

# FEDERAL ELECTORAL BOUNDARIES COMMISSION FOR ONTARIO

## Report

The increase to Canada's population during 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 will be increased from 103 to 106.

The Federal Electoral Boundaries Commission for Ontario (referred to hereinafter as "the Commission") was established on April 16, 2002, by proclamation, as required under the *Electoral Boundaries Readjustment Act* (R.S.C. 1985, c. E-3). The Commission is an independent body with the responsibility for readjusting the electoral boundaries in the province of Ontario after the completion of the decennial census. The Chairperson, appointed by the Chief Justice of Ontario, is the Honourable 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.

The *Electoral Boundaries Readjustment Act* (referred to hereinafter as "the Act") emphasizes that the federal electoral boundaries commission for a province shall be governed by a number of rules contained in section 15 of the Act. The principal rule for constructing electoral boundaries is that the population of each electoral district shall be as close as is reasonably possible to the electoral quotient for the province, while considering that reasonable electoral boundaries shall reflect a community of interest, a community of identity or the historical pattern of an electoral district; and a manageable geographical size for electoral districts in sparsely populated, rural or northern regions of the province. A commission may depart from the rule that electoral districts correspond to the provincial quotient where it believes to do so is necessary or desirable to respect a community of interest or maintain a manageable geographical size for electoral districts. But in departing from the rule, that electoral districts correspond to the provincial quotient, a commission must make every effort to ensure that, except in circumstances it views as being extraordinary, the population of each electoral district remains within 25 per cent (plus or minus) of the provincial quotient. The provincial quotient for electoral districts in Ontario is 107,642, which is established by dividing the population of Ontario by the number of electoral districts assigned to the province. The upper limit of the quotient is 134,553 and the lower limit is 80,732.

The Commission released a report describing its proposed boundaries, which was published as a supplement to the *Canada Gazette* on August 17, 2002. The proposals were also contained in an advertising flyer that appeared in 43 daily newspapers between August 16 and 19, which outlined the process for making public representations and specified the locations and dates for the public hearings. Similar advertisements were placed in 330 other news publications throughout the province.

The Commission held public hearings in 16 locations around Ontario, from October 21 until December 10 in the following cities: Thunder Bay, Sault Ste. Marie, Belleville, Timmins, Greater Sudbury, Kingston, Ottawa, Whitby, Richmond Hill, Hamilton, St. Catharines, London, Windsor, Mississauga, Barrie and Toronto. The Commission received 535 representations, of which 286 were made at the public hearings (many of the presenters also provided written submissions) and an additional 249 were in written form only. Both the oral and written representations were extremely helpful to the Commission. The Commission has reflected upon suggestions made to improve the proposals and has tried to respond to concerns that the proposed electoral districts divided communities of interests or led to unmanageable electoral districts. Although the recommended changes were not always possible to incorporate, either because of inappropriate population levels involved or due to conflicting demands in neighbouring electoral districts, the Commission has made a substantial number of changes to the electoral districts, from those specified in its proposals. Based on testimony heard at the hearings and in written submissions, the Commission made changes to 80 of its proposed electoral districts.

## **Overall Approach**

Population shifts, the effects of municipal amalgamations, and the requirement to establish three new electoral districts in the province required substantial adjustment to the boundaries of existing electoral districts. The Commission did not wish to change electoral districts simply for the sake of doing so. Where boundaries could be retained, the Commission tried to do so. In fact, 11 of the electoral districts outlined in this report remain unchanged from the 1996 Representation Order.

The Commission has tried as much as is reasonably possible to respect the boundaries of those municipalities whose populations are consistent with the provincial quotient. This is not always possible. 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, and often more.

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 inhabitants (Timiskaming—Cochrane) to 189,934 inhabitants (Brampton West—Mississauga).

## **Northern Ontario**

The population of Northern Ontario is 838,812 inhabitants according to the 2001 census and the region currently has 11 electoral districts. Northern Ontario's electoral districts were already significantly below the provincial quotient after the previous electoral readjustment. The average population for each electoral district in this region is 76,256. Thus, to retain 11 electoral districts would result in significant overrepresentation in this area.

The Commission considered several alternative approaches and decided that the best approach reduces the region's number of electoral districts to 10. The Commission heard strong opposition at the public hearings to its proposal to remove one electoral district from Northern Ontario. Representations made during the four public hearings held in the north, and in written submissions, suggested that the electoral districts in Northern Ontario should be treated differently from other Ontario electoral districts. Many argued that the Northern Ontario electoral districts have more in common with electoral districts in lower-populated Prairie provinces than with larger, and often more urban, southern Ontario electoral districts. Emphasized was the idea that electoral boundaries in the north should take into account serviceability of large geographical electoral districts, particularly where communities are remote and where transportation between these and other areas in an electoral district requires air travel, which often does not link the constituent communities, or requires many hours of driving made more difficult because of inclement winter weather and road closures.

The Commission heard repeated suggestions that it should maintain the current electoral boundaries for Northern Ontario to ensure that the number of electoral districts remains unchanged at 11. Alternatively, the Commission heard that if the Commission must change electoral districts, the Commission should ensure that no electoral district is removed, regardless of how many electoral districts would fall outside the allowable 25 per cent variance from the quotient, thus requiring that they be deemed extraordinary circumstances. The Commission believes that any decision to grant Northern Ontario a guaranteed minimum level of electoral districts, even when population levels do not warrant this treatment, should be made by Parliament. Moreover, a problem with the second suggestion is that it presumes that electoral districts based in urban centres like Greater Sudbury and Sault Ste. Marie (which have populations well below the allowable variance from the quotient) should be significantly overrepresented. The Commission does not accept that urban centres warrant extraordinary circumstances. In any event, the Commission received no comprehensive alternative proposal to maintain 11 electoral districts in this region.

The Commission is willing to recognize that individual northern electoral districts should have smaller populations than other Ontario electoral districts. Otherwise, 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. This decision is consistent with the legislation’s emphasis on a manageable geographical size for sparsely populated, rural or northern regions. Thus, these electoral districts are uniformly well below the provincial quotient and have the lowest populations of any electoral district in the province.

While the Commission does not accept that multiple Northern Ontario electoral districts warrant deviating from the allowable variance from the quotient, particularly in urban northern areas, it does accept that one electoral district warrants this treatment. The existing electoral district of Kenora—Rainy River is 26.83 per cent below the provincial quotient. To add sufficient population to this electoral district would have made an already geographically large electoral district even larger, making it more difficult for the elected member to service the various communities throughout the electoral district, many of which are not connected by road networks. By recognizing extraordinary circumstances in the treatment of this electoral district, this decision has the added benefit of giving the Commission more flexibility to change other boundaries in northern electoral districts to address concerns raised in the public hearings. The proposals for Northern Ontario, which initially did not have any boundary that deviated beyond 25 per cent from the quotient, allowed little margin to respond to objections that the Commission’s initial boundary decisions would seriously divide communities of interest. The Commission has removed all of the Territorial District of Rainy River from the current electoral district of Kenora—Rainy River, leaving this electoral district, now named KENORA, with a population of 60,572, which is 43.73 per cent below the provincial quotient.

The current electoral districts of Thunder Bay—Atikokan and Thunder Bay—Superior North are both well below the allowable variance from the quotient (29.39 per cent and 30.10 per cent respectively) and therefore have required substantial adjustments. The Commission heard numerous objections to its proposed Thunder Bay—Superior North electoral district. The most notable objection was that servicing the proposed electoral district would be unmanageable, particularly because of the required length of travel time between communities along the long Highway No. 17 corridor, which is made more difficult by the challenges that winter weather and road closures present. In response to these concerns, and to create two electoral districts with appropriate levels of population, the Commission has altered the boundaries within the City of Thunder Bay. The electoral districts of THUNDER BAY—RAINY RIVER and THUNDER BAY—SUPERIOR NORTH have respective populations of 85,775 and 83,657.

The current electoral district of Sault Ste. Marie is 30.73 per cent below the provincial quotient. In public hearings, the proposed electoral district was criticized because it would isolate communities in the Sault North Planning District by placing them in the proposed Thunder Bay—Superior North electoral district. In response to these concerns, the Commission is increasing the geographical size of this electoral district beyond what

it earlier had proposed. The electoral district of SAULT STE. MARIE now includes the City of Sault Ste. Marie, several surrounding municipalities, from Prince in the west to Plummer Additional to the east, as well as the area to the north as far as the Montreal River.

The Commission heard substantial opposition to its proposed boundaries for the electoral district of Parry Sound—Muskoka. One concern was that proposed changes to the eastern boundary, made to increase the population of the electoral district of Nipissing, divided the communities of interest for the Village of Burk's Falls and other communities along Highway No. 11. In response to these concerns, the Commission has generally reverted back to the current electoral boundaries of Parry Sound—Muskoka. One exception is the placement of the Town of Killarney in the electoral district of NICKEL BELT, because municipal restructuring significantly increased the size of this town. A second exception is the removal of the Township of Algonquin Highlands and its placement in the electoral district of HALIBURTON—KAWARTHA LAKES—BROCK, in accordance with the wishes of local municipal officials and residents. The population of PARRY SOUND—MUSKOKA is 84,789, which is 21.23 per cent below the provincial quotient.

The electoral district of Nipissing has a population of 74,915, which is 30.40 per cent below the provincial quotient. Significant adjustments were required to increase the population of this electoral district to an appropriate level. The electoral district retains its southern, western and eastern boundaries. To increase the population of the electoral district, the Commission significantly shifted the northern boundary, which now follows the Highway No. 11 corridor, including the tri-towns of Haileybury, Cobalt and New Liskeard, and as far north as the Township of Dymond. The Commission has renamed this electoral district NIPISSING—TIMISKAMING, which has a population of 89,961 and is 16.43 per cent below the provincial quotient.

The electoral district of Timmins—James Bay has a population of 71,648, which is 33.44 per cent below the provincial quotient. To increase its population, the electoral boundaries of this electoral district have been adjusted to the south to include the Town of Kirkland Lake, which is consistent with the wishes of municipal officials who advised the Commission that Kirkland Lake has a strong community of interest with the Timmins area. To adjust for the population increase of this southern boundary change and because of the need to add population to the NIPISSING—TIMISKAMING electoral district, the Commission is removing from the electoral district the communities around Highway No. 11, from the Town of Smooth Rock Falls to the westernmost part of the Territorial District of Cochrane. With these changes, the electoral district of TIMMINS—JAMES BAY has a population of 84,001, which is 21.96 per cent below the provincial quotient.

Adjustments to the electoral district of Sault Ste. Marie decreased the population of the electoral district of Algoma—Manitoulin, which was already 31.81 per cent below the provincial quotient. Concerns expressed at the hearings by rural communities about being overwhelmed by larger urban centres, led the Commission to establish a rural-based electoral district, ALGOMA—MANITOULIN—KAPUSKASING. The communities

along the Highway No. 11 corridor in the Territorial District of Cochrane were added to provide sufficient population.

The Commission heard substantial opposition to its proposed treatment of the Greater Sudbury area. Complaints arose that our proposed boundaries isolated francophone communities in the City of Greater Sudbury. In response to these concerns, the Commission is maintaining a Nickel Belt-based electoral district that includes the francophone communities of French River, St.-Charles and Markstay-Warren, with the addition of the rest of the Territorial District of Sudbury and the municipalities of West Nipissing and Killarney. The electoral district of NICKEL BELT has a population of 89,314, which is 17.03 per cent below the provincial quotient. To ensure that the electoral district of SUDBURY has sufficient population, its boundaries have been readjusted to include the area west of the current electoral district, corresponding to the former municipality of Walden within the City of Greater Sudbury.

### **Eastern Ontario**

The electoral district of RENFREW—NIPISSING—PEMBROKE remains unchanged, with a population that 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*

Initially, the Commission proposed to respect the municipal boundaries of the City of Ottawa following the 2001 amalgamation, which merged all of the municipalities within the Regional Municipality of Ottawa-Carleton. The Commission heard numerous objections to its proposals for Ottawa-area electoral districts, both from residents of these electoral districts and from residents living in other Eastern Ontario electoral districts who were critical that the Commission's decision to respect Ottawa municipal boundaries would have a ripple effect on the boundaries of their electoral districts. In response to these concerns, and to suggestions to retain historical names, the Commission has made significant readjustments to what it had proposed for the Ottawa electoral districts.

The Commission accepts the argument made in numerous submissions during the hearings to keep rural communities together. This requires crossing the Ottawa municipal boundary and removing most of the former Township of Cumberland from the proposed electoral district of Ottawa—Orléans, and including it in the electoral district of GLENGARRY—PRESCOTT—RUSSELL. The boundaries of the electoral district of OTTAWA—ORLÉANS are being adjusted to keep the Orléans community together. The electoral district of OTTAWA—VANIÉR remains the same except for a minor adjustment in response to suggestions heard during the hearings that the Queensway and Highway No. 417 provide more sensible boundaries.

The electoral district of OTTAWA CENTRE remains unchanged. The electoral district of OTTAWA SOUTH is largely the same as proposed, except for an eastern adjustment and the minor change discussed above with respect to OTTAWA—VANIER.

The Commission heard substantial criticisms that its proposed electoral district of Ottawa—Nepean divides communities of interest and inappropriately links communities around Britannia Beach with less urbanized areas associated with the former City of Kanata. In response to these criticisms, the Commission has reverted to the current boundaries and name of the electoral district of OTTAWA WEST—NEPEAN, with the exception of an addition north of West Hunt Club Road (for details, see Map 11).

The Commission has significantly restructured the boundaries for the current electoral district of Lanark—Carleton, due in large part to the increase in population of this electoral district, which at 138,398 significantly surpasses the provincial quotient. At the public hearings, the mayor of the Town of Mississippi Mills indicated a desire to be united with an Ottawa-based electoral district, a position that is inconsistent with the Commission's proposals that Ottawa-area electoral districts respect the city's municipal boundaries. In response to this suggestion, and to address concerns with its initial proposal to locate communities around Britannia Beach within a Kanata-area electoral district, the Commission is establishing the electoral district of CARLETON—LANARK, which comprises the areas formerly known as the Township of West Carleton, the City of Kanata, the Township of Goulbourn and the current Town of Mississippi Mills.

