

notice, dated 18th May, 1895, that the Inland Rules of the Road of the United States are to be followed in the undermentioned ports, when within the limits given below:—

1. Boston Harbour.—The limits are:—From Point Allerton, a line running N.N.E. $\frac{1}{4}$ E., Ely., to North-east Grave Whistle Buoy; thence N.N.E. $\frac{1}{4}$ E. to Outer Breaker (Great Pigs Rocks) Bell Buoy; thence N.E. by E. $\frac{3}{8}$ E. to Halfway Rock Beacon; and thence N.E. by E. $\frac{1}{4}$ E. to Eastern Point Lighthouse.

2. New York Harbour.—From Navesink Lighthouse, N.E. $\frac{5}{8}$ E., Ely., to Scotland Light-vessel; and thence through the Gedney Channel Whistle Buoy (proposed position) to Rockaway Point Life-saving Station.

3. Baltimore Harbour and Chesapeake Bay.—From Cape Henry Lighthouse, N.E., by E. $\frac{3}{4}$ E., Ely., to Outer Entrance Whistle Buoy; and thence N. by E. $\frac{3}{8}$ E. to Cape Charles Lighthouse.

4. Galveston Harbour.—From Galveston Bar Whistle Buoy, N. by W. $\frac{3}{4}$ W., to the beacon marking the outer extremity of North Jetty; and from the same buoy S.W. by W. $\frac{1}{2}$ W., Wly., to North Breaker Beacon.

5. San Francisco Harbour.—From Point Bonita Lighthouse, S.E. $\frac{1}{2}$ S., to Point Lobos.

NOTE.—The Rules of the Road for Inland waters of the United States, so far as they affect vessels navigating the above harbours, are similar to the International Regulations for preventing Collisions at Sea, with the following additions or alterations:—

Rules concerning Lights.

Art. 3. A steamer of over one hundred and fifty feet register length shall also carry when under way an additional bright light similar in construction to that mentioned in sub-division (a.), so placed as to throw the light all around the horizon and of such character as to be visible at a distance of at least three miles. Such additional light shall be placed in line with the keel at least fifteen feet higher from the deck and more than seventy-five feet abaft the light mentioned in sub-division (a.).

Art. 4. A steam-vessel, when towing another ship, in addition to the lights prescribed in this article, shall also carry a small bright light abaft the funnel or after mast for the towed vessel to steer by, but such light shall not be visible forward of the beam.

Art. 5. A steam-vessel having a raft in tow shall, instead of the forward lights mentioned in Article 4, carry on or in front of the foremast, or if a vessel without a foremast then in the fore part of the vessel, at a height above the hull of not less than 20 feet, and if the beam of the vessel exceeds 20 feet, then at a height above the hull not less than such beam, so however that such height need not exceed 40 feet, two bright lights in a horizontal line athwartships and not less than eight feet apart, each so placed as to throw the light all around the horizon and of such character as to be visible at a distance of at least five miles. Such steamer shall also carry the small bright steering light aft, of the character and placed as required in Article 4 above.

Art. 6. A vessel in tow shall, in addition to the lights prescribed in this article, also carry a small bright light aft, but such light shall not be visible forward of the beam.

Art. 8. A vessel of 150 feet or upward in register length, when at anchor, shall carry in the forward part of the vessel, at a height not less than 20 and not exceeding 40 feet above the hull, the light prescribed in this Article, and at or near the stern of the vessel, and at such a height that

it shall be not less than 15 feet lower than the forward light, another such light.

Special Articles. Sailing vessels shall at all times, on the approach of any steamer during the night-time, show a lighted torch upon that point or quarter to which such steamer shall be approaching.

The exhibition of any light on board of a vessel of war or revenue cutter of the United States may be suspended whenever in the opinion of the Secretary of the Navy, the commander-in-chief of a squadron, or the commander of a vessel acting singly, the special character of the service may require it.

Sound Signals for Fog, &c.

Art. 14.—(a.) A steam vessel under way, excepting only a steam vessel with raft in tow, shall sound at intervals of not more than one minute three distinct blasts of her whistle.

Every vessel in tow of another vessel shall, at intervals of one minute, sound four bells on a good and efficient and properly placed bell as follows:—By striking the bell twice in quick succession, followed by a little longer interval, and then again striking twice in quick succession (in the manner in which four bells is struck in indicating time).

A steamer with a raft in tow shall sound at intervals of not more than one minute a screeching or Modoc whistle for from three to five seconds.

(b, c.) The rules for sailing-ships under way and for steam and sailing-ships at anchor are the same as prescribed in this Article.

Special Articles. Vessels of less than ten tons registered tonnage, not being steam-vessels, shall not be obliged to give the above-mentioned signals, but if they do not they shall make some other efficient sound signal at intervals of not more than one minute.

Produce-boats, fishing-boats, rafts, or other water craft navigating by hand power or by the current of the river, or anchored or moored in or near the channel or fairway and not in any port, and not otherwise provided for in these rules, shall sound a fog horn, or equivalent signal, at intervals of not more than one minute.

Every vessel shall, in thick weather, by reason of fog, mist, falling snow, heavy rain storms, or other causes, go at moderate speed. A steam-vessel hearing, apparently not more than four points from right ahead, the fog signal of another vessel shall at once reduce her speed to bare steerage-way, and navigate with caution until the vessels shall have passed each other.

Steering and Sailing Rules.

Special Articles. In all narrow channels where there is a current, when two steamers are meeting, the descending steamer shall have the right of way, and shall, before the vessels have arrived within the distance of half-a-mile from each other, give the signal necessary to indicate which side she elects to take.

In all channels less than 500 feet in width, no steam-vessel shall pass another going in the same direction unless the steam-vessel ahead be disabled or signify her willingness that the steam-vessel astern shall pass, when the steam-vessel astern may pass, subject, however, to the other rules applicable to such a situation. And when steam-vessels proceeding in opposite directions are about to meet in such channels, both such vessels shall be slowed down to a moderate speed, according to the circumstances.

If the pilot of a steam-vessel to which a passing signal is sounded deems it unsafe to accept and assent to said signal, he shall not sound a cross signal; but in that case, and in every case where the pilot of one steamer fails to understand the