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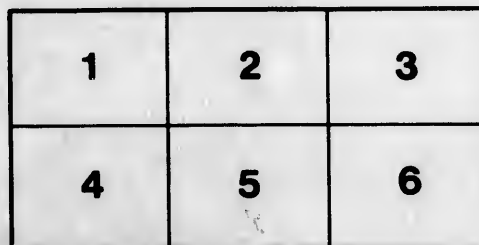
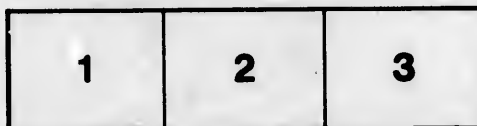
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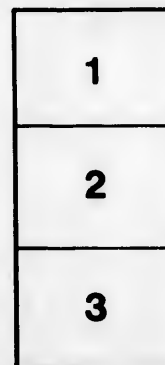
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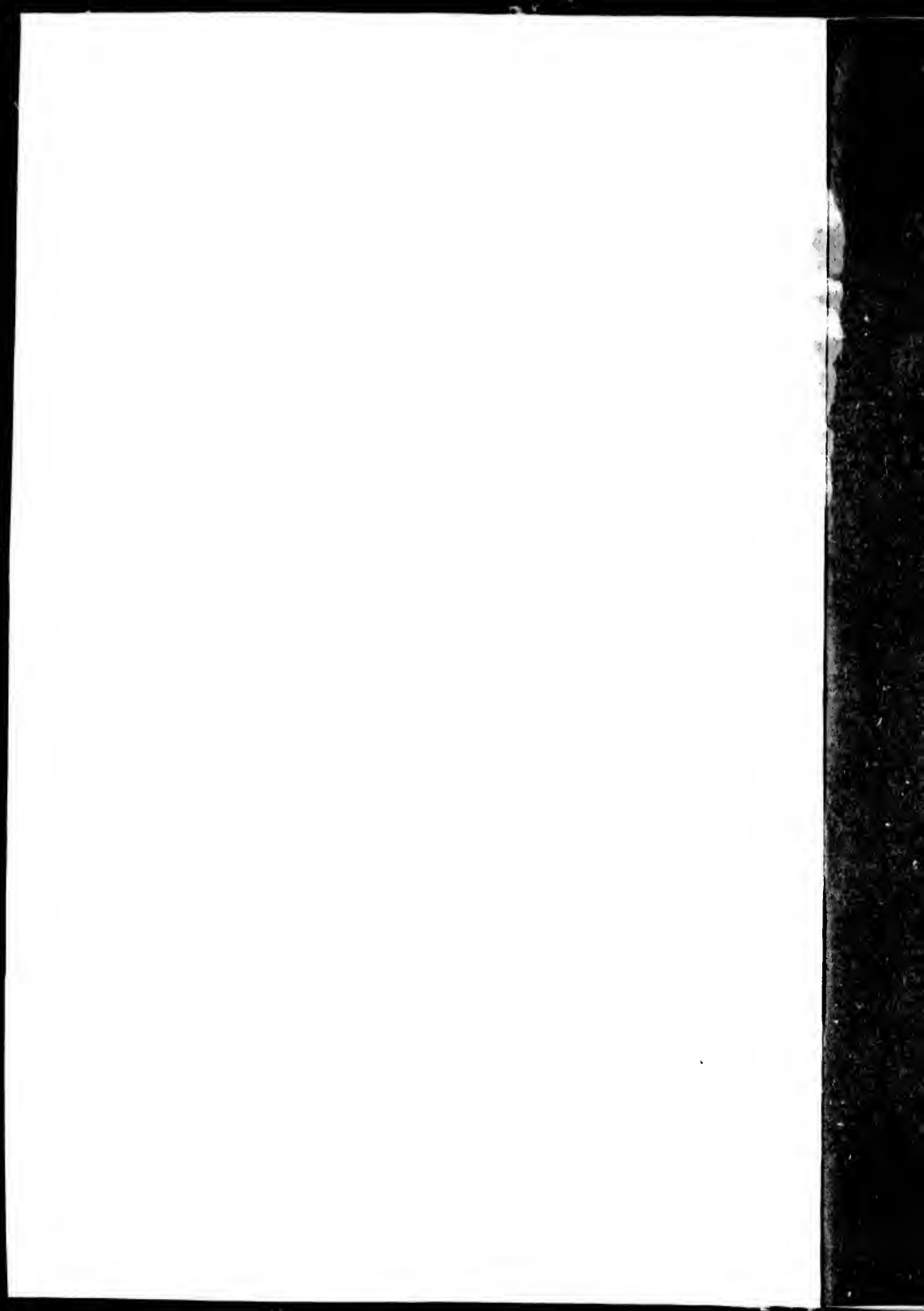