The Commission was asked at many of the hearings to retain historical names. Therefore, the Commission is changing the proposed name of the electoral district of Ottawa—Rideau to NEPEAN—CARLETON. The boundaries of NEPEAN—CARLETON remain similar to their current state, with the exception of an eastern adjustment that includes the rest of the former City of Gloucester that is not in the electoral district of OTTAWA—ORLÉANS, and a western adjustment that removes the former Township of Goulbourn.

### *Eastern Ontario Outside Ottawa*

The Commission's proposed treatment of the rest of Eastern Ontario was greatly influenced by two factors: a substantial increase in population in the existing electoral district of Lanark—Carleton, which required substantial readjustments to this electoral district, and the Commission's initial decision to respect the municipal boundaries of the City of Ottawa.

The cumulative effects of these factors reverberated in the Commission's proposed treatment of a number of Eastern Ontario electoral districts. The Commission heard abundant criticisms that communities of interest had been severed, counties had been divided more often than necessary, and differing counties had been united in electoral districts despite their lack of common interests. The decision in eastern Ottawa, to deviate from the municipal boundary, allowed the Commission to redress many of the criticisms of its proposals.

One of the most significant proposed changes to an existing electoral district occurred in the current electoral district of Lanark—Carleton. The removal of Kanata from the Lanark—Carleton electoral district meant that the electoral district no longer had a sufficient population. The rural nature of this area necessitated a large geographical area to ensure sufficient population and resulted in a proposal that drew people from four counties. This proposed electoral district, which the Commission named Lanark and the Lakes, drew substantial criticism – that the existing road network would make it difficult to service, that it divided existing communities of interest, and that it grouped together centres with few discernable common interests. By revisiting the decision to cross the city boundary in eastern Ottawa, the Commission was able to substantially revise its treatment of this and other Eastern Ontario electoral districts. Another important factor that influenced the Commission’s final approach to this electoral district was the suggestion, discussed previously, that the Town of Mississippi Mills has more affinity with the City of Ottawa than with the more rural western parts of the proposed electoral district, and therefore should be united in an electoral district that includes Ottawa. With the above-mentioned placement of the Town of Mississippi Mills, the Commission has changed the boundaries of this electoral district, which it is naming LANARK—FRONTENAC—LENNOX AND ADDINGTON. This electoral district includes all of Lanark County (except for the Town of Mississippi Mills), all of Frontenac County (except for the City of Kingston and the Township of Frontenac Islands), and all of the County of Lennox and Addington.

As was mentioned earlier, the Commission restored most of the area of the former Township of Cumberland to the electoral district of GLENGARRY—PRESCOTT—RUSSELL. This decision allowed the Commission to address a concern raised in the hearings – that the proposed readjustment to the southwestern part of the electoral district would have separated francophone populations from relevant spheres of influence in and around the City of Cornwall. The Commission has included the Township of South Glengarry in the electoral district of STORMONT—DUNDAS—SOUTH GLENGARRY.

The electoral district of LEEDS—GRENVILLE remains unchanged. This is a significant departure from the Commission’s proposal, which was to unite the communities of Leeds and Grenville United Counties and Frontenac County.

The electoral district of KINGSTON AND THE ISLANDS is the same as the current electoral district except for the addition of that part of the city that is north of Highway No. 401.

The Commission’s proposed Lanark and the Lakes electoral district included part of Hastings County. Substantial objections were raised during the public hearings and in written submissions, that the proposed electoral district divided the county and, in so doing, threatened to undermine the pursuit of communities of interest on a range of issues. Concerns were also expressed that the Commission proposed to remove a historic name of importance. The proposed electoral district was also criticized for reflecting an east–west direction rather than the more traditional north–south orientation, which better

corresponds to transportation patterns. In response to these concerns, the Commission is establishing a very different electoral district, PRINCE EDWARD—HASTINGS, which includes all of Hastings County, except for the City of Quinte West, and all of the City of Prince Edward.

Similar objections were raised with respect to the Commission's proposed treatment of Northumberland County, which would have been part of a very different electoral district than what currently exists. The cumulative effects of changing eastern electoral districts allowed for substantial alterations to what was originally proposed. Thus, earlier discussed changes to LANARK—FRONTENAC—LENNOX AND ADDINGTON have allowed for substantial readjustments to the proposed electoral district of Northumberland—Quinte, which address many of the concerns raised at the public hearings. The Commission is renaming the electoral district NORTHUMBERLAND—QUINTE WEST. The boundaries are similar to the current electoral district except for an addition made to respect a municipal amalgamation. The electoral district includes all of Northumberland County and that part of Hastings County that comprises the recently amalgamated City of Quinte West.

The electoral district of PETERBOROUGH remains the same as the current electoral district except for an adjustment to recognize the municipal amalgamation of the Township of Cavan-Millbrook-North Monaghan. This reflects a change from the proposal to respond to concerns arising from the exclusion of the Township of Havelock-Belmont-Methuen from this electoral district. The Commission heard different opinions on whether to split the Township of Cavan-Millbrook-North Monaghan and include its North Monaghan Ward within the Peterborough electoral district. Although the sitting member of the House of Commons proposed this idea, the Commission was persuaded by the reeve of the Township of Cavan-Millbrook-North Monaghan who, writing on behalf of the council, argued that the township should be kept together in a single electoral district.

The electoral district of HALIBURTON—KAWARTHA LAKES—BROCK is the same as the current electoral district except for the addition of the Township of Algonquin Highlands. In making this decision, the Commission has responded to criticisms on behalf of the Township of Algonquin Highlands and others opposing the exclusion of this municipality from the electoral district. The Commission has also responded to complaints from municipal officials about its proposal to remove the Township of Brock, which is a rural municipality, and place it within a more urban electoral district. Thus, the Township of Brock is remaining in the electoral district of HALIBURTON—KAWARTHA LAKES—BROCK.

### **Durham Region and City of Toronto**

The existing electoral districts in Durham Region have experienced considerable growth. The population of this region, while too large for four electoral districts, is not sufficient for five. Nevertheless, the Commission heard numerous proposals to increase the number

of electoral districts in the Durham Region to five. The Commission was not prepared to accept these recommendations as proposed. One problem is that to have five electoral districts solely within Durham Region produces overrepresentation in one or more of these electoral districts. Other problems with these recommendations were that they proposed to split the Town of Clarington and were dependent upon the inclusion of the Township of Brock in the Durham area electoral districts, despite strong opposition from township officials, as indicated above.

In the public hearings held in Toronto, the City of Toronto argued that electoral boundaries should not deviate any more than necessary from the provincial quotient, suggesting a maximum 5 per cent variance from the quotient. The City also argued that Toronto area electoral districts need not be confined to the city's municipal boundaries. This latter recommendation has important implications for neighbouring electoral districts, such as those in Durham Region. The Commission has acted on this suggestion that the 22 electoral districts in Toronto need not be confined entirely to the city's municipal boundaries. By extending electoral boundaries beyond the city's eastern municipal limits, the Commission is able to increase the number of electoral districts in Durham Region in a manner that does not result in the overrepresentation, or the forced inclusion of the rural municipality of Brock in an urban electoral district to which it has little affinity. It also results in significant changes to the proposed electoral districts in Durham Region.

### *Durham Region*

The Commission is establishing the electoral district of CLARINGTON—SCUGOG—UXBRIDGE, which includes the Town of Clarington, the townships of Scugog and Uxbridge, and the Indian reserve named Mississaugas of Scugog Island.

The electoral district of OSHAWA includes the current electoral district of Oshawa and everything south of Rossland Road.

The electoral district of WHITBY—OSHAWA is comprised of all of the Town of Whitby and the remainder of the City of Oshawa.

The electoral district of AJAX—PICKERING is comprised of all of the Town of Ajax and the area in the City of Pickering that is north of Finch Avenue, east of Valley Farm Road, north of Highway No. 401 and east of Brock Road.

### *City of Toronto*

The City of Toronto's recommendation not to be bound by the city's municipal boundaries had a significant effect on the Durham and Scarborough area electoral districts. This effect is most pronounced in the electoral district of PICKERING—SCARBOROUGH EAST. This electoral district includes the remaining part of the City of Pickering and that part of the City of Toronto which is south of Finch Avenue East,

east of Meadowvale Road, south of Sheppard Avenue East, east of Morningside Avenue and Highland Creek, and west of AJAX—PICKERING.

The above creation of PICKERING—SCARBOROUGH EAST had an impact on other Scarborough electoral districts. The decision not to confine Toronto area electoral districts to municipal limits has allowed the Commission to respond to criticisms that three of its proposed Scarborough electoral districts would be significantly under-represented. The Commission is significantly altering the electoral districts in this area, and is establishing electoral districts that are each less than 8 per cent from the provincial quotient.

The electoral district of SCARBOROUGH—GUILDWOOD consists of the area south of Highway No. 401 that is between Bellamy Road on the west and Morningside Avenue and Highland Creek on the east.

The electoral district of SCARBOROUGH—ROUGE RIVER retains its northern limit, which is the northern limit of the City of Toronto, and is bounded on the west by Midland Avenue as far as Finch Avenue East, and Brimley Road to Highway No. 401, and on the east by PICKERING—SCARBOROUGH EAST.

The electoral district of SCARBOROUGH—AGINCOURT retains its same northern and western boundaries, these being the northern City of Toronto limits and Victoria Park Avenue. The southern and eastern boundaries have changed. They are Highway No. 401 on the south and SCARBOROUGH—ROUGE RIVER on the east.

The electoral district of SCARBOROUGH CENTRE is bounded on the north by Highway No. 401, on the west by Victoria Park Avenue, on the south by the hydroelectric transmission line (situated north of Craigton Drive) to the Canadian National Railway, following this railway south to Eglinton Avenue East, and on the east by SCARBOROUGH—GUILDWOOD.

The electoral district of SCARBOROUGH SOUTHWEST is bounded by Victoria Park Avenue on the west, Lake Ontario on the south, SCARBOROUGH—GUILDWOOD on the east and SCARBOROUGH CENTRE on the north.

The population of the current electoral district of Willowdale is 118,375, requiring substantial adjustments. To reduce the population of this electoral district, the Commission has moved the territory that is north of the hydroelectric transmission line (north of Finch Avenue West) and west of Yonge Street to YORK CENTRE. The Commission heard concerns about its proposed eastern boundary from Mr. David Caplan, Member of the Provincial Parliament, and the Honourable Mr. David Collenette, Member of the House of Commons, that communities of interest would be divided if the Commission were to remove from the electoral district of Don Valley East the area between Highway No. 404 and Victoria Park Avenue that is north of Finch Avenue East, and move it into the electoral district of Willowdale. In response, the Commission is reverting to the current northern boundary for DON VALLEY EAST. The Commission

has also acted upon the suggestion by both representatives that the area between Sheppard Avenue and Finch Avenue East, from the Don River to Leslie Street, be moved from DON VALLEY EAST to WILLOWDALE because the area's residents have a stronger affinity with WILLOWDALE.

The boundaries of the current electoral districts of York Centre and York West required adjustments because their populations are too low. The Commission has added to York Centre the territory north of the hydroelectric transmission line (north of Finch Avenue West) and west of Yonge Street. It has also extended the western boundary to Keele Street. The boundary between the two electoral districts has been adjusted. It continues to be Jane Street, but it is extended as far north as Sheppard Avenue. It then goes east to Black Creek, north to Grandravine Drive, and east to Keele Street, which serves as 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.

No changes have been made to the electoral district of YORK SOUTH—WESTON other than a minor adjustment on the eastern boundary where Keele Street intersects with the Canadian National Railway line.

The Commission's proposed boundaries for the electoral district of Davenport were supported by the sitting Member of the House of Commons, Mr. Charles Caccia. These changes would have extended the eastern boundary from Dovercourt Road to Ossington Avenue, between the Canadian Pacific Railway line and Dundas Street West. But the Commission also heard criticism from others that its proposal to move all of the territory south of Dundas Street West into other electoral districts would divide communities of interest. Concerns expressed were that by using Dundas Street West as the southern boundary, a large part of the Portuguese community was excluded from the Davenport electoral district. The Commission has responded to this concern and is reverting to the existing southern boundary. A different concern with the proposed boundaries of Davenport, expressed by the Silverthorne Ratepayers' Association and their federal Member of the House of Commons, Mr. Alan Tonks, was that the northwest boundary divided the Silverthorne community. To address this problem, the Commission has reverted to the current northern boundary, placing the Silverthorne community in YORK SOUTH—WESTON. The population of DAVENPORT is 111,705, YORK SOUTH—WESTON is 114,539 and TRINITY—SPADINA is 106,094.

The boundaries of PARKDALE—HIGH PARK remain the same as the current electoral district with the exception of the removal of the area at the southeast corner, between Dufferin Street and Atlantic Avenue and north of the Gardiner Expressway. The Commission heard from City Councillor Chris Korwin-Kuczynski who suggested that the Exhibition grounds be included in this electoral district. However, the Commission was not persuaded that this change is warranted. A problem with this suggested change is that the surrounding area has a population too large to be included in PARKDALE—HIGH PARK.

The northern boundary of TRINITY—SPADINA is the same as the current electoral district. The eastern boundary remains the same for the area that is north of College Street. The Commission has added to this electoral district the area south of College Street and west of Yonge Street, including the Toronto Islands. On the west, the electoral district is bounded by DAVENPORT and PARKDALE—HIGH PARK.

