

## PORT AND HARBOUR DUES.

*Chap. 21*—Transports or vessels carrying troops are exempt from port and harbour dues.

## CARRIERS BY WATER.

*Chap. 25*.—Carriers by water must convey all passengers and goods offering according to terms of which they have given no ice unless reasonable cause exists for not doing so. They are responsible for the safe keeping of goods entrusted to them for conveyance, or being conveyed—unless the loss or damage occurs without their fault or privity or the fault or negligence of their agents or servants, by fire or dangers of navigation, or arises from the nature of the goods, armed robbery or irresistible force or to articles of great value not ordinary merchandise and not properly described in the bill of lading or to the carrier or his agent. They are liable for the baggage of passengers, the oath of the latter being received as *prima facie* evidence of the value and the damage; but this is not to exceed \$50 or extend to articles of unusual value unless previously declared.

## PILOTAGE ACT.

*Chap. 26*.—The limit of time for the appointment of 3 Commissioners for Halifax and St. John by 36 V., c. 54, is repealed. The appointments may be made at any time.

*Chap. 27*.—Extends the following Acts, in so far as their provisions are not territorially limited, to the Province of Prince Edward Island, viz.:—31 V., c. 61 as amended by 33 V., c. 19—respecting sick and distressed mariners from 1st July, 1873; 31 V., c. 65, as amended by 32 & 33 V., c. 39 & 36 V., c. 53, respecting steamboat inspection; 33 V., c. 14, respecting the coasting trade; 33 V., c. 17, respecting certificates to Masters and Mates (the 6th and 7th Sections only to apply to ships sailing after 1st Oct., 1874, the remainder from 1st July), 31 V., c. 16, respecting discipline on Canadian vessels; 36 V., c. 8, respecting carriage of dangerous goods in ships; 36 V., c. 54, respecting pilotage; 36 V., c. 55, respecting wreck and salvage; 36 V., c. 56, respecting deck loads; 36 V., c. 57, to keep order on passenger steamers, 36 V., c. 128, relating to shipping and registration thereof, and 36 V., c. 129, respecting the shipping of seamen. It also repeals inconsistent Acts of the Legislature of the Province. The G. in C. however, may suspend the coming into force of the former or the repeal of the latter Act.

## FISHERIES IN THE NEW PROVINCES.

*Chap. 23*—Extends the Act 31 V., c. 60, to British Columbia, Manitoba and P. E. Island to come into force when proclaimed by the G. in C. Regulations may be made and officers appointed before such day.

## OBSTRUCTIONS IN NAVIGABLE RIVERS.

*Chap. 29*.—Authorize the Minister of Marine and Fisheries to cause the removal of obstructions caused by wrecks, &c., in navigable waters by such means as he deems necessary, and may sell the wreck,

cargo, &c., to pay expenses of removal. The owner, master or person of charge must give notice of wreck and obstruction to the M. M. F. or nearest Collector, under \$10 penalty per diem for neglect, besides any other penalty to which he is already liable. Penalty to be recovered before 2 J. P.'s.—half to go to prosecutor and half to Crown. The Minister may appoint any other officer of the Government instead of the Collector or principal officer of Customs to perform the duties assigned to the latter by 32 & 33 V., c. 38, and the G. in C. may appoint any officer or officers of the Government or any body corporate or Commissioners. A court to make investigations under that Act.

## STEAMBOAT INSPECTION.

*Chap. 30*.—Amends the Steamboat Inspection Act. The maker of a boiler must furnish an affidavit to the inspectors declaring the maker of the plates used. The No. of boats to be kept on board is to be determined by the gross, not the registered tonnage according to the old scale. All boats are to be hung on davits ready for lowering—unless there are two lifeboats when one of the others may be kept on the hurricane deck without davits. They are to be covered with canvas or tarpaulin, and the crews are to be exercised in lowering them. When wood fuel is used on high pressure steamers the boats must have a wooden covering covered with zinc. The name of the steamboat and owners must be painted on their bows and stern. Upon steamers (no matter of what size) chiefly carrying freight and not more than 25 passengers, 2 boats in addition to a life-boat is sufficient. Each pump and coupling is to be provided with a hose-wrench chained thereto. Where only 1 pump is required it shall be placed where the Inspector directs. The printed statement respecting life preservers, buckets, &c., is to be put up in every cabin and stateroom and must describe the adjustment of the life preservers to the body. The name of the steamers is to be painted on all buckets, &c. Inflammable matter is to be stowed as far as possible from the boiler. 2 life-boats capable of supporting 30 persons each may be carried in place of 50. The G. in C. may make rules requiring steamers to carry chemical fire extinguishers.

## MONTREAL HARBOUR COMMISSION

*Chap. 31*.—Provides for the retirement of one member of the Montreal Harbour Commissioners elected by the Board of Trade on 1st August, 1874,—such member to be determined by the board by ballot. Thereafter 5 members are to be appointed by government, and 4 to be elected by bodies interested. The member representing the shipping interest remains in till 1st Monday in August, 1876—on that day at noon another is to be elected for 3 years, to replace him, and thereafter the election will take place each 3 years. The Governor is only to fill vacancies resulting from the neglect of the shipping interest to elect—not of the other bodies. The Commissioners may pay the chairman a salary of \$2000. The Collector of Customs at any port may, when authorized by the Commissioners, collect dues on goods landed at Montreal and forwarded to such port in bond.