Three States.	do.	126	Apalachicola, Fla.	Columbus, Ga.	do.	Unknown	11	37	Chattahoochee River, Ga.	Washed overboard.
Sept. 2	Samuel Mather.	do.	1,713	Duluth, Minn.	Cleveland, Ohio.	do.	Iron ore	20	1	Near Knife Island, Lake Superior.	Do.
Sept. 3	R. L. Ireland.	do.	4,470	Superior, Wis.	Buffalo, N. Y.	Partial.	do.	5	22	Lake Superior.	Crushed between boat and pier.
Sept. 4	Penn.	do.	445	Lying at wharf.	No dam- age.	do.	General	320	28	Chester, Pa.	Fatally scalded.
Sept. 7	Livingstone.	do.	2,134	Cleveland, Ohio.	Marquette, Mich.	Partial.	Coal	19	1	Cleveland, Ohio.	While attaching a line from steamer to barge, fell overboard.
Sept. 7	John K. Cowen.	do.	160	St. George, N. Y.	No dam- age.	do.	Ballast	8	1	New York Bay.	While handling deck line, fell overboard.
Sept. 9	Mount Desert.	do.	457	New York City.	Fishing trip.	do.	do.	6	19	New York Harbor.	

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.	Passengers.	Crews.	Lives lost.	Place of disaster.	Nature of casualty.
1905 Sept. 9	W. C. Jutte	Am. Ga. s.	113	Pittsburg, Pa.	Brownsville, Pa.	No damage.	Unknown	.....	12	1	Ohio River	While attaching a flat to steamer, fell between vessels and was crushed.
Sept. 10	Sadie A. Kimball	Am sc.	53	Boston, Mass.	Dover Point, N. H.	do.	do.	.....	4	2	Dover Point, N. H.	One fell overboard, the other attempted to rescue him, and both were lost.
Sept. 12	Cuyahoga	Am. str.	3,734	Duluth, Minn.	Buffalo, N. Y.	do.	Flaxseed	.....	20	1	Buffalo, N. Y.	In returning to vessel from shore, fell overboard.
Sept. 13	Cornelius M. Desmond.	do.	32	Lying at dock	.....	do.	Ballast	.....	6	1	Erie, Pa.	While stepping from dock to vessel, fell overboard.
Sept. 14	Californian	do.	5,707	New York City	San Diego, Cal.	do.	do.	.....	46	1	At sea	Explosion of boiler tube.
Sept. 15	V. H. Ketcham	Am. sc.	1,689	Ashland, Wis.	Erie, Pa.	Total	Iron ore	.....	8	2	Lake Superior	Vessel destroyed by fire.
Sept. 17	Clarke Oil Barge, No. 3.	do.	518	.....	.....	No damage.	Oil	.....	4	1	Sabine Pass, Tex.	Overcome by oil gas while lightering oil to another vessel.
Sept. 19	Marion W. Page	Am. bge.	749	Escanaba, Mich.	Cleveland, Ohio.	do.	Unknown	.....	8	1	Cleveland, Ohio	Fell into hold.
Sept. 19	Oakland	Am. sc.	57	Maryland Point, Md.	Washington, D. C.	do.	Wood	.....	4	1	Washington, D. C.	Fell overboard.
Sept. 21	Jeremiah Godfrey	do.	653	Tonawanda, N. Y.	Portage, Mich.	do.	Coal	.....	5	2	Portage, Mich.	Fell from aloft.
Oct. 2	Meteor	Am. str.	423	New Brunswick, N. J.	New York City	do.	Ballast	.....	14	1	Raritan River, N. J.	Fell overboard while intoxicated.
Oct. 2	William G. Perry	do.	481	.....	.....	do.	Unknown	.....	10	1	Cleveland, Ohio	While stepping from steamer to another boat, fell overboard.
Oct. 3	Martinique	do.	996	Habana, Cuba	Miami, Fla.	do.	Ballast	.....	23	41	At sea	Killed by accident during fire drill.
Oct. 7	Iroquois	do.	1,169	Chicago, Ill.	South Haven, Mich.	do.	Merchandise	.....	65	28	Chicago Harbor, Ill.	Fell overboard.
Oct. 8	Wm. Drew	do.	55	Morgan City, La.	.....	do.	Ballast	.....	8	1	Grand Lake, La.	Do.
Oct. 9	Tubal Cain	Am. sc.	10	Eastport, Me.	St. George, N. B.	do.	do.	.....	2	1	At sea	Do.

Oct. 9	Chico.....	Am. str....	362	San Francisco, Cal.	Fort Bragg, Cal.	.....do.	Unknown.....	17	1	Near Noyo, Cal.....	While swinging small boat in davits, was thrown overboard by roll of vessel. Lost overboard.
Oct. 10	Cumberland.....	.....do.	7	Hampton Roads, Va.	Boston, Mass.	.....do.	Ballast.....	16	1	Off Cape Henlopen..	
Oct. 10	Pacific No. 2.....	.....do.	570	Cairo River.	Mississippi River.	.....do.	.....do.	26	1	Idaho Landing, Mississippi River.	While loading coal with wheelbarrow fell overboard.
Oct. 10	Sadie E. K. Gibson.....	.....do.	9	Baltimore, Md.	Deals Island.	.....do.	.....do.	6	1	Tangier Sound.	Fell overboard.
Oct. 10	John F. Eddy.....	.....do.	1,678	Buffalo, N. Y.	Milwaukee, Wis.	.....do.	Unknown.....	17	1	Buffalo, N. Y.....	Fell through hatch.
Oct. 12	Mary F.....	Am. slip.	8	Lying in harbor.	.....do.	.....do.	.....do.	3	1	Baltimore Harbor,	Knocked overboard by main boom.
Oct. 12	Mary N. Bourke.....	Am. sc.	920	.....do.	.....do.	.....do.	Lumber.....	8	1	Tonawanda, N. Y.	Fell from aloft to deck.
Oct. 13	Elk.....	Am. str.	100	Vicksburg, Miss.	Davis Bend, Miss.	Total.	General.....	25	4	Mississippi River...	Vessel struck a snag and sunk.
Oct. 14	Waccamaw.....	.....do.	1,359	Portland, Me.	Philadelphia, Pa.	No damage.	Ballast.....	19	1	Philadelphia, Pa....	Fell overboard while intoxicated.
Oct. 15	Sea Foam.....	.....do.	339	Mendocino, Cal.	San Francisco, Cal.	.....do.	General.....	19	20	Mendocino, Cal....	Fell overboard.
Oct. 16	Columbia.....	Am. bge.	359	Lying in harbor.	.....do.	.....do.	Ballast.....	20	1	Baltimore Harbor,	Lost overboard.
Oct. 17	Rebecca.....	Am. slip.	14	Charleston, S. C.	Cooper River, S. C.	.....do.	Lumber.....	3	1	Cooper River, S. C.	Do.
Oct. 19	Beaver.....	Am. str.	314	Lying at mooring.	.....do.	.....do.	Unknown.....	.....	1	Stewarts Landing, Mo.	Fell overboard.
Oct. 19	Atalanta.....	Am. sc.	103	Gloucester, Mass.	Bay of Islands, N. F.	.....do.	.....do.	10	1	At sea.....	Slipped and fell overboard.
Oct. 20	Jno. V. Jones.....	.....do.	200	Beaver Island, Mich	Milwaukee, Wis.	Total.	Lumber.....	6	2	Laake Michigan.....	Capsizing of vessel.
Oct. 27	J. B. Finley.....	Am. str.	679	Lying at wharf.	.....do.	No damage.	Ballast.....	50	1	Cincinnati, Ohio...	Derrick tripped, carrying man overboard.
Oct. 28	J. W. Balano.....	Am. sc.	537	New York, City.	Jacksonville, Fla.	.....do.	.....do.	8	1	At sea.....	Killed by parting of tackle while jibbing spanker sheet.
Oct. 28	Victoria.....	Am. str.	3,502	Nome, Alaska.	Seattle, Wash.	.....do.	.....do.	426	110	.....do.	Fell overboard during fire and boat drill.
Oct. 29	Helen L. Martin.....	Am. sc.	423	Fernandina, Fla.	Boston, Mass.	.....do.	Lumber.....	7	1	.....do.	Fell overboard from jib boom while furling sail.
Nov. 1	Yerba Buena.....	Am. str.	1,115	Oakland, Cal.	San Francisco, Cal.	.....do.	Ballast.....	114	14	San Francisco Bay.	Lost overboard.
Nov. 2	Geo. F. Randolph.....	.....do.	211	Lying at dock.	.....do.	.....do.	.....do.	7	1	New York Harbor.	While walking on rail of car float in tow, fell overboard.
Nov. 3	Benj. F. Packard.....	Am. sp.	2,156	San Diego, Cal.	Everett, Wash.	.....do.	Unknown.....	25	1	Port Townsend Bay, Wash.	Fell into hold and died from injuries received.
Nov. 4	Newburg.....	Am. str.	450	Aberdeen, Wash.	San Francisco, Cal.	.....do.	.....do.	13	18	Off Hoquiam, Wash.	Fell overboard.
Nov. 4	Sadie F. Lewis.....	Am. sc.	25	Baltimore, Md.	Dredging.	.....do.	Ballast.....	10	1	Chesapeake Bay....	Do.
Nov. 7	Three States.....	Am. str.	126	Columbus, Ga.	Apalachicola, Fla.	.....do.	Unknown.....	16	35	Chatahoochee River, Fla.	Do.
Nov. 11	Peter White.....	.....do.	6,184	Lying at dock.	.....do.	.....do.	Iron ore.....	.....	1	Duluth, Minn.....	Caught in machinery and killed.

TABLE 64.—*Wrecks and casualties on and near the coasts and in 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.	Passengers.	Crews.	Lives lost.	Place of disaster.	Nature of casualty.
1905. Nov. 15	Stranger.	Am. sc.	52	Fishing trip.		No damage.	Ballast.	14	1	1	Off Thatchers Island, St. Louis, Mo.	Capsizing of dory.
Nov. 18	Saturn.	Am. str.	189	Lying in port.		do.	do.	22	10	1		While attempting to board another vessel, fell overboard.
Nov. 21	Three States.	do.	126	Apalachicola, Fla.	Columbus, Ga.	do.	Unknown.	5	38	1	Chattahoochee River	Fell overboard.
Nov. 21	Sophie E.	Am. sc.	42	Vallejo, Cal.	Oakland, Cal.	Partial.	Ballast.	3	3	2	Oakland, Cal.	Vessel on fire.
Nov. 23	John B. Trevor.	Am. str.	1,713	Two Harbors, Wis.	Chicago, Ill.	No damage.	Iron ore.	20	20	1	Chicago Harbor, Ill.	While boarding vessel, fell overboard from ladder.
Nov. 27	Churchill.	Am. sc.	655	Hongkong, China.	Astoria, Oreg.	do.	Unknown.	10	10	1	Knappton, Wash.	Fell overboard while intoxicated.
Nov. 27	Lexington.	Am. str.	2,092	Baltimore, Md.	Savannah, Ga.	do.	Ballast.	18	38	1	At sea.	Lost overboard.
Nov. 28	Victory.	do.	4,527	Two Harbors, Wis.	Buffalo, N. Y.	do.	Iron ore.	23	23	1	Lake Superior.	Do.
Nov. 28	Gualala.	do.	225	Monroe Landing, Cal.	Rockport Landing, Cal.	do.	Machinery.	18	18	1	Rockport, Cal.	Capsizing of small boat.
Nov. 30	Hamilton A. Mathes.	do.	48	Nantucket, Mass.	Nantucket, Mass.	do.	Ballast.	6	6	1	Nantucket Sound.	Thrown overboard by rolling of vessel.
Nov. —	Dora.	Am. sc.	177	Charleston, S. C.	New York City.	Total.	Lumber.	5	5	5	At sea.	Rolling of vessel.
Nov. —	Nellie Coleman.	do.	160	Squaw Harbor, Alaska.	Seattle, Wash.	do.	Fish.	1	11	12	do.	Do.
Dec. 1	Harold B. Nye.	Am. str.	4,310	Duluth, Minn.	Buffalo, N. Y.	Partial.	Flax.	22	22	1	Lake Superior.	Washed overboard in a gale.
Dec. 2	Selwyn Eddy.	do.	2,846	Lying at dock.		No damage.	Unknown.	20	20	1	Erie, Pa.	Knocked into hold by bucket.
Dec. 5	Encore.	Am. bkne.	621	Columbia River.	San Francisco, Cal.	do.	do.	10	10	1	At sea.	Fell overboard while taking in sail.
Dec. 8	Despatch.	Am. str.	698	Lying in port.		Partial.	Ballast.	18	18	1	San Francisco, Cal.	Suffocated by oil fumes in burning vessel.
Dec. 10	Beaver.	do.	314	do.		No damage.	do.	25	25	1	Cairo, Ill.	Small boat with occupants drawn under tow.
Dec. 15	Greenwood.	do.	195	do.		do.	do.	18	18	1	Bowens Landing, Cal.	Capsizing of small boat.

