

FEDERAL ELECTORAL BOUNDARIES COMMISSION FOR ONTARIO

ELECTORAL BOUNDARIES READJUSTMENT ACT

Preamble

The increase to Canada's population in the past 10 years has necessitated a change to the total number of electoral districts represented in the House of Commons from 301 to 308. The number of electoral districts in the House of Commons is derived from the formula and rules set out in sections 51 and 51A of the *Constitution Act, 1867*. This formula takes into account changes to provincial population, as reflected in the decennial census. Between the censuses of 1991 and 2001, the population of Ontario increased from 10,084,885 to 11,410,046. The number of electoral districts in Ontario was increased from 103 to 106.

The Federal Electoral Boundaries Commission for Ontario was established on April 16, 2002, by proclamation, as required under the *Electoral Boundaries Readjustment Act* (R.S.C. 1985, c. E-3 as amended). The Commission is an independent body with the responsibility to readjust the electoral boundaries in the province of Ontario after the completion of the decennial census. The Chairperson of the Commission, appointed by the Chief Justice of Ontario, is Mr. Justice Douglas Lissaman of the Superior Court of Justice. The members of the Commission, appointed by the Speaker of the House of Commons, are Janet Hiebert, Associate Professor in the Department of Political Studies at Queen's University, and Andrew Sancton, Professor and Chair of the Department of Political Science at the University of Western Ontario.

Process for Electoral Readjustment

The process for readjusting federal electoral boundaries is established by the *Electoral Boundaries Readjustment Act*. The process is as follows:

- 1) The Commission proposes boundaries for electoral districts, which are contained in its proposed redistribution plan.
- 2) The redistribution plan is published in newspaper advertisements that contain maps of the proposed electoral boundaries, and indicate the times and locations of public hearings. Interested individuals may appear at the hearings to express their views on the Commission's proposals, after notifying the Commission in writing of their intention to make representations. Written notification must take place within fifty-three days after the date of the publication of the last advertisement.
- 3) After the public hearings, the Commission reviews its initial redistribution plan, makes revisions where appropriate, and submits its final report to the Chief Electoral Officer of Canada. The final report is required no later than April 16, 2003.

- 4) The report is referred to the House of Commons and is examined by a parliamentary committee. The committee has 30 days (or longer if the House of Commons is not sitting) to discuss any objections to the report.
- 5) Once Parliament has considered the report, it is returned to the Commission, along with the minutes of the House of Commons committee. The Commission then decides whether to make any modifications to its report and provides a final certified copy of its report to the Chief Electoral Officer of Canada.
- 6) Once the Chief Electoral Officer of Canada has received the final reports of all Commissions, a draft order is prepared, referred to as a “representation order,” describing and naming the electoral districts established by all the Commissions.
- 7) Within five days of receiving the draft representation order, the Governor in Council must publicly announce the new boundaries in a proclamation, which must then be published in the *Canada Gazette*.
- 8) The new boundaries cannot be used in an election until at least one year has passed between the date the representation order was proclaimed and the date that Parliament is dissolved for a general election.

Notice of Sittings for the Hearing of Representations

The Commission will hold public sittings for the hearing of representations about these proposals at the following places. All meetings begin at 9:30 a.m.

Thunder Bay - The Valhalla Inn, Scandia Room 3, 1 Valhalla Inn Road, Monday, October 21, 2002.

Sault Ste. Marie - Algoma District Court House, 426 Queen Street East, Tuesday, October 22, 2002.

Belleville - Clarion Inn and Suites, Tropicana Room, 211 Pinnacle Street, Friday, October 25, 2002.

Timmins - Senator Hotel and Conference Centre, Ballroom A, 14 Mountjoy Street South, Monday, October 28, 2002.

Sudbury - Ramada Inn City Centre, Palladium Room South, 85 Ste. Anne Road, Tuesday, October 29, 2002.

Kingston - Four Points by Sheraton, Gibraltar Room, 285 King Street East, Friday, November 1, 2002.

Ottawa – Fairmont Château Laurier Hotel, Burgundy Room, 1 Rideau Street, Monday, November 4, and Tuesday, November 5, 2002.

Whitby - Durham Regional Ontario Courthouse, 605 Rossland Road East, Friday, November 8, 2002.

Richmond Hill - Sheraton Parkway Toronto North, Aurora Room, 600 Highway No. 7 East, Tuesday, November 12, 2002.

Hamilton - Hamilton Council Chamber, Hamilton City Hall, 71 Main Street West, Monday, November 18, 2002.

St. Catharines - City of St. Catharines Council Chamber, 50 Church Street, Tuesday, November 19, 2002.

Toronto - Metro Hall Council Chamber, 55 John Street, Friday, November 22, Monday, December 9, and Tuesday, December 10, 2002.

London - Delta Armouries Hotel, Gunnery Ballroom, 325 Dundas Street, Monday, November 25, 2002.

Windsor - Cleary International Centre, Dieppe Room B, 201 Riverside Drive West, Tuesday, November 26, 2002.

Mississauga - Hilton Garden Inn, Huron Room, 100 Traders Boulevard, Monday, December 2, 2002.

Barrie - City of Barrie Council Chamber, 70 Collier Street, Tuesday, December 3, 2002.

Requirements for Making Submissions During Commission Hearings

The Commission is holding hearings in all regions of Ontario to hear representations concerning the boundaries it has proposed.

The *Electoral Boundaries Readjustment Act* requires advance notice for all presentations before any Commission hearings. The relevant subsection (19(5)) of the Act states:

“No representation shall be heard by a commission at any sittings held by it for the hearing of representations from interested persons unless notice in writing is given to the secretary of the commission within fifty-three days after the date of the publication of the last advertisement under subsection (2), stating the name and address of the person by whom the representation is sought to be made and indicating concisely the nature of the representation and of the interest of the person.”

All notices of intent to make representations must be postmarked no later than October 12, 2002 and must be addressed to:

Will Fripp
Commission Secretary
Federal Electoral Boundaries Commission for Ontario
1210–150 York Street
Toronto, Ontario M5H 3S5

Faxed notices (1 866 237-1376), e-mailed notices (commission.on@bellnet.ca) and mailed representations (to the address above) will be accepted provided they have a name and address that can be confirmed.

Notices may also be submitted electronically by completing the required form on-line at www.elections.ca. Simply go to Federal Representation 2004, click on Federal Electoral Boundaries Commissions, locate the province and then click on Public Hearings.

Rules for Making Representations

- 1) The rules are made under the authority of section 18 of the *Electoral Boundaries Readjustment Act*, R.S.C. 1985, c. E-3 as amended.
- 2) The rules may be cited as the Electoral Boundaries Commission for Ontario (Hearing of Representation) Rules, 2002.
- 3) In these Rules:
 - a) “Act” means the *Electoral Boundaries Readjustment Act*, R.S.C. 1985, c. E-3 as amended;
 - b) “Advertisement” means the advertisement required by subsection 19(2) of the Act;
 - c) “Commission” means the Federal Electoral Boundaries Commission for the Province of Ontario established by proclamation on April 16, 2002;
 - d) “Notice” means a notice of intention to make a representation, given in writing to the secretary within the time limits established by subsection 19(5) of the Act;
 - e) “Commission Secretary” means the secretary of the Commission;
 - f) “Sitting” means a sitting held for the hearing of representations in accordance with section 19 of the Act.
- 4) A person giving notice shall name the proposed electoral district or electoral districts that are to be the subject of his or her representation.
- 5) For the purpose of interpreting subsection 19(5) of the Act, notice shall be considered to have been given when it is mailed, and the postmark on the envelope containing the notice shall be accepted as proof of the date of its mailing.
- 6) For the purpose of interpreting subsection 19(5) of the Act, notice shall be considered to have been given where mailed electronically and received by the Commission Secretary within the required time.
- 7) Where a written representation is received by the Commission Secretary, without notice of intent to appear at a sitting, the Commission Secretary shall forthwith invite the person sending the representation to appear at an appropriate sitting.

- 8) If the sender of the written representation informs the Commission Secretary that he or she cannot appear at the sitting, the Commission Secretary shall ask the sender for consent to make the written representation public at the sitting.
- 9) In accordance with subsection 19(5) of the *Electoral Boundaries Readjustment Act*, R.S.C. 1985, c. E-3 as amended, no representation shall be heard by the Commission at any sittings unless notice in writing is given to the Commission, stating the name and address of the person by whom the representation is sought, and indicating concisely the nature of the representation and the interest of the person.
- 10) Unless the sender of the written representation so indicates in writing, a copy of the representation shall be made available at the sitting for examination by any person making a representation there.
- 11) Where the sender of the written representation indicates in writing that the representation may not be made public, the Commission shall not consider the written representation.
- 12) If no notice is received for a sitting, the Commission may cancel the sitting.
- 13) If a quorum of Commissioners cannot be present at a sitting, the Commission may provide the hearing of representations by one member of the Commission pursuant to section 18 of the Act, or may postpone the sitting to a later date.
- 14) In the event of the postponement or cancellation of a sitting, the Commission shall give public notice of such postponement or cancellation and the Commission Secretary shall notify any person who has given notice and has not been heard.
- 15) Only one person shall be heard in the presentation of any single representation, including a representation on behalf of an association or group, unless the Commission, in its discretion, decides otherwise.
- 16) A person giving notice to make a representation shall indicate the official language in which it is to be made and special needs they may have.
- 17) If it appears at a sitting that the Commission cannot complete the hearing of representations within the allotted time, the Commission may adjourn the sitting to a later date at the same place or at another place, having regard to the convenience of those whose representations have not been heard.
- 18) The Commission may restrict the time period for oral presentations where conditions warrant.

Reasons for the Proposed Electoral Boundaries

General Notes

When readjusting electoral boundaries, the Commission is required to apply the principles contained in the *Electoral Boundaries Readjustment Act*. The Act directs the Commission to ensure that each electoral district in the province shall, as close as reasonably possible, correspond to the electoral quotient for the province. The provincial quotient for electoral districts is 107,642, which is established by dividing the population of Ontario by the number of electoral districts assigned to the province.

The Commission may depart from the quotient where necessary or desirable to:

- (i) respect the community of interest or community of identity in or the historical pattern of an electoral district in the province, or
- (ii) ensure a manageable geographic size for electoral districts in sparsely populated, rural or northern regions of the province.

When considering these factors, the Commission must make every effort to ensure that, except in circumstances it views as extraordinary, the population of each electoral district in the province remains within 25 per cent (plus or minus) of the electoral quotient. The upper limit of the quotient is 134,553 and the lower limit is 80,732.

The legal descriptions of the proposed electoral districts are set out at the end of these proposals. Two tables can be found at the end of the reasons that set out the names of the current and proposed electoral districts, their populations, and their variance from the provincial quotient. Maps of the proposed electoral districts are also included and illustrate the proposed electoral districts. Unless stated otherwise, all population numbers refer to the proposed electoral districts. The following is a brief explanation of the proposed changes to the electoral districts of Ontario.

Overall Approach

Population shifts, the effects of municipal amalgamations, and the establishment of new electoral districts have required substantial adjustment to the boundaries of existing electoral districts.

Many municipal amalgamations have occurred since the 1991 census. The Commission has tried as much as reasonably possible to respect the boundaries of those municipalities whose populations are consistent with the provincial quotient. Yet although the Commission prefers to retain the current electoral boundaries where possible, it cannot always accomplish this. No one electoral district can be considered in isolation. Any change to one boundary has an inherent effect on at least one adjoining electoral district.

Proposals for an electoral district are not acceptable merely on the basis that they are within the allowable 25 per cent variance from the quotient. The overarching consideration in the *Electoral Boundaries Readjustment Act* is that the population of each electoral district in the province be as close to the provincial quotient as is reasonably possible. If an electoral district contains a population that is significantly larger than the quotient it is underrepresented. Similarly, an electoral district with a significantly smaller population is overrepresented. It is virtually impossible to establish an electoral map for 106 electoral districts that reflects existing municipalities and recognizes the distinctions between urban and rural communities if electoral districts uniformly challenge the upper or lower limits of the provincial quotient.

The primary trends in population patterns in the past decade have been an increase in southern Ontario, especially in the Greater Toronto Area outside the City of Toronto, and an

absolute decrease in Northern Ontario. Currently, 20 electoral districts exceed the allowable 25 per cent variance from the quotient. Ten electoral districts have populations that are smaller than the allowable variance from the quotient and 10 electoral districts have populations in excess of the maximum allowable variance from the quotient. These electoral districts vary in size from 69,901 (Timiskaming—Cochrane, which is substantially overrepresented at 35.06 per cent below the provincial quotient) to 189,934 (Brampton West—Mississauga, which is seriously underrepresented at 76.45 per cent above the quotient).

The Commission proposes, because of population shifts, to remove one electoral district from each of Northern Ontario and the Hamilton-Niagara region. The removal of these two electoral districts, in addition to the allocation of three new electoral districts for Ontario, results in the need to establish five new electoral districts. The Commission proposes that these new electoral districts be established in the suburban area outside the City of Toronto.

NORTHERN ONTARIO

The population of Northern Ontario is now 838,812 and the region currently has 11 electoral districts. Northern Ontario electoral districts were already significantly below the provincial quotient after the previous electoral readjustment. The population of Northern Ontario has not only failed to keep up with provincial growth but in eight of the 11 electoral districts it has actually declined from the level indicated in the previous census of 1991.

The average population for each electoral district in this region is 76,256. If the current number of electoral districts were retained, their average population would be well below the maximum variance of 25 per cent from the provincial quotient, according to the 2001 census information. Thus, the only way to preserve the status quo would be to depart from the general rules for establishing electoral districts, a decision that requires the Commission's judgement that extraordinary circumstances justify this treatment. The existing boundaries are not based on exceptions to the allowable variance and the Commission does not believe that since the last readjustment occurred, extraordinary circumstances have arisen that would justify deviating from the requirement that electoral districts remain within 25 per cent of the provincial electoral quotient. To retain 11 electoral districts would result in significant overrepresentation in this area.

The Act allows consideration of a manageable geographical size for electoral districts in sparsely populated, rural or northern regions. The Commission has responded to this consideration in its approach to Northern Ontario. If the electoral districts for Northern Ontario were based solely on the principle of representation by population, this region would be allocated only eight electoral districts – a decrease of three. Just as the Commission is unwilling to accept significant overrepresentation in this region, it is also unwilling to accept the drastic reduction of representation for Northern Ontario that would result from decreasing the number of electoral districts from 11 to eight.

The Commission considered several alternative approaches and believes that the best proposal reduces the region's number of electoral districts to 10 (as distinct from nine or even eight, which would be the result of a strict adherence to the quotient).

The existing electoral district of Kenora—Rainy River has a population of 78,758, which is 26.83 per cent below the provincial quotient. The Commission proposes that the southeastern boundary of Kenora—Rainy River be extended to include the entire Territorial District of Rainy River. With this change, the electoral district of KENORA—RAINY RIVER has a population of 82,681, which is 23.19 per cent below the provincial quotient.

With a population of 76,009, Thunder Bay—Atikokan is 29.39 per cent below the provincial quotient. The movement of Atikokan into KENORA—RAINY RIVER further reduces the population of Thunder Bay—Atikokan, requiring that more of the City of Thunder Bay be included in this electoral district. The Commission proposes a readjustment that simplifies the boundaries of the electoral district by following Thunder Bay Expressway, Oliver Road and John Street. It proposes that this electoral district be called THUNDER BAY.

The proposed electoral district of THUNDER BAY—SUPERIOR NORTH includes the rest of the City of Thunder Bay and follows the north shore of Lake Superior to the northern outskirts of Sault Ste. Marie, as well as the northern boundaries of the current electoral districts of Thunder Bay—Superior North and most of Algoma—Manitoulin.

The Commission proposes that the electoral district of SAULT STE. MARIE be enlarged to include the City of Sault Ste. Marie as well as several surrounding townships, from Prince to the west as far as Plummer Additional to the east.

The proposed electoral district of GREATER SUDBURY—MANITOULIN contains the southwestern part of the City of Greater Sudbury (including the communities of Dowling, Onaping, Chelmsford, Lively, Azilda, and Mikkola), the Manitoulin Islands, and that part of the current electoral district of Algoma—Manitoulin that is not in THUNDER BAY—SUPERIOR NORTH.

The existing electoral district of Timmins—James Bay remains unchanged, with the exception of an adjustment to the southeast boundary of the electoral district. The Commission proposes that the part of the District of Cochrane that is in the existing electoral district of Timiskaming—Cochrane be added to the electoral district of TIMMINS—JAMES BAY. The Commission believes that uniting the communities in this area in an electoral district that also includes Timmins, is consistent with the area's community of interest.

The Commission proposes extending the existing electoral district of Sudbury within the City of Greater Sudbury, to the south and east between Highways No. 69 and No. 17, including the community of Coniston. With this proposed change, the electoral district of SUDBURY has a population of 83,710, which is 22.23 per cent below the provincial quotient.

