

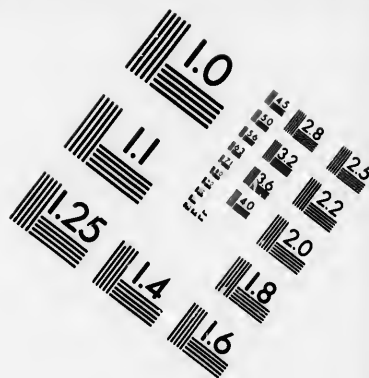
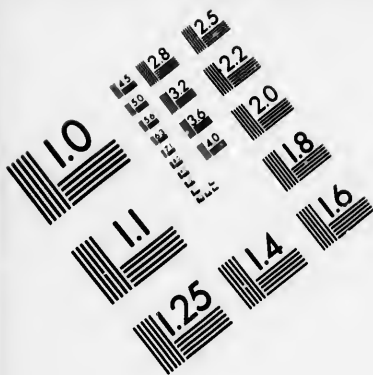
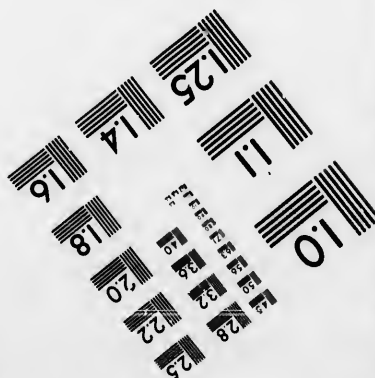
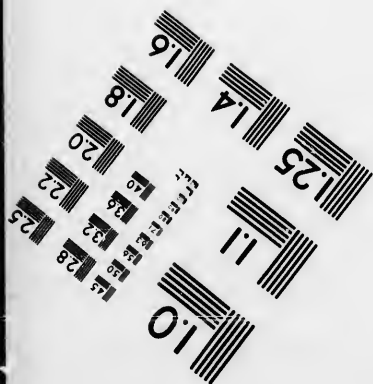
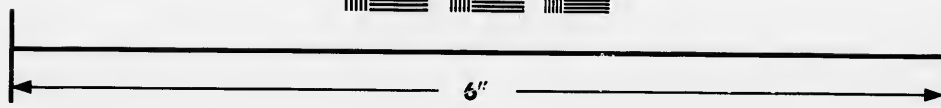
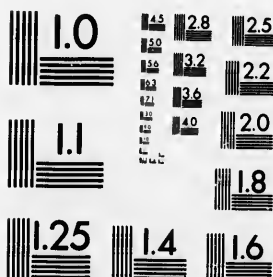


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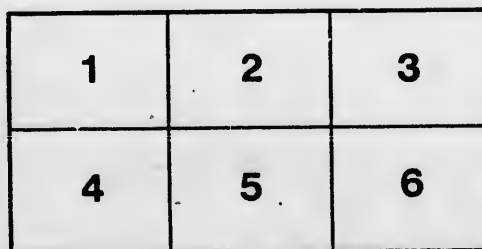
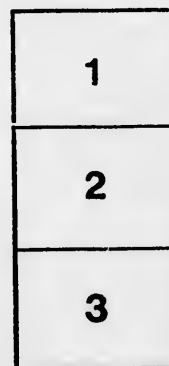
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BY-LAWS
OF THE
HARBOUR COMMISSIONERS
OF
MONTREAL.

PASSED 21st APRIL, 1859.
SANCTIONED, 31st MAY, 1859.

Montreal :

PRINTED BY JAMES STARKE & CO.

1859.

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BY-LAWS

PASSED BY THE

HARBOUR COMMISSIONERS

OF MONTREAL,

AT A MEETING DULY HELD AT THE CITY OF MONTREAL, ON THE TWENTY-FIRST DAY OF APRIL, ONE THOUSAND EIGHT HUNDRED AND FIFTY-NINE.

BOARD REGULATIONS OF THE CORPORATION.

