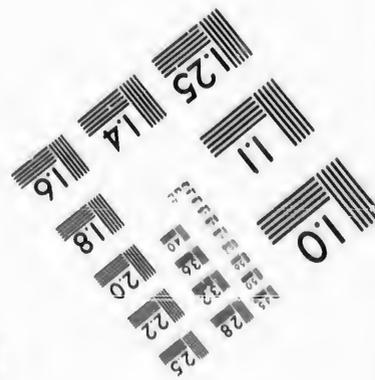
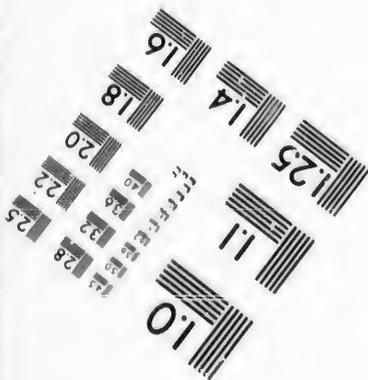
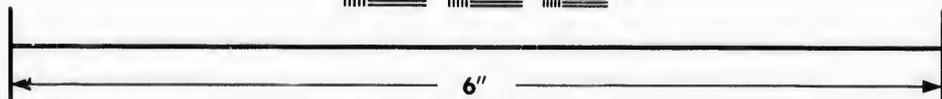
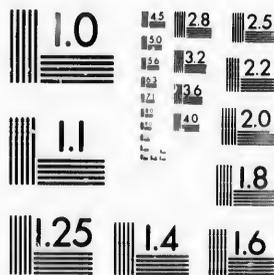


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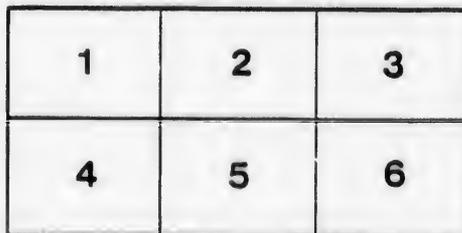
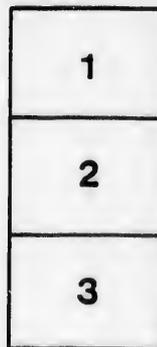
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EXTRACTS
FROM THE
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OF THE
HARBOUR COMMISSIONERS
OF MONTREAL,
HAVING SPECIAL REFERENCE TO
SEA-GOING VESSELS & THEIR CARGOES.

MONTREAL:

PRINTED BY J. STARKE & CO., ST. FRANCOIS XAVIER STREET.

1869.

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EXTRACTS FROM THE BY-LAWS

OF

The Harbour Commissioners of Montreal,

SPECIALLY APPLICABLE TO

SEA-GOING VESSELS.

THE HARBOUR MASTER OR OTHER HARBOUR OFFICER.

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

Harbour Master or any other Harbour Officer not to be interfered with or impeded.

ARRIVAL OF VESSELS.

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

Vessels to report at the Wharfinger's Office on arrival.

Article 8.—The Harbour Master shall, according to his discretion, assign to each vessel arriving in the said har-

Harbour Master shall place vessels and assign berths.

bour, the berth it shall occupy ; giving precedence however, when practicable, to a vessel with cargo, over a vessel in ballast, or taking in cargo ; and shall have power to change such berth from time to time as he may see fit ; and such assignment of a berth may be made by a verbal notice to the Master or person in charge of such vessel ; and either on each trip of such vessel, or for the whole business season. And no vessell shall take up or occupy any berth in the said harbour, unless such berth shall have been assigned to her by the Harbour Master : provided always that the Harbour Master do assign a berth to such vessel within twenty-four hours after her arrival in the said harbour.

Colors to be shown until vessel is reported and berthed.

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

Anchorage or berths for vessels with sickness on board.