The Commission proposes that the current boundaries of the electoral district of Timiskaming—Cochrane be extended to include the northern and eastern parts of the City of Greater Sudbury (including the communities of Garson, Falconbridge, Val Caron, Val Therese, Hanmer and Capreol). As the proposed electoral district no longer contains any part of the District of Cochrane, the Commission proposes that it be renamed **TIMISKAMING—GREATER SUDBURY**.

The existing electoral district of Nipissing has to be enlarged. The Commission proposes extending the boundaries of the electoral district of **NIPISSING** to include that part of the eastern portion of the existing Parry Sound—Muskoka electoral district, following Highway No. 11. This includes the Village of Burk's Falls and several townships, the most southern of which are the Township of Perry and the Town of Kearney.

With the changes made to Nipissing, the electoral district of **PARRY SOUND—MUSKOKA** has to be increased. The Commission proposes extending the boundaries to the north and west, to include the municipalities of French River, St.-Charles and Killarney, and nearby unorganized territories. The southern boundary of the electoral district, adjoining the current electoral district of Haliburton—Victoria—Brock, is adjusted to respect current municipal boundaries.

EASTERN ONTARIO

The electoral district of **RENFREW—NIPISSING—PEMBROKE** remains unchanged, with a population of 96,421, which is 10.42 per cent below the provincial quotient. The Commission believes that this variance is appropriate for a large geographical electoral district that adjoins Northern Ontario.

OTTAWA

The City of Ottawa has a population of 774,072. Significant changes were required to the boundaries of the seven electoral districts in this area, resulting from the Commission's decision to respect the municipal boundaries following the amalgamation in 2001, which merged all of the municipalities within the Regional Municipality of Ottawa-Carleton.

The electoral district of **OTTAWA CENTRE** is unchanged. It has a population of 114,032 and is 5.94 per cent above the provincial quotient.

The Commission proposes minor adjustments to **OTTAWA—VANIER**, including an extension of the eastern boundary to include all points west of Green's Creek.

The proposed electoral district of **OTTAWA—ORLÉANS** includes all of the City of Ottawa that is east of Green's Creek and north of Highway No. 417.

In the electoral district of **OTTAWA SOUTH**, the Commission proposes to remove the area that is southwest of Hunt Club Road and Airport Parkway.

The proposed electoral district of OTTAWA—RIDEAU includes all of the southern part of the City of Ottawa and follows Highway No. 417 west to the former boundary of Kanata.

The Commission proposes that the remainder of the current electoral district of Ottawa West—Nepean, as well as that part of the city that is north of West Hunt Club Road, be included in the electoral district of OTTAWA—NEPEAN.

The proposed electoral district of OTTAWA—KANATA includes all parts of the existing electoral district of Lanark—Carleton that are within the new boundaries of the City of Ottawa, as well as the northwest part of the existing electoral district of Ottawa West—Nepean.

EASTERN ONTARIO OUTSIDE OTTAWA

The Commission's decision to keep the seven electoral districts in the City of Ottawa entirely within the new municipal boundaries of Ottawa has required substantial readjustments to the electoral boundaries of electoral districts in Eastern Ontario.

The area of the former Township of Cumberland, currently in the electoral district of Glengarry—Prescott—Russell, has become part of the amalgamated City of Ottawa. The Commission's proposal to respect the new municipal boundaries of Ottawa has decreased the population of a region that is already significantly below the provincial quotient. To compensate for this loss of population it is necessary to undertake a substantial readjustment to the southwestern part of the electoral district of GLENGARRY—PRESCOTT—RUSSELL. The amalgamation of the Townships of Charlottenburgh and Lancaster and the Village of Lancaster also warrant a readjustment to the boundaries, so as not to divide this new Township of South Glengarry.

The adjustment to the southwestern boundary of the existing electoral district of Glengarry—Prescott—Russell reduces the population of Stormont—Dundas—Charlottenburgh, which is already 12.43 per cent below the provincial quotient. To increase the population to an appropriate level, the Commission proposes extending the western boundary of the electoral district to include the Townships of North Grenville and Edwardsburgh/Cardinal, and calling this electoral district STORMONT—DUNDAS—GRENVILLE.

The Commission's decision to respect Ottawa's municipal boundaries has had a particularly stark effect on the population of the existing electoral district of Lanark—Carleton. With the densely populated Kanata removed from this electoral district, the remaining electoral area must be enlarged to increase its population to an appropriate level. The Commission proposes adding all of Lanark County and portions of the counties of Frontenac, Lennox and Addington, and Hastings. The Commission proposes to recognize the natural geographical characteristics of this proposed electoral district, by naming it LANARK AND THE LAKES.

The current electoral district of Leeds—Grenville, with a population of 96,606, is more than 10.25 per cent below the provincial quotient. The ripple effect of adjusting the eastern electoral boundaries has further eroded the population of this electoral district. Proposed readjustments to this electoral district include the additions of the Township of South Frontenac and that part of the City of Kingston that is north of Highway No. 401 and east of the Cataraqui River. The Commission proposes that this electoral district be named LEEDS—FRONTENAC.

No changes have been proposed to KINGSTON AND THE ISLANDS, which has a population of 112,872, and is 4.86 per cent above the provincial quotient.

Significant changes are proposed to the existing electoral district of Hastings—Frontenac—Lennox and Addington, stemming from the cumulative impact of respecting the municipal boundaries of Ottawa. The resulting need to change the boundaries of the existing electoral district of Lanark—Carleton has had a direct impact on the electoral district of Hastings—Frontenac—Lennox and Addington. The Commission is proposing a very different electoral district, comprising the remaining parts of Hastings—Frontenac—Lennox and Addington, and also taking in parts of the current electoral districts of Peterborough, Northumberland, and Prince Edward—Hastings. The Commission proposes that this electoral district be called NORTHUMBERLAND—QUINTE.

The population of the current Peterborough electoral district is 112,111. The Commission proposes reducing this by moving the Township of Havelock-Belmont-Methuen into the proposed electoral district of NORTHUMBERLAND—QUINTE. The remaining boundaries are unchanged, except as necessary to adapt to the amalgamation that produced the township of Cavan-Millbrook-North Monaghan. The electoral district of PETERBOROUGH has a population of 106,408 and is 1.15 per cent below the provincial quotient.

The current electoral district of Prince Edward—Hastings is 13.66 per cent below the provincial quotient. Several townships, some in this electoral district and some in the neighbouring electoral district of Northumberland, have amalgamated to form the City of Quinte West. Respecting this new municipal boundary reduces the population of this electoral district. To increase the population to an appropriate level, the Commission proposes that the electoral district of PRINCE EDWARD—HASTINGS now include the Town of Greater Napanee and the Township of Loyalist.

The Commission proposes a readjustment to the current electoral district of Haliburton—Victoria—Brock that would remove the Township of Brock, and unite it with neighbouring communities in the Regional Municipality of Durham. Minor changes have been proposed to the northern and southern boundaries to reflect municipal boundary changes. The Commission proposes that this electoral district be called KAWARTHA LAKES—HALIBURTON. These changes would give this proposed electoral district a population of 97,406, which is 9.51 per cent below the provincial quotient.

DURHAM REGION

The existing electoral districts of Pickering—Ajax—Uxbridge and Whitby—Ajax require significant adjustments because they are 27.75 per cent and 19.07 per cent above the provincial quotient respectively. The population of this region has become too large to constitute only four electoral districts and yet is not large enough to warrant five electoral districts. For this reason, the Commission proposes that one electoral district within Durham Region be extended eastward to include the towns of Port Hope and Cobourg and the Township of Hamilton.

The Commission proposes an electoral district that includes all of the Town of Whitby. To ensure the electoral district has sufficient population, the Commission proposes that the northern part of the existing electoral district of Oshawa be included, and that the electoral district be called WHITBY—OSHAWA. The Commission believes that this boundary establishes a more viable linkage between Oshawa and Whitby. This change also requires additional adjustments to the western boundary of the electoral district of OSHAWA, which has a population of 111,557.

The population of the Town of Ajax is 73,753. By adding to it the eastern portion of the City of Pickering east of Dixie Road, the Commission proposes that the electoral district of AJAX—PICKERING be established.

The Commission proposes that the remaining portion of the electoral district of Pickering—Ajax—Uxbridge be united with the remaining municipalities in the Durham Region to form the electoral district of PICKERING—DURHAM.

The proposed electoral district of CLARINGTON—NORTHUMBERLAND extends from the electoral district of Oshawa to the Township of Hamilton and includes the towns of Port Hope and Cobourg.

SIMCOE AND YORK REGIONS

SIMCOE REGION

The electoral district of SIMCOE NORTH remains almost unchanged except for an adjustment to take into account the new municipal boundary between the townships of Springwater and Oro-Medonte.

The portion of Simcoe County within the existing electoral district of Simcoe—Grey is sufficiently populous to constitute an electoral district on its own. The Commission proposes that it be called SIMCOE SOUTH.

The City of Barrie, with a population of 103,710, is also large enough to constitute its own electoral district of BARRIE.

This leaves the towns of Innisfil and Bradford West Gwillimbury, which adjoin Cook's Bay. The Commission proposes uniting these towns, and that part of the Township of King that is north of Highway No. 9, with the towns of Georgina and East Gwillimbury, which also surround Cook's Bay, to form the electoral district of YORK NORTH—SIMCOE. The Commission believes that the community of interest around Cook's Bay supports this adjustment.

YORK REGION

The population of the York Region not included in YORK NORTH—SIMCOE is sufficient for six electoral districts.

The electoral districts in this region are too populous for most to remain unchanged. The existing electoral districts of Vaughan—King—Aurora (at 52.90 per cent above the provincial quotient), Oak Ridges (at 61.07 per cent above) and Markham (at 32.30 per cent above the quotient) require substantial changes to existing boundaries.

The current electoral district of Thornhill has a population of 116,840. Although the population is 8.54 per cent above the provincial quotient, it constitutes a viable region and the Commission sees no reason to change the boundaries of this electoral district.

The part of the City of Vaughan, not included in THORNHILL, is sufficient to create the new electoral district of VAUGHAN, with a population of 112,049.

The part of the Township of King that is south of Highway No. 9, the Town of Newmarket, and the portion of Aurora that is west of Yonge Street, are united in the proposed electoral district of NEWMARKET—KING—AURORA, which has a population of 109,870 and is 2.07 per cent above the provincial quotient.

The Town of Richmond Hill is too large to constitute a single electoral district. The Commission proposes that the portions of Richmond Hill that are south of Gamble Road and west of Yonge Street, and south of Elgin Mills Road and east of Yonge Street constitute the electoral district of RICHMOND HILL.

The population of the existing electoral district of Markham, at 142,408, is too large to constitute one electoral district. The Commission proposes that the portion that is south of 16th Avenue, west of McCowan Road, and south of Highway No. 7, be excluded from the existing electoral district of Markham and joined with the rest of the unassigned portions of York Region to form the electoral district of OAK RIDGES—MARKHAM. The remainder of the existing electoral district of Markham has a population of 112,093. The Commission proposes that it constitute the electoral district of MARKHAM—UNIONVILLE.

THE CITY OF TORONTO

According to the census in 2001, the population of the City of Toronto is 2,481,494. It currently comprises 22 electoral districts having an average population of 112,795, or 4.78

per cent above the provincial quotient. Considering that this is a densely populated urban area, the Commission accepts this average variation and does not propose to change the total number of electoral districts within the City boundaries. In fact, there are seven electoral districts within the City of Toronto for which the Commission proposes no boundary changes at all.

The total population of the three electoral districts west of the Humber River (the former City of Etobicoke) is 338,117. Their average population is 112,706, a figure that is appropriate. The existing electoral district of ETOBICOKE—LAKESHORE has a population 113,914 and does not require any changes.

To reduce the population of the current electoral district of Etobicoke North from 118,583, the Commission proposes moving the area that is south of Dixon Road in the proposed electoral district of ETOBICOKE CENTRE. The effect of this change is to simplify the boundary between the proposed electoral districts of ETOBICOKE NORTH and ETOBICOKE CENTRE such that, from west to east, it is Highway No. 401 and Dixon Road.

The total population of the five electoral districts east of Victoria Park Avenue (the former City of Scarborough) is 593,297. Their average population is 118,659, or 10.23 per cent above the provincial quotient. The Commission carefully considered the acceptability of this variance. It was not realistic to add an electoral district to this area, because the population is too low. The only alternative would have been to propose at least one electoral district whose territory would have crossed Victoria Park Avenue, a decision that would have had considerable impact on electoral districts on both sides of what has been a traditional boundary. The Commission decided against making a proposal that would have involved the crossing of Victoria Park Avenue.

The Commission proposes maintaining the existing boundaries of SCARBOROUGH—AGINCOURT (population 114,411), SCARBOROUGH CENTRE (population 123,089) and SCARBOROUGH SOUTHWEST (population 113,616). To reduce the population of the existing electoral district of Scarborough—Rouge River from 126,382, the Commission proposes moving the boundary northward between SCARBOROUGH—ROUGE RIVER (population 119,115) and SCARBOROUGH EAST (population 123,066) such that the area bounded by Markham Road (on the west), Highway No. 401 (on the south), Collins Road (on the east) and Sheppard Avenue (on the north) is now included in SCARBOROUGH EAST.

The population of the remaining territory of the City of Toronto (the former cities of Toronto, North York, and York, and the Borough of East York) has a population of 1,550,080. The average population of the 14 electoral districts contained therein is 110,720.

The population of the current electoral district of Toronto Centre—Rosedale is 122,882. Although the Commission is proposing two electoral districts east of Victoria Park Avenue with higher populations (SCARBOROUGH CENTRE and SCARBOROUGH EAST), the Commission considers that the population of the existing Toronto Centre—Rosedale is

unacceptably high, especially because the populations of some nearby electoral districts – notably, Toronto—Danforth (103,153), Trinity—Spadina (103,368), and Davenport (103,618) – are significantly lower. The Commission proposes that the Toronto Islands and the area bounded by University Avenue (on the west), College Street (on the north) and Yonge Street (on the east) be removed from Toronto Centre—Rosedale and added to TRINITY—SPADINA. On the north, the Commission proposes that the Governor’s Bridge area (population 388) be added to TORONTO CENTRE—ROSEDALE. This area was part of the former Borough of East York. Now that the municipal boundary in this area no longer exists, the Commission considers that Governor’s Bridge is appropriately joined with TORONTO CENTRE—ROSEDALE.

With the addition of the area east of University Avenue from the current electoral district of Toronto Centre—Rosedale, the population of TRINITY—SPADINA is significantly increased. The Commission proposes that the territory bounded by Ossington Avenue (on the east), Dundas Street (on the south), Dovercourt Road (on the west) and the Canadian Pacific Railway on the north) be moved to the proposed electoral district of DAVENPORT. South of Dundas Street and north of the Gardiner Expressway, the Commission proposes that the westerly boundary of TRINITY—SPADINA be moved westward to Dufferin Street, thereby affecting the boundaries of the current electoral districts of Davenport and Parkdale—High Park.

As noted above, the Commission proposes that the population of DAVENPORT be increased by adding territory on the east from the existing electoral district of Trinity—Spadina. The Commission also proposes a northern addition to DAVENPORT, i.e. the territory east of Keele Street and south of Eglinton Avenue that is within the existing electoral district of York South—Weston. However, the Commission proposes moving all of the territory south of Dundas Street currently within the current electoral district of Davenport to TRINITY—SPADINA and PARKDALE—HIGH PARK. The Commission proposes that, between Dundas Street and the Gardiner Expressway, the easterly boundary of PARKDALE—HIGH PARK be Dufferin Street. The net effect of this change is to increase slightly the population of PARKDALE—HIGH PARK to 110,639.

For YORK SOUTH—WESTON, the Commission proposes only the change referred to in the previous paragraph. Its population is reduced to 106,974.

The Commission sees no reason to change the boundaries of EGLINTON—LAWRENCE (population 111,237), ST. PAUL’S (population 108,696), and DON VALLEY WEST (population 115,539).

As noted above, the Commission proposes that the Governor’s Bridge area be moved from the current electoral district of Toronto—Danforth to TORONTO CENTRE—ROSEDALE. Because the population of Toronto—Danforth is already low at 103,153, the Commission proposes adding territory to the east from the current electoral district of Beaches—East York. The boundary between the two is simplified by using Coxwell Avenue throughout. Given that the municipal boundary between the current electoral districts of Beaches—East York and Don Valley East no longer exists, the Commission proposes that the new

boundary between BEACHES—EAST YORK and DON VALLEY EAST be Sunrise Avenue.

The population of the existing electoral district of Don Valley East is high at 116,963. Its population can be reduced by using Finch Avenue as the only northerly boundary. The population of DON VALLEY EAST becomes 110,373.

The population of the existing electoral district of Willowdale is already high at 118,375. As noted above, the Commission proposes simplifying the northerly boundary of DON VALLEY EAST by adding to Willowdale the territory north of Finch Avenue in the current electoral district of Don Valley East. To reduce the population of Willowdale, the Commission proposes that the territory north of the Hydro line (that is north of Finch Avenue) and west of Yonge Street be moved to YORK CENTRE. The population of WILLOWDALE becomes 109,258.