Dec. 19	Severine.....	Am. sc.....	17	Lorraine, Miss.....	New Orleans, La...	Partial.	Charcoal.....	3	1	Lake Pontchartrain La.	Vessel struck bridge and man was drowned in attempt- ing to rescue his father.
Dec. 20	H. E. Wright.....	Am. str.....	562	Lying at dock.....		No dam- age.	Ballast.....	22	1	San Francisco, Cal.	Fell from dock to deck of vessel, strik- ing his head, then fell overboard.
Dec. 21	Dixie.....	do.....	71	New Orleans, La.....	Ouachita, River.....	Partial.	do.....	26	1	Harrisonburg, La...	Scalded by steam from exploding boiler.
Dec. 22	Katulani.....	do.....	384	Lying at wharf.....		No dam- age.	Fertilizer.....	36	1	Honoum, Hawaii.....	Swamping of small boat while discharg- ing freight.
Dec. 25	Jane Palmer.....	Am. sc.....	3,138	Baltimore, Md.....	Boston, Mass.....	do.....	Unknown.....	14	1	Cape Ann.....	Fell from aloft to deck and died from inju- ries received.
Dec. 25	Santa Rosa.....	Am. str.....	2,146	Lying in port.....		do.....	Ballast.....	175	82	Los Angeles, Cal.....	Fell overboard while going ashore.
Dec. 28	Emma.....	Am. sc.....	12	Hampton, Va.....	Chesapeake Bay.....	do.....	Unknown.....	3	1	Hampton, Va.....	Explosion on vessel.
Dec. 30	Henry O. Barrett.....	do.....	1,807	Norfolk, Va.....	Portland, Me.....	Partial.	Coal.....	11	2	Vineyard Sound.....	Washed overboard.
Dec. 31	Roberta.....	Am. str.....	94	Coushatta, La.....	New Orleans, La.....	Total.	Cotton and staves.	1	38	Red River, La.....	Vessel struck bridge and sunk.
Dec. 31	Charleston.....	Am. s.....	39	Fishing trip.....		No dam- age.	Fish.....	9	4	At sea.....	Capsizing of two small boats.
Dec. —	Pepe Ramirez.....	do.....	450	New York City.....	Brunswick, Ga.....	Total.	Cement.....	8	8	do.....	Never heard from.
1905											
Jan. 1	Mary Edith.....	do.....	72	Fishing trip.....		No dam- age.	Ballast.....	14	1	do.....	Swamping of small boat.
Jan. 2	Mary L. Vetra.....	do.....	21	Oraokee, N. C.....	Norfolk, Va.....	do.....	Unknown.....	2	1	Pamlico Sound, N. C.....	Fell overboard.
Jan. 6	Abby Palmer.....	Am. bk.....	1,943	Honolulu, Hawaii.....	Port Townsend, Wash.	do.....	do.....	18	1	At sea.....	Fell from main yard while firing sail.
Jan. 6	Handy.....	Am. str.....	49	Camden, Ark.....	Monroe, La.....	do.....	do.....	13	2	Ouachita River.....	One knocked the other overboard then jumped overboard himself.
Jan. 11	State of California.....	do.....	2,266	San Francisco, Cal.....	San Diego, Cal.....	do.....	do.....	111	1	Off California coast.	Washed overboard by heavy sea.
Jan. 13	Avalon.....	Am. sc.....	124	Bay of Islands, N. F.....	Gloucester, Mass.....	do.....	do.....	10	1	At sea.....	Do.
Jan. 13	Eugene F. Moran.....	Am. str.....	200	Employed in harbor.....		do.....	Ballast.....	11	2	New York Bay.....	Lost overboard from scow in tow.
Jan. 17	Mollie.....	do.....	36	Marcus Hook, Pa.....	Philadelphia, Pa.....	do.....	do.....	4	1	Delaware River.....	Killed in machinery.
Jan. 23	Helena.....	do.....	28	Natchez, Miss.....	Whitehall, La.....	Total.	do.....	5	5	Whitehall, La.....	Explosion of boiler.
Jan. 24	Regulator.....	do.....	508	Lying in port.....		do.....	do.....	26	2	St. Johns, Oreg.....	Vessel destroyed by fire.
Jan. 25	Edward G. Hight.....	Am. sc.....	491	Baltimore, Md.....	Savannah, Ga.....	No dam- age.	Fertilizer.....	7	1	At sea.....	Washed overboard by heavy sea.
Jan. —	Nicolas Thayer.....	Am. bk.....	584	Seattle, Wash.....	Seward, Alaska.....	Total.	Lumber and merchan- disc.	10	10	do.....	Never heard from.

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(4) OTHER CAUSES—Continued.

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1906.												
Feb. 15	S. P. Blackburn	Am. sc.	1,756	Port Tampa, Fla.	Norfolk, Va.	No damage.	Phosphate rock	11	11	1	At sea	Washed overboard by heavy sea.
Feb. 16	S. B. Hitchcock	Am. sp.	2,305	Liverpool, England.	Baltimore, Md.	do.	Unknown.	24	24	1	do.	Fell from aloft to deck.
Feb. 19	Dolphin No. 3	Am. str.	564	Memphis, Tenn.	Concordia Island, Miss.	do.	Lumber.	15	15	1	Wildwood, Ark.	Lost overboard.
Feb. 19	Glendale	Am. sc.	296	San Pedro, Cal.	Coos Bay, Oreg.	do.	Ballast.	8	8	1	Coos Bay Bar, Oreg.	Washed overboard by heavy sea.
Feb. 20	Swan	Am. str.	281	Savannah, Ga.	Augusta, Ga.	Partial.	General.	53	25	1	Savannah River.	Vessel struck snag; one of crew missing.
Feb. 20	Read	Am. barge	214	Clinton, Tex.	Galveston, Tex.	No damage.	Unknown.	1	1	1	Galveston Bay, Tex.	Fell overboard.
Feb. 24	Geo. R. Bailey	Am. str.	26	Oakland, Cal.	San Francisco, Cal.	do.	Ballast.	3	3	1	San Francisco Harbor.	Do.
Feb. 27	Jesse W. Starr	Am. sc.	307	Norfolk, Va.	Bridgeport, Conn.	Total.	Lumber	6	6	6	At sea.	Vessel water-logged and abandoned.
Feb. 27	Onaway	Am. bk.	932	Portland, Me.	Buenos Ayres, S. A.	No damage.	do.	12	12	1	do.	Lost overboard.
Feb. —	Centennial	Am. str.	2,075	Mororan, Japan.	San Francisco, Cal.	agg.	Sulphur.	38	38	38	do.	Never heard from.
Mar. 5	Enterprise	do.	2,675	Hilo, Hawaii.	do.	Partial.	Sugar.	36	1	1	San Francisco, Cal.	Bursting of steampipe.
Mar. 10	Clara K. Grimes	Am. sc.	34	Fishing trip.	do.	No damage.	Ballast.	7	1	1	Pensacola Bar, Fla.	Fell overboard.
Mar. 17	Titania	do.	106	do.	do.	agg.	do.	18	1	1	St. Pierre, N. F.	Do.
Mar. 18	Atlanta	Am. str.	1,129	Sheboygan, Wis.	Milwaukee, Wis.	Total.	Merchandise	75	75	1	Lake Michigan.	Vessel destroyed by fire.
Mar. 19	Anne Arundel	do.	795	Washington, D. C.	Baltimore, Md.	No damage.	Unknown.	10	36	1	Chesapeake Bay.	Fell overboard.
Mar. 19	Carrie F. Roberts	Am. sc.	52	Fishing trip.	do.	do.	Fish.	11	11	1	At sea.	Lost in dory while attending trawls.
Mar. 19	Etta Mildred	do.	72	do.	do.	do.	Ballast.	14	14	1	Boston Bay, Mass.	Do.
Mar. 20	Agnes	do.	108	do.	do.	do.	do.	18	1	1	At sea.	Washed overboard.
Mar. 20	Wellfleet	do.	600	Apalachicola, Fla.	Boston, Mass.	do.	Unknown.	8	1	1	Boston Bay, Mass.	Fell from aloft.
Mar. 21	May B.	do.	84	New Orleans, La.	Rodney, Miss.	do.	Ballast.	11	4	4	Mississippi River.	Vessel struck log and sunk.
Mar. 23	Josh Cook	do.	384	Pittsburg, Pa.	Moundsville, W. Va.	No damage.	Unknown.	35	1	1	Bellaire, Ohio.	Vessel struck stone pier and man became frightened and jumped overboard.

Mar. 29	Homeward bound.	Am. bk.	2,131	Newcastle, N. S. W.	San Jose de Guatemala.	do.	do.	4	24	2	At sea	Washed overboard in gale.
Apr. 4	Bertha Ritter	Am. str.	27	Jacksonville, Fla.	Green Cove Springs, Fla.	do.	Ballast	8	1	1	St. Johns River	Tripped and fell overboard.
Apr. 4	James S. Higgins	do.	382	Lying at wharf	do.	do.	do.	4	19	1	Fort Bragg, Cal.	Fell overboard from gangplank.
Apr. 6	Frank R. Hill	do.	109	Lying at moorings	Pittsburg, Pa.	do.	do.	do.	1	2	Red River, Ark.	Fell overboard.
Apr. 8	H. M. Hoxie	do.	622	Cincinnati, Ohio	do.	Partial.	do.	38	1	1	Portland, Ohio.	Explosion of boilers.
Apr. 8	W. E. and W. L. Tuck.	Am. sc.	416	Bridgewater, N. S.	New York City	do.	Lumber.	7	1	1	At sea	Vessel capsized; one died in small boat from exposure.
Apr. 16	Marshfield	Am. str.	388	San Francisco, Cal.	Hardy, Cal.	No damage.	Ballast	17	1	1	San Francisco Bay, Cal.	Capsizing of boat while running lines.
Apr. 17	Tred Avon	do.	676	Baltimore, Md.	Cambridge, Md.	do.	do.	55	20	1	Chesapeake Bay	Lost overboard.
Apr. 20	Santa Ana	do.	1,250	Seattle, Wash.	Juneau, Alaska	do.	Unknown.	247	44	1	Gulf of Georgia	Do.
Apr. 23	Frank R. Goodyear	do.	4,815	Cleveland, Ohio	Duluth, Minn.	do.	Coal	22	1	1	Lake Huron	Do.
Apr. 23	Fannie Inslay	do.	59	Baltimore, Md.	Freeport, Va.	do.	Ballast	4	1	1	Baltimore Harbor	Struck by sail and thrown overboard.
Apr. 24	Harsimus	do.	112	Employed in harbor	do.	do.	do.	5	1	1	New York Harbor	Caught in machinery and killed.
Apr. 25	Jennie Thomas	Am. sc.	691	Savannah, Ga.	Baltimore, Md.	Partial.	Lumber	7	2	2	Savannah, Ga.	Vessel on fire.
Apr. 27	Chemung	Am. str.	2,615	Lying at dock	do.	No damage.	Ballast	do.	1	1	Buffalo, N. Y.	Fell from aloft to deck.
Apr. 30	Tammany	do.	75	North Pass, La.	Slidell, La.	do.	do.	do.	1	1	Lake Pontchartrain	Fell overboard between logs of raft in tow.
May 4	Friends	do.	13	Galveston, Tex.	Double Bayou, Tex.	do.	do.	7	2	1	Galveston Bay	Knocked overboard by boom.
May 7	D. M. Key	do.	16	Washington, D. C.	do.	do.	do.	4	1	1	Potomac River	Slipped overboard while attending line.
May 9	Victor	Am. sc.	35	Fishing trip	do.	do.	do.	13	1	1	Off Block Island	Capsizing of small boat while attending trawls.
May 10	Illinois	do.	112	do.	do.	do.	do.	do.	18	1	At sea	Do.
May 10	Richard Walnwright.	do.	133	do.	do.	do.	do.	do.	18	1	Cape North, Gulf of St. Lawrence.	Do.
May 10	Junio	do.	85	Canso, N. S.	Gloucester, Mass.	do.	Unknown.	14	1	1	At sea	Do.
May 15	Sagamore	do.	1,415	Lying in harbor	do.	do.	Coal	3	1	1	Boston Harbor, Mass.	Vessel on fire; suffocated by smoke.
May 16	S. W. Hollister	Am. str.	49	Bay Boon, Mich.	Oshkosh, Mich.	do.	Unknown.	7	1	1	Lake Oshkosh	His hands were caught in towline, and he was wound up in the drum and died from injuries received.
May 16	John Roberts	do.	355	do.	do.	do.	do.	8	1	1	Kenosha, Wis.	Fatally scalded by steam from broken pipes.
May 17	Geo. R. Stetson	Am. barge	577	Philadelphia, Pa.	Cambridge, Mass.	do.	Coal	2	4	1	Off Cape Cod	Lost overboard in a squall.
May 17	Ruby	Am. str.	17	Jacksonville, Fla.	Nassau River	do.	Ballast	4	1	1	St. Johns River	While making line fast to lighter, was killed by falling lumber.

