BEING A BY-LAW TO ADOPT AND ASSUME CERTAIN STREETS WITHIN THE CITY OF NORTII BAY AS PUBLIC ROADWAYS.

THE COUNCIL OF THE CORPOKATION OF THE CITY OF NORIH BAY HEREBY ENACTS AS FULLOWS:

1. The streets and parts of streets described in Schedule "A" hereto attached and forming part hereot are hereby adopted and assumed by the City for use as public roadways.

KEAD A FIRST TIME IN OPEN COUNCIL TIIS 9TH DAY OF MARCH, 1970. READ A SECOND TLME IN OPEN COUNCIL THIS 9TII DAY OF MARCII, 1970. KEAD A THTKD TIME TN OPEN COUNCIL AND FINALLY ENACTED AND PASEED THIS 9TH DAY OF MARCH, 1970.

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all and singular thuse parts of certain streets situate lying and BEING IN TIIE CITY OF NORTII BAY IN THE DISTRICT OF NIPISSING AND being composed of parts of first street, second street, bannerman STREET NORTH, BOND STREET, COPELAND STREET AND ELM STREET, ACCORDING TO PLAN M-] 67 FILED IN THE LAND TITLES OFFICE FOR THE DISTRICT OF NIPISSING AT NORTH BAY AND PART OF REAR STREET, ACCORDING TO PLAN M- 36 FILED IN THE LAND TITLES OFFICE FOR THE DISTRICT OF NIPISSING AT NORTII BAY AND WIIICI SAID PARTS ARE MORE PARTICULARLY DESCKIBED AS FOLLOWS:

FIRSTLY Part of First Street in Plan M-167, being all of the said Street extending southerly from the straight line joining the northeast corner of Lot 457 with the north west corner of Lot 441, to the north casterly limit of the right-of-way of the Canadian National Railway.

SECONDLY Part of Second Street in Plan M-167 being all of the said Street extending southerly from the south limit of Black Strect to the northeasterly limit of Bannerman Street North.

THIRDLY Part of Bannerman Street North in Plan M-167, being alj of the said street extending south easterly from the easterly fimit of Third Street to its intersection with Copeland Strect as it extends westerly from First Street.

FOURTHLY Part of Bond Street in Plan $\mathrm{M}-167$, being all of the said Street extending westerly from the west limit of First Street to the northeasterly limit of Bannerman Street North.

FIFTHLY Part of Bond Street in Plan M-167 being more particularly described as follows:

COMMENCING at a point in the straight line joining the northwest corner of Lot 218 , with the south west corner of lot 321 and which point is distant 29.54 fect measured southerly thereon from the southwest corner of the said lut 321 ,

THENCE northerly in a straight line a distance of 29.54 feet to the south west corner of Lot 321 ,

THENCE easterly along the southerly limits of lots 321,320 and part of Lot 319 (being also the northerly limit of Bond Street) a distance of 83.71 reet,

THENCE south westerly in a straight line a distance of 88.82 feet to the point of commencement.

SIXTHLY Part of Copeland Street in Plan $M-167$ being all of the said street extending westerly from the westerly limit of First Street to its intersection with Bannerman Street North as it extends south casterly from the east limit of Third Street,

SEVENTHLY Part of Elm Street in Plan M-167 being all of the said Street extending westerly from the westerly limjt of Gormanville Road to the north easterly limit of the right-of-way of the Canadian National Railway.

EIGITTHLY Part of Rear Street in Plan M-36, being all of the said Street extending westerly from the westerly limit of Gormanville Road to the north easterly limit of the right-of-way of the Canadian National Railway.