Article 1.—A Chairman shall be elected by the Commissioners from among themselves, annually, on the first Monday in January, or at the earliest convenient period thereafter; and shall hold office till the first Monday in the then ensuing January, or till the election of his successor.

Article 2.—The Chairman shall preside at all Meetings of the Board, and shall have authority to maintain order and regularity; but in his absence one of the Commissioners shall be chosen by vote to perform his duties; and during such absence shall have all the powers hereby conferred upon the Chairman.

Article 3.—All Debentures to be issued by the Commissioners, shall be signed by any three of them; all checks shall be signed by one Commissioner at least; and all deeds and other documents whatsoever, shall be executed by the Chairman; and no debentures, checks, deeds, or other documents shall be binding on the Corporation, unless signed and executed in conformity with this By-law; and then only, provided they are countersigned or endorsed by the Secretary.

Article 4.—Any three Commissioners shall be a quorum for the despatch of business.

Article 5.—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 any works carried on by the Commissioners; but all such transactions shall hereafter be conducted by and through the Secretary, with the approval of the Board.

Article 6.—No person or persons shall, by act, word or deed, interfere with, obstruct or impede the Harbour Master, or any person or persons acting under his orders or supervision, or any officer, person or persons appointed by or acting under the orders of the Harbour Commissioners, while in the execution of his or their duties respectively; or shall aid, abet, encourage, prompt or order any other person or persons so to do.

ARRIVAL OF VESSELS.

Vessels to report at the Wharfingers Office on arrival.

Article 7.—The Master or person in charge of every vessel arriving in the harbour, shall, without delay, and before he shall break bulk, make and deliver at the Wharfinger's Office a true and correct report in writing, signed and certified by him, of the arrival of such vessel, of her cargo, of the value thereof, of her tonnage, and of her draft of water; and shall pay all dues in respect of such vessel and of her cargo, to the Wharfinger; and shall also then pay all arrears of dues, and all penalties then due to the said Corporation in respect of such vessel, or of her cargo, on any previous voyage thereof.

Harbour Master shall place vessels and assign berths.

Article 8.—The Harbour Master shall, according to his discretion, assign to each vessel arriving in the said harbour, the berth it shall occupy; giving precedence however, when practicable, to a vessel with cargo, over a vessel in ballast, or taking in cargo; and shall have power to change such berth from time to time as he

may see fit; and such assignment of a berth may be made by a verbal notice to the Master or person in charge of such vessel; and either on each trip of such vessel, or for the whole business season. And no vessel shall take up or occupy any berth in the said harbour, unless such berth shall have been assigned to her by the Harbour Master: provided always that the Harbour Master do assign a berth to such vessel within twenty-four hours after her arrival in the said harbour.

Article 9.—The colors of every vessel arriving in the said harbour shall be kept flying until the report mentioned in the foregoing By-laws, shall have been made and delivered, as therein provided: and until the Harbour Master shall have allotted a berth to such vessel.

Colors to be shown until vessels reported and berthed.

Article 10.—During the prevalence of any epidemic, or when there shall be cause to apprehend the spread of any infectious or contagious disease, the Harbour Master shall have power to designate and set apart some certain anchorage, wharf, or place, for every steamer or other vessel arriving in the said harbour, having on board more than twenty passengers; where such steamer or vessel shall remain, until such sanitary precautions shall have been used, as shall be appointed in that behalf by a resolution of the Harbour Commissioners; and upon the delivery of a verbal notice of the appointment of such anchorage, wharf, or place, with a copy of such resolution, to the Master or person in charge of such steamer or vessel, either before, or immediately upon its arrival in the said harbour, such steamer or vessel shall forthwith proceed to such anchorage, wharf, or place, and there remain until the terms of such resolution shall have been fully complied with.

Anchorage, or berths for vessels with sickness on board.