The electoral district of Toronto Centre—Rosedale required considerable changes because the population of the current electoral district is 122,882, which the Commission considers unacceptably high. The Commission has redrawn the boundary so 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) are removed from Toronto Centre—Rosedale and added to TRINITY—SPADINA. On the north, the Commission added the area known as Governor's Bridge (population 388) 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. The Commission also responded to a written submission to include all of the Summerhill community in the existing electoral district of Toronto Centre—Rosedale. This was accomplished by moving that part of the boundary on Woodlawn Avenue East, northwards to Jackes Avenue. Neither of these additions added substantial population to this electoral district but did restore communities of interest. The Commission has also responded to a suggestion made at the hearings that the name of the electoral district should be changed since the community known as Rosedale comprises less than 10 per cent of the population of this electoral district. The electoral district has been renamed TORONTO CENTRE.

The Commission did not propose any changes to the current electoral district of St. Paul's. During the hearings, the Commission heard from Toronto municipal officials and from a former returning officer that the current boundary between Eglinton—Lawrence and St. Paul's is no longer rational in light of amalgamation in the city. The Commission is addressing this concern by altering these boundaries and is using Eglinton Avenue, between Yonge and Dufferin streets, to divide the electoral districts of ST. PAUL'S and EGLINTON—LAWRENCE. As a consequence, the area south of Eglinton Avenue, between Dufferin Street and Winona Drive, that is north of Rogers Road and Holland Park Avenue, has been added to the electoral district of ST. PAUL'S. The only other change is the removal of a portion of the Summerhill community as discussed previously.

The Commission has not changed the electoral district of DON VALLEY WEST other than to make an adjustment to the southern boundary to follow the Don River. This decision was made to rationalize the boundary and no longer use the former municipal limits of the Borough of East York. Although the Commission heard representations to keep the community of Don Mills together, the affected population was too great for the Commission to establish boundaries that would keep this area together, yet not unduly disrupt other neighbouring electoral districts.

At the public hearings, the Commission was advised to redesign the boundaries that separate the electoral districts of Beaches—East York from Toronto—Danforth. The argument made was that Coxwell Avenue, which runs north–south, does not represent communities of interest as well as an east–west alignment. In response to a persuasive presentation by Toronto City Councillor Michael Tziretas, the Commission has redrawn the boundaries between these two electoral districts to reflect an east–west division, along Danforth Avenue. No other electoral districts are affected by this change. The only other adjustments are minor and are to use geographical features rather than previous municipal boundaries. The electoral district of EAST YORK is 1.92 per cent below the provincial quotient, while the electoral district of BEACHES—RIVERDALE is 5.03 per cent above the quotient.

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 112,705, a figure that is appropriate. The existing electoral district of ETOBICOKE—LAKESHORE has a population of 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 has moved the area that is south of Dixon Road to the electoral district of Etobicoke Centre. The effect of this change is to simplify the boundaries 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.

## **Simcoe and York Regions**

### *Simcoe County*

The 2001 census states that Simcoe County, including the cities of Barrie and Orillia, has a population of 377,050. Some who appeared before the Commission argued that Simcoe County should have either three or four electoral districts contained entirely within its boundaries. The Commission could not accept this position; four electoral districts would mean that Simcoe County would be excessively overrepresented while three would mean that it would be under-represented.

Strong representations were heard from residents of the Town of Blue Mountains in Grey County (population 6,116) that they should continue to be in the same electoral district as Collingwood, which is immediately to the east in Simcoe County. Consequently, the Commission has decided to retain the existing electoral district of SIMCOE—GREY. The only difference from the current electoral district of the same name is that the new one contains none of the territory of the Town of Grey Highlands.

The Commission sees no reason to change the electoral district of SIMCOE NORTH, except to take account of the new municipal boundary between the townships of Springwater and Oro-Medonte.

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

The Commission heard mixed reactions to its initial proposal to attach the towns of Innisfil and Bradford West Gwillimbury to the northern part of the Regional Municipality of York. Although the Commission carefully considered the arguments of those who objected, it was reassured by the arguments of those who supported the original proposal on the grounds that there is community of interest around Cook's Bay. However, the Commission agreed with one of the presenters who pointed out that the name "York North" is easily confused with North York, a part of the City of Toronto. Consequently, the Commission has decided that the most appropriate name for this electoral district is YORK—SIMCOE.

### *York Region*

The population of the Regional Municipality of York not included in YORK—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 the quotient) and Markham (at 32.30 per cent above the quotient) require substantial changes to existing boundaries.

Most of the opposition to the Commission's proposed electoral districts in this area focused on the Town of Aurora, which the Commission had proposed to split. The Commission has taken account of this opposition by combining all of Aurora and the Town of Newmarket to create the electoral district of NEWMARKET—AURORA.

That part of the Township of King, which is south of Highway No. 9, is joined with the northern part of the Town of Richmond Hill, the Town of Whitchurch-Stouffville and the northerly and easterly parts of the Town of Markham, to form the electoral district of OAK RIDGES—MARKHAM.

Some objections were heard regarding the way in which the Commission proposed to split the towns of Markham and Richmond Hill. One recommendation was that the Commission take account of planned future development on the Vaughan side of the boundary with Richmond Hill and keep both sides of the boundary together in the same electoral district. After careful consideration, the Commission decided that it could not accept this recommendation. As a result, the electoral districts of VAUGHAN, RICHMOND HILL, THORNHILL and MARKHAM—UNIONVILLE remain as the Commission originally proposed.

The electoral boundaries of THORNHILL are the same as the current electoral district.

The part of the City of Vaughan not included in THORNHILL comprises the electoral district of VAUGHAN.

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

The population of the existing electoral district of Markham, at 142,408, is too large to constitute one electoral district. The Commission is excluding from the electoral district of Markham the portion that is south of 16th Avenue, west of McCowan Road, and south of Highway No. 7, and is joining this area 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 comprises an electoral district named MARKHAM—UNIONVILLE.

## **Southwestern Ontario**

### *Windsor and Chatham-Kent*

In its initial proposals, the Commission suggested only one change in this area. This perhaps explains why there were fewer presenters at the Commission's public hearing in Windsor than at any other location. Although one presenter argued quite convincingly for dramatic changes to all of Windsor's electoral districts, the Commission could not accept his position, due to the lack of any demonstrated community support for such changes.

There were some strong objections to the Commission's proposal to include all of the Town of Tecumseh within the proposed electoral district of WINDSOR—TECUMSEH. Such objections were effectively asking the Commission to ignore the recent municipal amalgamation that created the current boundaries of Tecumseh. In the absence of any evidence from representative groups from Tecumseh that these municipal boundaries are not of significance, the Commission has decided to uphold its original proposal.

WINDSOR WEST requires no change.

Except for the loss of part of Tecumseh, the electoral district of ESSEX remains otherwise unchanged.

There is no change to the electoral district of CHATHAM-KENT—ESSEX.

### *Sarnia Area*

In its initial proposals, the Commission pointed out why territory needed to be added to the existing electoral district of Sarnia—Lambton. At the public hearing in London, no one disagreed with this objective. The issue in dispute was how such additions were to be made.

The Commission initially proposed that the electoral district be extended eastward by adding the Lambton County's municipalities of Plympton-Wyoming, Petrolia, Oil Springs and Enniskillen. Strong arguments were advanced that it was preferable to extend the electoral district southward along the St. Clair River and along the shores of Lake St. Clair. At a minimum, this would involve the Walpole Island Indian Reserve No. 46 and a portion of the City of Chatham-Kent. In deciding to reject this proposal, the Commission noted that there was no direct evidence that any resident of Walpole Island supported this change; nor was there any evidence that residents of Chatham-Kent would support any rearranging of electoral districts that resulted in their city (population 107,341) being divided among three different electoral districts.

The Commission also examined the possibility of allocating that part of the City of Chatham-Kent currently in the electoral district of Lambton—Kent—Middlesex (population 28,703) to Sarnia—Lambton. Although this would work for Sarnia—Lambton, it would leave the existing electoral district of Lambton—Kent—Middlesex with too few people and no acceptable alternative area in which to expand.

Consequently, the Commission has decided to maintain its original proposals for SARNIA—LAMBTON and MIDDLESEX—KENT—LAMBTON. For the latter electoral district, this involves adding all of the rest of Middlesex County except for the Township of Thames Centre, which is to be part of ELGIN—MIDDLESEX—LONDON.

#### *London, Elgin and Thames Centre*

At the hearings in London, the Commission was urged by the County of Middlesex to include the Township of Thames Centre within MIDDLESEX—KENT—LAMBTON, thereby including all of the municipalities of Middlesex County within the same electoral district. This submission, which in large measure supported the Commission's original proposal as it affected Middlesex County, conflicted with the claims of others from Middlesex that it was best to leave things as they were, because changes in electoral boundaries cause people to lose interest in electoral politics. In any event, the county's plan, and others referred to above, involved a further splitting of the City of Chatham-Kent. It also involved a significant reduction in the population of LONDON—FANSHAWE, a proposal the Commission could not accept.

Consequently, the Commission has decided to maintain the existing electoral districts of LONDON WEST, LONDON NORTH CENTRE and LONDON—FANSHAWE as they are.

Changes were made to ELGIN—MIDDLESEX—LONDON to take into account municipal amalgamations. It includes all of the Township of Thames Centre; all of the Township of Middlesex Centre goes to MIDDLESEX—KENT—LAMBTON.

### *Oxford, Brant, Haldimand and Norfolk*

The Commission's proposals for the electoral districts of Oxford, Brant and Haldimand—Norfolk drew no comments from people who lived within this territory. There were some suggestions from people in Niagara that the Dunnville area of Haldimand should remain attached to a Niagara electoral district, but the Commission has rejected this proposal.

The electoral district of OXFORD remains as is; BRANT includes the City of Brantford, the County of Brant, and the New Credit and Six Nations Indian reserves; HALDIMAND—NORFOLK includes the County of Haldimand and the County of Norfolk.

### *Huron, Bruce and Grey*

In its initial proposals, the Commission pointed out that the existing electoral district of Huron—Bruce required more people. The Commission proposed to remedy this by including all of the recently amalgamated municipalities of Brockton and South Bruce within its territory. The only objection to this proposal came from the Member of the House of Commons for Bruce—Grey—Owen Sound who had no alternative proposals for additions to Huron—Bruce.

The Commission considered a comprehensive proposal to establish an electoral district in the area to be called "Saugeen Country." Although its population size was appropriate, the same could not be said of the resulting numbers for adjoining electoral districts. Furthermore, in the absence of demonstrated community support for this proposal and because of its drastic effects on both neighbouring and distant electoral districts, the Commission could not accept it.

The Commission has therefore decided that HURON—BRUCE will remain as proposed. It will include all of the amalgamated municipalities of Brockton and South Bruce.

GREY—BRUCE—OWEN SOUND will therefore lose territory from these new municipalities. In the south and east, however, it will now include all of Grey County except for the Town of Blue Mountains. As noted above, residents of Blue Mountains appeared at the public hearing in Barrie to argue strenuously that they should be part of the electoral district that included Collingwood. The Commission has acceded to their wishes.

### *Perth, Wellington, Waterloo and Halton Hills*

As noted earlier, all of the municipalities within the County of Middlesex have been allocated to MIDDLESEX—KENT—LAMBTON, and ELGIN—MIDDLESEX—LONDON. This means that the existing electoral district of Perth—Middlesex has to be significantly restructured. In its original proposals the Commission combined the municipalities of Minto, Wellington North and Mapleton (all within northern Wellington County) with Perth County to create the new electoral district of PERTH—

WELLINGTON. Despite the request from Wellington County at the hearing in London that it not be split at all, the Commission has decided that it must maintain its original proposal with respect to PERTH—WELLINGTON.

Nevertheless, the Commission was very sympathetic to claims by the Warden of Wellington County and others (especially in the Township of Puslinch), that the Commission's original proposals as they affected Wellington County were not satisfactory. In the proposals, portions of the county were allocated to five different electoral districts. To minimize such splits, the Commission adopted a new approach for all of the area of Wellington County not already allocated to PERTH—WELLINGTON. First, it has decided to establish an electoral district of GUELPH comprising only the City of Guelph. The rest of Wellington County surrounding Guelph and extending northward is not sufficiently populous to form an electoral district on its own. The Town of Halton Hills is attached to form the electoral district of WELLINGTON—HALTON HILLS.

Although the Commission realizes that the residents of Halton Hills share many interests with the residents of the southern portion of Wellington County, it recognizes that this configuration is not what was requested by the mayor and council of Halton Hills or by other residents of Halton region who appeared before us. Nevertheless, it believes that this decision is preferable to our original proposal in which Halton Hills was split, with the northerly portion allocated to a proposed electoral district stretching all the way to the northern boundary of Dufferin County.

The current electoral districts of Waterloo—Wellington, Kitchener—Waterloo, Kitchener Centre, and Cambridge all have populations significantly above the provincial quotient. As noted above, in response to strong representations from and within Wellington County, the Commission has decided to place all of the municipalities in southern Wellington County in a single electoral district. In doing so, it is aware that it is rejecting a submission made at its hearings in Mississauga by the President of the Waterloo—Wellington Federal Liberal Association that the original proposal for a revised electoral district of Waterloo—Wellington was quite satisfactory. The Commission is also aware that disassociating all Wellington municipalities from electoral districts based in the Waterloo region requires the drawing of new boundaries in that region, boundaries that unfortunately cannot themselves be the subject of the kind of public hearings that have been recently conducted.

The population of the remaining territory, which corresponds precisely to that of the Regional Municipality of Waterloo, is 438,515, a perfectly appropriate number to accommodate four electoral districts. In dividing the Waterloo region in four, the Commission has adopted a plan presented at the public hearings in Mississauga by Mr. Alan Hall. The electoral district of CAMBRIDGE comprises only the City of Cambridge. KITCHENER—CONESTOGA consists of that part of the City of Kitchener south and west of the Conestoga Parkway and the Grand River, as well as the townships of North Dumfries, Wellesley, Wilmot and Woolwich. KITCHENER CENTRE is that part of the City of Kitchener north of KITCHENER—CONESTOGA and south of Highland Road,

Fischer Hallman Road and the Canadian National Railroad. KITCHENER—WATERLOO is the remaining northerly portion of the City of Kitchener together with the City of Waterloo.

