and for other purposes," approved September twenty-second, eighteen hundred and eighty-eight, and the Secretary of War shall embrace in his estimates of appropriations for fortifications from time to time the amounts necessary to carry out all contracts made hereunder: Provided further, That full and accurate accounts shall be kept, showing the cost of all type and experimental manufacture of guns, and other articles, and the average cost of the several classes of guns and the other articles manufactured by the Government a statement of which account shall be laid before Congress annually in the same manner as is now required from National Armories under section sixteen hundred and sixty-five of the Revised Statutes. Approved, August 18, 1890.

August 19, 1890.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That when a crew is shipped by a shipping commissioner for any American vessel in the coastwise trade, or the trade between the United States and the Dominion of Canada, or Newfoundland, or the West Indies, or Mexico, as authorized by section two of an act approved June nineteenth, eighteen hundred and eighty-six, entitled an act to abolish certain fees for official services to American vessels, and to amend the laws relating to shipping commissioners, seamen, and owners of vessels, and for other purposes, an agreement shall be made with each seaman engaged as one of such crew, in the same manner and form as is provided by sections forty-five hundred and eleven and forty-five hundred and twelve of the Revised Statutes for the shipment of the crews of other vessels; and the provisions of sections forty-five hundred and twenty-two, forty-five hundred and twenty-four, forty-five hundred and twenty-five, forty-five hundred and twenty-six, forty-five hundred and twenty-seven, forty-five hundred and twenty-eight, forty-five hundred and fifty-four, forty-five hundred and ninety-seven, forty-six hundred and one, forty-six hundred and two, forty-six hundred and three, forty-six hundred and four, forty-six hundred and five, forty-six hundred and ten, and forty-six hundred and twelve of the Revised Statutes shall extend to and embrace such vessels in the coastwise trade and the trade between the United States and the Dominion of Canada, or Newfoundland, or the West Indies, or Mexico, where their crews have been shipped by a shipping commissioner, to the same extent and with the same force and effect as if said vessels had been mentioned and embraced in the language and terms of said sections. Approved, August 19, 1890.

August 19, 1890.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following regulations for preventing collisions at sea shall be followed by all public and private vessels of the United States upon the high seas and in all waters connected therewith, navigable by sea-going vessels.

PRELIMINARY.

In the following rules every steam-vessel which is under sail and not under steam is to be considered a sailing-vessel, and every vessel
under steam, whether under sail or not, is to be considered a steam-
vessel.

The word "steam-vessel" shall include any vessel propelled by
machinery.

A vessel is "under way" within the meaning of these rules when
she is not at anchor, or made fast to the shore, or aground.

RULES CONCERNING LIGHTS, AND SO FORTH.

The word "visible" in these rules when applied to lights shall
mean visible on a dark night with a clear atmosphere.

**ARTICLE 1. The rules concerning lights shall be complied with in
all weathers from sunset to sunrise, and during such time no other
lights which may be mistaken for the prescribed lights shall be
exhibited.**

**ART. 2. A steam-vessel when under way shall carry:**

(a) **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
twenty feet, and if the breadth of the vessel exceeds twenty feet,
then at a height above the hull not less than such breadth, so, how-
ever, that the light need not be carried at a greater height above the
hull than forty feet, a bright white light, so constructed as to show
an unbroken light over an arc of the horizon of twenty points of the
compass, so fixed as to throw the light ten points on each side of the
vessel, namely, from right ahead to two points abaft the beam on
either side, and of such a character as to be visible at a distance of at
least five miles.

(b) On the starboard side a green light so constructed as to show
an unbroken light over an arc of the horizon of ten points of the
compass, so fixed as to throw the light from right ahead to two
points abaft the beam on the starboard side, and of such a character
as to be visible at a distance of at least two miles.

(c) On the port side a red light so constructed as to show an un-
broken light over an arc of the horizon of ten points of the compass,
so fixed as to throw the light from right ahead to two points abaft
the beam on the port side, and of such a character as to be visible at
a distance of at least two miles.