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.	Passengers.	Crews.	Lives lost.	Place of disaster.	Nature of casualty.
1906.												
May 17	Attaquin.....	Am. str. y.....	67	Newport News, Va.	Baltimore, Md.....	No damage.	Ballast.....	.....	9	1	Norfolk, Va.....	While going ashore in small boat, was struck by wheel of another vessel.
May 18	May.....	do.....	632	Lying in port.....	.....	do.....	do.....	.....	36	1	Philadelphia, Pa.....	While setting awning, fell overboard.
May 22	Norman L. Wagner.....	Am. str.....	196	do.....	.....	do.....	do.....	.....	10	1	Albemarle Sound.....	While asleep on deck, rolled overboard.
May 23	C. E. Taylor.....	do.....	791	Pocahontas, Ark.....	Current River.....	do.....	Unknown.....	.....	9	1	Black River, Ark.....	Do.
May 26	Oregon.....	do.....	370	Lying in port.....	.....	do.....	do.....	.....	21	1	Albany, Oreg.....	Do.
May 30	Reliance.....	Am. ga. s.....	39	New Orleans, La.....	Southwest Pass, La.....	do.....	Ballast.....	.....	25	1	Mississippi River.....	Do.
May 30	James E. Davidson.....	Am. str.....	6,206	Lying at dock.....	.....	do.....	Iron ore.....	.....	25	1	Cleveland, Ohio.....	Do.
May 30	City of Providence.....	do.....	1,303	Excursion trip.....	.....	do.....	Unknown.....	2,730	40	2	Mississippi River.....	Fell overboard while intoxicated.
May 31	Shawmut.....	do.....	1,624	Lying at wharf.....	.....	do.....	do.....	23	1	Philadelphia, Pa.....	While repairing vessel, fell overboard.	
May 31	Reliance.....	Am. ga. s.....	30	do.....	.....	do.....	Ballast.....	.....	23	1	New Orleans, La.....	While loading ice, fell overboard.
June 1	Elmore.....	Am. str.....	494	Dayton, Oreg.....	Portland, Oreg.....	do.....	Unknown.....	.....	24	1	Crawfords Landing, Oreg.....	While loading a box on vessel, fell overboard from small boat.
June 1	Protector.....	do.....	40	Pagan River, Va.....	Burwells Bay, Va.....	do.....	Ballast.....	.....	8	1	Hampton Roads.....	Fell overboard from scow in tow.
June 3	Helen Blair.....	do.....	213	do.....	.....	do.....	Unknown.....	.....	14	1	Mississippi River.....	Fell overboard while intoxicated.
June 4	Joseph L. Hurd.....	do.....	557	Lying at dock.....	.....	do.....	do.....	.....	12	1	Grand Marais, Mich.....	Fell between boat and dock and died from injuries received.
June 4	L. A. Dempsey.....	Am. sc.....	829	New York City.....	Patuxent River, Md.....	do.....	Ballast.....	.....	3	1	Chesapeake Bay.....	Capsizing of small boat while fishing.
June 10	Belle Prince.....	Am. str.....	68	Hudson City, La.....	Natchez, Miss.....	do.....	do.....	.....	14	1	Mississippi River.....	Fell overboard.
June 10	Lottie.....	Am. sloop.....	8	New York City.....	Sandy Hook, N. J.....	do.....	do.....	8	3	3	New York Bay.....	Vessel capsized in squall.
June 11	Ruth.....	Am. str.....	131	Wheeling, W. Va.....	Matamoras, Ohio.....	do.....	Unknown.....	.....	22	1	Ohio River.....	Fell overboard.
June 13	Jessie Matsen.....	do.....	32	Oakland, Cal.....	Sacramento, Cal.....	do.....	do.....	.....	5	1	San Joaquin River.....	Knocked overboard by main boom.

June 13	Essex.....	.....do.....	2,530	Lying at pier.....	.....do.....	Partial..	Miscellaneous.	14	39	5	Baltimore, Md.....	Vessel on fire.
June 17	Wade.....	.....do.....	33	Towing in river.....	.....do.....	No damage.	Ballast.....	4	1	1	Little River, La.....	Fell overboard.
June 17	Hard Cash.....	.....do.....	30	Mobile, Ala.....	.....do.....	.....do.....	Unknown.....	18	40	1	Alabama River.....	Do.
June 19	Boylston.....	Am. bk.....	568	New York City.....	Montgomery, Ala.....	.....do.....	Cement.....	10	1	1	At sea.....	Fell from aloft to deck
June 22	Gettysburg.....	Am. str.....	837	Lying at dock.....	Cienfuegos, Cuba.....	.....do.....	Unknown.....	19	1	1	Tonawanda, N. Y.....	Fell from rail to deck
June 27	Bring Gold.....	Am. sc.....	18	Fishing trip.....	.....do.....	.....do.....	Ballast.....	5	1	1	Puget Sound.....	and broke his neck.
June 27	Bertie E. Tull.....	Am. ga. s.....	163	Baltimore, Md.....	Buck Neck, Md.....	.....do.....	.....do.....	6	1	1	Chesapeake Bay.....	Fell overboard.
June —	Vandalla.....	Am. sc.....	41	Key West, Fla.....	Manatee River, Fla.....	Partial..	.....do.....	4	4	4	Off Cape Romano, Fla.....	Vessel capsized.
June —	Maggie A. Phillips.....	.....do.....	95	Baltimore, Md.....	Georgetown, B. W. I.....	Total..	.....do.....	6	6	6	At sea.....	Never heard from.

Totals: Vessels, 227; tonnage, 163,064; total losses, 16; partial losses, 193; number of passengers, 5,796; number in crews, 3,550; number of lives lost, 348.

TABLE 65.—*Summary of wrecks and casualties on or near the coasts and on the rivers of the United States and at sea and in foreign waters during the year ending June 30, 1906, involving loss of life.*

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Foundering:						
Vessels.....	7	.....	8	1	3	19
Tonnage.....	3,415	.....	14,148	121	3,112	20,796
Crews.....	38	.....	94	14	37	183
Lives lost ^a	28	.....	76	1	31	136
Strandings:						
Vessels.....	6	4	8	.....	2	20
Tonnage.....	4,330	703	26,286	.....	1,633	32,952
Passengers.....	2	6	2	.....	99	109
Crews.....	41	28	136	.....	70	275
Lives lost ^a	26	8	25	.....	111	200
Collisions:						
Vessels.....	5	1	3	3	1	13
Tonnage.....	717	52	4,778	252	1,837	7,636
Passengers.....	4	.....	10	40	1	55
Crews.....	33	3	31	40	16	123
Lives lost ^a	5	1	7	11	1	25
Other causes:						
Vessels.....	7	4	6	9	8	34
Tonnage.....	5,346	4,795	13,942	1,853	4,264	30,200
Passengers.....	14	.....	5	224	1	244
Crews.....	67	81	152	197	91	588
Lives lost ^a	17	5	8	22	86	138
Totals:						
Vessels.....	25	9	25	13	14	86
Tonnage.....	13,808	5,550	59,154	2,226	10,846	91,584
Passengers.....	20	6	17	264	101	408
Crews.....	179	112	413	251	214	1,169
Lives lost ^a	76	14	116	34	259	499
Vessels totally lost:						
Vessels.....	16	3	18	6	12	55
Tonnage.....	7,855	609	32,739	827	8,593	50,623
Passengers.....	6	6	12	3	100	127
Crews.....	93	16	274	109	191	683
Lives lost ^a	55	6	97	20	257	435
Vessels damaged:						
Vessels.....	9	6	7	7	2	31
Tonnage.....	5,953	4,941	26,415	1,399	2,253	40,961
Passengers.....	14	.....	5	261	1	281
Crews.....	86	96	139	142	23	486
Lives lost ^a	21	8	19	14	2	64
Vessels not damaged:						
Vessels.....	47	22	31	69	32	201
Tonnage.....	12,409	13,562	55,190	19,354	32,418	132,933
Passengers.....	151	466	269	3,942	728	5,556
Crews.....	352	446	368	1,190	629	2,985
Lives lost.....	51	22	32	77	43	225
Aggregate:						
Vessels.....	72	31	56	82	46	287
Tonnage.....	26,217	19,112	114,344	21,580	43,264	224,517
Passengers.....	171	472	286	4,206	829	5,964
Crews.....	531	558	781	1,441	843	4,154
Lives lost.....	127	36	148	111	302	724

^a Exclusive of lives lost on vessels not damaged.

NOTE.—Of the 499 lives lost on vessels sustaining material damage, 352 were lost on steamers and 147 on sailing vessels, as follows: Atlantic and Gulf coasts, steamers 28, sailing vessels 48; Pacific coast, steamers 9, sailing vessels 5; lakes, steamers 85, sailing vessels 31; rivers, steamers 31, sailing vessels 3; at sea, steamers 199, sailing vessels 60.

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years.

ATLANTIC AND GULF COASTS. ^a

Name of place.	Fiscal year ending June 30—										Total.
	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	
MAINE.											
Blue Hill Bay:											
Bartlett Narrows.....							2				2
Brooklin.....					1						1
Ellsworth.....	1				1						2
Gotts Island.....				1				2			3
Horseshoe Ledge.....								1			1
Moose Island.....					1						1
Placentia Island.....			1	1							2
Staples Ledge.....								1			1
Swan Island.....			1								1
Tuppers Ledge.....										1	1
York Narrows.....				1							1
Blue Hill Bay approaches:											
Black Ledge.....									1		1
Johns Island Ledge.....							1			1	2
Little Duck Island.....			1								1
Scrag Island.....						1					1
Boothbay:											
Boothbay and Townsend Harbor.....		2	2		4						8
Southport Island.....	1										1
Spruce Point.....					1						1
Squirrel Island.....				1							1
Tumblers Island.....							1				1
Cape Elizabeth:											
Broad Cove.....					1		1		1		3
Portland Head.....	1		1								2
Richmond Island.....		1			1					1	3
Spurwink River.....		1									1
Trundys Reef.....				1	1		1			1	4
Zebs Cove.....										1	1
Cape Neddick:											
Boon Island.....		1									1
Boon Island Ledge.....						1					1
Cape Porpoise:											
Bumpkin Island.....					1						1
Folly Island.....				1							1
Goat Island.....		1				1					2
Green Island.....								1			1
Cape Small Point:											
Bald Head Rocks.....						1					1
Fullers or Glovers Rock.....		1				1			1		2
Wood Island.....		1									1
Casco Bay:											
Aldens Rock.....	1				1	1					3
Bangs Island.....		1									1
Broad Sound.....									1		1
Bush Island.....								1			1
Bustings Island.....									1		1
Cousins River.....									1		1
Cundy Harbor.....								1			1
Cushings Island.....									2		2
Great Chebeag Island.....					1						1
Green Islands and Reef.....											3
Haddock Rock, Broad Sound.....							1				1
Long Island.....			1					1			2
Peaks Island.....			1	1				1			3
Ragged Island.....						1					1
Ram Island and Ledge.....				1			2			1	4
Turnip Island.....									1		1
Cobscook Bay:											
West Pembroke.....			1								1
Cranberry Island, Great:		1	2	1	1		2			1	8
Sperlin Rock.....										1	1
Thompsons Ledge.....		1									1
West Bunkers Ledge.....										1	1
Cranberry Island, Little:				1		2		1			4
Bakers Island and Bar.....	1	2							1		4
Cutler and approaches.....	2	1	2		1						6

^a In a few instances the number of stranded vessels in this table does 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 coast 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.
	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	
MAINE—continued.											
Damariscotta River and approaches:											
Bantam Rock			1						1		2
Damisove Island				2	3	3					8
Fishermans Island			1								1
Hypocrites, The						1					1
Linekins Neck					1						1
Pumpkin Ledges										1	1
Ram Island		1			1		1				3
Thread of Life Ledge			1								1
Thumbcap Island						1					1
Deer Island Thoroughfare:											
Long Ledge		1									1
McGlatherys Island			1								1
Russ Island						1					1
Deer Isle:											
Greens Landing	1							1			2
Eastport Harbor						1					1
Eggmoggin Reach	1										1
Billings Cove										1	1
Crow Island	1										1
Island Ledge							1				1
Pumpkin Island Ledge						1					1
Punch Bowl		1									1
White Island	1										1
Englishmans Bay:											
Little Spruce Ledge								1			1
The Brother				1							1
Fishermans Island Passage. (See Moosabec Reach.)											
Fletchers Neck		4	3	2	4		3	1	3	2	22
Fox Island Thoroughfare:											
Browns Cove							1				1
Cross Island Ledges			1								1
Frenchmans Bay:											
Crabtree Ledge			1								1
Egg Rock				1				1			2
Porcupine Island					1						1
Pulpit Ledge		1									1
Sullivan Harbor			1	1							2
Winter Harbor				1				1			2
Frenchmans Bay approaches:											
Schoodie Island								1			1
Gouldsboro Harbor									1		1
Kennebec River (mouth of):				1	1	2			1		5
Atkins Bay		1									1
Bluff Head	1										1
Dix Island			1								1
Hospital Point (rock near)		1									1
Huniwells Beach			2			2	2	1			7
Huniwells Point								1			1
Long Island		1									1
Pond Island		1	1		1						3
Stage Island					2						2
Sugar Loaves, The		1	2		1		1				5
Whales Back				1	1						2
Kennebec River approaches:											
Seguin Island and Ledges		1									1
Kennebunkport						1					1
Lubec Narrows			1	2	3						6
Machias Bay:											
Cross Island		2		1	1	1				1	7
Dogfish Ledges	1	1									2
Libbey Islands			2				1				3
Starboard Island Ledge									1		1
Stone Island Ledge				1							1
Machias Bay, Little:											
Cape Wash Island			1								1
Double Headed or Double Shot Island	1	1							1		3
Moosabec Reach					1					1	2
Beals Island							1				1
Brig Ledge, Fishermans Island Passage				1							1
Brownney Island and Ledges, Fishermans Island Passage					1	1		1			3

TABLE 66.—List of places on the coast 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.
	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	
MAINE—continued.											
Moosabec Reach—Continued.											
Fessenden Ledge.....				1							1
Freemans Rock.....								1	1		2
Great Wass Island.....							1				1
Green Island Ledge.....		1									1
Head Harbor Island.....								1			1
Indian River.....						1					1
Jonesport.....					1			1			3
Kellys Point and ledges near.....		1									1
Mistake Island.....									1		1
Sand Ledge.....	1										1
Steel Harbor Island.....	2										2
Stevens Island, Fishermans Island Passage.....				1							1
Mount Deset Island:											
Bass Harbor Bar and Head.....		1	1		1						5
Bear Island.....					1						1
Long Ledge.....		1							1		2
Seal Harbor.....						2					2
Southwest Harbor.....		1	2						1		4
Mount Deset Rock.....							1				1
Muscle Ridge Channel:											
Breh Island.....									1		1
Channel Rock.....				1							1
Clam Ledges.....		2									2
Crescent Island (near).....						1					1
Dix Island.....								1	1		2
Fawn Ledge.....										1	1
Fishermans Island.....										1	1
Gangway Ledge.....										1	1
Garden Island Ledge.....						1				1	2
Grindstone Ledge.....				1	4	2					7
Hay Island Ledge.....	1	1		1	1					1	5
High Island.....								1			1
Hurricane Ledge.....				1							1
Lark Ledges.....			1								1
Lobster Cove.....			1								1
Long Ledge, Seal Harbor.....	1			1			1				3
Monroe Island.....						1					1
Northwest Ledge.....		1									1
Otter Island Ledge.....			1		1						2
Rackliffs Island, Seal Harbor.....		1									1
Seal Harbor.....	1	2			1				2		6
Sheep Island and Shoals.....		1							1		2
Spruce Head Island.....	1	2	1				1		1		6
Sunken Ledge.....										1	1
Upper Gangway Ledges.....	2	1	1				1	1			6
White Head Island.....	1		1	1			1	1		1	6
Yellow Ledge.....									1		1
Muscongus Bay:											
Friendship.....			1						1		2
Kegs, The.....	1		1								2
Pemaquid Point.....								2			2
Muscongus Bay approaches:											
Duck Rocks.....					3		1				1
Monhegan Island.....	1						1		1		6
Narragagus Bay and approaches:											
Baldwins Head.....			1								1
Bois Bubert Island.....	1										1
Jerrys Ledge.....			1								1
Penobscot Bay:											
Browns Head.....									1		1
Isle au Haut.....					1				1		2
Long Island.....						1		1			2
Odoms Ledge.....							1				1
Seal Island.....		1	1							1	4
Vinal Haven Island.....							1		1	1	3
Penobscot Bay, East:											
Ailrys Ledge.....									1		1
Bear Island.....	1										1
Brimstone Island.....							1				1
Burnt Cove.....						1					1
Halibut Ledge.....						1					1
Pond Island.....					1						1
Thurlow Island.....								1			1

