

These provisions do not apply to tugs or ferry steamers not on the St. Lawrence. Suitable and safe provision is also to be made against fire, and combustible materials to be isolated. Passenger steamers to have 3 double acting forcing-pumps, and hose to each at least two-thirds of the length of the steamer, to be kept always in perfect order. For small steamers, 1 or 2 of the 3 may be dispensed with. All over 60 tons must have a steam forcing-pump, which may be worked apart from the main engine. A copy of this Act, and a printed list of the apparatus on board, are to be kept accessible to passengers. An engineer must pass an examination before the board, paying \$5 for his certificate or license for one year, if he pass; but it may be revoked for negligence, unskillfulness, drunkenness, or other sufficient cause. Engineers are divided into 6 classes—1st, 2nd, and 3rd, and 1st, 2nd, and 3rd assistants. 1st class to be fit to take charge of any steam vessel; 2nd class of any other than a seagoing steamer of over 300 tons; 3rd class of any passenger steamer of less than 100 tons, except on the lakes above specified, and of any freight or tug steamer. 1st class assistant a steamer less than 50 tons, except on the lakes. A single inspector may grant a temporary certificate for 60 days. No person may be employed as engineer without license, employer and employed incurring a penalty, for contravention, of \$200. An inspector may at any time inspect a steamer, and if he reports her unsafe to the G. in C., he may, by Order in Council, forbid its running. If it be thereafter run, it is forfeited, and may be seized and sold by the collector like articles forfeited for non-payment of duty. The G. in C. may regulate the number of passengers to be carried by steamboats. He may impose a duty not exceeding 10 cents per ton on all steamers, and order payment of an inspection fee of \$5 on vessels of 100 tons or under, and of \$8 on larger, for each inspection required by law. The collector may also seize and sell a vessel which has not been inspected, or whose owner has not paid the duty, unless the duty and penalty are paid over. And an inspector may withhold his certificate from a vessel on which the duty has not been paid, and report that and any defect to the collector. An engineer may appeal from an inspector's decision to the board, and from the board to the G. in C. For every contravention of this Act or of order in Council, the owner or master incurs a penalty of \$40 to \$200 for each trip. The inspector may detain the vessel, and the collector refuse clearance. Penalties may be recovered before a stipendiary magistrate or two J. P. The board may require vessels and steamers of more than 60 tons on certain waters to carry masts and sails. The Act does not apply to vessels belonging to Her Majesty, to vessels registered in Britain, or foreign vessels; but the G. in C. may subject such vessels carrying mails, passengers, or troops to its provisions. Passenger steamers must have secure gang boards put out at any wharf or landing place, and steamer and wharf owner must display lights at night, or incur a penalty of \$20 and all damages.

#### NATURALIZATION OF ALIENS.

*Cap. 66*—Provides for the naturalization of aliens. All aliens naturalized in either of the Provinces are declared naturalized in all. A foreign-born woman becomes naturalized by marriage with a subject. Other aliens must have continuously resided in the Dominion for three years, must swear to the fact, and must take the oath of allegiance prescribed before a judge, commissioner or J. P., who shall grant a certificate on being fully satisfied respecting the residence of the applicant for the three years and of his good character. Such certificate shall be presented to the quarter sessions or recorder in Ont., the circuit court in Que., the supreme court in N. S., and the supreme or county court in N. B., in open court on the first day of some general sitting when it shall be openly read. And if during such session the facts set forth in the certificate are not controverted or other objection taken, then on the last day of the sitting the certificate is filed of record, and the person is naturalized. The court then grants a certificate of naturalization, a copy of which may be registered at the registry office. Aliens now entitled to naturalization under previous Acts may also be naturalized. The fee for proceedings in court is 25 cents, and for registration the same. Privileges of naturalization under this Act are subject to the provisions of the Imperial Act, 10 and 11 Vic., cap. 83.

#### GEOLOGICAL SURVEY.

*Cap. 67*—Provides for the geological survey. The sum of \$20,000 per annum for 5 years is provided, and the Governor authorized to employ competent persons to direct and carry on the survey, and distribute its reports and publications. The director must cause permanent marks in some public buildings, or others of a durable description, to be made at several convenient stations, and fix accurately the latitude and longitude. Railway and canal companies must furnish copies of their plans and sections of survey.

#### RAILWAYS.

*Cap. 68*—Is "An Act respecting Railways." The first part of the Act is made to form part of every special Act of incorporation of a railway, unless any of its provisions are specially excepted or excluded by such special Act. Each company is a body corporate, with all powers necessary for the construction, working, or maintenance of the railway it is authorized to build, and for the acquisition of property by gift, purchase, or expropriation of lands or other property, (lands of the Crown can only be taken by leave of the Governor in Council; or any part of a military or naval reserve after leave of Her Majesty, upon a report of the proper officers); with right to carry the railway across the lands of corporations and others, and across and along streams (but not to impair their usefulness); to complete a railway with one or more tracks, and work it by steam or other mechanical power, or animals; to erect necessary buildings and wharves; to construct branch railways mentioned in the special Act; to convey persons and goods, and levy tolls and compensation for the same; to borrow the necessary money to complete, maintain, and work the railway, at a rate not exceeding 8 p. c., and to issue bonds or debentures for its repayment, and hypothecate the property or revenues for such repayment (debentures not to be less than \$100); to enter upon lands and make surveys, and to cut down the trees for six rods on either side of the railway; to cross or unite with any other railway in such manner as shall be approved by the railway committee. A railway company may at any time construct a branch six miles in length, if authorized by the municipal council, but cannot expropriate lands for it. It may change its line at any time to lessen a curve or grade, or secure any public advantage. The original capital stock may be increased by a vote of two-thirds in amount of the shareholders, at a special meeting called for that purpose. Surveys, levels, and plans shall be made, and a map and book of reference, shewing the route, the lands to be passed over and taken therefor, and the names of the owners and occupiers thereof, and everything necessary to understand the work. The map and book are to be examined and certified by the M. P. W. or his deputy, and deposited in the department, and copies are to be deposited in the office of the clerks of peace in the counties or districts through which it passes. Errors may be rectified after giving 10 days' notice to proprietors or occupiers interested, on application to two J. P. for that purpose, and the certificate of the J. P. shall be deposited with the clerks of the peace. Alterations from the original plan and survey, when approved of