

12. The master of any vessel intending to load grain in bulk for any port not within the limits of inland navigation, shall, before taking in any of such grain, notify the Port Warden from time to time, while the different chambers are being prepared, to survey and inspect the said vessel as well as the dunnage and lining boards; the Port Warden in such case shall ascertain whether such vessel is in a fit state to receive and carry the cargo intended for her to its destination; he shall record in his books the condition of the vessel: if he finds she is not fit to carry the cargo in safety, he shall state what repairs are necessary to render her seaworthy: before beginning to load each chamber he shall be careful to see that it is properly dunnaged and lined, and provided with shifting boards, and that the boards and plank used for these purposes have been properly seasoned: he shall also examine the pumps and see that they are properly lined and dunnaged: he shall enter in the books of his office all particulars connected with these surveys, and grant the necessary certificates. Vessels taking grain in bulk.

13. It shall be the duty of the Port Warden, when required, to decide what amount of dunnage is necessary below cargo, and also between wheat or other grain, and the flour to be stowed over it, and his certificate that such dunnage has been used, shall be *prima facie* evidence of the good stowage of the cargo so far as these points are concerned. Dunnage.

14. The Port Warden, if requested by any person having shipped cargo on board of a vessel and at the expense of such person, shall proceed on board of such vessel and examine whether she is in a fit state to proceed to sea or not; if she is found unfit the Port Warden shall state in what particular, and shall notify the master not to leave the port until the required conditions have been fulfilled. Sea worthiness of vessels.

15. The Port Warden shall, when required, estimate the value and measurement of any vessel, when the same is in dispute or otherwise needed, and shall record the same in the books of his office. Value or measurement of vessels.

16. It shall be the duty of every Auctioneer making a sale of any vessel condemned, or ships' materials, or goods damaged on board a ship or vessel, whether sea-going or of inland navigation, sold for benefit of underwriters or others concerned, in the City of Montreal, to file a statement of the same at the office of the Port Warden within ten days after such sale: no underwriters sale shall take place until after at least two days public advertisement in not less than two English and one French newspapers in the City of Montreal, and such sale shall not be at an hour earlier than twelve, nor later than three o'clock in the day. Sales of damaged vessels or goods.

17. It shall be the duty of the Port Warden, when required, in writing, by all parties in interest, to hear and adjudicate upon any difficulty or matter in dispute between the master or consignee of any ship or vessel, and any proprietor, shipper, or consignee of the cargo, and keep a record thereof. Disputes between masters and consignees, &c.

18. No goods, vessels or other property shall be sold as damaged for account of underwriters, unless a regular survey and condemnation has previously been had, and the Port Warden shall in all such cases be one of the surveyors. Survey before sale of damaged vessels, &c.

19. Before proceeding to act in any case in the performance of his duties, the Port Warden shall give reasonable notice to all parties interested or concerned in the case. Notice to parties.