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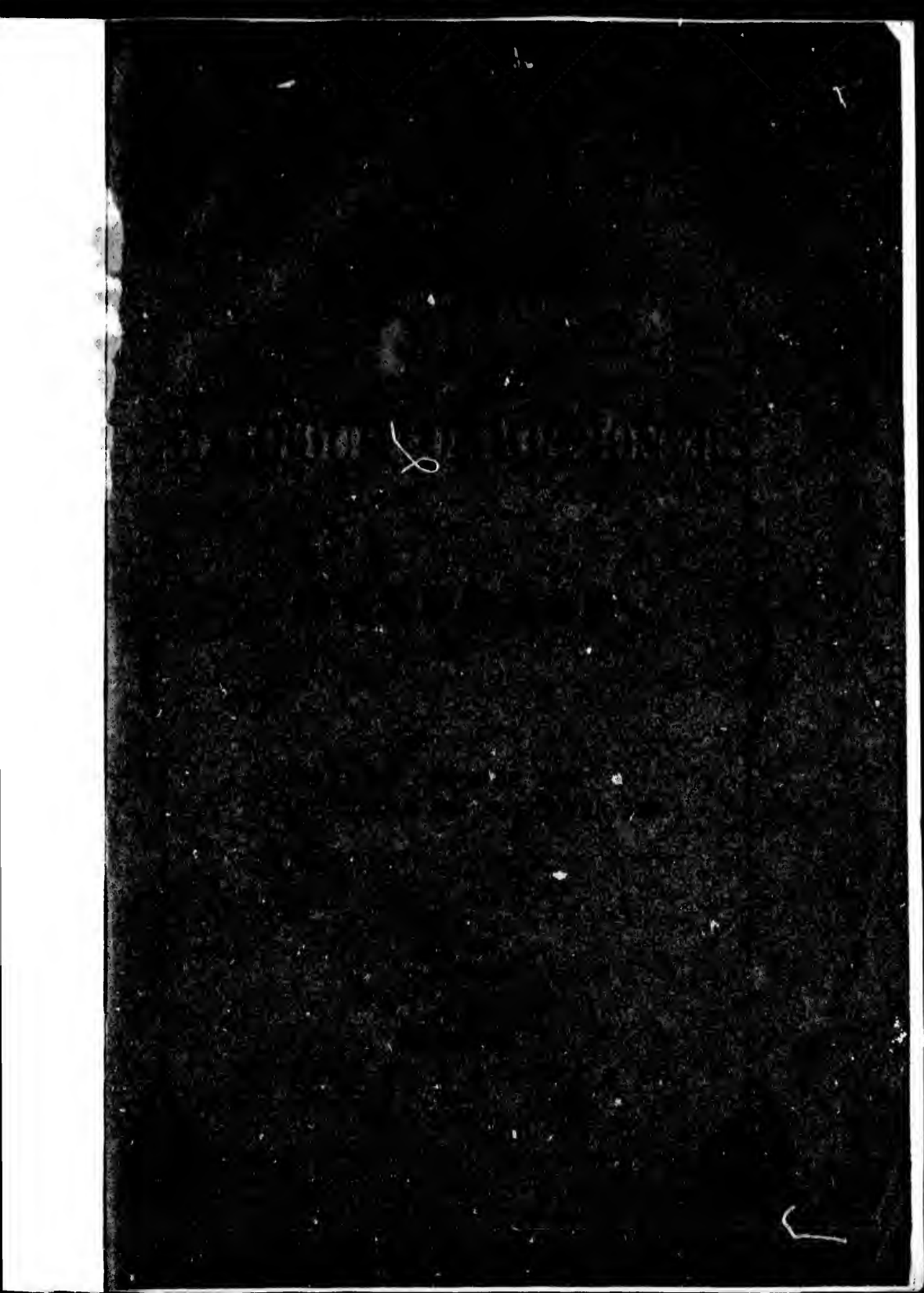
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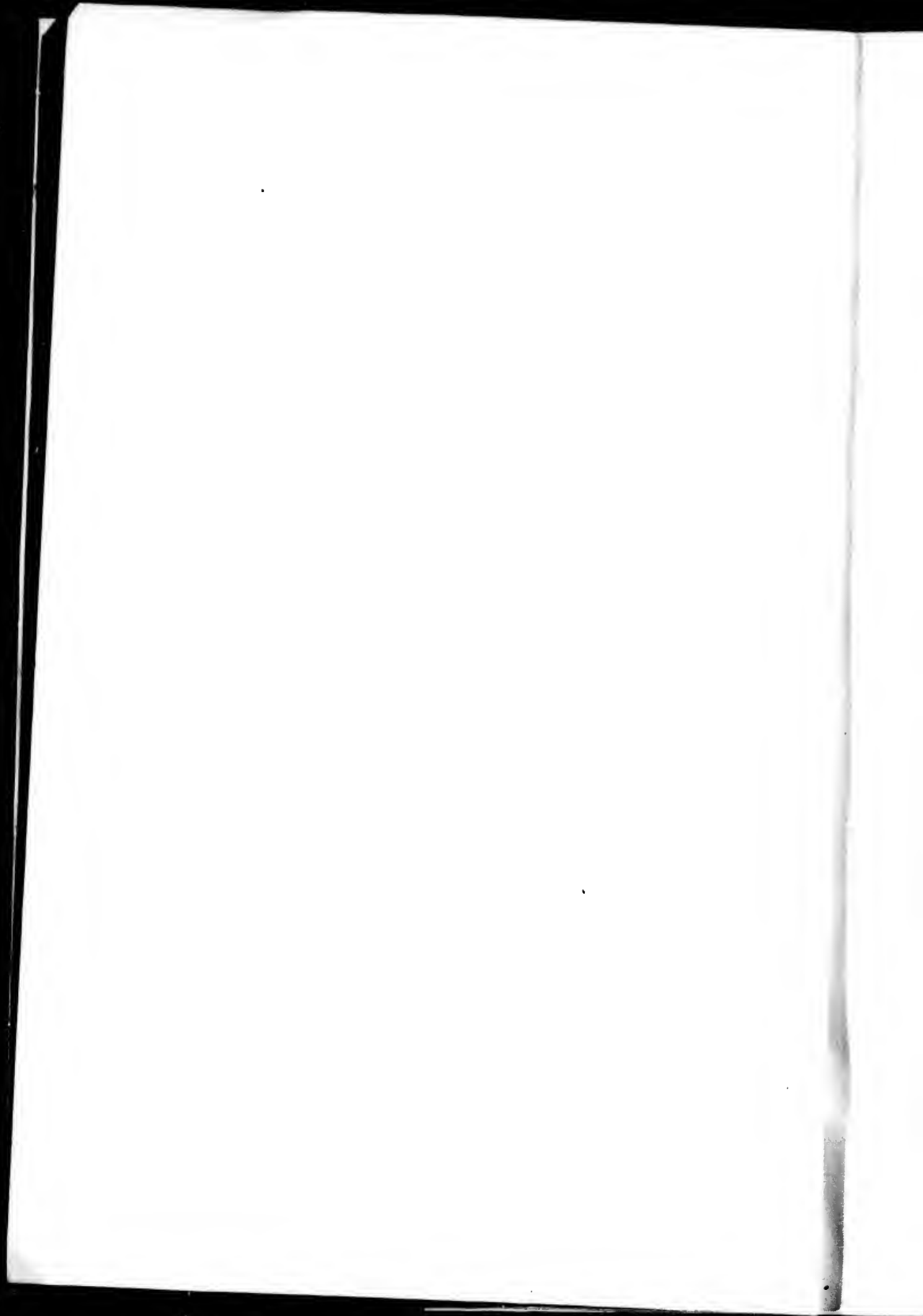
BY-LAWS
OF THE
HARBOUR COMMISSIONERS
OF
MONTREAL.

