



NATIONAL ASSEMBLY

FIRST SESSION

THIRTY-FOURTH LEGISLATURE

Bill 270
(Private)

An Act respecting the town of Sept-Îles

Introduction

Introduced by
Mr Denis Perron
Member for Duplessis



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1991

Bill 270

(Private)

An Act respecting the town of Sept-Îles

WHEREAS it is expedient to rectify certain irregularities which occurred in the procedure of a sale by sheriff held in September 1987 for the non-payment of municipal taxes owing to the town of Sept-Îles;

THE PARLIAMENT OF QUÉBEC ENACTS AS FOLLOWS:

1. The title of the town of Sept-Îles to the immovables formed by the lots described in the schedule and indicated by red hatching on the plan prepared by Rodrigue Tremblay, land surveyor, under number 3788 of his minutes, arising from the deed of sale by sheriff registered at the registry office of the registration division of Sept-Îles under number 59059, cannot be contested on the grounds that, in the notice of sale by sheriff, certificate of sale, report to the prothonotary, registrar's certificate, certificate of payment, or other documents relating to that sale, the metes-and-bounds description of the said immovables was incomplete or contained inaccuracies.

2. The clerk of the town of Sept-Îles shall register by deposit at the registry office of the registration division of Sept-Îles a certified copy of this Act including its schedule accompanied with a certified copy of the plan referred to in section 1.

The registrar is bound to make an entry referring to this Act in the index of immoveables of all the lots affected by this Act.

3. This Act does not apply to a case pending on 30 July 1990.

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

SCHEDULE

The lots and parts of lots mentioned in the deed of sale by sheriff registered at the registry office of Sept-Îles under number 59059 including part of the original lots 15, 16, 17 and 18 of range I of the cadastre for the township of Letellier and comprising:

(1) the following lots: 16-26, 16-27, 16-60 to 16-64, 16-66 to 16-73, 16-80, 16-81, 16-82-1, 16-82-2, 16-85 to 16-88, 16-93, 16-94, 16-98, 16-100, 16-131 to 16-140, 16-152, 16-156 to 16-179, 16-209, 16-210, 16-215, 16-231 to 16-235, 16-244, 17-11, 17-14, 17-61, 17-85, 17-86, 17-89 to 17-96, 17-103 to 17-119, 17-142 to 17-145, 17-153 to 17-163, 17-167, 17-176, 17-177, 17-179 to 17-229, 17-245 to 17-303, 17-305 to 17-312, 17-314, 17-315 and 18-1-2;

(2) the following parts of lots: 15 N.S., 16 N.S., 16-1, 16-3, 16-5, 16-7, 16-9, 16-11, 16-13, 17 N.S., 17-1, 17-5, 17-6, 17-8, 17-9, 17-12, 17-15, 17-17 and 17-19, these parts of lots being more fully described as follows with reference to the plan 4376 prepared by Rodrigue Tremblay, land surveyor, and dated 11 April 1991:

First part of lot 15:

STARTING at point "1" on the plan herein mentioned, situated at the intersection of the dividing line between lots 14 and 15 and the south right-of-way of Highway 138.

Thence, along a line with a bearing of $179^{\circ}07'05''$ for one hundred and fifty-four metres and forty-four hundredths (154.44 m) to point "2"; thence, along a winding line being the foot of the cliff for eight hundred and twenty-one metres (821 m) to point "3"; thence, along a line with a bearing of $165^{\circ}25'10''$ for forty-eight metres and seventy-seven hundredths (48.77 m) to point "4"; thence, along a line with a bearing of $179^{\circ}10'24''$ for sixty metres and ninety hundredths (60.90 m) to point "5"; thence, along the arc of a circle having a radius of four metres and seventy-eight hundredths (4.78 m) for eight metres and sixty-five hundredths (8.65 m) to point "6"; thence, along a line with a bearing of $255^{\circ}53'45''$ for ten metres and eighty-nine hundredths (10.89 m) to point "7"; thence, along a line with a bearing of $357^{\circ}53'45''$ for one hundred and fifty-eight metres and thirty-six hundredths (158.36 m) to point "8"; thence, along a line with a bearing of $79^{\circ}28'59''$

