





Redistribution
Federal Electoral Districts

Redécoupage
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**Report of the
Federal Electoral Boundaries Commission
for the Province of Nova Scotia**

2012



Report of the Federal Electoral Boundaries Commission for the Province of Nova Scotia

ISBN 978-1-100-21509-9

Cat. No.: SE3-23/3-2012E

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Report



Introduction

By proclamation, on February 21, 2012, the Federal Electoral Boundaries Commission for the Province of Nova Scotia (the Commission) was established under and by virtue of the *Electoral Boundaries Readjustment Act*, R.S.C. 1985, c. E-3 (the Act).

The Commission is composed of Dr. Louise Carbert, a political science professor, and Mr. David Blaikie, a law professor, both of Dalhousie University, who were appointed by the Speaker of the House of Commons, and the Honourable Justice Allan P. Boudreau, the Chair, a Justice of the Supreme Court of Nova Scotia, who was appointed by the Chief Justice of Nova Scotia.

The Commission's task is to establish, or more properly stated to readjust, the boundaries of federal electoral districts (sometimes called ridings or constituencies) in accordance with population figures established for the Province by the 2011 decennial census. The Province is now divided into 11 electoral districts, and that number will not change.

The 2011 Census established the population of Nova Scotia at 921,727. The population divided by the number of electoral districts gives an average, or "electoral quota", of 83,793 people per electoral district. The population of each electoral district must correspond as closely as is reasonably possible to that electoral quota. The Act provides, however, that the Commission may deviate from that quota to take account of certain factors such as community of interest or identity, historical patterns, and manageable geographic size. Section 15 of the Act specifically directs that in establishing boundaries, the Commission be governed by the following rules:

(1) [...] (a) the division of the province into electoral districts and the description of the boundaries thereof shall proceed on the basis that the population of each electoral district in the province as a result thereof shall, as close as reasonably possible, correspond to the electoral quota for the province, that is to say, the quotient obtained by dividing the population of the province as ascertained by the census by the number of members of the House of Commons to be assigned to the province as calculated by the Chief Electoral Officer under subsection 14(1); and

(b) the commission shall consider the following in determining reasonable electoral district boundaries:

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

(2) The commission may depart from the application of the rule set out in paragraph (1)(a) in any case where the commission considers it necessary or desirable to depart therefrom

- (a) in order to respect the community of interest or community of identity in or the historical pattern of an electoral district in the province, or
- (b) in order to maintain a manageable geographic size for districts in sparsely populated, rural or northern regions of the province,

but, in departing from the application of the rule set out in paragraph (1)(a), the commission shall make every effort to ensure that, except in circumstances viewed by the commission as being extraordinary, the population of each electoral district in the province remains within twenty-five per cent more or twenty-five per cent less of the electoral quota for the province.

In conjunction with the provisions of the Act, the Commission's decisions must be guided by the *Constitution Act, 1982*, in particular the *Canadian Charter of Rights and Freedoms*, which guarantees

Canadian citizens the right to vote in federal and provincial elections. This right has been interpreted by the Supreme Court of Canada in a manner that sets constitutional criteria for the drawing of electoral boundaries.

In what is known as “the *Carter* decision”, which was released on June 6, 1991, and deals with provincial electoral boundaries in Saskatchewan, the Supreme Court of Canada ruled that the purpose of the right to vote, as guaranteed by section 3 of the Charter, is not equality of voting power by itself but the right to “effective representation”. First and foremost, the Court ruled, “effective representation” requires “relative parity of voting power”. Absolute equality of population size among electoral districts, the Court ruled, was not required. Rather, deviations from equality of population size for the purpose of accommodating communities of interest or identity, historical patterns, or manageable geographic size are “justified on the ground that they contribute to better government of the populace as a whole”. In other words, variation from the electoral quota is permitted by the Act where the Commission considers it necessary or desirable.

The Proposal Stage

The Proposal

In implementing the guidelines of the Act and adhering to the guidelines of the Supreme Court of Canada in the *Carter* decision and subsequent Canadian superior court decisions, the Commission proceeded in the following manner.

This Commission, as did the previous commission, first considered whether there were any “extraordinary circumstances” which might necessitate or justify moving beyond the given plus or minus 25 percent of the quota in any of the 11 federal electoral districts, as permitted by subsection 15(2) of the Act. The Commission decided that there was no such necessity and that there were clearly no such extraordinary circumstances requiring it to invoke the provisions of subsection 15(2) of the Act.

The Commission then considered the need, if any, for a redrawing of the federal electoral boundaries in the Province, based on the official population figures for 2011. It was readily apparent that the shift in population between 2001 and 2011 would require some adjustment of those boundaries. The Commission, therefore, set out to make the adjustments with a minimum of disturbance to the current boundaries, while at the same time considering all of the factors set out in section 15 of the Act.

