

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming are checked below.

- Coloured covers / Couverture de couleur
- Covers damaged / Couverture endommagée
- Covers restored and/or laminated / Couverture restaurée et/ou pelliculée
- Cover title missing / Le titre de couverture manque
- Coloured maps / Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black) / Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations / Planches et/ou illustrations en couleur
- Bound with other material / Relié avec d'autres documents
- Only edition available / Seule édition disponible
- Tight binding may cause shadows or distortion along interior margin / La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure.
- Blank leaves added during restorations may appear within the text. Whenever possible, these have been omitted from filming / Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.
- Additional comments / Commentaires supplémentaires: **Various pagings.**

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- Coloured pages / Pages de couleur
- Pages damaged / Pages endommagées
- Pages restored and/or laminated / Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed / Pages décolorées, tachetées ou piquées
- Pages detached / Pages détachées
- Showthrough / Transparence
- Quality of print varies / Qualité inégale de l'impression
- Includes supplementary material / Comprend du matériel supplémentaire
- Pages wholly or partially obscured by errata slips, tissues, etc., have been refilmed to ensure the best possible image / Les pages totalement ou partiellement obscurcies par un feuillet d'errata, une pelure, etc., ont été filmées à nouveau de façon à obtenir la meilleure image possible.
- Opposing pages with varying colouration or discolourations are filmed twice to ensure the best possible image / Les pages s'opposant ayant des colorations variables ou des décolorations sont filmées deux fois afin d'obtenir la meilleure image possible.

This item is filmed at the reduction ratio checked below /
Ce document est filmé au taux de réduction indiqué ci-dessous.

10x		14x		18x		<input checked="" type="checkbox"/>	22x		26x		30x	
	12x		16x		20x		24x		28x		32x	

ACTS OF PARLIAMENT

AND

R U L E S

RELATING TO

STEAMBOAT INSPECTION IN CANADA, ETC.

ACTS RELATING TO THE INSPECTION OF
STEAMBOATS, &c.

	PAGE
31st Victoria, Chapter LXV.....	3
32nd and 33rd Victoria, Chapter XXXIX..	15
36th Victoria, Chapter 53.	18
37th Victoria, Chapter 30.....	18
40th Victoria, Chapter 18.....	21
44th Victoria, Chapter 21.....	22
Also 32 and 33 Victoria, Chapter XXXVIII, an Act respecting enquiries and investigations into shipwrecks and other matters	23
And 40 Victoria, Chapter XIX, an Act respecting the measurement of steamships registered under the repealed Act of the late Province of Canada	27

00824728

An Act respecting the Inspection of Steamboats, and for the greater safety of Passengers by them.

[Assented to 22nd May, 1868.]

FOR the greater security of life and property on board steamboats navigating the waters of the Dominion of Canada, or owned or registered in the Dominion of Canada, and departing from or arriving at any port or place in the Dominion of Canada, Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

INSPECTORS.

1.—The Governor in Council shall, from time to time, **a 1** appoint at each of such places as he may find advisable, within the Dominion of Canada, a skilled person or skilled persons competent to inspect steamboats and the machinery and boilers employed in the same, who shall not be interested in the manufacture of steam engines, boilers or other machinery belonging to steamboats, and whose duty it shall be to make such inspection as hereinafter prescribed, and to give to the owner or master duplicate certificates of such inspection; and every such Inspector, before entering upon his duties as such, shall take and subscribe an oath, before any person duly authorized to administer an oath, well, faithfully and impartially to execute the duties assigned to him by this Act.

2.—The Inspectors shall form a Board, to be called the **a 2** “Board of Steamboat Inspection,” of whom the Governor shall name the Chairman; three of the members shall form a quorum, and the Chairman shall have the right to vote, and in case of an equal division he shall also have a casting vote, and the minutes of the proceedings of the Board shall be kept by him:

(2.) After the first-day of January, one thousand eight **a 3** hundred and sixty-nine, no person shall be appointed an Inspector of Steamboats unless nor until he has passed a satisfactory examination before the Board of Steamboat Inspection, as to his knowledge on the subject of hulls, boilers and machinery of steamboats, and the working of the same, and received from the Chairman of the Board a certificate in writing to that effect.

3.—The Board shall meet at least once every year, at **a 4** such places as they may agree upon. Their first meeting shall be in the city of Montreal, on Wednesday, the first day of July next, to frame rules and regulations for their own conduct, and for the uniform inspection of steamboats, the selection of ports of inspection, and granting licenses to engineers, and for such other purposes as may be necessary under this Act; and such regulations shall come into force after they have been approved by the Governor in Council, but not before; and copies of the minutes of the proceedings of the Board, certified by the Chairman, shall be transmitted to the Minister of Marine and Fisheries:

- a 5** (2) The Chairman of the Board of Steamboat Inspection may at any time inspect or examine the hull, boiler, and machinery of any steamboat, and if he suspects any Inspector of having neglected his duty in relation to such steamboat, he may call a meeting of the Board to investigate the case; and the result of every such investigation shall forthwith be communicated in writing to the Minister of Marine and Fisheries, for the information of the Governor in Council.
- a 6** 4.—The Governor may, whenever he thinks fit, order an investigation to be made by any person or persons to be appointed for that purpose, into the cause of any accident involving loss of life on any steamboat, and the person or persons so appointed may summon witnesses and compel their attendance before him or them by the same process as courts of law, and may administer oaths and examine witnesses touching the cause of such accident, and report thereon to the Governor.

INSPECTION.

- b 1** 5.—The master or owner of every steamboat shall cause the hull, boilers, and machinery thereof to be inspected at least once every year, and shall deliver to the Collector of Customs at the port where such inspection is made, or at which such steamboat shall arrive next after such inspection, where it has not been made in port, a duplicate certificate thereof; and for every neglect to cause such inspection to be made, and a duplicate certificate thereof to be delivered to the proper Collector, such master or owner shall incur a penalty of four hundred dollars, and such steamboat shall be liable for the same, and be chargeable therewith.
- b 1** 6.—If the Inspector who inspects any steamboat in the manner required by this Act, approves of such steamboat and her machinery, boilers and equipments, he shall grant a certificate according to the form in the Schedule of this Act, and duplicates of such certificate shall be delivered to the owner or master of the steamboat, one of which such owner or master shall deliver to the Collector as aforesaid, and the other he shall cause to be posted up in some conspicuous part of the steamboat for the information of the public.
- c 1** 7.—Any Inspector may, whenever he deems it necessary so to do, and some one of them shall, at least once in every year, subject the boiler of every steamboat to a test by hydrostatic pressure, the limit of which shall in no case exceed one hundred and fifty pounds to the square inch, and shall satisfy himself by examination and experimental trials, that such boiler is well made, of good and suitable material: and the owner of the steamboat shall provide the necessary pump and apparatus for such test, to be worked by the crew of the steamboat; and no Inspector shall make or deliver to the owner or master of any steamboat, any such duplicate certificate as is mentioned in the next foregoing section of this Act, without having first subjected the boiler of such steamboat to such test by hydrostatic pressure.
- e 1** (2) In subjecting boilers to the hydrostatic test aforesaid, the Inspectors shall assume one hundred pounds to the square inch as the maximum pressure allowable as a working power for a new boiler forty-two inches in diameter, made of the best refined iron, at least one quarter of an inch thick, in the best manner, and of the

quality herein required—and shall rate the working pressure of all boilers, whether of greater or less diameter, according to this standard; and in all cases the test applied shall exceed the working pressure allowed, in the ratio of one hundred and fifty pounds to one hundred, using the water in such tests at a temperature not exceeding sixty degrees Fahrenheit;

(3) But if any such Inspector is of opinion that any boiler, by reason of its construction or material, will not safely allow so high a working pressure, he may, for reasons to be stated specifically in his certificate, fix the working pressure of such boiler at less than two-thirds of the test pressure;

(4) And these rules shall be observed in all cases, unless the proportion between such boilers and the cylinders, or some other cause, renders it manifest that their application would be unjust, in which case the Inspector may depart from these rules, if it can be done with safety; but in no case shall the working pressure allowed exceed the proportion hereinbefore mentioned, as compared with the hydro tatic test;

(5) And no valve, under any circumstances, shall at any time be so loaded, or so managed in any way, as to subject a boiler to a greater pressure than that allowed by the Inspector at the then last inspection thereof; and no boiler or pipe shall be approved which is made in whole or in part of bad material, or is unsafe in its form, or dangerous from defective workmanship, age, use, or any other cause;

(6) And no boiler made after the passing of this Act shall be made of boiler plate which has not been stamped or marked with the name of the maker thereof, nor shall a certificate be granted with respect to any boiler made wholly or in part of plate not so marked.

INFORMATION TO BE GIVEN TO INSPECTORS.

8.—Any Inspector may at all times when inspecting, visiting, or examining the hull or the boiler and machinery of any steamboat, ask of any or all of the owners, officers, or engineers of such steamboat, or other person on board thereof, and in charge or appearing to be in charge of the same, or of the boiler or machinery thereof, such pertinent questions concerning the same, or concerning any accident that may have happened thereto, as he may think fit; and every such person shall fully and truly answer every such question so put to him respectively, to the best of his knowledge and ability; and every person refusing to answer, or falsely answering such question, or preventing any such inspection, or obstructing any Inspector in the same, shall, by so acting, incur a penalty of forty dollars.

9.—Any Inspector shall be carried free of expense on any steamboat which he shall desire to inspect while under weigh, and during such period as may be necessary for such inspection, and for his return to the port at which he embarked on such steamboat for such purpose, or for his disembarkation at any port at which such steamboat touches on her voyage.

10.—The master, owner, or engineer of every steamboat, or the person in charge thereof, shall, at the earliest opportunity after the occurrence of any event whereby the same, or the machinery, or boiler thereof, or any part

of any or either of the same, is in any material degree injured, strained or weakened, report such occurrence to the Inspector by whom the said steamboat was last inspected, or to the Inspector of the port or place where the steamboat is, or first arrives after such event occurs; and in case of omission to give such notice, the owner of the steamboat shall forfeit to Her Majesty two hundred dollars for every day during which such omission continues, and if the injury be to the machinery or boiler, or any part of the same, the license of the engineer shall be revoked.

PRECAUTIONS AGAINST EXPLOSIONS, ETC.

- § 1** 11.—In a conspicuous and easily accessible place, in every steamboat, there shall be a steam-gauge properly constructed and open to the view of all passengers and others on board such steamboat, and showing at all times the true pressure of the steam in the boiler thereof;
- f 4** (2) And whenever any steamboat is stopped for any purpose, the master or person in charge of such steamboat shall open the safety valve, so as to keep the steam in the boiler down to ten pounds below the pressure limited by the Inspector's certificate if the engine be a high-pressure engine, and to five pounds below the pressure limited as aforesaid if the engine be a low-pressure engine, under the penalty of two hundred dollars for every contravention of this provision;
- § 2** (3) And if any master or engineer of any steamboat at any time allows the pressure of steam to which the boiler of such steamboat is subjected, to exceed that limited as aforesaid, or alters or conceals, or otherwise deals with the said steam-gauge, so as to prevent the real pressure of steam from being seen and ascertained by any passenger, he shall thereby incur a like penalty of two hundred dollars for every such offence.
- § 2** 12.—The steam-gauge required by this Act to be open to the view of all passengers and others on board any steamboat, shall be put in such places and positions, and be of such construction as the Inspector inspecting, visiting, or examining such steamboat, shall from time to time direct.
- h 1** 13.—Each boiler of every steamboat shall be provided with a suitable water-gauge, capable of showing the water level within each boiler at all times: And all steamboats navigating in brackish or salt water, shall be provided with surface blow-off valves, such as are commonly used on board sea-going steamboats.
- f 1** 14.—Every Inspector, when inspecting, visiting, or examining the boiler or machinery of any steamboat, shall satisfy himself that the safety-valves attached thereto are of suitable dimensions, sufficient in number, well managed, and in good working order, and only loaded so as to open at or below the certified working pressure; and he may, if he thinks proper, order and cause one of such safety-valves of sufficient dimensions, to discharge all the steam the boiler can generate, and of such construction as he approves, to be locked up and taken wholly away from the control of all persons engaged in navigating such steamboat, and placed under his own sole control.
- i 1** 15.—Every steamboat carrying passengers, and having a condensing engine, shall be provided with a bilge in-

jection valve and pipe of suitable dimensions, leading from the floor frames of the steamboat into the condenser of the engine.

BOATS TO BE CARRIED BY STEAMERS.

