southwardly to a point in the south line of Keokuk street west of Marine avenue, produced eastwardly ten hundred and fifty-seven feet east of its intersection with the east line of Second street; thence southwardly to a point in the center line of proposed Meramec street six hundred and twenty feet east of the east line of Marine avenue, produced southwardly, which said center line of proposed Meramec street is described as follows: Commencing at the point of intersection of the center line of Meramec street as laid out in the subdivision of the city commonly with the southern straight linear continuation of the east line of Marine avenue, as laid out in Marine Villa addition; thence running eastwardly at an angle of one hundred and three degrees, six minutes, on its north side with the east line of Marine avenue, produced southwardly; thence the east line of wharf to run southwardly to a point in the eastern straight linear continuation of the north line of Neosho street sixty feet wide, sixteen hundred and forty-five feet east of the west line of Oregon avenue; thence southwardly to a point in the center line of Mueller street, produced eastwardly eight hundred and forty feet east of the east line of Main street; thence southwardly to a point seven hundred and thirty feet east of the east line of Main street in the eastern straight linear continuation of the south line of Eller street fifty feet wide; thence southwardly to a point in the north line of Dover street fifty feet wide, produced eastwardly six hundred and forty-five feet east of the east line of Main street; thence southwardly to a point ten hundred and forty-five feet east of the east line of Main street in the eastern straight linear continuation of the south line of Kansas street fifty feet wide; thence southwardly to a point in the south line of Kansas street sixty feet wide, produced eastwardly thirteen hundred feet east of the east line of Main street; thence southwardly to a point in the north line of Stein street, produced eastwardly nineteen hundred and sixty feet east of the east line of Main street; thence southwardly to a point in the north line of Davis street produced eastwardly thirteen hundred and seventy feet east of the east line of Des Peres avenue; thence southwardly to the southern city limits in a straight line, passing through a point in the center line of Loreno street, produced eastwardly fifteen hundred and fifty feet east of the east line of Clay street.

SECTION THREE HUNDRED AND EIGHTY. BUILDING BEYOND HARBOR LINE—HOW PUNISHED. Any person or corporation who shall build or extend any dike, trestle-work, elevator or other building beyond the eastern boundary line of the wharf, as above established, shall be deemed guilty of a misdemeanor and on conviction thereof shall be fined not less than fifty nor more than two hundred dollars. The Harbor and Wharf Commissioner is hereby authorized and instructed to enforce this article and to remove all dikes, trestle-work, elevators or other buildings built in violation of this section.

ARTICLE TWO—OF WHARFAGE.

SECTION THREE HUNDRED AND EIGHTY-ONE. WHARFAGE—REPORTS FOR PURPOSES OF, TO BE MADE. The Harbor and Wharf Commissioner shall register in a suitable book, the date of the arrival of every water craft, with name and tonnage, and the place whence it came, date of departure and its destination, and report to the Comptroller and Auditor on the Monday before the second Tuesday of every month all vessels liable for wharfage, and the amount of wharfage charged thereon during the preceding month, together with a list of all other parties who have been otherwise charged with wharfage dues or rents for the use of the public wharf.

SECTION THREE HUNDRED AND EIGHTY-TWO. WHARFAGE DUES. The following wharfage dues shall be collected from each and every boat of whatever kind or description, except such as are hereinafter exempt from paying wharfage, or which a rate of wharfage is hereinafter provided for, each and every time the same shall come within the harbor of the city and land at any public wharf or landing, or be made fast thereto or to anything thereto fastened, or shall bring a tow into or take a tow out of the harbor or shall receive or discharge any freight or passengers at any point, to-wit: Two and one-fourth cents for each ton of said boat's burden by custom house hull measurement if said boat is owned by residents of St. Louis and has been returned and assessed for taxation within the city during the year commencing on the first day of June immediately preceding the day of the landing of said boat, and three and three-fourths cents for each ton of said boat's burden by custom house hull measurement if said boat has not been returned and assessed for taxation within the city during the year above described. If said boat has no custom house hull measurement the Harbor and Wharf Commissioner shall measure the same and determine its tonnage, and wharfage shall be collected according to such measurement: Provided, that during the four stages of water either above the Mississippi River in the rivers tributary thereto, making it necessary to use barges as lighters to enable boats to carry freight equal to their tonnage capacity, wharfage shall be charged on the tonnage capacity of the boat, and not on the lighters. These provisos are intended to relate to both outgoing and incoming cargoes, and the Harbor and Wharf Commissioner shall in all cases determine whether they shall apply.

SECTION THREE HUNDRED AND EIGHTY-THREE. WHARFAGE OF EXCURSION BOATS. Steamboats regularly making short excursion trips for the exclusive transportation of passengers shall pay for each such trip, in lieu of regular wharfage, three-fourths cents for each ton of their custom house hull measurement, which will entitle them to remain at the public landing not to exceed six hours to receive and discharge passengers. Excursion boats remaining at the city wharf longer than the time above allowed shall be liable for full wharfage, as prescribed in section three hundred and eighty-two.