The population of Nova Scotia increased from 908,007 in 2001 to 921,727 in 2011, which is a net increase of 13,720. At the same time, the population of the four ridings in the Halifax Regional Municipality (HRM) increased from 341,026 in 2001 to 370,654 in 2011, which is a net increase of 29,628. Therefore, the total population of the federal ridings outside of the HRM had diminished by 15,908.

It can be seen that several ridings, particularly those in the HRM, were well above the electoral quota of 83,793 (see Table 1 of the Proposal). When one compares the population of the four HRM ridings with the electoral quota, one can see that the deviation of those ridings exceeded the quota by 6.41 percent to 16.61 percent. It can also be seen from Table 1 of the Proposal that the ridings of Sydney—Victoria, Central Nova and Cape Breton—Canso were below the quota by 12.49 percent to 18.33 percent. The Commission, therefore, proposed to adjust the boundaries of three of the HRM ridings as well as those of Cape Breton—Canso and Central Nova to bring them into closer alignment with the electoral quota. While making the boundary proposals, the Commission considered the principles of community of interest and identity, historical pattern and manageable geographic size.

Table 1 of the Proposal shows population information after redistribution in 2002 side by side with the same information for 2012 using the new electoral quota. From that table, it is easily discernible that Nova Scotia's population has shifted from rural areas, particularly Cape Breton, to the greater Halifax area. Table 2 of the Proposal shows the same information as it would be if the boundaries were readjusted as proposed.

Based on the information before it, the Commission proposed a reduction in the size of Halifax West, which had the effect of enlarging the geographic size of South Shore—St. Margarets. At the same time, the Commission proposed annexing parts of the Municipality of the District of Barrington to West Nova in order to compensate for this increase in the geographic size of South Shore—St. Margarets.

The Commission also proposed enlarging Cape Breton—Canso, which had fallen significantly below the electoral quota. This meant encroaching on Central Nova, which itself was substantially below the quota. Therefore, to compensate, the Commission proposed enlarging Central Nova by adding parts of Cumberland—Colchester—Musquodoboit Valley and parts of the Eastern Shore.

The Commission also proposed that the boundaries between Dartmouth—Cole Harbour and Sackville—Eastern Shore be altered to make those boundaries less convoluted.

The details of these proposals were published in the *Canada Gazette* on August 4, 2012, on the Commission's website at www.federal-redistribution.ca and in various newspapers throughout the Province. Readers are referred to the published documents for details of the Commission's proposals as these will not be repeated here.

Submissions Received

The Commission commenced to receive written submissions from interested individuals, groups and organizations shortly after the publication of the Proposal. In all, 57 written submissions were received for the various ridings of the Province. The deadline for receiving written submissions was September 30, 2012, but a few were received after that date. Nevertheless, these few late submissions were accepted and considered. The vast majority of written submissions expressed concern that the historic communities of Bedford and Dartmouth were each being divided by the Proposal. The written submissions and digital recordings of the public hearings will be filed with the Chief Electoral Officer at the end of the Commission's mandate and will be accessible to the public upon application to that office.

Public Hearings

Six public hearings were held throughout the Province of Nova Scotia, commencing on September 14, 2012 and ending on October 3, 2012. All of the public hearings were held in the evening to encourage and facilitate participation. The schedule of these hearings and the number of presenters were as follows:

September 14, 2012	Stellarton	4 presenters
September 18, 2012	Halifax	10 presenters
September 20, 2012	Bridgewater	3 presenters
September 21, 2012	Yarmouth	10 presenters
October 1, 2012	Lower Sackville	8 presenters
October 3, 2012	Cole Harbour	7 presenters

The following four scheduled public hearings were cancelled due to a lack of interest in appearing before the Commission:

September 4, 2012	Sydney
September 5, 2012	Port Hawkesbury
September 9, 2012	Greenwich
September 13, 2012	Truro

Most of the presenters were appearing as individuals; however, a number of individuals were representing local riding organizations or municipal governments, or were election officials such as returning officers and polling officers. Four members of Parliament appeared at the public hearings. These were the Hon. Geoff Regan (Halifax West), Mr. Peter Stoffer (Sackville—Eastern Shore), Mr. Gerald Keddy (South Shore—St. Margaret's) and Mr. Greg Kerr (West Nova). Mr. Robert Chisholm, the member of Parliament for Dartmouth—Cole Harbour, had a staff person appear and speak on his behalf. It should also be mentioned that, at a number of the hearings, individuals not making presentations outnumbered those making presentations.