16.—No steamboat of the registered tonnage of one **j 1** hundred tons or upwards shall depart by sea from any port or place within the Dominion of Canada, or depart from any port or place, on either of the Lakes Memphremagog, Ontario, Erie, Huron, Simcoe, or Superior, or on the River St. Lawrence, or on the River Ottawa, with passengers, without having on board or attached to such steamboat, one good and sufficient life boat made of metal, fire-proof, with air-tight metallic compartments at the ends and sides, according to the directions of the Inspector, capable of sustaining, inside and outside, fifty persons, with life-lines attached to the gunwale at suitable distances ;

(2) No steamboat of any registered tonnage whatever **k 1** shall depart by sea from any port or place in the Dominion of Canada, or depart from any port or place on either of the Lakes Memphremagog, Ontario, Erie, Huron, Simcoe, or Superior, or on the River St. Lawrence, or on the River Ottawa, with passengers, without having on board or attached to such steamboat, a good, suitable and sufficient boat, or good, suitable and sufficient boats, in good condition and properly equipped ; every such boat to be provided with not less than six oars, and other necessary tackle, and to be of sufficient capacity to carry not less than twelve adult persons, exclusive of the crew of such boat, and to be of not less than seventeen feet length of keel ; and the number of such boats to be in the following proportion to the registered tonnage of such steamboat, that is to say :

For every steamboat of the registered tonnage of less **k 2** than fifty tons, one such boat ;

For every steamboat of the registered tonnage of fifty tons and upwards, but less than one hundred tons, not less than two such boats ;

For every steamboat of the registered tonnage of one hundred tons and upwards, but less than three hundred tons, not less than two such boats in addition to the life boat above required ;

For every steamboat of the registered tonnage of three hundred tons and upwards, not less than three such boats in addition to the life boat above required.

PRECAUTIONS AGAINST FIRE.

17.—Every sea-going steamboat and every steamboat on **m 1** any of the lakes or rivers specified in the next preceding section, or navigating any bay or bays, or arm or arms of the sea in connection with the Dominion, employed in the carriage of passengers, shall be provided with and shall carry on board on every voyage at least one life preserver for each and every passenger ; Provided always, that each and every such steamboat of the registered tonnage of two hundred tons and upwards, shall be provided with not less than two hundred life preservers, and each and every such steamboat of the registered tonnage of less than two hundred tons shall be provided with not less than three life preservers for every five tons register, and each steamboat carrying passengers on rivers or in-

land navigation, except on the lakes and rivers specified in the next preceding section, of the registered tonnage of two hundred tons and upwards, shall be provided with not less than one hundred life preservers, and each such steamboat as last aforesaid, of less than two hundred tons register, with not less than fifty life preservers; and all such life preservers shall be made of the size and material approved of by the Inspector, and shall be fitted with shoulder straps and fastenings, suitable for securing the same round the body, under the arms, and each such preserver shall have a buoyancy of sixteen pounds, and shall at all times be kept in convenient and accessible places in such steamboat, and in readiness for the use of passengers; and no steamboat shall proceed to sea or on any voyage without being fully provided in compliance with the requirements of this section.

- o 1** 18.—Every steamboat employed in the carriage of passengers, whether in sea, bay, lake or river navigation, shall be provided with and have on board, in some convenient place, not less than twenty-five sufficient fire buckets of metal or leather, five axes, and six good and sufficient lanterns approved of by the Inspector.
- 1 1** 19.—Every steamboat employed in the carriage of passengers, which shall be used in the navigation of rivers, or inland navigation only, except as specified in section sixteen of this Act, shall carry not less than two good boats, provided with four oars each, and of sufficient capacity to carry not less than twelve persons with safety, besides the crew, except steamboats confined to the navigation of the River St. John, above Fredericton, which shall carry one good boat of the like size, and provided as aforesaid, and except also steamboats of less than fifty tons burthen, which shall carry one good boat of the size and description, and provided in the manner approved of in each case by the Inspector.
- p 1** 20.—Suitable and safe provision shall be made throughout to guard against danger from fire; and no combustible material liable to take fire from heated iron, or any other heat generated on board of steamboats in and about the boilers, pipes or machinery, shall be placed at less than six inches distant from such heated metal or other substance likely to cause ignition; and further, when wood is so exposed to ignition, it shall, as an additional preventative, be shielded by some incombustible material, in such manner as to allow the air to circulate freely between such material and the wood; and metallic vessels or safes shall be provided and kept in some convenient place to receive cotton-waste, hemp, and other inflammable substances, which are in use on board;
- p 1** (2) Provided, however, that when the structure of the steamboat is such, or the arrangements of the boiler or machinery is such, that the requirements aforesaid cannot, without serious inconvenience or sacrifice, be complied with, Inspectors may allow deviations from the said requirements, if in their judgment it can be done with safety.
- q 1** 21.—Every steamboat carrying passengers shall have at least three double-acting forcing pumps, with chamber at least four inches in diameter, two to be worked by hand and one by steam, if steam can be employed, independent of and not worked by the main engine, otherwise all three by hand, one whereof shall be placed near the stern, one near the stem, and one amidships, each having a suit-

able well-fitted hose, of at least two-thirds the length of the steamboat, kept at all times in perfect order and ready for immediate use, and each of the said pumps shall be supplied with water by a pipe connected therewith, and passing through the side of the steamboat, so low as to be at all times in the water when the steamboat is afloat;

(2) Provided, that in steamboats not exceeding two hundred tons measurement, engine-room included, two of such pumps (one of which may be the steam-pump) may be dispensed with, and in steamboats of over two hundred tons, but not exceeding five hundred tons measurement, engine-room included, one of such hand-pumps may be dispensed with, but in these cases the hose shall be of such length as to reach easily to every part of the steamboat.

22.—Every steamboat of more than sixty tons registered tonnage, shall also be provided with a steam pump that may be used as a fire-engine, to be worked independent of the main engine.

23.—Every steamboat carrying passengers on the main or lower deck, shall be provided with sufficient means convenient to such passengers for their escape to the upper deck, in case of fire and other accident endangering life.

24.—And on board every steamboat there shall be placed, in some conspicuous place, accessible to all the passengers, a copy of this Act and a printed paper, showing the number of pumps and boats, with their capacity, and also the number of fire buckets, axes and life preservers on board of such steamboat, and a statement of the places where such buckets, axes and life preservers are kept.

ENGINEERS.

25.—Any person claiming to be qualified to perform the duties of an Engineer in steamboats, shall apply for a certificate to the Board of Inspectors, who shall examine, or shall cause an Inspector or Inspectors to examine and report upon the applicant and the proofs that he produces in support of his claim; and any such examination may be upon oath, which any Inspector may administer; and if upon full consideration the Board of Inspectors are satisfied that his character, habits of life, knowledge and experience in the duties of an engineer are all such as to authorize the belief that the applicant is a suitable and safe person to be intrusted with the powers and duties of such a station, the said Board of Inspectors shall give him a certificate to that effect for one year, under the hand and seal of the Chairman, and the said certificate subject to the above conditions, shall be renewed yearly, or oftener if applied for; and for every such certificate the applicant shall pay the sum of five dollars, and for every renewal one dollar, which shall go to the Steamboat Inspection Fund hereinafter mentioned;

(2.) But the license of any such Engineer may be revoked by the said Board upon proof of negligence, unskillfulness or drunkenness, or upon the finding of a Coroner's inquest, and may also be revoked by the Board for any other cause; provided such other cause be deemed sufficient by the Minister of Marine and Fisheries, and certified as such by him.

26 — And such Engineers as may be appointed shall be classified according to the following grades :—

- 1st Class Engineers,
- 2nd Class Engineers,
- 3rd Class Engineers,
- 1st Class Assistant Engineers,
- 2nd Class Assistant Engineers.
- 3rd Class Assistant Engineers.

A first class Engineer to be qualified to take charge of any steamboat.

A second class Engineer to be qualified to take charge of any steamboat, except a sea-going steamboat of more than three hundred tons burthen.

A third class Engineer to be qualified to take charge of any passenger steamboat of less than one hundred tons burthen, except on any of the Lakes Memphremagog, Ontario, Erie, Huron, Simcoe or Superior, or of any freight steamboat or tug steamboat.

A first class Assistant Engineer to be qualified to take charge of any small passenger steamboat or tug of less than fifty tons burthen, except on any of the lakes above named.

27 And any Inspector duly appointed under this Act shall have power, with the consent of the Chairman, to grant to any person claiming to be qualified to perform the duties of an Engineer in steamboats, a temporary certificate of his qualification, according to the grade to which he may consider him entitled after examination of the applicant, on oath, administered by the Inspector; and such certificate shall have all the force and effect of a certificate of a similar grade, granted by the Board of Inspectors, for a period not exceeding sixty days from the day in which it was granted, and such Inspector shall, immediately after granting such certificate, forward a copy of it to the Chairman of the Board of Inspectors, along with a report on the qualification of the applicant; and for every such certificate so granted the applicant shall pay the sum of one dollar, which shall go to the Steamboat Inspection Fund hereinafter mentioned.

27.—It shall not be lawful for any person to employ another as engineer, or for any person to serve as engineer, on any steamboat, unless the person serving or employed as engineer is licensed by the said Board, except as hereinafter provided, and any one so offending shall incur a penalty of two hundred dollars; provided, however, that if a steamboat leaves a port with a compliment of engineers, and on her voyage is deprived of their services, or the services of any of them, without the consent, fault or collusion of the master, owner or any one interested in the steamboat, the deficiency may be temporarily supplied until others licensed can be obtained.

28.—The three next preceding sections shall not come into force until the first day of January, one thousand eight hundred and sixty-nine.

29.—Sections sixteen, seventeen, eighteen and nineteen of this Act, shall not apply to ferry boats or tug boats plying elsewhere than on the River St. Lawrence.

MISCELLANEOUS PROVISIONS—DUTY, PENALTIES, &C.,
INTERPRETATION.

30.—Every Inspector may at any time visit, within the **x 1** limits assigned to him, any steamboat, and inspect and examine the same, and if he considers such steamboat unsafe or unfit to carry passengers, he shall report thereon to the Governor in Council, who may, by Order in Council, direct that such steamboat shall not be used or run until permitted so to do by the Inspector, who shall have made such report, or by order of the Governor in Council; and any steamboat run or used in contravention of any such Order in Council, shall be liable to forfeiture and to seizure by the Collector of Customs at any port, and to sale, in the same way as goods liable to forfeiture for non-payment of duties.

31.—The Governor in Council may, by an Order or **y 1** Orders in Council, from time to time prescribe and regulate the number of cabin or steerage or other passengers, that may be carried by any steamboat or class of steamboats in the Dominion of Canada, either in proportion to the dimensions or tonnage thereof, or both, or otherwise howsoever; but no such Order in Council shall take effect until after it has been published at least twice, at an interval of at least six days between each publication, in the *Canada Gazette*.

32.—The owner or master of every steamboat in the **z 1** Dominion of Canada, shall pay, yearly and every year, a rate or duty fixed by the Governor in Council, and not exceeding ten cents for every ton which such steamboat measures, and the owner or master of every propeller, freight or tug steamer, and of every ferry steamer not exceeding one hundred tons burthen, shall also pay an inspection fee of five dollars, and the owner or master of every ferry or passenger steamboat over one hundred tons burthen, shall also pay an inspection fee of eight dollars for each inspection made imperative by this Act.

(2) And for the purposes of this section, every ton of **z 1** the gross tonnage of a steamboat shall be reckoned, and no allowance or deduction shall be made for the space occupied by the propelling power.

(3.) And the amount of such rate or duty and inspection fee or fees, shall in each case be paid to and received **z 1** by the Collector of Customs, in some one of the ports in the Dominion of Canada, who shall account for and pay over the same to the Receiver-General, at such times and in such manner as the Governor in Council may from time to time direct; and such sums, so from time to time collected and paid over, shall form a special fund for the purposes of this Act, to be called "The Steamboat Inspection Fund."

33.—Every Collector of Customs shall from time to **w 1** time demand of the owner or master of every steamboat which he may have reason to think has not been inspected as required by this Act, or in respect of which he may have reason to think the rate or duty aforesaid is due and unpaid, the exhibition of the receipt and certificate in that behalf appertaining to such steamboat; and if such receipt and certificate as aforesaid, to his satisfaction, are not produced within a reasonable time, then such Collector shall seize and detain such steamboat until the same are produced and exhibited, and any penalty incurred and lawfully imposed in respect of such steamboat, under the

provisions of this Act, has been paid in full; and in default of payment, such Collector shall sell such steamboat for the payment of such rate or duty or penalties, in the usual manner, as if they were incurred for violation of the Customs Laws.

b 5 34.—No Inspector shall make or deliver a certificate respecting any steamboat under this Act, unless the receipt of a Collector of Customs for the rate or duty, payable in respect of such steamboat for the then current year, has been produced and shown to him, nor unless he is satisfied, by careful examination, that all the conditions and requirements of this Act have been fulfilled and complied with, by and in respect of such steamboat; and every Inspector shall report to some one of the Collectors of Customs any case of omission to pay such rate or duty, or of omission to apply for such inspection as aforesaid, for more than one year from the date of the then last inspection, or of refusal to submit to inspection at any time, which at any time or in any way comes to his knowledge.