### **Niagara Region and City of Hamilton**

The main message from the hearing in St. Catharines was that there should be four electoral districts contained completely within the boundaries of the Regional Municipality of Niagara. Unfortunately, the population of the Niagara Region is only 410,574. The Commission was unable to accept the principle that the average population of the electoral districts in Niagara should be only 102,643. In any event, it had to be mindful of the facts that the population of the City of Hamilton is 490,268 and that there are no other adjoining areas whose residents appeared to want to be linked with either Hamilton or Niagara. This was made especially clear at the public hearing in Hamilton in the cases of the Township of Puslinch and the Aldershot portion of the City of Burlington.

If the Commission were to allocate four electoral districts to the Niagara Region, there would be no alternative but to allocate four electoral districts to the City of Hamilton. In such a case, the average population of the Hamilton electoral districts would be 122,567, a figure that is too high. Notwithstanding the obvious preferences of those from the Niagara Region who appeared before the Commission, there was no alternative but to establish one electoral district that straddles the Niagara-Hamilton border, thereby enabling the Commission to establish electoral districts in both municipal jurisdictions that are of roughly equal size.

The Commission learned at its hearing in St. Catharines that it was not advisable to link St. Catharines and Niagara-on-the-Lake, as suggested in its original proposals. The Commission also learned that the Niagara River is more of a focus of community of interest than is the easterly shoreline of Lake Ontario. In fact Mr. Bart Maves, Member of the Provincial Parliament, suggested that one possibility (not his first choice, however) was to link all of the municipalities along the river: Niagara-on-the-Lake, Niagara Falls and Fort Erie. Although this configuration is not ideal, in part because the total population is high at 120,797, the Commission decided, all things considered, that the establishment of this new electoral district of NIAGARA FALLS was the best alternative starting point for reconstructing electoral districts in Niagara and Hamilton.

Beginning in this way enabled the Commission to make only minor adjustments to ST. CATHARINES so as to increase its population: the electoral district is extended southward to include the area of the City of St. Catharines that is east of Twelve Mile Creek and north of Glendale Avenue.

Apart from having a different northerly boundary with the City of St. Catharines, the electoral district of WELLAND is as the Commission initially proposed: the southern portion of St. Catharines together with the cities of Port Colborne, Thorold and Welland, and the Township of Wainfleet.

The remaining portion of the western Niagara Region is largely rural. The Commission was urged at the hearing in St. Catharines to attempt to keep rural areas together as much as possible. It has therefore decided to link this area with the more rural areas of the City of Hamilton above the Niagara Escarpment, including the territory of the former Township of Glanbrook. Compared with the Commission's original proposal for this area (which was called Hamilton—Lincoln), the electoral district of NIAGARA WEST—GLANBROOK contains fewer new suburban areas located within the City of Hamilton.

The area below the Escarpment within the former City of Stoney Creek is attached to the current electoral district of Hamilton East. Because the Commission was asked at the public hearing in Hamilton to maintain historic community names as much as possible, this new electoral district is called HAMILTON EAST—STONEY CREEK.

Because of the additional territory added to the east, the western boundary of HAMILTON EAST—STONEY CREEK becomes Ottawa Street. The existing electoral district of Hamilton West is shifted significantly eastward, causing some people to suggest to us that it should be called HAMILTON CENTRE. The Commission concurs.

The southern boundary of the current electoral district of Hamilton Mountain is the boundary between the old City of Hamilton and the former Township of Glanbrook. With very minor adjustments, the Commission has decided to maintain this boundary so as to reduce the suburban population from Hamilton within NIAGARA WEST—GLANBROOK, the electoral district to the south. On the northwest side of HAMILTON MOUNTAIN, the Commission has slightly modified the boundaries suggested in its original proposals. The northwestern boundaries are the Lincoln M. Alexander Parkway and West 5th Street.

There were conflicting views expressed at the Hamilton hearing as to what should happen to the Westdale area. The Commission originally proposed that it be removed from Hamilton West (now HAMILTON CENTRE). All things considered, the Commission saw no alternative but to maintain its original proposal with respect to Westdale. It is to be included in an electoral district comprising the rest of the City of Hamilton. The Commission agrees with presenters who suggested that it be called ANCASTER—DUNDAS—FLAMBOROUGH—WESTDALE.

## **Halton, Peel and Dufferin**

### *Halton*

At the public hearing in Mississauga, the Commission was asked by various individuals and groups from the Regional Municipality of Halton to establish four electoral districts entirely within its borders. Because the population of Halton is only 375,229, the Commission rejected this proposal. It also rejected a second-best alternative advanced by some presenters that Halton could have three electoral districts entirely within its boundaries. Having only three electoral districts would mean that residents of Halton would be significantly under-represented.

Numerous objections were made at the hearings about the Commission's original proposal to split the Town of Halton Hills. The Commission has decided, as already noted in a previous section of this report, to keep Halton Hills together and to join it with the southern portion of Wellington County so as to create the electoral district of WELLINGTON—HALTON HILLS.

The Commission has decided to retain its original proposal to attach Aldershot to the electoral district of BURLINGTON despite suggestions from some presenters that solutions to problems elsewhere could be facilitated by maintaining the Aldershot portion of the City of Burlington within a Hamilton-based electoral district. The only other change to this electoral district is to follow a suggestion made at the hearing that Guelph Line be the north-south boundary between Dundas Street and Upper Middle Road rather than Highway No. 407.

The only change to the OAKVILLE electoral district is to add population by extending its boundary northward to Dundas Street for that part of its territory that is east of Eight Line. The Commission is using Eight Line rather than Trafalgar Road (its original proposal) to assist in equalizing the populations of the electoral districts in the area.

The remaining northerly portions of Burlington and Oakville are combined with the Town of Milton to create the electoral district of HALTON.

### *Peel and Dufferin*

Initially the Commission proposed that there would be nine electoral districts for the entire Regional Municipality of Peel and that the Town of Caledon would be attached to a Brampton-based electoral district. This latter proposal sparked considerable opposition from both communities, causing the Commission to decide instead to join Caledon with Dufferin County creating the electoral district of DUFFERIN—CALEDON.

The populations of the cities of Mississauga and Brampton are 612,925 and 325,428 respectively. The City of Mississauga urged the Commission to establish six electoral districts entirely within its borders. The Commission could not accept this proposal because the average population of such electoral districts would be too low at 102,154. It

could not accept the city's second choice, that there be only five electoral districts entirely within its borders. The Commission was not prepared to accept the notion that the residents of Mississauga should be systematically under-represented by having electoral districts whose average population would be 122,585.

The Commission, therefore, had to work from the assumption that there would be at least one electoral district straddling the borders of Mississauga and the City of Brampton. This assumption meant that the Commission was unable to accept the otherwise acceptable proposal from the City of Brampton that it have three electoral districts entirely within its borders.

Fortunately for the Commission, a number of representations were made that there should be such an electoral district. Most such presentations urged that there be a new electoral district with borders similar to that of the current electoral district of Bramalea—Gore—Malton—Springdale. These presentations generally suggested that Malton and Springdale be kept together at the expense of splitting the Bramalea area. The Commission decided that it could best keep communities of interest together by joining the Malton area of Mississauga to the eastern part of Brampton, including all of Bramalea, to create the electoral district of BRAMALEA—GORE—MALTON.

The Commission also heard at the hearing in Mississauga that it should not split the traditional downtown area of Brampton centred around the intersection of Main and Queen streets. All of this area is now included in BRAMPTON WEST. Most of the rest of the City of Brampton forms the electoral district of BRAMPTON—SPRINGDALE.

The only way to avoid creating a second electoral district that straddles the border of Mississauga and Brampton is to split either Bramalea or downtown Brampton. But the Commission does not accept that this is a reasonable response. By establishing the Brampton electoral districts described above, the portion of Brampton south of Steeles Avenue between McLaughlin and Kennedy is joined with the north-central part of Mississauga to form the electoral district of PEEL CENTRE.

The Commission heard strong representations that the southern part of Mississauga on both sides of the Credit River should be kept together. The Commission has therefore decided to maintain the existing MISSISSAUGA SOUTH in its current configuration, with some minor extensions to its northerly boundary. The remaining electoral districts are shown on the accompanying maps. MISSISSAUGA—STREETSVILLE, MISSISSAUGA—ERINDALE and MISSISSAUGA—COOKSVILLE are all established in an attempt to keep traditional communities of interest in the area intact.

The legal descriptions of these electoral districts and the resulting maps are attached to this report.

Dated at Toronto, Ontario, this 14th day of March, 2003.

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Honourable Mr. Justice Douglas Lissaman  
*Chairperson*

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Janet Hiebert  
*Member*

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Andrew Sancton  
*Member*

CERTIFIED copy of the Report of the Federal Electoral Boundaries Commission for Ontario.

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Will Fripp  
*Commission Secretary*

## Schedule A

### Federal Electoral Districts and Their Variance from the Provincial Quotient

#### Federal Representation 2004 Final Report

Province: Ontario

Population: 11,410,046

2001 Provincial Quotient: 107,642

Federal Electoral Districts	Population 2001	Variance %
Ajax—Pickering	100,248	-6.87
Algoma—Manitoulin—Kapusking	82,340	-23.51
Ancaster—Dundas—Flamborough—Westdale	106,245	-1.30
Barrie	103,710	-3.65
Beaches—Riverdale	113,052	5.03
Bramalea—Gore—Malton	119,886	11.37
Brampton—Springdale	116,775	8.48
Brampton West	113,638	5.57
Brant	118,580	10.16
Burlington	109,677	1.89
Cambridge	110,372	2.54
Carleton—Lanark	111,149	3.26
Chatham-Kent—Essex	106,144	-1.39
Clarington—Scugog—Uxbridge	107,435	-0.19
Davenport	111,705	3.77
Don Valley East	111,177	3.28
Don Valley West	115,539	7.34
Dufferin—Caledon	101,608	-5.61
East York	105,574	-1.92
Eglinton—Lawrence	106,879	-0.71
Elgin—Middlesex—London	104,564	-2.86
Essex	114,330	6.21
Etobicoke Centre	111,792	3.86
Etobicoke—Lakeshore	113,914	5.83
Etobicoke North	112,411	4.43
Glengarry—Prescott—Russell	97,660	-9.27
Grey—Bruce—Owen Sound	102,487	-4.79
Guelph	106,170	-1.37
Haldimand—Norfolk	104,575	-2.85
Haliburton—Kawartha Lakes—Brock	111,343	3.44
Halton	107,726	0.08
Hamilton Centre	118,186	9.80
Hamilton East—Stoney Creek	115,709	7.49

Hamilton Mountain	119,830	11.32
Huron—Bruce	104,063	-3.32
Kenora	60,572	-43.73
Kingston and the Islands	115,833	7.61
Kitchener Centre	108,840	1.11
Kitchener—Conestoga	105,477	-2.01
Kitchener—Waterloo	113,826	5.74
Lanark—Frontenac—Lennox and Addington	113,077	5.05
Leeds—Grenville	96,606	-10.25
London—Fanshawe	107,341	-0.28
London North Centre	107,672	0.03
London West	110,988	3.11
Markham—Unionville	112,093	4.14
Middlesex—Kent—Lambton	105,291	-2.18
Mississauga—Cooksville	122,192	13.52
Mississauga—Erindale	114,070	5.97
Mississauga South	119,661	11.17
Mississauga—Streetsville	118,305	9.91
Nepean—Carleton	112,776	4.77
Newmarket—Aurora	105,955	-1.57
Niagara Falls	120,797	12.22
Niagara West—Glanbrook	99,747	-7.33
Nickel Belt	89,314	-17.03
Nipissing—Timiskaming	89,961	-16.43
Northumberland—Quinte West	118,906	10.46
Oak Ridges—Markham	111,276	3.38
Oakville	109,642	1.86
Oshawa	112,823	4.81
Ottawa Centre	114,032	5.94
Ottawa—Orléans	103,435	-3.91
Ottawa South	115,323	7.14
Ottawa—Vanier	105,870	-1.65
Ottawa West—Nepean	112,509	4.52
Oxford	99,270	-7.78
Parkdale—High Park	106,559	-1.01
Parry Sound—Muskoka	84,789	-21.23
Peel Centre	113,826	5.74
Perth—Wellington	102,447	-4.83
Peterborough	110,887	3.01
Pickering—Scarborough East	106,722	-0.85
Prince Edward—Hastings	109,407	1.64
Renfrew—Nipissing—Pembroke	96,421	-10.42
Richmond Hill	109,394	1.63
St. Catharines	111,452	3.54
St. Paul's	112,449	4.47

Sarnia—Lambton	104,556	-2.87
Sault Ste. Marie	88,419	-17.86
Scarborough—Agincourt	110,669	2.81
Scarborough Centre	102,922	-4.38
Scarborough—Guildwood	112,628	4.63
Scarborough—Rouge River	115,437	7.24
Scarborough Southwest	105,237	-2.23
Simcoe—Grey	117,505	9.16
Simcoe North	111,057	3.17
Stormont—Dundas—South Glengarry	98,933	-8.09
Sudbury	89,443	-16.91
Thornhill	116,840	8.54
Thunder Bay—Rainy River	85,775	-20.31
Thunder Bay—Superior North	83,657	-22.28
Timmins—James Bay	84,001	-21.96
Toronto Centre	114,581	6.45
Trinity—Spadina	106,094	-1.44
Vaughan	112,049	4.09
Welland	108,876	1.15
Wellington—Halton Hills	100,555	-6.58
Whitby—Oshawa	113,641	5.57
Willowdale	108,454	0.75
Windsor—Tecumseh	116,466	8.20
Windsor West	117,041	8.73
York Centre	113,420	5.37
York—Simcoe	112,541	4.55
York South—Weston	114,539	6.41
York West	110,384	2.55
<b>Population of Ontario</b>	<b>11,410,046</b>	

## Schedule B

### Names, Populations, Boundaries and Maps 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, Walden, Kanata and Nepean; the old Township of Goulbourn;

(ii) December 31, 1997, for the old cities of Chatham and Toronto;

(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: 100,248)

(Map 6)

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 northerly and easterly of a line described as follows: commencing at the intersection of the westerly limit of said city with Finch Avenue; thence easterly along said avenue to Valley Farm Road; thence southerly along said road and its production to Highway No. 401; thence northeasterly along said highway to Brock Road; thence southerly along said road and its production to the southerly limit of said city.