PASSED 26th OCTOBER, 1855.

SANCTIONED, 28th NOVEMBER, 1855.

Montreal :
PRINTED BY J. STARKE & CO.

1856.



BY-LAWS
PASSED BY THE
HARBOUR COMMISSIONERS
OF MONTREAL,

AT A MEETING DULY HELD AT THE CITY OF MONTREAL, ON THE TWENTY-SIXTH DAY OF OCTOBER, ONE THOUSAND EIGHT HUNDRED AND FIFTY-FIVE, UNDER THE AUTHORITY OF AN ACT PASSED BY THE LEGISLATURE OF CANADA, IN THE EIGHTEENTH YEAR OF HER MAJESTY'S REIGN, CHAPTERED ONE HUNDRED AND FORTY-THREE, AND INTITULED :

*" An Act to provide for the management and improvement
" of the Harbou. of Montreal, and the deepening of the
" Ship Channel between the said Harbour and the Port of
" Quebec, and to repeal the Act now in force for the said
" purposes."*

BOARD REGULATIONS.

Article 1.—A Chairman shall be elected annually, on the first Monday in January, to hold office for the current year: provided always, however, that such election may be held on any other day by agreement after due notice thereof has been given.

Article 2.—The Chairman shall preside at all Meetings of the Board, and shall have authority to maintain order and regularity.

Article 3.—The Chairman shall Sign all Checks and other Documents whatever on behalf of the Corporation, excepting Debentures which shall be signed by not less than three of the Commissioners: but no Check, Debenture, or other Document shall be valid until countersigned or endorsed by the Secretary.

Article 4.—Should the Chairman be unable to attend to his duties at any time one of his colleagues shall fulfil the functions of Chairman pro. tem.

Article 5.—Any three Commissioners shall be a quorum for the despatch of business.

Article 6.—The Corporation shall have no dealings of any kind with any of its Members; nor shall any Member thereof be concerned directly or indirectly in any contract that may hereafter be entered into, appertaining to the works that may be carried on in the Harbour or in Lake St. Peter; but all such transactions shall hereafter be conducted by and through the Secretary, with the approval of the Board.

HARBOUR REGULATIONS.

Masters of vessels to report at the Harbour Master's Office on arrival.

Article 7.—The Master or person in charge, of every vessel arriving in the harbour (except such vessels as are exempted by law) shall without delay and before he shall break bulk, make and deliver at the Harbour Master or Wharfinger's Office, a report in writing signed and certified by him of the arrival thereof, and of his vessel's cargo and her draft of water, and pay all dues thereon to the officer appointed to receive the same, under a penalty of Five Pounds, and should he omit any part of his vessel's cargo from said report, or put a false value thereon, or report falsely as to the weight or measurement of said cargo, or of his vessels draft of water, he shall be subject to a penalty of Five Pounds.

No vessel to leave without clearing.

Article 8.—No vessel shall leave the harbour (save only such as are excepted by law,) until the Master or person in charge thereof, has made a full and correct report in writing, signed and certified by him, of her outward cargo and draft of water, under the penalties provided by the statute in such case made and provided; and no vessel shall leave the harbour until all dues thereon are paid according to law, under a penalty of Five Pounds.