Article 11.—Every vessel entering the said harbour shall have a water gauge marked conspicuously and accurately on her stem and stern; and her name painted on the stern, bow, or quarter, so as to be easily discerned from the wharf; and the tonnage of each river

Water gauge, name, and tonnage to be shown on every vessel.

craft entering the said harbour shall be cut into the face of the foreside of the beam, forming the after part of the main hatch, in figures not less than four inches in length, in such a manner as to be visible from the deck.

Conditions under which vessels with Gunpowder may sail through the harbour.

Article 12.—No vessel having more than twenty-five pounds weight of gunpowder on board, shall sail through the said harbour, unless such gunpowder be under deck, or carefully and completely covered with oil cloth, tarpauling or other suitable covering; and no such vessel shall come to anchor, or remain in the said harbour higher up the St. Lawrence than that part of said harbour where the wharf, known as Gilbert's Wharf, formerly stood; and it shall be in the power of the Harbour Commissioners, by a resolution to be passed for that purpose, to prevent such vessel coming to anchor or remaining higher up than any other point below such wharf; which point shall be designated in such resolution.

Steamers to reduce their speed in the harbour.

Article 13.—No steam vessel while within the said harbour above the Victoria pier, shall move at a rate exceeding half her usual speed.

VESSELS LYING IN THE HARBOUR.

All vessels in the harbour, are subject to the Harbour Master's orders.

Article 14.—All vessels in the said harbour shall be under the control of the Harbour Master, so far as regards their position, mooring, fastening, removal, and the extent of accommodation Masters or persons in charge thereof may require from each other; and no person on board or in charge of any vessel in the said harbour, shall disregard or disobey, the orders of the Harbour Master in such respects. And in the event of such refusal or disregard of the orders of the Harbour Master to remove any vessel, it shall be lawful for such Harbour Master to cast off or cut away the hawsers or other fastenings of such vessel, or to cut away any ring or post to which such hawsers or other fastenings may be attached; and in such event, in addition to the penalty hereinafter provided for, the Master or person in charge

of such vessel shall be bound to pay to the said Harbour Commissioners, the damage (if any) caused to the wharf or wharves, by the cutting away of such ring or post.

Article 15.—In the event of the resistance of any person or persons on board of any vessel to the orders of the Harbour Master to remove the same, under the powers conferred upon him by the last preceding section; whether such resistance be active or passive; it shall be lawful for the Harbour Master to take possession of such vessel, and to remove the same; and he shall have the power of employing a sufficient number of men for that purpose at the expense of the Master, owner, or person in charge of such vessel, to aid him in enforcing such removal; and shall have the right to moor, anchor, or make fast, such vessel at such other place as he shall see fit.

Harbour Master may remove any vessel resisting his authority

Article 16.—No raft, crib, raft bottom, or floating timber, shall be or remain attached or secured to any wharf, or to any part of the beach, in said harbour, without the express permission of the Harbour Master; and irrespective of the penalty hereafter provided for, the Harbour Master shall have the power without any notice to any person whomsoever, to cut adrift any raft, crib, raft bottom, or timber, which shall be so attached or secured without his permission; and such raft, crib, raft bottom, or timber so cut adrift shall thereafter continue to be and remain at the proper risk of the owners thereof respectively. And no raft, crib, raft bottom, or timber, shall, under any circumstances whatever, occupy a berth in the said harbour above the Victoria Pier, or be anchored in the stream within the limits of the said harbour.

Rafts, cribs, floating timber, &c., under express control of Harbour Master.

Article 17.—No vessel shall anchor within the limits of the said harbour in such a place or position as to prevent a free and unobstructed passage for all other vessels to and fro in the said harbour; and to and from the Lachine Canal, or any wharf in the said harbour.

Vessels shall not anchor so as to impede passage.

Hawsers and ropes,
how they must be
fastened.

Article 18.—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.

Vessels not to have an
anchor out, unless to
haul out or in.

Article 19.—Vessels lying at any wharf, or within a tier, within the limits of the harbour, shall not have an anchor out, except for the purpose of immediately hauling in or out.

Fastenings of vessels,
how same must be
made fast.