35.—Any Engineer who feels himself aggrieved by any order or act of an Inspector, may, within two weeks thereafter, appeal therefrom to the Board of Steamboat Inspection, who may confirm, modify, or disallow such order or act; and any other person who feels himself aggrieved by any order or act of an Inspector, may, within two weeks thereafter, appeal therefrom to the Governor in Council, who may confirm, modify, or disallow such act or order.

36.—If any damage to any person or property is sustained in consequence of the non-observance of any of the provisions of this Act, the same shall be deemed, in the absence of proof to the contrary, to have been caused by the wilful default of the master or other person having charge of the steamboat, in respect of which such non-observance has occurred or by which such damage is done, and the owner of such steamboat, in all civil proceedings, and the master or other person having charge thereof, in all proceedings, whether civil or criminal, shall be subject to the legal consequences of such default.

w 2 37.—For every contravention in respect of any steamboat in the Dominion of Canada, on any one voyage or trip thereof, of any provision in this Act, or in any Order in Council made under it, the owner or master thereof shall incur a penalty of not more than two hundred and not less than forty dollars; and Inspectors of steamboats, duly appointed under this Act, are hereby empowered to detain any steamboat on board of which the provisions of this Act have not been fully complied with; and in case any such Inspector gives notice in writing to any Collector of the Customs that any of the provisions of this Act have not been fully complied with in respect to any steamboat, such Collector shall not grant any clearance for such steamboat, unless nor until he receives the certificate in writing of such Inspector, to the effect that such provisions have been fully complied with in respect to such steamboat.

a 1* 38.—All penalties incurred under this Act may be recovered, in the name of Her Majesty, by any Inspector or by any party aggrieved by any act, neglect, or omission, on the evidence of one credible witness, who may be the prosecuting Inspector himself, before any Stipendiary Magistrate, or two Justices of the Peace, and in default of payment of such penalty, such Stipendiary

Magistrate or Justices may commit the offender to gaol for any period not exceeding three months; and all penalties recovered under this Act shall be paid to the Receiver-General, and shall be by him placed to the credit of and form part of "the Steamboat Inspection Fund."

39.—The Chairman of the Board of Steamboat Inspection shall, once a year, furnish the Minister of Marine and Fisheries with a Report of the proceedings of the Board, and a return of all steamboats inspected, and of all penalties collected under the provisions of this Act.

(2.) And each Inspector shall make monthly returns to the Chairman, of all steamboats inspected by him, their tonnage and power, and general descriptions of their machinery and hulls, and of the fees collected by him upon the same.

40.—It shall be lawful for the Board of Steamboat Inspection from time to time, by regulations to be framed and approved, and to come into force as provided by the third section of this Act, to require that all or any description of steamboats above sixty tons registered tonnage, carrying passengers on the sea coasts of this Dominion or on all or any of the waters of this Dominion, with the exception of that portion of the St. Lawrence between Quebec and Kingston, and of the river connecting Lakes Erie and Huron, and of waters between Kingston and the head of the Bay of Quinté, and the rivers in the Provinces of Nova Scotia and New Brunswick, and the tributary rivers flowing into the River St. Lawrence, or the lakes west of Quebec, at all or any seasons of the year, shall be provided with a mast or masts, and sail or sails, suitable for such steamboats, and to prescribe the dimensions of such mast or masts, and sail or sails respectively.

41.—This Act shall not apply to steamboats belonging to Her Majesty the Queen, nor to steamboats registered in Great Britain and Ireland, or in any foreign country, and plying between any port or place in the Dominion of Canada and any port or place outside of the Dominion of Canada.

42.—The Governor in Council may direct that any steamboat not registered in the Dominion of Canada, but employed in the Dominion of Canada in carrying mails, passengers, or troops, shall be subject to the provisions of this Act.

43.—Every steamboat or vessel carrying passengers **b1*** shall be provided with good and sufficient gang-boards and with substantial hand-rails; and the master of such steamboat or vessel shall, on stopping at any wharf or landing place, cause a gang-board to be firmly secured to the vessel and wharf or landing place, for the safe and convenient transit of passengers; and he shall cause to be affixed to the gangway (in the night time) good and sufficient lights.

44.—The owner or occupier of every such wharf or **b1*** landing-place, shall also (in the night time) cause to be shown conspicuously, on such wharf or landing-place, and at every angle or turn thereof, during the whole of the time that any steamboat or vessel is approaching the same or stopping thereat, a good and sufficient light.

45.—For the purposes of the two next preceding sections of this Act, the night shall be deemed to extend

from one hour after sunset till one hour before sunrise, at all seasons of the year.

46.—Any person commanding or having charge of any steamboat, schooner, or other vessel, navigating the waters of Canada, and every owner or occupier of a wharf or landing place, who offends against the forty-third or forty-fourth Section of this Act, shall be liable to a penalty of twenty dollars and costs, to be recovered on conviction before any two Justices of the Peace, upon the oath of one credible witness.

47.—In default of payment of the penalty and the costs of and incident to the conviction, the Justices, or one of them, shall commit the offender to the gaol of the county or district in which the conviction is had, for a period of not more than thirty days, unless such penalty and costs are sooner paid.

48.—The owner and owners of all steamboats and other vessels, or the owner or occupier of any wharf or landing place, the persons commanding or in charge of which neglect to comply with the provisions of the forty-third or forty-fourth Section of this Act, shall be liable for all damages sustained by any person or persons from any accident arising from the non-compliance with the provisions of this Act, or during such time as the provisions of this Act are not complied with—such damages to be recoverable at law, before any of Her Majesty's Superior Courts of Common Law in the Province in which such accident happens.

INTERPRETATION OF WORDS IN THIS ACT.

c 1* 49.—In this Act the word "Steamboat" means any vessel used in navigation, propelled wholly or in part by steam; and the word "Owner" includes the lessee or charterer of any such vessel; the word "Boiler" is to be construed as a boiler, or boilers in the case of a steamboat having more than one; and the word "Year" means the calendar year, commencing on the first day of January, and ending on the thirty-first day of December.

50.—The Act "*Respecting the Inspection of Steamboats, and for the greater safety of Passengers by them,*" forming the forty-fifth chapter of the Consolidated Statutes of the late Province of Canada; and the Acts of the Legislature of the said late Province, twenty-third Victoria, chapter twenty-eight; and twenty-seventh and twenty-eighth Victoria, chapter fifteen, amending the same; chapter seventy-seven, "*Of Steam Navigation*" of the Revised Statutes of the Province of Nova Scotia (third series); and the Act of the Legislature of the Province of New Brunswick, passed in the twenty-eighth year of Her Majesty's reign, chapter four, intituled "*An Act relating to Steam Navigation in this Province,*" and every enactment or provision in any other Act or Law in force before the coming into force of this Act, inconsistent with this Act, or making any provision for any matter provided for by this Act, other than such as is hereby made, are hereby repealed.

SCHEDULE.

Having examined the Steamboat (*name*) of
whereof are owners, and is master,
on this day of A.D. 18 .

I (*Inspector's name*) do certify that she is in all respects staunch, seaworthy, and in good condition for naviga-

tion; that her engine, machinery, pumps, and boilers are sufficient and suitable to be employed in the carriage of passengers, without hazard to life, on the route for which she is to be placed, and that the boilers of the said steamer can carry with safety from to pounds (*here insert number of pounds*) per square inch, and no more; and I further certify that the equipment of the vessel throughout, including boats, life-boats, life-preservers, lights, and other things, is in conformity with the provisions of the law; and I declare it to be my deliberate conviction, founded on the inspection I have made, that the said steamboat may be employed on the waters hereinafter specified, without peril to life from any imperfections, or from materials, workmanship, or arrangements of the several parts, or from age or use. And I further certify that the said vessel is to run on the following waters (*here insert the waters, &c.*)

32 & 33 VICT., CAP. XXXIX.

An Act to amend the Act respecting the Inspection of Steamboats, and for the greater safety of Passengers by them.

[Assented to 22nd June, 1869.]

IN amendment of the "Act respecting the Inspection of Steamboats, and for the greater safety of Passengers by them," passed by the Parliament of Canada in the thirty-first year of Her Majesty's reign, chapter sixty-five; Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:

1.—So much of the sixth section of the said Act as provides that certificates granted by Inspectors shall be according to the form in the Schedule of the said Act, is hereby repealed; and such certificates shall be according to the form in the Schedule of this Act. **b 6**

2.—For and notwithstanding anything to the contrary contained in the sixteenth section of the said Act, the life boat on board of or attached to any steamboat on any of the voyages of such steamboat, may have air-tight metallic compartments at the sides only, or at the ends only, or shall have them at both ends and sides, according to the directions of the Inspector by whom such steamboat was last inspected; and the nature of such directions shall be specified in the certificate by describing the life boat in accordance with their tenor. **j 2**

3.—For and notwithstanding anything to the contrary contained in the sixteenth section of the said Act, no steamboat employed chiefly in the carriage of freight, when carrying not more than twenty-five passengers, shall be required to have on board or attached to such steamboat more than two boats in addition to a life boat. **k 2**

4.—For and notwithstanding anything to the contrary contained in the seventeenth section of the said Act, no steamboat employed chiefly in the carriage of freight, when carrying not more than sixty passengers, shall be required to be provided with or carry on board on any voyage, more than one life-preserver for each passenger, and one life-preserver for each of the crew then on board of such steamboat. **k 2**

5.—Every steamboat to which the sixteenth section of the said Act applies, shall be provided with sufficient **k 2**

means for lowering from on board safely and expeditiously each boat required by the said section, as amended by this Act, to be on board of or attached to such steamboat, on each occasion on which such boats are so required to be on board of or attached to the same.

¶ 2 6.—The printed paper mentioned in section twenty-four of the said Act, shall be provided and filled up by the owner or master of the steamboat.

¶ 2 7.—Every steamboat not employed in the carriage of passengers, and every steamboat to which the sixteenth, seventeenth, eighteenth, and nineteenth sections of the said Act do not apply, shall at all times, when the crew thereof is on board, be provided with and have on board or attached to such steamboat in some convenient place, a good, suitable, and sufficient boat, or good, suitable, and sufficient boats, in good condition, and properly equipped, and provided with oars in sufficient number, and other necessary tackle, and of sufficient capacity to carry all the crew of such steamboat, and with sufficient means for lowering such boat or boats from on board safely and expeditiously, and also a life-preserver for each one of the crew, and also a number, in due proportion to that of the crew, of good and sufficient fire-buckets, of metal, leather, or other suitable material, axes, and lanterns, to the satisfaction of the Inspector.

8.—The twenty-sixth section of the said Act is hereby amended by repealing the words relating to the qualification of a second-class Engineer, and substituting therefor the following words :

¶ 3 “A second-class Engineer to be qualified to take charge of any steamboat, except a sea-going steamboat of more than five hundred tons burthen, adapted to carry more than sixty passengers.”

¶ 4 9.—The Board of Steamboat Inspection, or the Chairman, and any one member thereof, may, by written and signed endorsement on the certificate or temporary certificate of any Engineer, except a first-class Engineer, limit the holder of such certificate to the charge of any class or classes of steamboat specified in such endorsement, for taking charge of which alone he may be deemed qualified by knowledge and experience; and a certificate so endorsed shall not protect the holder thereof from the consequences of serving, nor any person from the consequences of employing the holder thereof as Engineer on any steamboat of any class not mentioned in such endorsement, unless a special permission to take charge of a particular steamboat of another class is further endorsed on such certificate, and signed by the Chairman, and by a member of the Board of Steamboat Inspection.

¶ 1* 10.—Every Inspector of Steamboats, duly appointed under the said Act, is hereby empowered to demand of the owner or master of any steamboat being inspected by him, the production of the certificate of registry of such steamboat; and it shall thereupon be the duty of such owner or master to produce and exhibit the same to such Inspector.

¶ 3 11.—For every contravention in respect of any steamboat in the Dominion of Canada, on any one voyage or trip thereof, or in port, of any provision in this Act, or in the said Act as amended by this Act, the owner or master thereof shall incur a penalty of not more than two hundred nor less than forty dollars; and Inspectors of

Steamboats, duly appointed under the said Act amended by this Act, are hereby empowered to detain any steamboat on board of which the provisions of this Act have not been fully complied with; and in case any such Inspector gives notice in writing to any Collector of the Customs that any of the provisions of this Act have not been fully complied with in respect to any steamboat, such Collector shall not grant any clearance for such steamboat, unless nor until he receives the certificate in writing of such Inspector, to the effect that such provisions have been fully complied with in respect to such steamboat.

12.—The Schedule of the said Act is hereby repealed, and the following Schedule is hereby substituted.

SCHEDULE.