Article 9.—The Harbour Master shall assign a berth to every vessel arriving in the harbour, in the order in which they shall be reported after arrival, provided however, that a vessel with cargo, shall have precedence of a vessel in ballast, or of one taking in cargo, except when another berth to enable the loading vessel to complete her cargo, cannot be assigned to her.

Harbour Master to assign berths.

Article 10.—All vessels lying in the harbour, or at the wharves, shall be placed in such manner as the Harbour Master shall direct, and shall be subject to his orders in regard to mooring, fastening, moving or shifting, and in regard to the extent of accommodation masters or persons in charge thereof, may require from each other.

Harbour Master to place vessels, &c.

Article 11.—Vessels arriving in the harbour with cargo shall be allowed for unloading as follows :—

Working days allowed for unloading and loading.

Two working days, for fifty tons of cargo, or less than fifty tons.

Three working days, for over fifty tons of cargo, and not exceeding one hundred tons.

One working day, additional, for every fifty tons of cargo exceeding one hundred tons.

AND FOR LOADING :

One working day for fifty tons or under.

Two working days, over fifty tons, and under one hundred tons.

One working day, additional, for every eighty tons of cargo exceeding one hundred tons.

Provided always that vessels that shall be discharged, or loaded, in a shorter time, or that shall have ceased discharging or loading from any cause, shall not be entitled to retain their berths, should the Harbour Master see fit to order them to remove.

Proviso as to removing vessels.

Article 12.—Rafts or cribs shall not occupy berths in the harbour above the Victoria pier, or be anchored in the stream within the limits of the harbour.

Position assigned rafts and cribs.

Position assigned vessels
with hay and straw.

Article 13.—Vessels laden in whole or in part with hay or straw, shall not occupy berths higher up in the harbour than at a distance of two hundred feet below the lower pier of the Jacques Cartier basin.

Position assigned vessels
with firewood, boards,
&c.

Article 14.—Vessels with firewood, boards, plank deals, staves or tanner's bark, shall not be berthed higher up in the harbour than the lower side of the pier forming the lower end of the King's basin.

Vessels loading timber
subject to removal.

Article 15.—Vessels loading timber shall be subject at all times to be removed by order of the Harbour Master from the berths or moorings, which they may occupy, to other berths or moorings, or to any other part of the harbour specially appointed for the loading of vessels with timber, as circumstances or the public convenience may require.

Anchorage of vessels and
rafts in harbour of Mont-
real.

Article 16.—Vessels shall not anchor in any part of the river within the limits of the harbour, so as to prevent a free and uninterrupted passage for all other vessels, or a free and safe access to, or egress from the Lachine canal, or any wharf at which vessels are accustomed to take berths.

Fastening of vessels for
hauling in or out.

Article 17.—No hawser or rope shall be run or fastened across any part of the harbour, excepting for the express purpose of hauling a vessel in or out immediately, or for the purpose of hauling a vessel off the ground, in which cases the hawser or rope shall be slackened in order to give a free and uninterrupted passage to any other vessel that may require to pass.

No vessel to have an an-
chor out whilst lying at
any wharf.

Article 18.—Vessels lying at any wharf, or within a tier, within the limits of the harbour, shall not have an anchor out, except for the immediate purpose of hauling in or out, or of mooring in some other part of the harbour.

Shore fastenings to be at-
tached to rings or posts.

Article 19.—The shore fastenings of every vessel within the harbour, shall be attached to the rings placed on the outer edges of the wharves or to mooring posts, and shall not in any manner cross or traverse the said wharves.

Article 20.—The master or person in charge of any vessel to which any other vessel may be made fast by any rope, hawser or chain, within the limits of the harbour, who shall cut or cast off, or cause or permit to be cut or cast off, any such rope, hawser or chain, without giving notice to the master or person in charge of the vessel so made fast, shall incur a penalty of Five Pounds.

Pastenings of vessels not to be cast off without notice.

Article 21.—All vessels lying at the wharves within the harbour shall have their yards topped up, their booms and out riggers rigged in, their jib-booms rigged in as far as practicable, their studding sail boom irons taken off, their sprit-sail yards laid fore and aft, and their anchor secured, so as to avoid doing damages to other vessels.

Vessels lying at any of the wharves to avoid doing damage to other vessels.

Article 22.—The master or person in charge of any vessel lying alongside of any of the wharves, or adjoining to any other vessel, shall cause her hatchways to be securely and completely covered with hatches or gratings immediately after the work of loading, or unloading, as the case may be, shall have been finished for the day, and shall cause the same to remain so covered until the time when the work may recommence in the morning.

Hatchways of vessels to be covered with hatches or gratings.

Article 23.—A free and unincumbered passage over the decks of vessels, lying nearest to any wharf, shall be allowed to all persons, as well for the purpose of unloading or loading, as for the purpose of communication between the shore and the outside vessels: provided always that the outside vessels shall have gangways of their own, to the shore, across the vessels nearest the wharf.

A free passage allowed over the decks of vessels in the same tier.

Article 24.—Masters or persons in charge of vessels in the harbour shall keep their colors flying at all times between sun-rise and sun-set, until the arrival of such vessel shall have been reported at the Harbour Master's office, and a berth allotted.

Colors to be shown until vessel be reported.