for fifty-nine metres and seventy-nine hundredths (59.79 m) to point "9"; thence, along a line with a bearing of $77^{\circ}11'43''$ for one hundred and five metres and thirty-four hundredths (105.34 m) to point "10"; thence, along a line with a bearing of $63^{\circ}41'19''$ for fifteen metres and fourteen hundredths (15.14 m) to point "19"; thence, along a line with a bearing of $78^{\circ}19'00''$ for forty-five metres and four hundredths (45.04 m) to point "54"; thence, along a line with a bearing of $74^{\circ}50'28''$ for ten metres and ninety-four hundredths (10.94 m) to point "55"; thence, along a line with a bearing of $359^{\circ}06'40''$ for one hundred and twenty-six metres and eighty-six hundredths (126.86 m) to point "56"; thence, along a line with a bearing of $91^{\circ}33'31''$ for thirteen metres and fifty hundredths (13.50 m) to point "57"; thence, along the arc of a circle having a radius of three hundred and six metres and twenty-eight hundredths (306.28 m) for one hundred and forty metres and thirty-seven hundredths (140.37 m) to point "58"; thence, along a line with a bearing of $65^{\circ}31'16''$ for one hundred and nineteen metres and forty-nine hundredths (119.49 m) to point "59"; thence, along the arc of a circle having a radius of five hundred and sixty-seven metres and twenty-four hundredths (567.24 m) for one hundred and twelve metres and seventy-nine hundredths (112.79 m) to point "60"; thence, along a line with a bearing of $76^{\circ}58'14''$ for two hundred and six metres and sixty-one hundredths (206.61 m) to point "1", the starting point.

THE SAID parcel of land being bounded on the east by part of lot 14, on the south by lots 15-114 to 15-134 inclusively and 15-98 to 15-110 inclusively, on the east by lots 15-110 and 15-81 (street), on the southeast by lot 15-81 (street), on the south by lot 15-79 (street), on the west by lot 16-19 (street), on the north and west by part of lot 15 and on the north by part of lot 15 being Highway 138.

THE SAID parcel of land thus described containing an area of ninety-nine thousand six hundred and fifty square metres (99 650 m²) as shown on plan number 4376 (f. 1/3).

Second part of lot 15:

STARTING at point «11», on the plan herein mentioned, situated at the east extremity of the south limit of lot 15-134.

Thence, along a line with a bearing of $180^{\circ}24'38''$ for ten metres and seventy-two hundredths (10.72 m) to point "12"; thence, along a line with a bearing of $248^{\circ}28'06''$ for eleven metres and six hundredths (11.06 m) to point "13"; thence, along a line with a bearing of $347^{\circ}16'21''$ for nine metres and thirty-six hundredths (9.36 m) to point "15"; thence, along a line with a bearing of $65^{\circ}34'16''$ for thirteen metres and sixty-five hundredths (13.65 m) to point "11", the starting point.

THE SAID parcel of land being bounded on the east by part of lot 14-13, on the south by lot 15-153 (street), on the west by lot 15-86 (street) and on the north by lot 15-134.

THE SAID parcel of land thus described containing an area of one hundred and seventeen square metres and five tenths (117.5 m²) as shown on plan number 4376 (f. 1/3).

Third part of lot 15:

STARTING at point "16" on the plan herein mentioned, situated at the east extremity of the south limit of lot 15-153 (street).

Thence, along a line with a bearing of 178°40'30" for thirty-two metres and eighty-nine hundredths (32.89 m) to point "17"; thence, along a line with a bearing of 347°15'20" for thirty-one metres and twenty-three hundredths (31.23 m) to point "18"; thence, along a line with a bearing of 68°28'06" for six metres and fifty-nine hundredths (6.59 m) to point "16", the starting point.

THE SAID parcel of land being bounded on the east by part of lot 14-13, on the west by lot 15-86 (street) and on the north by lot 15-153 (street).

THE SAID parcel of land thus described containing an area of one hundred and one square metres and seven tenths (101.7 m²) as shown on plan number 4376 (f. 1/3).

Part of lot 16:

STARTING at point "36" on the plan herein mentioned, situated at the intersection of the southeast limit of lot 16-27 and the south limit of Highway 138.