TABLE 66.—List of places on the coast 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.
	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	
MAINE—continued.											
Penobscot Bay, West:											
Bantam Ledge.....								1			1
Barley Ledge.....							1				1
Camden.....	1		1								2
Drunkards Ledge.....						1					1
Great Spruce Head.....			1								1
Heron Neck (ledge near).....		1									1
Inner Bay Ledges.....		1							1		2
Matinicus Ledge.....										1	1
Northern Triangles, The.....	1	1									2
Roaring Bull Ledges.....				1					1		2
Rockland.....			2		2					1	5
Seal Ledge.....			1							1	2
Southeast Breakers.....		2									2
Southern Triangles.....							1				1
Spragues Ledge.....		1					1				2
Two-Bush Island and Reef.....		1			1	1					3
Pigeon Hill Bay:											
Green Island.....				1							1
Petit Manan Island and Point.....			3	2			2		1		8
Portland Harbor.....						1	1				2
House Island.....	1										1
Simontons Cove.....									1		1
Portsmouth Harbor (Maine side):											
Clarks Island.....		1				1					2
Fishing Islands.....			1			2		3	1	2	9
Gerrish Island.....	1					1	2		1		5
Hicks Rocks.....							1				1
Kittery Point.....				1						1	2
Logys Ledge.....									3		3
Phillips Rocks.....						1					1
West Sister.....								1			1
White Islands.....						1					1
Wood Island.....	1				1		1				3
Prospect Harbor.....	1					1					2
Indian Harbor.....	1										1
Moultons Ledge.....							1				1
Spruce Point.....					1						1
Quoddy Roads.....			2		2	1			3		8
Sail Rock.....						1					1
West Quoddy Head.....							1				1
Saco Bay:											
Ferry Beach.....		1									1
Negro Island Ledge.....		2	1		1	2			2		8
Old Orchard Beach.....		1									1
Prounts Neck.....					1						1
Scarboro Beach.....						1					1
Stage Island.....					2						2
Stratten Island.....							1				1
St. Croix River:											
Robbinston.....			1								1
St. Georges River and approaches:											
Allens Island.....						1			1		2
Brothers, The.....		1									1
Burnt Island.....							1				1
Caldwells Island.....		1									1
Davis Island.....									1		1
Griffins Island.....			1								1
Gunning Rocks.....			1								1
Harts Island Bar and Ledges.....	1	1	1		2	2	2	1	2	1	13
Hay Ledge.....						1	1				2
Hoopers Island.....			1	1					1		3
Little Seavey Island.....										1	1
Marshalls Point.....		1			1	1			1		4
Mosquito Island.....										1	1
Old Man Ledge.....				1			1		1		3
Otis Cove.....				1							1
Port Clyde.....	1		3	1	2		1				8
Sisters, The.....						1					1
Stone Island.....				1	1						2
Stone Point.....				1							1
Thomaston.....				1							1
Thompsons Island and Ledges.....							1			1	2
Turkey Point.....					1						1
Two-Bush Island.....						1					1

TABLE 66.—List of places on the coast 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.
	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	
MAINE—continued.											
Sheepscot Bay and River:											
Cuckolds, The.....			1								1
Fire Island.....			1								1
Sawyers Island.....					1						1
Southport Island.....					1						1
Tennants Harbor.....			1		1						2
Long Cove.....				1							1
Southern Island.....	1								1		2
West Quoddy Head. (See Quoddy Roads.)											
Whealers Bay.....	1										1
Clarks Island.....	1										1
Southern Island Reef.....								1			1
York River and approaches:											
Godfreys Cove.....							1				1
York Harbor.....	1										1
York Ledge.....	1										1
NEW HAMPSHIRE.											
Foss Ledges.....							1				1
Hampton:											
Great Boars Head.....		1			1						2
Hampton Beach.....		1									1
Isles of Shoals:											
Appledore Ledge.....				1							1
Cedar Ledges.....		1	1								2
Duck Island.....				1	1				1		3
Portsmouth Harbor (New Hampshire side):											
Fort Point.....				1			2				3
Great Island.....							1				1
Jerrys Point.....		2	1				2	2			7
Odiornes Point.....			1						1		2
Rocks, mouth of harbor.....			1								1
Rye Ledge.....				1		1		1			3
Stielmans Rocks.....					1		1		1		3
Walls Sands.....					1				1		2
Western Ledges.....						1					1
MASSACHUSETTS.											
Beverly Bay.....	1				4						5
Boston Bay and Harbor:											
Bird Island Flats.....	2		3	3	1					1	10
Black Rock and Channel.....			2			1			1	1	4
Black Rock, Cohasset.....			1								1
Brewsters, The.....		1	3	2					1	2	9
Bumkin Island.....										1	1
Castle Island.....	1		1			2		2			6
Cohasset Harbor.....			2								2
Commercial Point.....				1							1
Deer Island.....						1		1			2
Devils Back.....			1			1			2	1	5
Dorchester Bay.....	1		1		1				1	1	5
Gallups Island.....	1		4						1	1	11
Georges Island.....	2	1	1				1	3	1	1	8
Graves, The.....		1	1								1
Great Fawn Bar.....									1		1
Hardings Ledge.....		1						2		1	4
Hog Island.....	1										1
Hull Beach.....			2								2
Hunts Ledge.....				1		1					2
Long Island.....						1			1		2
Lovells Island.....			2	1		1	1	1	4	2	12
Lower Middle.....					2			1			3
Middle Ground.....			2	2		1	2		1		8
Minots Ledge.....		1			1						2
Moon Island.....			1								1
Nantasket Beach.....		1									2
Nixs Mate.....	1								3	2	6
Nut Island.....			1								1
Peddocks Island.....						1				1	2
Pig Rocks.....							1				1
Pines Point.....		1									1
Pleasure Bay.....				1	1						2

TABLE 66.—List of places on the coast 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.
	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	
MASSACHUSETTS—continued.											
Boston Bay and Harbor—Con.											
Point Allerton	2						1	2			5
Point Shirley		1									1
Quincy Beach			3								3
Rainsford Island			3								3
Ram Head						1	1		1	3	6
Shag Rocks					1	2					3
Spectacle Island			2								2
Thompsons Island			3						1		4
Toddy Rocks	1	4	3	1		1					10
Weymouth			1								1
Brant or Green Harbor Point			2				2				4
Buzzards Bay:											
Angelica Point			1								1
Cuttyhunk Harbor			1			1		1			3
Dumpling Rock				1					2		3
Great Ledge					1						1
Gull Island	1										1
Husseys Rock					1						1
Mishaum Ledge										1	1
Mosher Ledge									1		1
New Bedford Harbor			1								1
Cape Ann:											
Annisquam				1				1			2
Averys Ledge			1								1
Bay View			1							1	2
Braces Cove				1				1			2
Dog Bar				1	2	2	1	1	1		8
Dollivers Neck		4								1	5
Eastern Point		1	1		1	1	1	2	1		8
Gap Head								1			1
Gloucester	1	5	6			1	1			1	15
Halibut Point	1										1
Kettle Island								1			1
Lanesville				1	1						2
Londoner, The							1	1		2	4
Long Beach						1					1
Milk Island						1	1				2
Muscle Point								1			1
Pigeon Cove		6	6			1	1		1		15
Rockport			3	2	1	1	1		2	1	11
Salvages, The (off Rockport)					1						1
Straitsmouth Island						1				1	2
Ten-Pound Island		2	5								7
Thatchers Island						1					1
Cape Cod:											
Bearses Shoal	1	1					1				3
Cahoons Hollow	2			1		1					4
Chatham	1	2	2	2					1		8
Chatham Bar							1		3	1	5
Highland Light	1				1		1				3
Monomoy Point		3			1	1	1	1	1		7
Nauset Beach	2	2	1	2	1	1	1	1		1	12
Orleans Beach	2	1	2	1		2		1			9
Peaked Hill Bar	2	4	4	1	2	2	1		3	1	20
Pollock Rip	1	2	1	2	1	1			3	1	12
Race Point	2	3	3		2	4		3	2		19
Shovelful Shoal		2	4	3	6	6	2	3	3	2	31
Stone Horse Shoal	1					1	1	2			5
Cape Cod Bay:											
Barnstable							2		2		4
Beach Point					1						1
Brewster			1								1
Long Point				1		1	1				3
Provincetown	2		18				2	2		1	25
Sandwich									1		1
Sandy Neck							1				1
Truro								1			1
Wood End	1	2	3	4	2	5	2	7	3		29
Duxbury Beach							1				1
Gurnet Point	2		2	1				3			9
Ipswich Bay:											
Ipswich Bar	2	2	4			1		2	2	4	17
Lynn Harbor								1			1
Marblehead and approaches			4							1	5
Marshfield				1							1

TABLE 66.—List of places on the coast 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.
	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	
MASSACHUSETTS—continued.											
Marthas Vineyard:											
Cape Poge.....	2			1						2	5
Cedar Tree Neck.....			1		1						2
Chappaquiddick Point.....			1		1					1	3
Cottage City.....							1			1	2
East Chop.....					1				1		2
Edgartown.....			1								1
Gay Head.....	1	2			1		1				5
Menemsha Bight.....	2	3	2			1			4		13
No Mans Land.....								1			1
Vineyard Haven.....	7	1	22	1	3	2	1		1	2	40
Wasque Shoal.....						2					2
West Chop.....					1	1	1	1			4
Nahant Bay:											
Nahant.....		1			1					1	3
Shag Rock.....			1								1
Nantucket:											
Bar and Bay.....	1		2	1	2	1	1	2	2		12
Coskata.....	2		1				1	1	1		6
Great Neck.....			1								1
Great Point and Great Rip.....		2		1	1		1		1		6
Maddequet.....									2		2
Surfside.....		1									1
Nantucket Shoals.....		2	1		1	1	2				7
Nantucket Sound:											
Bishop and Clerks Shoal.....	1				1				1		3
Chatham Roads.....					2	1					3
Common Flats.....							1		1		2
Dog Fish Bar.....					1						1
Handkerchief Shoal.....	1	2	1	2	3	3	2	3	4		21
Hardings Beach.....						1					1
Hawes Shoal.....									1		1
Horseshoe Shoal.....		1							1	1	3
Hyannis.....			1		1	1					3
Kill Pond Bar.....							1			1	2
Long Shoal.....									1		1
Muskeget Island.....		1	1			2					4
Mutton Shoal.....			1								1
Osterville.....		1									1
Shovelful Shoal (near Tuck- ernuck Shoal).....		1									1
Tuckernuck Shoal.....		1			1	2					4
Newburyport approaches:											
Newburyport Bar.....	1		4	2	3	8	3	5	4	4	34
Plum Island Point.....	1		1								2
Salisbury Point.....				1					1		2
Plum Island.....		1		2		2	2			1	8
Plymouth Bay:											
Browns Bank.....	1	4			7	2		2		2	18
Cow Yard, The.....			1								1
Dicks Flat.....								1	1		2
Plymouth.....	1	1	9	1		1					13
Sausquish Head.....			1		3						4
Salem Harbor and approaches:											
Bakers Island and Shoals.....	2	1				1	1				5
Endeavor Rocks.....		1									1
Half Tide Rock.....										1	1
House Island.....			1								1
Juniper Point.....					2						2
Misery Island.....									1		1
Salem Harbor.....		1	2			1		1			5
Scituate.....			2		1						3
Fourth Cliff.....	2				1					2	5
North Scituate.....			1		1		1				3
Vineyard Sound:											
Cuttyhunk Island.....	1		1	3		1	1	2	1		10
Falmouth.....						2					2
Hedge Fence Shoal.....	3	1		1	2				1		8
L'Homme Dieu Shoal.....						1					1
Middle Ground.....	1	1				1					3
Nashawena Island.....	2		1		2		1			1	7
Naushon Island.....	1		1	1							3
Nobska Point.....					1					1	2
Pasque Island.....	4	1							1		6
Quicks Hole.....		1									1
Robinsons Hole.....						1					1

