

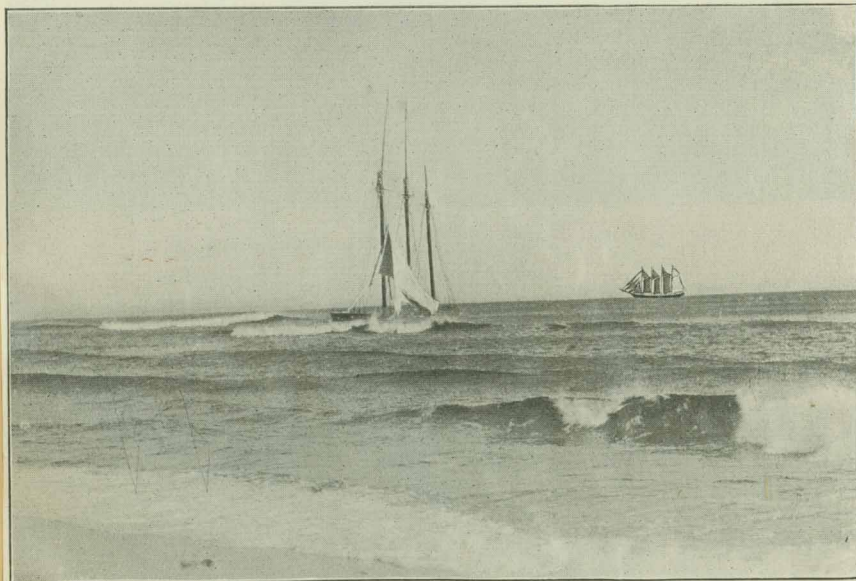
LILLIE ABANDONED AND IN A BAD PLACE.

bull, on the morning of Nov. 30, 1880, to take off two sailors who refused to go ashore the first time.

Surfman S. O. Fisher, now keeper of the Race Point Station, C. P. Kelley, now keeper at High Head Station, and Isaiah Young, who has not since seen a well day, lived to tell the story after a life or death struggle with icy seas and currents and being swept for miles along the shore before they crawled up on the beach.

But the Monomoy disaster of March 17, 1902 was the most appalling and attended with the greatest loss of life, twelve men, seven of them life savers, perishing.

The conduct of the Monomoy crew on this occasion affords a note-



SCHOONER BEING POUNDED TO PIECES OFF ORLEANS.

worthy example of unflinching fidelity to duty. By long experience they were fully aware of the perils that must be encountered in going to the wrecked vessels, but it was a summons which the brave and conscientious life savers could not disregard.

The story of this disaster is still fresh in the public mind.

Nov. 27, 1959

**Charles A. Joseph**

Requiem Mass with military rites conducted by the Truro Legion Post were held Monday morning at the Sacred Heart Church in Truro for Charles Alves Joseph, 71, native of Truro, retired Coast Guardsman and veteran of World War I, who died at the Cape Cod Hospital in Hyannis Friday afternoon after a long illness. Recitation of the Rosary was held Sunday night in the Nickerson Funeral Home in Wellfleet. Interment was in the Sacred Heart Cemetery in Truro.

Mr. Joseph was born in Truro, a son of the late George and Mary (Rogers) Joseph and lived on South Pamet Road. He had worked as a carpenter and contractor for many years.

He enlisted in the Coast Guard in 1910 at Nantucket; re-enlisted in 1915, also at Nantucket and was discharged at Eastham in 1919, after serving through World War I. He was a member of the Grozier Williamson Post, American Legion, of Truro, and was a communicant of Sacred Heart Church, Truro.

Survivors include two sisters, Miss Mary E. Joseph, Truro postmistress, and Mrs. Agnes Mooney of Truro; a brother, Arthur Joseph, Truro Fire Chief, and several nieces and nephews.

**THE ESTABLISHMENT OF THE LIFE-SAVING SERVICE ON CAPE COD.**

The establishment of the United States Life-Saving Service on Cape Cod dates back but thirty years, which time also marks the reorganization, extension, and beginning of its efficiency in the United States. While as early as 1797 the town of Truro sold to the United States

Government a tract of land upon which to erect the first lighthouse on Cape Cod, — Highland Light, so called, — it was not until half a century later that the government began to provide means for the relief of mariners wrecked upon its coasts, and seventy-five years afterwards that the first United States Life-Saving Station was erected on the shores of Cape Cod.

The Massachusetts Humane Society, originally formed in 1786, and incorporated for general purposes of benevolence a few years later, was the first to attempt organized relief for shipwrecked seafarers in the United States as well as upon Cape Cod.

The Society first began its work of rendering assistance to shipwrecked mariners by building huts on many of the desolate sections of the coast. These huts were for the shelter of shipwrecked persons who might reach the shore. The first building of this kind was erected on Lovell's Island in Boston Harbor in 1807. Later, the Society established the first life-boat station at Cohasset, subsequently erecting others along the coast, and extending its good work to the shores of Cape Cod.

While the Society relied solely upon volunteer crews to man these life-boats in times of disaster, its efforts in saving life and property were of great value, and both the state and general government tendered it pecuniary aid at various times. When the government extended the life-saving service to Cape Cod, the Society was relieved of its burden of protecting that dangerous coast, thus enabling it to better provide for other sections of the coast of Massachusetts.

The Massachusetts Humane Society may be considered the parent of the United States Life-Saving Service. The Society is one of the oldest in the world. It originated its coast service more than thirty-six years before the English did, while the French service dates its birth much later.

In 1845, a few years before Congress took steps for providing means for rendering assistance to wrecked vessels along the coasts of the United States, the Society had eighteen stations on the Massachusetts coast, with boats and mortars for throwing life lines to stranded vessels, in addition to numerous huts of refuge.

With the exception of the Life-Saving Benevolent Association of New York, chartered by the Legislature of that State in 1849, no other successful organized efforts outside of those of the government were made up to this time to lessen the distress incident to shipwreck.

The first appropriation made by Congress for rendering assistance to the shipwrecked from shore was March 3, 1847. For nearly a half century prior to this time the efforts of the government for the protection of mariners upon the coasts of the United States were mainly in establishing the coast survey and extending the lighthouse system.

In 1848 the attention of Congress was called to the immediate needs of providing further means for rendering assistance to wrecked vessels