Having examined the steamboat (*name*) of b 6
whereof are owners, and is master, on
this day of A.D., 18 .

The particulars of her gross and register tonnage, as shown on her certificate of registry, being as follows:—

	Tons.
Tonnage under tonnage deck.....	
Houses on deck (<i>naming them</i>).....	
Total gross tonnage.....	
Deduct for engine-room.....	
Register tonnage.....	

I (*Inspector's name*) do certify that she is in all respects staunch, seaworthy, and in good condition for navigation; that her engine, machinery, pumps and boilers are sufficient and suitable to be employed in the carriage of passengers (*or, as a tug boat, or, as a freight-boat, and in the carriage of not more than twenty-five (or sixty, as the case may be) passengers, or, as a ferry boat (as the case may be) without hazard to life, on the route for which placed, and that the boilers of such steamer can carry with safety from to pounds (here insert number of pounds) per square inch, and no more; and I further certify that the equipment of the vessel throughout, including (here enumerate all or any of the following articles required to be included in the equipment of the steamer named in the certificate, viz.:*) boats, life-boats, life-preservers, fire buckets, axes, lanterns, and other things is in conformity with the provisions of the law; and I declare it to be my deliberate conviction, founded on the inspection I have made, that the said steamboat may be so employed in the waters hereinafter specified, without peril to life from any imperfections, or from materials, workmanship, or arrangements of the several parts, or from age or use, and that such steamboat is adapted to carry passengers. (*If the steamboat is certified as one to be employed as a tug-boat, or only as a freight-boat, the last nine words may be omitted.*) And I further certify that the said vessel is to run in the waters between (*here insert the places between which the vessel is to be employed in running.*)

36 VICT., CHAP. 53.

An Act to amend the Acts respecting the Inspection of Steamboats.

[Assented to 3rd May, 1873.]

HER MAJESTY, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

- a 4** 1.—For and notwithstanding anything contained in the third section of the Act passed in the thirty-first year of Her Majesty's reign, chaptered sixty-five, and intituled: "*An Act respecting the Inspection of Steamboats, and for the greater safety of Passengers by them,*" the Board of Steamboat Inspection may, at any time hereafter, make rules and regulations for their own conduct; and for the uniform inspection of steamboats, the selection of ports of inspection, and granting licenses to engineers, and for such other purposes as may be necessary under the said Act; and may, from time to time, repeal, alter, or add to such rules and regulations, or make others in their stead; and such rules and regulations shall respectively come into force after they have been approved by the Governor in Council, but not before; and copies of the proceedings of the Board, certified by the Chairman, shall be transmitted to the Minister of Marine and Fisheries.
- u 5** 2.—The temporary certificate authorized by the twenty-sixth section of the said Act, to be granted to any person claiming to be qualified to perform the duties of an engineer in steamboats, shall have the force and effect in the said section mentioned for a period not exceeding six months from the day on which it was granted; and for every such temporary certificate so granted, the applicant shall pay the sum of five dollars, which shall go to the Steamboat Inspection Fund, as in the said twenty-sixth section mentioned.
- m 2** 3.—The Governor in Council may, at any time, order and direct that the provisions of the said Act and of the Act passed in the Session held in the thirty-second and thirty-third years of Her Majesty's reign, chaptered thirty-nine, and intituled: "*An Act to amend the Act respecting the Inspection of Steamboats, and for the greater safety of Passengers in them,*" shall not, or shall not for any time specified in the order, in so far as such provisions extending to the carrying of boats and life-preservers, apply to any ferry-boat specially mentioned in such Order in Council, and the Governor in Council may order and direct that such other provisions as he may deem advisable with respect to the carrying of boats and life-preservers on such ferry-boat, shall be applicable to and shall be enforced in respect of such ferry boat.

37 VICT. CHAP. 30.

An Act further to amend the Act respecting the Inspection of Steamboats.

[Assented to 26th May, 1874.]

IN amendment to the Act passed in the thirty-first year of Her Majesty's reign, and intituled: "*An Act respecting the Inspection of Steamboats, and for the greater safety of pas-*

sengers by them :" Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows :—

1.—Sub-section six of section seven of the said Act is hereby repealed, as respects boilers made after the passing of this Act, and the following substituted therefor :—

"(6) And no boiler made after the passing of this Act shall be made of boiler plate which has not been stamped or marked with the name of the maker thereof; and before a certificate shall be granted with respect to any boiler, a declaration on oath by the maker of the boiler, stating the name of the maker of the plates used in the construction thereof, shall be furnished to the Inspector, which oath may be taken before any Justice of the Peace in Canada."

2.—All that part of sub-section two of section sixteen of the said Act, after the words "that is to say," is hereby repealed, and the following substituted therefor :

"For every steamboat of the gross tonnage of less than fifty tons, one such boat ;

"For every steamboat of the gross tonnage of fifty tons and upwards, but less than three hundred tons, not less than two such boats ;

"For every steamboat of the gross tonnage of one hundred tons and upwards, but less than three hundred tons, not less than two such boats, in addition to the life-boat above required ;

"For every steamboat of the gross tonnage of three hundred tons and upwards, not less than three such boats in addition to the life-boat above required ;

"All such boats shall be hung in separate davits, with lowering apparatus complete and ready for instant lowering. Provided that in any case where any such steamboat carries two life-boats, one of the other boats may be carried on the hurricane deck without davits. The boats shall be covered with canvas or tarpaulin covers to protect them from the sun and weather, and masters of steamers are to detail their crews and exercise them in lowering and handling the boats at least once a week. When wood is used as fuel in the boilers of high-pressure steamers, the covers for the boats shall be made of wood covered with zinc. And every boat shall have the name of the steamboat to which it belongs and of her port of registry legibly painted on her bows and stern.

"Provided that no steamboat employed chiefly in the carriage of freight, when carrying not more than twenty-five passengers, shall be required to have on board or attached to such steamboat more than two boats in addition to a life-boat."

3.—Section twenty-one of the said Act is hereby repealed, and the following substituted therefor :—

"21. Every steamboat carrying passengers shall have at least three double acting forcing pumps, with chamber at least four inches in diameter, two to be worked by hand and one by steam, if steam can be employed independent of and not worked by the main engine, otherwise, all three by hand, one whereof shall be placed near the stern, one near the stem, and one amidships, each having a suitable well-fitted hose of at least two-thirds the length of the steamboat, kept at all times in perfect order, clear of freight or other obstructions, with hose coupled

and ready for immediate use; each pump and coupling shall be provided with a hose-wrench chained to the same, and each of the said pumps shall be supplied with water by a pipe connected therewith, and passing through the side of the steamboat so low as to be at all times in the water when the boat is afloat;

- q 2 “(2.) Provided that in steamboats not exceeding two hundred tons measurement, engine-room included, two of such pumps (one of which may be the steam pump) may be dispensed with, and in steamboats of over two hundred tons, but not exceeding five hundred tons measurement, engine-room included, one of such hand pumps may be dispensed with, but in these cases the hose shall be of such length as to reach easily to every part of the steamboat; and in steamboats where only one pump is used, such pump shall be placed where directed by the Inspectors.”

4—Section twenty-four of the said Act is hereby repealed, and the following substituted therefor:—

- t 3 “24. And on board every steamboat there shall be placed in some conspicuous place, accessible to all the passengers, a copy of this Act and of the amendments thereto, and in every cabin, state-room and in other conspicuous places about the vessel, a printed paper to be filled up by the owner or master of the steamboat, shewing the number of pumps and boats, with their capacity, and also the number of fire-buckets, axes and life preservers on board of such steamboat, and the method of adjusting such life-preservers to the body, and a statement of the places where such buckets, axes and life-preservers are kept. The name of the steamer shall be painted or stamped on all the buckets, axes and life-preservers.

- p 2 “Inflammable matter, when carried on any steamboat, shall invariably be stowed away as far as possible from the boiler, and from places where its ignition is possible”

- j 3 5.—Section sixteen of the said Act is hereby so amended as to allow any steamboat to carry two life-boats, each capable of sustaining inside and outside thirty persons, and fitted as provided by the said section (as amended by any subsequent Act) instead of one life-boat capable of so sustaining fifty persons

6.—The said Act as hereby amended shall remain subject to the provisions of the subsequent Acts amending or extending it, or suspending the operation thereof in any Province of Canada.

- f 1* 7.—The Governor in Council may, from time to time, make, alter or repeal rules and regulations requiring steamboats to carry chemical fire extinguishers, and prescribing the number of such fire extinguishers to be carried by steamboats of different sizes and classes respectively; and such rules and regulations being published in the *Canada Gazette*, as required by the Act hereby amended, shall, while in force, have effect and be enforced by the Inspectors and others as if made under the Act hereby amended, and any contravention thereof shall be punishable as an offence against the said Act.

An Act to amend the Acts relating to the Inspection of Steamboats.

[Assented to 28th April, 1877.]

HER MAJESTY, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows :—

1.—Section five of the Act passed in the thirty-first year **b 7** of Her Majesty's reign (1868), chapter sixty-five, intituled: "*An Act respecting the Inspection of Steamboats, and for the greater safety of Passengers by them,*" is hereby amended by adding thereto the words "and such certificate, unless otherwise revoked, shall be good for twelve months from the date thereof."

2.—Section seventeen of the said Act is hereby amended **n 3** by striking out the words "at least one life preserver for each and every passenger; Provided always that," in the sixth and seventh lines, and inserting in lieu thereof the words "life preservers, as follows, namely;" and also by adding at the end of the section the following words:—"Provided always, that the maximum number of life preservers required on any steamboat shall not exceed two hundred."

3.—Section eighteen of the said Act is hereby amended **o 2** by adding thereto the words "Provided always that passenger steamboats of more than seventy-five and less than one hundred and fifty tons gross shall not require to be provided with and have on board more than twelve fire buckets, and that passenger steamboats of seventy-five tons gross and under, and steam tugs under one hundred and fifty tons gross, shall not be required to be provided with and have on board more than six fire buckets."

4.—Section nineteen of the said Act is hereby amended **m 3** by adding after the word "Fredericton," in the eighth line, the words "the waters in the District of Muskoka, the County of Victoria and the County of Peterborough, in the Province of Ontario, and the waters of the Ottawa River and its tributaries above the City of Ottawa;" and also by adding at the end of the said section the words "Provided always, that steamboats not exceeding one hundred and fifty tons gross shall not be required to carry more than one good boat, of the capacity above-mentioned; and provided also, that steam tugs on the canals and in harbours shall not be required to carry any boat."

5.—The twenty-sixth section of the said Act is hereby **w 2** amended by striking out the words "except on any of the Lakes Memphremagog, Ontario, Erie, Huron, Simcoe or Superior;" also by striking out the words "except on any of the lakes above named," and by inserting in lieu thereof the words "or of any freight steamboat or tug steamboat less than one hundred and fifty tons gross."

6.—Section twenty-seven of the said Act is hereby **w 3** amended by striking out the word "two," in the fifth line, and inserting in lieu thereof the word "one."

7.—Section thirty-two of the said Act is hereby **z 2** amended by striking out the fifth, sixth, seventh, eighth, ninth and tenth lines, and inserting in lieu thereof the words "or master of every passenger steamboat exceeding one hundred tons shall pay an inspection fee of eight dollars for each inspection made imperative by this Act,

and the owner or master of all passenger steamboats of one hundred tons and less, and all other steamboats, shall pay an inspection fee of five dollars for each inspection made imperative by this Act."

w 2 8.—Section thirty-seven of the said Act is hereby amended by inserting immediately before the first word of the section the words "except when otherwise specially provided;" and also by striking out the word "forty," in the fifth line, and inserting in lieu thereof the word "twenty."

b 1 9.—Section forty-three of the said Act is hereby amended by striking out the words "and with substantial hand-rails," and inserting in lieu thereof the words "protected at the sides in a suitable manner against danger from falling overboard;" and also by striking out the words "and wharf or landing place," in the fifth line.

w 3 10.—Section eleven of the Act passed in the session held in the thirty-second and thirty-third years of Her Majesty's reign (1869), chapter thirty-nine, intituled: "*An Act to amend the Act respecting the Inspection of Steamboats, and for the greater safety of Passengers by them,*" is hereby amended by inserting immediately before the first word of the section the words "except when otherwise specially provided;" and also by striking out the word "forty," in the fifth line, and inserting in lieu thereof the word "twenty."

u 2 11.—The second section of the Act passed in the thirty-sixth year of Her Majesty's reign (1873), chapter fifty-three, intituled: "*An Act to amend the Acts respecting the Inspection of Steamboats,*" is hereby amended by striking out the word "six," in the fifth line, and inserting in lieu thereof the word "twelve."

k 3 12.—The second section of the Act passed in the thirty-seventh year of Her Majesty's reign (1874), chapter thirty, intituled: "*An Act further to amend the Act respecting the Inspection of Steamboats,*" is hereby amended by striking out the words "the boats shall be covered with canvas or tarpaulin covers, to protect them from the sun and weather," and inserting in lieu thereof the words "the boats shall be kept in good condition, water-tight, and ready for immediate use;" and also by striking out the words "once a week," and inserting in lieu thereof "once a month."