The population of the current electoral district of York Centre is increased by the territory added to it from the current electoral district of Willowdale. However, because the population of the current electoral district of York West is only 103,616, the current boundary between York West and York Centre must be adjusted. At the south, the Commission proposes that the boundary continue to be Jane Street, as far north as Sheppard Avenue. Then it would go west to Black Creek, north to Grandravine Drive, and east to Keele Street, which would be the boundary between the two electoral districts right up to the northerly boundary of the City of Toronto. The population of YORK CENTRE is 113,420 and that of YORK WEST is 110,384.

HALTON AND PEEL

The regional municipalities of Halton and Peel have been growing rapidly and require both new electoral districts and significant restructuring of the current electoral boundaries. As an indication of the scale of population growth, it should be noted that the current electoral districts of Brampton West—Mississauga and Halton have populations that are respectively 76.45 and 43.10 per cent above the provincial quotient.

PEEL

The Regional Municipality of Peel has a population of 988,948, an appropriate number for nine electoral districts having an average population of 109,883. The population of the two cities of Brampton and Mississauga is 938,353. This is too high for eight electoral districts and too low for nine. This explains why, in the Commission's view, Caledon must be linked with the rest of the Regional Municipality of Peel.

The Commission proposes that the Town of Caledon (population 50,595) be united with the eastern portion of the City of Brampton to form BRAMPTON EAST—CALEDON.

The unassigned population in the City of Brampton is 268,601, too high for two electoral districts and too low for three. This means that the Commission must propose the creation of electoral districts that cross the municipal boundary between Brampton and Mississauga. The Commission proposes two such electoral districts: BRAMPTON WEST—MISSISSAUGA and MALTON—PEEL CENTRE. In both these cases, the southerly boundary is Highway No. 401. The Commission proposes the creation of one electoral district, BRAMPTON CENTRE, that is entirely within the City of Brampton.

In the City of Mississauga south of Highway No. 401, the Commission proposes that no changes be made to the boundaries of MISSISSAUGA EAST (population 108,459). However, because the current electoral districts of Mississauga South and Mississauga West have populations of 101,647 and 150,764 respectively, the boundaries in this area of Mississauga have to be significantly restructured. The Commission proposes the electoral districts of MISSISSAUGA—PORT CREDIT, MISSISSAUGA SOUTH, MISSISSAUGA WEST, and MISSISSAUGA CENTRE. (For details of the proposed boundaries, see the accompanying maps and legal descriptions.)

HALTON

The population of the Regional Municipality of Halton is 375,229, too high for three electoral districts and too low for four.

The current electoral district of Burlington has a population of only 101,993. However, it does not include the Aldershot section of the city. In the Commission's view, Aldershot likely has a stronger community of interest with the rest of Burlington than with the City of Hamilton, to which it is currently attached. In any event, since the electoral district of Burlington has insufficient population, Aldershot is a natural addition. The population of the

proposed electoral district of BURLINGTON is 117,093.

The current electoral district of Oakville has a population of only 104,103. The Commission proposes to extend its boundaries northward into the existing electoral district of Halton by including the territory bounded by the City of Mississauga on the west, Upper Middle Road on the south, Trafalgar Road on the west, and Dundas Street on the north. The population of the proposed electoral district of OAKVILLE is 114,035.

The population of that part of the Regional Municipality of Halton not already assigned to BURLINGTON and OAKVILLE is 144,101, which is far too high for a single electoral district. In the Commission's view, its only alternative is to propose that a northerly portion of the region be attached to an electoral district to the north. The Commission therefore proposes that the Georgetown and Acton areas of the Town of Halton Hills be included in the electoral district of DUFFERIN—WELLINGTON—HALTON. The Commission proposes that the remaining portions of the Regional Municipality of Halton (including all of the Town of Milton) form the electoral district of HALTON, with a population of 107,911.

SOUTHWESTERN ONTARIO

WINDSOR AND CHATHAM-KENT

Despite the fact that the populations of current electoral districts in this area are quite high, the Commission sees no reason to disrupt existing communities of interest by making major changes.

The existing electoral district of Windsor—St. Clair includes only part of the new Town of Tecumseh. The Commission proposes to include all of Tecumseh within this electoral district and renaming it WINDSOR—TECUMSEH, bringing its population to 116,466. With a population of 117,041, WINDSOR WEST requires no change.

Except for the loss of part of Tecumseh to WINDSOR—TECUMSEH, the electoral district of ESSEX remains unchanged, with a population of 114,330.

With a population of 107,341, the City of Chatham-Kent is ideally suited to constitute an electoral district on its own. However, the Town of Leamington has too large a population (27,138) to be included within ESSEX. There is no alternative but to keep Leamington in an electoral district based in Chatham-Kent. Consequently, the Commission proposes that the electoral district of CHATHAM-KENT—ESSEX continue with its existing boundaries (population 106,144).

THE SARNIA AREA

The existing electoral district of Sarnia—Lambton has a population of only 88,331, or 17.94 per cent below the provincial quotient. Because this is an urbanized electoral district in southern Ontario, the Commission is not willing to accept that this level of

overrepresentation is justified. Consequently, it proposes adding the municipalities of Plympton-Wyoming, Petrolia, Oil Springs, and Inniskillen to SARNIA—LAMBTON such that its population becomes 104,556.

The proposed addition to SARNIA—LAMBTON means that the existing electoral district of Lambton—Kent—Middlesex has insufficient population. In the Commission's view, this problem can best be remedied by including in this electoral district all of the municipalities (except Thames Centre), thereby creating the electoral district of MIDDLESEX—KENT—LAMBTON with a population of 105,291.

LONDON, ELGIN, AND THAMES CENTRE

The three electoral districts wholly contained within the City of London (LONDON WEST, LONDON NORTH CENTRE, and LONDON—FANSHAWE) have populations that are extremely close to the provincial quotient. The Commission sees no reason to propose changes.

The existing electoral district of Elgin—Middlesex—London now contains parts of two recently amalgamated municipalities (Middlesex Centre and Thames Centre) within Middlesex County. The Commission proposes that all of Middlesex Centre be allocated to MIDDLESEX—KENT—LAMBTON and that all of Thames Centre be allocated to ELGIN—MIDDLESEX—LONDON.

OXFORD, BRANT, HALDIMAND AND NORFOLK

No change is required in the Oxford electoral district. The electoral district of OXFORD comprises the entire County of Oxford.

The existing electoral district of Brant currently comprises only part of the County of Brant, which, as a result of amalgamations, is now itself a single municipality. The Commission does not wish to divide this new municipality. It also proposes that all of the Indian reserves in the area all be attached to the new electoral district of BRANT, which has a population of 118,580.

The Commission proposes that the electoral district of HALDIMAND—NORFOLK comprise the cities of Haldimand and Norfolk. Both are the result of recent municipal amalgamations, so the new electoral district includes the territory of the former Town of Dunnville that is currently in the electoral district of Erie—Lincoln. The proposed new electoral district of HALDIMAND—NORFOLK no longer includes the territory of the former Burford Township (in Brant County), or the Indian reserves in the area, all of which is proposed to be in BRANT.

HURON, BRUCE, AND GREY

The existing electoral district of Huron—Bruce has a population of only 93,460, which is 13.18 per cent below the provincial quotient. This shortfall can be addressed by adding those

parts of the recently amalgamated municipalities of Brockton and South Bruce that are not already contained within the electoral district. The proposed electoral district of HURON—BRUCE has a population of 104,063.

The territory added to HURON—BRUCE is currently within the electoral district of Bruce—Grey—Owen Sound. The Commission proposes that all of the remaining municipalities within Grey County be added to this electoral district to create the new electoral district of GREY—BRUCE—OWEN SOUND.

PERTH, WELLINGTON, WATERLOO, AND DUFFERIN

As noted above, all of the municipalities within the County of Middlesex have already been allocated to the proposed electoral districts of MIDDLESEX—KENT—LAMBTON, and ELGIN—MIDDLESEX—LONDON. This means that the existing electoral district of Perth—Middlesex has to be significantly restructured. The Commission proposes that the municipalities of Minto, Wellington North, and Mapleton (all within Wellington County) be combined with Perth County to create the new electoral district of PERTH—WELLINGTON.

The current electoral districts of Waterloo—Wellington, Kitchener—Waterloo, Kitchener Centre, and Cambridge all have populations significantly above the provincial quotient. By removing the municipalities of Minto, Wellington North, and Mapleton from Waterloo—Wellington (as described above), the population of the area is reduced such that it can comfortably comprise four proposed electoral districts.

The Commission proposes that the electoral district of WATERLOO—WELLINGTON be expanded within the City of Kitchener so as to include that part of the city currently within the electoral district of Cambridge as well as the part that is south of the Conestoga Parkway and west of Shelly Avenue (i.e. Alpine Village) and currently within the electoral district of Kitchener Centre. The population of WATERLOO—WELLINGTON is 110,454.

The proposed electoral district of CAMBRIDGE comprises the City of Cambridge and the Township of North Dumfries. Its population is 119,141.

Because the Commission proposes to remove some of its territory in the south, the Commission also proposes that the existing electoral district of Kitchener Centre be extended north of Highland Road West to include the neighbourhoods of Beechwood Forest and Highland West. The population of the proposed electoral district of KITCHENER CENTRE is 116,821. Except for the removal of the territory north of Highland Road West, KITCHENER—WATERLOO is proposed to remain as is, with a population of 116,359.

The population of the existing electoral district of Guelph—Wellington is 122,601, or 13.90 per cent above the provincial quotient. In the Commission's view, this level of underrepresentation in this area of the province is unjustified. The Commission proposes to address the problem by attaching the Township of Puslinch to part of the City of Hamilton

to create the electoral district of HAMILTON—PUSLINCH. The population of GUELPH—WELLINGTON is 117,344.

The population of Dufferin County is 51,013. By adding to it the Town of Erin in Wellington County and the northern portion of the municipality of Halton Hills (i.e. the Georgetown and Acton areas), the Commission proposes the electoral district of DUFFERIN—WELLINGTON—HALTON with a population of 98,255.

THE NIAGARA PENINSULA AND HAMILTON

Proposed changes in the boundaries of neighbouring electoral districts, relatively low rates of population growth, and the elimination of former municipal boundaries due to the creation of the new City of Hamilton require that substantial changes be made to electoral districts in this area, of which there currently are nine. Seven have populations below the provincial quotient and the other two are only slightly above. The net effect of the Commission's proposals is to remove one electoral district from this area.

The proposed electoral district of NIAGARA—FORT ERIE comprises the City of Niagara Falls and the Town of Fort Erie.

The proposed electoral district of ST. CATHARINES—NIAGARA-ON-THE-LAKE comprises the territory of the current electoral district of St. Catharines combined with the Town of Niagara-on-the-Lake.

The proposed electoral district of WELLAND comprises that part of the City of St. Catharines currently within the electoral district of Niagara Centre and the municipalities of Thorold, Welland, Port Colborne, and Wainfleet.

The remaining municipalities within the Regional Municipality of Niagara – Pelham, Lincoln, West Lincoln, and Grimsby – are not sufficiently populous to form a single electoral district. They are therefore combined with more suburban and rural parts of the City of Hamilton above the Niagara Escarpment to constitute the proposed electoral district of HAMILTON—LINCOLN.

Except to the south, the boundaries of the existing electoral district of Hamilton Mountain are defined by the municipal boundary between the old City of Hamilton and the former Township of Glanbrook. As the result of the creation of the new City of Hamilton, this municipal boundary on the south no longer exists. The Commission therefore proposes a new southerly boundary for HAMILTON MOUNTAIN, which can be seen in the accompanying maps and legal descriptions. On the northwest, the Commission proposes that the area east of Garth Street above the Escarpment be removed from the existing electoral district of Hamilton West and added to HAMILTON MOUNTAIN.

The proposed electoral district of HAMILTON EAST comprises all of the City of Hamilton below the Escarpment and east of Ottawa Street. Its population is 115,704.

The proposed electoral district of HAMILTON WEST consists mainly of that part of the City of Hamilton below the Escarpment between Ottawa Street on the east and Highway No. 403 on the west. Above the Escarpment, it includes the area west of Garth Street and east of Highway No. 403 and north of the Lincoln Alexander Parkway.

The remaining westerly portion of the City of Hamilton (including the former municipalities of Ancaster, Dundas, and Flamborough) has a population of only 104,362.

The Commission proposes adding the Township of Puslinch (population 5,885) from Wellington County to this part of Hamilton to create the electoral district of HAMILTON—PUSLINCH.

Dated at Toronto, in the Province of Ontario, this 8th day of July, 2002.

THE HONOURABLE MR. JUSTICE DOUGLAS LISSAMAN
Chairman
Federal Electoral Boundaries Commission for the Province of Ontario

Table 1

**Current Electoral Districts and Their Variance from the Provincial Quotient
Representation Order of 1996**

2001 Provincial Quotient: 107,642				
Federal Electoral Districts		Population 1991	Population 2001	Variance %
35001	Algoma—Manitoulin	76,253	73,398	-31.81
35002	Barrie—Simcoe—Bradford	102,097	154,942	43.94
35003	Beaches—East York	104,346	112,961	4.94
35004	Bramalea—Gore—Malton—Springdale	103,589	144,714	34.44
35005	Brampton Centre	100,431	119,971	11.45
35006	Brampton West—Mississauga	93,798	189,934	76.45
35007	Brant	101,730	109,016	1.28
35008	Toronto—Danforth	99,225	103,153	-4.17
35009	Bruce—Grey—Owen Sound	96,224	98,532	-8.46
35010	Burlington	96,779	101,993	-5.25
35011	Cambridge	105,581	125,952	17.01
35012	Davenport	101,785	103,618	-3.74
35013	Don Valley East	107,421	116,963	8.66
35014	Don Valley West	103,026	115,539	7.34
35015	Dufferin—Peel—Wellington—Grey	98,460	127,673	18.61
35016	Durham	91,254	122,101	13.43
35017	Eglinton—Lawrence	103,242	111,237	3.34
35018	Elgin—Middlesex—London	96,665	103,688	-3.67
35019	Erie—Lincoln	91,119	98,312	-8.67
35020	Essex	99,263	121,750	13.11
35021	Etobicoke Centre	102,526	105,620	-1.88
35022	Etobicoke—Lakeshore	103,438	113,914	5.83
35023	Etobicoke North	104,029	118,583	10.16
35024	Glengarry—Prescott—Russell	92,158	103,922	-3.46
35025	Ottawa—Orléans	91,859	108,378	0.68
35026	Guelph—Wellington	102,610	122,601	13.90
35027	Haldimand—Norfolk—Brant	95,652	101,558	-5.65
35028	Halton	100,335	154,033	43.10
35029	Hamilton East	98,567	98,163	-8.81
35030	Hamilton Mountain	98,477	111,325	3.42
35031	Hamilton West	101,471	102,432	-4.84
35032	Hastings—Frontenac—Lennox and Addington	90,424	98,150	-8.82
35033	Huron—Bruce	94,731	93,460	-13.18
35034	Kenora—Rainy River	76,320	78,758	-26.83
35035	Chatham—Kent Essex	102,125	106,144	-1.39
35036	Kingston and the Islands	106,780	112,872	4.86
35037	Kitchener Centre	107,181	112,506	4.52
35038	Kitchener—Waterloo	102,643	126,142	17.19
35039	Lambton—Kent—Middlesex	96,182	98,878	-8.14
35040	Lanark—Carleton	106,794	138,398	28.57

35041	Leeds—Grenville	90,235	96,606	-10.25
35042	London North Centre	102,470	107,672	0.03
35043	London—Fanshawe	97,152	107,314	-0.30
35044	London West	101,116	110,988	3.11
35045	Markham	104,430	142,408	32.30
35046	Mississauga Centre	98,140	122,864	14.14
35047	Mississauga East	103,261	108,459	0.76
35048	Mississauga South	99,333	101,647	-5.57
35049	Mississauga West	99,281	150,764	40.06
35050	Nepean—Carleton	99,709	126,638	17.65
35051	Niagara Centre	99,869	104,146	-3.25
35052	Niagara Falls	91,260	95,722	-11.07
35053	Nickel Belt	78,439	79,661	-25.99
35054	Nipissing	76,544	74,915	-30.40
35055	Northumberland	95,132	102,424	-4.85
35056	Oak Ridges	102,118	173,378	61.07
35057	Oakville	100,833	104,103	-3.29
35058	Oshawa	105,405	107,008	-0.59
35059	Ottawa Centre	106,562	114,032	5.94
35060	Ottawa South	107,915	118,472	10.06
35061	Ottawa—Vanier	102,795	106,196	-1.34
35062	Ottawa West—Nepean	107,336	112,232	4.26
35063	Oxford	92,888	99,270	-7.78
35064	Parkdale—High Park	104,159	107,968	0.30
35065	Parry Sound—Muskoka	79,179	85,377	-20.68
35066	Perth—Middlesex	91,496	97,216	-9.69
35067	Peterborough	107,289	112,111	4.15
35068	Pickering—Ajax—Uxbridge	101,510	137,518	27.75
35069	Prince Edward—Hastings	92,417	92,934	-13.66
35070	Renfrew—Nipissing—Pembroke	93,066	96,416	-10.43
35071	Samia—Lambton	92,049	88,331	-17.94
35072	Sault Ste. Marie	81,476	74,566	-30.73
35073	Scarborough—Agincourt	101,283	114,411	6.29
35074	Scarborough Centre	107,373	123,089	14.35
35075	Scarborough East	103,134	115,799	7.58
35076	Scarborough—Rouge River	111,257	126,382	17.41
35077	Scarborough Southwest	101,551	113,616	5.55
35078	Simcoe—Grey	99,584	123,786	15.00
35079	Simcoe North	98,440	112,089	4.13
35080	St. Catharines	105,299	103,678	-3.68
35081	St. Paul's	100,537	108,696	0.98
35082	Stoney Creek	98,198	109,970	2.16
35083	Stormont—Dundas—Charlottenburgh	92,846	94,267	-12.43
35084	Sudbury	87,692	79,342	-26.29
35085	Thornhill	95,291	116,840	8.54
35086	Thunder Bay—Atikokan	76,922	76,009	-29.39
35087	Thunder Bay—Superior North	81,625	75,237	-30.10
35088	Timiskaming—Cochrane	76,745	69,901	-35.06