SECTION THREE HUNDRED AND EIGHTY-FOUR. REDUCTION FROM WHARFAGE TO BE ALLOWED—WHEN. Packet line steamers and tow-boats, with barges, making regular trips to a designated place once per week or oftener, by paying wharfage by the month, in advance continuously, shall be entitled to the following reductions: Weekly packets and tows, four trips estimated per month, twenty per centum off regular rates; semi-weekly packets and tows, eight trips estimated per month, thirty per centum off regular rates; tri-weekly packets and tows, twelve trips estimated per month, forty per centum off regular rates; daily packets and tows, twenty-four trips estimated per month, fifty per centum off regular rates. A further reduction of twenty per centum from the face of a packet license shall be allowed to packets paying semi-annually in advance. If two or more steamers are actually employed by one person or corporation for operating a regular weekly, semi-weekly, tri-weekly or daily packet line to a designated place, they shall be entitled to the same reduction as above stated for packet lines operated with one boat only, and the monthly or semi-annual wharfage bill or packet license shall, in such case, be made out as if all the trips were made by a boat of a tonnage equal to the average of the custom house hull measurements of all the boats actually employed in operating said packet line. If more than one set of tow-boats and barges employed by one person or corporation for operating a regular weekly, semi-weekly, tri-weekly or daily barge line to a designated place, the monthly or semi-annual wharfage bill or license shall be made out as if all the trips were made by a tow consisting of a tow-boat of a tonnage equal to the average of the custom house hull measurement of all the tow-boats actually employed in operating said barge line, and a certain definite number of barges each of a tonnage equal to the average of the custom house hull measurements of all the barges actually employed for said barge line. If more trips are made during any week than authorized by the license, or if a greater number of barges are contained in a tow than is stipulated in the license, wharfage at the full rate specified in section three hundred and eighty-two shall be collected for such extra trips, or additional barges; but no deduction shall be allowed if less trips are made during any week than authorized by the license, nor if the tows contain a smaller number of barges than the license calls for. If, from any cause, it is desired to substitute another vessel for one covered by a packet license, written notice of the change must be given to the Harbor and Wharf Commissioner, but if the average of tonnage, or the rate allowed by the license, is increased by such substitution, the excess of tonnage or increased rate shall be charged for in accordance with section three hundred and eighty-two, but no rebate or credit shall be given if the average or rate be reduced. Upon written application to the Harbor and Wharf Commissioner, he may extend the term of a packet license to cover a period during which the vessels named therein were prevented from running on account of low water or ice.

SECTION THREE HUNDRED AND EIGHTY-FIVE. BARGES AND SCOWS—REDUCTIONS FROM WHARFAGE. Barges and scows laden exclusively with ice, coal, stone, sand or some similar cheap and bulky freight, shall be entitled to a reduction of forty per centum off the regular wharfage rate if they land either north of the north line of Biddle street or south of the south line of Convent street, but full wharfage shall be collected from such barges and scows if they land between the north line of Biddle street and the south line of Convent street.

SECTION THREE HUNDRED AND EIGHTY-SIX. WHARFAGE ON LUMBER AND LOGS BROUGHT IN RAFTS. The following amounts shall be collected for wharfage on the articles hereinafter designated when brought to the public wharf or landing by raft: On boards, planks, scantling or joists and dimension timber, ten cents per thousand feet, board measure; on shingles and lath, three cents per thousand; on palings in bundles, ten cents per thousand; on hoop poles, clap-boards, staves and all descriptions of coopers' and wagon-makers' stuff, and all similar material, loose or in bundles, ten cents per one hundred cubic feet; on cedar and other posts and all descriptions of rough lumber or timber not otherwise rated, ten cents per one hundred cubic feet; on logs in rafts, two and one-half cents per one hundred superficial feet of raft. The above rates of wharfage shall be charged on all lumber, logs and articles enumerated in this section unloaded upon the wharf from railroad cars.

SECTION THREE HUNDRED AND EIGHTY-SEVEN. FIREWOOD—RATES OF WHARFAGE. There shall be collected a wharfage of ten cents on each and every cord of firewood brought to this city by boat, rail or raft, and unloaded on the public wharf, either before or after the same is unloaded from boat, rail or raft, with the permission that the same may remain on the wharf a length of time not exceeding sixty days; and whenever the same shall remain longer than sixty days it shall be required to pay five cents per cord in advance every thirty days for the time it may so remain.

SECTION THREE HUNDRED AND EIGHTY-EIGHT. STAY IN HARBOR—LIMITATION OF. Payment by any boat or raft of the amount of wharfage required by this article to be paid entitles the same to remain within the harbor to discharge and take in cargo for the following lengths of time: Boats not exceeding one hundred tons burden, five days; boats of more than one hundred tons and not exceeding two hundred tons six days; boats of more than two hundred tons and not exceeding three hundred tons, seven days; boats of more than three hundred tons and not exceeding four hundred tons, eight days; boats of more than four hundred tons and not exceeding five hundred tons, nine days; boats of more than five hundred tons, ten days; rafts not exceeding three hundred thousand feet of timber, six days, and one day more for each additional one hundred thousand feet. The Harbor and Wharf Commissioner may, in any case, for good cause shown, extend the time above mentioned for a period not exceeding ten days. Every boat or raft remaining on the wharf to discharge or take in cargo longer than the time above allowed shall pay an additional wharfage, as for a new landing.

