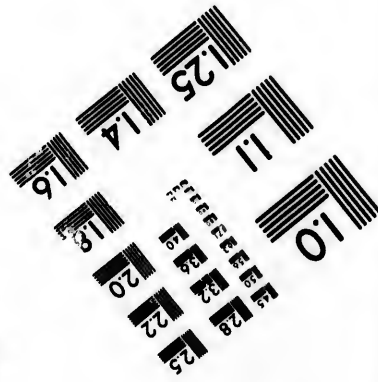
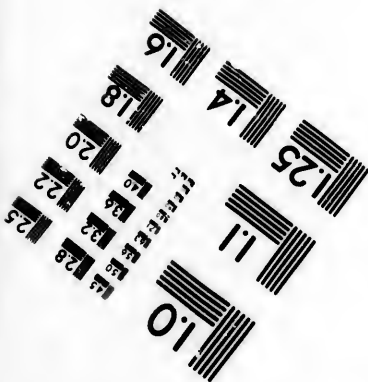
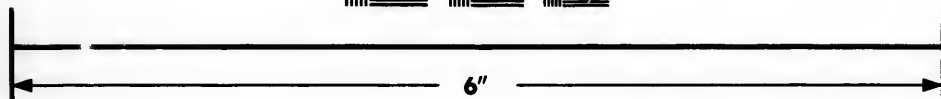
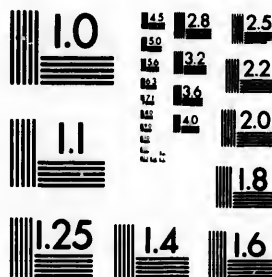


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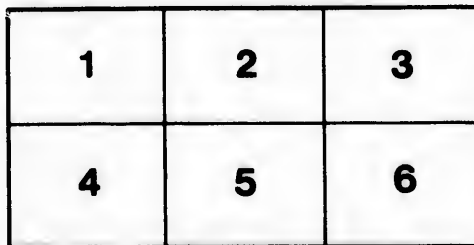
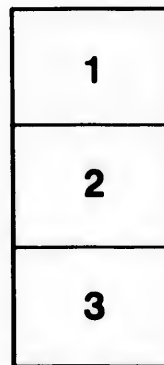
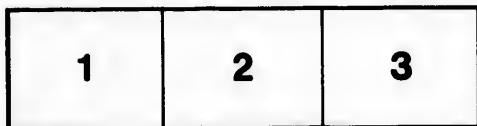
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EXTRACTS
FROM THE
LAWS OF LOWER-CANADA,
BYE LAWS AND REGULATIONS

OF THE
TRINITY HOUSE,
Concerning **PILOTS** and others, and the Navigation
of the River **St. LAWRENCE.**

PUBLISHED AGREEABLE TO THE ACT 45
GEO. III, CHAP. 12, SEC. 23.



QUEBEC:

PRINTED BY **P. E. DESBARATS,** LAW PRINTER TO THE
KING'S MOST EXCELLENT MAJESTY.

1819.

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**EXTRACT from Act of Provincial Parliament of
59th Geo. III, Cap. 9, respecting the
landing of Gunpowder :**

**Ships load-
ed with Gun-
powder not
to bring
alongside or
to make fast
to any quay
or wharf.**

“ And it is hereby enacted by the authority of the same, that from and after the passing of this Act, it shall not be lawful for the Master or Masters of any ship or other vessel, having on board more than five pounds of Gunpowder, to bring along-side or make fast such ship or other vessel, to any wharf or quay in the Port of Quebec, under a penalty not exceeding one hundred pounds, nor less than twenty pounds, current money of this Province.”

**Masters to
employ boats
for landing
Gunpowder
with suffi-
cient tarpaul-
ings to cover
the same.
Penalty.**

“ And be it further enacted by the authority aforesaid, that all and every Master or Masters of ships or vessels, in the landing of Gunpowder at Quebec aforesaid, shall employ boats or bateaux, every and each of which shall have sufficient tarpaulings or oil cloths to cover the said Gunpowder, under the penalty of ten pounds, current money of this Province, for each boat or bateau which shall not be so provided and covered.”

**Gunpow-
der to be
landed at
high water.
Places for
landing.**

“ And be it further enacted by the authority aforesaid, that all Gunpowder coming from on board of any ship or other vessel in boats or bateaux as aforesaid, shall be landed by the Master of such ship or vessel during high-water, at the following places, that is to say—at the landing place at the foot of the *Cunoterie* hill, with respect to Gunpowder which is to be conveyed to the Magazines situate East of Palace Gate, and at the place commonly called the landing place facing the King's Fuel Yard, in St. Charles Ward, adjacent to Palace Gate, with respect to Gunpowder which is to be conveyed to the Magazines situate South of Palace Gate aforesaid, under the penalty of ten pounds, current money of this Province.”

Penalty.

Extract

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EXTRAIT de l'Acte du Parlement Provincial
59e. Geo. III. Cap. 9, à l'égard du débarquement de la Poudre.

“ Et il est par le présent statué par la dite autorité, que depuis et après la passation de cet Acte, il ne sera pas loisible au commandant ou commandans d'aucun Navire ou autre Vaisseau, ayant à bord plus de cinq Livres de Poudre à tirer, d'amener ou amarrer le long d'aucun quai dans le Port de Québec, tel Navire ou Vaisseau, sous une pénalité n'excédant point cent Livres, argent courant de cette Province, et pas moins de vingt Livres, argent courant de cette Province.”

Les Vaisseaux chargés de poudre à tirer n'ameneront point ni amarreront le long d'aucun quai.

“ Et qu'il soit de plus statué par l'autorité susdite, que tous et chaque maître ou maîtres de Navires ou d'autres Vaisseaux, lorsqu'ils déchargeront des Poudres à tirer à Québec ci-dessus mentionné, employeront des chaloupes ou bateaux, chacun desquels aura des prélatés ou toiles cirées pour couvrir les dites Poudres, sous peine d'une amende de dix Livres, argent courant de cette Province, pour chaque chaloupe ou bateau qui ne sera pas ainsi pourvu et couvert.”

Les Matres employent des Bateaux pour décharger la poudre à tirer avec des prélatés suffisans pour la couvrir. Pénalité.

“ Et qu'il soit de plus statué par l'autorité susdite, que toute la Poudre à tirer venant ainsi du bord d'aucun Navire ou autre Vaisseau dans des chaloupes ou bateaux comme ci-dessus, sera déchargée par le maître de tel Navire ou Vaisseau, à mer haute, aux places suivantes, c'est-à-dire : à la place de débarquement au pied de la côte de la Canoterie, pour les Poudres qui devront être transportées aux poudrières situées à l'est de la porte du palais, et à la place vulgairement appelée la place de débarquement vis-à-vis le parc au bois du Roi dans le quartier Saint Charles, près de la porte du palais, pour les Poudres qui devront être transportées aux poudrières situées au sud de la porte du palais susdite, sous la pénalité de dix Livres, argent courant de cette Province.”

La poudre à tirer sera déchargée à mer haute.

Places où elle sera débarquée.

Pénalité.

Extrait

Extract

**EXTRACT from Act of the Provincial Parliament
of 59th Geo. III, Cap. 7, regulating the
Lumber Trade.**

No Lumber
to be ship-
ped, unless
the same has
been culled,
&c.

Penalty.

Not to pre-
vent the
shipment of
any article
of Lumber,
notwith-
standing the
whole may
not be of
the proper
dimensions,
if the same
be sound and
good.

Nor to pro-
hibit the ex-
portation of
Timber,
Plank or
Boards of an
inferior or
second
quality.

Cullers, &c.
to provide
stamps.

“ And be it further enacted by the authority aforesaid, that from and after the passing of this Act, no Lumber of the descriptions herein-after-mentioned shall be shipped for exportation from this Province until the same has been previously culled, measured and certified to be of the respective qualities herein-after provided, under a penalty for each offence, not exceeding two hundred pounds nor less than fifty pounds, current money of this Province, to be forfeited and paid by the person or persons who knowingly shall have shipped or cause the same to be shipped for exportation without having been so culled, measured and certified. Provided always, that nothing contained in this Act shall be construed to prevent the shipment of any article of Lumber, notwithstanding such article may not be of the dimensions herein-after provided, if the same be of sound and good quality, and marked or stamped as herein-after provided and certified as such by one of the Cullers, to be appointed by virtue of this Act. Provided further, that whereas Timber, Plank and Boards of an inferior or second quality were heretofore imported from the countries bordering on the Baltic, into Great Britain and Ireland, and continue to be saleable and useful for particular purposes, nothing in this Act contained shall extend or be construed to extend to prevent or prohibit the exportation from this Province, of any such Timber, Plank or Boards of any inferior or second quality, provided the quality thereof be declared in the Cocket and Manifest, accompanying the same by the ship.”

“ And be it further enacted by the authority aforesaid, that each of the persons so appointed Cullers and Measurers of square Oak, Elm, and Pine timber, and Masts and Spars, shall provide himself with a proper stamp, wherewith to stamp or indent on the butt end of each piece of Oak, Elm, or Pine Timber, inspected by him, and found merchantable, the letter M, with the initials of his name, in legible characters, to denote that the same has been inspected and found merchantable; and that such persons, so appointed Cullers and Measurers shall be bound to provide himself with a proper stamp wherewith to stamp or indent, on the end of each piece of Oak Timber, of a smaller seize than

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**Extrait de l'Acte du Parlement Provincial,
59e. Geo. III. Cap. 7, qui règle le Com-
merce des Bois.**

“ Et qu'il soit de plus statué par l'autorité susdite, que depuis et après la passation de cet Acte, il ne sera chargé pour l'exportation de cette Province, aucun bois des descriptions ci-après mentionnées, avant qu'il n'ait été préalablement examiné, mesuré et certifié être des qualités respectives ci-après pourvues, sous une pénalité pour chaque offence n'excédant pas deux cents Livres, ni moins de cinquante Livres, argent courant de cette Province, laquelle sera encourue et payée par la personne ou les personnes qui sciamment l'auront chargé ou fait charger pour l'exportation, sans avoir été ainsi examiné, mesuré et certifié. Pourvû toujours, que rien de contenu en cet Acte ne s'étendra à empêcher le chargement d'aucun article de bois, quoique tel article ne soit pas des dimensions ci-après pourvues, s'il est sain et de bonne qualité, et marqué ou empreint ainsi que ci-après pourvû, et certifié comme tel par un des Inspecteurs qui seront nommés en vertu de cet Acte. Pourvû de plus, que comme les bois de construction, les madriers et les planches d'une inférieure ou seconde qualité étoient ci-devant importés des Pays qui bordent la Baltique dans la Grande-Bretagne et l'Irlande, et continuent à être vendables et utiles pour des objets particuliers, rien de contenu en cet Acte ne s'étendra ni ne sera entendu s'étendre à empêcher ou prohiber l'exportation de cette Province de tels bois de construction et planches d'une inférieure ou seconde qualité. Pourvû qu'il soit fait une déclaration de la qualité d'iceux dans l'acquit de la Douane et le manifeste qui accompagnent iceux par les vaisseaux.”

Il ne sera chargé aucun bois pour l'exportation, avant qu'il n'ait été mesuré, &c.

Rien n'empêchera le chargement d'aucun article de bois, quoiqu'il ne soit des dimensions ci-après pourvues, s'il est sain et de bonne qualité.