TABLE 66.—List of places on the coast 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.
	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	
MASSACHUSETTS—continued.											
Vineyard Sound—Continued.											
Sow and Pigs.....	1		2	1	2					1	7
Tarpanlin Cove.....	1		1				1		1		4
Woods Hole.....		1		3			3			1	8
RHODE ISLAND.											
Block Island:											
Block Island Breakwater.....	5	4	2	2	1	1	1		2		18
East side of.....		3	1		1	2					7
Grove Point.....							1				1
New Harbor.....	1			1	1	1		2		1	7
New Shoreham.....								1	3	3	7
Northwest shore of.....	1	4									5
Sandy Point.....	2	2	1	1					1		7
South Shore.....							1	1	3		5
West side of.....	3	1	1	1				2			8
Little Narragansett Bay.....		1									1
Narragansett Bay:											
Adams Point.....									1		1
Bonnet Point.....									1		1
Brentons Point and Reef.....	1								1		2
Castle Hill.....	1		1								2
Church Point.....							1				1
Coal Mine Point.....										1	1
Coddington Point.....			1								1
Conanicut Island.....				1				1	1		3
Cormorant Rock.....									1		1
Dutch Island.....			1				1	2			4
Eastons Beach.....					2						2
Fish Rock.....			1								1
Gardiners Neck.....			1								1
Goat Island.....			1				1			1	2
James Ledge.....					1				1		1
Jones Ledge.....											1
Muscle Bed Shoal.....			1								1
Nayatt Point.....							1				1
Newport.....		1	4			1		2	1	1	10
Patience Island.....					1						1
Portsmouth.....				1							1
Providence River.....	1									1	2
Prudence Island.....			7			1	1				9
Rose Island.....			1								1
Sachusset Neck and Beach.....					1						1
Sakonnet Point.....				2							2
Tiverton.....	1										1
Warwick Neck.....							1		2		3
Whale Rock.....							1				1
Noyes Beach.....											
Point Judith.....	2	2	2	1	2			1	2	1	12
Quonochontaug Beach.....							1		1		1
Watch Hill.....	1						1			1	3
Catumb Reef.....		2			1					1	3
Napatree Point.....			3	1							4
Spindle Reef.....								1			1
Sugar Reef.....									1		1
CONNECTICUT.											
Branford Harbor.....											
Bridgeport.....		1				1				1	2
Connecticut River (mouth of):											
Saybrook Bar.....	1					1		1	2		5
Fairfield Beach.....				1							1
Fishers Island Sound:											
Bartletts Reef.....		1	1								2
East Clump.....			1								1
Latimers Reef.....		3									3
Middle Clump.....					1						1
Mystic River (mouth of).....			2	1							3
Noyes Rock.....						1					1
Ram Island Reef.....									1		1
Greenwich.....							1				1

TABLE 66.—List of places on the coast 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.
	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	
CONNECTICUT—continued.											
Long Island Sound (near coast of Connecticut):											
Bartletts Reef.....					1						1
Captains Islands.....	1							1			2
Cockenoes Islands.....				1							1
Cows, The.....	1										1
Duck Island.....									2		3
Faulkners Island.....		1		1		2				1	5
Flat Island.....										1	1
Greens Ledge.....										1	1
Goose Island.....				1		1					2
Long Sand Shoal.....										1	1
Norwalk Islands.....	1		1	1						1	4
Penfields Reef.....									1		1
Smiths Reef.....									1		1
Thimbles, The.....			1	1							2
Wilson's Point.....					1						1
New Haven Harbor:											
New Haven.....								1		1	2
Savin Rock.....						1					1
New London Harbor and approaches:											
Black or Southeast Ledge.....			3		1			1			5
Cormorant Reef.....		1				1					1
Eastern Point.....						1					1
Goshen Reef.....	1										1
Saugatuck River (mouth of).....		1	1								2
Shippan Point.....	1		1					1			3
Stamford Harbor.....						2					2
Stonington Harbor.....						2				1	3
Stratford Point.....						1					1
NEW YORK.											
Block Island Sound:											
Fort Pond Bay.....		2	2						2		6
Gardiners Island.....	1								1		2
Napeague Bay.....			1								1
Shagwong Reef.....			1								1
East River:											
Astoria.....					1						1
Barretto Point.....				1							1
Blackwells Island.....		1	1				1				3
Bowers Bay.....									1		1
Governors Island.....	1			1							2
Hell Gate.....	2		1	1	5	2	1	3	1	1	17
Hell Gate, Flood Rock.....				1							1
Hell Gate, Mill Rock.....		1		1							2
Hell Gate, Negro Head.....			1	1							2
Hell Gate, Rylanders Reef.....			1	1							2
Hell Gate, The Hogs Back.....			1	1		2					5
Lawrence Point.....			1					2			3
Man-of-War Rock.....	1	1	2					1			5
North Brother.....			1		1	3	1			2	8
Old Ferry Point.....			1								1
Randalls Island.....							1				1
Rikers Island.....						1					1
South Brother.....				1							1
Sunken Meadows, The.....	2	3	1	1		2					9
Wards Island.....						1		1	1		3
Gardiners Bay:											
Gardiners Island (see Block Island Sound).....											
Long Beach Bar.....		1									1
Sag Harbor.....	2		1						1		4
Shelter Island.....				1							1
Long Island (outside):											
Amagansett.....	1						1			1	3
Coney Island.....	3	2						1			6
Coney Island (Sheepshead Bay).....	1		1	1							3
Fire Island Beach.....	2	1	1	1	1			3	3	1	13
Fire Island Beach (Great South Bay).....		2	7					3	6	11	50

TABLE 66.—List of places on the coast 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.
	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	
NEW YORK—continued.											
Long Island (outside)—Con.											
Fire Island Inlet.....	5	5	2	1	5	6	9	6	6	1	46
Gilgo Inlet.....				1						2	3
Hempstead Bay.....				1							1
Jones Beach.....							1				1
Long Beach.....	1	1	3		3	3	1		2	1	15
Mecox.....											1
Montauk Point.....			2	1				1		2	6
Moriches Beach.....		1	1	2		1					5
Moriches Beach (Moriches Bay).....		1								1	2
Napeague.....	1		2				1				4
New or Jones Inlet.....	3	3		2	2	5	1	1	2	1	20
Quogue.....	1			1				1			3
Rockaway and Far Rockaway Beach.....	1			1	1		1	2		1	7
Rockaway Inlet and Shoals.....	3	2	3	1	3	7	1	3	1		24
Shagwong Point.....								1			1
Shinnecock Beach.....	4								1		5
Zachs Inlet.....			2					1			3
Long Island Sound:											
Big Tom Rock.....		1							1		2
Captains Island.....										1	1
City Island.....	1				1						2
Cold Spring Harbor.....								2			2
Davenport or Davids Island.....	1				1						2
Duck Pond Point.....			2								2
Eatons Neck.....				1	1	1	3	2			8
Execution Rocks.....								2	1	1	4
Fishers Island.....	2	1	2	1	2	1	1		5	1	16
Glen Island.....	1								1		3
Great Gull Island.....		2									1
Hallocks Landing.....						1					1
Hart Island.....	1	1		1		1	1				5
Hortons Point.....	1		1	1	1				1		5
Little Gull Island.....						2	1			1	4
Lloyds Neck.....	2			1			2				5
Luce Landing.....			1								1
Matincock Point.....				2	1						3
Mount Sinai.....			3								3
New Rochelle Harbor.....		1			1			1		1	4
Oak Neck Point.....									1		1
Old Field Point.....		1	1		1						3
Old Silas Reef.....		1									1
Orient Shoal.....	1										1
Oyster Pond or Orient Point.....			2				1				3
Peacock Point.....								1			1
Plum Island.....	1		1		3		1			1	7
Port Jefferson.....			2		1						3
Port Washington.....										1	1
Race Rock.....				1						3	5
Rocky Point.....			1	2							3
Rodmans Neck.....									1		1
Rye Point.....			1			1					2
Valliant Rock.....				1							1
Weopessett Island.....										1	1
New York Bay and Harbor:											
Bay Ridge.....		1			1						4
Bedloes Island.....				1					1		2
Black Tom Island.....			1								1
Constable Point.....		1		1							2
East Bank.....	1					1					2
Ellis Island.....	1										1
Governors Island.....								1			1
Gravesend Bay.....								6			6
Great Kills.....						1					1
Nortons Point.....					1						1
Oyster Island.....						1					1
Princess Bay.....		1	1								2
Romer Shoal.....	1	2	3	1	4	2			1	2	16
South Brooklyn.....				1							1
Staten Island.....			1				1	2	1		5
Swash Channel.....				1	1						2
Swinburne Island.....	2										2
West Bank.....	1			1	1	1			1		5

TABLE 66.—List of places on the coast 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.
	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	
NEW JERSEY.											
Absecon Inlet.....	2		3	4	2	2	7	3	1	2	26
Atlantic City.....	3		1		1		2		1		8
Barnegat Inlet.....	1	3	1		2	4	1	1	3	4	20
Brigantine Beach and Shoals.....	1	2		2		1	1	4	1	2	14
Cape May.....	3	1	2		1						8
Cold Spring Inlet.....			1		2	1					6
Corsons Inlet Bar.....		1		2							3
Delaware Bay (see also Delaware):											
Ben Davis Shoal.....					1	1					2
Cross Ledge.....		1									1
East Point.....						1					1
Egg Island Point.....				1							1
Green Creek.....					1						1
McCries Shoal.....						1					1
Maurice River Cove.....										1	1
Miah Maull Shoal.....	1										1
Overfalls or South Shoals.....			1							1	2
Five Fathom Bank.....		1									1
Five Mile Beach.....							2	1			3
Great Egg Harbor and Inlet.....	5	3	10	13	10	4	3	1	2		51
Hereford Inlet.....	2	3	1	1		3	4	4	6		24
Highlands.....							1	2			3
Island Beach.....					2	2	2	1		1	8
Little Egg Harbor.....	1	5				2		2	2	1	13
Little Egg Harbor Inlet or New Inlet.....	4	5		5	5	2	3	1	2	5	32
Long Beach.....	2	1	3	1	2	3	2	1	1		16
Long Branch.....						1					2
Ludlam Beach.....	1		1							1	3
Monmouth Beach.....	1				1	1					3
Newark Bay, Shooters Island.....		2					1				3
Pecks Beach.....						1					1
Port Monmouth.....			1								1
Raritan Bay:											
Keyport.....			1			3					4
Perth Amboy.....			1								1
Raritan.....					1						1
Sandy Hook.....	4	3	4	2	3	2		6	3		27
Flynn's Knoll.....			2			2		1			5
Horse Shoe.....		1			1		1	7		3	13
Seabright.....	1										2
Shrewsbury River.....					1	1	1	1	1	2	7
Spring Lake.....				1							1
Squan Beach.....		1							1	1	5
Tathams.....				1			1				2
Toms River.....	1										1
Townsend Inlet.....	2			2	3		2			1	10
Tuckers Beach.....								1			1
Turtle Gut Inlet.....	1				1		1				3
DELAWARE.											
Cape Henlopen.....	1	5	2	3	3	3	2		1		20
Hen and Chickens Shoal.....		1				1					2
Delaware Bay (see also New Jersey):											
Brandywine Shoal.....			1				1			1	3
Bombay Hook.....									1		1
Broadkill River (mouth of).....					1						1
Brown Shoal.....								1			1
Cedar Beach.....		2									2
Fourteen Foot Bank.....		1									1
Joe Flogger Shoals.....		1	3								4
Lower Middle.....						1					1
Mispillion River.....		1						3			4
Old Bear Shoal.....								2			2
Ship John Shoal.....									1		1
Delaware Breakwater.....	1	1	3	1	1	1		1	1		10
Indian River Inlet.....	2		3	1		2	3	1		1	13
Lewes.....		6	3	2	2			1	5	1	20
Rehoboth Beach.....				1	1			1			3

TABLE 66.—List of places on the coast 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.
	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	
MARYLAND.											
Chesapeake Bay:											
Bear Point.....		1									1
Bush River.....		1				2	1		1		5
Cedar Point.....				1			1			1	2
Chester River (mouth of).....											
Cornfield Point (mouth of Potomac River).....		1									1
Cove Point.....					1						1
Dorchester Beach.....									1		1
Drum Point.....		1									1
Eastern Bay.....								1			1
Hacketts Point.....	1										1
Herring Bay.....			1								1
Holland Island.....					2						2
Holland Point.....					1		1				2
James Point.....					1						1
Long Point.....						1					1
Magothy River (mouth of).....			2			2			1		5
Parkers Island.....							1				1
Patapsco River (mouth of).....	1	2	1	1							5
Patuxent River (mouth of).....			1								1
Point No Point.....						1					1
Poplar Island.....						1			1		2
Plum Point.....										1	1
Rock Hall Creek.....							1				1
Sandy Point.....						1		1		1	3
Seven Foot Knoll.....							1				1
Sharps Island Bar.....						1	1				2
Swan Point.....		1									1
Tangier Beach.....										1	1
Tangier Island.....									2		2
Thomas Point Shoal.....		1						1			2
Wades Point (Eastern Bay).....	1								1		3
Fenwick Island.....			1								1
Green Run Inlet.....	1					1	1				3
Isle of Wight.....					1						1
North Beach.....		1			1			1		1	4
North Beach, Sinepuxent Bay.....		1			1						2
Ocean City.....				1							1
VIRGINIA.											
Assateague Island.....			1	2	2			1	1		7
Fishing Point.....	1	4	2	2	1	5	6	3	3	1	28
Ship Shoal.....						1	1	1			2
Turners Shoals.....		2			1	1	1				5
Assawaman Inlet.....		1							1		2
Cape Henry.....	2	2	2	1	2	1				2	12
Chesapeake Bay:											
Back River Shoals.....									1		1
Farnham Creek.....			1								1
Great Wicomico River (mouth of).....	1									1	2
Middle Ground.....		1	3		1			1			6
New Point Comfort.....	1	1		2							4
Old Point Comfort.....										1	1
Piankatank River (mouth of).....				1	1						2
Pongateague Creek (mouth of).....			1								1
Potomac River (mouth of).....		1									1
Smiths Point.....					1				1		2
Stingray Point.....	1		1		1				1		4
Tail of the Horse Shoe.....		1			1						2
Thimble Shoal.....										1	1
Watts Island.....			1								1
Willoughby Spit.....	1			1			1				3
Wolf Trap Shoal.....							1				1
York River (mouth of).....							1				1
Chincoteague Inlet.....			2	5	3	1	3	3		3	20
Chincoteague Shoals (off Fishing Point).....					1					1	2
Cobbs Island.....	1	1					1				3
Carters Shoals.....	1	1	1				2	2	1	1	9
Sand Shoal Inlet.....	1	4	1	1							7
Dam Neck Mills.....				1				1			2