35089	Timmins—James Bay	78,414	71,648	-33.44
35090	Toronto Centre—Rosedale	105,581	122,882	14.16
35091	Trinity—Spadina	101,070	103,368	-3.97
35092	Vaughan—King—Aurora	103,631	164,590	52.90
35093	Haliburton—Victoria—Brock	100,978	109,578	1.80
35094	Waterloo—Wellington	101,770	119,469	10.99
35095	Ancaster—Dundas—Flamborough—Aldershot	88,661	104,775	-2.66
35096	Whitby—Ajax	99,844	128,164	19.07
35097	Willowdale	103,468	118,375	9.97
35098	Windsor—St. Clair	103,124	109,046	1.30
35099	Windsor West	102,282	117,041	8.73
35100	York Centre	103,889	107,055	-0.55
35101	York North	99,511	132,038	22.66
35102	York South—Weston	104,201	114,649	6.51
35103	York West	99,230	103,616	-3.74
Population of Ontario		10,084,885	11,410,046	

Table 2

**Proposed Electoral Districts and Their Variance from the Provincial Quotient
Proposals – Redistribution 2004**

2001 Provincial Quotient: 107,642			
Federal Electoral Districts		Population 2001	Variance %
35001	Ajax—Pickering	110,957	3.08
35002	Barrie	103,710	-3.65
35003	Beaches—East York	108,587	0.88
35004	Brampton Centre	109,136	1.39
35005	Brampton East—Caledon	107,422	-0.20
35006	Brampton West—Mississauga	106,792	-0.79
35007	Brant	118,580	10.16
35008	Burlington	117,093	8.78
35009	Cambridge	119,141	10.68
35010	Chatham-Kent—Essex	106,144	-1.39
35011	Clarington—Northumberland	113,396	5.35
35012	Davenport	109,616	1.83
35013	Don Valley East	110,373	2.54
35014	Don Valley West	115,539	7.34
35015	Dufferin—Wellington—Halton	98,255	-8.72
35016	Eglinton—Lawrence	111,237	3.34
35017	Elgin—Middlesex—London	104,564	-2.86
35018	Essex	114,330	6.21
35019	Etobicoke Centre	111,792	3.86
35020	Etobicoke—Lakeshore	113,914	5.83
35021	Etobicoke North	112,411	4.43
35022	Glengarry—Prescott—Russell	99,735	-7.35
35023	Greater Sudbury—Manitoulin	83,179	-22.73
35024	Grey—Bruce—Owen Sound	108,603	0.89
35025	Guelph—Wellington	117,344	9.01
35026	Haldimand—Norfolk	104,575	-2.85
35027	Halton	107,911	0.25
35028	Hamilton East	115,704	7.49
35029	Hamilton—Lincoln	111,397	3.49
35030	Hamilton Mountain	116,141	7.90
35031	Hamilton—Puslinch	110,247	2.42
35032	Hamilton West	112,113	4.15
35033	Huron—Bruce	104,063	-3.32
35034	Kawartha Lakes—Haliburton	97,406	-9.51
35035	Kenora—Rainy River	82,681	-23.19
35036	Kingston and the Islands	112,872	4.86
35037	Kitchener Centre	116,821	8.53
35038	Kitchener—Waterloo	116,359	8.10
35039	Lanark and the Lakes	96,400	-10.44
35040	Leeds—Frontenac	95,727	-11.07

35041	London—Fanshawe	107,341	-0.28
35042	London North Centre	107,672	0.03
35043	London West	110,988	3.11
35044	Malton—Peel Centre	105,596	-1.90
35045	Markham—Unionville	112,093	4.14
35046	Middlesex—Kent—Lambton	105,291	-2.18
35047	Mississauga Centre	116,984	8.68
35048	Mississauga East	108,459	0.76
35049	Mississauga—Port Credit	111,930	3.98
35050	Mississauga South	109,621	1.84
35051	Mississauga West	113,008	4.99
35052	Newmarket—King—Aurora	109,870	2.07
35053	Niagara—Fort Erie	106,958	-0.64
35054	Nipissing	84,922	-21.11
35055	Northumberland—Quinte	94,970	-11.77
35056	Oak Ridges—Markham	107,361	-0.26
35057	Oakville	114,035	5.94
35058	Oshawa	111,557	3.64
35059	Ottawa Centre	114,032	5.94
35060	Ottawa—Kanata	107,137	-0.47
35061	Ottawa—Nepean	110,424	2.58
35062	Ottawa—Orléans	106,725	-0.85
35063	Ottawa—Rideau	107,299	-0.32
35064	Ottawa South	114,982	6.82
35065	Ottawa—Vanier	113,473	5.42
35066	Oxford	99,270	-7.78
35067	Parkdale—High Park	110,639	2.78
35068	Parry Sound—Muskoka	81,705	-24.10
35069	Perth—Wellington	102,447	-4.83
35070	Peterborough	106,408	-1.15
35071	Pickering—Durham	99,646	-7.43
35072	Prince Edward—Hastings	106,169	-1.37
35073	Renfrew—Nipissing—Pembroke	96,421	-10.42
35074	Richmond Hill	109,394	1.63
35075	St. Catharines—Niagara-on-the-Lake	117,527	9.18
35076	St. Paul's	108,696	0.98
35077	Sarnia—Lambton	104,556	-2.87
35078	Sault Ste. Marie	83,261	-22.65
35079	Scarborough—Agincourt	114,411	6.29
35080	Scarborough Centre	123,089	14.35
35081	Scarborough East	123,066	14.33
35082	Scarborough—Rouge River	119,115	10.66
35083	Scarborough Southwest	113,616	5.55
35084	Simcoe North	111,057	3.17
35085	Simcoe South	111,389	3.48
35086	Stormont—Dundas—Grenville	106,488	-1.07
35087	Sudbury	83,710	-22.23
35088	Thornhill	116,840	8.54

35089	Thunder Bay	84,194	-21.78
35090	Thunder Bay—Superior North	82,655	-23.21
35091	Timiskaming—Greater Sudbury	87,058	-19.12
35092	Timmins—James Bay	86,733	-19.42
35093	Toronto Centre—Rosedale	113,976	5.88
35094	Toronto—Danforth	109,713	1.92
35095	Trinity—Spadina	111,668	3.74
35096	Vaughan	112,049	4.09
35097	Waterloo—Wellington	110,454	2.61
35098	Welland	116,640	8.36
35099	Whitby—Oshawa	114,907	6.75
35100	Willowdale	109,258	1.50
35101	Windsor—Tecumseh	116,466	8.20
35102	Windsor West	117,041	8.73
35103	York Centre	113,420	5.37
35104	York North—Simcoe	112,541	4.55
35105	York South—Weston	106,974	-0.62
35106	York West	110,384	2.55
Population of Ontario		11,410,046	

Maps, Proposed Boundaries and Names of Electoral Districts

There shall be in the Province of Ontario one hundred and six (106) electoral districts, named and described as follows, each of which shall return one member.

In the following descriptions:

(a) reference to “roads”, “hydroelectric transmission line”, “water features” and “railways” signifies their centre line unless otherwise described;

(b) reference to a “township” signifies a township which has its own local administration;

(c) reference to a “geographical township” signifies a township without local administration;

(d) all cities, towns, villages and Indian reserves lying within the perimeter of the electoral district are included unless otherwise described;

(e) wherever a word or expression is used to designate a territorial division, that word or expression designates the territorial division as it existed or was delimited on March 1, 2002, **EXCEPT** where the term “former” is used to designate a territorial division, e.g. cities, municipalities, this word designates the territorial division as it existed or was delimited on:

- i) December 31, 2000 for the old cities of Sudbury, Valley East, Ottawa, Kanata, Nepean and the old Township of Goulbourn;
- ii) December 31, 1997 for the old cities of Chatham, Toronto, Scarborough, York and old Borough of East York;

(f) the translation of the terms “street”, “avenue” and “boulevard” follows Treasury Board standards. The translation of all other public thoroughfare designations is based on commonly used terms but has no official recognition.

The population figure of each electoral district is derived from the 2001 decennial census.

1. AJAX—PICKERING

(Population: 110,957)

(Map 5)

Consisting of that part of the Regional Municipality of Durham comprised of:

(a) the Town of Ajax; and

(b) that part of the City of Pickering lying southerly and easterly of a line described as follows: commencing at the intersection of the westerly limit of the Town of Ajax with 3rd Concession Road; thence southwesterly along said road and its southwesterly production to Dixie Road; thence southerly along said road and its southerly production to Frenchman's Bay; thence generally southerly along said bay and the channel to the southerly limit of the City of Pickering.

2. BARRIE

(Population: 103,710)

(Map 2)

Consisting of that part of Simcoe County comprised of the City of Barrie.

3. BEACHES—EAST YORK

(Population: 108,587)

(Map 15)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of Victoria Park Avenue with Sunrise Avenue; thence westerly along Sunrise Avenue and its westerly production to the northerly limit of the former Borough of East York; thence generally southerly and westerly along the northerly limit of said former borough to the Don Valley Parkway; thence southerly along said parkway to Taylor Creek; thence generally easterly along said creek to the northeasterly production of Coxwell Boulevard; thence southwesterly along said production and Coxwell Boulevard to Coxwell Avenue; thence southerly along said avenue and its southerly production to Ashbridge's Bay; thence generally southerly along said bay to its southerly extremity; thence due south to the southerly limit of the City of Toronto; thence generally northeasterly along the southerly limit of said city to the limit of the former City of Scarborough; thence northerly along said limit to Victoria Park Avenue; thence northerly along said avenue to the point of commencement.

4. BRAMPTON CENTRE

(Population: 109,136)

(Map 4)

Consisting of that part of the Regional Municipality of Peel comprised of that part of the City of Brampton described as follows: commencing at the intersection of the northwesterly limit of the said city with Heart Lake Road; thence southeasterly along said road to Sandalwood Parkway East; thence northeasterly along said drive to Bramalea Road; thence southeasterly along said road to Queen Street East; thence southwesterly along said street to Etobicoke Creek; thence generally northwesterly along said creek to Mayfield Road; thence northeasterly along said road and the northwesterly limit of the City of Brampton to the point of commencement.

5. BRAMPTON EAST—CALEDON

(Population: 107,422)

(Map 2)

Consisting of those parts of the Regional Municipality of Peel comprised of:

(a) the Town of Caledon; and

(b) that part of the City of Brampton lying northeasterly of the line described as follows: commencing at the intersection of the northwesterly limit of said city with Heart Lake Road; thence southeasterly along said road to Sandalwood Parkway East; thence northeasterly along said drive to Bramalea Road; thence southeasterly along said road to the southeasterly limit of the City of Brampton.

6. BRAMPTON WEST—MISSISSAUGA

(Population: 106,792)

(Map 4)

Consisting of that part of the Regional Municipality of Peel comprised of those parts of the cities of Brampton and Mississauga described as follows: commencing at the northwesterly corner of the City of Brampton; thence northeasterly, northwesterly, northeasterly and southeasterly along the northwesterly limit of the City of Brampton to Mayfield Road; thence southwesterly along said road to Etobicoke Creek; thence generally southeasterly along said creek to Queen Street East; thence southwesterly along said street and Queen Street West to McMurchy Avenue South; thence southeasterly along said avenue

to Steeles Avenue West; thence southwesterly along said avenue to McLaughlin Road; thence southeasterly along said road to the Macdonald-Cartier Freeway (Highway No. 401); thence southwesterly along said freeway to the limit of the City of Mississauga; thence northwesterly along the southwesterly limit of the cities of Mississauga and Brampton to the point of commencement.

7. BRANT

(Population: 118,580)

(Map 2)

Consisting of:

(a) the County of Brant; and

(b) that part of New Credit Indian Reserve No. 40A and Six Nations Indian Reserve No. 40 comprised in the County of Haldimand.

8. BURLINGTON

(Population: 117,093)

(Map 7)

Consisting of that part of the Regional Municipality of Halton comprised of that part of the City of Burlington lying southeasterly of a line described as follows: commencing at the intersection of the northeasterly limit of said city with Queen Elizabeth Way; thence southwesterly along Queen Elizabeth Way to Walkers Line; thence northwesterly along said line to Upper Middle Road; thence southwesterly along said road to Highway No. 407; thence northerly along said highway to Dundas Street; thence southwesterly along said street to the southwesterly limit of said city.

9. CAMBRIDGE

(Population: 119,141)

(Map 2)

Consisting of that part of the Regional Municipality of Waterloo comprised of the City of Cambridge and the Township of North Dumfries.

10. CHATHAM-KENT—ESSEX

(Population: 106,144)

(Map 2)

Consisting of:

(a) that part of the Municipality of Chatham-Kent lying southeasterly of the Thames River and that part comprised of the former City of Chatham lying northwesterly of the Thames River; and

(b) that part of the County of Essex comprised of the City of Leamington.

11. CLARINGTON—NORTHUMBERLAND

(Population: 113,396)

(Map 3)

Consisting of:

(a) that part of the Regional Municipality of Durham comprised of the Town of Clarington; and

(b) that part of the County of Northumberland lying westerly of the Township of Alnwick/Haldimand.

12. DAVENPORT

(Population: 109,616)

(Map 15)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of Dundas Street West with the Canadian Pacific Railway situated westerly of Sterling Road; thence northwesterly along said railway to the southerly production of Keele Street; thence northerly along said production and Keele Street to Eglinton Avenue West; thence easterly along said avenue to Dufferin Street; thence southerly along said street to Rogers Road; thence easterly along said road to Oakwood Avenue; thence southerly along said avenue to Holland Park Avenue; thence easterly along said avenue to Winona Drive; thence southerly along said drive to Davenport Road; thence westerly along said road to Ossington Avenue; thence southerly along said avenue to Dundas Street West; thence westerly along said street to the point of commencement.

13. DON VALLEY EAST

(Population: 110,373)

(Map 15)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of Victoria Park Avenue with Finch Avenue East; thence westerly along Finch Avenue East to the Don River East Branch; thence generally southerly along the Don River East Branch to the Macdonald-Cartier Freeway (Highway No. 401); thence westerly along said freeway to Leslie Street; thence southerly along said street to the Canadian National Railway; thence southerly along said railway to Don Mills Road; thence southerly along said road to the Canadian Pacific Railway situated immediately north of Eglinton Avenue East; thence easterly along said railway to the Don River East Branch; thence generally southerly along the Don River East Branch to the westerly production of Sunrise Avenue; thence easterly along said production and Sunrise Avenue to Victoria Park Avenue; thence northerly along said avenue to the point of commencement.

14. DON VALLEY WEST

(Population: 115,539)

(Map 15)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of the Macdonald-Cartier Freeway (Highway No. 401) with Yonge Street; thence southerly along said street to Broadway Avenue; thence easterly along said avenue to the former easterly limit of the City of Toronto; thence southerly, easterly, southerly, westerly and southeasterly along the former easterly limit of said city to the Canadian Pacific Railway; thence northeasterly along said railway to Millwood Road; thence southeasterly along said road to the Don River; thence generally easterly along said river to Taylor Creek; thence easterly along said creek to the Don Valley Parkway; thence northerly along said parkway to the northerly limit of the former Borough of East York; thence easterly and northerly along the northerly limit of said former borough to the westerly production of Sunrise Avenue; thence westerly along said production to the Don River East Branch; thence generally northerly along said branch to the Canadian Pacific Railway; thence southwesterly along said railway to Don Mills Road; thence northerly along said road to the Canadian National Railway; thence northerly along said railway to Leslie Street; thence northerly along said street to the Macdonald-Cartier Freeway (Highway No. 401); thence westerly along said freeway to the point of commencement.