(d) The said green and red side-lights shall be fitted with inboard
screens projecting at least three feet forward from the light, so as to
prevent these lights from being seen across the bow.

(e) A steam-vessel when under way may carry an additional white
light similar in construction to the light mentioned in subdivision
(a). These two lights shall be so placed in line with the keel that
one shall be at least fifteen feet higher than the other, and in such a
position with reference to each other that the lower light shall be
forward of the upper one. The vertical distance between these
lights shall be less than the horizontal distance.

**ART. 3. A steam-vessel when towing another vessel shall, in ad-
dition to her side-lights, carry two bright white lights in a vertical
line one over the other, not less than six feet apart, and when towing
more than one vessel shall carry an additional bright white light six
feet above or below such light, if the length of the tow measuring
from the stern of the towing vessel to the stern of the last vessel
towed exceeds six hundred feet. Each of these lights shall be of the
same construction and character, and shall be carried in the same posi-
tion as the white light mentioned in article two (a), excepting the
additional light, which may be carried at a height of not less than
devierne feet above the hull.

Such steam-vessel may carry a small white light abaft the funnel
or aftermost for the vessel towed to steer by, but such light shall not
be visible forward of the beam.
ART. 4. (a) A vessel which from any accident is not under command shall carry at the same height as a white light mentioned in article two (a), where they can best be seen, and if a steam-vessel in lieu of that light, two red lights, in a vertical line one over the other, not less than six feet apart, and of such a character as to be visible all around the horizon at a distance of at least two miles; and shall by day carry in a vertical line one over the other, not less than six feet apart, where they can best be seen, two black balls or shapes, each two feet in diameter.

(b) A vessel employed in laying or in picking up a telegraph cable shall carry in the same position as the white light mentioned in article two (a), and if a steam-vessel in lieu of that light, three lights in a vertical line one over the other not less than six feet apart. The highest and lowest of these lights shall be red, and the middle light shall be white, and they shall be of such a character as to be visible all around the horizon, at a distance of at least two miles. By day she shall carry in a vertical line, one over the other, not less than six feet apart, where they can best be seen, three shapes not less than two feet in diameter, of which the highest and lowest shall be globular in shape and red in color, and the middle one diamond in shape and white.

(c) The vessels referred to in this article, when not making way through the water, shall not carry the side-lights, but when making way shall carry them.

(d) The lights and shapes required to be shown by this article are to be taken by other vessels as signals that the vessel showing them is not under command and can not therefore get out of the way. These signals are not signals of vessels in distress and requiring assistance. Such signals are contained in article thirty-one.

ART. 5. A sailing vessel under way and any vessel being towed shall carry the same lights as are prescribed by article two for a steam-vessel under way, with the exception the he white lights mentioned therein, which they shall never carry.

ART. 6. Whenever, as in the case of small vessels under way during bad weather, the green and red side-lights can not be fixed, these lights shall be kept at hand, lighted and ready for use; and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side, nor, if practicable, more than two points abaft the beam on their respective sides.

To make the use of these portable lights more certain and easy the lanterns containing them shall each be painted outside with the color of the light they respectively contain, and shall be provided with proper screens.

ART. 7. Steam-vessels of less than forty, and vessels under oars or sails of less than twenty tons, gross tonnage, respectively, when under way, shall not be obliged to carry the lights mentioned in article two (a) (b) and (c), but if they do not carry them they shall be provided with the following lights:

First. Steam-vessels of less than forty tons shall carry—

(a) In the fore part of the vessel, or on or in front of the funnel, where it can best be seen, and at a height above the gunwale of not less than nine feet, a bright white light constructed and fixed as prescribed in article two (a), and of such a character as to be visible at a distance of at least two miles.

(b) Green and red side-lights constructed and fixed as prescribed in article two (b) and (c), and of such a character as to be visible at a distance of at least one mile, or a combined lantern showing a green light and a red light from right ahead to two points abaft the
beam on their respective sides. Such lantern shall be carried not
less than three feet below the white light.

