

THIRD SESSION  
THIRTY-FIRST LEGISLATURE

ASSEMBLÉE NATIONALE DU QUÉBEC

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**Bill 259**  
(PRIVATE)

An Act respecting the town of Mont-Joli

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First reading .....  
Second reading .....  
Third reading .....

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M. LÉOPOLD MARQUIS



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L'ÉDITEUR OFFICIEL DU QUÉBEC

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## **Bill 259**

**(PRIVATE)**

An Act respecting the town of Mont-Joli

WHEREAS it is in the interest of the town of Mont-Joli and necessary, for the proper administration of its affairs, that the limits of its territory be changed;

Therefore, Her Majesty, with the advice and consent of the Assemblée nationale du Québec, enacts as follows:

**1.** By-laws number 114, dated 21 May 1964, and number 296, dated 1 August 1977, of the town of Mont-Joli, having as their subject the territories described in Schedule A, are ratified as from the date on which they were passed.

**2.** No irregularity or illegality may be ascribed to the fact that such by-laws were not published in conformity with the law.

**3.** The territory described in Schedule B is annexed to that of the town.

**4.** Those territories are included in ward 2 of the town.

**5.** This act comes into force on the day of its sanction.

## SCHEDULE A

1. A territory comprising, with reference to the cadastre of the parish of Sainte-Flavie, part of lot 402 and its present and future subdivisions included within the limits hereinafter described, to wit: starting from the point of intersection of the dividing line between lots 402 and 420 and the northwest line of lot 546-1 (railway right of way of the Canadian National Railways); thence, successively, the following lines and boundaries: the said northwest line, southwesterly to the dividing line between original lots 400 and 402; part of the said dividing line between lots to the northeast line of lot 402-6-2; lot 402 and at azimuth  $350^{\circ}05'$ , a line six hundred and twenty-four feet and sixty-one hundredths (624.61) in length, namely to the dividing line between original lots 402 and 420; finally, part of the said dividing line between lots, southeasterly to the starting point.

2. A territory comprising, with reference to the cadastre of the parish of Sainte-Flavie, part of lot 420 and its present and future subdivisions included within the limits hereinafter described, to wit: starting from the point of intersection of the dividing line between lots 420 and 422 and the northwest line of lot 546-1 (railway right of way of the Canadian National Railways); thence, successively, the following lines and boundaries: the said northwest line, southwesterly to the dividing line between original lots 402 and 420; part of the said dividing line between lots to the southeast line of lot 420-1; the northwest line of lots 420-17, 420-16, 420-15 and 420-3; finally, part of the dividing line between original lots 420 and 422, southeasterly to the starting point.

## SCHEDULE B

A territory comprising, with reference to the cadastre of the parish of Sainte-Flavie, the lots or parts of lots and their present and future subdivisions and the roads, streets, water-courses or parts thereof, the whole included within the limits hereinafter described, to wit: starting at the apex of the west corner of lot 400; thence, successively, the following lines and boundaries: a part of the dividing line between ranges I and II, northeasterly at a point situated at a distance of three hundred and four feet and one-tenth (304.1) from the dividing line between lots 51 and 52, the distance being measured along the said dividing line between ranges; in lot 422, a line at azimuth  $94^{\circ}01'$  and two hundred and six feet (206.0) in length, and another line at azimuth  $128^{\circ}54'$  and two hundred and thirty-three feet and twenty-four hundredths (233.24) in length, namely, to the northwest side of the Second Range road; the northwest side of the said road, northeasterly

for a distance of three hundred feet and eight tenths (300.8); in lot 424, a line at azimuth  $311^{\circ}14'$  and seventy feet and three tenths (70.3) in length, and another line at azimuth  $46^{\circ}46'$  and one hundred and eighteen feet and four tenths (118.4) in length, namely, to the dividing line between lots 424 and 425; part of the said dividing line between lots, southeasterly, crossing the Second Range road and continuing to the northwest line of lot 546-1 (railway right of way of the Canadian National Railways); the said northwest line, southwesterly to the dividing line between original lots 420 and 422; part of the said dividing line between lots to the northwest line of lot 420-3; the northwest line of lots 420-3, 420-15, 420-16 and 420-17; part of the dividing line between original lots 402 and 420, northwesterly to the extension of the northwest line of lot 402-80; the said extension and the northwest line of lots 402-80, 402-67, 402-221, 400-206, 400-202 (street), 400-201, 400-196, 400-191 (street), 400-190, 400-165, 400-164 (street) and 400-161; part of the dividing line between original lots 335 and 400, northwesterly for a distance of one thousand three hundred and seventy-seven feet and seven-tenths (1377.7), namely, to the dividing line between lots 335 and 335A; the south and southwest lines of the said lot 335 A to the south side of the Second Range road; a straight line crossing the said road and continuing to the intersection of the dividing line between lots 335 and 400 with the north side of the said road; finally, the dividing line between lots 335 and 400, northwesterly to the starting point.