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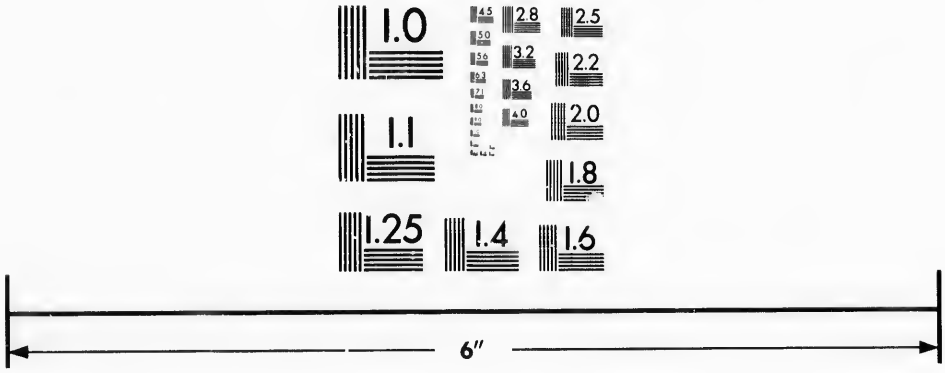

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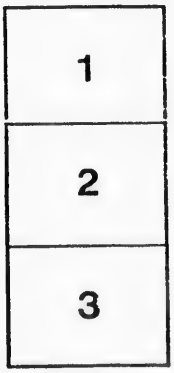
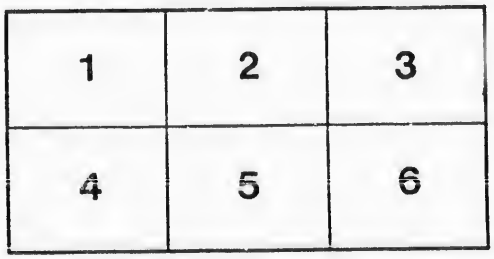




RULES, BY-LAWS,

AND

REGULATIONS,

OF THE

PORT OF TORONTO,

PASSED BY THE

Commissioners of the Harbour of Toronto,

THE 24TH DAY OF DECEMBER, 1850,

By virtue of an Act of the Provincial Legislature, 13 *&* 14 *Victoria, Chap.* 80, *Clause* 6*th.*

TORONTO:
PRINTED BY HUGH SCOBIE, KING STREET.

ues from

vied on the Ve

1d.	1d.	
Slabs Marble, 2d. per slab.	Pails, 1d. per dozen.	

Act, shall for

IMPORT

Manifest *of Goods, Wares and Merchandize, to be landed at Toronto, subject to Ha*

on this *day of* *185*

On all Goods, whether landed or Shipped at the Queen's Wharf, an additional charge for Wharfage, as herein spec

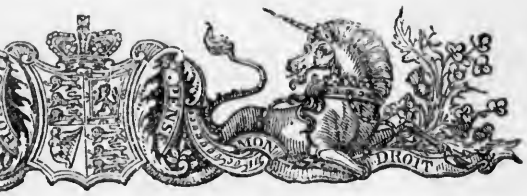
Office of Harbour Master and Collector of Harbour Dues, Custom House.

WHARFAGE ----------9d.		1d.	1d.	1d.	1d.	1d.	1d.	1d.	1d.	1d.	1d.	1d.	3d.	1d.
MERCHANDIZE. GOVERNMENT STORES, COAL AND COKE. As per Bill of Lading, 1s.3d per ton.		Barrels Flour and Meal, 2d. each.	Barrels Pork, Tallow and Fish, 3d. each.	Barrels Cider, 2d. each.	Barrels Fresh Fruit, 2d. each.	Barrels Lime or Gypsum, Plaster, Resin, Pitch and Tar, 2d. each.	Barrels Potatoes and other Vegetables, 2d. each.	Barrels Oysters, 2d. each.	Barrels Ashes, 3d. each.	Barrels Salt, 3d. each.	Barrels Whiskey, 3d. each.	Sheep, Pigs or Calves, 2d. each.	Carriages, Carts or Sleighs, Horses and Horned Cattle, 6d. each.	Hogs, Sheep, Calves in Carcase, 1d. each.
TONS.	CWT.													

I hereby certify that the above is correct and true in all its details.

(Signed)

Provincial Statute 13 and 14 Victoria, Chap. 6, provides that any Person wilfully violating any of the re



MANIFEST.

nto, subject to Harbour Dues from the

85

Wharfage, as herein specified, to be levied on the Vessel, recoverable from the Shipper, or Consignee thereof.

