

TRANSPORTING.

If any Pilot shall be employed in the removal of any Steamer within the Port or Harbor of St. John from any mooring ground to any wharf, or from any wharf to any mooring ground, or from any wharf to another wharf, and such Pilot shall see the said Steamer properly secured or moored, he shall be entitled to demand and receive for such service as follows: Provided always, that if on the arrival of any Steamer into the Harbor of St. John, circumstances prevent such Steamer from being placed on the mooring ground or at the berth intended by the master, owner or consignee of such Steamer, it shall be the duty of the Pilot piloting such Steamer inwards to pilot the same when being removed to such mooring ground or berth, if such removal takes place within twenty-four hours after the arrival of such Steamer as aforesaid, without extra charge for the same: For all Steamers not over 100 tons, \$2.00; over 100 tons and not exceeding 200, \$2.50; over 200 tons and not exceeding 300, \$3.75; over 300 tons and not exceeding 400 tons, \$5.00; and 30 cents additional for every fifty tons such Steamer shall measure over 400 tons. It being understood if a Steamer drop two anchors in the Harbor on arrival, she is considered moored, and any removal is a transportation.

Boarding Districts and Rates of Pilotage for the Piloting of vessels into that part of the District of St. John called the Harbor of Musquash are as follows: Nos. 1 and 2 of the Port or Harbor of St. John shall be No. 1 District of the Harbor of Musquash, and Districts Nos. 3, 4, and 5, of the said Harbor of St. John shall be Nos. 2, 3, and 4 of the Harbor of Musquash. That the rate of Pilotage inwards into the Harbor of Musquash shall be: For No. 1 District, one dollar and seventy-five cents per foot draft of water, and twenty-five cents additional per foot each District boarded beyond the said first District.

The Pilotage outwards within the First District shall be \$1 per foot.

The following vessels are exempted from compulsory pilotage: All vessels registered in the Dominion of Canada, 125 tons and under, and all vessels outward bound beyond the First District.

EXTRACTS FROM BY-LAWS.

Section 7.—The Pilot piloting a vessel from sea shall be entitled to pilot her to sea when she next leaves port, and should the master, or owner require the services of the pilot down the Bay of Fundy, to perform this service as well, unless in either case on complaint of the master, owner or agent of the said vessel, the Pilotage Authorities direct otherwise, and in case the master of such vessel shall engage any other person to pilot his vessel down the Bay, he shall be liable to pay to the Pilotage Authorities the full pilotage dues for such service, for the benefit of the pilot so entitled, and shall also be subject to a penalty not exceeding forty dollars.

Section 2.—Provided always, that it shall be at the option of the Pilotage Authorities to license such persons for the first year after passing such examination to pilot only vessels not exceeding 500 tons register nor 12 feet draft water.

The following are Licensed Pilots: Thos. Traynor, Richard Cline, J. L. C. Sherrard, John Sproul, Geo. P. Mulherrin, Samuel Ruthford, Daniel Mulherrin, James S. Spears, James McPartland, Charles Daley, James Reed, jr., Richard Scott, John Scott, Samuel L. Sutton, Wm. Millar, Henry Thomas, James Doyle, Alfred Cline, James Murray, Wm. Quinn, Patrick Conlin, John Thomas, Henry Spears, E. J. Fletcher, Bartholomew Rogers, John Spears (3rd), William Scott, Patrick Traynor, Robert Thomas, Thos. John Stone, Joseph Doherty, Wm. Lahey, James Casserley, James E. Mantle, John Spears (2nd), Philip Geo. Doody, James Bennett, Martin Spears, John McNulty, for Musquash.