Ni à prohiber l'exportation des bois de construction, ou planches d'une qualité inférieure ou seconde qualité.

“ Et qu'il soit de plus statué par l'autorité susdite, que chacune des personnes ainsi nommées Inspecteurs et Mesureurs de bois de chêne, d'orme et de pin équarris, et de mats et esparres, se pourvoira d'une étampe convenable, avec laquelle il puisse étamper ou empreindre, sur le bout de chaque pièce de bois de chêne, d'orme ou de pin qui aura été, par lui examinée et trouvée marchande, la lettre M. avec les lettres initiales de son nom, en caractères lisibles pour marquer qu'elle a été examinée et trouvée marchande ; et que telle personne ainsi nommée Inspecteur et Mesureur, sera obligée de se pourvoir d'une étampe convenable avec laquelle il puisse étamper ou emprein-

Les Inspecteurs, &c. se pourvoiront d'étampes.

ten inches square at the smaller end; and on square white or yellow pine timber under, twelve inches square, and on red pine timber under ten inches square, and on square elm timber under twelve inches square, at the smaller ends, and of sound and good quality, the letter U, with the initials of his name, in legible characters, to indicate that the same has been inspected and found under seize; and that each of the persons so appointed Cullers and Measurers of staves, shall in like manner provide himself with a proper stamp, wherewith to stamp or indent on the end of each stave and piece of heading of one inch or upwards, inspected by him and found merchantable, the letter M, with the initials of his name, to denote that the same has been inspected, and found merchantable; and that each of the persons so appointed Cullers and Measurers of Oak and Pine plank and boards, shall in like manner, provide himself with a proper stamp wherewith to stamp or indent on the end of each plank, or board, inspected by him and found merchantable, the letter M, with the initials of his name, to denote that the same has been inspected and found merchantable; and each of the Cullers and Measurers of Oak and Pine Timber, shall also provide himself with a proper stamp, wherewith to stamp or indent, on each and every piece of Oak and Pine Timber, Masts and Spars, inspected by him and rejected, the letter R, with the initials of his name, in legible characters, to denote that the same has been inspected and rejected, as unmerchantable."

Penalty on
counterfeit-
ing stamps.

"And be it further enacted by the authority aforesaid, that if any person or persons shall unlawfully use or shall counterfeit or forge, or procure to be counterfeited or forged, any stamp directed to be provided for use in pursuance of this Act, or shall counterfeit or imitate the impression of the same on any piece of Oak or Pine Timber, masts or spars, or on any staves, or on any plank and boards, with an intent to defraud, he, she or they, being thereof legally convicted, shall forfeit and pay a sum not exceeding one hundred pounds, current money of this Province, nor less than fifty pounds, like money, for every such offence, and in default of payment thereof, shall be imprisoned for a period not less than three months, nor exceeding twelve months."

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" Et qu'il soit de plus statué par l'autorité susdite, que si quelque personne ou personnes se servent illégalement, contrefont ou forgent, ou font contrefaire ou forger quelque étampe dont on aura ordonnée de se pourvoir ou de se servir, en conformité à cet Acte, ou en contrefont ou imitent l'impression sur quelque pièce de chêne ou de pin, mats ou esparres, ou sur quelque douve, ou sur aucune planche ou madrier, dans l'intention de frauder telle personne ou personnes, en étant duement convaincues, encourront et payeront une somme n'excédant pas cent livres, argent courant de cette Province, ni moins de cinquante livres, même cours, pour chaque telle offense, et à défaut de paiement d'icelle, elles seront emprisonnées pour un période qui ne sera pas moins de trois mois, et n'excédant pas douze mois."

Pénalité
pour contrefaçon
d'étampes.

" Et

Penalty on
Callers for
neglect of
duty.

“ And be it further enacted by the authority aforesaid, that in case any Culler and Measurer shall at any time be found guilty of wilful neglect of duty, or of partiality, in the execution of his office, or of wilfully giving a false account or certificate of the article or articles submitted to his inspection as aforesaid, or of knowingly stamping or shipping, or causing to be stamped or shipped or omitting to stamp and mark any article of Lumber culled or measured by him, whether the same be merchantable, under seize, unmerchantable in the manner required by Law for exportation, or otherwise contrary to this Act, he shall for every such offence, forfeit and pay the sum of one hundred pounds, current money of this Province, and be dismissed from his office, and for ever afterwards be incapable of holding or enjoying any such office, situation or employment.”

Penalty on
Masters of
vessels re-
ceiving on
board any
Lumber not
stamped.

“ And be it further enacted by the authority aforesaid, that if any Master or Owner of any ship or vessel, bound from any place or Port in this Province to foreign Ports, shall be found guilty of wilful neglect of duty, in receiving on board of his ship or vessel any article of Lumber without being regularly stamped as provided for by this Act, (except for the actual use of his ship) he shall for every such offence forfeit a sum not exceeding fifty pounds nor less than five pounds, current money of this Province.”

Duty of
the Captain
of the Port
of Quebec.

“ And be it further enacted by the authority aforesaid, that the second, twelfth, fifteenth, seventeenth and eighteenth sections of this Act shall be inserted under the direction of the Master of the Trinity House, by the Captain of the Port of Quebec, in the Book of Regulations for the Ports of Quebec and Montreal, and be by the said Captain of the Port of Quebec delivered to Masters of ships on their arrival at the Port of Quebec.”

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“ Et qu'il soit de plus statué par l'autorité susdite, que dans le cas où quelque Inspecteur ou Mesureur sera en aucun tems que ce soit, trouvé coupable de négligence volontaire de devoir, ou de partialité, dans l'exécution de son devoir, ou de donner sciemment un état ou certificat faux de l'article ou des articles soumis à son inspection, comme susdit, ou d'étamper sciemment, ou de charger ou de faire étamper ou charger ou omettre d'étamper et marquer aucun article de bois par lui examiné et mesuré, soit qu'il soit marchand ou non marchand, ou au dessous des dimensions en la manière requise par la Loi, pour être exporté ou autrement en contravention à cet Acte, encourra et payera pour chaque telle offense la somme de cent livres, argent courant de cette Province, et sera démis de son office et déclaré inhabile pour et à toujours de tenir ou jouir de tel office, situation ou emploi.”

Pénalité
contre les
Inspecteurs
pour négligence de de-
voirs.

“ Et qu'il soit de plus statué par l'autorité susdite, que si aucun Maître ou Propriétaire d'aucun Navire ou Vaisseau destiné d'aucun endroit ou Port dans cette Province pour des Ports étrangers, est trouvé coupable d'avoir volontairement négligé son devoir en recevant à bord de son Navire ou Vaisseau, aucun article de bois sans avoir été régulièrement étampé, tel que pourvu par cet Acte, (excepté que ce soit pour l'usage de son Navire,) il encourra pour chaque telle offense, une somme n'excédant pas cinquante Livres, ni moins de cinq Livres argent courant de cette Province.”

Pénalité
contre les
Maîtres des
Vaisseaux
qui recou-
vrent à leur
bord du bois
qui n'aura
point été
inspecté.

“ Et qu'il soit de plus statué par l'autorité susdite, que les deuxième, douzième, quinzisième, dix-septième et dix-huitième clauses de cet Acte, seront insérées sous la direction du Maître de la Maison de la Trinité, par le Capitaine du Port de Québec, dans le Livre des Règlémens pour les Ports de Québec, et de Montréal, et seront délivrés par le dit Capitaine du Port de Québec aux Maîtres de Navires à leur arrivée au Port de Québec.”

Devoir du
Capitaine
de Port de
Québec.

Duty of Commanders of Ships and others.

Act 17 Geo.
3, Cap. 14,
Sec. 8.

“**N**O Master of a vessel leaving this Province, shall carry away any person whatever,” (except the crew brought with him at his last arrival,) “without having a pass signed by the Secretary of the Province, under the penalty of being liable to pay to the creditors of such persons all the debts he may have contracted in this Province.”

Act 48 Geo.
3, Penalty
£10.

“All Masters of ships, immediately after their arrival, are to report their ships to the Custom House. If any foreigners are on board, to specify their names, description, rank and occupation.”

“Masters of ships refusing or neglecting to make such declaration, are liable to the penalty; and the Collector can stop the ship until the penalty is paid.”

Ibid.

“Every Alien, arriving in this Province in any ship or vessel, is immediately to report himself, in writing, to the Collector or other chief officer of the Custom-House, their name, rank occupation and description, (if a servant) likewise the name, rank, occupation and description of their master or mistress; with the country they have resided in for the last six months.”

Act 47 Geo.
3, Cap. 11,
Sec. 2.

“Any British Subject who may enter into the service of France, or any country in alliance with France, or under the controul of that country, are considered aliens, and must govern themselves accordingly.”

Act 45 Geo.
3, Cap. 12,
Sec. 3 and
51 Geo. 3,
Cap. 12.
Penalty £10
cy. and 3
months im-
prisonment,
2d offence 2
years im-
prisonment.

“Any person wilfully cutting adrift any Buoy, Beacon or Land-mark, placed in this River for the purpose of navigation— Removing, destroying, or procuring to be removed or destroyed, &c. &c. liable to the penalty.”

Act 45 Geo.
3, cap. 12,
sec. 15.

“That it shall be lawful for the Master, Deputy Master and Wardens of the Trinity-House, or any three of them, to hear and determine all matters of dispute between any Pilot and any Master of a ship or vessel, &c. Also all complaints against Pilots for neglect of duty, &c. or any of the Bye Laws, Rules, &c. for the Trinity-House, made by virtue of this Act, &c.”

Masters

Masters of ships entitled to appeal in certain cases.

Act 45 Geo. 3, cap. 12, sec. 19.

“ The Harbour-Master shall select all the Laws, Bye Laws and Regulations concerning Pilots and the navigation of the River St. Lawrence below Montreal, or expressive of the duty of Masters of vessels in the Harbours of Quebec and Montreal ; and shall deliver a copy to each Master of a ship or vessel that arrives in the Harbour of Quebec, for which copy the Harbour-Master shall receive from every such Master the sum of 7s. 6d. currency, and no more.”

Act 45, Geo. 3, cap. 17, sec. 23.

“ All Masters must pay into the hands of the Naval Officer of this Port 2s. 6d per foot water their ship draws coming up, and 2s. 6d per foot water she may draw going down. If the vessel proceeds up the river, to the Town of Three Rivers or upwards, and is from 100 to 150 tons admeasurement, they must pay into the hands of the said officer, the sum of . . . Two Pounds, From 150 to 200 tons Three Pounds, From 200 to 250 tons Five Pounds, over and above the aforesaid 2s. 6d. per foot water, &c. for the purposes contained in this Act.”

Ibid. cap. 12 sec. 24 and Provincial Act of 47 Geo. 3, cap. 10, sec. 1 & 2.

“ Any Master or Commander of any vessel who shall harbour or conceal any Deserter from His Majesty’s ships, or any other ship, entice or endeavor to entice, any Seaman, Landsman, or Apprentice from their respective vessels, are liable to the penalty of this Act, &c.

Act 47 Geo. 3, cap. 9, sec. 3, penalty not less than £50, and not exceeding £50

“ The Harbour master to keep blank discharges to be filled up and given to every Commander of a ship who may apply for them for each Seaman they may discharge from their respective ships—signed by the Harbour Master ; to distinguish between men regularly discharged and deserters.”

Ibid. sec. 9.