SECTION THREE HUNDRED AND EIGHTY-NINE. WOOD BOATS WHEN MAY BE LANDED FREE. Wood boats engaged in bringing firewood into the city for sale are permitted to land and remain for the length of time specified by the preceding section to discharge and take in cargo, free from the payment of wharfage, but if any such boat remain longer than the time allowed to discharge and take in cargo, it shall pay wharfage for such excess of time as other boats according to its tonnage.

SECTION THREE HUNDRED AND NINETY. WATER CRAFT MAY TIE UP FREE—WHEN. The Harbor and Wharf Commissioner may grant permission for steamboats and other water craft to lie up within the harbor at a designated place, and for a specified time, free of wharfage, and on return of such craft to the wharf to load it shall be credited with any unexpired time to which it may have been entitled under provisions of section three hundred and eighty-eight. Boats paying a license or wharfage monthly, semi-annually or annually are excluded from the benefits of this section.

SECTION THREE HUNDRED AND NINETY-ONE. COAL FLATS EXEMPT. Coal flats used exclusively for furnishing fuel to the steamboats within the harbor, shifts and yards, are exempt from the payment of wharfage, and transient boats whose custom house hull measurement does not exceed ten tons are also exempt: provided, however, that they occupy a place designated by the Harbor and Wharf Commissioner, and not longer than three days.

SECTION THREE HUNDRED AND NINETY-TWO. WHARFAGE—WHEN NOT COLLECTED. No wharfage shall be collected from vessels without freight or passengers, coming into the harbor solely for the purpose of procuring supplies, nor from any vessel lying at or made fast to any floating dock or way, or place designated by the Harbor and Wharf Commissioner, while in course of construction, receiving outfit, undergoing or awaiting repairs, nor from barges or scows destined for points beyond St. Louis, which neither receive nor discharge any cargo; provided, the same land at a place where they do not interfere with other boats and do not remain long—three twenty-four hours at the public wharf or landing. Tow vessels built at this port, or that may receive their outfit here, may be permitted to land at the wharf and take in cargo on the first trip free of charge for wharfage.

SECTION THREE HUNDRED AND NINETY-THREE. WHARFAGE—WHEN NOT EXACTED OF TOWING VESSELS. If a steamer towing a fleet of other vessels or rafts be unable to tow the same entire into the harbor at once, such steamer may, upon payment of one wharfage, be allowed to return to the wharf not exceeding twice to bring in said fleet or rafts.

SECTION THREE HUNDRED AND NINETY-FOUR. WHARFAGE—WHEN COLLECTIBLE. Wharfage in all cases is due and collectible as soon as the liability to the same accrues; it is due and collectible on every boat immediately on its arrival at any public landing in the harbor, unless it be working under a city license or pays by the month, semi-annually or annually in advance, wharfage chargeable on firewood, lumber, timber, logs or other articles in boat or raft is due and collectible as soon as the boat said boat is unloaded or said raft is broken up.

SECTION THREE HUNDRED AND NINETY-FIVE. LICENSES FOR TOW-BOATS AND TRANSFER BOATS. It shall not be lawful for any job tow-boat to engage or continue in the business of towing boats or other water craft into or out of the harbor of this city, or from one place to another within said harbor, nor shall it be lawful for any boat or barge to engage or continue in the business of transporting railroad cars within the harbor of this city without a license for such purpose from said city continuing in force. Said license shall be prepaid by the owner or person in charge of said boat or barge at the following rates: All tugs and tow-boats of thirty tons burden, or less, shall pay ten dollars per month; all over thirty tons and not exceeding fifty tons shall pay fifteen dollars per month; all over fifty tons and not exceeding one hundred tons shall pay twenty dollars per month; all over one hundred tons and not exceeding two hundred tons shall pay thirty dollars per month; all over two hundred tons and not exceeding three hundred tons shall pay forty dollars per month; all over three hundred tons and not exceeding four hundred tons shall pay fifty dollars per month, all over four hundred tons shall pay sixty dollars per month. Any steamboat or other vessel bringing or towing to the city of St. Louis any barge or boat and said boat or vessel bringing such barge or boat having paid no wharfage to the city and not having landed at the wharf, the captain or party in charge of said tug towing such barge or boat from any such steamboat to the wharf shall notify the Harbor and Wharf Commissioner of the name of the boat or vessel for which he towed such barge, and shall pay to the City Collector the same amount of wharfage as the said boat or vessel would have been liable to pay had she landed at the wharf. All transfer steamers with a capacity of four cars, or less, shall pay ten dollars per month; all with a capacity of more than four cars and not exceeding eight cars shall pay twenty dollars per month; all with a capacity of more than eight cars and not exceeding twelve cars shall pay thirty dollars per month; all with a capacity of more than twelve cars shall pay forty dollars per month. All transfer barges with a capacity of four cars, or less, shall pay seven and one-half dollars per month; all with a capacity of more than four cars and not exceeding eight cars shall pay fifteen dollars per month; all with a capacity of more than eight cars and not exceeding twelve cars shall pay twenty-two and one-half dollars per month; all with a capacity of more than twelve cars shall pay thirty dollars per month. A reduction of forty per cent from the rates of license established by this section shall be allowed to vessels owned by residents of St. Louis and returned and assessed for taxation within said city during the year commencing on the first day of June immediately preceding the day on which the license takes effect. The license required by this section shall not issue for a shorter period of time than one month, and the amount paid for the same shall be in lieu of all wharfage during the time said license remains in force; provided, that said boat or barge does not engage in any other than towing or transfer business. Any captain or other person in charge of any tug or other boat failing to comply with the provisions of this section shall be deemed guilty of a misdemeanor and upon conviction thereof be fined not less than twenty-five dollars nor more than fifty dollars, to be collected as other fines and paid into the harbor and wharf fund.