Article 25.—Masters or persons in charge of vessels lying within the harbour may have fires for cooking their provisions on board their respective vessels from sun-rise to sun-set, but at no other time, on the

Lights and fires on board vessels, when and where they may be kept.

decks of such vessels, provided that such fire shall be made in close cambooses, of iron or other metal, or of brick or stone: and any master or person in charge of any decked vessel may have a fire under deck in a stove of metal, brick or stone, that can be closely shut up and easily attended to; but any master or person in charge who shall have a fire made at any other time, or in any other manner than is hereby allowed, shall incur a penalty of Five Pounds: and no light shall be allowed on board any vessel whilst lying in the harbour after the hour of ten at night, except in the cabin, when a person must be in attendance, and also in the case of vessels actually loading or unloading: provided always, that any steamer with a watch on board may make the necessary fires for generating steam, and that any vessel arriving or departing at night may use lights.

Boiling of tar, pitch, &c.

Article 26—No person whatsoever shall boil or heat tar, pitch, turpentine, rosin or grease, or cause the same to be boiled or heated for grading or breaming vessels, or for any other purpose, in any vessels or any part of the wharves or jetties except in such places as the Harbour Master may point out, under a penalty of Five Pounds; and in every case a proper person must be placed in charge of the pot or kettle in which the same may be boiling or heating, provided with a shovel and a sufficient cover for instantly extinguishing any fire that may be caused by the ignition of the combustible matter, and for extinguishing completely the original fire, when the purpose for which it was kindled shall be accomplished, under a further like penalty; and no vessel shall be graded or breamed without the permission of the Harbour Master, under a like penalty: said penalties to be levied upon and from the master, owner or person in charge of the vessel from which the offence originated, or upon and from the person actually offending at the option of the said Commissioners.

Vessels to have good stages.

Article 27.—Vessels loading or unloading, whether on the wharves or into lighters, shall have a good tight stage or spout in order to prevent any portion of their cargo from falling into the water.

Article 28.—Vessels moving within the Harbour shall, in meeting, take the starboard side.

Vessels meeting to take the starboard side.

Article 29.—No person shall make or dress any masts or spars, or do any carpenter's work on any of the wharves, except with the Harbour Master's permission, and on such places as he shall point out, but the Harbour Master may grant leave to masters or persons in charge of vessels to have a reasonable quantity of staves, boards, planks, oars and handspikes, piled alongside such vessels for shipment, and also to place their water-casks on the wharves, as he may direct.

No carpenter's work to be done on the wharves without permission.

Article 30.—If any floating light, light-house, buoy, beacon or any other mark, placed or to be placed in any part of the Harbour, or on the land, within the jurisdiction and under the authority of the Harbour Commissioners of Montreal, shall be removed, carried away or destroyed, by any vessel raft or vehicle whatsoever, the master, owner, or person in charge of such vessel, or of such raft, shall within forty-eight hours, replace the same at his proper cost and charges, under a penalty of Five Pounds for every twenty-four hours the same shall not be replaced.

Lights, buoys, &c., removed or destroyed to be replaced.

Article 31.—Goods or cargo of any kind or ballast landed from any vessel, or placed upon the wharves or beach to be shipped on board of any vessel, shall not be allowed to remain on the wharves or beach longer than twenty-four hours after being landed or placed there, under a penalty against the owner, consignee, agent, or shipper thereof, of Five Pounds for every twenty-four hours the same shall remain on the wharf after notice to remove has been given: provided, however, that it shall be lawful for the Harbour Commissioners or their authorized Agent to remove the same in twelve hours after said notice, if they or he see fit to do so, and to hold the same at the risk of the owner or agent thereof, until all charges and penalties incurred thereon shall be paid.

Cargo landed not to remain on the wharf longer than 24 hours.

Proviso as to removal.

Vessels with oysters to have gangways.

Article 32—Vessels with oysters on board, shall have in use, for unloading, a planked gangway of at least three feet in width, nor shall any oyster shells be suffered to fall or be thrown into the harbour from such vessels under any pretext whatever.

Harbour Master to cut away fastenings of vessels refusing to remove.

Article 33—Should the master, owner or person in charge of any vessel whatsoever, refuse to remove such vessel on being ordered to do so by the Harbour Master, it shall be lawful for said Harbour Master to cast off, or cut away the hawsers or other fastenings of the vessel so refusing to move, or to cut away any ring or post to which such hawsers or other fastenings may be attached; and the owner or person in charge of such vessel, shall moreover incur a penalty of Five Pounds for each and every such offence and shall also be bound to pay to the said Harbour Commissioners the damage caused to the said harbour, wharf, or wharves, by the cutting away of such ring or post: such damage to be recoverable by ordinary action at Law.

Ballast, ashes, &c. not to be thrown into the Harbour or channel.

Article 34.—The master or person in charge of any vessel from which any ballast, coals, ashes, cinders, or other thing whatsoever, shall be thrown into the harbour, shall incur a penalty of Five Pounds for each and every offence; and any person who shall throw into any part of the harbour, any thing whatsoever, by which the harbour may be injured, or the navigation thereof impeded, shall incur a penalty of Five Pounds, for each and every offence.

Rubbish, &c., to be carted away.

Article 35.—Rubbish or refuse matter, landed from any vessel, if exceeding a cart load, shall be carted away immediately, by the master or person in charge thereof; under a penalty of Five Pounds against said master or person in charge.