Thence, along the arc of a circle having a radius of three hundred and seven metres and sixty-eight hundredths (307.68 m) for two hundred and eighty-four metres and twenty hundredths (284.20 m) to point "73"; thence, along a line with a bearing of 54°00'30" for three hundred and forty-eight metres and twenty-three hundredths (348.23 m) to point "37"; thence, along a line with a bearing of 144°18'15" for ninety-one metres and forty-four hundredths (91.44 m) to point "38"; thence, along a line with a bearing of 234°16'40" for seventy-six metres and twenty hundredths (76.20 m) to point "39"; thence, along a line with a bearing of 179°05'00" for seventy-seven metres and forty-three hundredths (77.43 m) to point "40"; thence, along a line with a bearing of 271°02'35" for twenty-five metres and thirty-five hundredths (25.35 m) to point "74"; thence, along a line with a bearing of 256°27'00" for six hundred and fifty-two metres and

nineteen hundredths (652.19 m) to point "75"; thence, along a line with a bearing of $241^{\circ}57'00''$ for thirteen metres and seventy-three hundredths (13.73 m) to point "41"; thence, along a line with a bearing of $358^{\circ}35'40''$ for twenty metres and fifty-four hundredths (20.54 m) to point "42"; thence, along a winding line for one hundred and two metres and seventy-seven hundredths (102.77 m) to point "43"; thence, along a line with a bearing of $29^{\circ}06'00''$ for sixty metres and ninety-six hundredths (60.96 m) to point "36", the starting point.

THE SAID parcel of land being bounded on the north and northwest by part of lot 16 being Highway 138, on the northeast by lot 16-259, on the southeast and east by lot 16-238, on the south by lots 16-181, 16-182, 16-183, 16-186 to 16-204 inclusively, 16-205-1, 16-205-2, 16-206 to 16-211 inclusively, 16-212-1, 16-212-2, 16-213-1 and 16-213-2, on the west by part of lot 17 and on the north and northwest by lot 16-27.

THE SAID parcel of land thus described containing an area of fifty thousand six hundred and fifty square metres ($50\ 650\ \text{m}^2$) as shown on plan number 4376 (f. 2/3).

Part of lot 16-1:

STARTING at point "20", on the plan herein mentioned, situated at the intersection of the dividing line between lots 16-1 and 17-19 and the dividing line between ranges I and II.

Thence, along a line with a bearing of $90^{\circ}08'06''$ for one hundred and twenty-seven metres and ninety-two hundredths (127.92 m) to point "21"; thence, along a line with a bearing of $179^{\circ}05'32''$ for one thousand three hundred and fifty-three metres and one hundredth (1 353.01 m) to point "22"; thence, along the arc of a circle having a radius of two hundred and seventy-seven metres and twenty hundredths (277.20 m) for fifty-two metres and eighteen hundredths (52.18 m) to point "70"; thence, along a line with a bearing of $298^{\circ}51'05''$ for one hundred and one metres and eighty-three hundredths (101.83 m) to point "23"; thence, along a line with a bearing of $359^{\circ}04'15''$ for one thousand two hundred and seventy metres and twenty-six hundredths (1 270.26 m) to point "20", the starting point.

THE SAID parcel of land being bounded on the north by lot 20 of range II, on the east by a part of lot 16-3, on the southwest by part of lot 16-1, being Highway 138, and on the west by part of lot 17-19.

THE SAID parcel of land thus described containing an area of one hundred and sixty-six thousand nine hundred and forty-two square metres (166 942 m²) as shown on plan number 4376 (f. 2/3).

Part of lot 16-3:

STARTING at point "21" on the plan herein mentioned, situated at the intersection of the dividing line between lots 16-1 and 16-3 and the dividing line between ranges I and II.

Thence, along a line with a bearing of 90°08'06" for one hundred and thirty-two metres and twelve hundredths (132.12 m) to point "24"; thence, along a line with a bearing of 179°05'32" for one thousand three hundred and fifty-nine metres and fifty-four hundredths (1 359.54 m) to point "25"; thence, along the arc of a circle having a radius of two hundred and seventy-seven metres and twenty hundredths (277.20 m) for one hundred and thirty-three metres and seventy hundredths (133.70 m) to point "22"; thence, along a line with a bearing of 359°05'32" for one thousand three hundred and fifty-three metres and one hundredth (1 353.01 m) to point "21", the starting point.

THE SAID parcel of land being bounded on the north by lots 19 and 20 of range II, on the east by part of lot 16-5, on the south by part of lot 16-3 being Highway 138, and on the west by part of lot 16-1.