SECTION THREE HUNDRED AND NINETY-SIX. LICENSED BOAT OR BARGE TO PAY LICENSE—WHEN. If any boat or barge, having a license to tow or to transport railroad cars within the limits of the city, engage in the transportation of freight or passengers from or to points outside of the city harbor before the expiration of the time covered by said license, said boat shall, from the time it commenced the transportation of freight or passengers, pay tonnage wharfage.

SECTION THREE HUNDRED AND NINETY-SEVEN. TOW-BOAT RESPONSIBLE FOR WHARFAGE. The wharfage chargeable against boats or rafts towed into the harbor may be collected from the boat that towed them in, and the tow-boat shall in all cases be held responsible for the wharfage due on the boats or rafts which it shall have towed into the harbor, and tow-boats shall be subject to all the provisions and penalties required of the boats or rafts they may have towed into the harbor.

SECTION THREE HUNDRED AND NINETY-EIGHT. WHAT BARGES AND FLAT BOATS MUST HAVE LICENSE. All barges and flat boats, while engaged in the transportation of coal, sand, stone, gravel or other material between places within the harbor of this city, except coal flats, used exclusively for bringing fuel to boats lying in the harbor, shall have a license for that purpose from said city continuing in force; said license shall be prepaid by the owners or persons in charge of such barges or flat boats, at the rate of six dollars per month for each barge or flat boat owned by residents of St. Louis, and assessed and returned for taxation within said city during the year commencing on the first day of June immediately preceding the day on which the license takes effect, and at the rate of ten dollars per month for each barge or flat boat not so returned and assessed; but no such license shall be issued for a shorter period of time than one month, and the amount paid for the same shall be in lieu of all wharfage during the time said license remains in force; provided, said barge or flat boat does not engage in the transportation of freight from or to points outside of the harbor of this city, in which case tonnage wharfage shall be collected therefrom.

SECTION THREE HUNDRED AND NINETY-NINE. PENALTY TO PAY LICENSE OR WHARFAGE. Every owner or person in charge of any boat, firewood, lumber, timber, logs or other articles on which wharfage or license is due, who shall, after demand has been made, fail or refuse to pay the same, shall be deemed guilty of a misdemeanor, and upon conviction thereof he shall be fined in a sum double the amount of wharfage or license so due or owing. The payment of said fines and costs shall operate as a discharge in full of said demands.

SECTION FOUR HUNDRED. LANDING PLACES FOR COAL, ETC., TO BE SET APART. The Harbor and Wharf Commissioner shall be authorized to set aside a number of landing places for coal, sand, gravel or stone or similar materials. Parties using such landings shall pay for the use thereof an annual rent of not less than two dollars per front foot, payable monthly in advance; but no landing privilege shall be granted at a lower rental than twenty-five dollars per month, and in consideration of such payment shall have the privilege to maintain a said landing a float or wharf-boat, connected with the wharf by one or more stages, and also to use the wharf for the distance rented for the storage of coal, sand, gravel, stone or other similar material, whenever, in the opinion of the Harbor and Wharf Commissioner, such storage does not interfere with the general traffic and business of the levee. For every foot of wharfboat maintained under authority of this section the party maintaining the same shall execute to the city a bond in the penal sum of one thousand dollars, with not less than two good and sufficient sureties, owners of unincumbered real estate in the city, conditioned that the said float or wharfboat shall at all times be good, safe and seaworthy, and that in case of sinking or capsizing of the same, the owner shall at the same or week thereof shall be removed forthwith from the landing at the expense of the party having maintained said float or wharfboat, so that the same shall offer no obstruction to the harbor.