13.—This Act, and the Acts hereby amended, shall be known and may be cited as "*The Steamboat Inspection Acts 1868 to 1877.*"

44 VICT., CHAP. 21.

An Act in amendment of the Acts respecting Steamboats.

[Assented to 21st March, 1881.]

HER MAJESTY, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1.—For and notwithstanding anything to the contrary in the Act passed in the thirty-first year of Her Majesty's reign, intituled: "*An Act respecting the Inspection of Steamboats and for the greater safety of Passengers by them,*" or in any Act amending it:

(1.) The Minister of Marine and Fisheries may authorize the use in individual specified cases, of boats of different dimensions from those specified in section sixteen of the Act above cited, and upon such authorization being granted, it shall be sufficient that boats of the dimensions specified in such authorization be provided for and carried on the steamboat to which such authorization relates. 1 3

(2) In cases where an iron tube or tubes equal in diameter to the hose carried by the steamboat, connected with a force-pump or pumps, and extending at least one-half of the length of the steamboat, is or are fixed under the hurricane deck thereof, and provided with nozzles placed at distances of not more than thirty feet from each other or from either end of the steamboat, to which nozzles the hose carried by the steamboat can be readily attached, it shall not be necessary that the hose should be of greater length than will be sufficient to reach from some one of such nozzles to either end of the steamboat. q 3

(3.) In steamboats under one hundred tons measurement, one steam pump of suitable size, or if steam cannot be employed, one force-pump of suitable size worked by hand, shall be sufficient. q 2

(4.) Three davits properly constructed and placed shall be considered sufficient for lowering two boats.

2.—The words “and with an efficient fog-horn to be sounded by a bellows or other mechanical means,” in the third, fourth and fifth lines of article twelve of section two of the Act passed in the forty-third year of Her Majesty’s reign, and intituled: “*An Act to make better provision respecting the navigation of Canadian Waters,*” are hereby repealed. 1 2

32 AND 33 VIC., CAP. XXXVIII.

An Act respecting inquiries and investigations into Shipwrecks, and other matters.

[Assented to 22nd June, 1869.]

HER MAJESTY, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1.—In any of the cases following, that is to say, whenever any ship is lost, abandoned or materially damaged on or near the lake, river or sea coasts of Canada, or any island or place adjacent thereto;

Whenever any ship causes loss or material damage to any other ship on or near such coasts, island or place;

Whenever, by reason of any casualty happening to or on board of any ship on or near such coasts, island or place, loss of life ensues;

Whenever any such loss, abandonment, damage or casualty happens elsewhere, and any competent witnesses thereof arrive or are found at any place in Canada;

The principal officer of Customs residing at or near the place where such loss, abandonment, damage or casualty occurred, if the same occurred on or near the coasts of Canada, or any island or place adjacent thereto, but if elsewhere, at or near the place where such witnesses as aforesaid arrive, or are found, or can be conveniently ex-

amined, or any other person appointed for the purpose by the Minister of Marine and Fisheries, may make enquiry respecting such loss, abandonment, damage or casualty.

2.—Every such officer or person as aforesaid shall have the following powers, that is to say :—

(1.) He may go on board any ship, and may inspect the same or any part thereof, or any of the machinery, boats, equipments or articles on board thereof, the boarding or inspection of, which appears to him to be requisite for the purpose of the inquiry he is required to make, not unnecessarily detaining any such ship from proceeding on any voyage.

(2.) He may enter and inspect any premises, the entry and inspection of which appears to him to be requisite for the purpose of the inquiry he is to make.

(3.) He may, by summons under his hand, require the attendance of all such persons as he thinks fit to call before him and examine for such purpose, and may require answers or returns to any inquiries he thinks fit to make.

(4.) He may require and enforce the production of all books, papers or documents which he considers important for such purpose.

(5.) He may administer oaths, or may, in lieu of requiring and administering an oath, require every person examined by him to make and subscribe a solemn affirmation or declaration of the truth of the statement made by him in his examination.

And any wilfully false statement made by any such witness on oath or solemn affirmation, or in any such declaration, shall be a misdemeanor, punishable in the same manner as wilful and corrupt perjury, and every witness so summoned shall be allowed such expenses as would be allowed to any witness attending on subpoena to give evidence before any Court of Record in the same Province of Canada, and in case of any dispute as to the amount of such expenses, the same shall be referred by such officer or person to the nearest Prothonotary, or clerk, or master, or other taxing office of any Court of Record within the jurisdiction of which the attendance is required, who, on a request made to him for that purpose, under the hand of such officer or person, shall ascertain and certify the proper amount of such expenses; and every person who refuses to attend as a witness before any such officer or person, after having been required so to do in the manner hereby directed, and after having had a tender made to him of the expenses, if any, to which he is entitled, as aforesaid, or who refuses or neglects to make any answer, or to give any return, or to produce any document in his possession, or to make or subscribe any solemn affirmation or declaration which any such officer or person is hereby empowered to require, shall for each such offence incur a penalty not exceeding forty dollars; but no such witness shall be compelled to answer, or suffer any penalty for refusing to answer, any question by his answer to which he might render himself liable to a criminal prosecution.

3.—Every person who wilfully impedes any such officer or person in the execution of his duty, whether on board any ship or elsewhere, shall incur a penalty not exceeding forty dollars, and may be seized and detained by such officer or person, or by any person whom he may call to his assistance, until such offender can be conveniently

taken before some Justice of the Peace or other officer having proper jurisdiction.

4.—Upon the conclusion of any such inquiry, the officer or person who made the same shall send to the Minister of Marine and Fisheries, for the information of the Governor in Council, a report containing a full statement of the case, and of his opinion thereon, accompanied by such report of or extracts from the evidence and such observations, if any, as he may think fit.

5.—If it appears to the Governor in Council in any case as aforesaid, either upon or without any such preliminary inquiry as aforesaid, or in any case of a charge of misconduct or incapacity brought by any person against any master or mate of any ship, that a formal investigation is requisite or expedient, the Governor in Council may nominate and appoint any competent person or persons to be a court or tribunal for the purpose of such investigation, and such person or persons shall thereupon be such court or tribunal accordingly.

6.—Such court or tribunal shall have the power of summoning before them any persons, and of requiring them to give evidence on oath, orally or in writing (or on solemn affirmation, if they be parties entitled to affirm in civil matters), and to produce such documents and things as such court or tribunal may deem requisite to the full investigation of the matters into which they are appointed to examine; and such court or tribunal shall have the same power to enforce the attendance of witnesses and to compel them to give evidence, as is vested in any court of law in civil cases; and any wilfully false statement made by any such witness on oath or solemn affirmation, shall be a misdemeanor punishable in the same manner as wilful and corrupt perjury; but no such witness shall be compelled to answer any question by his answer to which he might render himself liable to a criminal prosecution; and the proceedings of such court shall be assimilated as far as possible to those of ordinary courts of justice, with the like publicity.

7. And whereas it is enacted by the two hundred and forty-second section of the Act of the Imperial Parliament, passed in the Session thereof held in the seventeenth and eighteenth years of Her Majesty's reign, chapter one hundred and four, intituled: "*An Act to amend and consolidate the Acts relating to Merchant Shipping*," that the Board of Trade may suspend or cancel the certificate (whether of competency or service) of any master or mate of the Merchant Shipping, in certain cases, one of which cases set forth in sub-section five of the said section, is as follows:—"If upon any investigation made by any court or tribunal authorized or hereafter to be authorized by the legislative authority of any British possession, to make inquiry into charges of incompetency or misconduct on the part of masters or mates of ships, or as to shipwrecks or other casualties affecting ships, a report is made by such court or tribunal to the effect that he has been guilty of any gross act of misconduct, drunkenness or tyranny, or that the loss or abandonment of, or serious damage to any ship, or loss of life, has been caused by his wrongful act or default, and such report is confirmed by the Governor or person administering the government of such possession;" and whereas it is further in effect enacted by the twenty-third section of the Act of the Imperial

Parliament, passed in the Session thereof held in the twenty-fifth and twenty-sixth years of Her Majesty's reign, chapter sixty-three, that the power of cancelling or suspending the certificate of a master or mate conferred by the above cited two hundred and forty-second section on the Board of Trade, shall in future vest in and be exercised by the court or tribunal by which the case is investigated or tried: Be it hereby further enacted, that such court or tribunal authorized to be appointed by this Act, shall be held to be in all respects a court or tribunal under the hereinbefore cited sub-section of the Imperial Act hereinbefore first cited.

8. Every member of such court or tribunal so appointed as aforesaid, before entering upon his duties as such, shall take and subscribe an oath before one of Her Majesty's Justices of the Peace, well, faithfully and impartially, to execute the duties assigned to him by this Act.

9.—Upon the conclusion of every such investigation or as soon afterwards as possible, the court or tribunal shall send to Minister of Marine and Fisheries a full report upon the case investigated, together with the evidence, and their judgment and opinion thereon, and such observations, if any, as the court or tribunal may think fit to make, and shall state in open court the decision to which they have come with respect to cancelling or suspending any certificate, and every such decision, as well as every judgment of any such court or tribunal upon any case investigated, shall be subject to be confirmed or set aside by the Minister of Marine and Fisheries, whose decision and judgment thereon shall be final.

10.—Any such court or tribunal may, if they think proper, require any master or mate possessing a certificate of competency or service, whose conduct is called in question, or appears to them to be likely to be called in question in the course of any investigation before them, to deliver such certificate to them, and they shall hold the certificate so delivered until the conclusion of the investigation, and shall then forward the same to the Minister of Marine and Fisheries; and if any master or mate fails to deliver his certificate when so required, he shall incur a penalty not exceeding two hundred dollars.

11.—The Governor in Council may, from time to time, by warrant, order and direct that any expenses incurred, or to be incurred under the provisions of this Act be defrayed out of any moneys appropriated by Parliament for that purpose, or for the purpose of defraying unforeseen expenses.

12.—The following Act and parts of an Act are hereby repealed, namely, the Act passed by the Legislature of the late Province of Canada, in the Session thereof held in the twenty-seventh and twenty-eighth years of Her Majesty's reign, chapter fourteen "*respecting investigations into shipwrecks*," and the first, second, third and sixth sections of the Act of the same Legislature passed in the Session thereof held in the twenty-ninth and thirtieth years of Her Majesty's reign, chapter fifty-eight* "*to extend the powers of the Trinity House of Quebec*;" and chapter seventy-six of the Revised Statutes of Nova Scotia (third series) "*Of marine courts of inquiry*" is also repealed.

13.—Nothing in this Act contained shall be taken to affect in any way the jurisdiction of any Vice Admiralty Court in Canada, howsoever the same may be acquired.

14.--In the construction and for the purposes of this Act, the word "ship" shall include every description of vessels used in navigation, not propelled by oars.

40 VICT., CHAP. 19.

An Act respecting the Measurement of Steam Ships registered under the repealed Act of the late Province of Canada.

[Assented to 28th April, 1877.]

WHEREAS by the Act passed in the thirty-sixth year of Her Majesty's Reign, intituled: "*An Act relating to Shipping, and for the registration, inspection and classification thereof*," which came into force by proclamation on the twenty-seventh day of March, one thousand eight hundred and seventy-four, the Act chapter forty-one of the Consolidated Statutes of the late Province of Canada, intituled: "*An Act respecting the registration of Inland Vessels*," was repealed, but ships registered under it were not required to be re-registered or re-measured; and whereas steamships registered in Canada on or after the said day were and are under the Act first above cited, to be measured for registration in the manner prescribed by the Act of the Imperial Parliament, known as "*The Merchant Shipping Act, 1854*," and such measurement is made by different rules and gives a tonnage different from that given by the rules prescribed by the said Canadian Act; and whereas this difference is found to be inconvenient and unfair, and it is expedient that the same rules of measurement should be used in both cases: Therefore Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1.—Every steamship registered in Canada before the said twenty-seventh day of March, one thousand eight hundred and seventy-four, and measured for registration by any other rules than those prescribed by "*The Merchant Shipping Act, 1854*," shall, after the passing of this Act, be re-measured for tonnage in the manner and according to the rules prescribed by "*The Merchant Shipping Act, 1854*," and, for the purpose of making such re-measurement, the Surveyor at any Canadian Port, or any Surveyor appointed for the purpose by the Governor, is hereby authorized to go on board such steamship at any seasonable time, and the owner, master or officers of the ship shall afford him the proper facilities and assistance in making the same; and the ship's tonnage ascertained by such re-measurement shall be marked as the law requires, and entered on her register and certificate of registry by the registrar of her port of registry, and shall thereafter be deemed to be her tonnage for all purposes except those of "*An Act respecting the inspection of Steamboats and for the greater safety of Passengers by them*," passed in the thirty-first year of Her Majesty's reign, and the Acts in amendment thereof,—for which last mentioned purposes the tonnage shall remain as at present: and on and after the first day of July next, no clearance shall be granted to any such steamship at any port in Canada, nor shall she exercise any privilege of a British ship, or be recognized as being so, until she has been re-measured and the tonnage so ascertained has been entered on her register, and certificate of registry, and marked as

hereby required ; Provided always that the tonnage dues on any such steamship shall be payable according to her present registered tonnage until the first of July next (1877), on and after which day they shall be payable according to her registered tonnage under this Act.