## 2. ALGOMA—MANITOULIN—KAPUSKASING

(Population: 82,340)

(Map 1)

Consisting of:

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

(i) that part lying westerly of the easterly boundary of the geographic townships of Shenango, Lemoine, Carty, Pinogami, Biggs, Rollo, Swayze, Cunningham, Blamey, Shipley, Singapore, Burr and Edighoffer;

(ii) that part lying southerly and westerly of a line described as follows: commencing at the northwest corner of the geographic Township of Acheson; thence easterly along the northerly boundary of the geographic townships of Acheson, Venturi and Ermatinger to the northeast corner of the aforementioned geographic township; thence southerly along the easterly boundary of the geographic townships of Ermatinger and Totten to the westerly limit of the City of Greater Sudbury; thence generally southerly, easterly and southerly along said limit to the northeast corner of the geographic Township of Roosevelt; thence southerly along the easterly boundary of said geographic township to the southerly limit of said territorial district;

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

(c) that part of the Territorial District of Algoma comprised of:

(i) that part lying 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 southeast corner of the Township of Plummer Additional; thence northerly and westerly along the easterly and northerly limits of said township to the southwest corner of the geographic Township of Galbraith; thence northerly along the westerly boundary of the geographic townships of Galbraith, Morin, Kane, Hurlburt, Jollineau, Menard, Pine, Hoffman and Butcher to the southerly limit of the Territorial District of Sudbury;

(ii) that part lying northerly of a line described as follows: commencing at the intersection of the westerly limit of the Territorial District of Sudbury with the Montreal River; thence generally westerly along said river to the northerly boundary of the geographic Township of Home; thence westerly along the northerly boundary of the geographic townships of Home and Peever to the northern shoreline of Lake Superior; thence S 45°00' W to the international boundary between Canada and the United States of America;

(d) that part of the Territorial District of Thunder Bay lying southerly and easterly of a line described as follows: commencing at the southwest corner of the geographic Township of Downer; thence due west to a line drawn due south from the southeast corner of the geographic Township of Bain; thence due south to a line drawn due west from the southwest corner of the geographic Township of McGill; thence due east to longitude 86°00' W; thence south along said longitude to the White River; thence generally westerly along said river to the northern shoreline of Lake Superior; thence S 45°00' W to the international boundary between Canada and the United States of America; and

(e) that part of the Territorial District of Cochrane described as follows: commencing at the intersection of the westerly limit of said territorial district with the northwest corner of the geographic Township of Boyce; thence easterly along the northerly boundary of the geographic townships of Boyce, Shuel, Mulloy, Fintry, Auden, Rogers, Fushimi, Bannerman, Ritchie, Mulvey, Goldwin, Sweet, Hillmer, McKnight, Boyle, Mowbray, Howells, Sheldon, Pinard and Mewhinney to the northeast corner of the aforementioned geographic township; thence southerly along the easterly boundary of the geographic townships of Mewhinney, Bourassa, Tolmie, Menapia, Beniah, Colquhoun and Calder to the northerly boundary of the geographic Township of Ottaway; thence westerly along the northerly boundary of said geographic township to its northwest corner; thence southerly along the westerly boundary of the geographic townships of Ottaway, Beck, Lucas and Prosser to the southwest corner of the aforementioned geographic township; thence westerly along the southerly boundary of the geographic townships of Carnegie, Reid, Thorburn, Moberly, Aitken, Poulett, Watson and Lisgar to the southwesterly limit of said territorial district; thence generally northwesterly along said limit to the point of commencement.

### 3. ANCASTER—DUNDAS—FLAMBOROUGH—WESTDALE

(Population: 106,245)

(Map 8)

Consisting of 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 Glanaster Road; thence northerly along said road and its intermittent production to Garner Road East; thence easterly along Garner Road East to the hydroelectric transmission line situated westerly of Upper Paradise Road; thence northerly along said transmission line to Highway No. 403; thence generally northeasterly along said highway to the Desjardins Canal; thence easterly along said canal and continuing due east in Hamilton Harbour to the northerly production of Queen Street North; thence northerly in a straight line to the northerly limit of said city.

4. BARRIE

(Population: 103,710)

(Map 2)

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

## 5. BEACHES—RIVERDALE

(Population: 113,052)

(Map 14)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of Prince Edward Viaduct with the Don River; thence generally southerly along said river to Keating Channel; thence southwesterly along said channel and its production to the southerly production of Parliament Street; thence southerly in a straight line to the southerly extremity of the Eastern Channel of Toronto Harbour; thence southwesterly in a straight line to the corner of the southerly limit of said city, said corner being situated southerly of the Outer Harbour East Headland (Leslie Street Spit); thence generally northeasterly along said limit to the southerly production of Victoria Park Avenue; thence northerly along said production and Victoria Park Avenue to Danforth Avenue; thence westerly along Danforth Avenue and Prince Edward Viaduct to the point of commencement.

## 6. BRAMALEA—GORE—MALTON

(Population: 119,886)

(Map 4)

Consisting of that part of the Regional Municipality of Peel comprised of that part of the cities of Mississauga and Brampton lying northerly and easterly of a line described as follows: commencing at the intersection of the northeasterly limit of the City of Mississauga with Highway No. 401; thence southwesterly along said highway to Dixie Road; thence northwesterly along said road to Bovaird Drive; thence northeasterly along said drive to Torbram Road; thence northwesterly along said road to the northwesterly limit of the City of Brampton.

## 7. BRAMPTON—SPRINGDALE

(Population: 116,775)

(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 said city with Hurontario Street; thence southeasterly along said street and Main Street North to Vodden Street East; thence northeasterly along Vodden Street East to Kennedy Road North; thence southeasterly along said road and Kennedy Road South to the southeasterly limit of said city; thence northerly along said limit to Dixie Road; thence northwesterly along said road to Bovaird Drive; thence northeasterly along said drive to Torbram Road; thence northwesterly along said road to the northwesterly limit of said city; thence southwesterly, northwesterly and southwesterly along said limit to the point of commencement.

## 8. BRAMPTON WEST

(Population: 113,638)

(Map 4)

Consisting of that part of the Regional Municipality of Peel comprised of that part of the City of Brampton lying southwesterly of a line described as follows: commencing at the intersection of the northwesterly limit of said city with Hurontario Street; thence southeasterly along said street and Main Street North to Vodden Street East; thence northeasterly along Vodden Street East to Kennedy Road North; thence southeasterly along said road and Kennedy Road South to Steeles Avenue East; thence southwesterly along said avenue to McLaughlin Road; thence southeasterly along said road to the southeasterly limit of said city.

9. BRANT

(Population: 118,580)

(Map 2)

Consisting of:

(a) the County of Brant; and

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

## 10. BURLINGTON

(Population: 109,677)

(Map 5)

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 Guelph Line; thence northwesterly along said line to Dundas Street; thence southwesterly along said street to the southwesterly limit of said city.

11. CAMBRIDGE

(Population: 110,372)

(Map 2)

Consisting of that part of the Regional Municipality of Waterloo comprised of the City of Cambridge.

## 12. CARLETON—LANARK

(Population: 111,149)

(Map 3)

Consisting of:

(a) that part of the County of Lanark comprised of the Town of Mississippi Mills; and

(b) that part of the City of Ottawa lying westerly of a line described as follows: commencing at the intersection of the southwesterly limit of said city with the southerly corner of the former Township of Goulbourn; thence northeasterly along the southeasterly limit of said former township to McCordick Road; thence northwesterly along said road and Eagleson Road to the southerly limit of the former City of Kanata; thence northeasterly, northwesterly and southwesterly along the southerly and easterly limits of said former city to Eagleson Road; thence generally northwesterly along said road, March Road, Herzberg Road and March Valley Road (Fourth Line) to Riddell Drive; thence northeasterly along said drive and its production to the interprovincial boundary between Ontario and Quebec.

13. CHATHAM-KENT—ESSEX

(Population: 106,144)

(Map 2)

Consisting of:

(a) that part of the City of Chatham-Kent comprised of:

- (i) that part lying southeasterly of the Thames River;
- (ii) that part of the former City of Chatham lying northwesterly of the Thames River;

(b) that part of the County of Essex comprised of the Town of Leamington; and

(c) Moravian Indian Reserve No. 47.

14. CLARINGTON—SCUGOG—UXBRIDGE

(Population: 107,435)

(Map 3)

Consisting of that part of the Regional Municipality of Durham comprised of: the townships of Uxbridge and Scugog; the Town of Clarington; the Indian reserve named Mississaugas of Scugog Island.

## 15. DAVENPORT

(Population: 111,705)

(Map 14)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of Eglinton Avenue West with 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 Holland Park Avenue to Winona Drive; thence generally 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 Dovercourt Road; thence southerly along said road and its production to the Canadian National/Canadian Pacific Railway; thence generally northwesterly along said railway to the southerly production of Keele Street; thence northerly along said production and Keele Street to Lavender Road; thence easterly along said road to Old Weston Road; thence northwesterly along Old Weston Road to Rogers Road; thence easterly along Rogers Road to the Canadian National Railway; thence northerly along said railway to Eglinton Avenue West; thence easterly along said avenue to the point of commencement.

## 16. DON VALLEY EAST

(Population: 111,177)

(Map 14)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of Victoria Park Avenue with the hydroelectric transmission line situated northerly of Apache Trail; thence southwesterly along said transmission line to Highway No. 404; thence southerly along said highway to Finch Avenue East; thence westerly along said avenue to Leslie Street; thence generally 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 northerly of Eglinton Avenue East; thence northeasterly along said railway to the Don River East Branch; thence generally southerly along said branch to the westerly production of Sunrise Avenue; thence easterly along said production and Sunrise Avenue to Victoria Park Avenue; thence northerly along Victoria Park Avenue to the point of commencement.

## 17. DON VALLEY WEST

(Population: 115,539)

(Map 14)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of 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 said former limit to the Canadian Pacific Railway; thence northeasterly along said railway to Bayview Avenue; thence generally southerly along said avenue to Pottery Road; thence generally northeasterly along said road to the Don River; thence generally northeasterly along said river 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 northwesterly along said railway to Leslie Street; thence northerly along said street to Highway No. 401; thence generally southwesterly along said highway to the point of commencement.

18. DUFFERIN—CALEDON

(Population: 101,608)

(Map 2)

Consisting of:

(a) the County of Dufferin; and

(b) that part of the Regional Municipality of Peel comprised of the Town of Caledon.

## 19. EAST YORK

(Population: 105,574)

(Map 14)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of Prince Edward Viaduct with the Don River; thence generally northeasterly along said river and 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 southerly along Victoria Park Avenue to Danforth Avenue; thence westerly along Danforth Avenue and Prince Edward Viaduct to the point of commencement.

## 20. EGLINTON—LAWRENCE

(Population: 106,879)

(Map 14)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of the Canadian National Railway situated westerly of Caledonia Road with Highway No. 401; thence easterly and northeasterly along said highway to Yonge Street; thence southerly along said street to Eglinton Avenue West; thence westerly along said avenue to the Canadian National Railway situated westerly of Croham Road; thence northerly along said railway to the point of commencement.

21. 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;

(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 White Oak Road to Exeter Road; thence easterly along Exeter 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 Bradley Avenue to Highbury Avenue South; thence northerly along Highbury Avenue South to the westerly production of Arran Place; thence easterly along said production, Arran Place and Bradley Avenue to the easterly limit of said city.

22. ESSEX

(Population: 114,330)

(Map 2)

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

## 23. ETOBICOKE CENTRE

(Population: 111,792)

(Map 14)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of the westerly limit of said city with Highway No. 401; thence generally northeasterly along said highway 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 southwesterly 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 said city; thence generally northwesterly along said limit to the point of commencement.

## 24. ETOBICOKE—LAKESHORE

(Population: 113,914)

(Map 14)

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 southwesterly 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 said city; 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.

## 25. ETOBICOKE NORTH

(Population: 112,411)

(Map 14)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of the northerly limit of said city with the Humber River East Branch; thence generally southeasterly along said branch and the Humber River to the easterly production of Dixon Road; thence westerly along said production and Dixon Road to Highway No. 401; thence generally southwesterly along said highway to the westerly limit of said city; thence northerly and easterly along the westerly and northerly limits of said city to the point of commencement.

26. GLENGARRY—PRESCOTT—RUSSELL

(Population: 97,660)

(Map 3)

Consisting of:

(a) the United Counties of Prescott and Russell;

(b) that part of the United Counties of Stormont, Dundas and Glengarry comprised of the Township of North Glengarry; and

(c) that part of the City of Ottawa lying easterly of a line described as follows: commencing at the intersection of the interprovincial boundary between Ontario and Quebec with a line drawn due north from the mouth of Cardinal Creek; thence due south along said line to the mouth of Cardinal Creek; thence generally easterly along said creek to Regional Road No. 174; thence generally southwesterly along said road to Trim Road; thence southeasterly along Trim Road to Wall Road; thence generally southwesterly along Wall Road to Mer Bleue Road; thence southeasterly along Mer Bleue Road to Navan Road; thence easterly along Navan Road to Mer Bleue Road; thence southeasterly along Mer Bleue Road, its production and Boundary Road to Burton Road.