The main themes at the public hearings were concerns that the Proposal would divide certain long-existing communities of interest and communities of identity, and that, in some cases, the Proposal would divide a number of municipalities, counties or both.

Residents of the community of Bedford expressed a strong desire to remain united in the riding of Halifax West.

Residents of Dartmouth, especially the area of North Dartmouth, expressed a strong desire to remain united in the riding of Dartmouth—Cole Harbour, and they were supported by their member of Parliament, Mr. Robert Chisholm.

Residents of the Municipality of the District of Barrington, including municipal officials, expressed a strong desire not to be divided from the County of Shelburne and to remain in the riding of South Shore—St. Margarets.

The warden of the Municipality of the District of St. Mary's expressed concern that the Proposal would divide that municipality between Central Nova and Cape Breton—Canso.

Concern was expressed that the Proposal would divide Antigonish County and certain communities within that county between Central Nova and Cape Breton—Canso.

Concern was also expressed that the Proposal would add too much of the Eastern Shore to the riding of Central Nova.

The majority of these representations influenced the direction of the Commission, and as many as could be reasonably incorporated are reflected in this Report.

Many of the concerns expressed at the public hearings had been communicated to the Commission in written submissions received prior to the hearings. The Commission had considered these written submissions and, in many situations, agreed that it should revise its proposed position in light of those representations. This was announced by the Commission during the Chair's opening remarks at the beginning of each public hearing.

The result was that many of the presenters' concerns had already been addressed by the Commission, and this helped to focus the representations and discussions on moving forward from that point. Proceeding in that manner served two purposes: It avoided much controversy at the hearings and it gave a clear indication that the Commission was listening to the residents and organizations of the various ridings. While the intended presenters had to take some time to digest the "up-to-date" thinking of the Commission (which time was freely accorded), the hearings could proceed more effectively from there.

The Commission made it clear that its up-to-date thinking was not an official position until it prepared and filed its Report. Nevertheless, the presenters appeared to understand and accept that there was no formal process to revise a Commission's Proposal, and they did not appear to doubt the sincerity of the "revised proposal". The Commission was of the view that this process worked well.

Conclusions

Overview

Following the completion of the public hearing process and receipt of written submissions, the Commission reviewed in detail all of the materials and submissions gathered during the process. Public concerns focused primarily on the factor of "community of interest" and how to balance that with "relative parity of voting power", or as the Supreme Court of Canada put it, "effective representation". It should be pointed out that the Commission did not set out with any preconceived notion regarding a target percentage of variation from the electoral quota. Although citizen concerns were not received from all parts of the Province, the Commission proceeded on the assumption that all matters were on the table. Thus, the Commission reviewed all of its previous recommendations in preparing this Report.

A further task of the Commission was the naming or renaming of two electoral districts. This Commission, as had the previous commission, sought to retain the current riding names wherever appropriate. The Commission also decided to drop the apostrophe (') in any riding or place names in order to be consistent with present standards.

In the following pages, the Commission explains its finalized Report for each of Nova Scotia's 11 federal electoral districts, noting any changes by comparison to its Proposal dated June 7, 2012, as well as indicating any changes in riding names. The population data for each proposed riding, the deviations from the quota, as well as the names of the ridings are presented in the following table.

Summary Table of Riding Information			
Electoral District Name	2011 Quota	2011 Population	Deviation
Cape Breton—Canso	83,793	75,247	-10.20%
Central Nova	83,793	74,597	-10.97%
Cumberland—Colchester	83,793	82,321	-1.76%
Dartmouth—Cole Harbour	83,793	91,212	+8.85%
Halifax	83,793	92,643	+10.56%
Halifax West	83,793	87,275	+4.16%
Kings—Hants	83,793	83,306	-0.58%

Summary Table of Riding Information (cont.)

Electoral District Name	2011 Quota	2011 Population	Deviation
Sackville—Preston—Chezzetcook	83,793	85,583	+2.14%
South Shore—St. Margarets	83,793	92,561	+10.46%
Sydney—Victoria	83,793	73,328	-12.49%
West Nova	83,793	83,654	-0.17%
Total		921,727	

The New Boundaries

The Commission will explain below the various changes made to the existing electoral districts. First, the Commission wishes to indicate that three ridings will retain their present boundaries (notwithstanding changes outlined in the Proposal): these are the ridings of West Nova, Kings—Hants and Sydney—Victoria. The legal descriptions of all the electoral districts can be found in the Schedule to this Report; the maps follow in the last section.

