



CHAPTER 90

An Act to amend the charter of the city of Drummondville

[Assented to, the 14th of June, 1940]

WHEREAS the city of Drummondville has represented by its petition that it is urgent to amend its charter to define its territory;

Preamble.

Whereas it is expedient to grant its prayer;

Therefore, His Majesty, with the advice and consent of the Legislative Council and of the Legislative Assembly of Quebec, enacts as follows:

1. The act 2 George VI, chapter 113, is amended by adding thereto, after section 2, the following section: ^{2 Geo. VI, c. 113, s. 2a, added.}

"2a. The limits of the city of Drummondville are as follows, that is to say: starting from the point of intersection of the left bank of the St. Francis river with the line separating the townships of Wickham and Grantham; thence, with reference to the official cadastre made for the township of Grantham, passing successively by the following lines and boundaries: the said line separating the township of Wickham and Grantham up to the northeast side of the front road of the third range, the said northeast side of the said road up to the separating line of the original lots 139 and 140, the latter line up to the *emprise* of the Canadian Pacific Railway bearing number 142a, the said northeast side of the said *emprise* to the extension of the northwest line of subdivision lot 139-799, the said extension and the said line to the northeast side of the front road of the 4th

Territory of city.

range, the said northeast side of the said road to the separating line of the original lots 139 and 140, the latter line to a point situated at a distance of 2520 feet measured along the said line at the southwest of the southwest side of the *emprise* of the Canadian Pacific Railway bearing number 142a, thence, following a perpendicular to the line separating the original lots 139 and 140 running towards the northwest for a distance of 440 feet, a parallel to the said separating line of the original lots numbers 139 and 140 running towards the southwest for a distance of 712 feet and a parallel to the front road of the 4th range running towards the northwest to the east side of the *emprise* of the Canadian Pacific Railway bearing number 142b, the said east side of the *emprise* of the Canadian Pacific Railway number 142b to the separating line of the original lots 144 and 145, the extension of the said separating line across the *emprise* of the Canadian Pacific Railway (number 142b) to the west side of the said *emprise*, the said west side of the said *emprise* to the top of the southeast corner of the subdivision lot number 149-10, from this point a straight line crossing the *emprise* of the Canadian Pacific Railway (number 142b), to the northeast line of subdivision lot 147-91, this line and its extension across number 147-88 (a street), the northwest and southwest lines of subdivision lot number 147-18, the southwest lines of subdivision lots numbers 147-19, 147-20, 147-21, 147-22 and the extension of the latter line to the separating line of the original lots numbers 145 and 147, the said separating line of the original lots 145 and 147, to the extension of the southwest line of subdivision lot 145-283, the said extension and the southwest lines of the subdivision lots 145-283, 145-282, 145-281, 145-280, 145-270 (a street), 145-269, 145-268, 144-370, 144-371, 144-372, the southwest and southeast lines of number 144-362 (a street), to the southwest line of subdivision lot 144-361, the southwest and southeast lines of subdivision lot number 144-361, the southeast lines of subdivision lots 144-360, 144-359, 144-358, to the east line of lot 144-57 (a street), this latter line, a south line of number 144-389 (a street), the south lines of subdivision lots numbers 144-11 and 141-1 to the southwest side of the *emprise* of the Canadian Pacific Railway (No. 142a), the southwest side of the said *emprise* to the separating line of the original lots number 141 and 144, this said line to the northeast side of the front road of the 3rd range, the northeast side of the said road to the

extension of the separating line of the original lots 153 and 156, the said extension and the line to the extension of the southwest line of original lot 150, the said extension to the northwest side of the *emprise* of the Canadian Pacific Railway bearing number 152, the said northwest side of the said *emprise* to the northeast side of the front road of the 4th range, the said northeast side of the said road and its extension to the axis of the river Noire, the said axis to the extension of the northeast side of the front road of the 3rd range, the said extension and the said northeast side of the said road to the southeast line of the original lot 136a, this latter line and the southeast line of the original lot 134 of the left bank of the St. Francis river, from this latter point crossing the said St. Francis river, from this latter point a line crossing the said St. Francis river to the intersection of the right bank of the said river with the southeast line of the original lot number 5 in the first range of the township of Wendover; thence, in the first range of the township of Wendover with reference to the official cadastre made for the said township, the said southeast line of the original lot number 5 to the top of the west corner of the original lot number 3, the southwest lines of the original lots numbers 3 and 2, joined together by a portion of the southeast line of the original lot number 3, to the separating line of the townships of Wendover and Simpson; thence, in the first range of the township of Simpson, with reference to the official cadastre made for the said township, the southwest lines of the original lots numbers 1a, 1b, 2 and 3 joined together by portions of the northwest lines of the original lots numbers 2 and 3, the southwest line of the original lot number 4a and its extension to the axis of the St. Francis river, the said axis to the extension of the separating line of the townships of Wickham and Grantham, and finally the said extension to the point of departure.

2. This act shall come into force on the day of its ^{Coming into} sanction. _{force.}