Article 20.—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, or be attached to any lamp post or to any matter or thing on the wharves, other than those specially provided for that purpose.

Vessels at the
wharves to avoid do-
ing damage to each
other.

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

Passage allowed over
decks of vessels lying
in a tier.

Article 22.—When two or more vessels are lying at the same wharf, one outside of another, a free and unincumbered passage over the decks of those nearest the wharf, shall be allowed to those lying outside of them, as well for loading or unloading such outside vessel or vessels, as for the purpose of ordinary communication with the shore; provided such outside vessels have gangways of their own, extending to the wharf over the decks of the vessels nearest thereto.

Article 23.—No Master or other person in charge of, or on board of, any vessel within the said harbour, to which any other vessel shall be made fast by any rope, hawser, or chain, shall cut or cast off such rope, hawser or chain; or cause or permit the same to be cut or cast off, without giving ample and distinct notice of the intention so to do, to the Master or person in charge of the vessel so made fast.

Fastenings of vessels not to be cast off without notice.

Article 24.—Every steam vessel, at any of the wharves in the said harbour, or at any landing place within the limits of the same, shall provide a good and sufficient gangway from such steam vessel to such wharf or landing place; with ridge ropes on both sides, supported by wooden 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 provided by such vessel, shall be placed on every such vessel near such gangway, so that such gangway may be seen clearly from the wharf, and from on board such vessel.

Steamers to have gangways, and lights at night on gangways.

Article 25.—All steam vessels, except those using coal for generating steam, shall, while within the limits of the said harbour, have wire caps fitted over their chimnies so as to prevent sparks issuing therefrom; the interstices of which caps shall not be more than one quarter of an inch square.

Steamers to have wire caps on their chimnies.

Article 26.—Any vessel aground within the said harbour shall shew three bright white lights over that side or end of such vessel, nearest which, other vessels must approach in passing her.

VESSELS LOADING AND UNLOADING.

Article 27.—Rafts or cribs loaded with boards, planks, firewood, or other lumber, shall not be permitted to remain in the berths assigned to them, unless the unloading of the cargo thereof be commenced immediately, and diligently and continuously proceeded

Unloading of firewood, rafts and cribs.

Working days for
loading and unload-
ing.

with, and, when unloading firewood alongside of any wharf, at the rate of not less than twenty-five cords per day.

Article 28.—Vessels arriving in the harbour with cargo shall be allowed for unloading as follows:—

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, for over fifty tons, and under one hundred tons.

One working day additional for every fifty 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: and provided also that on application to that effect the Harbour Master shall have the power, if he sees fit, to extend such time for a further period to be named by him.

Vessels unloading,
must provide good
stages.

Article 29.—Vessels loading or unloading, whether on the wharves, or into lighters, or into any other kinds of vessels, shall have a good tight stage or spout, in order to prevent any portion of their cargo from falling into the water.

All articles not form-
ing part of a cargo,
and boards, planks,
firewood, ballast, &c.,
to be conveyed away
as soon as landed.

Article 30.—Boards, planks, oars, staves, fire wood, and all lumber whatsoever, and all ballast, rubbish, refuse matter, cinders, or ashes, or other things not forming part of the cargo of any vessel, landed on any wharf in the said harbour, or on the beach thereof, shall be conveyed away as fast as landed, by the master or person in charge of the vessel, from on board of which such substances shall have been landed; and a like penalty to that hereinafter provided, for the breach of

the foregoing portion of this By-law, shall be incurred for every period of twenty-four hours during which such effects, or lumber, ballast, rubbish, refuse matter, cinders, ashes, or other substances, shall continue to remain on such wharf or beach, as the case may be, after being landed thereon.