Halifax West

The 2011 Census indicates that the four electoral districts within the HRM had increased in population by approximately 30,000, whereas the rest of the Province had diminished in population by approximately 16,000. Therefore, it was apparent to the Commission that adjustments would have to be made in and around the HRM. Halifax West had seen the greatest population increase (almost 20,000). In an effort to decrease the population of Halifax West, the Commission, in its Proposal, sought to alter the northern boundary of that riding. In order to achieve this, the Commission had proposed altering the common boundary with the present riding of Sackville—Eastern Shore. However, it became clear that this proposal divided the community of Bedford, and the Commission has now essentially reverted to the existing boundary between those two ridings.

Therefore, the only feasible way to reduce the population of Halifax West is to substantially alter its southeastern boundary. This means placing more of the Prospect and Tantallon areas into the riding of South Shore—St. Margarets. The Commission has decided that the most appropriate and least divisive boundary between these two ridings is Highway 103. The Commission acknowledges that this has caused some concern for residents in the area of Exit 5; however, the Commission feels that this boundary is the least disruptive to the communities of Hammonds Plains and Tantallon, and the most reasonable way to adjust the population of Halifax West.

Sackville—Preston—Chezzetcook

The main reason for initially adjusting the boundaries of Sackville—Eastern Shore was the need to adjust the western boundary of Cape Breton—Canso in order to bring the latter's population to a reasonable deviation from the electoral quota. This had the "domino" effect of requiring changes to the boundaries of Central Nova to take in more of the Eastern Shore and the Musquodoboit Valley. These changes will be discussed more fully later in this Report.

The Commission's Proposal incorporated parts of the Sackville and Beaver Bank areas into Kings—Hants and parts of North Dartmouth into the present riding of Sackville—Eastern Shore. Public concern was expressed regarding the divisions of the communities of the Sackville area and those of the former city of Dartmouth. The Commission agrees with those concerns and, in this Report, essentially reverts to the

present boundaries between Sackville—Eastern Shore and Kings—Hants, and between Sackville—Eastern Shore and the northern boundary of Dartmouth—Cole Harbour.

In order to maintain reasonable deviations from the electoral quota for both the new riding of Sackville—Preston—Chezzetcook and for Central Nova, the Commission is of the opinion that it is necessary to reduce the extent of the Eastern Shore contained in the present riding of Sackville—Eastern Shore. The Commission is of the view that redrawing the boundary line between these two ridings to include all of the Chezzetcook communities in the revised Sackville—Preston—Chezzetcook riding is necessary and is the most appropriate way to comply with and achieve the objectives of the Act.

The Commission is of the view that a new name would more appropriately describe the geographic area and extent of this riding, and it recommends the new name “Sackville—Preston—Chezzetcook”.

Dartmouth—Cole Harbour

The Commission had initially proposed significant changes to the northern boundary of this riding and minor changes to its southern boundary. This would have divided the community of the former city of Dartmouth, and the Commission agrees with the concerns expressed by the riding’s citizens and by its member of Parliament. The Commission has therefore reverted to the former northern boundary of this riding, with a minor change to accommodate a number of voters who had difficulty accessing polling stations and who are properly part of the Dartmouth community. The southern boundary has been extended slightly to include Canadian Forces Base Shearwater on its eastern boundary. The communities of Eastern Passage, Hartlen Point and McNabs Island will remain in Sackville—Preston—Chezzetcook.

Halifax

The riding of Halifax has been altered slightly on its western boundary in the Prospect Road area to accommodate voters who had difficulty accessing polling stations and to include all of Long Lake Provincial Park within its boundaries.

South Shore—St. Margarets

Subsequent to the Proposal, the riding of South Shore—St. Margarets has been extended on its eastern boundary to incorporate the additional territory removed from Halifax West. The Commission recognizes that this further expands the geographic size of that constituency. The Commission had initially proposed to compensate for that expanded size by moving the Municipality of the District of Barrington into West Nova. However, the citizens of Barrington made it very clear at the public hearing in Yarmouth and in written submissions that they did not want to be separated from Shelburne County and that they wished to remain in South Shore—St. Margarets. The members of Parliament who were present at that hearing, Mr. Gerald Keddy and Mr. Greg Kerr, both agreed that the citizens’ concerns should be respected. Mr. Keddy accepted that he could continue to represent the riding with its expanded geographic size. There was no compelling reason to prefer one boundary over the other. In the end, citizens’ stated preferences were taken to be the deciding factor. The Commission agreed to leave the Municipality of the District of Barrington in South Shore—St. Margarets.