Second. Small steam-boats, such as are carried by sea-going vessels,
may carry the white light at a less height than nine feet above the
the gunwale, but it shall be carried above the combined lantern men-
tioned in subdivision one (b).

Third. Vessels under oars or sails, of less than twenty tons, shall
have ready at hand a lantern with a green glass on one side and a
red glass on the other, which, on the approach of or to other vessels,
shall be exhibited in sufficient time to prevent collision, so that the
green light shall not be seen on the port side nor the red light on the
starboard side.

The vessels referred to in this article shall not be obliged to carry
the lights prescribed by article four (a) and article eleven, last para-
graph.

ART. 8. Pilot vessels when engaged on their station on pilotage duty
shall not show the lights required for other vessels, but shall carry
a white light at the masthead, visible all around the horizon, and
shall also exhibit a flare-up light or flare-up lights at short intervals,
which shall never exceed fifteen minutes.

On the near approach of or to other vessels they shall have their
side-lights lighted, ready for use, and shall flash or show them at
short intervals, to indicate the direction in which they are heading,
but the green light shall not be shown on the port side, nor the red
light on the starboard side.

A pilot-vessel of such a class as to be obliged to go alongside of a
vessel to put a pilot on board may show the white light instead of
carrying it at the masthead, and may, instead of the colored lights
above mentioned, have at hand, ready for use, a lantern with a green
glass on the one side and a red glass on the other, to be used as
prescribed above.

Pilot-vessels when not engaged on their station on pilotage duty
shall carry lights similar to those of other vessels of their tonnage.

ART. 9. Fishing vessels and fishing boats when under way and flshing veaelsand
during which they are fishing, shall carry the lights prescribed for vessels of their
tonnage under way.

(a) Vessels and boats, when fishing with drift nets, shall exhibit
two white lights from any part of the vessel where they can best be
seen. Such lights shall be placed so that the vertical distance
between them shall be not less than six feet and not more than ten
feet, and so that the horizontal distance between them, measured in a
line with the keel, shall be not less than five feet and not more than
ten feet. The lower of these two lights shall be the more forward,
and both of them shall be of such a character as to show all around
the horizon, and to be visible at a distance of not less than three
miles.

(b) Vessels, when engaged in trawling, by which is meant the
dragging of an apparatus along the bottom of the sea—

First. If steam-vessels, shall carry in the same position as the
white light mentioned in article two (a) a tricolored lantern so con-
structed and fixed as to show a white light from right ahead to two
points on each bow, and a green light and a red light over an arc of
the horizon from two points on either bow to two points abaft the
beam on the starboard and port sides, respectively; and, not less
than six nor more than twelve feet below the tricolored lantern, a
white light in a lantern, so constructed as to show a clear, uniform,
and unbroken light all around the horizon.

Second. If sailing vessels, of seven tons gross tonnage and up-
wards, shall carry a white light in a lantern, so constructed as to
show a clear, uniform, and unbroken light all around the horizon,
In Mediterranean Sea.

Visibility of lights.

If sailing vessels, less than seven tons.

Vessels and boats, line-fishing, etc.

Fishing vessels and boats. Additional flare-up lights.

At anchor.

When fishing, if fast to rock, etc.

In fog, mist, falling snow, or heavy rain.

Day signal.

Limitation.

A vessel being overtaken by another.

Character and position of light.

Vessels at anchor. Under 150 feet in length.

and shall also be provided with a sufficient supply of red pyrotechnic lights, which shall each burn for at least thirty seconds, and shall be shown on the approach of or to other vessels in sufficient time to prevent collision.

In the Mediterranean Sea the vessels referred to in subdivision (b) two may use a flare-up light in lieu of a pyrotechnic light.

All lights mentioned in subdivision (b) one and two shall be visible at a distance of at least two miles.

Third. If sailing vessels of less than seven tons gross tonnage, shall not be obliged to carry the white light mentioned in subdivision (b) two of this article, but if they do not carry such light they shall have at hand, ready for use, a lantern showing a bright white light, which shall, on the approach of or to other vessels, be exhibited where it can best be seen, in sufficient time to prevent collision; and they shall also show a red pyrotechnic light, as prescribed in subdivision (b) two, or in lieu thereof a flare-up light.