TABLE 66.—List of places on the coast 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.
	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	
VIRGINIA—continued.											
Elizabeth River:											
Lamberts Point	1			2							3
Middle Ground			1								1
Faise Cape	2			1	1	3	1		1	2	11
Pebble Shoals	1		1	3	1	1	3	1		1	12
Fishermans Island								1			2
Gargatha Inlet									2		3
Great Machipongo Inlet	2	2	2	1	3		1	3	3	2	19
Hampton Roads:											
Bush Bluff Shoal									1		1
Craney Island Flats				1							1
Hampton Bar	2				1		1				4
Newport News		1								1	3
Rip Raps		1					1			1	3
Sewalls Point			1								1
Hog Island		1		1		1	1	1	1		6
Little Island	1	1							1	4	7
Lynn Haven Bay	1										1
Metomkin Inlet	4			1	1		3	1	2		12
New Inlet Shoals					1						1
Paramore Beach					1			1			2
Sand Shoal Inlet				1		1	1	1	1		5
Ship Shoal Inlet					3			1	2		6
Smiths Island			1					3		3	7
Isaac Shoals	1	2	1	1		2	2	2			11
Little Inlet Shoals		1									1
Virginia Beach	1				1			3			5
Wachapreague Inlet				2				3	1		6
Dawson Shoals	1	2	1			1			2	1	8
Wallops Beach		1	1	3	1			2		2	10
Winter Quarter Shoals						1				1	2
NORTH CAROLINA.											
Albemarle Sound:											
Big Island	1										1
Bull Bay	1										1
Croatan Sound					1	1					2
Greenfield Point (near)			1								1
Kitty Hawk Bay					1					1	2
Pasquotank River (mouth of)								1			1
Powells Point	1										1
Roanoke River (mouth of)		1						1			2
Beaufort Inlet									1	3	4
Big Kinnakeet (also see Pamlico Sound)				1			1				2
Bodies Island (also see Pamlico Sound)	1	1					1		1	1	5
Bogue Island and Inlet				2					3	2	7
Cape Fear, Frying Pan Shoals	1	1			1	2	3	1	2	1	12
Cape Fear River (mouth of)	1	3	1	3		3	4	3	3	2	23
Cape Hatteras				2	1		1		1	2	7
Diamond Shoals (inner and outer)	1	1		2	2	1	1		3		11
Cape Lookout	2	1	1	1	1	3	1	4	2	2	18
Cape Lookout Shoals		2			1	1	1	3	2		10
Chicamacomico		3		1					1	1	6
Core Beach	2		1	2			3		1	1	10
Core Sound	1	1	4		3				3	7	20
Currituck Beach	2							3			5
Currituck Sound		1	1							1	3
Jews Quarter Island					1						1
Drum Inlet	1					1					2
Durants (also see Pamlico Sound)			1		1						2
Gull Shoal (also see Pamlico Sound)	1		1	2	1	1	1		1	1	9
Hatteras Inlet (also see Pamlico Sound)				1			1				2
Kitty Hawk	1			1						1	3
Little Kinnakeet (also see Pamlico Sound)			1	1							2
Lockwoods Folly Beach		1									1

TABLE 36.—List of places on the coast 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.
	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	
NORTH CAROLINA—continued.											
Nags Head.....	1									1	2
New Inlet.....				1		1	1				4
Ocracoke Inlet.....	1	1		2		2			2		12
Ocracoke Island.....			1	2		2				2	7
Oregon Inlet.....				2			1				3
Pamlico Sound:											
Big Kinnakeet.....			2	2	1	1		3	1	1	11
Brant Island.....			1					1			2
Bluff Shoal.....									1		1
Cockle Shoal.....										1	1
Creeds Hill.....										1	1
Durants.....	1		2			1	1	1		1	7
Gull Island and Shoal.....			1		1			2			4
Harbor Island Bar.....										1	1
Hatteras Inlet.....	2										2
Howard Reef.....								1			1
Kings Point.....	1										1
Jennett Landing.....	1										1
Little Kinnakeet.....	1	1				1					3
Log Shoal.....		1			1						2
Neuse River.....	1										1
Ocracoke Inlet.....	2		2			1		1	7		13
Olivers Reef.....			1			1					2
Oyster Shoal.....			1	1	1			1		1	5
Pamlico Point.....		1					1				2
Porpoise Point.....				1							1
Roanoke Marshes.....				1							1
Robinson.....		1									1
Royal Shoals.....			1		1						3
Portsmouth Island.....				1							1
Shalotte Inlet.....				3				1			4
Southport.....				1							1
Wash Woods.....	1					1		1			3
Wrightsville Inlet.....		1									1
SOUTH CAROLINA.											
Bay Point.....			1								1
Bulls Bay.....							1				1
Calibogue Sound.....	1										1
Dafuskie Island.....			1								1
May River.....					1						1
Cape Romain.....			1		1						2
Capers Island.....			1								1
Charleston.....	1	1						2			4
Charleston Bar.....	2	1	2	1	1	2					9
Drunken Dick Shoal.....	1						1				2
Edisto Island.....			1								1
Fripps Island.....			1								1
Georgetown Breakers.....	1			1					1		3
Hilton Head Island.....			2				1				3
Hunting Island.....					1						1
Little River Inlet.....				1							1
Long Island.....			1								1
Morris Island.....	1	1		1							3
Port Royal Bar.....	1		2						1		4
St. Helena Sound and approaches.....								1			1
St. Phillips Island.....	1										1
Stono Inlet.....				1							1
Sullivan's Island.....		1		2	1	2		1	1		8
Winyah Bay.....						1					1
GEORGIA.											
Altamaha Sound.....			1		1						2
Brunswick.....	1		3	1	2						7
Cumberland Island and Shoals.....			1	2							3
Darien.....			1			1					2
Doboy Sound and approaches.....	1		1						1		3
Harris Neck.....			1								1
Jekyl Island.....			1								1
Little Wassaw Island.....	1										1
Long Island.....		1									2
Ossabaw Island.....							1				1
St. Simons Bar.....	1										1
St. Simons Island.....					1						1

TABLE 66.—List of places on the coast 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.
	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	
GEORGIA—continued.											
St. Simons Sound, Colonels Island.....	1										1
Sapelo Sound and approaches.....			1								1
Savannah River (mouth of).....	1		2								3
Tybee Island.....	1		1	1	2						5
Wassaw Island.....		1					1				2
Wilmington River (mouth of).....			1								1
Wolf Island, Spit, and Shoals.....		1				1		3			5
FLORIDA.											
Amelia Island.....		2									2
Apalachicola Bay.....			1								1
Carrabelle.....				3							3
East Pass Bar.....	1										1
Vincent Island.....			1								1
Barrancas.....					1						1
Biscayne Bay.....									2		2
Cape Romano.....							1				1
Cape Sable.....							1				1
Cape San Blas.....	1										1
Caseys Pass.....					1						1
Charlotte Harbor Bar.....								1			1
Chester Shoals.....			1								1
Dog Island.....				7				2			9
Fernandina Bar and Harbor.....		1	3							1	5
Florida Reefs:											
Alligator Reef.....								1			1
Bird Key (near Tortugas).....			1								1
Coal Bin Shoal.....								1			1
Coffins Patches.....						1				1	2
Coneh Reef.....				1		1					2
Content Key.....			1								1
Cosgrove Shoal.....							1				1
Dog Island Reef.....										1	1
Elbow Reef.....										1	1
French Reef.....					2						2
Fowey Rocks.....										1	1
Key West.....	1			1	1			1			4
Looe Key.....			1								1
Marquesas Key.....		1								1	2
Molasses Reef.....						1			1		2
New Ground Shoal.....					1						1
Pacific Reef.....									1		1
Pulaski Shoal.....										1	1
Quicksands.....		1									1
Rebecca Shoal.....	1	1				1		1	1		5
Southwest Key.....		1						1	4	1	6
Tennessee Reef.....	1										1
Tortugas.....	1	1	1	1	1	1	1		2		9
Triumph Reef.....									1		1
Virginia Key.....		1									1
Western Sambo.....								1			1
Fort Lauderdale.....				2	1					1	5
Fort Pickens Point.....	1				1						2
Gilberts Bar.....								1	2		3
Hillsboro Inlet.....			1								1
Indian Pass.....								1			1
Jupiter Inlet.....	1				2		1				5
Lake Worth Beach.....	1	1		1		1		1	1		6
Marco.....									1		1
Mosquito Inlet.....					2						2
Mosquito Lagoon.....									1	1	2
New River Inlet.....	1				1						2
Orange Grove.....							1				1
Ormond.....	1										1
Pensacola Bar.....			2		1		1				4
Pensacola Bay.....	4	2	3	2	1	2	3	2	1	1	21
Perdido River (mouth of).....			1	1		1					3
St. Andrews Bay.....					1	1	1				3
St. Augustine Bar.....					1					1	2
St. Georges Island.....		1		7				1			9
St. Johns Bar.....				1	1		2				4
St. Joseph Point.....	2		1			1		2			6
Santa Rosa Island.....			2							1	3
Sarasota Pass.....	2			1	1						6

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

PACIFIC COAST.^a

Name of place.	Fiscal year ending June 30—										Total.
	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	
ALASKA TERRITORY.											
Admiralty Island.....				2				1			2
Akutan Pass.....											1
Barren Island.....	1										1
Bristol Bay.....						1					1
Cape Constantine.....		1									1
Cape Menchikof.....			1	1	8	1	5	1		3	20
Cape Nome.....											2
Cape Prince of Wales.....					2				1	1	2
Cape Rodney.....				1	2						3
Cape Romanzof.....									1		1
Cape York.....							1			1	2
Chatham Strait.....											1
Chignik Bay.....											1
Chirikoff Island.....		1								1	2
Clarence Strait:											
Blashke Island.....			1								1
Etolin Island.....							1				1
Cold Bay Harbor.....					1			1			1
Cooks Inlet.....					1						1
Coronation Island.....				1	1						1
Dixons Entrance.....				1							1
Devils Rock.....		1									1
Dutch Harbor.....							1				1
Frederick Sound, Five Fingers Rocks.....						1					1
Geese Island, Kadiak Island.....		1						1			2
Glen Island.....							1				1
Golovin Bay.....					1						1
Goodnews Bay.....					1						1
Herringdon Bay.....							1				1
Juneau.....		1									1
Kadiak Island.....				1	2					2	5
Kagalaska Island.....					1						1
Kashevarof Island.....			1								1
Kayak Island.....							1	1	2		4
Kotzebue Sound.....										1	1
Cape Blossom.....										1	1
Chamisso.....				1							1
Kuskokwim Bay.....									1		1
Lynn Canal, Shelter Islands.....		1	1		1						3
Douglas Island.....								1			1
Eagle Harbor.....									1		1
Funters Bay.....								1			1
Haines Mission.....				1							1
Skagway.....		3									3
Sullivan Island.....					1						1
Taiya Sahnka.....			1								1
Midway Island, Stephens Pas- sage.....			1								1
Montague Island.....			1						1		2
Nakehamik Island.....			1								1
Nortons Sound.....										1	1
Nunivak Island.....				1		1				1	3
Nushagak River (mouth of).....									1	1	1
Point Hope.....	1		1								2
Port Clarence Harbor.....						2					2
Pribilof Islands.....				1							1
Prince of Wales Island.....			1						1		2
Prince William Sound.....					1						1
Pybus Bay, Frederick Sound.....			1								1
Revillagigedo Channel, Mary Island.....			2								2
Revillagigedo Island.....							1				1
Rocky Point.....					1						1
Safety.....					1						1
Saint Lawrence Island.....					2						2
Saint Michael.....				6	1	1				3	11
Sannak Islands.....					2					1	3
Seal Rock.....			1								1
Sheikof Strait.....	1										1
Katmai Bay.....		2									2
Shumagin Islands.....				1						2	3

^a In a few instances the number of stranded vessels in this table does 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 coast 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.
	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	
ALASKA TERRITORY—continued.											
Sitka (near).....									1		1
Spasskaia Island Icy Straits.....								1			1
Stephens Passage.....					1						1
Stuart Island.....					1						1
Thin Point.....	1										1
Tigalda Island.....			1								1
Tongass Narrows.....		1		1				1		1	4
Tugidak Island.....	1										1
Umnak Island.....							1				1
Unalaska Island.....		2					1				3
Unga Island.....					1	1		1		1	4
Unimak Island.....		1			1	1					3
Wrangell Island.....									1		1
Wrangell Strait.....			1	1	1					1	4
HAWAII.											
Hawaii Island.....					3	2					5
Kahoolawr Island.....										1	1
Kauai Island.....					1	3					4
Lanai Island.....					1						1
Maui Island.....				1	2	1				2	6
Molokai Island.....					1						1
Oahu Island.....	1		1	2		2	2	1	1	2	12
WASHINGTON.											
Cape Disappointment.....						1					1
Cape Flattery.....		1				2	1				4
Cape Johnson.....							1				1
Grays Harbor.....								3	3	1	7
Five miles north of.....	1										1
North Spit.....									1		1
Hoh River (mouth of).....							1	1			2
Hoquiam.....									1		1
Ilwaco Beach.....	1										1
Lapush.....						1					1
Ocean Beach.....								1			1
Puget Sound.....						1		1			2
Bear Point.....		1									1
Marrowsfong Point.....	1							1	1		3
Meadow Point.....						1					1
Point Defiance.....								1			1
Point Nodule.....							1				1
Point No Point.....								1	1		2
Point Poinell.....						1					1
Point Wilson.....	1			2					1		4
Port Blakeley.....					1						1
Port Townsend.....	1									1	2
Richmond Beach.....								1			1
Rocky Point.....			1								1
Tacoma.....					1						1
West Point.....					1						1
Whitbey Island.....			1						1		2
Shoalwater Bay or Willapa Bay.....		1	1		3		1		2		8
Strait of Fuca:											
Angeles Point.....							2	1			3
Hein Bank.....								1			1
Neah Bay.....								1	1		2
New Dungeness.....		1									1
Pillar Point.....			1								1
Port Angeles.....										1	1
Sekon Point.....								1			1
Washington Sound:											
Bellingham Bay.....									2		2
Decatur Island.....						2					2
Deception Pass.....	1										1
Fairhaven.....			1			1					2
Fidalgo Island.....			1								1
La Conner.....							1				1
Lummi Island.....					1			1			2
Obstruction Island.....			1								1
Orcas Island.....			1								1
Point Roberts.....				1		2					3
San Juan Island.....						1					1
Sinclair Island.....						1					1
Smith Island.....						2					2