Cape Breton—Canso

Cape Breton—Canso was the riding with the greatest deviation (in excess of 18 percent below the electoral quota) prior to redistribution. It was apparent to the Commission that an adjustment would have to be made to that riding. It was not possible to adjust Cape Breton—Canso by making changes to the adjacent Sydney—Victoria riding because the latter was also already significantly below the electoral quota. Therefore, the only adjustment that could be made was with Central Nova, which itself was already approximately 14 percent below the quota. The Commission received submissions from a few concerned

citizens and municipal officials of Antigonish County regarding the proposal to shift parts of that county into Cape Breton—Canso, which would divide the county between two federal electoral districts.

However, the Commission could not see any workable alternative besides adjusting its Proposal so that Antigonish County would be divided in the least disruptive manner and a portion added to Cape Breton—Canso. In the Commission's opinion, it was not feasible to add all of Antigonish County (some 19,589 people) to Cape Breton—Canso and remove it from Central Nova, which, as previously stated, was already significantly below the electoral quota.

The Commission has therefore decided to add that portion of Antigonish County which lies to the east of the South River to the riding of Cape Breton—Canso. This portion of the county is identical to Subdivision B in terms of the national census. As a result of this overlap, detailed and specific statistical information will become available for planning purposes. Moreover, this redistribution has the effect of grouping all Acadian regions of northeastern Nova Scotia in the same federal electoral district. Also, historically, all or parts of Antigonish County had or have been, at one time or another, part of a Cape Breton riding. While it may be desirable to avoid dividing counties between federal ridings where feasible, it should be noted that this has historically occurred in numerous counties, for example, in the Annapolis Valley, in Cape Breton and to a large degree in Halifax County.

Central Nova

There is no question that Central Nova is significantly affected by the unavoidable “domino” effect of necessary changes to adjoining ridings. In order to maintain a reasonable variation from the electoral quota, it is now necessary to add the Musquodoboit Valley and a small portion of the Eastern Shore to Central Nova to compensate for the removal of approximately one half of Antigonish County. This will still leave Central Nova at approximately 11 percent below the quota. In arriving at the division along the Eastern Shore, the Commission attempted to minimize the disruption or division of communities. For this reason, the Commission revised its original Proposal in order to maintain the Chezzetcook communities in one riding.

Cumberland—Colchester

In order to provide additional population to Central Nova, the Commission removed the Musquodoboit Valley from the present Cumberland—Colchester—Musquodoboit Valley at the Proposal stage and restored the historical riding of Cumberland—Colchester. This new riding encompasses the entirety of these two counties and is very close to the electoral quota. No other changes have been made.

Acknowledgments

The Commission wishes to express its appreciation to those who appeared and spoke at the hearings and also to those who provided written submissions. Some of the submissions played a significant part in the changes that resulted in this Report. We could not incorporate the views expressed in all of the submissions, but all representations were seriously considered and were helpful in reaching our conclusions.

I, as Chair, wish to express my appreciation to the other Commission members and our staff for their unfailing dedication to the objectives of the Commission, their good humour and their constant professionalism. Professors Carbert and Blaikie brought their extensive knowledge and experience relating

to the electoral aspects of the democratic process to the Commission. Both of these individuals embody the best of academia.

The Commission wishes to thank our only full-time staff person, Ms. Barbara Penick (Commission Secretary), who performed her functions in an exemplary manner. Ms. Penick's considerable legal and administrative background and her experience with the previous commission, combined with her total dedication to this Commission, resulted in a smooth-running and efficient process.

We also wish to thank Ms. Susan Paterson, our map and geography specialist from Ottawa, who so ably performed her function in assisting the Commission. Ms. Paterson generously made herself available beyond her normal function, both at the hearings and during our deliberations.

We also wish to thank the staff at Elections Canada who provided the Commission with unwavering administrative and technical support, while at the same time fully respecting the independence of the Commission.

In closing, as Chair, I must remark that it was a pleasure to work with a group so committed to ensuring our function was performed efficiently and conscientiously. As a result of this commitment and the spirit of co-operation, an important process was completed to the satisfaction of all involved.

Dated at Halifax, Nova Scotia, this 21st day of November, 2012.

Honourable Justice Allan P. Boudreau
Chair

Dr. Louise Carbert
Deputy Chair

Professor David Blaikie
Member

Ms. Barbara Penick
Commission Secretary

CERTIFIED copy of the Report of the Federal Electoral Boundaries Commission for the Province of Nova Scotia.

Signature

Date

Schedule

Schedule



Schedule — Boundaries and Names of Electoral Districts

There shall be in the Province of Nova Scotia eleven (11) electoral districts, named and described as set out below, each of which shall return one member.