2.—Any owner, master or officer of a ship refusing or neglecting when called upon by a duly appointed Surveyor so to do, to afford him the proper facilities and assistance for the measurement of the ship under this Act, or any person wilfully obstructing such Surveyor in making such measurement, shall thereby incur a penalty of forty dollars, recoverable in a summary manner before any Justice of the Peace ; and such penalty shall belong to the Crown for the public uses of the Dominion.

3.—No fee shall be payable to the Surveyor by the owner or master of any steamship for the re-measurement thereof under this Act.

4.—This Act shall be construed as one Act with that herein first cited and hereby amended.

No. 16.

NOTICE TO OWNERS OF STEAMBOATS

Requiring inspection under the Act 31 Vic, Chap. 65, of the Dominion of Canada, intituled : "*An Act respecting the Inspection of Steamboats, and for the greater safety of Passengers by them.*"

Should a steamer not be ready for inspection at the time arranged, the Inspector of Steamboats, whose duty it is to inspect the steamer, may make any arrangement convenient to the owner or his agent for either waiting, or returning again, or having the vessel sent to the port where the Inspector resides, as may be agreed upon ; but all additional expenses will be charged on the owner, and must be paid by him, or his agent, before the certificate is issued. The expense connected with the first visit of the Inspector, if no delay ensues, will be defrayed by the Government.

WM. SMITH,

Deputy Minister of Marine and Fisheries.

Department of Marine and Fisheries,

Ottawa, 1st September, 1868.

RULES AND REGULATIONS

Passed by the Board of Steamboat Inspectors at Montreal, on the 1st July, 1868, relative to the Inspection of Steamboats ; approved by His Excellency the Governor-General in Council, on the 10th September, 1868.

- f 2** 1st.—That the lock-up valves referred to in section 14 be of uniform construction, approved by the Board of Inspection ; such valves to be tested and proved by the Local Inspectors before use, and no Inspector shall grant a certificate to any steamboat unless the boilers, or boiler, of such steamboat be provided with two safety valves, one of which shall be locked up and one open.
- n 2** 2nd.—That the Board adopt the cork jacket, with shoulder straps and waist lines for fastening the same

around the body, as the form of life-preserver to be used on passenger steamboats.

3rd.—That the steam pony-pump, referred to in section r 2 22, shall be placed on the main deck of the vessel, as near as possible to the engine room, convenient to the control of the engineer, and in all cases the pump hose shall be coupled to the pony and hand fire-pumps, ready for immediate use in case of fire.

4th.—That the Board adopt the "Bourden Steam g 3 Gauge," referred to in section 11, it being, in its opinion, the most reliable gauge in use.

5th.—When found necessary to open up a vessel for the b 2 purpose of examining her condition, that the expense incurred thereby shall be chargeable to the owner of such vessel.

GOVERNMENT HOUSE, OTTAWA,
Monday, 13th Sept., 1875,

PRESENT :

His Excellency the Administrator of the Government in Council,

On the recommendation of the Honourable the Minister of Marine and Fisheries, and under the provisions of the 16th section of the Act passed in the Session of the Parliament of Canada, held in the 31st year of Her Majesty's reign, chaptered 65, and intituled: "An Act respecting the Inspection of Steamboats, and for the greater safety of Passengers by them," as amended by the 2nd section of the Act 32 and 33 Vict., chap. 39, and the 2nd, 5th and 7th sections of the Act 37 Vict., chap. 30, His Excellency, by and with the advice of the Queen's Privy Council for Canada, has been pleased to order, and it is hereby ordered, that the following rules and regulations respecting life-boats, yawl-boats and fire-extinguishers on steamers, passed by the Board of Steamboat Inspection at Ottawa, on the 19th day of November, 1874, be and the same are hereby approved and adopted, that is to say :

1st.—The life-boat required by section 16, 31 Vict., chap. j 4 6, may be considered of sufficient capacity if made of the following dimensions:—

Length of keel, 22ft. ; breadth of beam from metal to metal, 5ft. 6in. ; depth from top of keel to top of gunwale, 2ft. 9in.

2nd —The life-boat required by section 5 of the amended Act, 37 Vict., chap. 30, may be considered of sufficient capacity if made of the following dimensions : —

Length of keel, 18ft. ; breadth between metal and metal, 4ft. 2in. ; depth from top of keel to top of gunwale, 2ft. 2in.

3rd.—The carrying capacity in number of persons, of k 4 yawl boats, shall be determined as follows, viz :—

By multiplying the length of the keel by the breadth and by the depth from top of keel to gunwale, in feet, and then dividing the product by ten—the quotient will be the number of persons allowable to each boat.

4th.—It is hereby required that the following number of Chemical Fire Extinguishers shall be carried on board

steamboats of the undermentioned sizes and classes, viz.:

- f 2*** On every freight and tug steamboat of more than one hundred tons gross measurement, one such extinguisher.
On every freight and tug steamboat of more than five hundred tons, two such extinguishers.

On every steamboat of the gross tonnage of one hundred tons and upwards but less than three hundred tons, carrying passengers, two such extinguishers.

On every steamboat of the gross tonnage of three hundred tons and upwards, carrying passengers, three such extinguishers.

On every steamboat employed chiefly in the carriage of freight, when not carrying more than fifty passengers, two such extinguishers.

W. A. HIMSWORTH,
Clerk, Privy Council.

RULES AND REGULATIONS

Passed by the Board of Steamboat Inspection.

- q 1** 1.—In steamboats not exceeding 200 tons requiring only one pump as prescribed in sub-section 2, section 21, of the Steamboat Inspection Act as amended, such pump shall be placed aft, unless the space forward is kept free to admit of ready access to the pump and hose, in which case the pump may be placed forward.
- c 3** 2.—In determining the standard of strength of boiler flues subjected to external pressure the Inspector shall, in conformity with the interpretation of section 7 of the Act, assume one-third the pressure allowable as a working pressure for a new boiler, as prescribed in sub-section 2 of the section referred to; and no flue over 16 inches diameter shall be made of less than $\frac{1}{4}$ -inch plate. The spaces between the stays in steam chimneys of boilers, measured on the inside of the chimney, shall not exceed twice that of the stays on the flat surface of the boiler.
- c 4** 3.—That in order to satisfy himself as to the strength and condition of a boiler, as required by section 7 of the Act 31 Vic., cap. 65, the Inspector may, if he deems it necessary, order holes to be cut in it, and may also demand that such information be furnished him as to the interior construction of the boiler as will enable him to judge correctly of its strength.
- c 5** 4.—The standard of strength of the shell of a boiler, as prescribed by sub-section 2, section 7, of the Act 31 Vic., cap. 65, limits the pressure to which it may be subjected to 8,400 pounds to the square inch, but as the braces, stays and pins on the flat surfaces of a boiler are subject to greater loss of strength from waste, and to more unequal and irregular strain than the shell, 6 000 pounds to the square inch shall be the limit allowable upon these parts. This rule shall apply to all boilers of steamboats now in use.
- e 2** 5.—In compliance with sub-section 5, section 7, which refers to the safety pipes in connection with boiler-cocks and valves attached to the boilers, such cocks and valves shall be substantially made, and in no case shall they be attached to the boiler by screwing into the plate, unless,

as an additional security, flanges be provided and bolted to the boiler in addition to such attachment.

6.—In no case shall a certificate be granted for a boiler **c 6** when the plates in it have been strained or weakened by the use of drift pins in bringing the holes in the sheets together.

7.—Inspectors of steamboats are, in future, to condemn, **c 7** as far as possible, the use of the upright tubular boilers in steamboats, in which the water level is maintained below the upper ends of the tubes.

8.—The space of the shell of a boiler enclosed by the **c 8** steam dome shall be strengthened by riveted angle iron, or otherwise, to compensate for the unequal pressure to which that portion of the shell is subjected.

9.—That Rule 2, for determining the strength of flues **c 9** in boilers subject to external pressure, shall apply in all cases, except where such flues are less than four feet in length when the working pressure allowable may be increased inversely as to their length in proportion of two to one.

Thus—a flue four feet long, the working pressure allowable being fifty pounds, a similar flue two feet long, the working pressure would be one hundred pounds.

10.—That in future when bars or angle irons are used **c 10** for sustaining the crown sheet of the furnace of a boiler, three-fifths of the working pressure allowable upon the crown sheet, shall be sustained by hanging stays from the shell of the boiler attached to the crown sheet. This rule may not apply to boilers in which the crown sheet of the furnace is less than thirty-six inches wide.

The measurement of the crown sheet in applying the above rule is to be taken between the sides and ends of the furnace.

11.—Inspectors are to discourage (except in staying cylindrical furnaces) the use of angle iron in staying the furnaces and crown sheets of furnaces in steamboat boilers.

12.—That donkey boilers on steamboats be required, under the general provisions of the Steamboat Inspection Act, to be provided with two safety-valves, one of which may be locked up.

13.—That the rule of the Board fixing the area of safety- **f 3** valves at one-third the width of the front of the boiler, in inches, the locked valve being two-fifths, and the open valve, three-fifths that area, shall, in future, be adhered to for new boilers between five and ten feet in width, and in no case shall the area of open and locked valves, together, be less than half a square inch for each square foot of grate surface in the boiler.

14.—Boilers in which the longitudinal seam in the **11** cylindrical shell are single riveted in place of double riveted, shall be subject to a reduction in the working pressure allowable for a boiler made in the best manner, as prescribed in sub-section 2, section 9, of the Act 31 Vic., cap. 65, of twenty per cent., the limit of pressure in boilers so made not to exceed eighty pounds to the square inch in place of one hundred pounds as named in the section of the Act above referred to. This rule to apply to all boilers made after this date.

15.—It shall not be lawful, under the provisions of the Steamboat Inspection Act, for any person to keep watch

as Engineer on a steamboat who does not hold a certificate either from the Board or from the Chairman and an Inspector, as provided by the Steamboat Inspection Act.

16.—It shall not be lawful for any engineer to act in the double capacity of Engineer and Master on any steamboat.

Montreal, 16th October, 1879.

PRIVY COUNCIL OFFICE,
OTTAWA, 26th March, 1880.

I hereby certify that the foregoing rules and regulations have been approved by His Excellency the Governor General in Council, on this the 26th day of March, 1880.

J. O. COTÉ,
Clerk, Privy Council.

RULES FOR THE GUIDANCE OF

Inspectors of Steamboats Examining Engineers.

1st.—No person shall be qualified for third or second-class Assistant Engineer's certificate who has not served an apprenticeship of not less than three years in a marine engine shop, or worked at some mechanical employment in a machine shop, not less than four years, or has served as fireman on steamboats, not less than five years. And such person so qualified shall be recommended by his employer, or Chief Engineer, as a sober and reliable man. He shall be capable of taking care of and handling the engine, of taking care of the feed-water and pumps and valves in connection therewith. He shall know when the boiler is foaming, the cause of foaming, and how it may be stopped, also to find the level of the water in the boiler when foaming. He should also have some knowledge of the comparative strength of boilers in proportion to their dimensions, other things being the same in their construction. The chief cause of injury to them, the mode of keeping them clean and of repairing them. He should also know the use and working of the steam safety-valves, the blow-off valves and water and steam-gauges.

2nd. No person shall be qualified for first-class Assistant Engineer's certificate who does not read, and write legibly, and possess the qualifications of a second or third-class Assistant Engineer. He shall have had one season's experience as Assistant Engineer on a steamboat, he must understand perfectly the construction and working of the feed-pump, the mode of setting the steam-valves and eccentrics, lining the engine and adjusting its connections; the causes of the engine heating and the means usually taken to guard against it. He must understand the construction of the steam-piston, how to pack his engine and make any joint in any of its parts; the mode of putting a patch on a boiler, also the mode of laying up an engine for the winter.

3rd. A third-class Engineer shall have the qualifications of a first-class Assistant Engineer, with not less than two seasons' experience as Engineer on steamboats, he must know the rules of arithmetic and be able to calculate the highest working pressure for a boiler of given dimensions and material according to the limit allowed by law.

4th. A second-class Engineer shall have the qualifications of a third-class Engineer, with not less than three years' experience on steamboats, two of which he shall have had charge as chief of steamers of not less than one hundred tons register.