27. GREY—BRUCE—OWEN SOUND

(Population: 102,487)

(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 limit of the Township of Arran-Elderslie; thence westerly along the southerly limit of said township to its southwesterly corner; thence generally northerly along the westerly limit of said township and the easterly limit of the Town of Saugeen Shores to the international boundary between Canada and the United States of America; and

(b) the County of Grey, excepting the Town of Blue Mountains.

28. GUELPH

(Population: 106,170)

(Map 2)

Consisting of that part of the County of Wellington comprised of the City of Guelph.

29. HALDIMAND—NORFOLK

(Population: 104,575)

(Map 2)

Consisting of:

(*a*) the County of Haldimand, excepting those parts of the Six Nations Indian Reserve No. 40 and the New Credit Indian Reserve No. 40A contained therein;  
and

(*b*) the County of Norfolk.

30. HALIBURTON—KAWARTHA LAKES—BROCK

(Population: 111,343)

(Map 3)

Consisting of:

(a) the City of Kawartha Lakes;

(b) the County of Haliburton;

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

(d) that part of the Regional Municipality of Durham comprised of the Township of Brock.

31. HALTON

(Population: 107,726)

(Map 2)

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

(a) the Town of Milton;

(b) that part of the Town of Oakville lying northwesterly of a line described as follows: commencing at the intersection of the northeasterly limit of said town with Dundas Street East; thence southwesterly along said street to Eight Line; thence southeasterly along said line to Upper Middle Road East; thence southwesterly along said road, Upper Middle Road West and its production to the southwesterly limit of said town; and

(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 Guelph Line; thence northwesterly along said line to Dundas Street; thence southwesterly along said street to the southwesterly limit of said city.

## 32. HAMILTON CENTRE

(Population: 118,186)

(Map 8)

Consisting of that part of the City of Hamilton described as follows: commencing at the intersection of West 5th Street with Lincoln M. Alexander Parkway; thence westerly along said parkway to the hydroelectric transmission line situated westerly of Upper Horning Road; thence northerly along said transmission line to Highway No. 403; thence generally northeasterly along said highway to the Desjardins Canal; thence easterly along said canal and continuing due east in Hamilton Harbour to the northerly production of Queen Street North; thence northerly in a straight line to the northerly limit of said city; thence generally northeasterly, southeasterly and northeasterly along said limit to the northerly production of Ottawa Street North; thence southerly along said production, Ottawa Street North, Ottawa Street South and its production to the Niagara Escarpment; thence generally westerly along said escarpment to James Mountain Road; thence southwesterly along said road to West 5th Street; thence southerly along said street to the point of commencement.

### 33. HAMILTON EAST—STONEY CREEK

(Population: 115,709)

(Map 8)

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

### 34. HAMILTON MOUNTAIN

(Population: 119,830)

(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 Arbour Road, its intermittent production, Anchor Road and Glover Road to the hydroelectric transmission line situated southerly of Rymal Road East; thence westerly along said transmission line to Glanaster Road; thence northerly along said road to Garner Road East; thence easterly along Garner Road East to the hydroelectric transmission line situated westerly of Upper Paradise Road; thence northerly along said transmission line to Lincoln M. Alexander Parkway; thence easterly along said parkway to West 5th Street; thence northerly along said street to James Mountain Road; thence northeasterly along said road to the Niagara Escarpment; thence generally easterly and generally southerly along said escarpment to the point of commencement.

35. 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 limit of the Township of Arran-Elderslie; thence westerly along the southerly limit of said township to its southwesterly corner; thence generally northerly along the westerly limit of said township and the easterly limit of the Town of Saugeen Shores to the international boundary between Canada and the United States of America.

36. KENORA

(Population: 60,572)

(Map 1)

Consisting of:

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

(b) 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 boundary of the geographic townships of Bertrand, McLaurin, Furlonge, Fletcher and Bulmer to the northeast corner of the aforementioned geographic township; thence due north to the northerly limit of said territorial district.

### 37. KINGSTON AND THE ISLANDS

(Population: 115,833)

(Map 3)

Consisting of that part of the County of Frontenac comprised of: the Township of Frontenac Islands; the City of Kingston.

### 38. KITCHENER CENTRE

(Population: 108,840)

(Map 9)

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, Highway No. 8); thence northwesterly along the westerly limit of said city to Highland Road West; thence northeasterly along said road to Fischer Hallman Road; thence northwesterly along Fischer Hallman Road to the Canadian National Railway situated northerly of Shadeland Crescent; thence northeasterly along said railway to the Grand River; thence generally southerly along said river to the King Street Bypass (Highway No. 8); thence generally northwesterly along said bypass and King Street East to Conestoga Parkway (Highway No. 7, Highway No. 8); thence southwesterly along said parkway to the point of commencement.

39. KITCHENER—CONESTOGA

(Population: 105,477)

(Map 2)

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

- (a) the townships of North Dumfries, Wilmot, Wellesley and Woolwich; and
- (b) 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, Highway No. 8); thence generally northeasterly along said parkway to King Street East (Highway No. 8); thence generally southeasterly along King Street East and the King Street Bypass (Highway No. 8) to the Grand River; thence generally easterly along said river to the easterly limit of said city.

40. KITCHENER—WATERLOO

(Population: 113,826)

(Map 9)

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 Highland Road West; thence northeasterly along said road to Fischer Hallman Road; thence northwesterly along Fischer Hallman Road to the Canadian National Railway situated northerly of Shadeland Crescent; thence northeasterly along said railway to the easterly limit of said city.

41. LANARK—FRONTENAC—LENNOX AND ADDINGTON

(Population: 113,077)

(Map 3)

Consisting of:

(a) the County of Frontenac, excepting: the City of Kingston; the Township of Frontenac Islands;

(b) the County of Lennox and Addington; and

(c) the County of Lanark, excepting the Town of Mississippi Mills.

42. LEEDS—GRENVILLE

(Population: 96,606)

(Map 3)

Consisting of the United Counties of Leeds and Grenville.

### 43. LONDON—FANSHAWE

(Population: 107,341)

(Map 10)

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 (South Branch); 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 Wharncliffe Road South to Southdale Road East; thence easterly along Southdale Road East to White Oak Road; thence southerly along White Oak Road to Exeter Road; thence easterly along Exeter 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 Bradley Avenue to Highbury Avenue South; thence northerly along Highbury Avenue South 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.

#### 44. LONDON NORTH CENTRE

(Population: 107,672)

(Map 10)

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 and Thames River (South Branch) to Highbury Avenue North; thence northerly along said avenue to the northerly limit of said city; thence westerly along said limit to the point of commencement.

## 45. LONDON WEST

(Population: 110,988)

(Map 10)

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 Wharncliffe Road South to Commissioners Road East; thence easterly along Commissioners Road East to the Canadian National Railway; thence northerly along said railway to the Thames River (South Branch); thence generally westerly along said river and Thames 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 southwesterly along the northerly and westerly limits of said city to the point of commencement.

46. MARKHAM—UNIONVILLE

(Population: 112,093)

(Map 16)

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; thence southerly along said line to the southerly limit of said town; thence westerly along said limit to the point of commencement.

47. 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 and Walpole Island Indian Reserve No. 46;

(b) that part of the City 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; the Township of Thames Centre.

#### 48. MISSISSAUGA—COOKSVILLE

(Population: 122,192)

(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 northeasterly limit of said city with Dundas Street East; thence southwesterly along said street to Cawthra Road; thence southeasterly along said road to Queensway East; thence southwesterly along Queensway East and Queensway West to Mavis Road; thence northwesterly along said road to Highway No. 403; thence northeasterly along said highway to Central Parkway East; thence southeasterly along said parkway to Burnhamthorpe Road East; thence northeasterly along said road to the northeasterly limit of said city; thence generally southeasterly along said limit to the point of commencement.

49. MISSISSAUGA—ERINDALE

(Population: 114,070)

(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 southwesterly limit of said city with Britannia Road West; thence northeasterly along said road to Erin Mills Parkway; thence southeasterly along said parkway to Eglinton Avenue West; thence northeasterly along said avenue to Mavis Road; thence southeasterly along said road to Dundas Street West; thence southwesterly along said street to the southwesterly limit of said city; thence northwesterly along said limit to the point of commencement.

## 50. MISSISSAUGA SOUTH

(Population: 119,661)

(Map 4)

Consisting of that part of the Regional Municipality of Peel comprised of that part of the City of Mississauga 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 Cawthra Road; thence southeasterly along said road to Queensway East; thence southwesterly along Queensway East and Queensway West to Mavis Road; thence northwesterly along said road to Dundas Street West; thence southwesterly along said street to the southwesterly limit of said city.

## 51. MISSISSAUGA—STREETSVILLE

(Population: 118,305)

(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 northwesterly limit of said city with Mississauga Road; thence southeasterly along said road to Highway No. 401; thence northeasterly along said highway to Mavis Road; thence southeasterly along said road to Britannia Road West; thence southwesterly along Britannia Road West to Terry Fox Way; thence southeasterly along said way to Eglinton Avenue West; thence southwesterly along said avenue to Erin Mills Parkway; thence northwesterly along said parkway to Britannia Road West; thence southwesterly along said road to the southwesterly limit of said city; thence northwesterly and generally northeasterly along the southwesterly and northwesterly limit of said city to the point of commencement.

## 52. NEPEAN—CARLETON

(Population: 112,776)

(Map 11)

Consisting of that part of the City of Ottawa lying easterly and southerly of a line described as follows: commencing at the intersection of the southwesterly limit of said city with the southerly corner of the former Township of Goulbourn; thence northeasterly along the southeasterly limit of said former township to McCordick Road; thence northwesterly along said road and Eagleson Road to the southerly limit of the former City of Kanata; thence northeasterly, northwesterly and southwesterly along the southerly and easterly limits of said former city to Eagleson Road; thence generally northwesterly along said road to Highway No. 417; thence northeasterly along said highway to Richmond Road; thence southwesterly along said road to the Canadian National Railway; thence easterly along said railway to Merivale Road; thence southeasterly along said road to West Hunt Club Road; thence northeasterly and southeasterly along West Hunt Club Road to Hunt Club Road; thence northeasterly along Hunt Club Road to the Airport Parkway; thence southerly along said parkway to Alert Road; thence southeasterly along said road to Lester Road; thence generally northeasterly along Lester Road and Davidson Road to Conroy Road; thence northwesterly along Conroy Road to Hunt Club Road; thence northeasterly along Hunt Club Road to Hawthorne Road; thence northeasterly in a straight line to the intersection of Russell Road with Blake Road; thence northeasterly along Blake Road and its production to Highway No. 417; thence generally easterly along said highway to Boundary Road; thence southeasterly along said road to the easterly limit of the City of Ottawa.

53. NEWMARKET—AURORA

(Population: 105,955)

(Map 3)

Consisting of that part of the Regional Municipality of York comprised of the towns of Newmarket and Aurora.

## 54. NIAGARA FALLS

(Population: 120,797)

(Map 2)

Consisting of that part of the Regional Municipality of Niagara comprised of: the City of Niagara Falls; the towns of Fort Erie and Niagara-on-the-Lake.

55. NIAGARA WEST—GLANBROOK

(Population: 99,747)

(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; thence northerly along said road and its intermittent production to the hydroelectric transmission line situated southerly of Rymal Road West; thence easterly along said transmission line to Glover Road; thence northerly along said road, Anchor Road, Arbour Road and its 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 said city; and

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

56. NICKEL BELT

(Population: 89,314)

(Map 1)

Consisting of:

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

(b) the Territorial District of Sudbury, excepting:

(i) that part lying westerly of the easterly boundary of the geographic townships of Shenango, Lemoine, Carty, Pinogami, Biggs, Rollo, Swayze, Cunningham, Blamey, Shipley, Singapore, Burr and Edighoffer;

(ii) that part lying southerly and westerly of a line described as follows: commencing at the northwest corner of the geographic Township of Acheson; thence easterly along the northerly boundary of the geographic townships of Acheson, Venturi and Ermatinger to the northeast corner of the aforementioned geographic township; thence southerly along the easterly boundary of the geographic townships of Ermatinger and Totten to the westerly limit of the City of Greater Sudbury; thence generally southerly, easterly and southerly along said limit to the northeast corner of the geographic Township of Roosevelt; thence southerly along the easterly boundary of said geographic township to the southerly limit of said territorial district;

(c) that part of the City of Greater Sudbury lying northerly and easterly of a line described as follows: commencing at the intersection of the westerly limit of said city with the northwest corner of the former Town of Walden; thence generally easterly along the northerly limit of said former town to the westerly limit of the former City of Sudbury; thence northerly, easterly and generally southerly along the westerly, northerly and easterly limits of said former city to Highway No. 69; thence generally westerly along said highway and Regent Street to Long Lake Road; thence southerly along said road to the northerly boundary of the geographic Township of Broder; thence westerly along said boundary to Kelly Lake; thence southwesterly along said lake to the easterly limit of the former Town of Walden; thence southerly along said limit to the southerly limit of the City of Greater Sudbury;

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

(e) that part of the Territorial District of Nipissing comprised of the Town of West Nipissing; and

(f) that part of the Territorial District of Parry Sound comprised of that part of the Town of Killarney contained therein.