“ That the Master of every Vessel in the Merchant Service, must stop from the sum due to their Pilot, one shilling in the pound, as well coming up as going down, and pay it into the hands of the Naval Officer of the port, &c. And it shall be the duty of the Harbour Master to give such information or cause it to be given to all Masters that arrive.”

Provincial Act 47 Geo. 3, cap. 10, sec. 2 of 16 April, 1807.

“ All Masters or Commanders of ships, arriving, must sign the Harbour Master’s report ; refusing to do so, incurs the penalty by such Master or Commander.”

Bye Law 22 April, 1806, penalty £5, &c.

“ That

Bye Law of
April 9, 1811
sec. 2, art. 1
penalty £10

“ That all ships or vessels, arriving opposite to the City of Quebec, the Pilot or Master shall heave-to, or come to anchor as the case may require, until the Harbour Master's boat shall board them, under the penalty.”

(NOTE—*The Harbour Master's Boat will always have a Union Jack flying abaft, as her distinguishing flag.*)

Bye Law of
April 9th,
1811, sec. 2,
art. 2. Pen-
alty £10.

“ That all Masters of Ships or Vessels arriving in the night, shall hoist their colours the next morning, and continue to keep them flying until boarded by the Harbour Master, under the penalty for neglecting so to do.”

NOTE.

The LIGHT HOUSE on Green Island shows a light every evening, from Sun-set to Sun-rise the next morning, from the 15th day of April to the 10th day of December, inclusive—and the following Compass Bearings were taken from the spot on which it stands :—

- The Body of Red Island.....N. W. by W. $\frac{1}{2}$ W.
- White Island.....W. S. W.
- Brandy Pots Islands.....S. W. by W. $\frac{1}{2}$ W.
- The West end of the Reef off the West
end of Green Island.....S. W. $\frac{1}{2}$ W.
- The direction of the Ledge of the Light
House.....N. E. by N.
- And Basque Island,.....E. N. E. $\frac{1}{4}$ E.

Laws respecting heaving out Ballast.

Bye Law of
June 29,
1805. Pen-
alty £10,
currency.

“ If any Master or Commander of a Ship or Vessel, or the Master of any Craft, or other person whatsoever, shall throw any Ballast into the River, except on the South shore or side opposite to the *Ance des Meres*, near the City of Quebec, as near to the shore as the water will permit, he shall be subject to the penalty.”

Bye Law of
May 1, 1811
Penalty £10
currency,
over and a-
bove the
penalty to
which Mas-
ters are lia-

“ That no ship of vessel, in ballast, shall be brought to anchor in any part of the Harbour of Quebec, than that already ordered, or which may be hereafter appointed as the place whereat ballast is to be hove out ; except in cases of actual necessity, or as required by the first of these Regulations (being the clause at the head of this page) under the penalty of £10 currency,

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rency, to be paid by the Pilot, who may have charge of such ship or vessel as may be brought to anchor contrary to these Regulations, or by the Master or other person having charge thereof, should no commissioned Pilot be on board. Such penalty to be paid over and above the penalties Masters and Commanders of vessels are already liable to, under the Law for throwing out ballast in any part of the River, other than the place duly appointed for that purpose."

ble to be paid by the Pilot or other persons having charge.

Regulations to be observed by Ships at Anchor in the Stream.

"That if any Ship or Vessel, by neglect of mooring or other avoidable cause, do damage to other ships or vessels the master or Commander shall pay such damage."

Bye Law 25
June, 1805,
1st art. Masters, &c.

"That if any Master or Commander of a ship or vessel laying at anchor in the stream, shall make fast, or cause to be made fast to the shore, any rope or hawser, other than for the purpose of hauling in immediately to a wharf or the Cul-de-Sac, he shall be subject to and pay the penalty."

By Law of
June 29th,
1805, sec. 2,
art. 1 and 2.

"All ships or vessels, in dark nights, at anchor in the stream opposite the Town, shall show a light at the bowsprit-end on the flood tide, and at the mizen peak or ensign staff on the ebb tide. In default thereof are liable to the penalty."

Bye Law of
June 29th
1805, sec. 2,
art. 4.

Regulations at the Wharves.

"That on the South side of Mr. James M'Callum's wharf, commonly called St. Andrew's wharf, and on the North side of the wharf called the Queen's wharf, one tier of decked vessels may lay with their heads to the West shore, and one tier of craft to load and unload such vessels. And any other person or persons who shall incumber the landing place with any other decked ship or vessel shall incur the penalty."

Bye Law of
June 29th
1805, sec. 3,
art. 7. Pen-
alty £1 for
every 24
hours, until
the vessel is
removed.

"That

Bye Law of
June 29th,
1805, sec. 2,
art. 3, Pen-
alty £1.

"That any person who shall fasten any hawser or other rope across the Cul-de-Sac or landing place, or any other public street or inlet, other than for the express purpose of hauling in or out immediately, the vessel shall pay the penalty."

Bye Law of
April 16th,
1808, sec. 2,
art. 1. Pen-
alty £10 for
every 24
hours the
passage is
shut or re-
fused.

"That when two or more vessels shall lie in the same tier at any wharf within the limits of the City and Harbour of Quebec, a free and uninterrupted passage over the deck or decks of such ships or vessels lying within or next to the said wharves or wharf, shall be allowed, to all persons, as well for the purposes of loading or unloading, as for all and any purpose of communication between the shore and the ship or vessel lying without, and any Master or other persons having charge of such ship or vessel within or next to the said wharf, who shall refuse such passage as aforesaid, or shall wilfully impede such passage, shall pay the penalty."

Bye Law of
April 16th,
1808, sec. 2,
art. 2. Pen-
alty £10 and
£5 for every
24 hours the
ship lays
without the
anchor, &c.
down.

"That the Master or other person having charge of any ship or vessel, lying at the deep-water-warves (the ship or vessel next to the said wharf excepted) within the limits of the city and harbour of Quebec, shall cause an anchor with a sufficient cable and buoy, to be carried from the ship or vessel and laid in the stream, as well for the purpose of hauling off in case of necessity as for the relief of the ship or vessel lying within, against which such vessel so in charge of such Master or other person may hang."

(Refusing or neglecting to do as aforesaid incurs the penalty.)

Bye Law of
June 29th,
1805, Pen-
alty £5 cy.

"That all ships or vessels laying at warves, or in the Cul-de-Sac, shall have their yards topped up, booms rigged in, and anchors secured, so as to avoid doing damage to other ships or vessels. The Master or Commander of any ship or vessel who shall neglect or refuse the same, or to obey the Harbour-Master in this respect, incurs the penalty."

Bye Law of
April 16th,
1808, sec. 2,
art. 3, Pen-
alty £10 cy.

"That the Harbour Master of Quebec shall station all ships or vessels which shall hereafter come to the Harbour of Quebec, or any part thereof, or haul into any of the wharves within the limits of the said Harbour, or of the City of Quebec, and shall regulate moorings or shifting of such ships or vessels, and shall determine how far and in what instance it is the duty of Masters and other persons having charge of such ships or vessels to accommodate each other in their respective situations, and all disputes which may arise touching or concerning the premises, or any or
either

either of them, and any Master or person having charge who shall refuse or neglect to obey the directions of the Harbour Master, or resist or oppose him, incurs the penalty."

"That the Master of any vessel (or person having charge) lying in the Cul-de-Sac, or in a tier, or singly alongside of any wharf, shall cause her hatchways to be securely and completely covered over with hatches or gratings, immediately after the work of loading or discharging, as the case may be, shall be finished for the day until the time the work may commence in the morning, under the penalty for neglect or refusal."

Bye Law of
April 9, 1811
Penalty £10
currency.

Laws respecting Fires alongside the Wharves or in tiers near them.

"That all Masters or Commanders of vessels lying in the Cul-de-Sac or alongside of any of the wharves may have a fire for cooking their provisions on board their respective vessels from sun rise to sun down (and at no other time) provided it be made in one or more close cabouses of iron or metal, or of brick or stone. And all vessels lying at deep-water-warves or in the stream, may have a fire in the cabin stove of metal, brick or stone, that can be closely shut up, and easily attended to; each and every offence against this article, will be liable to the fine, and pay all damages done, over and above the fine."

Bye Law
of 29th June
1805. Pen-
nality £5.
currency,
and pay all
damage
done.

"That all Masters of vessels, or any other person heating or boiling pitch, tar, turpentine, rosin or grease, or cause the same to be heated or boiled for any purpose whatever, at a less distance than 20 feet from their respective vessels, and from all vessels, buildings or wharves, incur the penalty."

Bye Law
of 29th June
1805. Pen-
alty £10.

"Likewise the same penalty, if a proper person does not attend the pitch-pot or kettle, while heating or boiling the same, prepared with a shovel and cover, for instantly extinguishing the same, in case the combustible matter takes fire, and for completely putting out the original fire when done with."

Penalty
£10

"And

Penalty
£10.

“And in all cases and situations, when a ship or vessel is to be breamed, and the Master or owner shall apply to the Harbour Master for his authority and direction to do the same, as to proper time, place, &c. under the like penalty.”

Bye Law of
April, 29,
1906. Penal-
ty, £10.

“That any Master or person having charge of any ship or vessel lying in the Cul-de-Sac, or at any place in the harbour of Quebec, between the wharf occupied by Messrs. Brehaut & Co. and the *Pointe à Carcis*, both included, who at any time after the close, and before the opening of the Navigation, shall make or suffer to be made on board such vessels so lying, a fire for any purpose, shall incur the penalty, for each and every offence.

Provided always, that when disease, the apprehension of disease, or any other necessary cause shall require that a vessel be fumigated, application may be made to this Corporation, any thereof who may give permission for that purpose, upon good reasons being assigned.

Bye Law
of April 9,
1911. Penal-
ty £10 cur-
rency.

“That no guns or other fire-arms, shall be fired on board any ships or vessels, lying alongside of any wharf, or in the Cul-de-Sac, or any part of the beach between the *Pointe à Carcis*, and the upper end of Brehaut's wharf, under the penalty, to be paid by the Master of such ship or vessel on board which such gun or guns, or other fire arms shall be fired.

Laws and Regulations of the Cul-de-Sac.

Respecting Fires.

THE same Laws are in force in this respect, as alongside the wharves, &c. &c.

Duty of Commanders of Ships or Vessels, and others, while in the Cul-de-Sac.

Bye Law
of May 1,
1911,

“That the Harbour of the *Cul-de-Sac*, shall be and is open to the use and for the benefit of all his Majesty's Subjects, conforming to the Regulations established by Law.”

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Devoir

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et l'avar
ront aux

Loix et Règlements pour le Cul-de-Sac.

Concernant le Feu.

LES Loix à ce sujet, sont les mêmes que le long des Quais,
&c.

*Devoir des Commandants des Navires ou Vaisseaux et
autres, dans le Cul-de-Sac.*

“ Que le Havre du Cul-de-Sac sera et est ouvert pour l'usage
et l'avantage de tous les sujets de Sa Majesté qui se conformeront
aux Règlements établis par la Loi.”

Règlement
du 1er. Mai,
1811.

Bye Law of
May 1, 1812.
Penalty
£10. for
refusing or
neglect of
any one of
the follow-
ing articles.