5th. A first-class or Chief Engineer shall have the qualifications of a second-class Engineer, with not less than five years' experience on steamboats, three of which he shall have had charge as chief of steamers over three hundred tons register. He must be competent to calculate the thickness of plates required for a boiler of given dimensions to carry a fixed pressure of steam; also dimensions of the boiler and thickness of plates given; the pressure that may be allowed it. He must calculate the strength of the stays and the tensile and crushing strength of the materials used in its construction. He must calculate the capacity of the feed-pump, the area of the safety-valve for a boiler of given dimensions, and the power of the engine from a diagram of its working, and define the position of the crank and eccentrics as indicated by diagram. He must know the relative volumes of steam and water at different temperatures and pressures, the chemical constituents of coal, its heating and mechanical equivalents, and quantity of air required for its combustion. He must be competent to make a working drawing of any part of an engine, and explain the operation of the engine or any of its parts in connection with the whole.

6th. The temporary certificate authorized by section 26 of the Act shall not be granted, unless the qualifications of the applicant are such as in the opinion of the Chairman and the Inspector, making the examination, entitle him to a Board certificate of equal grade.

7th. Temporary endorsed certificates under section 9 of 32 and 33 Vic., cap. 39, may be granted by the Board or any Inspector with the consent of the Chairman, when the above rules may be departed from, if, upon full consideration, the Board, or any Inspector and the Chairman, they are satisfied that the character, habits of life, knowledge and experience of the applicant in the duties of the position are such as to entitle him to a certificate.

PRIVY COUNCIL OFFICE,
OTTAWA, 26th March, 1880.

I hereby certify that the foregoing rules for the guidance of Inspectors of Steamboats for examining Engineers, have been approved by His Excellency the Governor General in Council, on this 26 h day of March, 1880.

J. O. COTÉ,
Clerk, Privy Council.

DUTIES AND LIABILITIES OF ENGINEERS

Under the provisions of the Act 31 Vict., Cap. 65., of the Dominion of Canada, intituled: "An Act respecting the Inspection of Steamboats, and for the greater safety of Passengers by them."

Section 8 provides that it shall be the duty of all Engineers to answer such pertinent questions concerning the boilers and machinery of the vessels to which they be-

long as the Inspector examining the same may think proper to put to them, or concerning any accident that may have happened thereto, and any Engineer refusing to answer, or falsely answering such questions, or preventing any such inspection, or obstructing any Inspector in the same, shall subject himself to a penalty of forty dollars.

e 2 Section 11 provides that if the Engineer of any steamboat at any time allows the pressure of steam to which the boiler of such steamboat is subjected to exceed that limited by the Inspector's certificate, or alters, conceals or otherwise deals with the steam gauge so as to prevent the real pressure of steam from being seen and ascertained by any passenger, he shall thereby incur a penalty of two hundred dollars for every such offence.

Section 25 provides that the license of an Engineer may be revoked upon proof of negligence, unskilfulness, or drunkenness, or upon the finding of a coroner's inquest.

Section 26—And such Engineers as may be appointed shall be classified according to the following grades :

- 1st Class Engineer.
- 2nd Class Engineer.
- 3rd Class Engineer.
- 1st Class Assistant Engineer.
- 2nd Class Assistant Engineer.
- 3rd Class Assistant Engineer.

3rd Class Chief may act as Assistant to 1st Class Chief.

1st Class Assistant may act as Assistant to 2nd Class Chief.

2nd or 3rd Class Assistant may act as Assistant to 3rd Class Chief.

A first class Engineer to be qualified to take charge of any steamboat.

A second class Engineer to be qualified to take charge of any steamboat, except a sea-going steamboat of more than three hundred tons burthen.

A third class Engineer of any passenger steamboat of less than one hundred tons burthen of any freight or tug steamboat.

A first class Assistant Engineer to be qualified to take charge of any small passenger steamboat of less than 50 tons burthen or of any freight or tug steamboat less than one hundred and fifty tons gross.

RULES AND REGULATIONS

Made by the Board of Steamboat Inspection for the guidance of Engineers of Steamboats under the provisions of the Act 31 Vict., Cap. 65, intituled: "An Act respecting the Inspection of Steamboats, and for the greater safety of Passengers by them," as amended by the 1st section of the Act 36 Vict., Chap. 53, intituled: "An Act to amend the Acts respecting the Inspection of Steamboats."

RULE I.—Engineers are required in all cases upon stopping of the engine to open the safety valve, so as to keep the steam in the boiler below the limit allowed by the Inspector's certificate, as prescribed by law, to open the furnace doors or close the dampers, and when from accident or other cause the water in the boiler has fallen below the point of safety, to put out the fires immediately.

RULE II.—Engineers shall keep the fire-pumps and hose and their connections in perfect condition ready for immediate use, and when found unfit for use from age or other cause, shall report their condition to the Inspector by whom the steamer was last inspected.

RULE III.—Engineers when laying up a steamer in the fall, or when finally leaving her, are required to report to the owner, and also to the Inspector of the nearest District, any defects of or injury to the boilers or machinery by which the safety of the same may be endangered. They shall also report to the Inspector of the District at which the steamer next arrives any accident happening to the boilers or machinery during the trip, and in case of omission to make such report, the license of the Engineer so omitting shall be revoked.

RULE IV.—The Chief Engineer of a steamer is held accountable by the Board for the proper care and management of the boilers and machinery under his charge. He is, therefore, in no case to absent himself from the vessel while on her regular trips unless a competent substitute be provided to fill his place during his absence.

RULE V.—Engineers on first taking charge of a steamer, and at least once a year thereafter, shall satisfy themselves by close examination that the braces, stays and pins of the boiler are in good order, and sufficient for the strain to which they may be subjected; they shall also satisfy themselves that the safety valves are in good working order, and sufficient for the requirements named in Rule I hereof.

RULE VI.—Engineers holding temporary certificates requiring a further license must go before the Board as soon as possible after the expiration of the time for which the temporary certificate has been granted, for the purpose of obtaining an annual certificate. No re-issue of a temporary certificate will be made unless the applicant shows good and sufficient reason for not appearing before the Board as required.

RULE VII.—Engineers are to exhibit their certificates in the Engine Room along with a copy of these Rules.

PRIVY COUNCIL CHAMBERS,
OTTAWA, 14th May, 1875.

I hereby certify that the foregoing Rules and Regulations made by the Board of Steamboat Inspectors, were submitted to and approved by His Excellency the Governor General in Council, on the 5th day of May instant.

W. A. HIMSWORTH,
Clerk Privy Council.

The following Rules, numbered XV and XVI respectively, also apply to Engineers, and Inspectors of Steamboats are hereby directed to see that these and the foregoing Rules and Regulations are strictly enforced.

RULE XV.—It shall not be lawful under the provisions of the Steamboat Inspection Act, for any person to keep watch as Engineer on a steamboat who does not hold a certificate from the Board, or from the Chairman and an Inspector as provided by the Steamboat Inspection Act.

RULE XVI.—It shall not be lawful for any Engineer to act in the double capacity of Engineer and Master on any steamboat.

PRIVY COUNCIL OFFICE,
OTTAWA, 26th March, 1880.

I hereby certify that the foregoing Rules and Regulations have been approved by His Excellency the Governor in Council on the 26th day of March, 1880.

J. O. COTÉ,
Clerk Privy Council.

NOTE.—Engineers holding Certificates from the Board will remember the obligation of the oath to which they have subscribed previous to their examination—to observe and faithfully carry out, to the best of their ability, the above provisions of law and Rules and Regulations made under them.

BOARD OF STEAMBOAT INSPECTION.

CHAIRMAN'S OFFICE,
TORONTO, 5th April, 1881.

Rules for the guidance of Engineers and Firemen in the management of Steamboat boilers.

1. Getting up steam.—Warm the boiler gradually. Steam should not be raised from cold water in less than four hours. If practicable, light the fires over night. By getting up steam too quickly the boiler will soon be destroyed.

2. Firing.—Fire regularly. Keep the sides up and use the slice gently and as seldom as possible.

3. Feed water.—Let the feed be regular and constant.

4. Glass gauge and try cocks.—Keep the glass free and try the gauge cocks every fifteen minutes.

5. Safety valves.—Lift each safety valve at least once a day and always before getting up steam.

6. Low water.—Put out the fires by drawing them or throwing ashes on them. Never use water. Low water should never occur.

7. Blowing off the boiler.—Do not blow off by steam pressure; let the water run off if possible. See that the fires are all out.

8. Boiler purgers.—Never use any compositions to keep down incrustations unless supplied through the feed pump.

9. General rules.—Keep the boiler clean inside and outside and free from leak. Never throw water in the furnace. Under high pressure raise the safety valve gently. Lower the fires or, if necessary, stop the engine when foaming to find the water level.

S. RISLEY,
Chairman Board of Steamboat Inspection.

RULES FOR THE GUIDANCE

Of Inspectors of Steamboats in the examination of Engineers, approved by the Board, Toronto, 9th December, 1880.

1st. The examination to be taken on oath as prescribed in Form No. 3, with the signature of the applicant appended thereto.

2nd. That the revised Form No. 3 be used in all examinations.

3rd. That the period of service of the candidate, whether with or without a certificate, be entered in Form No. 3 under the head corresponding to that of his certificate, and also under the head corresponding to the services in which he has had experience without a certificate.

4th. Examiners, in stating their opinion of the qualification of the applicant in answer to Clause 39, must express it concisely and as comprehensively as possible, that the Board in the absence of the examiner may judge as to his opinion of the candidate in intelligence and knowledge in the duties and responsibilities of an Engineer.

5th. Examinations, Form No. 3, must be signed by the examiner, and the date and place at which the examination is made duly entered on it.

6th. Examples, by the candidate given in answer to questions in Form 3, are to be made by him on separate sheets of paper, to be filed and kept by the examiner, those abbreviated and initialed as correct or incorrect, as the case may be, are to be transferred to the back of the Form 3, by the examiner, in a neat and careful manner.

7th. The examination paper Form No. 3 may be used in promotion of the candidate, from third class to first class Assistant-Engineer, by the endorsement of the requirements which qualify him for such promotion, on the examination paper by the examiner; where there is not room for such an endorsement a fresh form must be used. The same examination paper may, in like manner, be used for third and second class Chief Engineer, with similar endorsements as to qualifications. In all cases a fresh examination in full is required for first class Chief Engineer.

PRIVY COUNCIL OFFICE,
OTTAWA, 2nd May, 1881.

I hereby certify that the foregoing Rules for the Guidance of Inspectors of Steamboats have been approved by His Excellency the Governor General in Council, on the 30th day of April, 1881.

J. O. COTÉ,
Clerk, Privy Council.

INDEX.

INDEX to Clauses of the Acts and Rules and Regulations made under said Acts having reference to the Inspection of Steamboats. Each Clause is lettered and numbered, the number indicating the number of times reference is made to the Clause in the Acts. The number of the page on which the Clause occurs is also given.

Appointment of Inspectors of Steamboats.

	PAGE
A 1.—Inspectors appointed to inspect the hull, machinery, boilers and equipments of Steamboats.....	3
A 2.—Inspectors to form a Board	3
A 3.—No Inspector to be appointed until he has passed a satisfactory examination by the Board.	3
A 4.—The Board may frame Rules and Regulations for its own guidance, subject to the approval of the Governor in Council.....	3, 18
A 5.—The Chairman may examine any Steamboat.....	4
A 6.—The Governor may order an investigation into the cause of any accident.	4

Inspection of Steamboats.

B 1.—Made compulsory at least once a year.....	4, 22
B 2.—Vessel may be opened up for inspection.....	29
B 3.—Inspectors may ask pertinent questions as to the conditions of the Steamers.....	5
B 4.—Master, Owner or Engineer to report any injury to the Inspector, under penalty of \$200 for omission to do so, and revocation of the Engineer's certificate.....	5
B 5.—Certificates not to be granted until all requirements are complied with.....	12
B 6.—Schedule of certificate ..	15, 17
B 7.—Certificate good for twelve months from date thereof, unless revoked....	21

Inspection of Hulls.

B 6.—To be in accordance with certificate, staunch, seaworthy, and in good condition for navigation for the route on which placed	15, 17
---	--------

Inspection of Boilers to be as provided by Statute, and in accordance with Rules and Regulations approved in Council.

- C 1.—Test pressure and mode of applying it. Proportion between test and working pressure..... 4
- C 2.—Inspector may depart from rules relating to working pressure for boilers 5

Rules approved by Governor in Council.