57. NIPISSING—TIMISKAMING

(Population: 89,961)

(Map 1)

Consisting of:

(a) the Territorial District of Nipissing, excepting:

(i) the Town of West Nipissing;

(ii) that part of said territorial district lying southerly and 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 boundaries 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 boundaries of said geographic township to the northwest corner of the geographic Township of Anglin; thence southerly along the westerly boundary of the geographic townships of Anglin, Dickson and Preston to the northerly boundary of the geographic Township of Airy; thence westerly along said boundary to the northeast corner of the County of Haliburton;

(iii) that part of the Town of Kearney contained in said territorial district;

(b) that part of the Territorial District of Parry Sound comprised of:

(i) the Town of Powassan;

(ii) the townships of Nipissing and North Himsworth; and

(c) that part of the Territorial District of Timiskaming lying southerly and easterly of a line described as follows: commencing at the intersection of the easterly limit of said territorial district with the northeast corner of the geographic Township of Harris; thence westerly along the northerly boundary of the geographic townships of Harris, Dymond, Hudson, Lundy, Auld and Speight to the northwest corner of the aforementioned geographic township; thence southerly along the westerly boundary of the geographic townships of Speight, Van Nostrand, Leo and Medina to the southerly limit of said territorial district.

58. NORTHUMBERLAND—QUINTE WEST

(Population: 118,906)

(Map 3)

Consisting of:

(a) the County of Northumberland; and

(b) that part of the County of Hastings comprised of the City of Quinte West.

59. OAK RIDGES—MARKHAM

(Population: 111,276)

(Map 16)

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

(a) the Town of Whitchurch-Stouffville;

(b) that part of the Township of King lying southerly of Highway No. 9;

(c) that part of the Town of Richmond Hill lying northerly and easterly 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 said town; 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 westerly limit of said town 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; thence southerly along said line to the southerly limit of said town.

## 60. OAKVILLE

(Population: 109,642)

(Map 5)

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

## 61. OSHAWA

(Population: 112,823)

(Map 6)

Consisting of that part of the Regional Municipality of Durham comprised of that part of the City of Oshawa lying southerly and westerly of a line described as follows: commencing at the intersection of the westerly limit of said city with Taunton Road West; thence easterly along said road and Taunton Road East to Ritson Road North; thence southerly along Ritson Road North to Rossland Road East; thence easterly along Rossland Road East and its production to the easterly limit of said city.

## 62. OTTAWA CENTRE

(Population: 114,032)

(Map 11)

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 mouth of the Rideau Canal; thence S 45°00' E along said line to the mouth of the Rideau Canal; thence generally southeasterly along said canal to the southwesterly production of Mann Avenue; thence northeasterly along said production to Nicholas Street; thence southeasterly along said street to Highway No. 417; thence easterly along said highway to the Rideau River; thence generally southerly along said 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 Highway No. 417; thence southwesterly along said highway to Maitland Avenue; thence generally northwesterly along said avenue, Sherbourne Road and its production to Richmond Road; thence N 30°00' W to the interprovincial boundary between Ontario and Quebec; thence northeasterly along said boundary to the point of commencement.

## 63. OTTAWA—ORLÉANS

(Population: 103,435)

(Map 11)

Consisting of that part of the City of Ottawa described as follows: commencing at the intersection of Boundary Road with Highway No. 417; thence generally northwesterly along said highway to the abandoned Canadian Pacific Railway; thence easterly along said railway for approximately 250 metres to a hydroelectric transmission line; thence northerly along said transmission line to Innes Road; thence northeasterly along said road to Blair Road; thence northwesterly along Blair Road to Montreal Road; thence easterly and northeasterly along Montreal Road to Regional Road No. 174; thence northeasterly along said road to Green's Creek; thence generally northerly along said creek to the south shore of the Ottawa River; thence northwesterly to the interprovincial boundary between Ontario and Quebec; thence northeasterly along said boundary to its intersection with a line drawn due north from the mouth of Cardinal Creek; thence due south along said line to the mouth of Cardinal Creek; thence generally easterly along said creek to Regional Road No. 174; thence generally southwesterly along said road to Trim Road; thence southeasterly along Trim Road to Wall Road; thence generally southwesterly along Wall Road to Mer Bleue Road; thence southeasterly along Mer Bleue Road to Navan Road; thence easterly along Navan Road to Mer Bleue Road; thence southeasterly along Mer Bleue Road, its production and Boundary Road to the point of commencement.

## 64. OTTAWA SOUTH

(Population: 115,323)

(Map 11)

Consisting of that part of the City of Ottawa described as follows: commencing at the intersection of the Rideau River with Highway No. 417; thence generally easterly and generally southeasterly along said highway to the northeasterly production of Blake Road; thence southwesterly along said production and Blake Road to Russell Road; thence southwesterly in a straight line to the intersection of Hunt Club Road with Hawthorne Road; thence southwesterly along Hunt Club Road to Conroy Road; thence southeasterly along Conroy Road to Davidson Road; thence southwesterly along Davidson Road and Lester Road to Alert Road; thence northwesterly along Alert Road to the Airport Parkway; thence northerly along said parkway to Hunt Club Road; thence southwesterly along said road to the Rideau River; thence generally northerly along said river to the point of commencement.

65. OTTAWA—VANIER

(Population: 105,870)

(Map 11)

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 mouth of the Rideau Canal; thence S 45°00' E along said line to the mouth of the Rideau Canal; thence generally southeasterly along said canal to the southwesterly production of Mann Avenue; thence northeasterly along said production to Nicholas Street; thence southeasterly along said street to Highway No. 417; thence generally easterly along said highway to the abandoned Canadian Pacific Railway; thence easterly along said railway for approximately 250 metres to a hydroelectric transmission line; thence northerly along said transmission line to Innes Road; thence northeasterly along said road to Blair Road; thence northwesterly along Blair Road to Montreal Road; thence easterly and northeasterly along Montreal Road to Regional Road No. 174; thence northeasterly along said road to Green's Creek; thence generally northerly along said creek to the south shore of the Ottawa River; thence northwesterly to the interprovincial boundary between Ontario and Quebec; thence generally westerly along said boundary to the point of commencement.

## 66. OTTAWA WEST—NEPEAN

(Population: 112,509)

(Map 11)

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 the line running N 30°00' W from the intersection of the northwesterly production of Sherbourne Road with Richmond Road; thence S 30°00' E to the intersection of said production with Richmond Road; thence generally southeasterly along said production, Sherbourne Road and Maitland Avenue to 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 generally southerly along said river to West Hunt Club Road; thence northwesterly and southwesterly along said road to Merivale Road; thence northwesterly along Merivale Road to the Canadian National Railway; thence westerly along said railway to Richmond Road; thence northeasterly along said road to Highway No. 417; thence southwesterly along said highway to March Road; thence generally northwesterly along said road, Herzberg Road and March Valley Road (Fourth Line) to Riddell Drive; thence northeasterly along said drive and its production to the interprovincial boundary between Ontario and Quebec; thence generally easterly along said boundary to the point of commencement.

67. OXFORD

(Population: 99,270)

(Map 2)

Consisting of the County of Oxford.

68. PARKDALE—HIGH PARK

(Population: 106,559)

(Map 14)

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/Canadian Pacific Railway; thence southeasterly along said railway to Queen Street West; thence westerly along said street to Dufferin Street; thence southerly along Dufferin 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 said city; thence generally westerly along said limit to the southeasterly production of the Humber River; thence generally northwesterly along said production and the Humber River to the point of commencement.

69. PARRY SOUND—MUSKOKA

(Population: 84,789)

(Map 1)

Consisting of:

(a) the Territorial District of Parry Sound, excepting:

- (i) the Town of Powassan;
- (ii) the townships of Nipissing and North Himsforth;
- (iii) that part of the Town of Killarney contained therein;

(b) the District Municipality of Muskoka; and

(c) that part of the Territorial District of Nipissing comprised of that part of the Town of Kearney contained therein.

## 70. PEEL CENTRE

(Population: 113,826)

(Map 4)

Consisting of that part of the Regional Municipality of Peel comprised of that part of the cities of Mississauga and Brampton described as follows: commencing at the intersection of Highway No. 401 with the northeasterly limit of the City of Mississauga; thence generally southerly along said limit to Burnhamthorpe Road East; thence southwesterly along said road to Central Parkway East; thence northwesterly along said parkway to Highway No. 403; thence southwesterly along said highway to Mavis Road; thence northwesterly along said road to Eglinton Avenue West; thence southwesterly along said avenue to Terry Fox Way; thence northwesterly along said way to Britannia Road West; thence northeasterly along said road to Mavis Road; thence northwesterly along Mavis Road to Highway No. 401; thence southwesterly along said highway to Mississauga Road; thence northwesterly along said road to the northwesterly limit of the City of Mississauga; thence northeasterly along said limit to McLaughlin Road; thence northwesterly along said road to Steeles Avenue East; thence northeasterly along said avenue to Kennedy Road South; thence southeasterly along said road to the northwesterly limit of the City of Mississauga; thence northeasterly along said limit to Dixie Road; thence southeasterly along said road to Highway No. 401; thence northeasterly along said highway to the point of commencement.

71. 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; the townships of Mapleton and Wellington North.

72. PETERBOROUGH

(Population: 110,887)

(Map 3)

Consisting of the County of Peterborough, excepting the townships of North Kawartha, Galway-Cavendish and Harvey and Cavan-Millbrook-North Monaghan.

73. PICKERING—SCARBOROUGH EAST

(Population: 106,722)

(Map 14)

Consisting of:

(a) that part of the Regional Municipality of Durham comprised of that part of the City of Pickering lying southerly and westerly of a line described as follows: commencing at the intersection of the westerly limit of said city with Finch Avenue; thence easterly along said avenue to Valley Farm Road; thence southerly along said road and its production to Highway No. 401; thence northeasterly along said highway to Brock Road; thence southerly along said road and its production to the southerly limit of said city; and

(b) that part of the City of Toronto described as follows: commencing at the intersection of the easterly limit of said city with Finch Avenue East; thence westerly along said avenue and its production to Meadowvale Road; thence generally southerly along said road to Sheppard Avenue East; thence westerly along said avenue to Morningside Avenue; thence southerly along Morningside Avenue to Highland Creek; thence generally southeasterly along said creek and its production to the southerly limit of said city; thence generally northeasterly and generally northwesterly along the southerly and easterly limits of said city to the point of commencement.

74. PRINCE EDWARD—HASTINGS

(Population: 109,407)

(Map 3)

Consisting of:

(a) the City of Prince Edward; and

(b) the County of Hastings, excepting the City of Quinte West.

75. 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 southerly and 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 boundaries 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 boundaries of said geographic township to the northwest corner of the geographic Township of Anglin; thence southerly along the westerly boundary of the geographic townships of Anglin, Dickson and Preston to the northerly boundary of the geographic Township of Airy; thence westerly along said boundary to the northeast corner of the County of Haliburton.

76. RICHMOND HILL

(Population: 109,394)

(Map 16)

Consisting of that part of the Regional Municipality of York comprised of that part of the Town of Richmond Hill lying southerly and westerly 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 said town.

## 77. ST. CATHARINES

(Population: 111,452)

(Map 12)

Consisting of that part of the Regional Municipality of Niagara comprised of 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 (Regional Road No. 81); thence generally easterly along said street to St. Paul Crescent; thence northeasterly along said crescent to Twelve Mile Creek; thence easterly and generally southerly along said creek to Glendale Avenue; thence generally easterly along said avenue to Merrit Street; thence northwesterly along said street to Glendale Avenue; thence generally northeasterly along said avenue to the easterly limit of said city.

78. ST. PAUL'S

(Population: 112,449)

(Map 14)

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 generally northerly along said drive to Holland Park Avenue; thence westerly along said avenue to Oakwood Avenue; thence northerly along Oakwood Avenue to Rogers Road; thence westerly along said road to Dufferin Street; thence northerly along said street 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 said former limit to the southerly limit 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 Don River Tributary situated easterly of Avoca Avenue; thence generally southeasterly along said tributary 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 along said limit to Jackes Avenue; 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.

79. 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 Plympton-Wyoming; the villages of Oil Springs and Point Edward; the townships of Enniskillen and St. Clair; Sarnia Indian Reserve No. 45.

80. SAULT STE. MARIE

(Population: 88,419)

(Map 1)

Consisting of that part of the Territorial District of Algoma lying westerly and southerly of a line described as follows: commencing at the intersection of the international boundary between Canada and the United States of America with the southeast corner of the Township of Plummer Additional; thence northerly and westerly along the easterly and northerly limits of said township to the southwest corner of the geographic Township of Galbraith; thence northerly along the westerly boundary of the geographic townships of Galbraith, Morin, Kane, Hurlburt, Jollineau, Menard, Pine, Hoffman and Butcher to the southerly limit of the Territorial District of Sudbury; thence westerly and northerly along the southerly and westerly limits of said territorial district to the Montreal River; thence generally westerly along said river to the northerly boundary of the geographic Township of Home; thence westerly along the northerly boundary of the geographic townships of Home and Peever to the northern shore of Lake Superior; thence S 45°00' W to the international boundary between Canada and the United States of America.

81. SCARBOROUGH—AGINCOURT

(Population: 110,669)

(Map 14)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of Victoria Park Avenue with the northerly limit of said city; thence easterly along said limit to Midland Avenue; thence southerly along said avenue to Finch Avenue East; thence easterly along Finch Avenue East to Brimley Road; thence southerly along said road to Highway No. 401; thence westerly along said highway to Victoria Park Avenue; thence northerly along said avenue to the point of commencement.

## 82. SCARBOROUGH CENTRE

(Population: 102,922)

(Map 14)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of Victoria Park Avenue with Highway No. 401; thence easterly along said highway to the northerly production of Toyota Place; thence southerly along said production, Toyota Place, Corporate Drive, Bellamy Road North and its production to Eglinton Avenue East; thence westerly along said avenue to the Canadian National Railway; thence northerly along said railway to the hydroelectric transmission line situated northerly of Romulus Drive; thence southwesterly along said transmission line to Victoria Park Avenue; thence northerly along said avenue to the point of commencement.