THE SAID parcel of land thus described containing an area of one hundred and seventy-nine thousand eight hundred and eighty-five square metres (179 885 m²) as shown on plan number 4376 (f. 2/3).

Part of lot 16-5:

STARTING at point "24" on the plan herein mentioned, situated at the intersection of the dividing line between lots 16-3 and 16-5 and the dividing line between ranges I and II.

Thence, along a line with a bearing of 90°08'06" for one hundred and thirty-four metres and eleven hundredths (134.11 m) to point "26"; thence, along a line with a bearing of 179°05'32" for one thousand two hundred and ninety-four metres and forty-two hundredths (1 294.42 m) to point "27"; thence, along a line with a bearing of 234°00'19" for eleven metres and ninety-three hundredths (11.93 m) to point "71"; thence, along the arc of a circle having a radius of two hundred and seventy-seven metres and twenty hundredths (227.20 m) for one hundred and thirty-seven metres and sixty-eight hundredths (137.68 m) to point "25"; thence, along a line with a

bearing of $359^{\circ}05'32''$ for one thousand three hundred and fifty-nine metres and fifty-four hundredths (1 359.54 m) to point "24", the starting point.

THE SAID parcel of land being bounded on the north by lot 19 of range II, on the east by part of lot 16-7, on the southeast by part of lot 16-5 being Highway 138 and on the west by part of lot 16-3.

THE SAID parcel of land thus described containing an area of one hundred and seventy-eight thousand eight hundred and sixty-two square metres (178 862 m²) as shown on plan number 4376 (f. 2/3).

Part of lot 16-7:

STARTING at point "26" on the plan herein mentioned, situated at the intersection of the dividing line between lots 16-5 and 16-7 and the dividing line between ranges I and II.

Thence, along a line with a bearing of $90^{\circ}08'06''$ for one hundred and one metres and ninety-eight hundredths (101.98 m) to point "76"; thence, along a line with a bearing of $90^{\circ}18'33''$ for thirty-two metres and thirteen hundredths (32.13 m) to point "28"; thence, along a line with a bearing of $179^{\circ}05'32''$ for one thousand one hundred and ninety-seven metres and sixty-nine hundredths (1 197.69 m) to point "29"; thence, along a line with a bearing of $234^{\circ}00'19''$ for one hundred and sixty-three metres and eighty-eight hundredths (163.88 m) to point "27"; thence, along a line with a bearing of $359^{\circ}05'32''$ for one thousand two hundred and ninety-four metres and forty-two hundredths (1 294.42 m) to point "26", the starting point.

THE SAID parcel of land being bounded on the north by lots 18-1 and 19 of range II, on the east by part of lot 16-9, on the southeast by part of lot 16-7 being Highway 138 and on the west by part of lot 16-5.

THE SAID parcel of land thus described containing an area of one hundred and sixty-seven thousand and eighty-five square metres (167 085 m²) as shown on plan number 4291 (f. 2/3).

Part of lot 16-9:

STARTING at point "28" on the plan herein mentioned, situated at the intersection of the dividing line between lots 16-7 and 16-9 and the dividing line between ranges I and II.

Thence, along a line with a bearing of $90^{\circ}18'33''$ for one hundred and thirty-two metres and forty-three hundredths (132.43 m) to point

“30”; thence, along a line with a bearing of 179°05’32” for one thousand one hundred and one metres and eighty-seven hundredths (1 101.87 m) to point “31”; thence, along a line with a bearing of 234°00’19” for one hundred and sixty-one metres and eighty hundredths (161.80 m) to point “29”; thence, along a line with a bearing of 359°05’32” for one thousand one hundred and ninety-seven metres and sixty-nine hundredths (1 197.69 m) to point “28”, the starting point.

THE SAID parcel of land being bounded on the north by lot 18-1 of range II, on the east by part of lot 16-11, on the southeast by part of lot 16-9 being Highway 138 and on the west by part of lot 16-7.

THE SAID parcel of land thus described containing an area of one hundred and fifty-two thousand two hundred and thirty-five square metres (152 235 m²) as shown on plan number 4291 (f. 2/3).