(c) Vessels and boats when line-fishing with their lines out and attached to their lines, and when not at anchor or stationary, shall carry the same lights as vessels fishing with drift-nets.

(d) Fishing vessels and fishing boats may at any time use a flare-up light in addition to the lights which they are required to carry and show. All flare-up lights exhibited by a vessel when trawling or fishing with any kind of drag-net shall be shown at the after part of the vessel, excepting that if the vessel is hanging by the stern to her fishing gear, they shall be exhibited from the bow.

(e) Every fishing vessel and every boat when at anchor shall exhibit a white light visible all around the horizon at a distance of at least one mile.

(f) If a vessel or boat when fishing becomes stationary in consequence of her gear getting fast to a rock or other obstruction she shall show the light and make the fog-signal prescribed for a vessel at anchor, respectively. (See article fifteen (d) (e) and last paragraph.)

(g) In fog, mist, falling snow, or heavy rain-storms drift-net vessels attached to their nets, and vessels when trawling, dredging, or fishing with any kind of drag-net, and vessels line-fishing with their lines out shall, if of twenty tons gross tonnage or upwards, respectively, at intervals of not more than one minute make a blast; if steam-vessels with the whistle or siren, and if sailing-vessels with the fog-horn, each blast to be followed by ringing the bell.

(h) Sailing vessels or boats fishing with nets or lines or trawls, when under way, shall in day-time indicate their occupation to an approaching vessel by displaying a basket or other efficient signal, where it can best be seen.

The vessels referred to in this article shall not be obliged to carry the lights prescribed by article four (a) and article eleven, last paragraph.

ART. 10. A vessel which is being overtaken by another shall show from her stern to such last-mentioned vessel a white light or a flare-up light.

The white light required to be shown by this article may be fixed and carried in a lantern, but in such case the lantern shall be so constructed, fitted, and screened that it shall throw an unbroken light over an arc of the horizon of twelve points of the compass, namely, for six points from right aft on each side of the vessel, so as to be visible at a distance of at least one mile. Such light shall be carried as nearly as practicable on the same level as the side-lights.

ART. 11. A vessel under one hundred and fifty feet in length, when at anchor, shall carry forward, where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light in a lantern so constructed as to show a clear, uniform, and un-
broken light visible all around the horizon at a distance of least one mile.

A vessel of one hundred and fifty feet or upwards in length, when at anchor, shall carry in the forward part of the vessel, at a height of not less than twenty and not exceeding forty feet above the hull, one such light, and at or near the stern of the vessel, and at such a height that it shall be not less than fifteen feet lower than the forward light, another such light.

The length of a vessel shall be deemed to be the length appearing in her certificate of registry.

A vessel aground in or near a fair-way shall carry the above light or lights and the two red lights prescribed by article four (a).

ART. 12. Every vessel may, if necessary in order to attract attention, in addition to the lights which she is by these rules required to carry, show a flare-up light or use any detonating signal that can not be mistaken for a distress signal.

ART. 13. Nothing in these rules shall interfere with the operation of any special rules made by the Government of any nation with respect to additional station and signal-lights for two or more ships of war or for vessels sailing under convoy, or with the exhibition of recognition signals adopted by ship-owners, which have been authorized by their respective Governments and duly registered and published.

ART. 14. A steam-vessel proceeding under sail only but having her funnel up, shall carry in day-time, forward, where it can best be seen, one black ball or shape two feet in diameter.

SOUND SIGNALS FOR FOG, AND SO FORTH.

ART. 15. All signals prescribed by this article for vessels under way shall be given:
1. By “steam-vessels” on the whistle or siren.
2. By “sailing vessels and vessels towed” on the fog-horn.

The words “prolonged blast” used in this article shall mean a blast of from four to six seconds’ duration.