TABLE 66.—List of places on the coast 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.
	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	
MOUTH OF COLUMBIA RIVER.											
Clatsop Spit.....					1				1	2	4
Desdemona Sands.....							1	1	2		4
Peacock Spit.....							1	1			2
OREGON.											
Alseya Bay.....			1							1	2
Cape Arago.....			1	1	1	1				1	5
Cape Blanco.....								1			1
Cape Foulweather.....										1	1
Coos Bay Bar.....	1		1	1			2		2	4	11
Coquille River (mouth of).....	3	3	9	2	4	6	4	3	6	3	43
Double Headed Rock.....								1			1
Nehalem River (mouth of).....	1						1				2
Nestuggah Bay and Bar.....					2			2			4
Point Adams.....				3					1		4
Port Orford.....									1		1
Rogue River Bar.....						1	1		1		3
Sluslaw River (mouth of).....				3		1	1	2	1	1	9
Tillamook Bar.....			1	2			1	1			5
Umpqua Bar.....		1		2					1	1	5
Yaquina Bar.....			1			1		1			3
Yaquina Head.....									1		1
CALIFORNIA.											
Albion River (mouth of).....						1					1
Bihlers Point.....								1	1		2
Bodega Head.....							1			1	2
Bolinas Beach.....										1	1
Cape Mendocino.....										1	1
Caspar.....	1		1								2
Cayucos.....							1				1
Crescent City.....									1		1
Del Mar.....										1	1
Drakes Bay.....										1	1
Double Point.....					1						1
Duxbury Point.....			1		1						2
Fish Rock.....							1				1
Fisks Mill.....						1					1
Fort Bragg, Mendocino County.....				1	1	1	1			2	6
Fort Ross.....					1						1
Golden Gate.....					1						1
Fort Point.....				1	1	1			1	1	5
Golden Gate Park.....					1	1			1		3
Lime Point.....					1	1	1	1			4
Point Diablo.....		1		1							2
Point Lobos.....					1						1
South Side.....						1		1	2		4
Greenwood Landing, Mendocino County.....			1								1
Half Moon Bay.....		1							1		2
Hardy Creek.....	1										1
Hueneme, Ventura County.....	1									1	2
Humboldt Bar.....	1	2	2	1		1	1	3	1	3	15
Iversons Landing.....							1				1
Kents Point, Mendocino County.....			1								1
Little River (mouth of).....					1						1
Long Beach.....									1		1
Mare Island, San Pablo Bay.....				1							1
Monterey.....										1	1
Pigeon Point.....	1										1
Pillar Point.....		1									1
Point Arena.....	1	1			2			1			5
Point Bonita.....					1			1			2
Point Esteros.....									1		1
Point Gorda.....					1	1	1	1			4
Point Montara Reef (near).....				2							2
Point Pinos.....									1		1
Point Reyes.....	1							1			2
Point San Luis.....								1			1
Point San Pedros.....									1		1
Pyramid Point.....	1										1
Redondo Beach.....		1						1		1	3
Salt Point.....				1							1

TABLE 66.—List of places on the coast 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.
	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	
CALIFORNIA—continued.											
San Francisco Bay and Harbor.....						1					1
Alcatraz Island.....			1								1
Alviso.....			1								1
Angel Island.....				1				1			3
Anita Rock.....			1							1	1
Arch Rock.....		1									1
Bird Rock.....		1									1
Brothers, The.....							1				1
Castro Rocks.....					1	3				1	4
Point Richmond.....									1		1
San Mateo.....				1							1
San Pablo Bay.....								1			1
Santa Barbara.....									1		2
Santa Barbara Islands:											
San Miguel Island.....				1	1	1				1	4
San Nicholas Island.....						1					1
Santa Cruz Island.....	1		1								2
San Pedro.....										2	2
Smiths River (mouth of).....	1										1
Suisun Bay.....							1				1
Surf Beach.....									1		1
Timber Cove.....		1									1
Tomaes Point.....		1						1			2
Ventura.....					1						1

GREAT LAKES.^a

LAKE ONTARIO.											
Bath, Ontario.....	1										1
Big Sandy Creek, N. Y.....			1			1					2
Braddocks Point, N. Y.....				1							1
Cape Vincent.....								1		1	2
Charity Shoals.....	1	1								1	3
Charlotte.....	2				1						3
Devils Nose, N. Y.....							1				1
Ford Shoal.....									1		1
Fort Niagara, N. Y.....			1					1			2
Galloo Island.....							1				1
Grenadier Island, N. Y.....							1				1
Henderson Bay.....										1	1
Kingston, Ontario.....										1	1
Main Duck Island, N. Y.....									1		1
Niagara, Canada.....	1										1
Oak Orchard Reef.....		1									1
Olcott.....								1			1
Oswego.....	1				2		2	1			6
Seven miles west of.....					2						2
Salmon Island, Canada.....							1				1
Salmon Point, Canada.....							1				1
South Bay Point, Ontario.....									1		1
Stony Point, N. Y.....			1			1	1				3
Thirty-Mile Point, N. Y.....				1							1
LAKE ERIE.											
Ashtabula, Ohio.....		2	1	3	1	3	2		2	1	15
Ballast Island Reef.....				1							1
Bar Point, Canada.....	1			2	2	2			2		9
Buffalo, N. Y.....	5	3		2	4	1	4	1	1	2	23
Cedar Point, Maumee Bay, Ohio.....	1										1
Cedar Point, Sandusky Bay, Ohio.....	1	1	1								3
Chick-e-nolee Reef, Canada.....						1					1
Cleveland, Ohio.....	5	4	1	4	1		2	1	1	9	28
Colchester Reef, Canada.....		1			1					1	3
Conneaut, Ohio.....	2										2
Erie, Pa.....		3							1	1	5

^a In a few instances the number of stranded vessels in this table does 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.

[NOTE.—This list includes also places on the Canadian shore where American vessels have stranded.]

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	
LAKE ERIE—continued.											
Fairport, Ohio.....	1								1		2
Fort Erie, Canada.....	1										1
Green Island.....									1		1
Greelan Shoal.....								1			1
Grubb Reef, Canada.....						1	1				2
Horse Shoe Reef.....	1	2		1		1	1		2		8
Huron, Ohio.....						1	1			1	3
Kelleys Island and Shoal, Ohio.....	1			1		1		2			5
Log Point, Canada.....	1										1
Long Point, Canada.....	2		1		1	1					6
Lorain, Ohio.....	1				1	1				3	6
Marblehead, Ohio.....								1			1
Middle Island, Ohio.....										1	1
Morgan Point, Canada.....									1		1
Mouse Island Reef, Ohio.....			2	1			3				6
Niagara Reef, Ohio.....					1	1					2
Niagara River.....	1		1	3	1	1		2	2		11
Point Abino, Canada.....		1		1		1					3
Point au Pelée, Canada.....					2	1					3
Middle Ground.....			4		2						6
Port Colborne, Canada.....			2					1			3
Port Maitland, Ontario.....	1										1
Port Stanley, Ontario.....							1	1		1	3
Roses Reef, Ontario.....						1					1
Sandusky Bay, Ohio.....	1			1	3		1		1		7
Scotts Point, Ohio.....	1										1
Seneca Shoal, N. Y.....						1					1
South Bass Island, Ohio.....								1			1
Southeast Shoal, Ontario.....		1				2					3
Starve Island Reef, Ohio.....							2				2
Stony Point, Mich.....				1							1
Tecumseh Reef, Canada.....					1	1					2
Toledo, Ohio.....	2				1		1				4
Tonawanda, N. Y.....	1										1
Van Buren Point, N. Y.....			1								1
Waverly Shoal, N. Y.....		1	1						1	1	4
Westfield, N. Y.....										1	1
West Harbor Reef, Ohio.....		2									2
Windmill Point, Canada.....							2		2		4
DETROIT RIVER.											
Amherstburg, Canada.....			1	1						1	3
Ballards Reef.....	1	5			1	2					10
Belle Isle, Mich.....		1									1
Bois Blanc Island, Canada.....			1	1	1			1			4
Detroit River.....	1	1	1	2		3				3	11
Fighting Island.....		1				1					1
Grassy Island and Shoal.....						1					1
Limekiln Crossing.....	1	2	2	3	10	7	1	4	1	3	34
Stony Island.....				1							1
LAKE AND RIVER ST. CLAIR.											
Grosse Pointe, Mich.....	1	2		1		1			1		6
Middle Ground, Mich.....					1		1			1	3
Port Edward, Canada.....		1				2					3
Port Huron, Mich.....		1									1
St. Clair Flats.....	1		1	3	4		2	1	1	3	16
St. Clair River.....	1	1	2	2		2		1	1	2	12
Stag Island, Canada.....			1	1				1	3		6
LAKE HURON.											
Adams Point, Mich.....	1										1
Alabaster, Mich.....				1		1	1				3
Alcona, Mich.....			1								1
Algoma Mills, North Passage, Ontario.....				1				1			2
Alpena, Mich.....		1								1	2
Ausable and Point Ausable, Mich.....	3		2	1	1	1	1				9
Black River Island and Reef, Mich.....	1		1					1	2		5
Boot Jack Island, Mich.....										1	1
Burnt Cabin Point Reef, Mich.....				4	1						5

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	
LAKE HURON—continued.											
Cape Hurd, Ontario.....							1				1
Charity Islands, Mich.....	1				2						3
Cockburn Island, Canada.....					1						1
Corsica Shoal, Mich.....		1					1	2			4
Detour Passage, Mich.....	1		4	1	3	2	2	1		2	16
Drummond Island, Mich.....	1							3			4
Duck Island, Mich.....					1			1			2
Elm Creek, Mich.....				1		1	1				4
False Presque Isle, Mich.....	1	2	1		1	2		1	1	1	10
Forest Bay, Mich.....						1					1
Fort Gratiot, Mich.....	1									2	3
Fox Island.....				1							1
Georgian Bay, Canada.....									2		2
Aird Island, Ontario.....										1	1
Barrow Bay.....						1					1
Bears Rump.....								1			1
Beaver Stone River (mouth of).....	1										1
Collingwood.....		1								1	2
Cove Island.....			1								1
Darch Island.....						1					1
Depot Harbor.....									1		1
Devils Island.....									1		1
Fitzwilliam Island.....						1					1
Giants Tomb Island.....					1						1
Green Island.....								1			1
Midland Harbor.....									1		1
North West Bank.....								1			1
Russell Island.....						3					3
Scarecrow Island.....						4					4
Tobermory.....	1			1							2
Waubauskene.....	1										1
Grindstone City, Mich.....	1		1	1							3
Gull Island, Mich.....	1						1				1
Hammonds Bay, Mich.....		1	1	1	1	1		1	1		7
Hardwood Point, Mich.....						1					1
Harrisville, Mich.....								1			1
Kincardine, Ontario.....							1				2
Lake View Beach, Mich.....			1		1	6		1	1		10
Maple Point, North Channel, Ontario.....						1					1
Martin Reef, Mich.....						1		1	1	1	4
Middle Island, Mich.....	1	1				3	1	1	1	2	10
Four miles southwest of.....	1										1
Nine Mile Point, Mich.....					1		2		1	1	5
North Point, Mich.....	1		1	1	3	2	2		3	1	14
Ottawa Point, Mich.....	2				6						9
Pointe aux Barques, Mich.....	1			1	1	3	5	1		1	13
Port Austin, Mich.....		1									1
Port Crescent.....									2		2
Port Hope, Mich.....				1			1			3	5
Presque Isle, Mich.....	1	1			2	1	1				6
Saginaw Bay, Hat Point, Mich.....							1				1
Sand Beach.....	3	1	4	2	1	5		1	1		18
Seven miles south of.....			1	1							2
Sanilac, Mich.....			1								1
Sturgeon Point, Mich.....	1			1							2
Sulphur Island, Mich.....			1								1
Tawas Harbor, Mich.....				1				1	1	1	4
Thunder Bay.....							1				1
Island and Reef, Mich.....		1	1	3	1	1		1	1	2	11
Tobin Reef, Mich.....				1							1
ST. MARYS RIVER.											
Fryingpan Island.....										1	1
Hay Lake.....	2	5	1	1		1					10
Mud Lake.....					1						1
Pipe Island.....		1	1								3
Pointe aux Pins, Canada.....	1			1					1		3
Sailors Encampment.....	3			1	2		1				7
St. Marys River.....	3	1	2	1	6	6	6	3	6	6	40
Topsail Island.....			2	1							3