Part of lot 16-11:

STARTING at point “30” on the plan herein mentioned, situated at the intersection of the dividing line between lots 16-9 and 16-11 and the dividing line between ranges I and II.

Thence, along a line with a bearing of 90°18’33” for one hundred and twenty-nine metres and fifty-three hundredths (129.53 m) to point “32”; thence, along a line with a bearing of 179°05’32” for one thousand and thirty-six metres and seventy-seven hundredths (1 036.77 m) to point “33”; thence, along the arc of a circle having a radius of two hundred and sixty-four metres and sixty hundredths (264.60 m) for one hundred and ten metres and twenty-seven hundredths (110.27 m) to point “72”; thence, along a line with a bearing of 234°00’19” for thirty-four metres and eighty-six hundredths (34.86 m) to point “31”; thence, along a line with a bearing of 359°05’32” for one thousand one hundred and one metres and eighty-seven hundredths (1 101.87 m) to point “30”, the starting point.

THE SAID parcel of land being bounded on the north by lots 17-1 and 18-1 of range II, on the east by part of lot 16-13, on the southeast by part of lot 16-11 being Highway 138 and on the west by part of lot 16-9.

THE SAID parcel of land thus described containing an area of one hundred and thirty-seven thousand six hundred and sixty square metres (137 660 m²) as shown on plan number 4376 (f. 2/3).

Part of lot 16-13:

STARTING at point "32" on the plan herein mentioned, situated at the intersection of the dividing line between lots 16-11 and 16-13 and the dividing line between ranges I and II.

Thence, along a line with a bearing of $90^{\circ}18'33''$ for eleven metres and ninety-five hundredths (11.95 m) to point "34"; thence, along a line with a bearing of $179^{\circ}05'46''$ for five hundred and ninety metres and ninety hundredths (590.90 m) to point "14"; thence, along a line with a bearing of $179^{\circ}05'14''$ for four hundred and forty-three metres and fifty hundredths (443.50 m) to point "35"; thence, along the arc of a circle having a radius of two hundred and sixty-four metres and sixty hundredths (264.60 m) for twelve metres and thirteen hundredths (12.13 m) to point "33"; thence, along a line with a bearing of $359^{\circ}05'32''$ for one thousand and thirty-six metres and seventy-seven hundredths (1 036.77 m) to point "32", the starting point.

THE SAID parcel of land being bounded on the north by lot 17-1 of range II, on the east by part of lot 15, on the south by part of lot 16-13 being Highway 138 and on the west by part of lot 16-11.

THE SAID parcel of land thus described containing an area of twelve thousand three hundred and fifty-one square metres (12 351 m²) as shown on plan number 4376 (f. 2/3).

First part of lot 17:

STARTING at point "48" on the plan herein mentioned, situated at the southwest extremity of the dividing line between lots 17-131 and 17-132 (streets).

Thence, along the arc of a circle having a radius of twelve metres and nineteen hundredths (12.19 m) for twenty metres and fifty-three hundredths (20.53 m) to point "49"; thence, along a line with a bearing of $82^{\circ}38'43''$ for three hundred and ninety-nine metres and eighty-five hundredths (399.85 m) to point "50"; thence, along the arc of a circle having a radius of twelve metres and nineteen hundredths (12.19 m) for four metres and fifty-seven hundredths (4.57 m) to point "51"; thence, along a line with a bearing of $151^{\circ}09'34''$ for forty-one metres and fifteen hundredths (41.15 m) to point "52"; thence, along a winding line being the natural high-water line of the Gulf of Saint-Lawrence for four hundred and thirty-three metres (433 m) to point "53"; thence, along a line with a bearing of $359^{\circ}06'22''$ for twenty-seven metres and sixty-eight hundredths (27.68 m) to point "48", the starting point.

THE SAID parcel of land being bounded on the northeast and the north by part of lot 17-132, on the east by lot 17-186, on the south by the Gulf of Saint-Lawrence and on the west by lot 17-315.

THE SAID parcel of land thus described containing an area of twelve thousand five hundred and sixty square metres (12 560 m²) as shown on plan number 4376 (f. 3/3).

Second part of lot 17:

STARTING at point "44" on the plan herein mentioned, situated at the south extremity of the west limit of lot 17-102.