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

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

Article 11.—Every vessel entering the said harbour shall have a water gauge marked conspicuously and accurately on her stem and stern ; and her name painted on the stern,

bow or quarter, so as to be easily discerned from the wharf, and the tonnage of each river craft entering the said harbour shall be cut into the face of the foreside of the beam, forming the after part of the main hatch, in figures not less than four inches in length, in such a manner as to be visible from the deck.

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

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

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

Steamers to reduce their speed in the harbour.

VESSELS LYING IN THE HARBOUR.

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

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

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

Harbour Master may remove any vessel resisting his authority.

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

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

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

Vessels shall not anchor so as to impede passage.

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

Article 18.—No hawser or rope shall be run or fastened across any part of the harbour, excepting for the express purpose of hauling a vessel in, or out, immediately, or for the purpose of hauling a vessel off the ground; in which cases the hawser or rope shall be slackened in order to give a free and uninterrupted passage to any other vessel that may require to pass.

Hawsers and ropes, how they must be fastened.

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

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

Article 20.—The shore fastenings of every vessel within the harbour, shall be attached to the rings placed on the outer edges of the wharves, or to mooring posts, and shall not in any manner cross or traverse the said wharves, or be attached to any lamp post or to any matter or thing on the wharves, other than those specially provided for that purpose.

Fastenings of vessels, how same must be made fast.

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

Passage allowed over decks of vessels lying in a tier.

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

Fastenings of vessels not to be cast off without notice.

Article 24.—Every steam vessel, at any of the wharves in the said harbour, or at any landing place within the

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

limits of the same, shall provide a good and sufficient gangway from such steam vessel to such wharf or landing place, with ridge ropes on both sides, supported by wooden or iron stanchcons, not less than three feet high; for the use of persons going and coming from on board such steam vessel: and on dark nights a light provided by such vessel shall be placed on every such vessel near such gangway, so that such gangway may be seen clearly from the wharf, and from on board of such vessel.

Steamers to have wire caps on their chimnies.

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

Vessels aground in the harbour to show lights.

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

VESSELS LOADING AND UNLOADING.

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

Two working days for fifty tons of cargo, or less than fifty tons. Three working days for over fifty tons of cargo and not exceeding one hundred tons. One working day additional for every fifty tons of cargo exceeding one hundred tons.

And for loading:—

One working day for fifty tons, or under.

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

One working day additional for every fifty tons of cargo exceeding one hundred tons: provided always that vessels that shall be discharged, or loaded, in a shorter time, or that shall have ceased discharging or loading from any cause, shall not be entitled to retain their berths, should the

Harbour Master see fit to order them to remove: and provided also that on application to that effect the Harbour Master shall have the power, if he sees fit, to extend such time for a further period to be named by him.

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

Vessels loading or unloading must provide good stages.

Article 30.—Boards, planks, oars, staves, firewood, and all lumber whatsoever, and all ballast, rubbish, refuse matter, cinders, or ashes, or other things not forming part of the cargo of any vessel, landed on any wharf in the said harbour, or on the beach thereof, shall be conveyed away as fast as landed, by the master or person in charge of the vessel, from on board of which such substances shall have been landed; and a like penalty to that hereinafter provided, for the breach of the foregoing portion of this By-law, shall be incurred for every period of twenty-four hours during which such effects, or lumber, ballast, rubbish, refuse matter, cinders, ashes, or other substances, shall continue to remain on such wharf or beach, as the case may be, after being landed thereon.

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

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

Time allowed for goods to remain on the wharves.

Vessels' water casks under orders of the Harbour Master. belonging to any vessel may be placed upon the wharf at such place, and for such time as may be fixed by the Harbour Master; but at the expiration of such time shall be held to be within the provisions of the last foregoing By-law.

How goods must be placed on the wharves.

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

Time allowed for cattle on the wharves.