"That all Masters of Ships and Vessels, under the general name of River Craft, employed solely "in the Fisheries in the Gulph and River of Saint Lawrence, and in the trade of the said river only, including such rivers as run into the same from Cape Chat upwards to the Harbour of Montreal, inclusive," who intend to benefit from the advantages given them by the said Act, shall each and every year on or before the first day of June, take out a Licence from this Corporation of the Trinity House of Quebec, to make use of the said Harbour of the *Cul-de-Sac*, agreeable to law, and on receiving the same shall pay the annual tonnage duty thereby ordered to be levied, to such persons as shall be authorized to receive the same."

ibid.

"That all other ships or vessels going into or remaining in the *Cul-de-Sac*, shall be subject to the same rates of wharfage and dock dues as ships or vessels of like tonnage arriving from sea."

ibid.

"That any ship or vessel having such licence as aforesaid, and going a voyage to sea, shall, thereafter be subject to the like wharfage and dock dues as vessels arriving from sea, until the renewal of such licences for the then ensuing year."

Bye Law of
May 1, 1811.
section 1,

"That all Masters of ships arriving from sea, and not having such licence, intending to go into the *Cul-de-Sac*, shall first give notice thereof to the officer authorized to receive the same, and shall take and obey his directions for their conduct while there; and such Masters as shall be compelled to take shelter therein by stress of weather or other causes of necessity, without giving such previous notice, shall, as early as may be, give information thereof to the said officer."

ibid.

"That all ships or vessels arriving from sea or not having such licence as aforesaid, entering and remaining in the *Cul-de-Sac*, for the purposes of loading and unloading shall be subject to the wharfage of six-pence currency, per ton, loading and unloading and two shillings and six-pence like money per day, from the day of their entering to the day of their departure therefrom, inclusive."

ibid.

"That all Masters or Owners of Ships or Vessels of any description who intend to repair the same in the *Cul-de-Sac*, shall first obtain permission from the officer acting under the authority of this Corporation for that purpose."

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“ Que tous Maîtres de Navires, ou Vaisseaux, sous le nom général de Barque de la Rivière, employés seulement “ aux pêches dans le Golfe et le Fleuve Saint Laurent, et au commerce du dit Fleuve seulement en y comprenant les Rivières “ qui s’y déchargent, depuis le Cap-Chat en montant, jusqu’au “ Havre de Montreal inclusivement,” qui voudront avoir part aux avantages à eux donnés par le dit Acte, prendront chaque année de la Corporation de la Maison de la Trinité de Québec, le ou avant le premier jour de Juin une licence pour faire usage du dit Havre du Cul-de-Sac, conformément à la Loi ; et payeront, en la recevant, le droit de tonnage annuel ordonné d’être prélevé par icelui à telle personne qui sera autorisée de le recevoir.”

Règlement
du 1er. Mai
1812.
Pénalité
£10 pour
refuser ou
n’y aller au-
cun des ar-
ticles sui-
vants.

“ Que tous autres Navires ou Vaisseaux allant dans le Cul-de-Sac, ou y séjournant, seront sujets aux mêmes taux de quayage et droits de chantier et de carénage que les Navires et Vaisseaux du même Port, arrivant de la Mer.”

ibid.

“ Que tout Navire ou Vaisseau ayant telle Licence comme susdit, et qui fera un voyage en mer, sera ensuite assujetti aux mêmes droits de quayage et de chantier que les Vaisseaux arrivant de la Mer, jusqu’au renouvellement des Licences pour l’année alors suivante.”

ibid.

“ Que tous Maîtres de navires et vaisseaux arrivant de la mer, ou n’ayant point telle licence, qui se proposeront d’entrer dans le Cul-de-Sac, en donneront préalablement avis à l’Officier préposé à cet effet et recevront ses directions pour le règlement de leur conduite durant le tems qu’ils y séjourneront, et s’y conformeront. Et tels Maîtres qui seront forcés d’y prendre refuge par les mauvais tems ou autres causes de nécessité, sans donner tel avis préalable, en donneront information aussitôt que possible au dit Officier.”

Règlement
du 1er. Mai,
1811. sec. 1.

“ Que tous navires et vaisseaux arrivant de la mer et n’ayant point de telle licence comme susdit, qui entreront et resteront dans le Cul-de-Sac, aux fins d’y charger et décharger seront, sujets à un droit de quayage de six deniers courant par tonneau, pour charger et décharger, et deux chellins et six deniers, même cours, par jour, depuis le jour de leur entrée dans le Cul-de-Sac, jusqu’au jour qu’ils en sortiront, inclusivement.”

ibid.

“ Que les Maîtres ou Propriétaires des navires ou vaisseaux de toute description, qui se proposeront de les réparer dans le Cul-de-Sac, obtiendront préalablement permission de l’Officier agissant sous l’autorité de cette Corporation à cet effet.”

ibid.

“ Que

“ That

Bye Law
of May 1,
1811. sec-
tion 1.

“ That Ships or Vessels obtaining this permission shall be subject to pay dock dues (River Craft as aforesaid excepted) viz : If under 100 tons register 5s. per day; if not exceeding 300 tons register 7s. 6d. per day; if above 300 tons 10s. per day like money, from the time of their entering the *Cul-de-Sac* to the day of their departure therefrom inclusive; exclusive of the tonnage duty for loading or unloading, if any cargo is received or discharged.”

Ibid. “ That such Ships or Vessels, not being licenced as aforesaid as shall winter in the *Cul-de-Sac*, shall be subject to pay 1s. cy. per ton register, exclusive of time and tonnage in loading and unloading or repairing.”

Ibid. “ That materials which appear necessary for ships or vessels under repair, may be brought into the *Cul-de-Sac*; but such of them, as are not made use of, shall be forthwith removed, after such ships or vessels shall be repaired.”

Ibid. “ 11th.—That every Ship or Vessel in the *Cul-de-Sac*, not under repair nor in the act of loading or unloading, shall be obliged to give way and make room for others that may enter for any of these purposes, by removing to another part of the *Cul-de-Sac*, or by going out thereof as the officer appointed therefor shall direct.”

Ibid. “ And whereas the last recited Act has reserved His Majesty's rights, except as therein specially mentioned, with the restriction on this Corporation that they shall not “ dispossess or “ in any wise molest any individual actually in possession of any “ wharf or wharves upon and along the North side of the said “ *Cul-de-Sac*, and of the use thereof; and that it shall not be “ lawful for the said Corporation of the Trinity House to erect, “ or cause to be erected, any wharf or other work or building, in “ such manner as to deprive either in whole or in part, any person “ or persons, so in possession as aforesaid of the advantages, re- “ venues and profits, which they may derive from their said wharves “ or buildings;” and as it is necessary that the privileges of the said proprietors to make use of His Majesty's property, forming part of the *Cul-de-Sac*, under the said last recited act, should be defined, and until it shall please His Majesty, to order otherwise or that other regulations shall be made according to law,”

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“ Que les navires ou vaisseaux qui obtiendront cette permission, (les batimens de la rivière comme susdit exceptés) seront sujets à payer les droits de chantier et de carénage, savoir : s'ils sont au-dessous de cent tonneaux par leur feuille, à raison de cinq chelins courant par jour ; s'ils n'excèdent point trois cens tonneaux, à raison de sept chelins et six deniers, même cours, par jour ; s'ils sont au-dessus de trois cens tonneaux, dix chelins, même cours, par jour, du tems qu'ils entreront dans le Cul-de-Sac, jusqu'au jour qu'ils en partiront inclusivement, et à l'exclusion du droit de tonnage pour charger et décharger, lorsqu'une cargaison sera reçue ou déchargée.”

Règlement
du 1er
Mai, 1811.
sec. 1.

“ Que tels navires ou vaisseaux, qui n'auront point de licence comme susdit, et qui hiverneront dans le Cul-de-Sac, seront sujets à payer un chelin courant par tonneau, qu'ils mesureront d'après leur feuille, à l'exclusion du tems et du tonnage pour charger, décharger ou se radouber.”

Ibid.

“ Que les matériaux qui paratront nécessaires pour les navires ou vaisseaux en réparation, pourront être apportés dans le Cul-de-Sac, mais ceux dont on ne se servira point seront aussitôt enlevés, après que tels navires ou vaisseaux auront été réparés.”

Ibid.

“ Que tout navire ou vaisseau dans le Cul-de-Sac, qui ne sera point en réparation, ni en chargement ou débarquement, sera obligé de reculer et de faire place aux autres, afin qu'ils puissent entrer pour aucun de ces objets, soit en se retirant dans une autre partie du Cul-de-Sac, ou en sortant d'icelui, tel et ainsi que l'Officier préposé à cet effet l'ordonnera.”

Ibid.

“ Et attendu que le dit Acte, le dernier mentionné, a réservé les droits de Sa Majesté, excepté ce qui y est spécialement mentionné, avec la restriction contre cette Corporation qu'elle ne pourra “ déposséder ou troubler, en aucune manière, aucun individu actuellement en possession de Quai ou Quais, le long du Cul-de-Sac, et au Nord d'icelui, et de l'usage d'iceux, et qu'il ne pourra être loisible à la dite Maison de la Trinité, par l'édification d'aucun quai ou autre ouvrage ou édifice, de priver en tout ou en partie, telles personnes ainsi en possession des avantages, revenus et profits qu'elles peuvent retirer de leurs dits quais ou autres édifices ;” et comme il est nécessaire que les privilèges des dits propriétaires de faire usage de la propriété de Sa Majesté, formant une partie du Cul-de-Sac, en vertu du dit Acte, le dernier mentionné, soient définis, et jusqu'à ce qu'il plaise à Sa Majesté d'en ordonner autrement, ou que d'autres réglemens soient faits conformément à la Loi.”

Ibid.

It is therefore ordered—

Bye Law
of May 1,
1811, section
1,

“ That the Proprietors of wharves that are already erected on the North side of the *Cul-de-Sac*, and who have been for some time past in the practice of bringing ships and vessels to the same, on the Water, Way and Ground of the *Cul-de-Sac*, shall continue to enjoy the same privilege to the extent of one tier of ships and vessels, and one tier of River Craft, while employed in loading or unloading such ship or vessel : And that all other ships and vessels laying opposite to their said wharves, shall be considered as being in the Harbour of the *Cul-de-Sac*, subject to the Wharfage and Dock dues authorized to be levied by the present regulations.”

Ibid.:

“ That, exclusive of the Wharfage and Dock dues imposed by these Regulations, each and every transgression of the said Regulations, or any of them, shall subject the person or persons so transgressing, to a fine not exceeding £10, current money.”

Moorings in the Cul-de-Sac.

Bye Law
of 9th June
1805.

Penalty
10s. per 24
hours with-
out such an-
chor.

Ibid.
Penalty £5
every 24
hours af-
ter the order
is given to
take it away

“ That all vessels in the *Cul-de-Sac*, in the Harbour of Quebec, shall have their heads to the street, and anchor laid down to the Eastward without the reef of rocks, under the penalty.”

“ Any person who shall incumber the *Cul-de-Sac* with rafts of any sort, or timber, boards, stones, dirt, filth or rubbish of any kind shall remove them at their own expence as soon as ordered so to do by the Harbour Master ; refusing or neglecting, incur the penalty.”

Pilots' Duty, &c.

IT IS ORDERED,

Bye Law
of 29 June,
1805.