### 83. SCARBOROUGH—GUILDWOOD

(Population: 112,628)

(Map 14)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of Highway No. 401 with Morningside Avenue; thence southerly along said avenue to Highland Creek; thence generally southeasterly along said creek and its production to the southerly limit of said city; thence generally southwesterly along said limit to the southeasterly production of Bellamy Ravine Creek; thence generally northwesterly along said production and Bellamy Ravine Creek to Kingston Road; thence northeasterly along said road to Bellamy Road South; thence northerly along Bellamy Road South and its production to Eglinton Avenue East; thence westerly along said avenue to the southerly production of Bellamy Road North; thence northerly along said production, Bellamy Road North, Corporate Drive, Toyota Place and its production to Highway No. 401; thence easterly along said highway to the point of commencement.

## 84. SCARBOROUGH—ROUGE RIVER

(Population: 115,437)

(Map 14)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of Midland Avenue with the northerly limit of said city; thence easterly and southerly along the northerly and easterly limits of said city to Finch Avenue East; thence westerly along said avenue and its production to Meadowvale Road; thence generally southerly along said road to Sheppard Avenue East; thence westerly along said avenue to Morningside Avenue; thence southerly along Morningside Avenue to Highway No. 401; thence westerly along said highway to Brimley Road; thence northerly along said road to Finch Avenue East; thence westerly along said avenue to Midland Avenue; thence northerly along Midland Avenue to the point of commencement.

## 85. SCARBOROUGH SOUTHWEST

(Population: 105,237)

(Map 14)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of Victoria Park Avenue with the hydroelectric transmission line situated northerly of Craigton Drive; thence northeasterly along said transmission line to the Canadian National Railway; thence southerly along said railway to Eglinton Avenue East; thence easterly along said avenue to the northerly production of Bellamy Road South; thence southerly along said production and Bellamy Road South to Kingston Road; thence southwesterly along Kingston Road to Bellamy Ravine Creek; thence generally southeasterly along said creek and its production to the southerly limit of said city; thence southwesterly along said limit to the southerly production of Victoria Park Avenue; thence northerly along said production and Victoria Park Avenue to the point of commencement.

86. SIMCOE—GREY

(Population: 117,505)

(Map 2)

Consisting of:

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

(b) that part of the County of Grey comprised of the Town of Blue Mountains.

## 87. 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 at the southeasterly corner of the Township of Ramara; thence southwesterly along the southerly limits of said township, the City of Orillia and the Township of Oro-Medonte to the southwesterly corner of the aforementioned township; thence generally northerly along the westerly limit of the Township of Oro-Medonte to the southerly limit of the Township of Tay; thence southwesterly and northwesterly along the southerly and westerly limits of the Township of Tay to the southerly limit of the Township of Tiny; thence southwesterly and northwesterly along the southerly and westerly limits of the Township of Tiny to the westerly limit of said county.

88. STORMONT—DUNDAS—SOUTH GLENGARRY

(Population: 98,933)

(Map 3)

Consisting of the United Counties of Stormont, Dundas and Glengarry, excepting the Township of North Glengarry.

## 89. SUDBURY

(Population: 89,443)

(Map 1)

Consisting of that part of the City of Greater Sudbury described as follows: commencing at the intersection of the westerly limit of said city with the northwest corner of the former Town of Walden; thence generally easterly along the northerly limit of said former town to the westerly limit of the former City of Sudbury; thence northerly, generally easterly and generally southerly along the westerly, northerly and easterly limits of said former city to Highway No. 69; thence generally westerly along said highway and Regent Street to Long Lake Road; thence southerly along said road to the northerly boundary of the geographic Township of Broder; thence westerly along said boundary to Kelly Lake; thence southwesterly along said lake to the easterly limit of the former Town of Walden; thence southerly along said limit to the southerly limit of the City of Greater Sudbury; thence generally southwesterly, westerly, northerly, westerly and generally northerly along the southerly and westerly limits of said city to the point of commencement.

90. THORNHILL

(Population: 116,840)

(Map 16)

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.

91. THUNDER BAY—RAINY RIVER

(Population: 85,775)

(Map 1)

Consisting of:

(a) 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 longitude 90°00' W; thence southerly along said longitude to its most southerly intersection with the Dog River; thence generally southerly along said river to the western shoreline of Dog Lake; thence generally southerly along said shoreline to the northerly boundary of the geographic Township of Fowler; thence westerly, southerly and easterly along the northerly, westerly and southerly boundaries 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 and southerly along the northerly and easterly limits of said township to Pole Line Road; thence easterly along said road and its production to Thunder Bay Expressway (Highway No. 11, Highway No. 17); thence northerly along said expressway to Harbour Expressway; thence easterly along Harbour Expressway and Main Street to 110th Avenue; thence due east to the easterly limit of the City of Thunder Bay; thence southwesterly, easterly and southerly along said limit to the northeast corner of the Township of Neebing situated easterly of Welcome Islands; thence S 45°00' E to the international boundary between Canada and the United States of America; and

(b) the Territorial District of Rainy River.

## 92. THUNDER BAY—SUPERIOR NORTH

(Population: 83,657)

(Map 1)

Consisting of that part of the Territorial District of Thunder Bay described as follows:

(a) that part 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 boundary of the geographic townships of Bulmer, Fletcher, Furlonge, McLaurin and Bertrand to the 6th Base Line; thence easterly along said base line to longitude  $90^{\circ}00'$  W; thence southerly along said longitude to its most southerly intersection with the Dog River; thence generally southerly along said river to the western shoreline of Dog Lake; thence generally southerly along said shoreline to the northerly boundary of the geographic Township of Fowler; thence westerly, southerly and easterly along the northerly, westerly and southerly boundaries 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 and southerly along the northerly and easterly limits of said township to Pole Line Road; thence easterly along said road and its production to Thunder Bay Expressway (Highway No. 11, Highway No. 17); thence northerly along said expressway to Harbour Expressway; thence easterly along Harbour Expressway and Main Street to 110th Avenue; thence due east to the easterly limit of the City of Thunder Bay; thence southwesterly, easterly and southerly along said limit to the northeast corner of the Township of Neebing situated easterly of Welcome Islands; thence  $S 45^{\circ}00'$  E to the international boundary between Canada and the United States of America; and

(b) excepting that part lying southerly and easterly of a line described as follows: commencing at the southwest corner of the geographic Township of Downer; thence due west to a line drawn due south from the southeast corner of the geographic Township of Bain; thence due south to a line drawn due west from the southwest corner of the geographic Township of McGill; thence due east to longitude  $86^{\circ}00'$  W; thence south along said longitude to the White River; thence generally westerly along said river to the northern shoreline of Lake Superior; thence  $S 45^{\circ}00'$  W to the international boundary between Canada and the United States of America.

93. TIMMINS—JAMES BAY

(Population: 84,001)

(Map 1)

Consisting of:

(a) that part of the Territorial District of Kenora lying easterly of a line described as follows: commencing at the northeast corner of the most northerly 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 Cochrane, excepting that part described as follows: commencing at the intersection of the westerly limit of said territorial district with the northwest corner of the geographic Township of Boyce; thence easterly along the northerly boundary of the geographic townships of Boyce, Shuel, Mulloy, Fintry, Auden, Rogers, Fushimi, Bannerman, Ritchie, Mulvey, Goldwin, Sweet, Hillmer, McKnight, Boyle, Mowbray, Howells, Sheldon, Pinard and Mewhinney to the northeast corner of the aforementioned geographic township; thence southerly along the easterly boundary of the geographic townships of Mewhinney, Bourassa, Tolmie, Menapia, Beniah, Colquhoun and Calder to the northerly boundary of the geographic Township of Ottaway; thence westerly along said boundary to its northwest corner; thence southerly along the westerly boundary of the geographic townships of Ottaway, Beck, Lucas and Prosser to the southwest corner of the aforementioned geographic township; thence westerly along the southerly boundary of the geographic townships of Carnegie, Reid, Thorburn, Moberly, Aitken, Poulett, Watson and Lisgar to the southwesterly limit of said territorial district; thence generally northwesterly along said limit to the point of commencement; and

(c) that part of the Territorial District of Timiskaming described as follows: commencing at the northeast corner of the geographic Township of Harris; thence westerly along the northerly boundary of the geographic townships of Harris, Dymond, Hudson, Lundy, Auld and Speight to the northwest corner of the aforementioned geographic township; thence southerly along the westerly boundary of the geographic townships of Speight, Van Nostrand and Leo to the southerly limit of said territorial district; thence westerly and northerly along the southerly and westerly limits of said territorial district to the southwest corner of the geographic township of Cleaver; thence northerly along the westerly boundary of the geographic townships of Cleaver and Fallon to the northerly limit of said geographic township; thence easterly and southerly along the northerly and easterly limits of said territorial district to the point of commencement.

## 94. TORONTO CENTRE

(Population: 114,581)

(Map 14)

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 Jackes Avenue; thence easterly along said avenue to the westerly limit of the Rosehill Reservoir; thence northerly along said limit to Rosehill Avenue; thence easterly along said avenue and its production to the Don River Tributary situated easterly of Avoca Avenue; thence generally northwesterly along said tributary to the southerly limit of the Mount Pleasant Cemetery; thence generally easterly along said limit to the former easterly limit of the City of Toronto, at the intersection of Bayview Avenue with Moore Avenue; thence southeasterly along said former limit to the Canadian Pacific Railway; thence northeasterly along said railway to Bayview Avenue; thence generally southerly along said avenue to Pottery Road; thence generally northeasterly along said road to the Don River; thence generally southerly along said river to Keating Channel; thence southwesterly 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 College Street to Queens Park; thence northerly along Queens Park, Queens Park Crescent West, Queens Park and Avenue Road to the point of commencement.

## 95. TRINITY—SPADINA

(Population: 106,094)

(Map 14)

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 northerly of Dupont Street; thence easterly along said railway to Avenue Road; thence southerly along said road, Queens Park, Queens Park Crescent West and Queens Park to College Street; thence easterly along said street to Yonge Street; thence southerly along Yonge Street and its production to the southwesterly production of Keating Channel; thence northeasterly along said production to the southerly production of Parliament Street; thence southerly in a straight line to the southerly extremity of the Eastern Channel of Toronto Harbour; thence southwesterly in a straight line to the corner of the southerly limit of said city, 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 Queen Street West; thence easterly along Queen Street West to the Canadian National/Canadian Pacific Railway; thence southeasterly along said railway to the southerly production of Dovercourt Road; thence northerly along said production and Dovercourt Road 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 16)

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 easterly limit of said city.

97. WELLAND

(Population: 108,876)

(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 (Regional Road No. 81); thence generally easterly along said street to St. Paul Crescent; thence northeasterly along said crescent to Twelve Mile Creek; thence easterly and generally southerly along said creek to Glendale Avenue; thence generally easterly along said avenue to Merrit Street; thence northwesterly along said street to Glendale Avenue; thence generally northeasterly along said avenue to the easterly limit of said city.

98. WELLINGTON—HALTON HILLS

(Population: 100,555)

(Map 2)

Consisting of:

(a) that part of the County of Wellington comprised of: the townships of Centre Wellington, Guelph/Eramosa and Puslinch; the Town of Erin; and

(b) that part of the Regional Municipality of Halton comprised of the Town of Halton Hills.

99. WHITBY—OSHAWA

(Population: 113,641)

(Map 6)

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 northerly and easterly of a line described as follows: commencing at the intersection of the westerly limit of said city with Taunton Road West; thence easterly along said road and Taunton Road East to Ritson Road North; thence southerly along Ritson Road North to Rossland Road East; thence easterly along Rossland Road East and its production to the easterly limit of said city.

100. WILLOWDALE

(Population: 108,454)

(Map 14)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of the northerly limit of said city with Victoria Park Avenue; thence southerly along said avenue to the hydroelectric transmission line situated northerly of Apache Trail; thence southwesterly along said transmission line to Highway No. 404; thence southerly along said highway to Finch Avenue East; thence generally westerly along said avenue to Leslie Street; thence southerly along said street to Highway No. 401; thence generally southwesterly along said highway to the Don River West Branch; thence generally northwesterly along said branch to Bathurst Street; thence northerly along said street to the hydroelectric transmission line situated northerly of Finch Avenue West; thence generally easterly along said transmission line to Yonge Street; thence northerly along said street to the northerly limit of said city; thence easterly along said limit to the point of commencement.

101. WINDSOR—TECUMSEH

(Population: 116,466)

(Map 15)

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 easterly and northerly 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 Pillette Road and its intermittent productions to the southerly limit of said city.

## 102. WINDSOR WEST

(Population: 117,041)

(Map 15)

Consisting of that part of the City of Windsor lying westerly and southerly 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 Pillette Road and its intermittent productions to the southerly limit of said city.

## 103. YORK CENTRE

(Population: 113,420)

(Map 14)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of the northerly limit of said city with Yonge Street; thence southerly along said street to the hydroelectric transmission line situated northerly of Finch Avenue West; thence generally westerly along said transmission line to Bathurst Street; thence southerly along said street to the Don River West Branch; thence generally southeasterly along said branch to Highway No. 401; thence southwesterly and westerly along said highway 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 generally easterly along said drive to Keele Street; thence northerly along said street to the northerly limit of said city; thence easterly along said limit to the point of commencement.

104. YORK—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;

(ii) that part of the Township of King lying northerly of Highway No. 9;

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

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

105. YORK SOUTH—WESTON

(Population: 114,539)

(Map 14)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of the Humber River with Highway No. 401; thence easterly along said highway to the Canadian National Railway situated westerly of Caledonia Road; thence southerly along said railway to Rogers Road; thence westerly along said road to Old Weston Road; thence southeasterly along Old Weston Road to Lavender Road; thence westerly along Lavender Road to Keele Street; thence southerly along said street and its production to the Canadian National/Canadian Pacific 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 14)

Consisting of that part of the City of Toronto described as follows: commencing at the intersection of the northerly limit of said city with Keele Street; thence southerly along said street to Grandravine Drive; thence generally 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 Highway No. 401; thence westerly along said highway to the Humber River; thence generally northwesterly along said river to the northerly limit of said city; thence easterly along said limit to the point of commencement.