

free from offensive odor. The Petroleum shall not change color when tested by the admixture of a saturated solution of litharge and caustic soda.

All packages containing Petroleum which will not stand these tests, shall be branded with the word "Rejected," the Inspector's name, and the date and place of inspection.

Fees 5 cts. per package. The Inspector shall deliver Inspection Bills, having on them a *fac simile* of the refiner's or owner's trade mark. He must make quarterly returns within 10 days of the last of March, June, September and December to the Secretary of the Board of Trade or such other person as the G. in C. may designate.

Pilotage.

By the Act 36 Vict. chap. 54, provision is made to regulate Pilotage in the waters of the Dominion. The Trinity House, Quebec, is the pilotage authority for that district, comprising the river St. Lawrence from Portneuf basin to a line drawn from the eastern anchorage ground of Barnaby Island to that under Cape Columbia, including all rivers, &c., flowing in, in which the tide ebbs and flows. The Montreal Harbour Comrs. form the authority for that district comprising the St. Lawrence from Portneuf basin to the Province line dividing Ontario from Quebec and the rivers falling into it; also (in respect of pilots and their apprentices, pilotage, pilot dues and pilot boats for and above the Harbour of Quebec,) the St. Lawrence between Patrick's Hole and Portneuf basin. For Halifax, the authority is to be created by election, within 14 days after this Act takes effect, by the City Council of 2 persons, and 2 others by the Executive Committee of the Chamber of Commerce, and, within 30 days thereafter the appointment by the G. in C. of 3 persons to form the board. The G. in C. also fills any vacancies which the other bodies neglect to fill. The G. in C. may appoint a Secy. to be paid not more than \$800 per an. Similar provision is made for the Port of St. John, N. B. 3 of either of these boards form a quorum. The G. in C. may fix the limit of all pilotage districts, except Quebec and Montreal, and appoint for other ports than those above mentioned 3 to 5 Comrs. The duties of these pilotage authorities are to determine qualifications of pilots; to make regulations respecting their boats, to aid companies in providing boats, to grant licenses and certificates and make regulations respecting them,—(the number of pilots in Quebec are never to be less than 150 or more than 200), to make regulations for the govt. of pilots and apprentices (except in Quebec), for punishing breach of regulations by penalties of \$10 or less and \$1 per day for a continuing breach—and to fix and alter pilotage dues. (The schedule of fees for Quebec pilots shall not be changed for 3 yrs., nor then, unless their income per head falls below \$600 on an average of 3 yrs. To provide for the compulsory retirement of aged, infirm or intemperate licensed pilots—the first at 65, and for the decision of disputes about pilotage, and to establish (except at Montreal and Quebec) and regulate pilotage funds for the relief of those superannuated or infirm and the families of those deceased. Penalties to be recoverable before any Court having jurisdiction in like cases, and to be divided equally between the pilot fund and complainant. By-laws made by any pilotage authority must be confirmed by O. in C. and published in the *Canadian Gazette*. Those for Quebec must be submitted to the

pilots 20 days before confirmation. Returns are to be made to the M. M. and F. by all such authorities on or before 10th January each year, of the name and age of each pilot, master or mate licensed to act and of apprentices the service for which each is licensed, the dues collectable and collected, distinguishing British from other ships and the grades which affect the amt. of dues, and the receipts and expenditure of all moneys. For apprentice pilots at and below Quebec the indentures are still to be made with the corporations of pilots, subject to this Act and that incorporating them and any by-laws of the Trinity House. They shall never be less than 36 nor more than 64. Although the 7 yrs. apprenticeship be interrupted by sickness or some legitimate cause for not more than 4 mos. the license may be granted if the full time is served and other rules complied with. After the present apprentices are licensed the Trinity House may limit the number of pilots and only admit those necessary to keep up the number, by seniority. On admission a pilot receives a license which he registers with the Collector of the principal port of the district. He also receives a copy of this Act and of the schedule of dues payable in his district, which he is bound to produce when asked, as well as his license whether asked or no by the master of a ship or other employer. A license is forfeited by non-user for 2 yrs. without special permission. When a pilot dies or is compelled to retire his license is to be returned to the pilotage authority. At 65 he gives it up but may receive one to be renewed annually till he is superannuated. The Collector of Customs is to be furnished annually or more often with a corrected list of pilots which he posts up in the Custom House; and the pilotage authorities of the four ports must keep all licenses registered in a book open to inspection. The amount of pension to be granted to retired pilots or to the families of those deceased is settled by the district authority. No pilot shall be carried out of his district, or, if so taken against his will, he is entitled to cabin passage or first class conveyance by land with reasonable expenses and \$2 per day till returned to the place whence he started. If detained in quarantine he must have suitable board and accommodation and \$3 per day, and travelling expenses if discharged there. A pilot may quit a ship when anchored or moored, on her arrival or when she passes out of his district. If condemned for damage caused to the ship by his neglect, he cannot recover his dues, if the damage exceeds it, and only the balance if not. When a ship cannot be boarded and a boat or ship with a pilot on board leads it, the pilot may recover his dues. The pilot must keep his flag flying while so leading. If any person pilots