- C 3.—Strength of flues and stays in steam chimneys..... 30
- C 4.—Information to be furnished the Inspector as to the strength of a boiler. He may order holes to be cut in the boiler..... 30
- C 5.—Standard of strength of boilers, how obtained..... 30
- C 6.—Depreciation of strength in plates by the use of drift-pins 31
- C 7.—Tubular boilers, exception to..... 31
- C 8.—Shell of boiler inside of steam-drum to be strengthened... 31
- C 9.—Strength of internal flues, mode of determining the same..... 31
- C 10.—Staying crown-sheet of furnaces where bars or angle-irons are used, rules to be observed, objection to use of bar or angle-iron..... 31
- C 11.—Reduction of pressure for single riveting in longitudinal seams..... 31

Boiler Plates.

- D 1 and 2.—Boiler plates to be stamped with the name or mark of the maker. Declaration on oath required from the maker of a boiler as to the stamp of the plates used in it. Certificate shall not be granted except on such declaration..... 5, 19

Overloading Safety Valves.

- E 1.—No valve to be overloaded to a greater pressure than allowed by the Inspector..... 5
- E 2.—Penalty if Engineer allows the pressure on the boiler to exceed the limit of the certificate... 30, 34

Safety Valves.

- F 1.—Valves must be examined, must be sufficient in number, well managed and properly loaded, one of which large enough to discharge all the steam the boiler can generate; the Inspector may order to be locked up..... 6

Lock up Valves.

- F 2.—To be approved by the Inspector. Certificate not to be granted unless every boiler is provided with two safety valves, one open and one locked... 28

Area of Safety Valves.

- F 3.—Rule for determining the area of..... 31

Raising of Safety Valves.

- F 4.—The person in charge of the vessel shall raise the safety valve, so as to keep the steam down ten pounds below the limit allowed by Inspector's certificate 6

Steam Pipes, Valves and Connections.

- E 1.—Form and material of steam pipes to be approved by the Inspector. 5
 E 2.—Rule 5. Pipes screwed into a boiler to be provided with flanges 30, 34
 G 1 and 2.—Steam gauges to be open to view of all persons on board 6
 G 3.—Form approved by the Board..... 29

Water Gauge.

- H 1.—Each boiler to be provided with a suitable glass water guage..... 6

Surface Blow Valve.

- H 1.—To be provided for steam boilers using salt or brackish water..... 6

Bilge Injection Valve.

- I 1.—To be provided, connected to the condenser..... 6

Fire-proof Metal Life-boats required for Passenger Steamboats over 100 tons gross.

- J 1.—To have a capacity of sustaining fifty persons inside and outside. 7
 J 2.—It may have compartments at the sides or at the ends, or both, according to directions of Inspector. 15
 J 3.—Two life-boats, each capable of sustaining thirty persons may be substituted for one as above 20
 J 4.—Rule for determining dimensions and carrying capacity of life-boats.. 29

Yawl-boats for Passenger Steamboats at Sea, on the Lakes and on open waters.

- K 1.—Boats to be 17 feet keel, to carry twelve persons besides the crew, to have six oars and necessary tackle..... 7, 29
 Note.—Amended Act 44 Vic. chap. 21, empowers the Minister to modify these dimensions.. 22, 23

Number of Yawl-boats according to tonnage of Vessel on Passenger Steamers in open waters.

- K 2.—Steamboats over 300 tons gross to have three yawls besides the life-boat..... 7, 15, 19
 Steamboats over 100 tons, but under 300 tons, to have two yawls besides the life-boat..... 7, 15, 19
 Steamboats over 50 tons, but under 100 tons gross, two yawls..... 7, 15, 19
 Steamboats under 50 tons, one yawl..... 7, 15, 19

	PAGE
K 2.—Freight steamboats carrying not more than twenty-five passengers, to have two yawls besides the life-boat.....	7, 15, 19
<i>Number of Boats required on Steamboats on Inland Waters.</i>	
L 1.—Every steamboat (except on certain waters referred to) over 50 tons register to carry two boats of capacity to carry twelve persons besides the crew, each to have four oars. These boats to be approved by the Inspector	8
L 3.—Amended Act. The Minister may disallow the above Rules.....	23
<i>Boats on Freight Steamers.</i>	
L 2.—To be of sufficient capacity for the crew, to the satisfaction of the Inspector, in number, equipment, and means of lowering.....	23
<i>Ferry Boats and Tug Boats.</i>	
M 1.—Exempt from sections 16, 17, 18 and 19 of the Act, elsewhere than in the River St. Lawrence.....	10
M 2.—Governor in Council may exempt ferry boats from carrying boats and life preservers.....	18
M 3.—Exemptions in respect to boats. The river above Fredericton, N.B., the Muskoka District, and the river above Ottawa.....	21
<i>Lowering, Boats Davits, Equipments, &c.</i>	
K 1.—Refers to yawls on passenger steamers.....	7, 29
K 2.—Clause 5 amended Act, 32 and 33 Vic., cap. 39...7, 15,	19
K 2 and 3.—Clause 2 amended Act, 37 Vic., chap. 30....7, 15,	19, 22
L 2.—Clause 7 amended Act, 32 and 33 Vic., cap. 39....	21
L 2.—Clause 4 amended Act, 44 Vic., chap. 21.....	23
<i>Life Preservers.</i>	
N 1.—Sea-going passenger steamboats on lakes and waters herein named over 200 tons register to carry 200 life preserver jackets, and under 200 tons three life preservers to every 5 tons. Passenger steamboats over 200 tons register, on inland waters, may carry not more than 100 life preservers, and under 200 tons fifty life preservers	7
K 2.—Freight steamboats carrying sixty passengers to carry one life preserver for each passenger and one also for each of the crew.....	7
N 2.—Form of jacket adopted by the Board.....	28
N 3.—Amended Act, limiting the number of life preservers to 200.....	21
<i>Axes, Buckets and Lanterns.</i>	
O 1.—Every passenger steamer in sea, bay, lake or river, over 150 tons gross, must be provided with twenty-five buckets, five axes, and six lanterns.....	8

O 2.—Passenger steamers over 75 tons gross, and under 150 tons gross, may carry twelve buckets, three axes, and three lanterns.....	21
L 2.—Freight steamers to carry fire buckets, axes and lanterns according to their requirements, to the satisfaction of the Inspector.....	16

Precautions against Fire.

P 1.—Combustible materials to be not less than six inches from the boiler or other heated surfaces, and where so exposed, shall be properly shielded by some incombustible material. The open space must admit of the air circulating freely. Metallic vessels to be provided for waste or other inflammable substances.....	8
P 2.—Inflammable matter to be stowed away as far as possible from the boiler.....	20

Fire Engine Pumps on Passenger Steamboats.

Q 1.—Every passenger steamer over 500 tons gross to have three double acting fire engine pumps, one of which may be worked by steam, which may be the pony pump, if not less than four inches diameter in the plunger. Passenger steamboats under 500, and over 200 tons, to have one double acting fire engine pump, and one steam pump, which may be the pony pump, if not less than four inches diameter in the plunger. Passenger steamboats under 200 tons to have one double acting four inches hand fire engine pump, which may be the pony pump if of similar dimensions.....	8, 30
Q 1.—Rule first: Steamboats requiring only one pump, it may be placed at the discretion of the Inspector.	8, 30
Q 2.—Every steamboat under 100 tons may have a steam or hand pump of suitable dimensions	19, 23
R 1 and 2.—Every steamboat over 60 tons register to have a steam pony pump for the supply of the boiler	9, 29

Position of Pumps.

Q 1.—When three pumps are used, they are to be placed, one forward, one aft, and one amidships.....	8, 30
Q 2.—When one pump is used, it may be placed at the discretion of the Inspector, and where two pumps are used, they may be placed at the discretion of the owner.....	19, 23

Fire-pump Hose.

Q 1.—In steamboats over 500 tons, the hose to each pump to be two-thirds the length of the vessel.....	8, 30
Q 2.—In steamboats under 500 tons, the hose must reach easily to all parts of the vessel. The hose in all cases to be coupled and ready for immediate use, with a hose wrench chained to the pump.....	19, 23

Iron Tubing in connection with Fire-engine Pumps.

Q 3.—Length of hose may be shortened by the use of iron-tubes, as a substitute for hose.....	23
--	----

Fire Escapes.

- S 1.—Provision to be made for escape from lower to upper deck..... 9

Notice to Passengers.

- T 1.—A copy of the Steamboat Inspection Act to be, provided, open to the notice of passengers, also a printed paper showing the life-saving equipments, and where kept..... 9
- T 2.—The paper to be filled up by the Master..... 16
- T 3.—The printed paper to be posted in every cabin and stateroom..... 20

Name of Vessel painted on Life-saving Equipments.

- K 2.—Name of steamer to be painted on boats, fire-buckets, axes and life-preservers..... 7, 15, 19
- T 2.—Fire-buckets, axes and life-preservers.... 16

Engineers—Examination of, and granting Certificates.

- U 1.—The Board or an Inspector may examine, upon oath, the qualifications of an applicant. The Board only may grant the certificate..... 9
- U 5.—An Inspector may grant a temporary certificate, with the consent of the Chairman..... 10, 18
- U 4.—The Board, the Chairman, or an Inspector may endorse a certificate if signed by the Chairman..... 16

Revocation of Certificate.

- U 1.—Certificate may be revoked by the Board, for negligence, unskillfulness, or drunkenness, or by the finding of a coroner's inquest, or for any other cause deemed sufficient by the Minister of Marine... 9
- Rule 15.—Engineers keeping watch on a steamboat must be licensed..... 31
- Rule 16.—Engineer cannot act as Engineer and Master in both capacities..... 32

Classification of Engineers.

- U 2.—First-class Engineer may take charge of any steamboat 10, 22
- U 3.—Second-class Engineer may take charge of any steamboat, except a sea-going passenger steamer over 300 tons register, also any sea-going vessel over 500 tons register, adapted to carry not more than sixty passengers 10, 16
- U 2.—Third-class Engineer may take charge of any passenger steamer under 100 tons register on any of the lakes, and of any freight or tug steamer.. .. 22

First Assistant Engineers.

- U 2.—May take charge of any passenger steamer under 50 tons register, or of any freight or tug under 150 tons gross. See clause 5, page..... 10, 22
- Rules 1 to 7.—Rules for the guidance of Inspectors examining Engineers..... 32, 33

Penalties.

B 1.—Neglect to cause inspection of steamboat, \$400...	4
W 2 and 3.—Neglect of any provision of the Act, not more than \$200, and not less than \$20.....	12, 16, 21, 32
W 3.—Engineers serving without a license, penalty, \$100.....	16, 21, 22
Any person employing an Engineer without a license, penalty, \$100	
G 1.—Any Engineer or master tampering with the steam gauge, penalty, \$200	6
B 3.—Refusing to answer pertinent questions, penalty \$40.....	5
B 4. Neglect to report accidents, penalty \$200 for every day's neglect	5
W 1.—Collector of Customs to detain steamboat until penalties are paid.....	11

Amendments reducing Penalties.

W 3 and 2.—Amendments reducing penalties to the sums above named. See clause 6 and clauses 8 and 10	12, 16, 21, 22
A* 1.—Recovery of penalties.....	12

Safety of Steamboats.

X 1.—Any steamboat found unsafe, Inspector to report to the Governor in Council.....	11
B 5.—Inspectors to report omissions to apply for inspection to the Collector of Customs	12

Inspection Fee and Dues.

Z 1 and 2.—Passenger steamers over 100 tons gross, pay an inspection fee of eight dollars, under that tonnage, all other steamers pay five dollars tonnage fixed by Order in Council.....	11, 21
---	--------

Limiting the number of Passengers.

Y 1.—The Governor in Council may limit the number of passengers.....	11
--	----

Detention of Steamboats.

W 1.—Collector of Customs to detain steamboats until the certificate of inspection is produced.....	11
W 2 and 3.—Inspectors may detain steamboats not complying with the provisions of the Act, and Collector shall refuse clearance on notice from an Inspector to that effect.....	12, 16, 21, 22
X 1.—Governor in Council may detain any steamboat found unsafe.....	11

Mast and Sails.

A* 2.—Board may make resolutions requiring steamboats above 60 tons register, on certain waters, to provide masts and sails.....	13
--	----

	PAGE
<i>Gangway Boards, Hand Rails, and Lights.</i>	
B* 1.—Gang boards and hand rails to be provided on the vessel, and the occupier of the landing wharf at which a steamer lies to provide sufficient light...	13
C* 1.—Interpretation of words in this Act.....	14
B 6.—Schedule of Acts as amended.....	15, 17

Certificate of Registry.

E* 1.—Inspectors may demand the production of the certificate of registry of the Vessel.....	16
--	----

Chemical Fire Extinguishers.

F* 1.—Governor in Council may regulate or repeal rules in respect thereto.	20
F* 2.—Passenger steamboats over 300 tons gross, three extinguishers; over 100 tons and under 300 tons, two extinguishers; freight steamers over 500 tons, two extinguishers; over 100 tons, one extinguisher.	30