Thence, along a winding line being the brink of the cliff for eight hundred and four metres (804 m) to point "45"; thence, along a line with a bearing of 178°46'35" for twenty metres and five tenths (20.5 m) to point "46"; thence, along a winding line being the foot of the cliff for eight hundred and eight metres (808 m) to point "47"; thence, along a line with a bearing of 358°28'00" for twenty-one metres (21.0 m) to point "44", the starting point.

THE SAID parcel of land being bounded on the north by lots 17-93 to 17-102 inclusively, 17-89 and 17-90, on the east by part of lot 16, on the south by lots 17-146 to 17-151 inclusively, 17-228 to 17-244 inclusively, 17-285 to 17-291 inclusively, and on the west by lot 18-149.

THE SAID parcel of land thus described containing an area of seventeen thousand seven hundred and fifty square metres (17 750 m²) as shown on plan number 4376 (f. 3/3).

Part of lot 17-1:

STARTING at point "301" on the plan herein mentioned, situated at the intersection of the dividing line between lots 17-1 and 18 and the northeast limit of Highway 138.

Thence, along a line with a bearing of 358°41'00" for eight hundred and eight metres and one hundredth (808.01 m) to point "235"; thence, along a line with a bearing of 88°42'00" for one hundred and thirty-six metres and three hundredths (136.03 m) to point "240"; thence, along a line with a bearing of 179°04'00" for three hundred and ninety-one metres and fifty-four hundredths (391.54 m) to point "266"; thence, along a line with a bearing of 268°37'00" for one hundred and thirteen metres and ten hundredths (113.10 m) to point "302"; thence, along a line with a bearing of 178°42'00" for four hundred and twenty-six metres and three hundredths (426.03 m) to point "200"; thence, along a line with a bearing of 294°22'00" for twenty-two metres and thirty-three hundredths (22.33 m) to point "301", the starting point.

THE SAID parcel of land being bounded on the west by part of lot 18, on the north by lots 23 and 24 of range II, on the east by part of lot 17-5, on the south and east by part of lot 17-1 (Texaco Canada Ltd) and on the southwest by part of lot 17-21 being Highway 138.

THE SAID parcel of land thus described containing an area of six hectares and twelve hundredths (6.12 ha) as shown on plan number 4376 (f. 3/3).

Part of lot 17-5:

STARTING at point "240" on the plan herein mentioned, situated at the intersection of the dividing line between lots 17-1 and 17-5 and the dividing line between ranges I and II.

Thence, along a line with a bearing of 88°42'00" for one hundred and thirty-two metres and eighty-nine hundredths (132.89 m) to point "241"; thence, along a line with a bearing of 179°04'00" for three hundred and ninety-one metres and five hundredths (391.05 m) to point "265"; thence, along a line with a bearing of 268°37'00" for one hundred and thirty-two metres and eighty-nine hundredths (132.89 m) to point "266"; thence, along a line with a bearing of 359°04'00" for three hundred and ninety-one metres and fifty-four hundredths (391.54 m) to point "240", the starting point.

THE SAID parcel of land being bounded on the north by lot 23 of range II, on the east by part of lot 17-8, on the south by part of lot 17-5 (Texaco Canada Ltd) and on the west by part of lot 17-1.

THE SAID parcel of land thus described containing an area of five hectares and twenty hundredths (5.20 ha) as shown on plan number 4376 (f. 3/3).

Part of lot 17-6:

STARTING at point "251" on the plan herein mentioned, situated at the intersection of the dividing line between lots 17-6 and 17-9 and the northeast limit of Highway 138.

Thence, along a line with a bearing of 299°37'00" for seventy-five metres and seventy-one hundredths (75.71 m) to point "225"; thence, along a line with a bearing of 29°03'00" for forty-three metres and one hundredth (43.01 m) to point "226"; thence, along a line with a bearing of 299°01'00" for thirty metres and forty-eight hundredths (30.48 m) to point "223"; thence, along a line with a bearing of 29°09'00" for one hundred and thirty-nine metres and eighty-one hundredths (139.81 m) to point "259"; thence, along a line with a bearing of

179 04'00" for two hundred and eleven metres and ninety-one hundredths (211.91 m) to point "251", the starting point.

THE SAID parcel of land being bounded on the southwest by part of lot 17-6 being Highway 138, on the northwest and southwest by part of lot 17-6 (Hydro-Québec), on the northwest by part of lot 17-6 (QNS & L railway) and on the east by part of lot 17-9.