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

Article 33.—In the event of the breach of either of the last three foregoing By-laws, or of any part of either of them, it shall be lawful for the Harbour Master to remove, or cause to be removed, any boards, planks, oars, staves, firewood, lumber, ballast, rubbish, cinders, ashes, or refuse matter, or other thing, not forming part of the cargo of any vessel, or any goods or cargo which shall remain on the wharf or on the beach of said harbour, longer than it or they are permitted to do by the said three foregoing By-laws or by any of them; and such removal shall be so made at the cost and charges of the owner or consignee of such effects, or of the Master or person in charge of the vessel from which they have been landed, at the option of the Harbour Commissioners; and such costs and charges and any further or other reasonable costs and charges, in respect thereof, and of the custody and safe keeping thereof, and all penalties incurred in respect thereof shall be a lien upon such effects, which shall not be delivered up by the Harbour Commissioners to any person whomsoever, until all such costs, charges and penalties be paid. And

notwithstanding such removal, such effects shall continue to be at the risk of the owners thereof, and if the costs and charges thereon, and all penalties due in respect thereof, be not paid, and such effects taken away by the owners thereof or their representatives, within thirty days after such removal, such effects may be sold by public auction, for the benefit of whom it may concern, and the Harbour Commissioners shall only be accountable in respect of such effects for the nett proceeds of such sale, less all such costs, charges and penalties.

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

Gunpowder, where to be landed or shipped.

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

Gunpowder, in what manner it may be landed.

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

Gunpowder, in what manner it may be shipped.

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

Gunpowder conveyed in open boats.

MISCELLANEOUS PROVISIONS.

Hatchways of vessels to be covered with hatches or gratings.

Article 38.—The Master or person in charge of any vessel lying alongside of any of the wharves, or adjoining to any other vessel, shall cause her hatchways to be securely and completely covered with hatches or gratings immediately after the work of loading or unloading, as the ease may be, shall have been finished for the day; and shall cause the same to remain so covered until the time when the work shall recommence in the morning.

Fires on board vessels, when and where to be kept.

Article 39.—No fires shall be used or suffered to remain alight on board of any vessel in the said harbour, except in close cambooses of iron or other metal, or of brick or stone, when made on deck, or in stoves of similar materials when under deck; and when made on deck, such fires shall not be lighted before sunrise, and shall be extinguished at sunset: provided always, that fires necessary for generating steam may at any time be made on board of any steam vessel with a competent person as a watch on board.

Lights allowed on board vessels, when and how.

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

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

Article 41.—No person whatsoever shall boil or heat tar, pitch, turpentine, rosin or grease, or cause the same to be boiled or heated, for grading or breaming vessels, or for any other purpose, in any vessel, or on any part of the wharves, beaches, or jetties, in the said harbour, except in such places as the Harbour Master may point out; and in every case, a proper person shall be placed in charge of the pot or kettle in which the same may be boiling or heating, provided with a shovel and a sufficient cover for instantly extinguishing any fire arising from the ignition of such tar, pitch, turpentine, rosin or grease, and for extinguishing completely the original fire when the purpose for which it

was kindled shall be accomplished; and no vessel shall be graded or breamed within the limits of the said harbour without the permission of the Harbour Master.

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

No carpenter's work on the wharves without permission.

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

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

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

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

Article 47.—If any floating light, light-house, buoy, beacon, or other mark, placed or to be placed in any part of the said harbour, or within its limits, shall be removed, carried away, destroyed, or injured, by any vessel, or raft, or by any person or persons whomsoever: the same shall be replaced or repaired, as the case may be, by the Master, owner, or person in charge of such vessel or raft, or by such

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

person or persons, forthwith and within forty-eight hours from such removal, destruction, or injury; failing which, such Master, owner, or person in charge, person or persons, shall incur the penalty hereinafter fixed for the breach of any of these By-laws; and shall also be bound to pay to the said Harbour Commissioners the expense of such replacement or reparation as shall be necessary in the premises.

DEPARTURE OF VESSELS.

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

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

VEHICLES.