“ 1st. That when any Pilot shall receive any order signed by the Master, Deputy Master, or Clerk of this Corporation for the time being, to conduct any of His Majesty's ships, or ships of any denomination in His Majesty's service, he shall repair on board

Il est en conséquence ordonné—

“ Que les propriétaires des quais qui sont déjà érigés sur le côté du Nord du Cul-de-Sac, et qui depuis quelque tems ont été dans la pratique d'y amener des navires et vaisseaux dans les eaux et sur le terrain du Cul-de-Sac, continueront de jouir du même privilège jusqu'à l'étendue d'un rang de navires et vaisseaux et d'un rang de bâtimens de la rivière, lorsqu'ils sont employés à charger ou décharger tels navires ou vaisseaux; et que tous les autres navires et vaisseaux qui seront vis-à-vis leurs dits quais, seront considérés comme étant dans le Havre du Cul-de-Sac, sujets aux droits de quayage, de chantier et de carénage que les présents réglemens autorisent de prélever.”

Règlement
du 1er. Mai,
1811. sec. 1.

“ Qu'à l'exclusion du Droit de quayage des droits de chantier et de carénage imposés par les présents réglemens, chaque transgression des dits réglemens ou d'aucun d'iceux assujettira la personne ou les personnes ainsi transgressant, à une amende n'excédant point dix livres, argent courant.”

Ibid.

Amarrages dans le Cul-de-Sac..

“ Que tous vaisseaux dans le Cul-de-Sac, dans le Hâvre de Québec, auront la proue du côté de la rue, et une ancre jettée à l'Est, en dehors de la chaîne de roches.”

Règlement
du 29 Juin,
1805. Péna-
lité 10s. par
24 heures
sans telle
ancre.

“ Toute personne ou personnes qui encombreront le Cul-de-Sac avec des cages d'aucune espèce, ou avec des bois, planches, pierres, ordures, saloperies ou décombres d'aucune sorte que ce soit, les enleveront à leurs propres frais, aussitôt qu'elles auront été ordonnées de le faire par le Maître du Hâvre, sous peine d'encourir la pénalité pour refus ou négligence.”

Ibid.
Pénalité £5
courant,
pour chaque
24 heures a-
près l'ordre
donné de les
enlever.

Devoirs des Pilotes, &c.

IL EST ORDONNE'

“ 1. Que lorsqu'aucun Pilote recevra un ordre signé du Maître, Député Maître ou du Greffier de cette Corporation pour le tems d'alors, de conduire aucun vaisseau de Sa Majesté, ou vaisseau dans le service de Sa Majesté de quelque dénomination qu'il

Règlement
du 29 Juin,
1805.

board her, to take charge of her, and continue such charge according to the tenor of the said order, under a penalty not exceeding Ten Pounds, in case of disobedience."

Bye Law
of 29th June
1805.

"2d. That when the Pilot shall go on board, or agree with the owner, or commander of any other ship or vessel not in His Majesty's service, or with any agent on behalf of such owner or commander, to take charge of such ship as a Pilot, he shall go on board such ship or vessel to take charge of her, and continue such charge according to his engagement; subject nevertheless to such orders as he shall receive from this Corporation for his Majesty's service, under a Penalty not exceeding Ten Pounds in case of disobedience."

ibid.

"3d. That a Pilot shall not stop any merchant ship, alongside the moorings of His Majesty's ships (except in cases of extreme necessity) nor quit such merchant ship 'till at her proper moorings, under a Penalty not exceeding Ten Pounds."

ibid.

"4th. That any Pilot who shall have taken charge of any ship outwards bound, shall wait on board for the space of four days, while such ship may be detained in harbour for want of seamen, or any other casualty; and shall not at the end of four days be at liberty to quit such ship, provided Five Shillings per day shall be paid to him for such detention, over and above his Pilotage, under a penalty not exceeding Ten Pounds."

ibid.

"5th. That a Pilot shall in all cases behave himself civilly, and be strictly temperate and sober in the exercise of his office; and shall use his utmost care and diligence for the safe conduct of every ship or vessel while under his charge—and shall also be careful she does not do damage to others, under a penalty not exceeding Ten Pounds."

ibid.

"6th. That a Pilot shall not take charge of any ship or vessel as a Pilot, otherwise than his branch empowers him, under a Penalty not exceeding Ten Pounds."

ibid.

"7th. That a Pilot shall not lend his branch to any one, on any account whatsoever, under a penalty not exceeding Ten Pounds."

ibid.

"8th. That every Pilot who engages to pilot any ship or vessel, outwards bound, or going up to Montreal, shall give notice thereof

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qu'il soit, il se rendra à bord pour en prendre la charge, et continuera telle charge d'après la teneur du dit ordre, sous une pénalité n'excédant point dix livres en cas de désobéissance."

" 2. Que lorsqu'un Pilote se rendra à bord, ou conviendra avec le propriétaire, ou commandant de tout autre navire ou vaisseau n'étant point dans le service de Sa Majesté, ou avec un agent au nom de tel propriétaire ou commandant, de prendre soin de tel navire en qualité de Pilote, il se rendra à bord de tel navire ou vaisseau pour le prendre sur ses charges, et continuera telle charge d'après son engagement; sujet néanmoins à tels ordres qu'il recevra de cette Corporation pour le service de Sa Majesté, sous une pénalité n'excédant point dix livres en cas de désobéissance."

Règlement
du 29 Juin,
1805.

" 3. Qu'un Pilote n'arrêtera aucun vaisseau marchand le long des amarrages d'aucun des vaisseaux de Sa Majesté, (excepté dans les cas de nécessité extrême) ni ne quittera tel vaisseau marchand jusqu'à ce qu'il soit convenablement amarré, sous une pénalité n'excédant point dix livres."

Ibid.

" 4. Que tout Pilote qui aura la charge d'un navire destiné pour la mer, attendra à bord l'espace de quatre jours, lorsque tel navire sera détenu dans le hâvre faute de matelots ou par quelque autre accident; et il n'aura point de liberté de quitter tel navire au bout de quatre jours, pourvu qu'il lui soit payé cinq chelins par jour pour telle détention, en sus de son pilotage, sous une pénalité n'excédant point dix livres."

Ibid.

" 5. Que dans tous les cas un Pilote se conduira avec civilité, et observera strictement la tempérance et la sobriété, dans l'exécution de son office; et veillera avec le plus grand soin et la plus grande diligence à conduire en sûreté tout navire ou vaisseau sous ses charges; et prendra garde aussi à ne faire aucun dommage aux autres, sous une pénalité n'excédant point Dix livres."

Ibid.

" 6. Qu'aucun Pilote ne prendra la charge d'aucun navire ou vaisseau autrement qu'il n'est autorisé par sa branche sous une pénalité de Dix livres."

Ibid.

" 7. Qu'aucun Pilote ne pourra prêter sa branche à d'autre personne, sous aucun prétexte que ce puisse être, sous une pénalité n'excédant point Dix livres."

Ibid.

" 8. Que tout Pilote qui s'engagera de piloter un navire au vaisseau destiné pour la mer, ou montant à Montréal, en donnera

Ibid.

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thereof personally or in writing to the Superintendent of Pilots, or in his absence, to the Harbour Master of Quebec, before his departure—and like notice on his return, under a penalty not exceeding Two Pounds for every neglect.”

Bye Law
of 1816
June, 1805.

“ 9th. That any Pilot who observes any alteration in Sand Banks or Channels, or that any Buoys or Beacons are driven away, broken down, or out of place, shall forthwith send an account thereof to the Clerk of this Corporation for the time being, under a penalty not exceeding Two Pounds, for every neglect.”

ibid.

“ 10th. Whereas it is expedient that *Father Point* should be the Rendez-vous of Pilots below Quebec—That no Pilots therefore shall ply below that Point, in search of vessels, on any pretence whatever, under a penalty not exceeding Ten Pounds.”

ibid.

“ 11th. That as the Pilot who first boards a vessel is entitled by Law, to the preference of her pilotage, or if refused by the Master thereof, to half pilotage, every Pilot shall board the nearest vessel when more than one are in sight, under a penalty not exceeding Ten Pounds.”

ibid.

“ 12th. That the Master or Commander of every ship or vessel inward or outward, and upward or downward bound, between Quebec and Montreal, shall certify the behavior of his Pilot, where he took him on board, and the draught of water of his ship, under a penalty not exceeding Ten Pounds.”

ibid.

“ 13th. That the directions of the Superintendent of Pilots, given by him in writing, or of such person or persons as His Excellency the Governor, Lieutenant-Governor, or person Administering the Government, may appoint for the time being, to do that duty, when on duty at the Rendez-vous, or cruising below Quebec, for the maintenance of order among the Pilots, shall be strictly obeyed by all Pilots, under a penalty not exceeding Ten Pounds.”

ibid.

“ 14th. That no Pilot shall refuse or disobey any Summons of this Corporation requiring his attendance, under a penalty not exceeding Ten Pounds.”

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nera avis personnellement, ou par écrit, au Surintendant des Pilotes, ou en son absence, au Maître du Hâvre de Québec, avant son départ; et semblable notice à son retour, sous une pénalité n'excédant point Dix livres pour chaque négligence."

" 9. Que tout Pilote qui remarquera quelque changement dans les bancs de sable ou chenaux, ou que quelques bouées ou marques sont emportées, abattues ou hors de place, en donnera aussitôt avis au Greffier de cette Corporation pour le tems d'alors, sous une pénalité n'excédant point Deux livres pour chaque négligence."

Règlement
du 29 Juin,
1803.

" 10. Vû qu'il est expédient que la Pointe aux Pères soit le Rendez-vous des Pilotes audessous de Québec—Qu'aucuns Pilotes en conséquence n'iront audessous de cette pointe en recherche de vaisseaux, sous aucun prétexte que ce soit, sous une pénalité n'excédant point Dix livres."

Ibid.

" 11. Que comme le Pilote qui aborde le premier un vaisseau a, par la loi, droit à la préférence du pilotage, ou s'il est refusé par le Maître, à la moitié du pilotage, tout pilote accostera le vaisseau le plus près lorsque plus d'un seront en vue, sous une pénalité n'excédant point Dix livres."

Ibid.

" 12. Que tout Maître ou Commandant de navire ou vaisseau arrivant ou partant pour la mer, et montant ou descendant entre Québec et Montréal, certifiera la conduite de son Pilote, où il l'a pris à bord, et le tirage d'eau de son vaisseau, sous une pénalité n'excédant point Dix livres."

Ibid.

" 13. Que les directions du Surintendant des Pilotes, par lui données en écrit, ou de telle personne ou personnes que son Excellence le Gouverneur, Lieutenant Gouverneur, ou la personne ayant l'administration du Gouvernement, pourra nommer pour le tems d'alors, pour remplir ce devoir, lorsqu'en exercice au rendez-vous, ou croisant au dessous de Québec, seront strictement obéies par tous les Pilotes, sous une pénalité n'excédant point Dix livres."

Ibid.

" 14. Qu'aucun Pilote ne refusera ou ne désobéira aux sommons de cette Corporation requérant sa comparution, sous une pénalité n'excédant point Dix livres."

Ibid.

IT IS ORDERED,

Bye Law
of 2nd April
1806.

" 1st. That when any Pilot, being at Quebec, and not engaged to pilot any vessel from thence, shall receive an order from the Superintendent of Pilots, or in his absence, from the Harbour Master of Quebec, or from the Master, Deputy Master, or any Warder of this Corporation, directing him to repair on board and take charge of any vessel requiring a Pilot, such Pilot shall repair on board, and take charge of such vessel so requiring a Pilot; and shall continue such charge, according to the tenor of such order, under a penalty not exceeding Ten Pounds, currency, in case of disobedience."