In the following descriptions:

- (a) reference to “trail”, “street”, “avenue”, “road”, “connector”, “extension”, “highway”, “river”, “stream”, “brook”, “channel”, “cove”, “arm”, “bay”, “lake”, “harbour”, “transmission line” or “railway” signifies their centre line unless otherwise described;
- (b) wherever a word or expression is used to denote a territorial division, such word or expression shall indicate the territorial division as it existed or was bounded on the first day of January, 2011;
- (c) reference to “counties” for inclusion in an electoral district signifies that all cities, towns, villages and Indian reserves lying within the perimeter of the counties are included unless otherwise described;
- (d) all offshore islands are included in the landward district unless otherwise described;
- (e) the translation of the terms “street”, “avenue” and “boulevard” follows Treasury Board standards, while the translation of all other public thoroughfare designations is based on commonly used terms but has no official recognition; and
- (f) all coordinates are in reference to the North American Datum of 1983 (NAD 83).

The population figure of each electoral district is derived from the 2011 decennial census.

Cape Breton—Canso

(Population: 75,247)

(Map 1)

Consisting of:

- (a) the County of Richmond;
- (b) the Municipality of the District of Guysborough;
- (c) that part of the County of Inverness lying southerly of Cape Breton Highlands National Park of Canada;
- (d) that part of the Cape Breton Regional Municipality lying southeasterly of a line described as follows: commencing at a point in the centre of Bras d’Or Lake; thence northeasterly along said lake and East Bay to its most northeasterly extremity; thence due north to Portage Brook; thence generally northeasterly along said brook to Blacketts Lake; thence generally northeasterly along said lake and the Sydney River to Highway No. 125; thence generally northeasterly along said highway to Highway No. 4 (Grand Lake Road); thence northeasterly along said highway to Northwest Brook (south of Grand Lake); thence generally northeasterly along said brook and the westerly shoreline of Grand Lake to the Emera Utility Services Inc. Railway; thence northeasterly along said railway and its northerly branch (running towards the Community of Dominion) to its second intersection with Northwest Brook (north of Grand Lake); thence generally northerly and northeasterly along said brook, Lingan Bay and Indian Bay to the Cabot Strait; and
- (e) that part of the County of Antigonish lying easterly and southerly of a line described as follows: commencing at the intersection of the southerly limit of said county and South River Lake; thence generally northerly along said lake to the South River; thence generally northerly along said river to

Antigonish Harbour; thence generally northerly along said harbour, passing east of Blueberry Island, Reef Island, Fallis Island and Captains Island and passing west of Long Island, Sheep Island and Black Island, to St. Georges Bay; thence northeasterly along said bay to the easterly limit of said county at approximate latitude 45°51'52"N and longitude 61°34'07"W.

Central Nova

(Population: 74,597)

(Map 1)

Consisting of:

(a) the County of Pictou;

(b) that part of the County of Antigonish lying westerly and northerly of a line described as follows: commencing at the intersection of the southerly limit of said county and South River Lake; thence generally northerly along said lake to the South River; thence generally northerly along said river to Antigonish Harbour; thence generally northerly along said harbour, passing east of Blueberry Island, Reef Island, Fallis Island and Captains Island and passing west of Long Island, Sheep Island and Black Island, to St. Georges Bay; thence northeasterly along said bay to the easterly limit of said county at approximate latitude 45°51'52"N and longitude 61°34'07"W;

(c) the Municipality of the District of St. Mary's; and

(d) that part of the Halifax Regional Municipality lying easterly of a line described as follows: commencing at the intersection of the northerly limit of said regional municipality and Highway No. 102; thence generally southerly along said highway to the unnamed brook flowing into Soldier Lake at approximate latitude 44°50'47"N and longitude 63°34'13"W; thence southerly along said brook and Soldier Lake to a point in said lake at latitude 44°48'18"N and longitude 63°34'15"W; thence easterly in a straight line to a point in Three Mile Lake at latitude 44°48'33"N and longitude 63°29'39"W; thence easterly in a straight line to a point in Porters Lake at latitude 44°48'29"N and longitude 63°22'51"W; thence southerly through said lake to a point in said lake at latitude 44°45'49"N and longitude 63°19'27"W; thence easterly in a straight line to the mouth of the unnamed brook at the western point of Thompson Lake; thence easterly along said lake, Conrod Lake, the brook between Conrod Lake and Chezzetcook Lake, and Chezzetcook Lake to the mouth of the Chezzetcook River; thence southerly along said river to Highway No. 7; thence southerly to Splitrock Point and the Atlantic Ocean at approximate latitude 44°37'12"N and longitude 63°09'31"W.

Cumberland—Colchester

(Population: 82,321)

(Map 1)

Consisting of the counties of Colchester and Cumberland.

