

district till the decision of the G. in C. be had. He sends a copy also to the M. of A. who inquires and reports to the G. in C. He either proclaims the district or relieves the premises declared by the inspector. The order is legal proof of the existence of infection. Animals may be moved through an infected place by railway if not detained in it. Any constable may arrest and detain any person committing a breach of the law or regulations till he can be taken before a J. P., but not more than 24 hours. He may require any animal or thing moved out of an infected place to be taken back. The Governor's order supersedes that of a local authority inconsistent with it. The premises within one mile of those on which an infected animal is found, may be declared infected by the inspector presenting a copy of his declaration to the several occupiers. If any person in such place put up a notice forbidding entrance to his premises without permission, any one so entering becomes liable for \$20. Common carriers carrying animals must cleanse their vehicles or vessels as directed by the G. in C. Inspectors may enter upon and inspect them as other premises, under a like penalty upon any one obstructing him.

#### INVESTIGATIONS INTO SHIPWRECKS.

*Cap. 38.*—In case of the loss, abandonment, or material damage of a ship on the sea, lake or river coasts of Canada, or islands adjacent thereto, or loss or material damage of any ship there caused by another, or loss of life owing to casualty to any such ship, or when these things having occurred elsewhere, competent witnesses arrive in Canada, the principal officer of Customs nearest the place of casualty, &c., or nearest the place where witnesses may be found, or any person named by the Minister of Marine, &c., may make inquiry. For that purpose he may enter upon and inspect any such vessel, or anything on board of her, (not needlessly detaining her,) and enter and inspect any premises he may deem necessary, and require the attendance of witnesses, and answers to inquiries, and production of papers, &c., and may administer oaths or require affirmations from such witnesses. False statements by them are perjury. Refusing to appear or answer, or produce documents, after being summoned and offered their expenses, (as tried by the Prothonotary or Clerk of the nearest Court of Record,) they forfeit \$40; but they are not bound to criminate themselves. Obstructing the officer in his duty is punished with a like penalty, and he, or any person by his orders, may seize and detain offenders until they can be taken before a J. P. The officer reports to the Minister for the information of the G. in C. If the G. in C. see cause they may order the sitting of a court or tribunal, consisting of one or more persons, to try the case, having all the authority of any ordinary court of justice respecting the parties, witnesses, &c. And the tribunal has power, under the Imperial Acts 17 and 18 V., c. 104, s. 242, and 26 V., c. 63, s. 23, upon finding that a master or mate of a ship has been guilty of any gross act of misconduct, drunkenness or tyranny, or that the loss or abandonment of, or serious damage to any ship, or loss of life has been caused by his wrongful act or default, to cancel or suspend the certificate of such master or mate. The members of this court must take an oath of office before a J. P. When investigation is concluded the court announces its opinion and reports its proceedings fully to the Minister, who has power to confirm or set it aside, decision in the matter is final. Pending the investigation the court may order any master or mate whose conduct is, or is likely to be called in question, to deliver up his certificate, which is retained and forwarded to the Minister. If he refuses he forfeits \$200. Expenses are defrayed out of moneys specially voted or voted for unforeseen expenses. This act does not affect Vice Admiralty jurisdiction. A ship herein is any vessel used in navigation not propelled with oars.

#### STEAMBOAT INSPECTION, &c.

*Cap. 39.*—Amends the act of last session on this subject, (see Year Book of 1869). Alters the form of certificate. Life boats may have air-tight metallic compartments at the sides alone or ends alone or both as may be ordered by the Inspector and stated in the certificate. Freight steamers conveying not more than 25 passengers need only carry 2 boats besides the life boat. Such boats when carrying not more than 60 passengers need carry only one life preserver per passenger and for each of the crew. All steamers must be provided with sufficient means for expeditiously lowering every boat it is required to carry. The statement of pumps, boats, buckets, axes and life preservers required to be posted up on board shall be filled up by the owner or master. Steamboats not carrying passengers must be provided with boats sufficient for the safety of the crew, and means of lowering them and a life preserver for each. 2nd class engineers are allowed to take charge of any sea-going steamer less than 500 tons. Every engineer's certificate may be specially limited to a certain class of steamers by endorsement on its back by the chairman and a member of the Board. An Inspector may require the production by the master or owner of the certificate of registry of a steamer, which he is inspecting. For infraction of the law during any trip the master or owner forfeits \$40 to \$100. An Inspector may detain any steamer for non-compliance with the law, and Collector of Customs after notice thereof cannot grant her a clearance, till the Inspector reports that the law has been complied with.

#### IMPROVEMENT OF HARBOURS, &c.

*Cap. 40.*—Provides for the improvement of the harbours and channels at the ports of Bathurst, Shippegan and Richibucto in N. B., of Mabou, Port Hood, Margaree, Chéticamp and Liverpool in N. S., Amherst and House harbours in the Magdalen Islands and the several ports and harbours between Cross Point and Cape Chat in the Bay of Chaleur and coast of Gaspé, in Quebec, and Chatham in Ontario. The G. in C. may issue a proclamation imposing dues on vessels entering such harbours, not exceeding 10 cts. per ton, to be collected by the Collector of Customs at the time of the entry of the vessel. She may be refused entry or clearance or detained for non-payment. Such dues are only to be levied once a year upon vessels of 100 tons or under, on their first entry, and twice a year on larger vessels. The sums as levied are paid over to the R. G. to make good sums appropriated for harbours, &c., out of the C. R. F. The Collector reports to the Minister of Marine quarterly and he yearly to Parliament.

#### PILOTAGE—QUEBEC,

*Cap. 41.*—The exemption from taking a pilot heretofore accorded to Province of Quebec vessels under 125 tons bound to or from the port of Quebec, is extended to all Cana-