SECTION FOUR HUNDRED AND ONE. UNIMPROVED WHARF CONDITIONS OF LEASE OF. The Municipal Assembly may, by ordinance, set aside or lease portions of the unimproved wharf for special purposes, such as the erection of sheds, elevators and warehouses, and for railroad tracks, for quay places, for the landing of lumber from mills, for cotton presses, for manufactories and for any purpose tending to facilitate the trade of the city; but no permit to use any portion of the wharf, or any lease of the same, shall be granted for a term exceeding fifty years. All leases of portions of the public wharf, granted by the Municipal Assembly, unless otherwise provided otherwise by ordinance, shall give to the lessees the use and control of the ground leased, subject to the conditions that the lessee shall at all times leave an unobstructed roadway of at least twenty feet in width for public travel along the wharf. No lease of any portion of the public wharf shall exempt steamboats, barges, rafts or any other water craft landing thereon from the payment of the wharfage fees established in this article, except in the case such exception is especially provided by ordinance.

SECTION FOUR HUNDRED AND TWO. TEMPORARY USE OF WHARF—WHEN PERMITTED. The Harbor and Wharf Commissioner and Comptroller are hereby authorized and directed to allow portions of the public wharf and river bank not immediately needed for general public uses to be temporarily used and occupied on such terms and conditions as they shall deem proper. No agreement or lease made under authority of this section shall be binding for a longer period than one month, and the amount of rent shall always be collected in advance for the entire length of time for which the agreement is made. Nothing in this section, however, shall be so construed as to prohibit at the expiration of such agreement its renewal for another period not exceeding one month.

SECTION FOUR HUNDRED AND THREE. DUNNAGE BUSINESS MAY BE CARRIED. Any person or copartnership of persons may carry on the dunnage business at the wharf; provided, that such person or persons pay for each skid kept by them on the wharf the sum of six cents per annum, to be paid semi-annually in advance on the first days of April and October of each year. The Harbor and Wharf Commissioner shall at all times have control over and regulate the amount of space occupied for depositing skids and other apparatus.

SECTION FOUR HUNDRED AND FOUR. WHARFAGE—WHAT VESSELS EXEMPT FROM. The provisions of this article in relation to the collection of a tonnage wharfage for the landing of steamboat or other vessels shall not apply to steamboats or other vessels landing petitions of the wharf where no money has been expended by the city to facilitate the landing of vessels, or the loading or unloading of freight or passengers.

SECTION FOUR HUNDRED AND FIVE. DOCKS AND LANDING APPLIANCES—OWNERS TO GIVE BOND. No privilege shall be granted to station or maintain at the public wharf or landing any dry docks, wharfboat, float, or other landing appliance whatever, until the applicant for such privilege shall have executed a good and sufficient bond, with approved sureties, conditioned that in the event of the grounding or sinking from any cause any of the above mentioned docks, wharfboats, flats or landing appliances the owner or owners thereof shall, at his or their expense, at once remove the same, so that it shall not in any way obstruct the city landing or wharf. When the amount of the bond required in the above specified is not otherwise established by ordinance, the Comptroller and Harbor and Wharf Commissioner are hereby authorized to determine and fix the same; provided, however, that one thousand dollars shall be the minimum amount of any bond required. Loaded barges and scows coming within the harbor may, by paying full wharfage as prescribed by section three hundred eighty-two, be permitted to land and remain at a designated place for a specified time, and afterwards come to the wharf and unload free of charge for new wharfage, subject, however, to the provisions of section three hundred and eighty-three.

SECTION FOUR HUNDRED AND SIX. LEASE OF UNIMPROVED WHARF—CONDITIONS OF ORDINANCE FOR. No ordinance shall be introduced in either branch of the Municipal Assembly ordaining the leasing of the unimproved public wharf of the city where a lease is asked for for a period of time longer than five years, unless the following condition has been complied with as hereinafter provided in this article, as follows: Any person, firm or corporation desiring to lease from the city any part of the unimproved public wharf for a longer period of time than five years shall make written application to the Harbor and Wharf Commissioner, specifying in the application the name of the person, firm or corporation asking the lease, the yearly price to be paid, the number of years wanted, the location and boundaries, with a correct plat annexed to the application, the purpose for which it is to be used or occupied. When this has been done, it shall be the duty of the Harbor and Wharf Commissioner, on the same day application is made, to record in his office book a copy of the application and give the applicant a duplicate copy of such application, who shall, within two days from the time of receiving the duplicate copy, cause the same, at his or their expense, to be published in the daily newspaper authorized by ordinance to do the city printing, ten times consecutively. He or they shall also, on the first day on which the advertisement appears, furnish the Comptroller a copy thereof. When this has been done the Harbor and Wharf Commissioner shall certify on the proposed lease ordinance that the provisions of this section have been complied with. All ordinances or parts of ordinances in conflict with this section are hereby repealed.

ARTICLE THREE—OF WHARFBOATS.