Prohibition to deposit rubbish, &c., except under certain conditions.

Article 36—Any person or persons who shall place, pile or deposit any stones, dirt, rubbish, snow, ice, or other matter whatsoever, upon the revetment wall, or upon any of the wharves, or upon the beach, or upon the ice, in winter, except in the latter case in such place as may be designated

and authorized by the Harbour Master, shall incur a penalty of Five Pounds ; and persons who shall have so laid or placed any rubbish or refuse matter, shall remove the same within twenty-four hours, under a further like penalty ; and shall incur a further like penalty for every twenty-four hours during which the same shall so remain ; and any person carrying away, destroying or injuring any of the pickets, branches or other marks placed on the ice for the purpose of designating the limits within or around which such rubbish, snow or ice may be deposited, shall incur a penalty of Five Pounds.

Article 37.—Boards, planks, oars, staves, fire-wood and all lumber whatsoever, landed on any part of the wharves or on the beach of the harbour, shall be conveyed away, as fast as the same shall be landed, under a penalty against the owner, agent or person in charge thereof, of Five Pounds, for each and every offence ; and a further like penalty for every twenty-four hours such articles shall not be conveyed away, after the Harbour Master shall have given his directions to do so : provided however, that it shall be lawful for the Harbour Commissioners or their authorized agent, to remove the same if they or he see fit, in twelve hours after said notice, and to hold the same at the risk of the owner, agent or consignee thereof, until all charges and penalties incurred thereon shall be paid.

Boards, planks, firewood, &c. to be carted away.

Proviso as to removal.

Article 38.—Rafts or cribs loaded with boards, planks, fire-wood or other lumber, shall not be permitted to remain in the berths assigned to them, unless the owners, masters, or persons in charge thereof, shall commence immediately after entering the berths to unload and land such lumber, and three working days only shall be allowed for unloading and landing.

Rafts to unload as soon as berthed.

Article 39.—Cribs or rafts shall not remain attached or secured to any part of the beach, or wharves of the harbour, so as to prevent the entry or departure of other vessels ; and it shall be the

Cribs attached to beach or wharf not to obstruct navigation.

duty of the Harbour Master to cut adrift any crib or raft obstructing the free ingress or egress of other vessels, at the risk and cost of the owner or owners thereof.

Boards, planks, &c., removed, to be sold.

Article 40.—All goods, lumber, fire-wood or merchandise whatsoever, removed by order of the Harbour Commissioners or their authorized agent, which shall not be redeemed within thirty days, from the date of removal, shall be sold by public auction for the benefit of whom it may concern, and the proceeds thereof, less all charges and penalties thereon, shall be paid over, to the owners thereof, on due application being made for the same.

Thoroughfare not to be obstructed.

Article 41.—Any goods placed on the wharves or beach, so as to obstruct the thoroughfare thereon, may be removed forthwith by order of the Harbour Master, if he deem the same necessary, and they shall be held at the risk and cost of the owner thereof, until all charges thereon are paid; and if they are not redeemed within thirty days they may be sold by auction as provided by article No. Forty.

Boards planks, &c., to be landed below the King's basin.

Article 42.—No person shall place, lay, or pile upon any of the wharves, above the lower end of the King's basin, any boards, blanks, staves, masts, or other articles, except for shipment, (and then, not for a longer period than twenty-four hours, unless under permission from the Harbour Master,) under a penalty of Five Pounds; and a further like penalty for every subsequent twenty-four hours they shall not be removed after the Harbour Master shall have ordered their removal.

Firewood may be piled under revetment on certain terms.

Article 43.—Fire-wood landed in the harbour may be piled for five days under the revetment wall, on receiving a "permit" from the wharfinger for said purpose, subject to a charge of six pence per cord for said five days, payable on receipt of the "permit"; but such firewood, must be removed within twenty-four hours thereafter, under a penalty of Five Pounds.

Article 44.—The tonnage of each and every river craft entering the harbour shall be cut into the face of the foreside of the beam forming the afterpart of the main hatch, and visible from the deck, in figures not less than four inches in length, under a penalty of Five Pounds, recoverable against the master, owner or person in charge thereof.

Tonnage of river craft to be cut into beam of after part of main hatch.

Article 45.—Steam-vessels within the harbour (those using coal for generating steam excepted,) shall have wire caps over their chimnies, (the interstices of which shall not be more than one-quarter of an inch square,) fitted so as to prevent sparks issuing therefrom while lying at any wharf, or when approaching or leaving the shore, or when towing any vessel within the harbour.

Steamers to have caps to their chimnies.

Article 46.—Every steam-vessel, while under weigh at night within the harbour, shall carry a bright red light at the bow, and a bright white light at an elevation of twenty feet above the main deck, on a mast before or near to the steering house forward, both of which to be carried so as to be distinctly visible to vessels ahead when coming up the river; and two bright red lights five feet apart, horizontal likewise at the bow, and a bright white light at an elevation of twenty feet above the main deck, on a mast before or near the steering house forward, which said three lights shall be distinctly visible to vessels ahead when going down the river, under a penalty of Five Pounds to be recovered from the master, person in charge, owner or agent of such steam-vessel, for each and every deviation therefrom.