THE SAID parcel of land thus described containing an area of eighty-four hundredths of a hectare (0.84 ha) as shown on plan number 4376 (f. 3/3).

Part of lot 17-8:

STARTING at point "241" on the plan herein mentioned, situated at the intersection of the dividing line between lots 17-5 and 17-8 and the dividing line between ranges I and II.

Thence, along a line with a bearing of 88°51'00" for one hundred and thirty-three metres and ninety-six hundredths (133.96 m) to point "242"; thence, along a line with a bearing of 179°04'00" for two hundred and seventy metres and sixty-six hundredths (270.66 m) to point "248"; thence, along a line with a bearing of 209°04'00" for one hundred and thirty-nine metres and seven hundredths (139.07 m) to point "204"; thence, along a line with a bearing of 268°37'00" for sixty-four metres and forty-one hundredths (64.41 m) to point "265"; thence, along a line with a bearing of 359°04'00" for three hundred and ninety-one metres and five hundredths (391.05 m) to point "241", the starting point.

THE SAID parcel of land being bounded on the north by lots 22 and 23 of range II, on the east by lot 17-11, on the southeast by lot 708 (QNS & L railway), on the south by part of lot 17-8 (Texaco Canada Ltd) and on the west by part of lot 17-5.

THE SAID parcel of land thus described containing an area of four hectares and eighty-two hundredths (4.82 ha) as shown on plan number 4376 (f. 3/3).

Part of lot 17-9:

STARTING at point "261" on the plan herein mentioned, situated at the intersection of the dividing line between lots 17-6 and 17-9 and the southeast limit of lot 708 (QNS & L railway).

Thence, along a line with a bearing of 29°04'00" for two hundred and sixty-seven metres and ninety-five hundredths (267.95 m) to

point "258"; thence, along a line with a bearing of 179°04'00" for seven hundred and seven metres and ninety-three hundredths (707.93 m) to point "252"; thence, along a line with a bearing of 299°37'00" for one hundred and fifty-five metres and fifty-five hundredths (155.55 m) to point "251"; thence, along a line with a bearing of 359°04'00" for two hundred and eleven metres and ninety-one hundredths (211.91 m) to point "259"; thence, along a line with a bearing of 29°09'00" for one hundred and forty-four metres and one hundredth (144.01 m) to point "222"; thence, along a line with a bearing of 299°07'00" for eighty-three metres and thirty-seven hundredths (83.37 m) to point "260"; thence, along a line with a bearing of 359°04'00" for eighteen metres and fifty-three hundredths (18.53 m) to point "261", the starting point.

THE SAID parcel of land being bounded on the northwest by lot 708 (QNS & L railway), on the east by part of lot 17-12, on the southwest by part of lot 17-9 being Highway 138, on the west by part of lot 17-6, on the northwest and the southwest by part of lot 17-9 (QNS & L railway), and on the west by part of lot 17-6.

THE SAID parcel of land thus described containing an area of six hectares and eighty hundredths (6.80 ha) as shown on plan number 4376 (f. 3/3).

Part of lot 17-12:

STARTING at point "258" on the plan herein mentioned, situated at the intersection of the dividing line between lots 17-9 and 17-12 and the southeast limit of lot 708 (QNS & L railway).

Thence, along a line with a bearing of 29°04'00" for two hundred and sixty-eight metres and eighty-seven hundredths (268.87 m) to point "257"; thence, along a line with a bearing of 179°04'00" for one thousand and seventeen metres and eighty-five hundredths (1 017.85 m) to point "254"; thence, along a line with a bearing of 298°51'00" for eighty-seven metres and seventy-one hundredths (87.71 m) to point "250"; thence, along a line with a bearing of 67°57'00" for sixty metres and ninety-six hundredths (60.96 m) to point "268"; thence, along a line with a bearing of 298°53'00" for sixty metres and ninety-six hundredths (60.96 m) to point "267"; thence, along a line with a bearing of 247°57'00" for sixty metres and ninety-six hundredths (60.96 m) to point "286"; thence, along a line with a bearing of 299°37'00" for six metres and twenty-seven hundredths (6.27 m) to point "252"; thence, along a line with a bearing of 359°04'00" for seven hundred and seven metres and ninety-three hundredths (707.93 m) to point "258", the starting point.