A steam-vessel shall be provided with an efficient whistle or siren, sounded by steam or by some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and with an efficient fog-horn, to be sounded by mechanical means, and also with an efficient bell. [In all cases where the rules require a bell to be used a drum may be substituted on board Turkish vessels, or a gong, where such articles are used on board small sea-going vessels.] A sailing vessel of twenty tons gross tonnage or upward shall be provided with a similar fog-horn and bell.

In fog, mist, falling snow, or heavy rainstorms, whether by day or night, the signals described in this article shall be used as follows, viz:
(a) A steam-vessel having way upon her shall sound, at intervals of not more than two minutes, a prolonged blast.
(b) A steam-vessel under way, but stopped, and having no way upon her, shall sound, at intervals of not more than two minutes, two prolonged blasts, with an interval of about one second between them.
(c) A sailing vessel under way shall sound, at intervals of not more than one minute, when on the starboard tack one blast, when on the port tack two blasts in succession, and when with the wind abaft the beam three blasts in succession.
(d) A vessel when at anchor shall, at intervals of not more than one minute, ring the bell rapidly for about five seconds.
(e) A vessel at anchor at sea, when not in ordinary anchorage ground, and when in such a position as to be an obstruction to vessels under way, shall sound, if a steam-vessel, at intervals of not
more than two minutes, two prolonged blasts with her whistle or siren, followed by ringing her bell; or, if a sailing-vessel, at intervals of not more than one minute, two blasts with her fog-horn, followed by ringing her bell.

(f) A vessel when towing shall, instead of the signals prescribed in subdivisions (a) and (c) of this article at intervals of not more than two minutes, sound three blasts in succession, namely, one prolonged blast followed by two short blasts. A vessel towed may give this signal and she shall not give any other.

(g) A steam-vessel wishing to indicate to another “The way is off my vessel, you may feel your way past me,” may sound three blasts in succession, namely, short, long, short, with intervals of about one second between them.

(h) A vessel employed in laying or picking up a telegraph cable shall, on hearing the fog-signal of an approaching vessel, sound in answer three prolonged blasts in succession.

(i) A vessel under way, which is unable to get out of the way of an approaching vessel through being not under command, or unable to maneuver as required by these rules, shall, on hearing the fog-signal of an approaching vessel, sound in answer four short blasts in succession.

Certain sailing vessels and boats of less than twenty tons gross tonnage 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.

SPEED OF SHIPS TO BE MODERATE IN FOG, AND SO FORTH.

ART. 16. Every vessel shall, in a fog, mist, falling snow, or heavy rain-storms, go at a moderate speed, having careful regard to the existing circumstances and conditions.

A steam vessel hearing, apparently forward of her beam, the fog-signal of a vessel the position of which is not ascertained shall, so far as the circumstances of the case admit, stop her engines, and then navigate with caution until danger of collision is over.

STEERING AND SAILING RULES.

PRELIMINARY—RISK OF COLLISION.

Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing of an approaching vessel. If the bearing does not appreciably change, such risk should be deemed to exist.

ART. 17. When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other, as follows, namely:

(a) A vessel which is running free shall keep out of the way of a vessel which is close-hauled.

(b) A vessel which is close-hauled on the port tack shall keep out of the way of a vessel which is close-hauled on the starboard tack.

(c) When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.

(d) When both are running free, with the wind on the same side, the vessel which is to the windward shall keep out of the way of the vessel which is to leeward.

(e) A vessel which has the wind aft shall keep out of the way of the other vessel.

ART. 18. When two steam-vessels are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other.
This article only applies to cases where vessels are meeting end on, or nearly end on, in such a manner as to involve risk of collision, and does not apply to two vessels which must, if both keep on their respective courses, pass clear of each other.

The only cases to which it does apply are when each of the two vessels is end on, or nearly end on, to the other; in other words, to cases in which, by day, each vessel sees the masts of the other in a line, or nearly in a line, with her own; and by night, to cases in which each vessel is in such a position as to see both the side-lights of the other.