Article 31.—No goods or cargo of any kind (other than of those kinds mentioned in the last foregoing By-law), landed from any vessel; and no goods or cargo, and no ballast, placed upon any wharf in said harbour, or upon the beach thereof, to be shipped on board of any vessel; shall be allowed to remain upon such wharf or beach, for a longer period than twenty-four hours, after being landed or placed there; and a like penalty to that hereinafter provided, for the breach of the foregoing portion of this By-law, shall be incurred for every period of twenty-four hours, during which such goods, cargo or ballast, shall continue to remain upon such wharf or beach, as the case may be, after the expiration of the period of twenty-four hours hereinbefore allowed for their removal; provided always that the water casks belonging to any vessel may be placed upon the wharf at such place, and for such time, as may be fixed by the Harbour Master; but at the expiration of such time shall be held to be within the provisions of the last foregoing By-law.

Time allowed for goods to remain on the wharves.

Vessels' water casks under orders of the Harbour Master.

Article 32.—No goods shall be so placed on any wharf in said harbour, or on the beach thereof, as to obstruct the thoroughfare thereon, under the penalty hereinafter provided for the breach of any By-law, and if so placed shall be removed forthwith by the owner or person in charge thereof, upon the orders of the Harbour Master to that effect, under a further like penalty. And no goods whatever shall be placed upon any wharf, nearer to the edge thereof than eight feet therefrom; and no cattle or live animals shall be allowed to remain on any wharf or beach for a longer period than three hours, and then only under the control and management of competent drivers, and persons in charge thereof.

How goods must be placed on the wharves

Time allowed for cattle on the wharves.

Harbour Master may remove articles remaining on the wharves in contravention of the By-Laws.

Article 33.—In the event of the breach of either of the last three foregoing By-laws, or of any part of either of them, it shall be lawful for the Harbour Master to remove, or cause to be removed, any boards, planks, oars, staves, firewood, lumber, ballast, rubbish, cinders, ashes, or refuse matter, or other thing, not forming part of the cargo of any vessel, or any goods or cargo which shall remain on the wharf or on the beach of said harbour, longer than it or they are permitted to do by the said last three foregoing By-laws, or by any of them; and such removal shall be so made at the cost and charges of the owner or consignee of such effects, or of the Master or person in charge of the vessel from which they shall have been landed, at the option of the Harbour Commissioners; and such costs and charges and any further or other reasonable costs and charges, in respect thereof, and of the custody and safe keeping thereof, and all penalties incurred in respect thereof shall be a lien upon such effects; which shall not be delivered up by the Harbour Commissioners to any person whomsoever, until all such costs, charges and penalties be paid. And notwithstanding such removal, such effects shall continue to be at the risk of the owners thereof, and if the costs and charges thereon, and all penalties due in respect thereof be not paid, and such effects taken away, by the owners thereof, or their representatives, within thirty days after such removal; such effects may be sold by public auction, for the benefit of whom it may concern, and the Harbour Commissioners shall only be accountable in respect of such effects for the nett proceeds of such sale, less all such costs, charges, and penalties.

Gunpowder, where to be landed or shipped

Article 34.—No gunpowder shall be landed or shipped in the said harbour above the part of said harbour where the wharf formerly stood, which was known as Gilbert's Wharf. And it shall be in the power of the Harbour Commissioners, by a resolution to be passed for that purpose, to prevent any gunpowder from being landed or shipped higher up than any other point below such wharf: which point shall be designated in such resolution.

Article 35.—No gunpowder shall be landed until there be on the wharf, a suitable vehicle in readiness there, to convey it away ; and in such case, no greater quantity shall be landed, than shall be sufficient to load such vehicle once, until such quantity so landed, shall be taken away in such vehicle. Gunpowder, in what manner it may be landed.

Article 36.—No gunpowder shall be brought to, or placed upon any wharf for shipment, until the vessel in which it is to be shipped shall be ready to receive it immediately on board ; and only one cart load thereof shall be brought to such wharf at one time ; and no second cart load shall be brought to such wharf, or placed thereon, until the last previous cart load, shall have been placed on board of such vessel. Gunpowder, in what manner it may be shipped.

Article 37.—No gunpowder shall be conveyed to, or from any vessel, in an open boat, unless it be completely covered with tarpauling or other suitable covering ; and no person on board of such boat shall smoke, nor shall any fire be used therein, for any purpose whatever. Gunpowder, conveyed in open boats.