15. DUFFERIN—WELLINGTON—HALTON

(Population: 98,255)

(Map 2)

Consisting of:

(a) the County of Dufferin;

(b) that part of the County of Wellington comprised of the Township of Erin; and

(c) that part of the Regional Municipality of Halton comprised of that part of the Town of Halton Hills lying northwesterly of a line described as follows: commencing at the intersection of the southwesterly limit of said city with 15th Side Road; thence northeasterly along said road to its most northerly intersection with Belmont Boulevard; thence in a straight line and in the same direction to Silver Creek; thence generally northeasterly along said creek to Adamson Street; thence northerly along said street to the northeasterly limit of the Town of Halton Hills.

16. EGLINTON—LAWRENCE

(Population: 111,237)

(Map 15)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of the Canadian National Railway situated immediately west of Caledonia Road with the Macdonald-Cartier Freeway (Highway No. 401); thence easterly along said freeway to Yonge Street; thence southerly along said street to Eglinton Avenue West; thence westerly along said avenue to the Belt Line Trail (formerly the Canadian National Railway) situated immediately south of Chaplin Crescent; thence westerly along the Belt Line Trail to Bathurst Street; thence northerly along said street to the former northerly limit of the City of Toronto; thence westerly and generally southerly along the former northerly and westerly limits of said city to Eglinton Avenue West; thence easterly along said avenue to Winona Drive; thence southerly along said drive to Holland Park Avenue; thence westerly along said avenue to Oakwood Avenue; thence northerly along said avenue to Rogers Road; thence westerly along said road to Dufferin Street; thence northerly along said street to Eglinton Avenue West; thence westerly along said avenue to the Canadian National Railway situated immediately west of Caledonia Road; thence northerly along said railway to the point of commencement.

17. ELGIN—MIDDLESEX—LONDON

(Population: 104,564)

(Map 2)

Consisting of:

(a) the County of Elgin;

(b) that part of the County of Middlesex comprised of:

(i) the Township of Thames Centre; and

(ii) that part of the City of London lying southerly of a line described as follows: commencing at the intersection of the westerly limit of said city with Dingman Creek; thence generally easterly along said creek to the westerly production of Southdale Road West; thence easterly along said production, Southdale Road West and Southdale Road East to White Oak Road; thence southerly along said road to Exeter Road; thence easterly along said road to Meg Drive; thence northerly along said drive to Jalna Boulevard; thence westerly along said boulevard to Ernest Avenue; thence northerly along said avenue to Bradley Avenue; thence generally easterly along said avenue to Highbury Avenue South; thence northerly along said avenue to the westerly production of Arran Place; thence easterly along said production, Arran Place and Bradley Avenue to the easterly limit of said city.

18. ESSEX

(Population: 114,330)

(Map 2)

Consisting of the County of Essex, excepting: the City of Windsor and the towns of Leamington and Tecumseh.

19. ETOBICOKE CENTRE

(Population: 111,792)

(Map 15)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of the westerly limit of the City of Toronto with the Macdonald-Cartier Freeway (Highway No. 401); thence northeasterly along said freeway to Dixon Road; thence easterly along said road and its production to the Humber River; thence generally southerly along said river to Dundas Street West; thence westerly along said street to the

Canadian Pacific Railway; thence southerly along said railway to Mimico Creek; thence generally westerly along said creek to Kipling Avenue; thence southerly along said avenue to Burnhamthorpe Road; thence westerly along said road to Highway No. 427; thence southerly along said highway to Dundas Street West; thence westerly along said street to the westerly limit of the City of Toronto; thence generally westerly, northwesterly and northerly along the westerly limit of said city to the point of commencement.

20. ETOBICOKE—LAKESHORE

(Population: 113,914)

(Map 15)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of the Humber River with Dundas Street West; thence westerly along said street to the Canadian Pacific Railway; thence southerly along said railway to Mimico Creek; thence generally westerly along said creek to Kipling Avenue; thence southerly along said avenue to Burnhamthorpe Road; thence westerly along said road to Highway No. 427; thence southerly along said highway to Dundas Street West; thence westerly along said street to the westerly limit of the City of Toronto; thence generally southerly and northeasterly along the westerly and southerly limits of said city to the southeasterly production of the Humber River; thence generally northwesterly along said production and the Humber River to the point of commencement.

21. ETOBICOKE NORTH

(Population: 112,411)

(Map 15)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of the northerly limit of the City of Toronto with the Humber River; thence generally southeasterly along said river to the easterly production of Dixon Road; thence westerly along said production and Dixon Road to the Macdonald-Cartier Freeway (Highway No. 401); thence southwesterly along said freeway to the westerly limit of the City of Toronto; thence northerly and easterly along the westerly and northerly limits of said city to the point of commencement.

22. GLENGARRY—PRESCOTT—RUSSELL

(Population: 99,735)

(Map 3)

Consisting of:

(a) the United Counties of Prescott and Russell;

(b) the County of Glengarry; and

(c) that part of the Akwesasne Indian Reserve No. 59 comprised in the County of Glengarry.

23. GREATER SUDBURY—MANITOULIN

(Population: 83,179)

(Map 1)

Consisting of:

(a) that part of the Territorial District of Timiskaming lying westerly of the geographic townships of Fallon and Cleaver;

(b) that part of the Territorial District of Sudbury comprised of:

(i) Whitefish Lake Indian Reserve No. 6;

(ii) the geographic townships of Bevin, Caen, Eden, Tilton and Halifax; and

(iii) that part of the Territorial District of Sudbury described as follows: commencing at the southwest corner of said territorial district; thence generally northerly and generally westerly along the westerly limit of said territorial district to the southeast corner of the geographic Township of Edighoffer; thence northerly along the easterly limit of the geographic townships of Edighoffer, Burr, Singapore, Shipley, Blamey, Cunningham, Swayze, Rollo, Biggs, Pinogami, Carty, Lemoine and Shenango to the northerly limit of said territorial district; thence easterly, southerly, easterly and southerly along the northerly and easterly limits of said territorial district to the northwest corner of the geographic Township of Stull; thence southerly along the westerly limit of the geographic townships of Stull, Valin, Cotton, Beresford and Creelman to the northerly limit of the City of Greater Sudbury; thence generally southerly and westerly along the northwesterly limit of said city to the northwest corner of the Town of Killarney; thence southerly along the northwesterly limit of said town to the southerly limit of the Territorial District of Sudbury; thence westerly along the southerly limit of said territorial district to the point of commencement;

(c) that part of the City of Greater Sudbury lying westerly and southerly of a line described as follows: commencing at the northwest corner of the geographic Township of Lumsden; thence southerly, easterly and southerly along the westerly limit of the former City of Valley East to the northwest corner of the former City of Sudbury; thence generally southerly along the westerly limit of said former city to the northerly limit of the geographic Township of Broder; thence easterly along the northerly limit of said geographic township to Long Lake Road; thence northerly along said road to Highway No. 69; thence generally southeasterly along said highway to the southerly limit of said city;

(d) the Territorial District of Manitoulin, excepting the Town of Killarney and the unorganized territory of said territorial district lying on the north shore of Georgian Bay and easterly of the westerly limit of said town; and

(e) that part of the Territorial District of Algoma lying easterly of a line described as follows: commencing at the northwest corner of the geographic Township of Butcher; thence southerly along the westerly limit of the geographic townships of Butcher, Hoffman, Pine, Menard, Jollineau, Hurlburt, Kane, Morin and Galbraith to the northerly limit of the Township of Plummer Additional; thence easterly and southerly along the northerly and easterly limits of said township to the southerly limit of said territorial district.

24. GREY—BRUCE—OWEN SOUND

(Population: 108,603)

(Map 2)

Consisting of:

(a) that part of the County of Bruce lying northeasterly of a line described as follows: commencing at the intersection of the easterly limit of said county with the southerly boundary of the Township of Arran-Elderslie; thence westerly along the southerly boundary of said township to the southwest corner of the Township of Arran-Elderslie; thence northwesterly along the westerly boundary of said township and the easterly limit of the City of Saugeen Shores to Lake Huron; thence westerly to the international boundary between Canada and the United States of America; and

(b) the County of Grey.

25. GUELPH—WELLINGTON

(Population: 117,344)

(Map 2)

Consisting of that part of the County of Wellington comprised of the City of Guelph and the Township of Guelph/Eramosa.

26. HALDIMAND—NORFOLK

(Population: 104,575)

(Map 2)

Consisting of:

- (a) the County of Haldimand excepting the New Credit Indian Reserve No. 40A and Six Nations Indian Reserve No. 40; and
- (b) the County of Norfolk.

27. HALTON

(Population: 107,911)

(Map 7)

Consisting of that part of the Regional Municipality of Halton comprised of:

- (a) the City of Milton;
- (b) that part of the City of Oakville lying northwesterly of a line described as follows: commencing at the intersection of the northeasterly limit of said city with Dundas Street East; thence southwesterly along said street to Trafalgar Road; thence southeasterly along said road to Upper Middle Road East; thence southwesterly along said road, Upper Middle Road West and its southwesterly production to the southwesterly limit of the City of Oakville;
- (c) that part of the City of Burlington lying northwesterly of a line described as follows: commencing at the intersection of the northeasterly limit of said city with Queen Elizabeth Way; thence southwesterly along Queen Elizabeth Way to Walkers Line; thence northwesterly along said line to Upper Middle Road; thence southwesterly along said road to Highway No. 407; thence northerly along said highway to Dundas Street; thence southwesterly along said street to the southwesterly limit of said city; and

(d) that part of the Town of Halton Hills lying southeasterly of a line described as follows: commencing at the intersection of the southwesterly limit of said city with 15th Side Road; thence northeasterly along said road to its most northerly intersection with Belmont Boulevard; thence in a straight line and in the same direction to Silver Creek; thence generally northeasterly along said creek to Adamson Street; thence northerly along said street to the northeasterly limit of the Town of Halton Hills.

28. HAMILTON EAST

(Population: 115,704)

(Map 8)

Consisting of that part of the City of Hamilton lying northerly of the Niagara Escarpment and easterly of Ottawa Street South and its southerly production and Ottawa Street North and its northerly production.

29. HAMILTON—LINCOLN

(Population: 111,397)

(Map 2)

Consisting of:

(a) that part of the City of Hamilton lying easterly and southerly of a line described as follows: commencing at the intersection of the southerly limit of said city with Glancaster Road (Highway No. 253); thence northerly along said road and its intermittent production to 20th Road West; thence easterly along said road to Upper James Street (Highway No. 6); thence northerly along said street to Rymal Road East; thence easterly along said road to Upper Wentworth Street; thence northerly along said street to Stone Church Road East; thence easterly along said road to Arbour Road; thence northerly along said road, and its northerly intermittent production to Mountain Brow Boulevard; thence northerly along said boulevard to Redhill Creek; thence easterly along said creek to the Niagara Escarpment; thence generally easterly along said escarpment to the easterly limit of the City of Hamilton; and

(b) that part of the Regional Municipality of Niagara comprised of: the towns of Grimsby, Lincoln and Pelham; and the Township of West Lincoln.

30. HAMILTON MOUNTAIN

(Population: 116,141)

(Map 8)

Consisting of that part of the City of Hamilton described as follows: commencing at the intersection of the Niagara Escarpment with Redhill Creek; thence westerly along said creek to Mountain Brow Boulevard; thence southerly along said boulevard to Arbour Road; thence southerly along said road and its intermittent production to Stone Church Road East; thence westerly along said road to Upper Wentworth Street; thence southerly along said street to Rymal Road East; thence westerly along said road to Upper James Street (Highway No. 6); thence southerly along said street to 20th Road West; thence westerly along said road to Glancaster Road; thence northerly along said road to Gardner Road (Highway No. 53); thence due north to Stone Church Road West; thence northwesterly along said road to Golf Links Road; thence northerly along said road to Lincoln M. Alexander Parkway (Highway No. 6); thence easterly along said parkway to Garth Street; thence northerly along said street and its northerly production to the Niagara Escarpment; thence generally easterly along said escarpment to the point of commencement.

31. HAMILTON—PUSLINCH

(Population: 110,247)

(Map 2)

Consisting of:

(a) that part of the County of Wellington comprised of the Township of Puslinch; and

(b) that part of the City of Hamilton lying westerly of a line described as follows: commencing at the intersection of the southerly limit of said city with Glancaster Road (Highway No. 253); thence northerly along said road and its intermittent production to Gardner Road (Highway No. 53); thence due north to Stone Church Road West; thence northwesterly along said road to Golf Links Road; thence northerly along said road to Lincoln M. Alexander Parkway (Highway No. 6); thence westerly along said parkway to Highway No. 403; thence generally northeasterly along said highway to the Desjardins Canal; thence easterly along said canal and Hamilton Harbour to the northerly production of Queen Street North; thence northerly along said production to the limit of the City of Hamilton.

32. HAMILTON WEST

(Population: 112,113)

(Map 8)

Consisting of that part of the City of Hamilton described as follows: commencing at the intersection of Garth Street with Lincoln M. Alexander Parkway (Highway No. 6); thence westerly along said parkway to Highway No. 403; thence generally northeasterly along said highway to the Desjardins Canal; thence easterly along said canal and Hamilton Harbour to the northerly production of Queen Street North; thence northerly along said production to the limit of the City of Hamilton; thence generally northeasterly and generally southeasterly along the easterly limit of said city to the northerly production of Ottawa Street North; thence southerly along said production, Ottawa Street North, Ottawa Street South and its southerly production to the Niagara Escarpment; thence generally westerly along said escarpment to the northerly production of Garth Street; thence southerly along said production and Garth Street to the point of commencement.

33. HURON—BRUCE

(Population: 104,063)

(Map 2)

Consisting of:

(a) the County of Huron; and

(b) that part of the County of Bruce lying southwesterly of a line described as follows: commencing at the intersection of the easterly limit of said county with the southerly boundary of the Township of Arran-Elderslie; thence westerly along the southerly boundary of said township to the southwest corner of the Township of Arran-Elderslie; thence northwesterly along the westerly boundary of said township and the easterly limit of the City of Saugeen Shores to Lake Huron; thence westerly to the international boundary between Canada and the United States of America.

34. KAWARTHA LAKES—HALIBURTON

(Population: 97,406)

(Map 3)

Consisting of:

(a) the City of Kawartha Lakes;

(b) the County of Haliburton, excepting the Township of Algonquin Highlands; and

(c) that part of the County of Peterborough comprised of the townships of Cavan-Millbrook-North Monaghan, Galway-Cavendish and Harvey and North Kawartha.

35. KENORA—RAINY RIVER

(Population: 82,681)

(Map 1)

Consisting of:

(a) the Territorial District of Kenora, excepting that part lying easterly of a line described as follows: commencing at the northeast corner of the northernmost point of the Territorial District of Thunder Bay (Albany River); thence due north to the northerly boundary of the Province of Ontario;

(b) the Territorial District of Rainy River; and

(c) that part of the Territorial District of Thunder Bay lying northerly and westerly of a line described as follows: commencing at the intersection of the westerly limit of said territorial district with the 6th Base Line; thence easterly along said base line to the southeast corner of the geographic Township of Bertrand; thence northerly along the easterly limit of the geographic townships of Bertrand, McLaurin, Furlonge, Fletcher and Bulmer to the northeast corner of the last aforementioned township; thence due north to the northerly limit of said territorial district.

36. KINGSTON AND THE ISLANDS

(Population: 112,872)

(Map 9)

Consisting of that part of the County of Frontenac comprised of:

(a) the Township of Frontenac Islands; and

(b) the City of Kingston excepting that part of said city described as follows: commencing at the intersection of Macdonald-Cartier Freeway (Highway No. 401) with the easterly limit of said city; thence westerly along said freeway to the Rideau Canal; thence generally northerly along the Rideau Canal, Colonel By Lake and

Styx River to the northeast corner of said city; thence southerly along the easterly limit of said city to the point of commencement.

37. KITCHENER CENTRE

(Population: 116,821)

(Map 10)

Consisting of that part of the Regional Municipality of Waterloo comprised of that part of the City of Kitchener described as follows: commencing at the intersection of the westerly limit of said city with Conestoga Parkway (Highway No. 7); thence northeasterly along said parkway to Shelley Drive; thence southerly along said drive to Courtland Avenue East; thence easterly along said avenue to Montgomery Creek; thence generally southerly along said creek to the most easterly track of the Canadian National Railway; thence generally easterly along said railway to the King's Highway (Highway No. 8); thence easterly along said highway to the Grand River; thence generally northerly along said river to Victoria Street North; thence southwesterly along said street and Victoria Street South to Fischer-Hallman Road (Highway No. 58); thence northwesterly along said road to Henry Sturn Creek; thence generally westerly along said creek to the Canadian National Railway; thence southwesterly along said railway to the westerly limit of the City of Kitchener; thence southeasterly along said limit to the point of commencement.

38. KITCHENER—WATERLOO

(Population: 116,359)

(Map 10)

Consisting of that part of the Regional Municipality of Waterloo comprised of:

(a) the City of Waterloo; and

(b) that part of the City of Kitchener lying northerly of a line described as follows: commencing at the intersection of the westerly limit of said city with the Canadian National Railway (north of Highland Road West); thence northeasterly along said railway to Henry Sturn Creek; thence generally easterly along said creek to Fischer-Hallman Road (Highway No. 58); thence southeasterly along said road to Victoria Street South; thence northeasterly along said street and Victoria Street North to the easterly limit of the City of Kitchener.