SECTION FOUR HUNDRED AND SEVEN. LICENSE—HOW OBTAINED. Any person or persons, corporation or company entitled by the terms of this article to moor a wharfboat at the landing, and desiring to do so, shall make a written application to the Harbor and Wharf Commissioner therefor, in which shall be stated the name or style of the firm or company making such application, the names, number and tonnage of the boats owned by them, for which said wharfboat is to be used, and the trade in which said boats are to be employed. Said application shall be accompanied by a sworn statement of the names of the owners of the wharfboats and boats, and the exact proportion owned by each person in said wharfboat or boats respectively, which application and statement shall be filed with the Register. The party or parties desiring to keep and use such wharfboat shall, before mooring the same at the wharf, execute to the city a bond in the penal sum of twenty thousand dollars, with good and sufficient security, who shall be owners of unincumbered real estate in the city, to the satisfaction and approval of the Mayor, conditioned that said wharfboat shall at all times be good, safe and seaworthy, and supplied constantly with at least one good force pump, and one hundred and fifty feet of hose, which shall always be in good order and ready for use; that the owner or party representing said wharfboat will strictly comply with all ordinances that may be passed for the government of wharfboats and the collection of wharfage and wharf rent; that in case of the sinking of said wharfboat from any cause, the same, or the wreck thereof, shall be removed forthwith from the landing at the expense of the owner or representative of said wharfboat, so that the same shall offer no obstruction to the harbor.

SECTION FOUR HUNDRED AND EIGHT. STORAGE OR FORWARDING CHARGES NOT TO BE MADE. No person keeping or interested in a wharfboat shall be allowed to charge for the storage or forwarding of any freight or merchandise passed over said wharfboat, nor to receive any commission on said freight or merchandise, nor to charge directly or indirectly any transient or other boats for the privilege of landing at said wharfboat, nor shall any packet boat having wharfboat privileges be allowed to receive freight at any other place on the paved wharf than in front of its respective wharfboat, unless with the consent of the Harbor and Wharf Commissioner. Any person, association or company violating any of the provisions of this section shall be deemed guilty of a misdemeanor, and shall pay to the city a fine not less than two hundred fifty dollars for each offense, and the said Commissioner shall report every such violation to the City Attorney.

SECTION FOUR HUNDRED AND NINE. WHARFBOATS—HOW FASTENED. All wharfboats moored at the wharf shall be so fastened that their chains, cables, stages and cranks shall offer the least possible obstruction to the free passage of drays and wagons. The Harbor and Wharf Commissioner shall designate the place at the wharf where each wharfboat shall lie, and wharfboats shall remove to any other place at the wharf whenever the Harbor and Wharf Commissioner shall so direct.

SECTION FOUR HUNDRED AND TEN. BARGES MAY HAVE WHARFBOAT PRIVILEGES. Any person or persons, corporation or company transporting general merchandise upon barges by means of steam tow-boats to and from this port may avail themselves of the provisions of this article in regard to wharfboats, on the same terms and conditions as are applied to steamboats regularly carrying freight and passengers.

SECTION FOUR HUNDRED AND ELEVEN. ANNUAL RENT RATES. All persons, owners of wharfboats, having wharfboat privileges shall pay an annual rental to the city of one dollar fifty cents for each front foot of wharf or landing that may be so occupied. No wharfboat over ten hundred feet long shall be allowed at the paved wharf. The above wharf rent shall be paid semi-annually in advance. The mooring of any wharfboat shall not affect in any manner the wharfage or state or city taxes, dues or levee rates assessed or levied on any steamboat or other water craft landing thereat, but such wharfage tax, dues or rates shall be collected from each boat landing at any wharfboat as though said wharfboat was not there.

SECTION FOUR HUNDRED AND TWELVE. STAGES TO CONNECT WHARFBOAT WITH WHARF. Every wharfboat shall at all times be connected with the wharf by at least two stages, of such size and strength that loaded drays and wagons may safely drive over the same to and from said boat, and every wharfboat shall have sufficient breadth of beam and strength of deck to receive on board at any time at least three loaded two-horse drays or wagons, with room for two vehicles to load and unload, and pass and repass; provided, that the wharfboat belonging to the Naples and Peoria Packet Company now moored at the wharf is exempted from the provisions of this section; and, provided further, that wharfboats from one hundred to two hundred feet in length shall not be permitted to lie at their regular landing place with a less space than thirty feet between said wharfboat and the water line on the landing in front of said wharfboat; and wharfboats from two hundred to four hundred feet in length shall not be permitted to lie at their regular landing place with a less space than fifty feet between said wharfboat and the water line on the landing in front of said wharfboat.

SECTION FOUR HUNDRED AND THIRTEEN. REMOVAL OF WHARFBOAT—WHEN, FOR FAILURE TO COMPLY WITH ARTICLE. Every person or persons, corporation or company, the owners or owners of any wharfboat now moored to and lying the paved wharf of the city, shall forthwith comply with the provisions of this article, and on failure to do so shall subject themselves to the liabilities of this article, and the Harbor and Wharf Commissioner shall remove or cause to be removed said wharfboat.