MISCELLANEOUS PROVISIONS.

Article 38.—The Master, or person in charge, of any vessel, lying alongside of any of the Wharves, or joining 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 shall recommence in the morning. Hatchways of vessels to be covered with hatches or gratings.

Article 39.—No fires shall be used, or suffered to remain alight, on board of any vessel in the said harbour, except in close cambooses of iron or other metal, or of brick or stone, when made on deck, or in stoves of similar materials when under deck ; and when made on deck, such fires shall not be lighted before sun-rise, and shall be extinguished at sun-set : provided always, that Fires on board vessels when and where to be kept.

fires necessary for generating steam, may at any time be made on board of any steam vessel, with a competent person as a watch on board.

Lights allowed on board vessels, when and how.

Article 40.—No light shall be allowed, after the hour of ten of the clock, P.M., on board of any vessel lying in the said harbour, except only in the cabin thereof, and then only under the constant supervision of some person in attendance; but this By-law shall not be held to apply to vessels arriving or departing, or loading or unloading, after the said hour.

Boiling of pitch, tar, grease, &c., &c.

Article 41.—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 vessel, or on any part of the wharves, beaches, or jetties, in the said harbour, except in such places as the Harbour Master may point out; and in every case, a proper person shall 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 arising from the ignition of such tar, pitch, turpentine, rosin, or grease; and for extinguishing completely the original fire, when the purpose for which it was kindled shall be accomplished: and no vessel shall be graded or breamed within the limits of the said harbour, without the permission of the Harbour Master.

No carpenter's work on the wharves without permission.

Article 42.—No person shall make or dress any masts or spars, or do any carpenter's work, on any of the wharves, beaches or jetties in the said harbour, except with the express permission of the Harbour Master previously obtained, and at such place as he shall have designated for the purpose.

No substance whatever, to be thrown into the water in the harbour, and walls not to be disfigured.

Article 43.—No ballast, coals, ashes, cinders, hay or straw, or matter or thing whatsoever, shall be thrown from any vessel whatsoever, or by any person whomsoever, into the water in the said harbour, and no placards or bills shall be stuck on any of the walls within the Harbour limits, or any disfigurement whatsoever, caused thereto.

Article 44.—No person or persons shall place, pile, or deposit, any stones, dirt, rubbish, snow, ice, or other matter or thing whatsoever, upon the revetment wall, or upon any of the wharves or jetties in the said harbour, or upon any part of the beach thereof, or upon the roads or open spaces therein, or upon the ice thereon in winter, except in the latter case, in such place as may be designated for that purpose by the Harbour Master, or the Harbour Engineer; and for every twenty-four hours during which the same shall remain upon such wharf, jetty, beach, road, open space or ice, a further penalty shall be incurred by such person or persons, to the same amount, as that to which he or they are subjected, for the breach of the first portion of this By-law.

No rubbish whatever to be placed on the wharves, or roads or beach; but may be placed by permission, on the ice.

Article 45.—No person or persons shall cut ice, or make any hole in the ice, or make any road thereon, or occupy the same in any manner, within the limits of the said harbour, except at such place or places therein, as shall be allotted and designated by the Harbour Master or the Harbour Engineer, for those purposes respectively; and no person or persons shall convey away, destroy, injure, or deface, any pickets, or other marks, placed on the ice, for the purpose of indicating the limits within which such road or roads may be made, or ice cut; or within which any rubbish, snow, or ice, may be deposited; or shall destroy, injure, deface, or carry away, any pickets, or other marks, placed on the ice by the Harbour Engineer, in the performance of his duty.

Regulations for cutting ice, and making roads on ice. Penalty for injuring pickets or other marks.

