

**25.** The following scale is the limit to which ships of ordinary build should be laden, subject however, in all cases, to the judgement of the Port Warden.

Vessels, from 12 to 14 ft. depth of hold, to have	21 $\frac{1}{2}$	} inches to each foot depth of hold.
“ 14 to 17 “ “ “	22 $\frac{3}{4}$	
“ 17 to 20 “ “ “	3	
“ 20 to 22 “ “ “	3 $\frac{1}{2}$	
“ 22 to 26 “ “ “	3 $\frac{1}{2}$	

Any vessel which loads only a portion of her cargo at Montreal, and proposes to fill up at any other Port, shall receive from the Port Warden a limit to the draft of water to which she may be loaded, and if such limit is exceeded, it shall have the effect of nullifying the certificate previously granted by the Port Warden, so far as seaworthiness in respect of draft of water is concerned.

**26.** The following list of 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.

First survey of hatches and cargo, including certificate.....	\$ 2,00
Every subsequent survey.....	1,00
Each copy of certificate when required.....	0,25
Every survey of damaged goods on wharf or in store, with certificate—value \$200; and under—\$1,50; over that value.....	2,50
Survey on hull, sails, spars and rigging of any vessel damaged or arriving in port in distress.....	5,00
Every subsequent survey.....	1,00
Certificate of survey, repairs and seaworthiness...	1,00
Survey to know if ship is seaworthy with certificate	2,50
Survey, that repairs ordered, if not seaworthy, have been made, with certificate.....	2,50