SECTION FOUR HUNDRED AND FOURTEEN. RENT ACTUAL, PRIVILEGE OF WHARFAGE DENIED. Any person or persons, corporation or company that are now, or may be hereafter, the owners of a wharfboat, and who are now, or hereafter shall be in arrears to the city for wharfage rent shall not be allowed to avail themselves of the privileges of this article, so long as such wharfage rent remains unpaid, nor shall such wharfboat or wharfboats be allowed or permitted to remain at the paved wharf of the city, but the Harbor and Wharf Commissioner is authorized and hereby required to remove or cause to be removed such wharfboat or wharfboats from the paved wharf, and for that purpose may call to his aid the police force of the city.

SECTION FOUR HUNDRED AND FIFTEEN. PENALTY FOR VIOLATING ARTICLE. Every person who shall moor or continue a wharfboat within the city contrary to the rules and requirements herein provided shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be fined in a sum not less than fifty nor more than one hundred dollars for each offense, and each day's continuance of such violation of the provisions of this article shall constitute a separate misdemeanor or offense.

ARTICLE FOUR.

OF WOOD.

SECTION FOUR HUNDRED AND SIXTEEN. DISTRICTS DESIGNATED. For the purpose of receiving, ranking and measuring cordwood and collecting wharfage thereon the city is hereby divided into two districts; all that part of the city lying south of the center of Market street shall compose the southern district and all that part of the city lying north of the center of Market street shall compose the northern district.

SECTION FOUR HUNDRED AND SEVENTEEN. DEPUTY COMMISSIONER TO ACT AS WOODMASTER. The Harbor and Wharf Commissioner shall appoint one of his deputies to the special charge and control of each of said districts, who shall respectively perform the duties heretofore performed by the woodmaster, as provided by this chapter.

SECTION FOUR HUNDRED AND EIGHTEEN. DUTIES OF DEPUTIES. It shall be the duty of the Deputy and Wharf Commissioner, appointed as provided by section four hundred and seventeen, to superintend and direct the landing of all firewood brought to the city by water or rail, and landed on the wharf or landing, and to cause the same to be piled up in a close and compact manner, and to cause the firewood landed thereon. They shall, whenever requested by the Harbor and Wharf Commissioner, inform him of the quantity of firewood on the landing, and the length of time it has remained thereon, and the amount of wharfage, if any, due on the same.

SECTION FOUR HUNDRED AND NINETEEN. SELLING WOOD AT THE ORIGINAL MEASUREMENT, WHICH HAS BEEN REMOVED FROM CORD, A MISDEMEANOR. Any person who shall remove any wood from the cords after the same shall have been measured, and shall thereafter sell or offer to sell the same at its original measurement, and any wood having been previously measured which is exposed in ranks upon the public wharf shall be deemed as offered for sale, or any person who shall remove wood from the wharf before the payment of wharfage therefor, shall be deemed guilty of a violation of this chapter, and upon conviction thereof shall be fined in a sum of not less than twenty-five nor more than fifty dollars.

SECTION FOUR HUNDRED AND TWENTY. WHARFAGE ON WOOD. There shall be collected wharfage of five cents on each and every cord of firewood brought to this city by boat, rail or raft, either before or after the same is unload from boat, rail or raft, with the permission that the same may remain on the unpaved landing a length of time not exceeding sixty days, and whenever the same shall remain longer than sixty days it shall be required to pay two and one-half cents a cord, in advance, every thirty days for the time it may so remain; and it shall be the duty of the Deputy Harbor and Wharf Commissioner to report in writing to the Harbor and Wharf Commissioner the amount of all firewood, with the name of the owner or consignee thereof, subject to payment of wharfage as soon as it arrives within their respective districts, and also to report, as aforesaid, the amount of all firewood liable to the payment of wharfage within their respective districts, by reason of its having remained on the landing longer than the time allowed by this section since the last payment of wharfage; provided, that wood on steamboats or locomotives, intended for their own use, is not subject to the payment of wharfage; and, provided further, that no portion of the paved wharf or landing shall be occupied by wood, unless by the permission of the Harbor and Wharf Commissioner.

SECTION FOUR HUNDRED AND TWENTY-ONE. CORD—HOW COMPUTED. A cord of wood shall be computed as one hundred twenty-eight cubic feet, and all firewood shall be sold by the cord or fractional part of cord. The Deputy Harbor and Wharf Commissioners, when measuring wood, shall rate the length of the wood at four feet, including one-half of the kerf.

SECTION FOUR HUNDRED AND TWENTY-TWO. MEASUREMENT OF FIREWOOD FOR PRIVATE USE. Firewood brought to the city by water for private use and not for sale may, at the option of the owner, be measured in the bulk or boat load.

SECTION FOUR HUNDRED AND TWENTY-THREE. DEPUTY—HOURS AT WHARF. The Deputy Harbor and Wharf Commissioners shall be at all times, from sunrise until dark, upon those parts of the wharf or landing where firewood is directed to be landed or sold.

