

a gaoler. The G. in C. may make regulations even varying and extending the Act, for the better management and regulations of the fisheries, &c.

Cap. 61—Provides for the issue of licenses to foreign vessels, enabling them to fish in British waters within three miles of the coast. Any vessels in a harbour or found hovering, may be boarded by any officer of the R. N. in a ship on the station, or any stipendiary magistrate or fishing officer on a Canadian vessel, who may stay on board so long as the vessel remains in Canadian waters. If found still hovering, after having received 24 hours' notice to depart, such officer may deal with the vessel as a customs officer may do under similar circumstances; and if it be found that she has been engaged in fishing within the prohibited limits without a license, she is forfeited, together with her cargo and stores. She may be seized by such officer, and any one opposing or obstructing him in the discharge of his duty, forfeits \$300, and is liable to imprisonment for 2 years. The vessel after seizure is to be placed in the custody of a collector or principal officer of customs at the port, or of another person named by the court or the G. in C. These seizures are to be prosecuted to condemnation in a court of vice-admiralty, or, if the vessel be seized in inland waters, in one of the courts of law. Half the proceeds of such seizure (after deducting expenses) goes to seizing officer, and half to crown. No claim can be entered without giving security. On giving sufficient security, the claimant may regain possession by order of the court, pending the proceedings. Similar protection is given to the officers as to customs officers, in case of mistakes in the discharge of duty.

HARBOUR POLICE.

Cap. 62—Provides for harbor police. A duty of 3 cents per ton is ordered to be levied on every vessel entering at the Port of Quebec or Montreal. Vessels under 100 tons to pay but once in the year; over 100 not more than twice. No clearance to be granted until duty is paid. A vessel leaving before paying forfeits \$200. The moneys to be applied, under the regulations of the G. in C., under superintendence of the Minister of Marine, &c., to keeping up harbor police. The G. in C. may extend the duty and Act to other ports. The dues are to be accounted for quarterly.

QUARANTINE.

Cap. 63—Gives the G. in C. power to make all necessary regulations for the enforcement of quarantine and preservation of the public health. Such regulations have the power of law and their infringement is a misdemeanor, punishable by fine or imprisonment, or both, as the court may direct. A medical officer is to be appointed at Quebec. Penalties and forfeitures for breach of quarantine regulations are a special lien upon the vessel concerned. In times of epidemic, or apprehended epidemic, the G. in C. may make further special regulations having the same force, and may appoint one or more central boards of health, and order the appointment of local boards in each municipality; and any one obstructing a health officer in enforcing the regulations incurs a penalty of \$20, or 10 days' imprisonment.

HOSPITALS FOR SICK MARINERS.

Cap. 64—Authorizes the G. in C. to designate hospitals receiving aid from Canada as hospitals for sick mariners; also, with the consent of the governing body, hospitals not receiving aid. 2 cts. per ton duty shall be levied by the Collector of Customs for their support and maintenance from all vessels arriving in any port in N. S., N. B., or Que. The rules for enforcing duties, how often, accounting, &c., the same as for harbour police dues. Masters may have the right, by written order approved by the Collector, to send any sick or disabled mariner to such hospital, where he shall receive gratuitous attendance. When the hospital is not exclusively for that purpose, reasonable compensation is to be paid by the R. G. out of fund. If there be no such hospital in a port, the Collector is to make provision for sick and disabled sailors, and receive payment from the fund. The funds may also be used for the relief of ship-wrecked and distressed mariners. Subject to the approval of the G. in C., the Minister of Marine, &c., has charge of all such hospitals, &c. All hospitals devoted exclusively to the treatment of sailors are vested in the crown and placed under the Minister's control.

STEAMBOAT INSPECTION.

Cap. 65—Authorizes the appointment of Steamboat Inspectors where deemed necessary by the G. in C. They shall form a board, 3 to be a quorum. No one may be appointed after 1st January, 1869, without passing an examination before the board. He must not be interested in the manufacture of steamboat boilers or machinery, and must take an oath to fulfil his duty. The board may make regulations, subject to approval by the G. in C. The chairman may order an inquiry into the conduct of an inspector accused or suspected of neglect of duty. The Governor may order inquiry into fatal accidents. The master or owner of every steamboat must have her inspected once in every year, and file a duplicate of certificate with the Collector of Customs; the other to be posted up in some conspicuous place on the steamer. Penalty for neglect \$400. The boilers, whenever an inspector shall deem it necessary, and at least once a year, shall be subject to hydrostatic pressure not exceeding 150 lbs. to the square inch, and otherwise tested. The working pressure is to be not more than two-thirds of the test, to be fixed by the inspector, and the valves are not to be loaded beyond the limit so fixed. No boiler shall be made of unstamped or unmarked plates, or certificate granted therefor. The owner, master, or engineer of a steamboat refusing to answer or giving incorrect answers to questions of the inspector, incurs a penalty of \$40. Inspectors on duty are to be carried free of expense. The master or owner or engineer must report to the inspector any occurrence which has injured, strained or weakened the vessel or machinery, at the next port, and for neglect incurs a penalty of \$200 per day. A steam-gauge attached to the engine and placed in a conspicuous and accessible place, to be approved by the inspector. For neglect of this, or tampering with the gauge, or allowing the pressure of steam to go above the fixed limit, the penalty is \$200. The valve must be opened and pressure reduced to 5 to 10 lbs. below limit when vessel stops, under the same penalty for neglect. Water gauges must also be provided, and in salt or brackish water surface blow-off valves. Passenger steamers with condensing engines to have a bilge injection valve. The inspector may lock up safety valve, and keep exclusive control of it. Every passenger steamer of 100 tons or more, going by sea, or from any place on Lakes Memphremagog, Ontario, Erie, Huron, Simcoe, or Superior, or on the River St. Lawrence or Ottawa, must have a metallic life-boat, with life lines, capable of sustaining within and without at least 50 persons. No steamboat is to leave any such port without good boats, at least 17 feet long, with six oars, and capable of carrying 12 persons besides the crew—one, for vessels of 50 tons and under; 2 for vessels between 50 and 100 tons; 2 besides the life-boat for those between 100 and 300 tons; 3 besides life-boat for 300 tons and upwards. There must also be carried one life-preserver for each passenger, and on vessels less than 200 tons, 3 for each 5 tons. A vessel of 200 tons, 200 life-preservers. On other waters 100 per 200 tons, and smaller vessels at least 50. Also 25 buckets, 5 axes, and 6 lanterns. On other inland waters 2 good boats to be carried with 4 oars each, to carry 12 persons besides the crew. On the St. John River, above Fredericton, for vessels of less than 50 tons, one such boat; but