Steamers under weigh at night to carry lights.

Article 47.—Any vessel aground at night within the harbour, shall show three bright white lights over that side or end of the vessel on which other vessels should pass, under a penalty of Five Pounds, to be recovered from the master, or person in charge, owner or agent of such vessel for each and every offence.

Vessels aground at night to show lights.

Article 48.—When two or more steam-vessels, of unequal speed, shall be pursuing the same course within the harbour, the slower vessel, if ahead, shall

Steamers pursuing the same course, the slower one if ahead, to let the other pass.

draw to the left to allow the one astern to pass on the starboard side, under a penalty of Five Pounds, to be recovered from the master, or person in charge thereof.

Ashes, Cinders, &c., deposited by steamers on wharves to be removed four hours after deposit.

Article 49.—Cinders or ashes deposited on any of the wharves of the harbour, from any steam-vessel, shall be removed within four hours from the hour they are so deposited, under a penalty of Five Pounds, against the master or person in charge of such steam-vessel.

Steamers to reduce their speed.

Article 50.—Every steam-vessel, whilst navigating within the harbour, above the Victoria Pier, shall reduce her rate of sailing, to not exceeding half speed.

Steamers to occupy such berths only as shall be allotted to them.

Article 51.—Steam-vessels entering the harbour, shall occupy such berths as shall be allotted to them by the Harbour Master, and no other vessel whatsoever shall occupy the berths so allotted and set apart.

Steamers to be provided with good gangways.

Article 52.—Every steam-vessel resorting to any of the wharves in the harbour, or to any landing place within the limits of the same, shall be provided with a good and sufficient gangway from the vessel to the wharf, with ridge ropes on both sides, supported by wood or iron stanchions not less than three feet high, for the use of persons going and coming from on board such steam-vessel; and on dark nights a light shall be placed in the said vessel, near the gangway, so that the gangway may be seen clearly from the wharf and vessel, under a penalty against the master or person in charge, of Five Pounds, for each and every breach of this article.

Anchorage, berths or wharves for steamers with sick emigrants to be designated.

Article 53.—During the prevalence of any Epidemic, or when there shall be cause to apprehend the spread of infectious disease, every steamer or other vessel having on board more than twenty passengers, shall proceed, if notified by the Harbour Master to do so, to such anchorage, berth or wharf as shall have been previously designated and set apart, by public advertisement, after one insertion in

one or more newspapers printed in the City of Montreal, and the said steam or other vessel, shall remain moored or fastened as aforesaid, until after all such passengers shall have been landed, and the decks and fore-cabin shall have been washed, under a penalty of Five Pounds, for each and every deviation from this article or any part thereof, recoverable from the master, owner, agent or person in charge of such steam or other vessel.

Article 54.—Any person driving a horse or horses on any of the wharves, or any of the ramps leading to the wharves, at a quicker motion than a walk, shall incur a penalty of Five Pounds; and all carts, trucks and other vehicles going to or coming from any vessel in the harbour, shall take the ramp nearest to such vessels, under a further like penalty against the persons in charge thereof.

Vehicles on wharves are not to be driven at a rate quicker than a walk and shall take the ramp nearest to or from which they are going.

Article 55.—No omnibus, cab, caleche, truck, cart or vehicle whatsoever, shall, on the approach to, or arrival at, either of the piers of the Jacques Cartier basin, of any steam-vessel, and during the landing of the passengers by such steam-vessel, be permitted to stand or remain on the said piers.

No vehicles to stand on the Jacques Cartier piers on arrival or departure of any steam-vessel.

Article 56.—No omnibus, cab, caleche, cart, truck or vehicle whatsoever, shall stand or remain on the wharf in front of any steam vessel, or on any ramp leading to such wharf on the arrival or departure of any steam or other vessel, but the entire space between the whole length of said steam or other vessel and the revetment wall, shall be left free and unobstructed by such vehicles, both previous to and after the arrival of such vessel.

No vehicles to stand on the wharves opposite any steam vessel on arrival or departure.

Article 57.—No omnibus, cab, caleche, cart, truck or vehicle whatsoever, shall stand or remain on the Island wharf, on the arrival or departure of the steam ferry boats, within ten feet of the shed or storehouse erected by the Champlain and St. Lawrence Railroad Company, nor shall they stand or remain on the said wharf so as to obstruct or impede the passage or way, to or from the gates of the said shed or storehouse, nor shall they stand or remain on any part of the wharves or beach, except when they are there on business.

Vehicles not to approach within 10 feet of the shed on Island wharf, or impede passengers.

Carts to stand near
their horses.

Article 58.—Every person in charge of a horse, horses or vehicle shall remain near the said horse or horses, except when he is loading or discharging said vehicle.

Watergauge to be con-
spicuously marked on
every vessel.

Article 59.—Every vessel entering the harbour, shall have a watergauge marked conspicuously and accurately on her stem and stern; otherwise the master, owner, or person in charge thereof, shall be bound to satisfy the Harbour Master by other satisfactory means of the draft of water of said vessel on his application to that effect.

Ice shall not be cut.

Article 60.—No person shall cut or otherwise make holes in the ice within the limits of the Harbour, without permission from the Harbour Master to do so.

Gunpowder Wharf des-
ignated.