SECTION FOUR HUNDRED AND TWENTY-FOUR. MEASUREMENTS FOR VENDORS OR PURCHASERS. The Deputy Harbor and Wharf Commissioner shall, whenever required so to do by any vendor or purchaser of firewood, measure and mark off any quantity of firewood required, and is hereby authorized and required to charge and collect from such vendor, for every such measurement, a fee of five cents per cord; such fees shall be paid over on Saturday of each week by the Harbor and Wharf Commissioner to the Treasurer, taking triplicate receipts therefor, one of which he shall file with the Auditor and one with the Comptroller.

SECTION FOUR HUNDRED AND TWENTY-FIVE. COAL OR COKE—BARGE OF, MEASUREMENT. The Deputy Harbor and Wharf Commissioner, whenever required so to do by any vendor or purchaser of a barge of coal or coke, shall measure and certify the number of bushels contained therein, and is hereby authorized and required to charge and receive from the person or persons so requiring the measurement a fee of fifty cents per every one thousand bushels, and for every fractional part thereof over five hundred bushels, fifty cents, and under five hundred bushels twenty-five cents, which fee shall be paid in as provided by section four hundred and twenty-five.

SECTION FOUR HUNDRED AND TWENTY-SIX. WHAT COLLECTIONS TO BE MADE BY COLLECTOR. All collections required by this article other than those mentioned by sections four hundred and twenty-four and four hundred and twenty-five shall be made by the Collector. The Harbor and Wharf Commissioner, on delivering each bill to the Collector, shall take duplicate receipts therefor, one of which he shall retain in his office, and the other he shall deliver at least monthly to the Auditor, who shall charge the Collector with the bills so placed in his hands for collection.

SECTION FOUR HUNDRED AND TWENTY-SEVEN. REPORT WHAT TO BE MADE TO ASSEMBLY. The Harbor and Wharf Commissioner, in his annual report to the Municipal Assembly, shall present, in tabular form, the number of cords of wood and the amount of revenue derived from the wharfage and measurement of said wood for the year last past.

ARTICLE FIVE

OF SCAVENGER DUMPS.

SECTION FOUR HUNDRED AND TWENTY-EIGHT. LOCATION OF DUMPS. There are hereby established the following named scavenger dumps, and located as follows, to-wit: The northern scavenger dump, at or near the foot of Clinton street; central scavenger dump, at or near the foot of Mullanphy street; Chouteau avenue scavenger dump, at or near the foot of Chouteau avenue; Victor street scavenger dump, at or near the foot of Victor street; southern scavenger dump, at the foot of Stein street, South St. Louis.

SECTION FOUR HUNDRED AND TWENTY-NINE. SUPERINTENDENT OF. The Harbor and Wharf Commissioner shall appoint one of his deputies to be superintendent of scavenger dumps.

SECTION FOUR HUNDRED AND THIRTY. WATCHMEN. The Harbor and Wharf Commissioner shall appoint, with the approval of the President of the Board of Public Improvements, the following number of watchmen for the several dumps: For the northern dump two watchmen; for central dump, three watchmen; for Chouteau avenue dump, two watchmen; for Victor street, two watchmen; for southern dump, two watchmen; who shall be divided by appointing one watchman for day and one watchman for night work on each of the dumps, except the central dump, where two watchmen shall be stationed on the day watch; said watchmen shall receive in full compensation for their services the sum of six hundred dollars each per annum, payable monthly.

SECTION FOUR HUNDRED AND THIRTY-ONE. DUMPS TO BE FREE. The scavenger dumps established and maintained by the city shall be free dumping places for slops, refuse from markets, manure, night soil, offal from slaughter houses and other animal or vegetable matter, but not ashes, brick, stone or other matter liable to fill up the river bed in front of the dumps, and to create an obstruction to the harbor of the city.

SECTION FOUR HUNDRED AND THIRTY-TWO. REGULATIONS, OF, TO BE MADE. The Harbor and Wharf Commissioner is hereby authorized and directed to make such regulations concerning the manner and time of dumping night soil and other offensive substances as he may deem necessary to prevent the creation of a nuisance thereby.

SECTION FOUR HUNDRED AND THIRTY-THREE. USE OF, MAY BE PROHIBITED. Whenever, on account of low water or from any other cause, one of the dumps established and maintained by the city shall be unit to be used, or if the further use of any established dump will create a nuisance or an obstruction to the harbor of the city, the Harbor and Wharf Commissioner shall have the right to temporarily prohibit the use of such dump, either entirely or for only for certain kinds of material, as in his judgment may be required, and to provide in his stead such other temporary convenience for dumping as the necessities of the case may demand.

SECTION FOUR HUNDRED AND THIRTY-FOUR. REMOVAL OF GARBAGE FROM LEVEE. Whenever necessary, in the opinion of the Harbor and Wharf Commissioner, he shall be authorized, with the approval of the President of the Board of Public Improvements, to employ such labor as is necessary to remove garbage, butchers' stuff and other offal as accumulates on the public levee or wharf, from dumpage at the present scavenger dump, such labor to be paid for out of funds appropriated for maintenance of scav