39. LANARK AND THE LAKES

(Population: 96,400)

(Map 3)

Consisting of:

(a) that part of the County of Frontenac lying northerly of the Township of South Frontenac;

(b) the County of Lennox and Addington excepting the Town of Greater Napanee and the Township of Loyalist;

(c) that part of the County of Hastings lying easterly and northerly of a line described as follows: commencing at the intersection of the westerly limit of said county with the northwest corner of the Township of Marmora and Lake; thence northeasterly and southeasterly along the northwesterly and northeasterly limits of said township to the northwest corner of the Township of Madoc; thence along the northwesterly limit of said township to the westerly limit of the Township of Tweed; thence southeasterly and northeasterly along the westerly and southerly limits of said township to the easterly limit of said county; and

(d) the County of Lanark.

40. LEEDS—FRONTENAC

(Population: 95,727)

(Map 3)

Consisting of:

(a) the United Counties of Leeds and Grenville excepting the Townships of North Grenville and Edwardsburgh/Cardinal; and

(b) that part of the County of Frontenac comprised of:

(i) that part of the City of Kingston described as follows: commencing at the intersection of the Macdonald-Cartier Freeway (Highway No. 401) with the easterly limit of said city; thence westerly along said freeway to the Rideau Canal; thence generally northerly along the Rideau Canal, Colonel By Lake and Styx River to the northeast corner of said city; thence southerly along the easterly limit of said city to the point of commencement;

(ii) the Township of South Frontenac.

41. LONDON—FANSHAWE

(Population: 107,341)

(Map 11)

Consisting of that part of the County of Middlesex comprised of that part of the City of London described as follows: commencing at the intersection of the northerly limit of said city with Highbury Avenue North; thence southerly along said avenue to the Thames River; thence generally westerly along said river to the Canadian National Railway; thence southerly along said railway to Commissioners Road East; thence westerly along said road to Wharncliffe Road South; thence southerly along said road to Southdale Road East; thence easterly along said road to White Oak Road; thence southerly along said road to Exeter Road; thence easterly along said road to Meg Drive; thence northerly along said drive to Jalna Boulevard; thence westerly along said boulevard to Ernest Avenue; thence northerly along said avenue to Bradley Avenue; thence generally easterly along said avenue to Highbury Avenue South; thence northerly along said avenue to the westerly production of Arran Place; thence easterly along said production, Arran Place and Bradley Avenue to the easterly limit of said city; thence generally northerly, generally northwesterly and westerly along the easterly and northerly limits of said city to the point of commencement.

42. LONDON NORTH CENTRE

(Population: 107,672)

(Map 11)

Consisting of that part of the County of Middlesex comprised of that part of the City of London described as follows: commencing at the intersection of the northerly limit of said city with Wonderland Road North; thence southerly along said road to Oxford Street West; thence easterly along said street to Wharncliffe Road North; thence southerly along said road to the Thames River; thence generally easterly along said river to Highbury Avenue North; thence northerly along said avenue to the northerly limit of the City of London; thence westerly along the northerly limit of said city to the point of commencement.

43. LONDON WEST

(Population: 110,988)

(Map 11)

Consisting of that part of the County of Middlesex comprised of that part of the City of London described as follows: commencing at the intersection of the westerly limit of said city with Dingman Creek; thence generally easterly along said creek to the westerly production of Southdale Road West; thence easterly along said production and Southdale Road West to Wharncliffe Road South; thence northerly along said road to Commissioners Road East; thence easterly along said road to the Canadian National Railway; thence northerly along said railway to the Thames River; thence generally westerly along said river to Wharncliffe Road North; thence northerly along said road to Oxford Street West; thence westerly along said street to Wonderland Road North; thence northerly along said road to the northerly limit of said city; thence generally southwestwardly along the northerly and westerly limits of said city to the point of commencement.

44. MALTON—PEEL CENTRE

(Population: 105,596)

(Map 4)

Consisting of that part of the Regional Municipality of Peel comprised of those parts of the cities of Mississauga and Brampton described as follows: commencing at the intersection of the Macdonald-Cartier Freeway (Highway No. 401) with the northeasterly limit of the City of Mississauga; thence southwestwardly along said freeway to McLaughlin Road; thence northwestwardly along said road to Steeles Avenue West; thence northeasterly along said avenue to McMurchy Avenue South; thence northwestwardly along said avenue to Queen Street West; thence northeasterly along said street and Queen Street East to Bramalea Road; thence southeastwardly along said road to the northwestwardly limit of the City of Mississauga; thence generally northeasterly and southwestwardly along the northwestwardly and northeasterly limits of said city to the point of commencement.

45. MARKHAM—UNIONVILLE

(Population: 112,093)

(Map 17)

Consisting of that part of the Regional Municipality of York comprised of that part of the Town of Markham described as follows: commencing at the intersection of the southerly limit of said town with Highway No. 404; thence northerly along said highway to 16th Avenue; thence easterly along said avenue to McCowan Road; thence southerly along said road to Highway No. 7; thence easterly along said highway to 9th Line Road; thence southerly along said road to the southerly limit of the Town of Markham; thence westerly along the southerly limit of said town to the point of commencement.

46. MIDDLESEX—KENT—LAMBTON

(Population: 105,291)

(Map 2)

Consisting of:

(a) that part of the County of Lambton comprised of: the City of Lambton Shores; the townships of Brooke-Alvinston, Dawn-Euphemia and Warwick; Kettle Point Indian Reserve No. 44, Stoney Point Indian Reserve No. 43 and Walpole Island Indian Reserve No. 46;

(b) that part of the Municipality of Chatham-Kent lying northwesterly of the Thames River, excepting the former City of Chatham; and

(c) the County of Middlesex excepting the City of London and the Township of Thames Centre.

47. MISSISSAUGA CENTRE

(Population: 116,984)

(Map 4)

Consisting of that part of the Regional Municipality of Peel comprised of that part of the City of Mississauga described as follows: commencing at the intersection of the Credit River with the Macdonald-Cartier Freeway (Highway No. 401); thence northeasterly along the Macdonald-Cartier Freeway (Highway No. 401) to Highway No. 403; thence southeasterly and southwesterly along said highway to Hurontario Street (Highway No. 10); thence southeasterly along said street to Burnhamthorpe Road West; thence southwesterly along said road to the Credit River; thence generally northwesterly along said river to the point of commencement.

48. MISSISSAUGA EAST

(Population: 108,459)

(Map 4)

Consisting of that part of the Regional Municipality of Peel comprised of that part of the City of Mississauga described as follows: commencing at the intersection of Hurontario Street (Highway No. 10) with the Queensway East; thence northwesterly along said street to

Highway No. 403; thence northeasterly and northwesterly along said highway to the Macdonald-Cartier Freeway (Highway No. 401); thence northeasterly along said freeway to the northeasterly limit of the City of Mississauga; thence generally southeasterly along the northeasterly limit of said city to the Queensway East; thence southwesterly along the said Queensway to the point of commencement.

49. MISSISSAUGA—PORT CREDIT

(Population: 111,930)

(Map 4)

Consisting of that part of the Regional Municipality of Peel comprised of that part of the City of Mississauga lying north of the Credit River and southeasterly of a line described as follows: commencing at the intersection of the Credit River with Burnhamthorpe Road West; thence northeasterly along said road to Hurontario Street (Highway No. 10); thence southeasterly along said street to the Queensway East; thence northeasterly along said Queensway to the northeasterly limit of the City of Mississauga.

50. MISSISSAUGA SOUTH

(Population: 109,621)

(Map 4)

Consisting of that part of the Regional Municipality of Peel comprised of that part of the City of Mississauga lying south of the Credit River and southeast of Highway No. 403.

51. MISSISSAUGA WEST

(Population: 113,008)

(Map 4)

Consisting of that part of the Regional Municipality of Peel comprised of that part of the City of Mississauga described as follows: commencing at the westernmost corner of said city along the Macdonald-Cartier Freeway (Highway No. 401); thence generally northeasterly along said freeway to the Credit River; thence generally southeasterly along said river to Highway No. 403; thence southwesterly along said highway to the southwesterly limit of the City of Mississauga; thence northwesterly along said limit to the point of commencement.

52. NEWMARKET—KING—AURORA

(Population: 109,870)

(Map 17)

Consisting of that part of the Regional Municipality of York comprised of:

- (a) the Town of Newmarket;
- (b) that part of the Township of King lying southerly of Highway No. 9; and
- (c) that part of the Town of Aurora lying westerly of Yonge Street.

53. NIAGARA—FORT ERIE

(Population: 106,958)

(Map 2)

Consisting of that part of the Regional Municipality of Niagara comprised of the cities of Fort Erie and Niagara Falls.

54. NIPISSING

(Population: 84,922)

(Map 3)

Consisting of that part of the territorial districts of Nipissing and Parry Sound described as follows: commencing at the northeast corner of the Township of Papineau-Cameron situated on the interprovincial boundary between Ontario and Quebec; thence generally southerly along the easterly limit of said township to the northeast corner of the geographic Township of Deacon; thence westerly and southerly along northerly and westerly limits of said geographic township to the northeast corner of the geographic Township of Lister; thence westerly, southerly and easterly along the northerly, westerly and southerly limits of said geographic township to the northeast corner of the geographic Township of Freswick; thence southerly along the easterly limit of the geographic townships of Freswick, Bower and Sproule to the southeast corner of the last aforementioned geographic township; thence westerly along the southerly limit of the geographic townships of Sproule, Canisbay, Peck and Finlayson to the easterly limit of the Township of Lake of Bays; thence northerly along the easterly limit of said township to its northeast corner; thence westerly along the northerly limit of said township and the northerly limit of the Town of Huntsville to the southwest corner of the Township of Perry; thence northerly and

easterly along the westerly and northerly limits of said township to the southwest corner of the Township of Armour; thence generally northerly along the westerly limit of the townships of Armour, Strong, Machar and Nipissing to the northwest corner of the last aforementioned township; thence northwesterly to the southeast corner of the geographic Township of Springer; thence northerly along the easterly limit of said geographic township to the northerly limit of Nipissing Indian Reserve No. 10; thence easterly along the northerly limit of said Indian reserve to the westerly limit of the geographic Township of Beaucage; thence northerly along the westerly limit of said geographic township to its northwest corner; thence easterly along the northerly limit of the geographic townships of Beaucage and Commanda and along the northerly limit of the City of North Bay to the southeast corner of the geographic Township of Mulock; thence northerly along the easterly limit of said geographic township to the southwest corner of the geographic Township of Jocko; thence easterly along the southerly limit of the geographic townships of Jocko and Eddy to the interprovincial boundary between Ontario and Quebec; thence southeasterly along said boundary to the point of commencement.

55. NORTHUMBERLAND—QUINTE

(Population: 94,970)

(Map 3)

Consisting of:

- (a) that part of the County of Northumberland lying easterly of the Township of Hamilton;
- (b) that part of the County of Peterborough comprised of the Township of Havelock-Belmont-Methuen; and
- (c) that part of the County of Hastings lying southerly and westerly of a line described as follows: commencing at the intersection of the westerly limit of said county with the northwest corner of the Township of Marmora and Lake; thence northeasterly and southeasterly along the northwesterly and northeasterly limits of said township to the northwest corner of the Township of Madoc; thence northeasterly, southeasterly and southwesterly along the northwesterly, northeasterly and southeasterly limits of said township to the northeast corner of the Township of Centre Hastings; thence southeasterly and southwesterly along the northeasterly and southeasterly limits of said township to the northeast corner of the City of Quinte West; thence generally southeasterly along the easterly limit of said city to the southerly limit of the County of Hastings.

56. OAK RIDGES—MARKHAM

(Population: 107,361)

(Map 17)

Consisting of that part of the Regional Municipality of York comprised of:

- (a) the Town of Whitchurch-Stouffville;
- (b) that part of the Town of Aurora lying easterly of Yonge Street;
- (c) that part of the Town of Richmond Hill lying northerly of a line described as follows: commencing at the intersection of the westerly limit of said town with Gamble Road; thence easterly along said road to Yonge Street; thence southerly along said street to Elgin Mills Road East; thence easterly along said road to the easterly limit of the Town of Richmond Hill; and
- (d) that part of the Town of Markham lying northerly and easterly of a line described as follows: commencing at the intersection of the easterly limit of the Town of Richmond Hill with 16th Avenue; thence easterly along said avenue to McCowan Road; thence southerly along said road to Highway No. 7; thence easterly along said highway to 9th Line Road; thence southerly along said road to the southerly limit of the Town of Markham.

57. OAKVILLE

(Population: 114,035)

(Map 7)

Consisting of that part of the Regional Municipality of Halton comprised of that part of the City of Oakville lying southeasterly of a line described as follows: commencing at the intersection of the northeasterly limit of said city with Dundas Street East; thence southwesterly along said street to Trafalgar Road; thence southeasterly along said road to Upper Middle Road East; thence southwesterly along said road, Upper Middle Road West and its southwesterly production to the southwesterly limit of the City of Oakville.

58. OSHAWA

(Population: 111,557)

(Map 5)

Consisting of that part of the Regional Municipality of Durham comprised of that part of the City of Oshawa lying southerly of a line described as follows: commencing at the intersection of the westerly limit of said city with Rossland Road West (Highway No. 28); thence easterly along said road and Rossland Road East (Highway No. 28) to Ritson Road North (Highway No. 16); thence northerly along said road to Taunton Road East (Highway No. 4); thence easterly along said road to the easterly limit of said city.

59. OTTAWA CENTRE

(Population: 114,032)

(Map 12)

Consisting of that part of the City of Ottawa described as follows: commencing at the intersection of the interprovincial boundary between Ontario and Quebec with a line running N 45°00' W from the northern end of the Rideau Canal; thence S 45°00' E along said line to the northern end of the Rideau Canal; thence generally southeasterly along the Rideau Canal to the southwesterly production of Mann Avenue; thence northeasterly along said production to Nicholas Street; thence southeasterly along Nicholas Street to the Queensway (Highway No. 417); thence easterly along said highway to the Rideau River; thence generally southerly along the Rideau River to the easterly limit of the former City of Nepean; thence generally northwesterly and southwesterly along the easterly and northerly limits of said former city to Merivale Road; thence northerly along said road to Carling Avenue; thence southwesterly along said avenue to the Queensway (Highway No. 417); thence southwesterly along said highway to Maitland Avenue; thence northwesterly along said avenue and Sherbourne Road to the intersection of Sherbourne Road with Richmond Road; thence N 30°00' W to the interprovincial boundary between Ontario and Quebec; thence easterly along said interprovincial boundary to the point of commencement.

60. OTTAWA—KANATA

(Population: 107,137)

(Map 12)

Consisting of that part of the City of Ottawa lying northwesterly of a line described as follows: commencing at the intersection of the southwesterly limit of the City of Ottawa with the northwesterly limit of the former Township of Goulbourn; thence northeasterly along the northwesterly limit of said former township to the southwesterly limit of the former City of Kanata; thence generally southeasterly, easterly and northerly along the southwesterly, southerly and easterly limits of said former city to the Queensway (Highway No. 417); thence northeasterly along said highway to the southwest Transitway; thence generally northerly along said Transitway and the Ottawa River Parkway to the northerly

production of McEwen Avenue; thence northerly along said production to the interprovincial boundary between Ontario and Quebec.

61. OTTAWA—NEPEAN

(Population: 110,424)

(Map 12)

Consisting of that part of the City of Ottawa described as follows: commencing at the intersection of the interprovincial boundary between Quebec and Ontario with the production (N 30°00' W) from the intersection of Sherbourne Road with Richmond Road; thence S 30°00' E to the intersection of said roads; thence generally southeasterly along Sherbourne Road and Maitland Avenue to the Queensway (Highway No. 417); thence northeasterly along said highway to Carling Avenue; thence northeasterly along said avenue to Merivale Road; thence generally southerly along said road to the northerly limit of the former City of Nepean; thence generally northeasterly and southeasterly along the northerly and easterly limits of said former city to the Rideau River; thence southerly along said river to West Hunt Club Road; thence generally southwesterly along said road to Richmond Road; thence southerly along said road to the easterly limit of the former City of Kanata; thence northerly, westerly and northerly along the easterly limit of said former city to the Queensway (Highway No. 417); thence northeasterly along said highway to the southwest Transitway; thence generally northerly along said Transitway and the Ottawa River Parkway to the northerly production of McEwen Avenue; thence northerly along said production to the interprovincial boundary between Ontario and Quebec; thence northeasterly along said boundary to the point of commencement.

62. OTTAWA—ORLÉANS

(Population: 106,725)

(Map 12)

Consisting of that part of the City of Ottawa lying easterly of a line described as follows: commencing at the intersection of the southeasterly limit of the City of Ottawa with Highway No. 417; thence generally northwesterly along said highway to the abandoned Canadian Pacific Railway line; thence easterly along said railway line approximately 250 metres to a hydroelectric transmission line; thence northerly along said hydroelectric transmission line to Green's Creek; thence generally northerly along said creek to the south shore of the Ottawa River; thence due north to the interprovincial boundary between Ontario and Quebec.