Article 46.—The Wharfinger shall have power, on behalf of the said Harbour Commissioners, and under their directions, to allot, let, or lease, any space or portion of any of the wharves, piers, or vacant ground, in the said harbour, for the piling thereon of firewood or other lumber, or of other articles, subject to such rate of charges, and for such time or times, as may from time to time be fixed, by the Harbour Commissioners; and such allotment or letting shall be evidenced only by a written permit, signed by the Wharfinger; which written permit shall in all cases be exhibited to the Harbour

Lots may be leased for firewood, lumber or other articles.

Master, or to any other Officer of the said Corporation, by the person holding or using any such space or portion, on the first demand of such Harbour Master, or other Officer; and if such wood or other articles be allowed to remain on such lot or lots for twelve hours after the expiration of the time denoted in such permit, without a renewal of same, at the Wharfinger's office, such wood or other articles shall be liable to be removed, by the Harbour Master, in the manner provided by Article No. 33, of these By-laws, and without any notice being given, either verbally, or in writing, by the Harbour Master, to the party owning, or representing the same.

Light-houses, buoys, or other marks, not to be interfered with.

Article 47.—If any floating light, light house, buoy, beacon, or other mark, placed or to be placed in any part of the said harbour, or within its limits, shall be removed, carried away, destroyed, or injured, by any vessel, or raft, or by any person or persons, whomsoever: the same shall be replaced or repaired, as the case may be, by the Master, owner, or person in charge of such vessel, or raft, or by such person or persons, forthwith, and within forty-eight hours from such removal, destruction, or injury; failing which, such Master, owner, or person in charge, person or persons, shall incur the penalty hereinafter fixed for the breach of any of these By-laws; and shall also be bound to pay to the said Harbour Commissioners, the expense of such replacement or reparation, as shall be necessary in the premises.

DEPARTURE OF VESSELS.

Vessels must report outward cargo and pay dues, before leaving the harbour.

Article 48.—No vessel shall leave the harbour until the Master or person in charge thereof, shall have made and delivered at the Wharfinger's Office, a full and correct report in writing, signed and certified by him, of her outward cargo, with the description thereof in detail, and its value; and also of her draft of water; and until all dues on such vessel, and on her cargo, and all penalties incurred thereby, or by the Master or person in charge thereof, and all costs and charges with which such vessel or the Master or person in charge thereof shall be chargeable towards the Harbour Commissioners, shall have been fully paid.

VEHICLES.

Article 49.—No person shall drive a horse or horses on any of the wharves, or on any of the ramps leading to the wharves, at a quicker motion than a walk; and all carts, trucks, and other vehicles going to or from any vessel in the harbour, shall take the ramp nearest to such vessel.

Vehicles on the wharves not to move quicker than a walk, and shall take the ramp nearest to or from which they are going.

Article 50.—No omnibus, cab, caleche, truck, cart, or vehicle whatsoever, shall be permitted to stand on any wharf or pier in the said harbour, in such a manner as to obstruct the passage to and fro, upon such wharf or pier,—or to or from any vessel arriving or lying at, or departing from, such wharf or pier; nor shall any driver of any such vehicle, or any other person, obstruct, importune, or annoy, any passenger or person landing from, or embarking on board of, any vessel in said harbour.

No vehicle to obstruct any wharf or pier—and no driver to importune any passenger or other person.

Article 51.—No omnibus, cab, caleche, cart, truck, or vehicle whatsoever, shall stand or remain on the wharf in front of any steam or other 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 such 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 vehicle to stand on the wharves opposite to any steam vessel arriving or departing.

Article 52.—No omnibus, cab, caleche, cart, truck, or vehicle whatsoever, shall stand or remain on the Island Wharf, on the arrival or departure of any steamer, within ten feet of the shed or store-house erected by the Champlain and St. Lawrence Railroad Company: nor shall they stand or remain on the said wharf or any other wharf so as to obstruct or impede the passage, or way, to or from the said shed or store-house, or to or from any shed or store-house that may be erected on any other wharf.

Regulations for vehicles on the Island Wharf and their approach to sheds and store-houses.

Drivers of vehicles shall remain beside their horses until called for, or unless loading or discharging such vehicle.