Ibid.

" 2d. That any Pilot who shall demand or receive any higher or greater sum for the Pilotage of any ship or vessel, than is by Law allowed, shall incur a penalty not exceeding Ten Pounds, currency, for each and every offence, and shall refund to the person or persons, the full and entire amount of the sum which such Pilot shall have received for such pilotage, over and above the sum allowed therefor by Law."

Ibid.

" 3d. That no Pilot shall be held or bound to remain on board of any vessel by him piloted into the Harbour of Quebec, after the expiration of forty-eight hours, from the time at which such vessel shall have arrived in the stream opposite to the City of Quebec, or be secured, within the said forty-eight hours, alongside of any wharf in the said Harbour of Quebec."

Ibid.

" 4th. That any Pilot who shall be employed, and shall remove any vessel from one wharf in the Harbour of Quebec to another shall for such service, be entitled to demand and receive the sum of eleven shillings and eight pence currency, provided such wharves are respectively situated within the following limits, that is to say:—The Wharf at present occupied by Messieurs Peter Brehaut & Co. above, and the *Pointe à Carcis*, below, both included; and any Pilot who shall be employed, and shall remove any Vessel from one part in the Harbour of Quebec to any other part of the said Harbour, not being one of the said Wharves, shall, for such service, be entitled to demand and receive the Sum of One Pound Three Shillings and Four Pence Currency."

Ibid.

5th. That each and every Pilot being at the *Rendez-vous*, or Cruizing below Quebec, shall obey such orders in writing or otherwise, as he or they shall, from time to time, receive from the Superintendent of Pilots, or such other person as the Govern-

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IL EST ORDONNE',

" 1. Que lorsqu'un Pilote, étant à Québec, et n'étant point engagé à piloter quelque vaisseau de là, recevra un ordre du Surintendant des Pilotes, ou en son absence, du Maître du Hâvre de Québec, ou du Maître, Député Maître, ou de quelque gardien de cette Corporation, l'enjoignant de se rendre à bord et de prendre sur ses charges quelque vaisseau qui aura besoin d'un Pilote, tel Pilote se rendra à bord, et prendra sur ses charges tel vaisseau ayant ainsi besoin d'un Pilote, et continuera à en prendre soin suivant la teneur de tel ordre, sous la pénalité de Dix livres courant, en cas de désobéissance."

Règlement
du 29 Avril,
1806. sec 1.

" 2. Que tout Pilote qui demandera ou recevra quelque somme plus forte ou plus grande pour le Pilotage d'un navire ou vaisseau que ce qui lui est alloué par la loi, encourra une pénalité n'excédant pas dix livres courant, pour tout et chaque telle offense, et remboursera à la personne ou aux personnes le montant en entier de la somme que tel Pilote aura reçue, pour tel pilotage, en sus de la somme qui lui est allouée par la loi."

Ibid.

" 3. Qu'aucun Pilote ne sera tenu de rester à bord d'aucun vaisseau par lui piloté dans le Hâvre de Québec, après l'expiration de quarante-huit heures, du tems que tel vaisseau sera arrivé dans la rade, vis-à-vis la cité de Québec, ou qu'il sera mis en sûreté dans les dites quarante-huit heures, le long de quelque quai dans le dit Hâvre de Québec."

Ibid.

" 4. Que tout Pilote qui sera employé à mettre un bâtiment d'un quai à un autre dans le havre de Québec, aura droit de demander et recevoir pour tel service la somme de onze chellins et huit deniers courant. Pourvu que tels quais soient respectivement situés, endedans des limites suivantes, c'est-à-dire, le quai actuellement occupé par Messieurs Pierre Brehaut et Compagnie, pour le côté d'en haut et la *Pointe à Carcis* en bas, tous deux inclusivement ; et tout Pilote qui sera employé à transférer un bâtiment d'une partie dans le Hâvre de Québec à une autre partie du dit Hâvre, n'étant point un des dits quais, aura droit de demander et recevoir pour tel service la somme d'une livre, trois chelings et quatre deniers courant."

Ibid.

" 5. Que tout et chaque Pilote étant au rendez-vous, ou croisant au-dessus de Québec, obéira à tels ordres en écrit ou autrement, que de tems à autre, il recevra du Surintendant des Pilotes, ou de telle autre personne que le Gouverneur ou Lieutenant

Ibid.

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nor, Lieutenant-Governor, or person Administering the Government of this Province, for the time being, shall, for that purpose appoint, under a penalty not exceeding Ten Pounds, Currency, for each and every instance of disobedience; and the Rendez-vous of *Father Point*, shall be considered to extend to *La Rivière aux Loutres*, below, and no farther."

Bye Law,
1st. May,
1811, sec. 2.

"That each and every Pilot, for and below the Harbour of Quebec, shall, on or before the First day of September next, Paint in *Black*, or cause to be painted, on each side of the Sails, and on the Bow and Stern of his Boat, his or their distinguishing number in figures; which number they will receive from the Registrar of the Trinity House, on application for the purpose, and the said figure or figures shall be at least eighteen inches long and two inches broad on the sails, and they shall renew the same as often as is necessary, under a penalty, for neglecting so to do, not exceeding Ten Pounds, currency."

Ibid.

"When any Branch Pilot or other person not being a Branch Pilot, and having, by necessity, conducted any vessel arriving at or departing from the Port of Quebec, shall have been condemned by judgment given by the Trinity-House to any of the fines and penalties imposed by virtue of the Act of the Forty-fifth year of His Majesty, Chapter Twelfth, or by virtue, and under the authority of this Act, it shall and may be lawful for the Corporation of the Trinity House to arrest or attach in the hands of, and the same to recover from the Master of any ship or vessel, or in the hands of any other person or persons to whom the said ship or vessel may be consigned, the sum of money which may be due and payable by them to any Branch Pilot or person having conducted any vessel as aforesaid, or the sum which shall have been agreed upon to be paid to either of them, or such part of the sum as shall be necessary to satisfy the said judgment with costs, and the said Captain or Master, or the Consignee, shall be held to pay the amount of such arrest or attachment to the Treasurer of the said Corporation, and shall be discharged of as much towards such Pilot or person having conducted such vessel."

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nant Gouverneur ou la personne ayant l'administration du Gouvernement de cette Province pour le tems d'alors, proposera à cet effet, sous une pénalité qui n'excédera point dix livres courant, pour tout et chaque cas de désobéissance; et le rendez-vous de la Pointe aux Pères sera considéré s'étendre jusqu'à la Rivière aux Louvres, audessous et pas plus loin."

"Que tout et chaque Pilote pour et audessous du Hâvre de Québec, peindra ou fera peindre en noir, sur chaque côté des voiles et sur le devant et le derrière de sa chaloupe, d'ici au premier jour de Septembre prochain, son ou leur numéro distinctif, en chiffre, lequel numéro ils recevront du Greffier de la Maison de la Trinité, en faisant application à cet effet, et les dits chiffre ou chiffres seront au moins de dix-huit pouces de longueur et deux pouces de largeur sur les voiles; et ils les renouvelleront aussi souvent qu'il sera nécessaire, sous une pénalité pour négligence de ce faire, n'excédant point dix livres, même cours."

Règlement
du 1er. Mai
1811. sec. 2.

"Quand aucun Pilote licencié ou aucune autre personne qui n'ayant point de licence de Pilote, aura par nécessité conduit un vaisseau arrivant au Port de Québec ou partant d'icelui, aura été condamné, par jugement rendu en la Maison de la Trinité, à aucunes des amendes et pénalités imposées en vertu de l'Acte de la quarante-cinquième Année de Sa Majesté, chapitre douze, ou en vertu et sous l'autorité de cet Acte, il sera et pourra être loisible à la Corporation de la Trinité d'arrêter ou saisir entre les mains et de recouvrer du maître de tout navire ou vaisseau, ou entre les mains de toute autre personne à qui le dit navire ou vaisseau pourra être consigné, la somme qui pourra par eux être due à tel Pilote ou personne ayant conduit un vaisseau comme dit est, ou qui aura été convenue de lui ou de leur payer, ou autant de la dite somme qui pourra être nécessaire pour la satisfaction du jugement et des frais d'icelui, et le dit Capitaine ou maître, ou le Consignataire sera tenu de payer le montant de telle saisie-arrêt au Trésorier de la dite Corporation, et sera déchargé d'autant envers tel Pilote ou personne ayant conduit tel vaisseau."

Acte 21.
Geo. III.
Cap. 19.

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Rates

Rates of Pilotage.

FROM BIC TO QUEBEC : viz.

	<i>Per Foot.</i>
From the 1st May to the 10th November, inclusive... £0 18 0	
From the 11th November to the 19th, inclusive.... 1 3 0	
From the 20th November to the 1st March, inclusive 1 8 0	
From the 2d March to the 30th April, inclusive.... 1 0 6	

Established
by Act 45.
Geo. 3. &c.

FROM QUEBEC TO BIC—

	<i>Per Foot.</i>
From the 1st May to the 10th November, inclusive... £0 15 9	
From the 11th November to the 18th, inclusive..... 1 0 9	
From the 19th November to 1st March, inclusive.... 1 5 9	
From the 2d March to the 30th April, inclusive.... 0 18 3	

FROM THE BRANDY POTS TO QUEBEC—only two thirds of the rate above mentioned.

Act 51 Geo.
3. cap. 12.

FROM THE POINT OF ST. ROCH TO QUEBEC—only one third of the above rates.

FROM THE WEST END OF CRANE ISLAND AND BELOW ST. PATRICK'S HOLE TO QUEBEC—one fourth part of the above rates.

FROM ST. PATRICK'S HOLE TO QUEBEC.....£1. 3 4

FROM QUEBEC TO PORT-NEUF—

Any vessel not exceeding 200 tons measurement.... £4 0 0	
Down again..... 2 10 0	
From 201 to 250 tons, upwards..... 5 0 0	
Downwards..... 3 10 0	
From 251 tons and more, upwards..... 6 0 0	
Downwards..... 4 0 0	

FROM QUEBEC TO THREE-RIVERS, OR ANY PLACE ABOVE PORT-NEUF—

For a vessel of 200 tons and under, upwards..... £6 0 0	
Downwards... 4 0 0	
Of 201 and to 250 tons, upwards..... 7 0 0	
Downwards..... 4 10 0	
Above 250 tons, upwards..... 8 0 0	
Downwards..... 5 10 0	

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DU BIC A QUEBEC : SAVOIR,

	<i>Par Pied.</i>	<small>Etabli par l'Acte de la 46^e. de Geo. 3, &c.</small>
Depuis le 1er. Mai jusqu'au 10 de Novembre, inclusivement.....	£0 18 0	
Du 11 de Novembre jusqu'au 19 inclusivement.....	1 3 0	
Du 20 de Novembre jusqu'au 1er. Mars, inclusivement.....	1 8 0	
Du 2e. Mars jusqu'au 30 Avril, inclusivement.....	1 0 6	

DE QUEBEC AU BIC—

	<i>Par Pied.</i>	
Depuis le 1er Mai jusqu'au 10 de Novembre, inclusivement.....	£0 15 9	
Du 11e. de Novembre jusqu'au 18, inclusivement.....	1 0 9	
Du 19 de Novembre au 1er: de Mars, inclusivement....	1 5 9	
Du 2e. de Mars au 30e. d'Avril, inclusivement.....	0 18 3	

Du POT A L'EAU DE VIE A QUEBEC—seulement les deux tiers des taux ci-dessus mentionnés: Acte 51e. Geo. 3, cap. 19.

