

proviso contained in the last will and testament of Edward Croxall, of Shustoke, in the county of Warwick, Esquire, deceased, henceforth take and use the surname of Croxall, in addition to and after that of Tongue:

And also to command that the said Royal concession and declaration be recorded in Her Majesty's College of Arms, otherwise to be void and of none effect.

Whitehall, December 21, 1887.

THE Queen has been pleased to grant unto Ann Tarleton, of Hensol Castle, in the county of Glamorgan, relict of the late John William Tarleton, of Killeigh, in the King's County, Esquire, and sister and heir of Rowland Fothergill, late of Hensol Castle aforesaid, Esquire, deceased, Her Royal licence and authority that she and her issue may, in compliance with a proviso contained in the last will and testament of the said Rowland Fothergill, henceforth take and use the surname of Fothergill, in addition to and after that of Tarleton, and that she and they may bear the arms of Fothergill, the said arms being first duly exemplified according to the laws of arms and recorded in the College of Arms, otherwise the said Royal licence and permission to be void and of none effect:

And to command that the said Royal concession and declaration be recorded in Her Majesty's said College of Arms.

(H. 8713.)

*Board of Trade (Harbour Department),
London, December 23, 1887.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs a copy of a Despatch, dated 14th instant, from Her Majesty's Consul-General at Galatz, enclosing the following translation of the amended Articles of the Regulations for the Police and Navigation of the Lower Danube:—

REGULATIONS OF NAVIGATION AND POLICE.

ART. 61. Rafts and floats that have a greater draught of water than nine English feet, or a greater width than forty English feet, as well as all rafts intended to go to sea, whatever may be their dimensions, are forbidden to navigate in the Sulina branch, except in tow of a steamboat. Under no circumstances can rafts or floats, that navigate in the Sulina branch, have a greater width than fifty English feet, *nor a greater length than one hundred and twenty English feet.* Every raft or float of a greater length or a greater width must discontinue its voyage in the said branch when called upon to do so by the Agents of the River Police, and reduce its dimensions to the limits fixed above, irrespective of the application of the fine imposed by the 2nd paragraph of Art. 130 of these Regulations (Art. 130).

ART. 80. As soon as a pilot boards a vessel, he must acquaint her captain with the depth of water over the bar channel, and, on the other hand, the latter must inform the pilot of the draught of water of his vessel, and the proportion of cargo which she has on board. This proportion is made known without delay by the pilot to the Captain of the Port.

On leaving the river captains must show their pilots the ticket giving the draught of water of their vessels, and their clearance; and generally, whether on entering or leaving the river by the Sulina Pass, as well as in the course of navigation in the river, they must give their pilots all the information and facilities necessary to enable

them to carry out their duties properly (Art. 134).

CHAPTER II.

River Pilotage.

ART. 84. Independently of the corps of pilots entrusted with the pilotage of vessels in the channel at the Sulina mouth, and placed under the superintendence of the Captain of the Port, there are two special corps of licensed pilots, limited in each case to a certain number; that is to say, the corps of river pilots of the first class entrusted with the pilotage of steam vessels between Sulina and Braila; and that of river pilots of the second class, whose duty it is to pilot sailing vessels, rafts, &c., under the same conditions.

The river pilots are placed under the authority of the Inspector of Navigation, who grants their pilotage licence. This licence must be "visé" every year by the Inspector; it ceases to be valid if this formality has not been complied with.

The pilotage service is directed by a Chief Pilot, who has three offices, viz., at Galatz, at Ibraila, and at Toultscha, and by a Deputy-Chief Pilot residing at Sulina.

The licensed pilots of the river service are the only persons authorized to pilot vessels during their navigation between Sulina and Ibraila, whether ascending or descending the river, but they are forbidden, except those of the steam packets making periodical voyages, to pilot them in the channel at the Sulina mouth.

River pilots, provided with a special licence for the Sulina Mouth, are, however, authorized to act as bar pilots, when required to do so by the port authorities (Art. 135).

ART. 87. Pilotage dues are included in the navigation dues. Vessels which pay no navigation dues and take a pilot, whether voluntarily or in accordance with the terms of the regulations, will pay a fixed sum of 15 francs a day for a first class pilot, or 10 francs a day for a second class pilot, for the time that the pilot remains on board.

ART. 88. River pilots are forbidden to leave the Danube to pilot vessels at sea (Art. 135).

ART. 91. Licensed pilots are obliged to report either to the Inspector or to the Captain of the port at Sulina any infraction of the regulations committed in their presence.

River pilots are forbidden to have any interest, either direct or indirect, in any operation or contract connected with lightening, with a view to setting a stranded vessel afloat.

They are forbidden, under penalty of dismissal, to accept from a Captain any remuneration in excess of the regulation pilotage due.

Any Captain who offers a pilot employed to pilot his vessel such a gratuity is liable to a fine. (Art. 135.)

ART. 151. The Inspector of the Navigation and the Captain of the Port of Sulina take cognizance of offences committed within the limits of their several jurisdictions against the provisions of the present regulations, and they give judgment, each as a court of first instance, in respect of the fines applicable to these offences.

The Inspector of Navigation and the Captain of the Port of Sulina deliver their judgments after a summary proceeding, consisting of the enquiry into and verification of the facts; the taking of depositions of witnesses; and the declarations of the interested parties, who should always be summoned, interrogated, and if necessary submitted to cross-examination. Should these parties fail to appear or to send in written declarations judgment will be pronounced and recorded by default.