

of revenue and expenditure laid before Parlt. each session. This Act does not apply to the harbours of Quebec, Montreal, Toronto, St. John, N. B., or Pictou, or any other harbour placed under management of Comrs.

INSPECTION OF STEAMBOATS.

Chap. 18—Certificates granted under 31 V. c. 65, s. 5 remain good for 1 yr., unless otherwise revoked. Whatever number of passengers a vessel carries, 200 life-preservers are held to be sufficient. Passenger boats of 75 to 150 tons need only have 12, and those under 75 tons only 6 fire buckets on board. Boats over 50 tons employed on the waters in Muskoka, Peterborough or Victoria, or the Ottawa River and its tributaries above the city of Ottawa, need carry but one boat, such as required by the above Act. A third-class engineer may take charge of the engines of a passenger steamboat of less than 100 tons on the great lakes including lakes Memphremagog and Simcoe, as may a first-class assistant engineer, and of a tug or freight steamer of less than 150 tons gross. The penalty for employing an unlicensed engineer is reduced from \$200 to \$100. An inspection fee of \$8 besides the rate per ton is payable for each inspection under the Act, of passenger steamers of over 100 tons, smaller and other steamers. \$5 for inspections required by Act. The minimum fine for a contravention of the Act is reduced to \$20. "Substantial hand rails" to gangways are dispensed with if other suitable protection from falling overboard is provided, and they need not be "secured to the wharf, &c.," if they are to the vessel. Temporary certificates to engineers are made good for 12 mos. The boats carried on steamers need not be covered with canvas or tarpaulin, but "shall be kept in good condition, water tight, and ready for immediate use." The crews need only be exercised at them once a month instead of once a week.

MEASUREMENT OF STEAMSHIPS.

Chap. 19—Steamships measured and registered under the U. S. C. c. 41, before 27th March, 1874, must be re-measured and registered according to the Merchant Shipping Act of 1854, surveyors appointed for the purpose having the power to go on board and measure such vessels and enter the new tonnage on her register and certificate. No clearance can be given any vessel after 1st July, 1877, unless so measured, or other privilege of a British ship claimed. Till that date, tonnage dues may be paid according to old measurement; and it is also to apply in matters respecting the Steamboat Inspection Act, 31 V., c. 65. No fee is payable for re-measurement, but any one obstructing or refusing proper facilities to the Surveyor incurs a penalty of \$40.

PILOTAGE.

Chap. 20—Amends the Pilotage Acts of 1873 and 1875. A pilot boat need only carry one light (white) at night. The exemption from compulsory pilotage dues under 33 V., c. 28, s. 1, sub-s 3, applies to all steamers plying from a port in one of the four Pro-

vinces to another port in the same, as well as to a port of another of those Provinces, and to ports on the U. S. Atlantic coast not south of New York; but the pilotage authorities at Halifax, Sydney, Pictou and Miramichi may determine this, so far as those ports are concerned, by regulations approved by the G. in C. No clearance shall be granted to a vessel until a certificate of payment of all pilotage dues exigible, from the proper pilotage authority, is produced to the Customs officer.

MARITIME COURT OF ONTARIO.

Chap. 21—Grants the same rights and remedies in all matters arising out of the navigation of the inland waters of Ontario as persons have in any British Vice-Admiralty Court, and creates a Court by the above name to enforce them. In cases arising within reach of the process of the Vice-Admiralty Court of Quebec the new Court will have the same jurisdiction as in a like case a British Vice-Admiralty Court would have. Its jurisdiction extends to vessels registered in Quebec but navigating Ontario waters. No right or remedy *in rem* can be enforced against a subsequent *bona fide* purchaser, unless proceedings are begun in 90 days after right accrues. Except as above, the Court's jurisdiction does not extend to any matter to which that of any existing British Vice-Admiralty Court extends, nor to any prize cause, or any criminal matter; or arising out of *droits* of the Admiralty or breach of the Regulations and Instructions for H. M. Navy; or of any seizure for breach of the Kevenue, Trade or Navigation Laws; or any violation of the Foreign Enlistment Act; or the arrangements for the abolition of the slave trade; or for the capture and destruction of pirates and piratical vessels. The principal seat of the Court is Toronto, but sittings may be held at any place in the Province. Its judge must be a Superior or County Court Judge, or barrister of 7 yrs. standing. His tenure of office is the same as the judges of the Superior Courts. He may not sit in or vote at an election for the House of Commons. His salary is \$600 per an. With approval of the G. in C. he may make rules of practice. They are to be laid, as soon as may be, before Parlt., entered on the records of the Courts and published in the *Canada Gazette*. Any such rule may be suspended by the G. in C., by proclamation in the *Gazette*, or by resolution of either House, passed 30 days after it is laid before them. In default of such rules, those in force (and the forms, &c. provided) in the Instance side of the High Court of Admiralty in England before its abolition, shall be in force. The judge is to submit to the G. in C. a list of persons having nautical or engineering or other technical skill to act as assessors, and the approved list is to be published in the *Canada Gazette*, their duties, fees, &c., to be regulated by the rules of practice. The G. in C. may appoint one or more County Court Judges and barristers of 7 yrs. standing to be surrogate Judges of the Court, to have such of the Judge's powers as their commissions confer. Any proceeding begun, or partly proceeded with, by any surrogate, may be completed by the judge. They are to