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# NATIONAL ASSEMBLY

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FIRST SESSION

THIRTY-FOURTH LEGISLATURE

Bill 233

(Private)

## **An Act respecting the municipality of the parish of Saint-Joseph-de-Deschambault**

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### **Introduction**

Introduced by  
Mr Réjean Doyon  
Member for Louis-Hébert

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# Bill 233

(Private)

## **An Act respecting the municipality of the parish of Saint-Joseph-de-Deschambault**

WHEREAS it is in the interest of the municipality of the parish of Saint-Joseph-de-Deschambault and necessary for its proper administration that it be granted powers relating to industrial development;

THE PARLIAMENT OF QUÉBEC ENACTS AS FOLLOWS:

**1.** The municipality of the parish of Saint-Joseph-de-Deschambault may, by by-law, order the construction of a railway siding in its territory for the purpose of promoting industrial development.

**2.** The council may, for the purposes set out in section 1, acquire by agreement or by expropriation such immovables, servitudes and other rights as are necessary.

**3.** Articles 935 and 936 of the Municipal Code of Québec (R.S.Q., chapter C-27.1) do not apply to contracts awarded by the municipality for the maintenance and repair of the railway siding constructed pursuant to section 1.

**4.** The unsubsidized part of the construction cost of the railway siding referred to in section 1 shall be charged either upon all taxable immovables of the municipality or upon only those taxable immovables situated in the industrial park described in the schedule, or upon both in the proportion determined by the council.

Any special tax ordered in a loan by-law passed for that purpose shall be levied on the immovables on the basis of their value as entered on the assessment roll in force each year.

This section applies for the purpose of paying the professional fees related to the said works, whether or not they have been carried out.

**5.** This Act comes into force on *(insert here the date of assent to this Act)*.

## SCHEDULE

### INDUSTRIAL PARK

A territory, forming part of the municipality of the parish of Saint-Joseph-de-Deschambault, in the regional county municipality of Portneuf, comprising, with reference to the cadastre for the parish of Deschambault, the lots or parts of lots and their present or future subdivisions, as well as the highways, roads, streets, railroad rights of way and watercourses or parts thereof, enclosed within the limits hereinafter described, to wit:

Starting from the northern corner of lot 293A; thence, successively, the following lines and demarcations: the northeastern line of lots 293A and 524 (railroad right of way) to the western limit of the right of way of the public highway (Chemin du 2<sup>ième</sup> Rang); the western limit of the right of way of the public highway to the dividing line between lots 293A and 293-3; the southeasterly extension of the dividing line between lots 293A and 293-3 across the public highway; the dividing line between lots 293A and 293-2, extended across lot 523 (railroad right of way); the northeastern line of lot 293-1; the southeastern line of lot 293-1; the southwestern line of lot 293-1; part of the southeastern line of lot 523 (railroad right of way); the northeastern line of lot 291-1, the southeastern line of lots 291-1 and 290; a line across lot 523 to the intersection of the northwestern limit of the right of way of lot 523 (railroad right of way) and of the centre line of lot 290; the northwestern limit of the right of way of lot 523 (railroad right of way); the southeastern limit of the right of way of Chemin du 2<sup>ième</sup> Rang; the northwesterly extension of the line dividing lot 290 in two to the northwestern limit of the right of way of the public highway; the northwestern limit of the right of way of the public highway across part of lot 290 and across lots 289, 288, 287, 286 and 285; part of the southwestern line of lot 285; the northwestern line of lots 284-1, 284-2 and 283-1; the southwestern line of lot 283-1; the western limit of the right of way of the public highway; the northwestern limit of the right of way of lot 523 (railroad right of way)

across lots 281 and 280; the dividing line between lots 279 and 280 northwesterly for 260.60 metres; a line parallel to the northwestern limit of the right of way of lot 523 (railroad right of way); the dividing line between lots 277, 278 and 279 southwesterly for 168.53 metres; a line parallel to the northwestern limit of the right of way of lot 523 (railroad right of way) across lots 278 and 274; the dividing line between lots 273 and 274 southeasterly for 123.32 metres; a southwesterly line across lot 273 to the dividing line between lots 271 and 273; then to a point situated 318.88 metres northwest of the northwestern limit of the right of way of lot 523 (railroad right of way); a broken line across lot 271 to the dividing line between lots 270 and 271 to a point situated 359.53 metres northwest of the northwestern limit of the right of way of lot 523 (railroad right of way); a southwesterly line across lots 270 and 260 to the dividing line between lots 266 and 269 to a point situated 373.82 metres northwest of the northwestern limit of the right of way of lot 523 (railroad right of way); the dividing line between lots 266 and 269 northwesterly for 61.03 metres; a line bearing south 44° 59' 12" west across lots 266, 265, 261, 260, 257, 255 and 253 to the northeastern limit of the right of way of Route Proulx (shown on the original plan); the northeastern limit of the right of way of Route Proulx; the northwestern line of lot 254; the southern line of lot 524 (railroad right of way); the northeastern limit of the right of way of Route Proulx; the northern limit of the right of way of lot 524 (railroad right of way); a broken line bounding lots 257, 260, 261 and 265 on the northwest; part of the southwestern line of lot 266; a broken line bounding lots 266, 269, 270 and 271 on the northwest; part of the southwestern line of lot 273; a broken line bounding lot 273 and part of lot 274 on the northwest; a broken line across lots 322 and 319 to the dividing line between lots 319 and 279 to a point situated 147.02 metres southeast of the western corner of lot 279; part of the southwestern line of lot 279; a broken line bounding lots 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293 and 293A on the northwest to the starting point.

Which territory contains an area of five hundred and twenty-one hectares and eighteen hundreds (521.18 ha).