Article 53.—Every person in charge of a horse or horses, or of any vehicle drawn by a horse or horses, shall remain beside such horse or horses, except when loading or discharging such vehicle, and shall not then leave them so far as that they shall be beyond his control; and no cabman or driver of any omnibus or other vehicle on any wharf or pier in said harbour, shall leave such vehicle on any pretence whatsoever, until he shall have been called and his vehicle engaged.

FINES AND PENALTIES AND THEIR COLLECTION.

Article 54.—Every person, in whatsoever capacity he may be acting, who shall violate or infringe any of the By-laws hereinbefore contained, and passed this day, or any part or portion of any one of them, shall be subject to a penalty of five pounds currency.

Article 55.—Every person, in whatsoever capacity he may be acting, who shall fail or neglect to obey any one of the aforesaid By-laws, or any portion of any one of them, shall be subject to a penalty of five pounds currency.

Article 56.—The Master, or person in charge, of any vessel, which shall violate or infringe, or fail or neglect to obey, any one of the aforesaid By-laws, or any part or portion of any one of them; and the master, or person in charge, of any vessel in the conduct and management of which, any one of the said By-laws, or any part of any one of them, shall be violated, infringed or disobeyed, shall be subject to a penalty of five pounds currency.

Article 57.—In the event of the contravention, or neglect to obey, any of the foregoing By-laws having reference to the landing or shipping of gunpowder, the landing or shipping, as the case may be, of each keg or package of gunpowder, shall be a separate offence, and shall give rise to a separate penalty of five pounds, against the offending party.

Article 58.—The owner of any cargo, lumber, or effects, or of any matter or thing whatever, landed from any vessel ; in respect of which cargo, lumber or effects, matter or thing, there shall be any violation or infringement of, or disobedience to, any one of the aforesaid By-laws, or of any part of any one of them ; shall be subject to a penalty of five pounds.

Article 59.—The owner, or person in charge of, any goods, lumber, or other effects, deposited for shipment on any wharf, or elsewhere, in the said harbour ; in respect of which goods, lumber, or effects, there shall be any violation or infringement of, or disobedience to any one of the aforesaid By-laws, or of or to any part of any one of them ; shall be subject to a penalty of five pounds.

Article 60.—Any person who shall be convicted of infringing any of the said By-laws, or any of the provisions of the Statutes now in force in this Province, providing for the management and improvement of the Harbour of Montreal, and the deepening of the Ship Channel between the said harbour and the Port of Quebec ; and who shall be condemned to the payment of any pecuniary penalty for such infringement ; and who shall make default in the payment of such pecuniary penalty, and of the costs of such conviction, may be imprisoned for a period of thirty days, unless the amount of such penalty and costs be sooner paid.

INTERPRETATION.

Article 61.—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 ; the word "goods" shall be understood as comprehending

lumber, firewood, ballast and merchandize of any description, together with all kinds of live stock; and when more persons than one are hereinbefore made subject to any penalty, in the disjunctive, the said Corporation shall have the option of proceeding for such penalty against such one of such persons as the said Corporation may see fit.

Article 62.—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 Corporation to collect any dues or penalties that may have accrued thereunder, or to continue any action at law that may be pending, or to commence or continue any action at law for offences thereunder; and except also in 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.

I hereby certify, that the foregoing By-Laws, numbered from 1 to 62 inclusive, are respectively the copies of the By-Laws of The Harbour Commissioners of Montreal, duly made and passed at a Meeting of the said Corporation, held at Montreal, on the 21st day of April, 1859, and sanctioned and confirmed by His Excellency Sir Edmund Walker Head, Governor General of British North America, &c., &c. &c., on the 31st day of May, 1859, and published in "*The Canada Gazette*, published by "authority," on the 11th day of June, 1859.

In witness whereof, I have signed this certificate, and appended the seal of the said Corporation hereto, this 14th day of June, 1859.



ALEX. CLERK,

Secretary

To the Harbour Commissioners of Montreal.