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

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

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

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

Article 53.—Every person in charge of a horse or horses,

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

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

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

Article 63.—There shall be a Watch, consisting of one or more grown persons, kept and maintained from sunset to sunrise on board of every vessel lying in the said Harbour, and such Watch shall instantly give the alarm in the event of any danger, accident, disturbance, or fire on board of such vessels, or on board of any other vessel in the said Harbour, as soon as perceived; and shall at all hours and times during the said period, respond to the call, hail or enquiry of any officer of the Harbour Commissioners, or of any of the officers or men of the Water Police.—And in the absence of other sufficient evidence of the violation of this By-law, if no answer be made by the Watch on any vessel to such call, hail or enquiry after three audible repetitions of the same, such vessel and the master or person in charge thereof shall be conclusively held to have violated this By-law.

Watch to be kept on board vessels in harbour.

Article 64.—Every vessel lying in the said Harbour

Precautions against fire.

shall be supplied during the whole period between sunset and sunrise with not less than six buckets filled with water, which shall be placed and shall stand during the whole of the said period at some convenient place upon the deck of such vessel, ready for instant use in case of fire.

Regulations for vessels carrying hay or straw.

Article 65.—There shall be no fire or light of any kind used between sunset and sunrise on board of any vessel loaded with hay or straw while within the said Harbour, and no steamer shall carry as freight, any hay or straw whatsoever, unless the same be pressed into bundles, which shall weigh not less than seven and a half pounds weight per cubic foot; and such bundles shall be kept completely and constantly covered with tarpaulin or oil-cloth.

No moveable buildings to be erected without authority.

Article 67.—No person shall erect or place any shed, shanty, boat-house, or moveable or other building of any kind or nature whatsoever, in or upon any place within the boundaries of the said Harbour, without the express permission in writing of the Harbour Master being first obtained; and if any such building be so erected or placed within such boundaries without such permission, it shall be lawful for the Harbour Master to remove such building at the expense of the person or persons who erected the same, who shall be liable for such expense in addition to the penalty imposed upon him or them for the infringement of this By-law; and to act in respect of the materials so removed, in the manner, and subject to all the conditions and provisions established by Article number thirty-three of the By-laws of the said Commissioners.

All permits to be exhibited on demand of any Harbour Officer.

Article 72.—In every case where any person is acting under a permission in writing from any officer of the said Harbour, or from any official authorized by the By-laws of the said Harbour to grant such permission; such person upon the first demand of the Wharfinger, or of the Harbour Master, or of any other official employed about the said Harbour by the said Commissioners, shall exhibit to the Wharfinger, Harbour Master or other official making such demand, the writing containing such permission.

Article 73.—In addition to the details which, by the 7th ^{All vessels to report at the Wharfinger's Office.} Article of the By-laws of the said Commissioners, the Master or person in charge of every vessel arriving in the Harbour, is bound to insert in the report by him required to be made under the said By-law, every such Master or person in charge of any such vessel shall also insert in such report a description of the rig of such vessel, the name of such vessel, and of her master or captain, the place from whence and the date when such vessel sailed, the name of the consignee thereof, and of the pilot thereof; the number of men employed therein, the number of passengers carried thereby, and the name of the steamer (if any) which towed such vessel into harbour.

Article 74.—All vessels lying at the wharves within the Harbour shall have their yards topped up, their booms and outriggers rigged in, their jibbooms and flying jibbooms rigged in as far as practicable, their studding sail boom irons taken off, their sprit sail yards laid fore and aft, and their anchors secured so as to avoid doing damage to other vessels. ^{Vessels to avoid damaging other vessels.}

Article 75.—No coals shall be discharged from any vessel except upon such wharf as shall be indicated for that purpose by the Harbour Master, and when discharged, such coals shall be immediately removed and taken away from such wharf by the owner or consignee thereof as fast as they shall be landed thereon; and no appointment of a berth, or permission to land the cargo of any vessel at any wharf, shall entitle the owner or person in charge of such vessel to land coals opposite such berth or upon such wharf, unless permission shall also have been granted by the Harbour Master to land also thereon as hereinbefore provided. ^{Coals to be landed only where permitted by Harbour Master.}

INTERPRETATION.