DE LA POINTE DE ST. ROCH A QUEBEC—seulement un tiers des taux ci-dessus.

DE LA POINTE OUEST DE L'ISLE AUX GRUES, ET AU-DESSOUS DU TROU ST. PATRICE, A QUEBEC—un quart des taux ci-dessus.

DU TROU SAINT PATRICE A QUEBEC, une livre, trois chelins et quatre deniers.

DE QUEBEC A PORT NEUF—

Tout vaisseau n'excédant point 200 tonneaux par sa feuille, en montant.....	} £4 0 0
En descendant.....	
De 201 à 250, en montant.....	} 5 0 0
En descendant.....	
De 251 tonneaux ou plus, en montant.....	} 6 0 0
En descendant.....	

DE QUEBEC AUX TROIS-RIVIERES, OU A AUCUNE PLACE, AUDESSUS DE PORT-NEUF—

Pour un vaisseau de 200 tonneau et audessous, en montant.....	} £6 0 0
En descendant.....	
De 201 à 250 tonneaux, En montant.....	} 7 0 0
En descendant.....	
Audessus de 250 tonneaux, En montant.....	} 8 0 0
En descendant.....	

DE QUEBEC A MONTREAL, ET A AUCUNE PLACE AUDESSUS DES TROIS-RIVIERES—

Pour un vaisseau de 200 tonneaux et audessous,	}	£ 11 0 0	
en montant.....			
		En descendant.....	7 10 0
De 201 tonneaux à 250,		En montant.....	14 0 0
		En descendant.....	8 15 0
De 250 tonneaux et audessus,		En montant.....	13 0 0
		En descendant.....	10 15 0

Aucun Pilote n'est obligé de rester plus de quarante-huit heures à bord après l'arrivée du vaisseau aux places susdites, et qu'il est convenablement amarré.

Et pour l'encouragement des Pilotes qui se distingueront par leur activité et promptitude à aider et assister aucun vaisseau en détresse ou en besoin d'un Pilote, &c. sera payé extra d'après un jugement de la Maison de la Trinité.

Acte 43 Geo. 3. cap. 12, art. 12.

Il est alloué aux Pilotes enmené à la mer par le mauvais tems £6 sterling par mois, et ils doivent être pourvus d'un passage pour s'en revenir, en sus du Pilotage qui leur est dû.—Les gages ci-dessus doivent être payés jusqu'au jour que le passage est pourvu, à moins que le Pilote ne préfère accepter une somme d'argent au lieu de tel passage.

Acte 55 Geo. 3. cap. 12, art. 2.

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BYE-LAWS
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TRINITY-HOUSE,

10TH. JUNE, 1818.

FIRST BYE-LAW.

It is ordered that all Masters and Commanders of Ships or Vessels navigating the River Saint Lawrence, and taking on board any person or persons other than a Branch Pilot for the purpose of affording assistance in navigating such ship or vessel, shall keep a Union Jack flying at the foretop mast head every day from day light to dark, and until a Branch Pilot shall be obtained, under a penalty of ten pounds, current money, and if the Captain or other officer commanding such Ship or Vessel shall refuse to take a Branch Pilot as soon as he may offer, he shall forfeit the like sum of Ten Pounds.

SECOND BYE-LAW.

All Pilots having charge of ships or vessels navigating the River Saint Lawrence, and seeing other ships or vessels approaching shoals or other cause of danger shall immediately inform the officer commanding the Vessel under his charge of the same, who is required immediately to make the necessary Signals to the said vessel, and should the said Pilot or Officer commanding the said ship or vessel neglect or refuse so to do, they shall pay each a fine not exceeding Ten Pounds, current money.

THIRD BYE-LAW.

Any Pilot or Pilots, or his or their Apprentice or Apprentices found aiding or assisting in secreting Seamen or Apprentices legally bound to Ships or Ship Masters, or facilitating in any way whatever, the desertion of Seamen or Apprentices legally bound to Ships or Ship Masters, from their respective Vessels, such Pilot or Pilots shall incur a Penalty not exceeding Ten Pounds, current money.

FOURTH BYE-LAW.

All Boats carrying Pilots, shall have on board a Mariner's Compass

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Compass, for the purpose of instructing the Apprentices, and shall display a Flag half Red and half White in horizontal stripes (the white being uppermost) under a penalty of five pounds, currency, for each offence, and the Master or Officer commanding any Vessel or Boat displaying such Flag, without a Pilot on board in search of vessels, shall incur a like penalty, not exceeding Five Pounds, currency, for each offence.

FIFTH BYE-LAW.

Any Pilot or Pilots taking charge of Ships or Vessels going down the River Saint Lawrence after the Twenty-fifth day of October, inclusive, shall keep a Boat with such ship or vessel for the purpose of taking out such Pilot after he is discharged, under a penalty not exceeding Ten Pounds, currency, and if such boat should be lost or damaged by accident while such Pilot has charge of such Ship or Vessel, the value of such boat or the damage done thereto, shall be paid by the Captain or Officer commanding such Ship or Vessel.

SIXTH BYE-LAW.

The practice of boiling pitch, tar, rosin, turpentine and other combustible materials, upon the Wharves in the Lower-Town of Quebec, and its environs being highly dangerous. It is ordered, that no Pitch, Tar, Rosin, Turpentine or any other combustible materials shall be heated or boiled on any of the Wharves within the limits of the Harbour of Quebec, except in furnaces of stone erected for that purpose, which said furnaces shall be twenty feet at least from any House or Building—The said furnace to be completely fire proof, and subject to the inspection and approbation of the Harbour Master, under a penalty of Ten Pounds, current money, for each offence.

SEVENTH BYE-LAW.

Any person or persons throwing dirt, filth, stones or rubbish of any description whatsoever over any of the Wharves or into any of the Docks between the said Wharves of the said Lower-Town of Quebec, or upon any of the Landing Places, Inlets or on any part of the Beaches between high and low water marks, or in any other place that may in any way obstruct the navigation, shall for each and every offence pay a penalty of Forty Shillings, current money, and shall remove the same at his or their own cost and charge immediately on being verbally ordered so to do, either by the Harbour Master or his Assistant, and shall further incur a penalty

penalty of Forty Shillings, like current monee, for every twenty-four hours, until the same shall be removed after such notice shall have been so as aforesaid given.

EIGHTH BYE-LAW.

All Timber, Masts, Logs or Rafts left upon the Landing places and Streets leading to the River in front of the Town and River Saint Charles, shall be immediately removed upon notice being given to the owner or owners thereof verbally by the Harbour Master or his Assistant, and the same shall be removed within twenty-four hours after such notice to the said owner or owners, under a penalty of Forty Shillings, and in case the said owner or owners should neglect or refuse to remove the same, or in case the said owner or owners should not be forthcoming, the said Timber, Masts, Logs or Rafts shall be immediately sold at public Auction, the amount of the said sale, after deducting the said penalty and all expences and charges, to remain in the hands of the Harbour Master, during the space of three months for the benefit of such owner or owners, and if the same is not then claimed, the same shall be paid into the hands of the Treasurer of the Trinity House, to be appropriated as the law directs.

NINTH BYE-LAW.

All person or persons encumbering any of the Harbours, Bays, Rivers, Creeks or Inlets within the limits of the Port of Quebec, or in any way obstructing the navigation thereof with stones, filth, rubbish, timber or spars, to the injury or obstruction of Ships, Vessels or other craft going in or out of the same, shall pay all damages that may be caused to such Ships, Vessels or other Craft by the causes aforesaid, and shall incur a penalty not exceeding the sum of Ten Pounds, current money, and for every twenty-four hours the said obstructions are allowed to remain after notice shall be given by the Harbour Master or his Assistant to remove the same, the said person or persons shall incur the further penalty of Forty Shillings.

Laws and Regulations for the Port and Harbour of Montreal.

Bye Law 50
May, 1866.
Art. 1.

THAT part of the Harbour of Montreal, situate between the corner of a wharf nearly opposite to the road leading from

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from the Potash store and the first shoal below the Gate, commonly known by the name of Madame Duffy's Gate, (which extent, to render it more conspicuous, shall be marked by a Post at each extremity) is hereby appropriated for the loading and unloading of ships and vessels, and no cargo nor any part of a cargo, (gunpowder excepted, which is especially provided for by Law) shall be receivable or deliverable elsewhere in the said Harbour, unless there be an agreement or mutual consent between the owner or master of the ship or vessel and the proprietor of the cargo to be loaded or unloaded, or the agent of such proprietor, respectively to the contrary.

“ That no scow, or raft, loaded or unloaded, shall be anchored or otherwise secured in the stream or on shore, at any part of the said Harbour or of the Beach thereof, below the said road leading from the Potash store and above the said Gate; and if any scow or raft, loaded or unloaded, shall be anchored or otherwise secured in the stream or on shore, at any part of the said Harbour or of the Beach thereof, below the said road leading from the Potash Store and above the said Gate, the owner or conductor of such raft or scow so anchored, or otherwise secured, shall incur and pay a penalty not exceeding two pounds, currency, and a further penalty not exceeding one pound like money, for each and every period of twenty-four hours, during which, such scow or raft shall be and remain so anchored, or otherwise secured; it being nevertheless provided, that nothing herein contained, shall extend to prevent any scow or raft from being secured alongside of any ship or vessel, lying within the limits above described, for the purpose of loading or unloading such ships or vessels.”

Bye Law, 12
May, 1806.

“ That all scows and rafts lying or being in the Harbour of Montreal, or on the Beach thereof, shall be placed and arranged in such manner as the Harbour Master of the said Harbour shall order and direct, according to the provision herein-before contained; and any person having the charge or care of any scow or raft, so lying or being in the said Harbour of Montreal, who shall refuse to obey the order or direction of the said Harbour Master in the premises, shall incur a penalty not exceeding one pound, currency.”

Ibid.

“ That all ships or vessels lying or being in the Harbour of Montreal, or on the Beach thereof, shall be placed and arranged in such manner as the said Harbour Master shall order and direct according to the provisions herein-before contained; and any master

Ibid.

master or other person having the charge or care of any ship or vessel, so lying or being in the said Harbour, or on the said Beach thereof, who shall refuse to obey the order or direction of the said Harbour Master in the premises, shall incur a penalty not exceeding Ten Pounds, currency."

*Bye Law, 17
May, 1806.*

"That any Master or Commander of any Ship or Vessel, or the Master of any craft, or other person whatsoever, who shall throw into any navigable part of the said Harbour, or on the Beach thereof, or on any Wharf there situate, any ballast, coals, oyster-shells or other thing whatsoever, by which the Harbour may be injured, or the Navigation impeded or rendered difficult, or dangerous, shall incur a penalty not less then fifty shillings, currency, and not exceeding Ten Pounds, like money, for every such offence; and any Master, Commander or other person so offending, who being thereunto required by the Harbour Master of the said Harbour, shall neglect or refuse to remove, or cause to be removed, such obstruction for the space of forty-eight hours, shall incur a further penalty not exceeding Five Pounds, like money, for each and every such neglect or refusal."