1d.	3d.	1d.	3d.	1d.	1d.	1d.	1d.	1d.	6d.	2s. 6d.	1s.	Wharfage.		
Sheep, Pigs or Calves, 2d. each.	Carriages, Carts or Sleighs, Horses and Horned Cattle, 6d. each.	Hogs, Sheep, Calves in Carcase, 1d. each.	All Grain and Pulse, 1s. 3d. per 50 bushels.	Bundles Shingles, 1d. per bundle.	Slabs Marble, 2d. per slab.	Pails, 1d. per dozen.	Brooms, 3d. per gross.	Laths, 3d. per thousand.	Cords Wood, 4d. each.	Toise Stone, 10d. each.	Lumber per 1,000 feet, Board Measure, 1s.	Amount.		
												£	s.	d.

Goods of all sorts, except Firewood for Steamboats, remaining on the Queen's Wharf above twenty-four hours, will be charged the above wharfage daily, as long as they remain on the Wharf.

in all its details.

{ Master or Person having charge.

y violating any of the regulations of this Act, shall forfeit and pay the sum of Five Pounds Currency.

J. G. CHEWETT,

Chairman Toronto Harbour Commissioners.

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RULES, BY-LAWS,

AND

REGULATIONS,

OF THE

PORT OF TORONTO,

PASSED BY THE

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THE 24TH DAY OF DECEMBER, 1850,

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TORONTO:
PRINTED BY HUGH SCOBIE, KING STREET.

REGULATIONS FOR COLLECTING
PORT DUES.

I.

Masters of vessels arriving with goods of any description for the Port of Toronto, shall make a faithful report of the quantity and quality of the same at the Office of the Commissioners of the Port, and pay the Harbour Dues thereon, as established by law.

II.

The Master of any vessel or craft, failing so to report and pay Harbour Dues, the vessel or craft shall be liable to be seized and detained at any future period, until such dues be paid, together with the sum of five pounds, as fine for default of payment of dues.

III.

Masters of vessels landing goods in the night, or out of Office hours, shall deposit a report of the same, together with the Harbour Dues thereon, with the Wharfinger at whose wharf such goods may be landed, under cover sealed and directed to the Harbour Master at his Office.

IV.

Any Master of a vessel making a false return of cargo landed, shall be fined in the sum of five pounds for each false return, and the vessel to be made liable to detention at any future period, until the dues and fines be paid.

V.

Vessels landing goods at the Queen's Wharf, shall pay wharfage as rated in the Schedule annexed, over and above the Harbour Dues.

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REGULATIONS OF THE PORT,

AND

BY-LAWS.

I.

No vessel shall discharge or throw overboard any ballast, or dirt, or ashes, in the Harbour of Toronto, under penalty of being fined in any sum not exceeding one pound five shillings, to be levied upon the Master or Owner of any such vessel.

II.

All obstructions to the navigation, such as sunken vessels, or ruins of wharves under water, shall be removed. Sunken vessels to be taken up within one month of the time of their being sunk; otherwise they will be removed by the Harbour Commissioners, at the expense of the owners of the vessel, and the vessel sold to defray the cost of removal; in default of sufficient funds, by proceeds of sale, to defray the expenses of removal, the Owners shall be liable for the amount expended over and above the amount of proceeds of sale.

III.

In the case of sunken wharves, either by decay or in the course of repair or building, the Owners shall so beacon them as to be conspicuous to vessels navigating near hand. Any sunken wharf by decay not beaconed for the space of three months, shall be considered as a Harbour nuisance, and obstruction to navigation, and as such removed by the Harbour Commissioners, as per previous clause, and the materials sold, or applied to the improvement of the Port.

IV.

In the case of a vessel grounding upon any sunken wharf not

beaconed, and sustaining damage either by actual damage to the vessel, or by delay in consequence of such sunken wharf not being beaconed by day or lighted by night, the owners of the wharf shall be accountable for all damage sustained.

V.

All schooners, or square-rigged vessels, or steamers, lying at wharves, shall top-up their lower yards, or brace them fore and aft, also rig in their moveable jib booms, and moveable bumpkins and davits, lower or house all boats hanging over the stern or quarter, or any way outside the vessel; otherwise they will be accountable for any damage done to other vessels, in consequence of neglect in so doing; and any damage they may sustain themselves in consequence of neglect of the above rule, will be at their own cost.

VI.

All vessels lying at wharves, having had fires on board during the day, shall keep a watch during the night. In default of such watch not being found on board, or being found asleep, the Master or Owner of such vessel shall be fined in the sum of one pound five shillings.

VII.

Steamers passing each other in Port, whether in crossing or going the same way, shall pass to starboard or to the right, keeping the adverse vessel on the left or port side. Schooners or sailing vessels beating in or out with a head wind, the vessel on the larboard or port tack shall bear up for the vessel on the starboard tack (in other words, shall pass under her stern), otherwise she shall be liable for all damage done in consequence of collision.