Dartmouth—Cole Harbour

(Population: 91,212)

(Map 2)

Consisting of that part of the Halifax Regional Municipality described as follows: commencing at a point in Halifax Harbour at latitude 44°37'34"N and longitude 63°33'08"W; thence easterly and southeasterly (skirting northerly and easterly around McNabs Island) to a point in said harbour at latitude 44°37'13"N and longitude 63°30'57"W; thence northeasterly to a point on Main Road at approximate latitude 44°37'28"N and longitude 63°30'43"W; thence northwesterly along said road to Hines Road; thence generally easterly along said road and Caldwell Road to the unnamed brook flowing from Morris Lake; thence southeasterly along said brook to the Trans Canada Trail; thence northeasterly along said trail to the unnamed brook flowing from Bissett Lake; thence northwesterly along said brook and Bissett Lake to a point in Bissett Lake located due west of the intersection of Bissett Road with Bissett Lake Road; thence due east in a straight line to the intersection of said roads; thence northeasterly in a straight line to a point in Cole Harbour at latitude 44°40'01"N and longitude 63°26'47"W; thence northwesterly in a straight line to the unnamed brook flowing from Broom Lake; thence generally northerly along said brook to a transmission line; thence northerly along said transmission line to Highway No. 7 (Windmill Road); thence generally westerly along said highway to Forest Hills Extension; thence generally northwesterly along said extension to a point at latitude 44°44'17"N and longitude 63°33'32"W; thence westerly in a straight line to a point where the Canadian National Railway crosses Marshall Brook at approximate latitude 44°44'21"N and longitude 63°35'09"W; thence southwesterly along said railway to a point at latitude 44°43'00"N and longitude 63°36'38"W; thence northwesterly in a straight line to a point in Anderson Lake at latitude 44°43'26"N and longitude 63°37'16"W; thence northerly in a straight line to a point in said lake at latitude 44°43'33"N and longitude 63°37'19"W; thence southwesterly in a straight line to the unnamed brook at the southwesternmost point of said lake; thence westerly in a straight line to a point on Bedford Bypass at latitude 44°43'35"N and longitude 63°38'31"W; thence southwesterly in a straight line to a point at latitude 44°43'07"N and longitude 63°39'03"W; thence southerly in a straight line to a point in Bedford Basin at latitude 44°42'17"N and longitude 63°39'16"W; thence southeasterly through said basin and Halifax Harbour (passing to the east of Georges Island) to the point of commencement.

Halifax

(Population: 92,643)

(Map 2)

Consisting of:

(a) that part of the Halifax Regional Municipality described as follows: commencing at a point in the Atlantic Ocean on the southerly limit of said regional municipality at latitude 44°25'20"N and longitude 63°42'20"W; thence northeasterly in a straight line to a point in Pennant Bay at latitude 44°27'19"N and longitude 63°41'00"W; thence northeasterly in a straight line to the mouth of the unnamed stream flowing from Bar Harbour Lake to Pennant Bay at approximate latitude 44°28'02"N and longitude 63°40'19"W; thence northeasterly in a straight line to the mouth of the Pennant River at the northwesternmost extremity of Grand Lake at approximate latitude 44°29'45"N and longitude 63°38'31"W; thence generally northwesterly along said river to Ragged Lake; thence generally northwesterly along the easterly shoreline of said lake to the Pennant River at approximate latitude 44°30'30"N and longitude 63°39'27"W; thence generally northerly along said river and The Two Lakes to the mouth of the unnamed brook at approximate latitude 44°31'35"N and longitude 63°39'12"W; thence northerly in a straight line to the northwesternmost extremity of Narrow Lake; thence northerly in a straight line to the intersection of

Prospect Road (Highway No. 333) with Mills Drive; thence generally northerly along Prospect Road (Highway No. 333) to St. Margarets Bay Road (Highway No. 3); thence northwesterly along St. Margarets Bay Road (Highway No. 3) to Highway No. 103; thence northeasterly along said highway to Highway No. 102; thence northeasterly along said highway and its northbound split to Bayers Road; thence easterly along said road to the Canadian National Railway; thence generally northerly along said railway to Kempt Road; thence westerly along said road to its intersection with Bedford Highway (Highway No. 2); thence northwesterly in a straight line to the southernmost extremity of Fairview Cove; thence northerly in a straight line to a point in Bedford Basin at latitude 44°41'33"N and longitude 63°38'16"W; thence generally southeasterly along said basin, The Narrows and Halifax Harbour (passing to the east of Georges Island and to the west of McNabs Island) to a point in the Atlantic Ocean on the southerly limit of said regional municipality at latitude 44°33'43"N and longitude 63°30'00"W; thence generally southerly and westerly along the limit of said regional municipality to the point of commencement; including Georges Island; and

(b) Sable Island.