Article 61.—The word "vessel," when made use of in the foregoing regulations, is to be understood as comprehending and meaning rafts and every other description of floating vessel; the words "working days" are to be understood as comprehending and meaning days on which

work can legally be performed; the word "owner" shall comprehend and mean a part owner or owners; the words "Harbour Master" shall comprehend and mean the Deputy Harbour Master also; the word "goods" shall be understood as comprehending lumber, firewood, ballast and merchandize of any description, together with all kinds of live stock; and when more persons than one are hereinbefore made subject to any penalty, in the disjunctive, the said Corporation shall have the option of proceeding for such penalty against such one of such persons as the said Corporation may see fit.

FINES AND PENALTIES.

Fines and Penalties. *Article 76.*—Every person, in whatsoever capacity he may be acting, who shall violate or infringe any of the By-laws of the Corporation of the Harbour Commissioners of Montreal, or any part or portion of any of them, shall be subject to a penalty of Forty Dollars currency.

Fines and Penalties. *Article 77.*—Every person, in whatsoever capacity he may be acting, who shall fail or neglect to obey any one of the By-laws of the Corporation of the Harbour Commissioners of Montreal, or any portion of any one of them, shall be subject to a penalty of Forty Dollars currency.

Fines and Penalties. *Article 78.*—The Master or person in charge of any vessel which shall violate or infringe, or fail or neglect to obey any one of the By-laws of the Corporation of the Harbour Commissioners of Montreal, or any part or portion of any one of them; and the Master or person in charge of any vessel, in the conduct and management of which any one of the said By-laws, or any part of any one of them, shall be violated, infringed or disobeyed, shall be subject to a penalty of Forty Dollars currency.

Fines and Penalties. *Article 79.*—In the event of the contravention or neglect to obey any of the By-laws of the Corporation of the Harbour Commissioners of Montreal, having reference to the landing or shipping of gunpowder, the landing or shipping, as the case may be, of each keg or package of gunpowder,

shall be a separate offence, and shall give rise to a separate penalty of Forty Dollars against the offending party.

Article 80.—The owner of any cargo, lumber or effects, Fines and Penalties. or of any matter or thing whatever, landed from any vessel, in respect of which cargo, lumber or effects, matter or thing, there shall be any violation or infringement of, or disobedience to any one of the By-laws of the Corporation of the Harbour Commissioners of Montreal, or of any part of any one of them, shall be subject to a penalty of Forty Dollars currency.

Article 81.—The owner or person in charge of any goods, Fines and Penalties. lumber or other effects, deposited for shipment on any wharf, or elsewhere in the said Harbour, in respect of which goods, lumber or effects, there shall be any violation or infringement of, or disobedience to, any one of the By-laws of the Corporation of the Harbour Commissioners of Montreal, or of or to any part of any one of them, shall be subject to a penalty of Forty Dollars.

Article 82.—If any person be convicted by any Magistrate or Magistrates, Justice or Justices of the Peace, of any of the said offences, such Magistrate or Magistrates, Justice or Justices of the Peace, who shall render such judgment of conviction, may reduce the amount of the penalty to Penalty may be reduced to Twenty Dollars, excepting on sea-going vessels and their cargoes. Twenty Dollars currency, in all cases where the offence committed has no reference to a sea-going vessel, or to cargo carried or to be carried in a sea-going vessel, or is not committed by the Master or person in charge of a sea-going vessel.

We certify the foregoing to be true Extracts from the By-laws of the Harbour Commissioners of Montreal.

H. H. WHITNEY,
Secretary.

A. M. RUDOLF,
Harbour Master.

Harbour Commissioners' Office,
MONTREAL

