

(d) When foreign bills of lading expressly stipulate that the freight shall be paid in a specific coin, then the same must be procured if required, or its equivalent given, the rate to be determined by the current value at the time at the banks.

WHARVES.

(1) The proprietor or occupant of the adjoining property may "overlap" by using the outer berth, or may use the inner berth if not required.

(2) Not more than two vessels shall be allowed to lie abreast of any wharf at the same time, unless they can do so without occupying a greater depth (or space) than 60 feet from the water front.

The foregoing Bye-laws, Rules and Regulations, were submitted to the members present at the Annual General Meeting of the British Columbia Board of Trade, held July 3rd, 1891.

Approved, July 8th, 1892.

PORT CHARGES.

PORTS OF VICTORIA AND ESQUIMALT, BRITISH COLUMBIA.

Vessels bound to other Ports, coming to an anchor in Royal Roads, Pilotage free, except services of Pilot are employed, when Pilotage according to the following graduated scale shall be payable :

Inside or North of Race Rocks to Royal Bay.....	\$0 75 per foot.
Beachy Head to Royal Bay.....	1 50 "
Pillar Point to Royal Bay.....	3 00 "
Cape Flattery to Royal Bay.....	6 00 "

Vessels entering into or clearing from undermentioned Ports :

Victoria and Esquimalt Harbors (under sail).....	\$3 00 per foot.
" " " (under steam or in tow).....	2 00 "
" " " (steamers).....	1 50 "

Half of said rates when vessel is spoken and services declined.

\$10.00 for removal in either harbor.

Foreign Tugs over 80 tons pay $\frac{1}{2}$ pilotage outwards, whether spoken or not.

Vessels proceeding from Victoria to Esquimalt, and vice-versa, and having discharged or received a portion of their cargo in either harbor, and having paid full pilotage into either harbor, if proceeding with the assistance of steam shall pay \$1.50 per foot.

Towage from Royal Roads or Esquimalt to Victoria Harbor, from \$50.00 to \$75.00.