63. OTTAWA—RIDEAU

(Population: 107,299)

(Map 12)

Consisting of that part of the City of Ottawa lying southerly of a line described as follows: commencing at the intersection of the southwesterly limit of the City of Ottawa with the northwesterly limit of the former Township of Goulbourn; thence northeasterly along the southwesterly limit of said former township to the southwesterly limit of the former City of Kanata; thence generally southeasterly, easterly and northerly along the southwesterly, southerly and easterly limits of said former city to Richmond Road; thence northerly along said road to West Hunt Club Road; thence generally northeasterly along said road and Hunt Club Road to the Airport Parkway; thence southerly along said parkway to Alert Road; thence easterly along said road to Lester Road; thence northeasterly along said road and Davidson Road to Conroy Road; thence northwesterly along said road to Hunt Club Road; thence northeasterly along said road to Hawthorne Road; thence northwesterly along said road to Walkley Road; thence northeasterly along said road to Highway No. 417; thence generally easterly along said highway to the southeasterly limit of the City of Ottawa.

64. OTTAWA SOUTH

(Population: 114,982)

(Map 12)

Consisting of that part of the City of Ottawa described as follows: commencing at the intersection of the Rideau River with the Queensway (Highway No. 417); thence easterly along said highway to the former easterly limit of the City of Ottawa; thence generally southeasterly along the former easterly limit of said city to the Canadian Pacific Railway line; thence easterly along said railway line to Highway No. 417; thence southerly along said highway to Walkley Road; thence southwesterly along said road to Hawthorne Road; thence southeasterly along said road to Hunt Club Road; thence southwesterly along said road to Conroy Road; thence southeasterly along said road to Davidson Road; thence southwesterly along said road and Lester Road to Alert Road; thence westerly along said road to the Airport Parkway; thence northerly along said parkway to Hunt Club Road; thence southwesterly along said road to the Rideau River; thence northerly along said river to the point of commencement.

65. OTTAWA—VANIER

(Population: 113,473)

(Map 12)

Consisting of that part of the City of Ottawa described as follows: commencing at the intersection of the interprovincial boundary between Ontario and Quebec with a line running N 45°00' W from the northern end of the Rideau Canal; thence S 45°00' E along said line to the northern end of the Rideau Canal; thence generally southeasterly along the Rideau Canal to the southwesterly production of Mann Avenue; thence northeasterly along said production to Nicholas Street; thence southeasterly along Nicholas Street to the Queensway (Highway No. 417); thence easterly along said highway to the former easterly limit of the City of Ottawa; thence generally southeasterly along the former easterly limit of said city to the Canadian Pacific Railway line; thence easterly along said railway line to a hydroelectric transmission line located approximately 250 metres east of Highway No. 417; thence northerly along said hydroelectric transmission line to Green's Creek; thence generally northerly along said creek to the south shore of the Ottawa River; thence due north to the interprovincial boundary between Ontario and Quebec; thence generally westerly along said interprovincial boundary to the point of commencement.

66. OXFORD

(Population: 99,270)

(Map 2)

Consisting of the County of Oxford.

67. PARKDALE—HIGH PARK

(Population: 110,639)

(Map 15)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of the Humber River with the Canadian Pacific Railway; thence easterly along said railway to the Canadian National Railway; thence southeasterly along said railway to Dundas Street West; thence easterly along said street to Dufferin Street; thence southerly along said street to the Gardiner Expressway; thence westerly along said expressway to the southerly production of Spencer Avenue; thence southerly along said production to the southerly limit of the City of Toronto; thence generally westerly along the southerly limit of said city to the southeasterly production of the Humber River; thence generally northwesterly along said production and the Humber River to the point of commencement.

68. PARRY SOUND—MUSKOKA

(Population: 81,705)

(Map 3)

Consisting of:

(a) that part of the Territorial District of Parry Sound lying westerly of the townships of Nipissing, Machar, Strong, Armour and Perry;

(b) the District Municipality of Muskoka, including Moose Point Indian Reserve No. 79 and Wahta Mohawk Territory Indian Reserve situated within the perimeter of the said district municipality;

(c) that part of the County of Haliburton comprised of the Township of Algonquin Highlands;

(d) that part of the Territorial District of Manitoulin comprised of: the Town of Killarney and the unorganized territory of said territorial district lying on the north shore of Georgian Bay and easterly of the westerly limit of said town; and

(e) that part of the Territorial District of Sudbury comprised of: the towns of French River, Killarney and St.-Charles and the geographic townships of Secord, Burwash, Hendrie, Laura, Servos, Waldie and Cox.

69. PERTH—WELLINGTON

(Population: 102,447)

(Map 2)

Consisting of:

(a) the County of Perth; and

(b) that part of the County of Wellington comprised of the Town of Minto and the townships of Mapleton and Wellington North.

70. PETERBOROUGH

(Population: 106,408)

(Map 3)

Consisting of that part of the County of Peterborough described as follows: commencing at the intersection of the southerly limit of said county with the southwest corner of the Township of Otonabee-South Monaghan; thence generally northerly along the westerly limit of said township to the southerly limit of the City of Peterborough; thence generally northwesterly along the southerly and westerly limits of said city to the southerly limit of the Township of Smith-Ennismore-Lakefield; thence westerly, northerly and generally northeasterly along the southerly, westerly and northerly limits of said township to the northerly limit of the Township of Douro-Dummer; thence easterly and southerly along the northerly and easterly limits of said township and the easterly limit of the Township of Asphodel-Norwood to the southeasterly limit of the County of Peterborough; thence generally southwesterly along the southeasterly limit of said county to the point of commencement.

71. PICKERING—DURHAM

(Population: 99,646)

(Map 3)

Consisting of that part of the Regional Municipality of Durham comprised of:

(a) that part of the said regional municipality lying northerly of the cities of Pickering and Oshawa and the towns of Whitby and Clarington; and

(b) the City of Pickering excepting that part of said city lying southerly and easterly of a line described as follows: commencing at the intersection of the westerly limit of the Town of Ajax with 3rd Concession Road; thence southwesterly along said road and its southwesterly production to Dixie Road; thence southerly along said road and its southerly production to Frenchman's Bay; thence generally southerly along said bay and the channel to the southerly limit of the City of Pickering.

72. PRINCE EDWARD—HASTINGS

(Population: 106,169)

(Map 3)

Consisting of:

(a) the County of Prince Edward;

(b) that part of the County of Hastings lying easterly of the City of Quinte West and southerly of the townships of Centre Hastings and Tweed; and

(c) that part of the County of Lennox and Addington comprised of the Town of Greater Napanee and the Township of Loyalist.

73. RENFREW—NIPISSING—PEMBROKE

(Population: 96,421)

(Map 3)

Consisting of:

(a) the County of Renfrew; and

(b) that part of the Territorial District of Nipissing lying easterly of a line described as follows: commencing at the northeast corner of the geographic Township of Deacon; thence westerly and southerly along the northerly and westerly limits of said geographic township to the northeast corner of the geographic Township of Lister; thence westerly, southerly and easterly along the northerly, westerly and southerly limits of said geographic township to the northeast corner of the geographic Township of Freswick; thence southerly along the easterly limits of the geographic townships of Freswick, Bower and Sproule to the southeast corner of the aforementioned geographic township; thence westerly along the southerly limit of said geographic township to the northeast corner of the geographic Township of Nightingale; thence southerly along the easterly limits of the geographic townships of Nightingale and Clyde to the northwest corner of the County of Hastings.

74. RICHMOND HILL

(Population: 109,394)

(Map 17)

Consisting of that part of the Regional Municipality of York comprised of that part of the Town of Richmond Hill lying southerly of a line described as follows: commencing at the intersection of the westerly limit of said town with Gamble Road; thence easterly along said road to Yonge Street; thence southerly along said street to Elgin Mills Road East; thence easterly along said road to the easterly limit of the Town of Richmond Hill.

75. ST. CATHARINES—NIAGARA-ON-THE-LAKE

(Population: 117,527)

(Map 13)

Consisting of that part of the Regional Municipality of Niagara comprised of:

(a) the Town of Niagara-on-the-Lake; and

(b) that part of the City of St. Catharines lying northerly of a line described as follows: commencing at the intersection of the westerly limit of said city with St. Paul Street West; thence generally easterly along said street to St. Paul Crescent; thence northeasterly along said crescent to the Old Welland Canal; thence generally northeasterly and generally southeasterly along said canal to Westchester Crescent (to the east of Collier Street); thence easterly along said crescent to the northwest corner of the Garden City municipal golf course; thence generally southeasterly along the middle of said golf course to the spur line of the Canadian National Railway; thence southeasterly and easterly along said spur line and said railway to the southerly limit of the City of St. Catharines.

76. ST. PAUL'S

(Population: 108,696)

(Map 15)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of the Canadian Pacific Railway with Ossington Avenue; thence northerly along said avenue to Davenport Road; thence easterly along said road to Winona Drive; thence northerly along said drive to Eglinton Avenue West; thence westerly along said avenue to the former westerly limit of the City of Toronto; thence generally northerly and easterly along the former westerly and northerly limits of said city to Bathurst Street; thence southerly along said street to the Belt Line Trail (formerly the Canadian National Railway) situated immediately south of Chaplin Crescent; thence easterly along the Belt Line Trail to Eglinton Avenue West; thence easterly along said avenue to Yonge Street; thence northerly along said street to Broadway Avenue; thence easterly along said avenue to the former easterly limit of the City of Toronto; thence southerly, easterly and southerly along the former easterly limit of said city to the southeast corner of the Mount Pleasant Cemetery, at the intersection of Bayview Avenue with Moore Avenue; thence generally westerly along the southerly limit of said cemetery to the ravine situated easterly of Avoca Avenue; thence southerly along said ravine to the easterly production of Rosehill Avenue; thence westerly along said production and Rosehill Avenue to the westerly limit of the Rosehill Reservoir; thence southerly, easterly and southerly along the westerly limit of said reservoir to Woodlawn Avenue East; thence westerly along said avenue to Yonge Street; thence

southerly along said street to the Canadian Pacific Railway; thence westerly along said railway to the point of commencement.

77. SARNIA—LAMBTON

(Population: 104,556)

(Map 2)

Consisting of that part of the County of Lambton comprised of: the City of Sarnia; the towns of Petrolia and Plymton-Wyoming; the villages of Oil Springs and Point Edward; the townships of Enniskillen and St. Clair; and Sarnia Indian Reserve No. 45.

78. SAULT STE. MARIE

(Population: 83,261)

(Map 1)

Consisting of that part of the Territorial District of Algoma lying southerly and westerly of a line described as follows: commencing at the intersection of the international boundary between Canada and the United States of America with the westerly production of the northerly limit of the Township of Prince; thence easterly along said production and the northerly limit of said township to the northwest corner of the City of Sault Ste. Marie; thence easterly and southerly along the northerly and easterly limits of said city to the northwest corner of Garden River Indian Reserve No. 14; thence easterly and generally southerly along the northerly and easterly limits of said Indian reserve to the northerly limit of the Township of Macdonald, Meredith and Aberdeen Additional; thence easterly and southerly along the northerly and easterly limits of said township to the northwest corner of the Township of Plummer Additional; thence easterly and southerly along the northerly and easterly limits of said township to the southerly limit of said territorial district.

79. SCARBOROUGH—AGINCOURT

(Population: 114,411)

(Map 15)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of the northerly limit of the City of Toronto with Victoria Park Avenue;

thence easterly along the northerly limit of said city to the Canadian National Railway situated immediately west of Midland Avenue; thence southerly along said railway to Ellesmere Road; thence westerly along said road to Victoria Park Avenue; thence northerly along said avenue to the point of commencement.

80. SCARBOROUGH CENTRE

(Population: 123,089)

(Map 15)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of Eglinton Avenue East with Victoria Park Avenue; thence northerly along Victoria Park Avenue to Ellesmere Road; thence easterly along said road to the Canadian National Railway situated immediately west of Midland Avenue; thence northerly along said railway to the Macdonald-Cartier Freeway (Highway No. 401); thence easterly along said freeway to the branch of Highland Creek East situated immediately west of Eaglewing Court; thence generally southeasterly along said branch and Highland Creek East to Ellesmere Road; thence westerly along said road to Scarborough Golf Club Road; thence southerly along said road to Lawrence Avenue East; thence westerly along said avenue to Markham Road; thence southerly along said road to Eglinton Avenue East; thence westerly along said avenue to the point of commencement.

81. SCARBOROUGH EAST

(Population: 123,066)

(Map 15)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of the southerly limit of the City of Toronto with the southeasterly production of Bellamy Ravine Creek; thence northwesterly along said production and Bellamy Ravine Creek to the southwesterly production of Hill Crescent; thence northeasterly along said production and Hill Crescent to Scarborough Golf Club Road; thence northerly along said road to Kingston Road; thence northeasterly along said road to the Canadian National Railway; thence westerly along said railway to Markham Road; thence northerly along said road to Lawrence Avenue East; thence easterly along said avenue to Scarborough Golf Club Road; thence northerly along said road to Ellesmere Road; thence easterly along said road to Highland Creek East; thence generally northwesterly along said creek and its branch situated immediately west of Eaglewing Court to the Macdonald-Cartier Freeway (Highway No. 401); thence westerly along said freeway to Markham Road; thence northerly along said road to Sheppard Avenue East; thence easterly along said avenue to Twyn Rivers Drive; thence easterly, northerly and easterly along said drive to the easterly limit of the City of Toronto; thence generally southeasterly

and southwesterly along the easterly and southerly limits of said city to the point of commencement.

82. SCARBOROUGH—ROUGE RIVER

(Population: 119,115)

(Map 15)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of the Canadian National Railway situated immediately west of Midland Avenue with the northerly limit of the City of Toronto; thence easterly and southerly along the northerly and easterly limits of said city to Twyn Rivers Drive; thence westerly, southerly and westerly along said drive to Sheppard Avenue East; thence westerly along said avenue to Markham Road; thence southerly along said road to the Macdonald-Cartier Freeway (Highway No. 401); thence westerly along said freeway to the Canadian National Railway situated immediately west of Midland Avenue; thence northerly along said railway to the point of commencement.

83. SCARBOROUGH SOUTHWEST

(Population: 113,616)

(Map 15)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of Victoria Park Avenue with Eglinton Avenue East; thence easterly along Eglinton Avenue East to Markham Road; thence northerly along said road to the Canadian National Railway; thence easterly along said railway to Kingston Road; thence southwesterly along said road to Scarborough Golf Club Road; thence southerly along said road to Hill Crescent; thence southwesterly along said crescent and its production to Bellamy Ravine Creek; thence generally southeasterly along said creek and its production to the southerly limit of the City of Toronto; thence southwesterly along the southerly limit of said city to the limit of the former City of Scarborough; thence northerly along said limit to Victoria Park Avenue; thence northerly along said avenue to the point of commencement.

84. SIMCOE NORTH

(Population: 111,057)

(Map 2)

Consisting of that part of the County of Simcoe lying northerly of a line described as follows: commencing on the southeasterly limit of said county at the southeast corner of the Township of Ramara; thence southwesterly along the southerly limit of the County of Simcoe to the northeast corner of the Town of Innisfil on the southerly boundary of the Township of Oro-Medonte; thence westerly and generally northerly along the southerly and westerly boundaries of said township to the southeasterly boundary of the Township of Tay; thence southwesterly and northwesterly along the southeasterly and northwesterly boundaries of said township to the southerly boundary of the Township of Tiny; thence southwesterly and northwesterly along the southerly boundary of said township to the westerly limit of the County of Simcoe.

85. SIMCOE SOUTH

(Population: 111,389)

(Map 2)

Consisting of that part of the County of Simcoe lying westerly and southerly of a line described as follows: commencing at the southeast corner of the Town of New Tecumseth; thence northerly along the easterly limit of said town and the Township of Essa to the southwest corner of the City of Barrie; thence northerly and generally easterly along the westerly and northerly limits of said city to the easterly boundary of the Township of Springwater; thence generally northwesterly along the northeasterly boundary of said township to the southeasterly boundary of the Township of Tay; thence southwesterly and northwesterly along the southeasterly and northwesterly boundaries of said township to the southerly boundary of the Township of Tiny; thence southwesterly and northwesterly along the southerly boundary of said township to the westerly limit of the County of Simcoe.

86. STORMONT—DUNDAS—GRENVILLE

(Population: 106,488)

(Map 3)

Consisting of:

(a) the counties of Stormont and Dundas;

(b) that part of the United Counties of Leeds and Grenville comprised of the townships of North Grenville and Edwardsburgh/Cardinal; and

(c) that part of the Akwesasne Indian Reserve No. 59 comprised in the County of Stormont.