Article 61.—No vessel having a larger quantity than twenty-five pounds weight of Gunpowder on board, shall come to anchor or otherwise remain in the Harbour of Montreal, higher up the River St. Lawrence than the wharf commonly known as "Gilbert's Wharf," situate in the said harbour, under a penalty against the master or person in charge of such vessel of Five Pounds; and a further like penalty against such master or person for every hour such vessel shall remain in the harbour, higher up the said River St. Lawrence than the said wharf, after the Harbour Master, or any other person thereunto duly authorized by the said Commissioners, shall have ordered the removal of such vessel.

Vessels with Gunpowder
may sail through the har-
bour under certain con-
ditions.

Article 62.—No vessel having Gunpowder on board shall sail through the Harbour of Montreal, or come to anchor, or moor, or otherwise stop therein, unless the powder be under deck or carefully and completely covered with oil cloth, tarpauling, or other suitable covering, under a penalty of Five Pounds against the master or person in charge of such vessel.

How Gunpowder shall
be landed.

Article 63.—Gunpowder shall be landed or shipped in the Harbour of Montreal, at Gilbert's wharf only, and the landing or shipping thereof shall be

conducted in the following manner :—

One cart load only, shall be landed at a time, and none whatever, shall be landed, unless there be on the wharf a suitable vehicle to receive the powder so landed, and to convey it away as soon as landed, under a penalty of Five Pounds, against the master or person in charge of the vessel ; and any Carter or person in charge of such vehicle who shall fail to remove the same, immediately, on its being so loaded with gunpowder, shall incur a penalty of Five Pounds.

Article 64.—The Master or person in charge of any vessel, may land or cause to be landed, gunpowder in open boats, at the aforesaid "Gilbert's wharf," provided that it be completely covered with tarpauling or other suitable covering, and provided further, that no smoking or fire of any kind be permitted on board thereof, under a penalty for the violation or neglect of these provisions, or either of them, of Five Pounds.

Gunpowder may be landed in open boats.

Article 65.—In the shipping of gunpowder, the preceding regulations shall be observed, so far as applicable thereto, and under the same penalties.

How Gunpowder shall be shipped.

Article 66.—No person or persons shall interfere with the Harbour Master, or with any persons acting under his orders or supervision, while in the execution of the duties prescribed to him by the By-Laws this day made and passed and hereinbefore contained, either by speech, act, or deed, or shall aid, abet, encourage, prompt, or order any other or others so to do, under a penalty of Five Pounds currency, and imprisonment for sixty days in the Common Gaol of this District, on non payment of such penalty and costs.

No person to interfere with the Harbour Master.

Article 67.—The penalties for the violation, neglect or non-performance of any of the foregoing By-laws or any portion of any of the said By-laws, (except where the penalty is named therein,) shall be as follows :—

Penalties.

First—Against the master, owner or person in charge of any vessel whatsoever, a penalty of Five

Pounds, and a further like penalty for every twenty-four hours that he shall neglect or refuse to comply with the aforesaid By-laws after being required to do so by the Harbour Master.

Second—Against the owner, driver or person in charge of any horse or vehicle, a penalty of Five Pounds for each and every offence against any of the said By-laws, or of any portion of the said By-laws.

Third—Against any other person offending against any of the said By-laws, or of any portion of any of the said By-laws, a penalty of Five Pounds for each and every offence.

Fourth—In every case in which a conviction shall take place for a penalty inflicted under the said By-laws, or under the statute in such case made and provided, the defendant shall be condemned, in default of payment of such penalty within such time as the Court so convicting him shall order, to an imprisonment of sixty days in the Common Gaol of the District of Montreal, provided always, that it shall be lawful for the Harbour Commissioners to remit the whole or any part of any penalty or penalties for which any person may hereafter be convicted under the said By-laws, and the whole or any part of the imprisonment to which any person may be condemned under the said By-laws.

Meaning of certain terms
in foregoing By-Laws.

Article 68.—The word "vessel" when made use of in the foregoing regulations, is to be understood as comprehending and meaning rafts and every other description of floating vessel; the words "working days" are to be understood as comprehending and meaning days on which work can legally be performed: the word "owner" shall comprehend and mean a part owner or owners; the words "Harbour Master" shall comprehend and mean the Deputy Harbour Master also, and the word "Goods" shall be understood as comprehending lumber, firewood, ballast and merchandise of every description together with all kinds of Live Stock.

Article 69—All By-Laws passed by the Harbour Commissioners of Montreal, prior to this date, shall be and are hereby repealed, except so far as they may be necessary to enable the said commissioners to collect any dues or penalties that may have occurred thereunder, or to continue any action at law that may be pending, or to commence or continue, any action at law for offences that occurred since the first day of July last, and except, also, so far as they repealed all By-Laws, Orders, Rules and Regulations made by the Trinity House of Montreal, for the regulation and management of the affairs of the Harbour of Montreal. Other By-Laws repealed

I hereby certify that the foregoing By-Laws were Sanctioned and confirmed by His Excellency, Sir Edmund Walker Head, Governor General of British North America, &c. &c. &c. on the twenty-eighth day of November, 1855, and published in "*The Canada Gazette*," published by authority," on the first day of December, 1855.

ALEX. CLERK,

Secretary.

HARBOUR COMMISSIONERS' OFFICE, }
Montreal, January, 2nd 1856. }