It does not apply by day to cases in which a vessel sees another ahead crossing her own course; or by night, to cases where the red light of one vessel is opposed to the red light of the other, or where the green light of one vessel is opposed to the green light of the other, or where a red light without a green light, or a green light without a red light, is seen ahead, or where both green and red lights are seen anywhere but ahead.

**ART. 19.** When two steam-vessels are crossing, so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other.

**ART. 20.** When a steam-vessel and a sailing vessel are proceeding in such directions as to involve risk of collision, the steam-vessel shall keep out of the way of the sailing-vessel.

**ART. 21.** Where by any of these rules one of two vessels is to keep out of the way, the other shall keep her course and speed.

**ART. 22.** Every vessel which is directed by these rules to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.

**ART. 23.** Every steam-vessel which is directed by these rules to keep out of the way of another vessel shall, on approaching her, if necessary, slacken her speed or stop or reverse.

**ART. 24.** Notwithstanding anything contained in these rules every vessel, overtaking any other, shall keep out of the way of the overtaken vessel.

Every vessel coming up with another vessel from any direction more than two points abaft her beam, that is, in such a position, with reference to the vessel which she is overtaking that at night she would be unable to see either of that vessel's side-lights, shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these rules, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

As by day the overtaking vessel can not always know with certainty whether she is forward of or abaft this direction from the other vessel she should, if in doubt, assume that she is an overtaking vessel and keep out of the way.

**ART. 25.** In narrow channels every steam-vessel shall, when it is safe and practicable, keep to that side of the fair-way or mid-channel which lies on the starboard side of such vessel.

**ART. 26.** Sailing vessels under way shall keep out of the way of sailing vessels or boats fishing with nets, or lines, or trawls. This rule shall not give to any vessel or boat engaged in fishing the right of obstructing a fair-way used by vessels other than fishing vessels or boats.

**ART. 27.** In obeying and construing these rules due regard shall be had to all dangers of navigation and collision, and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.
SOUND-SIGNALS FOR VESSELS IN SIGHT OF ONE ANOTHER.

ART. 38. The words "short blast" used in this article shall mean a blast of about one second's duration.

When vessels are in sight of one another, a steam-vessel under way, in taking any course authorized or required by these rules, shall indicate that course by the following signals on her whistle or siren, namely:

One short blast to mean, "I am directing my course to starboard."

Two short blasts to mean, "I am directing my course to port."

Three short blasts to mean, "My engines are going at full speed astern."

NO VESSEL, UNDER ANY CIRCUMSTANCES, TO NEGLECT PROPER PRECAUTIONS.

ART. 39. Nothing in these rules shall exonerate any vessel or the owner or master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

RESERVATION OF RULES FOR HARBORS AND INLAND NAVIGATION.

ART. 30. Nothing in these rules shall interfere with the operation of a special rule, duly made by local authority, relative to the navigation of any harbor, river, or inland waters.

DISTRESS SIGNALS.

ART. 31. When a vessel is in distress and requires assistance from other vessels or from the shore, the following shall be the signals to be used or displayed by her, either together or separately, namely:

In the day time—
First. A gun fired at intervals of about a minute;
Second. The International Code signal of distress indicated by N C;
Third. The distance signal, consisting of a square flag, having either above or below it a ball or anything resembling a ball;
Fourth. Rockets or shells as prescribed below for use at night;
Fifth. A continuous sounding with any fog-signal apparatus.

At night—
One. A gun fired at intervals of about a minute;
Two. Flames on the vessel (as from a burning tar-barrel, oil-barrel, and so forth);
Three. Rockets or shells, bursting in the air with a loud report and throwing stars of any color or description, fired one at a time at short intervals;
Four. A continuous sounding with any fog-signal apparatus.

Sec. 2. That all laws or parts of laws inconsistent with the foregoing regulations for preventing collisions at sea for the navigation of all public and private vessels of the United States upon the high seas, and in all waters connected therewith navigable by sea-going vessels, are hereby repealed.

Sec. 3. That this act shall take effect at a time to be fixed by the President by proclamation issued for that purpose.

Approved, August 19, 1890.