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	
STRAITS OF MACKINAC—CON.											
Round Island, Mich.....				1				4			5
St. Helena Island and Shoal, Mich.....			1			1			1		3
St. Martins Point Mich.....									1		1
LAKE MICHIGAN.											
Anhapee, Wis.....		1									1
Algoma, Wis.....					1						2
Balleys Harbor, Wis.....	1	1	1	1	4	2		1		1	12
Beaver Island, Mich.....	2	1	1		2	5			2	1	14
Big Rock Point, Mich.....							1				1
Big Summer Island, Mich.....			1								1
Calumet, Ill.....		1							2	1	4
Cana Island, Wis.....			1								1
Cat Head Point, Mich.....		1		1							2
Charlevoix, Mich.....					1	4			1		7
Chicago Harbor, Ill.....	1	1	1	2	2	2	3	2		1	15
Hyde Park.....	1	1									2
Clay Banks, Wis.....								1			1
Craigs Bay.....					1						1
Deaths Door, Wis.....	1		2								3
Detroit Island, Wis.....	1	2		1				1	1		6
Empire, Mich.....						1					1
Fishermans Shoals, Wis.....				1	2					1	4
Fox Point, Wis.....		1			1	1		1	2	1	7
Frankfort, Mich.....	1	1	1				1			1	5
Garden Island, Mich.....				1		1					2
Glen Arbor, Mich.....				1							1
Glencoe, Ill.....	1					2				1	4
Glen Haven, Mich.....			1			1	1				3
Glenn Pier.....	1										1
Good Harbor Bay and Reef, Mich.....	1				1	1					3
Grand Haven, Mich.....	2					1		4	1		8
Grande Pointe au Sable, Mich.....	2		2	1	2			1	1	1	10
Grand Traverse Bay, Mich.....						1		1	1		3
Gravel Island, Wis.....									1		1
Grays Reef, Mich.....	1									1	2
Green Bay:											
Arthur Bay, Mich.....						1					1
Bark River, Wis.....										1	1
Cedar River, Mich.....	1			2	1		1		1		6
Chambers Island, Wis.....		1				1	1				3
Chippewa Point, Mich.....					1	1					1
Eagle Harbor.....					1						1
Escanaba, Mich.....									1		1
Eleven-foot Shoals, Mich.....			1								1
Ford River, Mich.....			1								1
Green Island, Wis.....	1		1								2
Hedge Hog Harbor, Wis.....			2	1							3
Little Sturgeon Bay, Wis.....										1	1
Nine-foot Shoal, Wis.....										1	1
Oconto Reef, Wis.....										1	1
Peninsula Point, Mich.....		1			1				1		3
Peshigo River (mouth of), Wis.....		1	1	1							3
Point Rochereau, Mich.....										1	1
Red River (mouth of), Wis.....									1		1
Sable Point, Wis.....										1	1
Shoemakers Point.....					1						1
Sister Bay, Wis.....									1		1
Sugar Creek, Wis.....				1							1
Whale Back Shoal, Mich.....	3					1					4
Gull Island and Reef, Mich.....			1	1			1			2	5
Hamlin, Mich.....	1										1
High Island, Mich.....						2					2
Holland, Mich.....	1			1				2		2	6
Jacksonport, Wis.....	1		1			1	3			1	6
Kenosha, Wis.....	1	1					2				2
Little Point au Sable, Mich.....						1				1	4
Little Traverse Bay.....	2							1			4
Ludington, Mich.....	1		1			3				1	6
Manistee, Mich.....		1	1			2				1	5
Manistique, Mich.....	1				1	1		1			4
Manitowoc, Wis.....	1				2	1					4

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	
LAKE MICHIGAN—continued.											
Mequon, Wis.						1					1
Michigan City, Ind.			1				1			1	3
Middle Village, Mich.						1		1			2
Milwaukee, Wis.	1	4	4	1	1	3	2	2	3	4	25
Mud Bay, Wis.						1					1
Muskegon, Mich.			3	1	1	1					6
New Buffalo, Mich.			1			1					1
North Bay, Wis.					1						1
North Fox Island, Mich.					2						2
North Manitou Island, Mich.	1	2	1	2	1			1	2		10
Otter Creek, Mich.					1			1			2
Outer Shoal, Wis.										1	1
Pentwater, Mich.	2			1		1		1			5
Petoskey, Mich.										1	1
Pilot Island, Wis.		1	1			3	1				6
Plum Island, Wis.		2	2	1		1					6
Pointe aux Barques, Mich.			1		1						2
Point Betsy, Mich.			1						1		2
Point Detour, Mich.			2								2
Portage Lake, Mich.										1	1
Port Sheldon, Mich.			1								1
Port Washington, Wis.										1	1
Poverty Island and Shoal (entrance to Green Bay), Mich.				1							1
Pyramid Point, Mich.		1									1
Racine, Wis.		1		2							3
Racine or Wind Point, Wis.							1				2
Racine Reef, Wis.		1			1		1	1	1		4
Rowleys Bay, Wis.	1									1	2
St. Joseph, Mich.	1	2			1		1				5
St. Martins Island, Mich.							3				4
Saugatuck, Mich.									1		1
Scotts Point, Mich.	1		1								2
Soul Choix Point, Mich.	1									1	2
Sheboygan, Wis.	2		1								3
Simmons Reef, Mich.						2	1	4	2	1	10
Skiliigalee, Mich.			2				1			1	4
Sleeping Bear Point, Mich.	1	2		2			1		1	1	8
South Chicago, Ill.									1	1	2
South Fox Island, Mich.		1	1	1	1			1		2	7
South Haven, Mich.	2	3	2	1		1			1	1	11
South Manitou Island, Mich.		2	1	1		1	3	3	1		12
Spider Island, Wis.						1					1
Squaw Island, Mich.	1		1								2
Sturgeon Bay, Wis.			2	1		3	2	2		2	12
Summer Island, (entrance to Green Bay), Mich.	2										2
Thompson, Mich.							1				1
Twin River Point, Wis.	2	2									4
Two Creeks, Wis.					1						1
Two Rivers, Wis.					1				1		2
Washington Island, Wis.	1		1			1		1			4
Waugoshance Island, Mich.						1					1
Waukegan, Ill.				1	1						2
White Fish Bay and Point, Wis.	2		1					1			4
White River Harbor, Mich.		1	1						2	1	5
White Shoal, Mich.						1		1			2
Whiting, Ind.						1					1
Wiggins Point, Mich.						1					1
Zion City, Ill.							1				1

TABLE 67.—List of places where American vessels have stranded during the last ten years.

AT SEA AND IN FOREIGN WATERS.^a

Name of place.	Fiscal year ending June 30—										Total.
	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	
Abbey Island, Ireland.....				1							1
Africa:											
Aliwal Shoal, south coast.....									1		1
Axim, Gold Coast.....							1	1			2
Gorée.....			1								1
Port Elizabeth.....	1	1									2
Senegambia.....						1					1
West coast.....								1			1
Zanzibar (near).....	1										1
Argentine Republic:											
Bahia Blanca.....		1									1
Rosario.....						1					1
Atlas Strait, Malay Archipelago,											
Java.....		1									1
Australia, Bass Straits.....								1			1
Aves Island, Venezuela, Carib-				1							1
bean Sea.....											1
Azores (Fayal Island).....								1			1
Bahamas:											
Abaco Island.....	1			1		2			1		5
Bimini Islands.....							1				1
Brothers Shoal.....	1										1
Caiicos Islands and Reefs.....		1		1							2
Egg Island Reef.....								1			1
Eleuthera Island.....			1								1
Exuma Island.....	1										1
Factory Cay Reef.....	1										1
Fortune Island.....	1	1									2
Gingerbread Ground.....						1					1
Great Bahama Bank.....			2								2
Harbor Island.....									1		1
Hog Cays.....									1		1
Hogstics Reef.....			1								1
Long Bank.....									1		1
Long Island.....							2				2
Memory Rock.....	1										1
Ragged Island.....	1										1
Rum Cay.....		1						1			2
Stirrup Key.....										1	1
Turks Island.....	1	1				2					4
Verd Cay.....					1						1
Walkers Cay.....			1								1
Watling Island.....		1									1
Bald Head, Siberia.....										1	1
Batavia, Java, East Indies.....		1									1
Bermudas.....		1				1	2				4
Brazil:											
Aracaju.....	1			1							2
Bahia.....					1						1
Cape Frio.....	1										1
Cape St. Roque.....		1	1								2
Pernambuco.....								1			1
British Columbia:											
Arthurs Passage.....		1									1
Bailey Island.....					1						1
Barclay Sound.....		1							1		2
Bonilla Point.....	1							1			2
Carmanah.....				1						1	2
Chatham Sound.....								1			1
Danger Reef.....				1							1
Denman Island.....					1						1
Discovery Passage.....			1			1			1	1	4
Entrance Island.....	1										1
Finlayson Channel.....		1									1
Fitzhugh Sound.....						1					1
Georgian Point.....								1			1
Green Island.....	1										1
Hikish Narrows.....		1									1
Lasquiti Island.....							1				1
Nanaimo.....						1					1
Nitinat.....		1									1
Pender Island.....					1						1
Regatta Reef.....	1										1
Seaforth Channel.....								1	1		2
Swanson Bay.....									1		1
Vancouver.....										1	1
Vancouver Island.....	1					1			1		3

^a In a few instances the number of stranded vessels in this table does not agree with that 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 during the last ten years—Continued.

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	
Magdalen Islands, Gulf of St. Lawrence.....	1		1				2			1	5
Malden Island, South Pacific Ocean.....		1									1
Mexico:											
Agiabampo.....		1									1
Alacran Reef.....			1				1	1			3
Altata Harbor.....	1					1					2
Alvarado Bar.....				1			1		1		3
Anagedas Reef.....					1						1
Bagdad.....			1								1
Campeche Bay.....										1	1
Arcos Cay.....							1				1
Arenas Cay.....		1									1
Traingles, The.....						1		1			2
Chincorro Reef, off coast of Yucatan.....			1								1
Coatzacoalcos River Bar.....				1							1
Cozumel Island.....	1		1								2
Esenada.....	2										2
Frontera.....									1		1
Geronimo Island.....					1						1
Guaymas.....							1				1
Lower California.....		1									1
Lobos, Gulf of California.....							1				1
Navidad Bay.....								1		1	2
Progreso.....							1				1
Rio Huach.....			1								1
San Blas.....							1				1
Santa Ana.....					1						1
Tampico.....				2		1					3
Tiopa.....									1		1
Tonalá Bar.....						1					1
Topolobampo.....								1			1
Vera Cruz.....	1										1
Midway Islands.....								1	1	1	2
Montevideo, Uruguay.....							1				1
New Brunswick:											
Beaver Harbor.....										1	1
Campobello Island.....	2	1		1		1		1		1	7
Grand Manan Island.....		1		1	1					1	4
Green Island.....	1	1									1
Hopewell Cape.....			1								1
Musquash, Bay of Fundy.....	1						1				2
Quaco.....	1										1
St. John.....	1			1	1						2
Newcastle, New South Wales.....							1				1
Newfoundland:											
Barnes Head.....			1								1
Bay of Islands.....							1		1		2
Grand Bay.....								1			1
Lamilin Reef.....	1										1
Middle Island.....									1		1
Pass Island, Hermitage Bay.....		1									1
Placentia Bay.....		1									1
Port aux Basques.....					1			1			2
Port au Port.....								1			1
Portugal Cove.....	1										1
St. Pierre Island (off south coast).....		1									1
Sand Island.....			1								1
Nova Scotia:											
Argyle Harbor.....										1	1
Beaver Harbor.....								2			2
Beaver Island.....		1									1
Blanche Island.....	1										1
Brier Island.....						1					1
Cape Canso.....				1							1
Cape Negro.....		1									1
Cape Sable.....			1							1	2
Cape Sambro.....										1	1
Cranberry Isle.....							1				1
Digby.....								1			1
Emerald Island, Shelburne County.....		1									1
Goose Island.....			1								1
Green Island.....				1		1					2
Gull Island.....					1						1

TABLE 67.—List of places where American vessels have stranded during the last ten years—Continued.

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	
Nova Scotia—Continued.											
Gullivers Cove.....					1						1
Gut of Canso.....			1		1					1	3
Liscomb Ledges.....		1								1	2
Little Harbor.....						1					1
Little Hope Island.....							1				1
Liverpool Harbor.....				1							1
Locke Port.....				1							1
Lunenburg.....							1		1		2
Madame Island.....				1							1
Mud Island.....						1					1
Port Medway.....			1								1
Pubnico.....							1				1
Rockport.....	1										1
Sable Island.....	1		1	1				1			4
St. Margarets Bay.....	1	1									1
Shag Harbor.....								1			1
Seal Island.....						1		1			1
Shelburne.....		1							1		2
Wentworth Creek.....							1				1
Whitehead.....					1	2			1		4
White Point.....							1				1
Yarmouth.....			1		1			1			3
Ottendorf, Germany.....	1										1
Palliser Bay, New Zealand.....									1		1
Papeete, Tahiti.....					1						1
Philippine Islands:											
Cavite.....										1	1
Corregidor Island.....						1					1
Maricaban.....										1	1
Plata River (mouth of) South America.....				1			1				2
Port à Paix, Haiti.....				1							1
Prince Edward Island.....			1								1
Georgetown.....		1									1
Tryon Shoal.....				1			1				2
Princess Channel, Java.....									1		1
Sabine Bank, Gulf of Mexico.....				1							1
Santo Domingo, West Indies:											
Azua.....		1									1
Coral Reef.....	1										1
Isle La Vache.....	1										1
Palenque.....	1										1
Porto Plata.....		1				1					2
Silver Bank.....		1									1
Sapy Strait, East Indies.....						1					1
Seal Rock, New South Wales.....				1							1
Sarrana Keys, Caribbean Sea.....				1							1
Sheerness, England.....					1						1
Smythes Channel, southwest coast of South America.....		1									1
Stadtland, Norway.....					1						1
Strait of Magellan, South America.....			1	1	1					1	4
Strait of Sunda, Princes Island.....	1										1
Tigel Bar, Kamtchatka.....								1			1
United States of Columbia:											
Colon.....						1					1
San Blas Coast.....						1					1
Playa Clica.....							1				1
Venezuela:											
La Vela de Cora.....			1								1
Maricaibo.....								1			1
Punta de la Piedra.....			1								1
West Indies:											
Barbuda Island.....	1										1
St. Vincent.....			1								1
Santa Cruz.....			1			1					2
Tobago Island.....						1					1
Vieque, or Crab, Island.....				1							1

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