Ibid.

"That it shall be lawful, when necessary in the opinion of the Harbour Master, for ships, vessels and craft of all descriptions, to load and unload over the decks of each other respectively, and any person having the charge or care of any ship, vessel or craft, who being thereunto required by the said Harbour Master, shall refuse to permit the person having the charge or care of any other ship, vessel or craft, so to load or unload, shall incur a penalty not exceeding Ten Pounds, currency, for each and every such refusal."

Ibid.

"That any Master or Commander of any Ship or other person, whomsoever, boiling or heating tar, pitch, turpentine, rosin or grease, or causing the same to be boiled or heated for the purpose of graving or breaming vessels, or for any other purpose whatsoever at a less distance than twenty feet from their respective vessels, and from all other vessels, buildings and wharves, shall for each offence incur a penalty, of ten pounds, currency; and the like penalty, if a proper person does not attend the pitch pot or kettle, while heating or boiling, prepared with a shovel and a sufficient cover, for instantly extinguishing the same, in case the combustible matter takes fire, and for compleatly putting out the original fire, when the purpose for which it was kindled is accomplished; and in all cases and situations when a ship or vessel is to be graved or breamed, the master or owner of such ship or vessel

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vessel, shall previously apply to the said Harbour Master for his authority and direction to perform the same, under the like penalty of ten pounds, currency."

"That the shore fastenings of any ship, vessel, batteau or other raft, lying and being in the said Harbour, or on the Beach thereof, shall be placed so as not to intercept or prevent the passage of trucks, carts or other carriages along the said Beach, or any of the wharves in the said Harbour; and the person having the care or charge of any ship, vessel or batteau or other craft, whose shore fastening shall be placed contrary to the tenor hereof, shall incur a penalty not exceeding forty shillings, currency."

Bye Law. 17
May, 1806.

"That any person or persons, who shall place, lay or pile upon the Beach of the said Harbour, or upon any wharf or wharves in the said Harbour, any timber, lumber, masts, spars, yards, fire-wood, water-casks, boats, canoes, staves, boards, handspikes, stones, dirt, filth or rubbish of any kind, shall remove the same, at his or their own expence, as soon as ordered so to do by the said Harbour Master; and if such order of such Harbour Master, in the premises, shall not within the space of twenty-four hours be obeyed, such person or persons, and each of them shall, for such disobedience incur a penalty of forty shillings, currency, and a like penalty for every twenty-four hours thereafter, until such timber, lumber, masts, spars, yards, firewood, water casks, boats, canoes, staves, boards, handspikes, stones, dirt, filth or rubbish, shall be removed; it being nevertheless provided that nothing herein contained shall extend to cargoes lying or being upon the said beach or wharves, and lately unloaded from any ship, vessel or craft, or immediately to be loaded on board of any such vessel or craft, lying or being in the said Harbour, or to any part or parts of such cargoes."

Ibid.

"That if any Buoy or other mark already placed, or to be placed in the said Harbour, or on the Beach thereof, by order of this Corporation, shall be, by accident removed, carried away or destroyed, by any ship, boat, vessel, craft, scow or raft, or by any cart or other carriage, the person having the charge or care of such ship, boat, vessel, craft, scow, raft or carriage, shall, within forty-eight hours, replace the same at his, her or their own proper costs and charges, and in default thereof shall incur a penalty not exceeding five pounds, currency."

Ibid.

"That a part of the Harbour of Montreal situate between the corner of a wharf, nearly opposite to the road leading from the Potash Store and the first shoal below the Gate commonly known

Ibid.

known

known by the name of Madame Duffy's Gate, (which extent, to render it more conspicuous, shall be marked by a Post at each extremity) is hereby appropriated for the loading and unloading of ships and other vessels, and no cargo nor any part of a cargo (gun-powder excepted, which is especially provided for by law) shall be receivable or deliverable elsewhere in the said harbour, unless there be an agreement or mutual consent between the owner or master of the ship or vessel, and the proprietor of the cargo or part of the cargo to be loaded or unloaded, or the agent of such proprietor, respectively to the contrary.—But any cargo or part of any cargo may be loaded or unloaded, in such other part of the said Harbour as may be fixed upon by an agreement or mutual consent of the parties as abovesaid."

Reg. Edw. 9th
May, 1810.

"That all vessels, whether river-craft or from sea, arriving at the port of Montreal, loaded fully or in part, shall be at liberty to take such births or moorings, as they arrive at the said port, that are not already occupied by vessels, being river-craft or from sea, and that are actually unloading or taking in, and shall be allowed to retain such births or moorings such a time, as in the opinion of any two of the members of this Board, residing at Montreal, may be sufficient for unloading their respective cargoes, and shall be at liberty to remain in the said birth or moorings for the purpose of reloading, if the cargoes to be taken in by them are in readiness; which time for unloading and reloading, if it is a vessel from sea, shall be in either case in proportion to the tonnage; and if a river-craft, shall not in either case exceed four working days; and any master, or person having charge of a ship, vessel or craft, who shall refuse to relinquish and give up their births or moorings, when ordered and directed so to do by the Harbour Master, verbally, or in writing, left with a grown person on board, shall incur a penalty of five pounds, currency, for every such refusal; and five pounds like money, for every day they shall remain in the birth or moorings from which they shall have been so ordered."

ibid.

"That vessels loading oak or other lumber from the water, or from cribs or rafts, shall take an outside birth, if thereunto required or ordered by the Harbour Master in writing, or verbally, as in the preceding rule, so as to make way for other vessels, whether river craft or from sea, to unload or load, at or from the shore, under a penalty of five pounds, currency, upon every master or person having charge of such vessel for every such refusal, and five pounds like money, for every day they shall remain in the birth or moorings, from which they shall have been so ordered."

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"That in all the before-recited cases, when necessary for vessels to give up their births to other vessels arriving at the Port of Montreal, whether river craft or from sea, the river craft if not employed loading or unloading, shall in the first instance give up their births or moorings, under a penalty of five pounds, currency, upon every master or person having charge of such river craft for every refusal, when ordered and directed so to do by the Harbour Master, verbally, or in writing left with a grown person on board; and five pounds like money, for every day they shall remain in the birth or moorings from which they shall have been so ordered."

Bye Law 26th
May, 1808.

"That vessels remaining in the Port of Montreal during the Summer, for the purpose of receiving Furs or Peltries, shall after discharging their cargo inward, lay in, or remove to such place or places in the said Port, as may be ordered by the Harbour Master, under the direction of any two of the Members of this Board residing at Montreal, under a penalty of five pounds, currency, upon every master or person having charge of such vessel, for every refusal when ordered and directed so to do by the Harbour Master, as aforesaid, verbally, or in writing left with a grown person on board, and five pounds like money for every day they shall remain in the birth or moorings from which they shall have been so ordered."

Ibid.

Copies of the Acts of the Legislature and of the Bye Laws and Regulations of the Trinity House lay, for the inspection and information of persons concerned, at the Harbour Master's Office.

At the request of many of the Masters of Ships, Mr. LAMBLY has subjoined the following remarks on the Island of ANTICOSTI, and they may be depended on; as they were all made on the spot, by himself, when he was ordered by Sir JAMES H. CRAIG, to establish the Posts for the provisions and place the Direction Boards, in 1809.

ANTICOSTI.

TWO Leagues S. E. from the West end of the Island lays Cape Henry, the West side of Grand Bay, Cape Eagle forms the East side of the Bay—they are N. W. and S. E. of each other, 3 miles distance. This Bay lays North and South, and is 2 miles and an half deep, with good anchorage, in from 2½ to four

4 fathoms water. In running down from the West end of the Island come no nearer than 10 fathoms—the breakers will be seen on the shoal which lays from the Beach, a quarter of a mile; and when down to Cape Henry, haul into 6 fathoms, towards a long spitt of sand which lays off S. E. from the Cape. It is very regular 5 and 6 fathoms a good birth from it—run along this spitt and round the S. E. end of it 4 fathoms, then haul up in the Bay, in four fathoms at low water, and come to an anchor: You will then be one mile and an half from the houses, which stand on the North side of the Bay. The Bay is about one mile and an half across here. Small vessels may ride further in, with shelter from S. W. and S. S. W. winds, but the Bay in 4 fathoms is all open from S. S. W. to S. E. winds.

A Mr. *Ducheneau* lives at this House; and remains all the year; and Government puts every year a quantity of Provisions in his charge in case of Shipwreck. And as ships have been wrecked and the Captains have not been aware of this, they have left their ships, at the hazard of their lives, and gone to Gaspé—Whereas had they known it, they would have been accommodated with lodgings and provisions. Government pays *Ducheneau* £50 yearly, for the purpose of taking care of the Provisions, &c. &c.

From Cape Henry to the S. W. point the bearing is S. 50° 00' E. distance 13 leagues—and from the S. W. point to the South point S. 70° 00' E. distant 19 leagues. Two leagues to the Westward of the South point lays Jupiter River, (called Shallop Entrance, in the chart). At this place lives a Mr. *Baidwain*; with charge of the same quantity of provisions, and for the same purpose as that at *Ducheneau's*—viz: 16 barrels of Flour, 8 barrels of Pork, and 8 barrels of Pease. And any person in want of them, from Shipwreck or such accidents, may have a regular Ration, of which the men have regular copies, and the Captains must sign a Receipt of the expenditure, for their indemnification.

At the time I established the above post, I fixed the following Direction Boards, to guide any man who might want that assistance, viz:—

One on the West end of the Island, marked 2 leagues East to Provision Post.

Four leagues S. E. from Grand Bay, one marked 4 leagues West to Provision Post.

One

One on the S. W. point of the Island, marked 10 leagues West to Provision Post.

One in a small Cove just to the Eastward of the S. W. point, marked 10 leagues East to Provision Post.

One about 8 leagues to the Westward of the South point, marked 6 leagues East to Provision Post; and near the East end of the Island, one marked 7 leagues West to Provision Post.

Tides flow full and change at half past 12 o'clock, and rise from 8 to 10 feet Spring Tides, and from 4 to 6 in Neap Tides—and Flow Tide and Quarter Tide, two leagues off with a regular flood all along the South side of the Island.

Bearings and Distances.

From Cape Chat to the West end of Anticosti is $68^{\circ} 00'$ E. distance 104 miles.

From the West end of ditto to Cape Henry S. $45^{\circ} 00'$ E. distance 6 miles.

From Cape Henry to the S. W. point S. $50^{\circ} 00'$ E. distance 18 leagues.

From the S. W. point to the South point S. $70^{\circ} 00'$ E. distance 19 leagues.

From South point to the East end *due East* 7 leagues.

Course by Compass.

From Cape Chat to Point Deamon or Cape Montpelles N. by W. $\frac{1}{2}$ W. distance 8 leagues and an half.

From Mount Camille to the East part of the low point of Manicougan N. E. by N. 48 miles.

From Barnaby Island to Betsiamites point N. by E. 34 miles.

From the West part of Father Point to Bic Island W. by N. 5 leagues.

From

From Bicquette to Point Mille Vache N. by W. distant 22 miles; and here the current is generally very strong to the N. E. especially in the Spring and Full of the year.

This being done entirely at the expence and labour of the Harbour Master, he trusts the ships will pay him the extra charge of half a dollar.

J. LAMBLY,

*Harbour Master of the
Port of Quebec.*

QUEBEC, 1st Octr. 1817.



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