

18. The pumps of all vessels loading grain in bulk, and when necessary the masts to be cased in; the casing round the pump to be large enough to allow a man to pass down into the well not less than 4 feet \times 5 feet; the casing to be of good workmanship, and of seasoned wood, so that the grain may not pass through. There must be also proper shifting boards on each side, which must be well secured to the stanchions, and the stanchions themselves well secured to the beams and keelson. Shifting boards to extend to at least two-thirds of the depth of the grain space, and to be provided also whenever grain in bags is laden between decks.

19. Great care should be taken to well fill the vessel with bulk grain under the decks, and it is advisable when vessels are filling up, that no more grain should be put on board than the number of labourers employed are able to trim and properly stow.

20. The following regulations with reference to the quantity of grain, in bulk, which vessels may be allowed to take in proportion to their tonnage, is to be observed in future, subject, however, to the judgment of the Port Warden:—

450 at	500 tons—	42 bushels of 60 lbs. per register ton.
500 „	550 „	—41 „ „ „
550 „	600 „	—40 „ „ „
600 „	650 „	—38 „ „ „
650 „	700 „	—37 „ „ „
700 „	750 „	—35 „ „ „
750 „	800 „	—34 „ „ „
800 „	850 „	—33 „ „ „
850 and upwards—	32	„ „ „

Should the vessel's carrying capacity in the lower hold exceed the scale, enough may be taken to raise the grain to not over six inches above the beams, provided always that the prescribed draught of water, when the vessel is loaded, be not exceeded.

Oats may be carried in bulk to any extent, irrespective of the tonnage of the ship, but subject to such regulations with reference to dunnage, lining, and shifting boards, as the Port Warden may prescribe.

21. The master of any vessel wholly or partly laden with grain for any port not within the limits of inland navigation, shall, before proceeding on his voyage, or clearing at the Custom House for the same, notify the Port Warden, whose duty it shall then be to proceed on board 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 on what conditions only she will be deemed in a fit state to leave, and shall notify the master not to leave the port until the required conditions have been fulfilled; and in the case of the master refusing or neglecting to fulfil the same, the Port Warden shall notify the Collector of Customs, in order that no clearance may be granted for the vessel until such required conditions have been fulfilled, and a certificate thereof granted by the Port Warden or his deputy.

22. No officer of customs shall grant a clearance to any vessel, wholly or partly loaded with grain, for the purpose of enabling her to leave the Port of Montreal for any port not within the limits of inland navigation, unless nor until the master of such vessel produce to him a certificate from the Port Warden or his deputy, to the effect that all the requirements of the 17th clause of these regulations have been fully complied with, if such grain be laden in bulk; nor unless or until such master produces to him a certificate from the Port Warden or his deputy that all the requirements of the 21st clause of these regulations have been fully complied with, if such vessel be wholly or partly laden with grain; and if any vessel, wholly or partly laden with grain, attempts to leave the Port of Montreal without a clearance, for any port not within the limits of inland navigation, any officer of customs or any person acting under direction of the Minister of Marine and Fisheries, or the chief officer of the river police, may detain such vessel until such certificate is produced to him.

SECTION IV.—PENALTIES AND FEES.

23. The penalty for any and every infraction or breach of the 8th clause of these regulations shall be the sum of 40 dollars; and for every infraction or breach of the 17th clause of these regulations the sum of 800 dollars; and for every infraction or breach of the 12th clause of these regulations, the sum of 20 dollars; and every and each such penalty as aforesaid shall be recoverable in the manner prescribed by the Interpretation Act, in cases where penalties are imposed, and the recovery is not otherwise provided for.

24. The following fees shall be payable to the Port Warden by the parties employing him; but in case of a survey of cargo alleged to be improperly stowed, the party in the wrong shall pay the fee.

FEES.

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First survey of hatches and (or) cargo, including certificate	-	1 00
Every subsequent survey	-	0 50
Every		