

and another for them to come in, the liability to danger from collision between steamer and steamer, as well as between steamers and sailing-vessels, will not only be lessened, but a new resource upon the high seas will, in many cases of wreck and disaster, be afforded to those in distress.

By examining Plate V carefully, any one may satisfy himself as to the extent to which the adoption of these lanes will lessen the liabilities, which are now very great, to collision in fog between steamers and sailers. The curves on that plate show that fogs and calms are, along these lanes at least, almost correlative terms; that is, they often occur together, and in proportion as they do occur together just in that proportion accidents from collision between *sailing*-vessels are lessened, for vessels moved by canvas cannot well run foul of each other in a calm, and in calms, with thick fogs, is precisely the time when such vessels are in the greatest danger of being run into by a steamer, for, being helpless then, they cannot get out of the way; consequently, if they will agree to avoid, as much as possible, the steam lanes as they are marked on the chart, by making it a rule never to attempt to beat along in them, but to cross them quickly, when they have to cross them, and to edge along out of them when, being in them, the wind changes and comes out fair—if those public-spirited ship-masters who are co-operating with me will, in this way, lend a hand, by giving the force of their example and precept, to dedicate to the use of the steam-navigation between Europe and America the very narrow slip of ocean included within these lanes, they will do much, in addition to what they have already done, toward improving navigation and lessening the dangers of the sea. On the other hand, the captain of every steamer should as scrupulously aim to keep within the lanes, and never to suffer his vessel to get out of them, except she be compelled to turn aside on account of ice or gales of wind, or unless she get out of them for want of observations after a succession of cloudy days.

I earnestly appeal to the fleets of observers, to whom I owe so much, and to whose enlightened zeal and generous labors for the advancement of science and the improvement of navigation this work bears witness, to second this recommendation and make it a rule to observe the lanes. This appeal is made especially to those who are in the European