THE SAID parcel of land being bounded on the northwest by lot 708 (QNS & L railway), on the east by part of lot 17-15, on the southwest by part of lot 17-12 being Highway 138, on the northwest, southwest and southeast by part of lot 17-12 (Department of Transport, Canada), on the southwest by part of lot 17-12 being Highway 138 and on the west by part of lot 17-9.

THE SAID parcel of land thus described containing an area of eleven hectares and thirty-one hundredths (11.31 ha) as shown on plan number 4376 (f. 3/3).

Part of lot 17-15:

STARTING at point "257" on the plan herein mentioned, situated at the intersection of the dividing line between lots 17-12 and 17-15 and the southeast limit of lot 708 (QNS & L railway).

Thence, along a line with a bearing of 29°04'00" for one hundred and fourteen metres and thirty-eight hundredths (114.38 m) to point "238"; thence, along a line with a bearing of 88°50'00" for seventy-four metres and thirty-four hundredths (74.34 m) to point "244"; thence, along a line with a bearing of 179°04'00" for one thousand one hundred and ninety-two metres and forty-eight hundredths (1 192.48 m) to point "253"; thence, along a line with a bearing of 298°51'00" for one hundred and fifty-one metres and fifty-four hundredths (151.54 m) to point "254"; thence, along a line with a bearing of 359°04'00" for one thousand and seventeen metres and eighty-five hundredths (1 017.85 m) to point "257", the starting point.

THE SAID parcel of land being bounded on the northwest by lot 708 (QNS & L railway), on the north by lot 21 of range II, on the east by part of lot 17-17, on the southwest by part of lot 17-15 being Highway 138 and on the west by part of lot 17-12.

THE SAID parcel of land thus described containing an area of fourteen hectares and ninety hundredths (14.90 ha) as shown on plan number 4376 (f. 3/3).

Part of lot 17-17:

STARTING at point "244" on the plan herein mentioned, situated at the intersection of the dividing line between lots 17-15 and 17-17 and the dividing line between ranges I and II.

Thence, along a line with a bearing of 88°50'00" for one hundred and thirty metres and thirty hundredths (130.30 m) to point "245"; thence, along a line with a bearing of 179°04'00" for one thousand two hundred and sixty-seven metres and fifty-eight hundredths

(1 267.58 m) to point "255"; thence, along a line with a bearing of 298°51'00" for one hundred and fifty metres and thirteen hundredths (150.13 m) to point "253"; thence, along a line with a bearing of 359°04'00" for one thousand one hundred and ninety-two metres and forty-eight hundredths (1 192.48 m) to point "244", the starting point.

THE SAID parcel of land being bounded on the north by lots 20 and 21 of range II, on the east by part of lot 17-19, on the southwest by part of lot 17-17 being Highway 138 and on the west by part of lot 17-15.

THE SAID parcel of land thus described containing an area of sixteen hectares and three hundredths (16.03 ha) as shown on plan number 4376 (f. 3/3).

Part of lot 17-19:

STARTING at point "245" on the plan herein mentioned, situated at the intersection of the dividing line between lots 17-17 and 17-19 and the dividing line between ranges I and II.

Thence, along a line with a bearing of 88°50'00" for four metres and sixty-six hundredths (4.66 m) to point "211"; thence, along a line with a bearing of 179°04'00" for one thousand two hundred and seventy metres and twenty-seven hundredths (1 270.27 m) to point "256"; thence, along a line with a bearing of 298°51'00" for five metres and thirty-seven hundredths (5.37 m) to point "255"; thence, along a line with a bearing of 359°04'00" for one thousand two hundred and sixty-seven metres and fifty-eight hundredths (1 267.58 m) to point "245", the starting point.

THE SAID parcel of land being bounded on the north by part of lot 20 of range II, on the east by part of lot 16-1, on the southwest by part of lot 17-19 being Highway 138 and on the west by part of lot 17-17.

THE SAID parcel of land thus described containing an area of fifty-nine hundredths of a hectare (0.59 ha) as shown on plan number 4376 (f. 3/3).

All bearings shown on the plan herein mentioned and used in this technical survey refer to the Québec Plane Coordinate System (QPCS), zone 6, central meridian 67°30'00"; in addition, all dimensions are given according to the International System (SI system).