VIII.

No steamer shall pass another, going the same way, in the narrows of the channel; but the hindmost one (if fastest) shall

slow her engine and allow the headmost to pass through the channel first. Damage done to either vessel in consequence of an attempt *to pass the foremost vessel by the hindmost*, shall be at the cost of the vessel so attempting. The narrows of the channel are defined to be two hundred yards easterly or westerly of the Queen's Wharf; that is, two hundred yards easterly from the eastern extremity, and two hundred yards westerly from the western extremity of the Queen's Wharf.

IX.

No vessel shall come to anchor in the narrows of the channel as defined above in clause No. 8, except of absolute necessity; any damage done to the vessel so anchored, or to any other vessel, in consequence of her obstructing position, shall be at the risk and cost of the vessel so anchored.

X.

All vessels at anchor in the Harbour, outside the Wharves, shall at night show a good light in such conspicuous part of the vessel as to be seen by another vessel coming in any direction; and no vessel shall anchor in the Harbour so close to any of the Wharves as to obstruct the free navigation thereto. Any vessel so anchored, in the opinion of the Harbor Master, will be held liable for all damage she may do to other vessels, or that she may sustain herself, in consequence of her obstructing position.

XI.

All vessels under way in the Harbour at night, shall carry a light conspicuously on the fore part of the vessel.

XII.

In the case of fog, a steamer or other vessel coming into or going out of Port, and ringing her bell or blowing off steam, vessels at anchor, or otherwise near hand, shall reply thereto,

either by bell or horn, or make other conspicuous noise, to give timely notice of their whereabouts; failing in which, and damage occurring by collision in consequence of this neglect, the damage shall be at the cost of the party so negligent.

XIII.

Steamers coming in, or going out of Port in a fog, shall go very slow, and shall either ring a bell, or blow off steam at intervals, to warn vessels of their approach; in default of such warning, and damage being done by collision with another vessel, the damage shall be at the cost of the vessel so failing. Also, steamers coming in or going out of Port, and passing the Queen's Wharf, shall slow their engines, otherwise they will be held liable for any damage they may do to vessels lying at the wharf, by the current they make, or the surge of their waves breaking the fasts or moorings of vessels lying there. This regulation shall also apply to steamers passing any of the wharves in the harbour.

XIV.

Any vessel riding by, or injuring or removing any buoy, beacon or shoal mark; or any person injuring or damaging the same, shall be liable to a fine of five pounds, over and above the cost for repairs of damage done to the buoy or beacon damaged or removed.

XV.

Any person or persons obstructing the Harbour Master or his Deputy, or any servant of the Harbour Commissioners, in the execution of their duty; will subject themselves to a fine not exceeding one pound five shillings.

XVI.

All vessels touching at the Queen's Wharf for their conveience during the season for navigation, shall be subject to a

wharfage of two shillings and sixpence for every twenty-four hours they may lay there; but in the event of any vessel obstructing by her position the navigation, or the landing of goods, and being ordered to move therefrom, and the Master not obeying, there shall be charged upon the vessel the sum of two pounds ten shillings for every twenty-four hours delay after receiving notice for removal. No steamer or vessel shall lay up at the Queen's Wharf during the season for navigation, and vessels wintering there shall be charged as follows;—Steamers, two pounds ten shillings; Schooners over 100 tons, one pound five shillings; all other decked vessels under 100 tons, ten shillings. All vessels landing ashes, dirt or rubbish on the wharf, must remove the same before leaving at the opening of the navigation.

XVII.

That no master of vessel may plead ignorance of these Laws and By-laws for the collection of Harbour Dues, and the Regulations of the Port of Toronto, as established by authority of the Commissioners of Toronto Harbour, the Master or Purser of any Vessel on paying Harbour Dues, shall provide himself with a printed copy of the same, at the Office of the Commissioners of the Port.

J. G. CHEWETT,
Chairman Com.

P. PATERSON,
Commissioner.

THOS. CLARKSON,
Commissioner.

PUBLIC NOTICE.

On and after the First day of January, 1851, the Harbour Dues, Wharfage, &c., for the Port of Toronto, shall be paid to the Harbour Master, HUGH RICHARDSON, Esq., at the Harbour Master's Office, who is duly authorised to receive the same, and to give acquittance therefor; and also to carry out all the Rules, Regulations and By-laws, passed by the Commissioners, of the Harbour of Toronto.

Goods of every description, (except Fire-wood for Steamboats,) remaining on the Queen's Wharf above twenty-four hours, will be charged Wharfage, daily, at the rates for landing.

J. G. CHEWETT,
Chairman of the Commissioners,
of the Toronto Harbour.

HARBOUR MASTER'S OFFICE,
Toronto, October 7th, 1852.

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