87. SUDBURY

(Population: 83,710)

(Map 6)

Consisting of that part of the City of Greater Sudbury described as follows: commencing at the intersection of the southerly limit of said city with Highway No. 69; thence generally northwesterly along said highway to Long Lake Road; thence southerly along said road to the northerly limit of the geographic Township of Broder; thence westerly along the northerly limit of said geographic township to the westerly limit of the former City of Sudbury; thence generally northerly, generally easterly and southerly along the westerly, northerly and easterly limits of said former city to Highway No. 17; thence generally easterly along said highway to the easterly limit of the City of Greater Sudbury; thence southerly and westerly along the easterly and southerly limits of said city to the point of commencement.

88. THORNHILL

(Population: 116,840)

(Map 17)

Consisting of that part of the Regional Municipality of York comprised of:

- (a) that part of the City of Vaughan lying easterly and southerly of a line described as follows: commencing at the intersection of the southerly limit of said city with Highway No. 400; thence northerly along said highway to Rutherford Road; thence easterly along said road to the westerly limit of the Town of Richmond Hill; and
- (b) that part of the Town of Markham lying westerly of Highway No. 404.

89. THUNDER BAY

(Population: 84,194)

(Map 14)

Consisting of that part of the Territorial District of Thunder Bay lying southerly and westerly of a line described as follows: commencing at the intersection of the westerly limit of said territorial district with the 6th Base Line; thence easterly along said base line to 90°00' W longitude; thence southerly along said longitude to its most southerly intersection with Dog River; thence generally southerly along said river to the west shore of Dog Lake;

thence generally southerly along the west shore of said lake to the northerly limit of the geographic Township of Fowler; thence westerly, southerly and easterly along the northerly and westerly limits of said geographic township to the Kaministiquia River; thence generally southerly along said river to the northerly limit of the Township of Oliver Paipoonge; thence easterly along the northerly limit of said township to the northwest corner of the City of Thunder Bay; thence easterly and southerly along the northerly and easterly limits of said city to Highway No. 17; thence southwesterly along said highway to Oliver Road; thence easterly along said road and John Street to Water Street; thence S 30° E to the international boundary between Canada and the United States of America.

90. THUNDER BAY—SUPERIOR NORTH

(Population: 82,655)

(Map 1)

Consisting of:

(a) that part of the Territorial District of Thunder Bay lying easterly of a line described as follows: commencing at the intersection of the northerly limit of said territorial district with a line running due north from the northeast corner of the geographic Township of Bulmer; thence due south to the northeast corner of said geographic township; thence southerly along the easterly limit of the geographic townships of Bulmer, Fletcher, Furlonge, McLaurin and Bertrand to the 6th Base Line; thence easterly along said base line to 90°00' W longitude; thence southerly along said longitude to its most southerly intersection with the Dog River; thence generally southerly along said river to the west shore of Dog Lake; thence generally southerly along the west shore of said lake to the northerly limit of the geographic Township of Fowler; thence westerly, southerly and easterly along the northerly and westerly limits of said geographic township to the Kaministiquia River; thence generally southerly along said river to the northerly limit of the Township of Oliver Paipoonge; thence easterly along the northerly limit of said township to the northwest corner of the City of Thunder Bay; thence easterly and southerly along the northerly and easterly limits of said city to Highway No. 17; thence southwesterly along said highway to Oliver Road; thence easterly along said road and John Street to Water Street; thence S 30° E to the international boundary between Canada and the United States of America;

(b) the Territorial District of Algoma, excepting that part of said territorial district lying southerly and easterly of a line described as follows: commencing at the intersection of the international boundary between Canada and the United States of America with the westerly production of the northerly limit of the Township of Prince; thence easterly along said production and the northerly limit of said township to the northwest corner of the City of Sault Ste. Marie; thence easterly and southerly along the northerly and easterly limits of said city to the northwest corner of Garden

River Indian Reserve No. 14; thence easterly and generally southerly along the northerly and easterly limits of said Indian reserve to the northerly limit of the Township of Macdonald, Meredith and Aberdeen Additional; thence easterly and southerly along the northerly and easterly limits of said township to the northwest corner of the Township of Plummer Additional; thence easterly along the northerly limit of said township to the southwest corner of the geographic Township of Galbraith; thence northerly along the westerly limits of the geographic townships of Galbraith, Morin, Kane, Hurlburt, Jollineau, Menard, Pine, Hoffman and Butcher to the limit of said territorial district; and

(c) that part of the Territorial District of Sudbury lying westerly of the easterly limit of the geographic townships of Shenango, Lemoine, Carty, Pinogami, Biggs, Rollo, Swayze, Cunningham, Blamey, Shipley, Singapore, Burr and Edighoffer.

91. TIMISKAMING—GREATER SUDBURY

(Population: 87,058)

(Map 1)

Consisting of:

(a) the Territorial District of Timiskaming, excepting that part lying westerly of the geographic townships of Fallon and Cleaver;

(b) that part of the Territorial District of Sudbury described as follows: commencing at the northwest corner of the geographic Township of Stull; thence southerly along the westerly limit of the geographic townships of Stull, Valin, Cotton, Beresford and Creelman to the northerly limit of the City of Greater Sudbury; thence generally easterly and generally southerly along the northerly and easterly limits of said city to the northwest corner of the geographic Township of Hendrie; thence easterly along the northerly limit of said geographic township to the westerly limit of the Town of St.-Charles; thence northerly, easterly, southerly and easterly along the westerly and northerly limits of said town to its northeast corner; thence easterly along the southerly limit of the geographic Township of Dunnet to its southeast corner lying on the easterly limit of the Territorial District of Sudbury; thence generally northerly and westerly along the easterly and northerly limits of said territorial district to the point of commencement;

(c) that part of the Territorial District of Nipissing lying northerly and westerly of a line described as follows: commencing at the southeast corner of the geographic Township of Eddy; thence westerly along the southerly limit of the geographic townships of Eddy and Jocko to the northeast corner of the geographic Township of Mulock; thence southerly along the easterly limit of said geographic township to the northeast corner of the City of North Bay; thence westerly along the northerly limit

of said city and along the northerly limit of the geographic townships of Commanda and Beaucage to the easterly limit of the geographic Township of Pedley; thence southerly along the easterly limit of said geographic township to the northerly limit of Nipissing Indian Reserve No. 10; thence westerly along the northerly limit of said Indian reserve to the easterly limit of the geographic Township of Springer; thence southerly along the easterly limit of said geographic township to its southeast corner; thence S 45°00' E to the northerly limit of the Territorial District of Parry Sound; and

(d) that part of the City of Greater Sudbury and Wanapitei Indian Reserve No. 11 lying easterly and northerly of a line described as follows: commencing at the northwest corner of the geographic Township of Bowell; thence southerly, easterly and southerly along the westerly limit of the former City of Valley East to the northerly limit of the former City of Sudbury; thence easterly and southerly along the northerly and easterly limits of said former city to Highway No. 17; thence generally easterly along said highway to the easterly limit of said city.

92. TIMMINS—JAMES BAY

(Population: 86,733)

(Map 1)

Consisting of:

(a) the Territorial District of Cochrane; and

(b) that part of the Territorial District of Kenora lying easterly of a line described as follows: commencing at the northeast corner of the northernmost point of the Territorial District of Thunder Bay (Albany River); thence due north to the northerly boundary of the Province of Ontario.

93. TORONTO CENTRE—ROSEDALE

(Population: 113,976)

(Map 15)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of Avenue Road with the Canadian Pacific Railway; thence easterly along said railway to Yonge Street; thence northerly along said street to Woodlawn Avenue East; thence easterly along said avenue to the westerly limit of the Rosehill Reservoir; thence northerly, westerly and northerly along the westerly limit of said reservoir to Rosehill Avenue; thence easterly along said avenue and its production to the ravine situated easterly

of Avoca Avenue; thence northerly along said ravine to the southerly limit of the Mount Pleasant Cemetery; thence generally easterly along the southerly limit of said cemetery to the former easterly limit of the City of Toronto; thence southeasterly along the former easterly limit of said city to the Canadian Pacific Railway; thence northeasterly along said railway to Bayview Avenue; thence generally southerly along said avenue to Pottery Road; thence northeasterly and southerly along said road to the Don River; thence generally southerly along said river to the Keating Channel; thence westerly along said channel and its production to the southerly production of Yonge Street; thence northerly along said production and Yonge Street to College Street; thence westerly along said street to University Avenue; thence northerly along said avenue, Queen's Park Crescent West and Avenue Road to the point of commencement.

94. TORONTO—DANFORTH

(Population: 109,713)

(Map 15)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of the southerly limit of the City of Toronto with a line drawn due south from the southerly extremity of Ashbridges Bay; thence due north along said line to the southerly extremity of Ashbridges Bay; thence generally northerly along said bay to the southerly production of Coxwell Avenue; thence northerly along said production and Coxwell Avenue to Coxwell Boulevard; thence northeasterly along said boulevard and its production to Taylor Creek; thence generally westerly along said creek and the Don River East Branch to the Don River; thence generally westerly along said river to Millwood Road; thence northwesterly along said road to the Canadian Pacific Railway; thence southwestwardly along said railway to Bayview Avenue; thence generally southerly along said avenue to Pottery Road; thence northeasterly and southerly along said road to the Don River; thence generally southerly along said river to the Keating Channel; thence westerly along said channel and its westerly production to the southerly production of Parliament Street; thence southerly to the southerly extremity of the Eastern Channel of Toronto Harbour; thence southerly to the corner of the southerly limit of the City of Toronto, said corner being situated southerly of the Outer Harbour East Headland (Leslie Street Spit); thence generally northeasterly along the southerly limit of said city to the point of commencement.

95. TRINITY—SPADINA

(Population: 111,668)

(Map 15)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of Ossington Avenue with the Canadian Pacific Railway situated

immediately north of Dupont Street; thence easterly along said railway to Avenue Road; thence southerly along said road, Queen's Park Crescent West and University Avenue to College Street; thence easterly along said street to Yonge Street; thence southerly along said street and its southerly production to the westerly production of the Keating Channel; thence easterly along said production to the westerly extremity of said channel; thence southerly to the southerly extremity of the Eastern Channel of Toronto Harbour; thence southerly to the corner of the southerly limit of the City of Toronto, said corner being situated southerly of the Outer Harbour East Headland (Leslie Street Spit); thence southwesterly, generally northerly and westerly along the southerly limit of said city to the southerly production of Spencer Avenue; thence northerly along said production to the Gardiner Expressway; thence easterly along said expressway to Dufferin Street; thence northerly along said street to Dundas Street West; thence easterly along said street to Ossington Avenue; thence northerly along said avenue to the point of commencement.

96. VAUGHAN

(Population: 112,049)

(Map 17)

Consisting of that part of the Regional Municipality of York comprised of that part of the City of Vaughan lying westerly and northerly of a line described as follows: commencing at the intersection of the southerly limit of said city with Highway No. 400; thence northerly along said highway to Rutherford Road; thence easterly along said road to the westerly limit of the Town of Richmond Hill.

97. WATERLOO—WELLINGTON

(Population: 110,454)

(Map 2)

Consisting of:

(a) that part of the Regional Municipality of Waterloo comprised of:

- (i) the townships of Wilmot, Wellesley and Woolwich; and
- (ii) that part of the City of Kitchener lying southerly of a line described as follows: commencing at the intersection of the westerly limit of said city with Conestoga Parkway (Highway No. 7); thence northeasterly along said parkway to Shelley Drive; thence southerly along said drive to Courtland Avenue East; thence easterly along said avenue to Montgomery Creek; thence generally southerly along said creek to the most easterly track of the Canadian National Railway; thence generally easterly along said track to the

King's Highway (Highway No. 8); thence easterly along said highway to the Grand River; thence generally northeasterly along said river to the easterly limit of the City of Kitchener; and

(b) that part of the County of Wellington comprised of the Township of Centre Wellington.

98. WELLAND

(Population: 116,640)

(Map 2)

Consisting of that part of the Regional Municipality of Niagara comprised of:

(a) the cities of Port Colborne, Thorold and Welland;

(b) the Township of Wainfleet; and

(c) that part of the City of St. Catharines lying southerly of a line described as follows: commencing at the intersection of the westerly limit of said city with St. Paul Street West; thence generally easterly along said street to St. Paul Crescent; thence northeasterly along said crescent to the Old Welland Canal; thence generally northeasterly and generally southeasterly along said canal to Westchester Crescent (to the east of Collier Street); thence easterly along said crescent to the northwest corner of the Garden City municipal golf course; thence generally southeasterly along the middle of said golf course to the spur line of the Canadian National Railway; thence southeasterly and easterly along said spur line and said railway to the southerly limit of the City of St. Catharines.

99. WHITBY—OSHAWA

(Population: 114,907)

(Map 5)

Consisting of that part of the Regional Municipality of Durham comprised of:

(a) the Town of Whitby; and

(b) that part of the City of Oshawa lying northwesterly of a line described as follows: commencing at the intersection of the westerly limit of said city with Rossland Road West (Highway No. 28); thence easterly along said road and Rossland Road East (Highway No. 28) to Ritson Road North (Highway No. 16); thence northerly along

said road to Taunton Road East (Highway No. 4); thence easterly along said road to the easterly limit of said city.

100. WILLOWDALE

(Population: 109,258)

(Map 15)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of the northerly limit of the City of Toronto with Victoria Park Avenue; thence southerly along said avenue to Finch Avenue East; thence westerly along said avenue to the Don River East Branch; thence generally southerly along the Don River East Branch to the Macdonald-Cartier Freeway (Highway No. 401); thence westerly along said freeway to the Don River West Branch; thence generally northwesterly along the Don River West Branch to Bathurst Street; thence northerly along said street to the hydroelectric transmission line situated northerly of Finch Avenue West; thence easterly along said hydroelectric transmission line to Yonge Street; thence northerly along said street to the northerly limit of the City of Toronto; thence easterly along the northerly limit of said city to the point of commencement.

101. WINDSOR—TECUMSEH

(Population: 116,466)

(Map 16)

Consisting of that part of the County of Essex comprised of:

(a) the Town of Tecumseh; and

(b) that part of the City of Windsor lying northerly and easterly of a line described as follows: commencing at the intersection of the international boundary between Canada and the United States of America with the northwesterly production of Langlois Avenue; thence southeasterly along said production and Langlois Avenue to Tecumseh Road East; thence easterly along said road to Pillette Road; thence southeasterly along said road, its southeasterly projection and Pillette Road to the southerly limit of the City of Windsor.

102. WINDSOR WEST

(Population: 117,041)

(Map 16)

Consisting of that part of the County of Essex comprised of that part of the City of Windsor lying southerly and westerly of a line described as follows: commencing at the intersection of the international boundary between Canada with the United States of America with the northwesterly production of Langlois Avenue; thence southeasterly along said production and Langlois Avenue to Tecumseh Road East; thence easterly along said road to Pillette Road; thence southeasterly along said road, its southeasterly projection and Pillette Road to the southerly limit of the City of Windsor.

103. YORK CENTRE

(Population: 113,420)

(Map 15)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of the northerly limit of the City of Toronto with Yonge Street; thence southerly along said street to the hydroelectric transmission line situated northerly of Finch Avenue West; thence westerly along said hydroelectric transmission line to Bathurst Street; thence southerly along said street to the Don River West Branch; thence generally southeasterly along the Don River West Branch to the Macdonald-Cartier Freeway (Highway No. 401); thence southwesterly and westerly along said freeway to Jane Street; thence northerly along said street to Sheppard Avenue West; thence easterly along said avenue to Black Creek; thence generally northwesterly along said creek to Grandravine Drive; thence easterly along said drive to Keele Street; thence northerly along said street to the northerly limit of the City of Toronto; thence easterly along the northerly limit of said city to the point of commencement.

104. YORK NORTH—SIMCOE

(Population: 112,541)

(Map 2)

Consisting of:

(a) that part of the Regional Municipality of York comprised of:

- (i) the towns of East Gwillimbury and Georgina; and
- (ii) that part of the Township of King lying northerly of Highway No. 9;

(b) Chippewas of Georgina Island First Nation Indian Reserve;

(c) that part of the County of Simcoe comprised of the towns of Bradford West Gwillimbury and Innisfil.

105. YORK SOUTH—WESTON

(Population: 106,974)

(Map 15)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of the Humber River with the Macdonald-Cartier Freeway (Highway No. 401); thence easterly along said freeway to the Canadian National Railway situated immediately west of Caledonia Road; thence southerly along said railway to Eglinton Avenue West; thence westerly along said avenue to Keele Street; thence southerly along said street and its southerly production to the Canadian National Railway; thence southeasterly along said railway to the Canadian Pacific Railway; thence westerly along said railway to the Humber River; thence generally northerly along said river to the point of commencement.

106. YORK WEST

(Population: 110,384)

(Map 15)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of the northerly limit of the City of Toronto with Keele Street; thence southerly along said street to Grandravine Drive; thence westerly along said drive to Black Creek; thence generally southeasterly along said creek to Sheppard Avenue West; thence westerly along said avenue to Jane Street; thence southerly along said street to the Macdonald-Cartier Freeway (Highway No. 401); thence westerly along said freeway to the Humber River; thence generally northwesterly along said river to the northerly limit of the City of Toronto; thence easterly along the northerly limit of said city to the point of commencement.