Halifax West

(Population: 87,275)

(Map 2)

Consisting of that part of the Halifax Regional Municipality described as follows: commencing at the intersection of the northerly limit of said regional municipality with Highway No. 101; thence southeasterly along said highway to Beaver Bank Road Connector; thence southwesterly along said connector and its production to the Sackville River; thence southwesterly, southeasterly and easterly along said river to the Little Sackville River; thence northerly along said river to Highway No. 101; thence generally southerly along said highway to Highway No. 102; thence northeasterly along said highway to Sucker Brook; thence easterly along said brook to the westerly shore of Rocky Lake; thence generally southerly along said shore to a point at latitude 44°45'03"N and longitude 63°37'45"W; thence southerly in a straight line from said point to the Canadian National Railway at latitude 44°44'56"N and longitude 63°37'44"W; thence southwesterly along said railway to its intersection with Rocky Lake Drive; thence southerly in a straight line to a point in Anderson Lake at latitude 44°43'33"N and longitude 63°37'19"W; thence southwesterly in a straight line to the mouth of an unnamed brook at the southwesternmost point of said lake at approximate latitude 44°43'23"N and longitude 63°37'37"W; thence westerly in a straight line to a point on Bedford Bypass at latitude 44°43'35"N and longitude 63°38'31"W; thence southwesterly in a straight line to a point at latitude 44°43'07"N and longitude 63°39'03"W; thence southerly in a straight line to a point in Bedford Basin at latitude 44°42'17"N and longitude 63°39'16"W; thence southeasterly in a straight line to a point in Bedford Basin at latitude 44°41'33"N and longitude 63°38'16"W; thence southerly to the southernmost extremity of Fairview Cove; thence southeasterly in a straight line to the intersection of Bedford Highway (Highway No. 2) with Kempt Road; thence easterly along said road to the Canadian National Railway; thence generally southerly along said railway to Bayers Road; thence westerly along said road to the northbound split of Highway No. 102; thence southwesterly along said highway to Highway No. 103; thence generally northwesterly along said highway to Hammonds Plains Road (Highway No. 213); thence northeasterly along Hammonds Plains Road (Highway No. 213) to Stillwater Lake; thence northerly along said lake to its northernmost extremity at the mouth of Burns Runs; thence northwesterly in a straight line to the mouth of the Pockwock River at Wrights Lake; thence northerly in a straight line to the westernmost extremity of Ponhook Cove in Pockwock Lake; thence generally northerly along the westerly shoreline of said lake to the northerly limit of the Halifax Regional Municipality; thence generally northeasterly along said limit to the point of commencement.

Kings—Hants

(Population: 83,306)

(Map 1)

Consisting of:

(a) the County of Hants;

(b) that part of the County of Kings lying easterly of a line described as follows: commencing at a point where Canada Creek flows into the Minas Channel in the Bay of Fundy at approximate latitude 45°10'17"N and longitude 64°44'34"W; thence southerly along said creek to Black Rock Road; thence generally southerly along said road to Highway No. 101; thence easterly along said highway to the westerly boundary of Cambridge Indian Reserve No. 32; thence southerly along said boundary to the northerly production of Miller Lane; thence southerly along said production, said lane and its southerly production to the north end of Joudrey Mountain Road; thence southerly along said road to Randolph Road; thence easterly along said road to Sharpe Brook; thence generally southerly along said brook to Prospect Road; thence southwesterly in a straight line to the intersection of Arenburgs Meadows Brook with North River Road; thence southerly in a straight line to the southwesternmost extremity of Four Mile Lake; thence southeasterly in a straight line to a point north of Turbitt Lake lying on the southerly limit of the County of Kings at approximate latitude 44°50'29"N and longitude 64°31'46"W; and

(c) Cambridge Indian Reserve No. 32.

Sackville—Preston—Chezzetcook

(Population: 85,583)

(Map 2)

Consisting of that part of the Halifax Regional Municipality described as follows: commencing at a point in Halifax Harbour at latitude 44°37'34"N and longitude 63°33'08"W; thence easterly and southeasterly (skirting northerly and easterly around McNabs Island) to a point in said harbour at latitude 44°37'13"N and longitude 63°30'57"W; thence northeasterly to a point on Main Road at approximate latitude 44°37'28"N and longitude 63°30'43"W; thence northwesterly along said road to Hines Road; thence generally easterly along said road and Caldwell Road to the unnamed brook flowing from Morris Lake; thence southeasterly along said brook to the Trans Canada Trail; thence northeasterly along said trail to the unnamed brook flowing from Bissett Lake; thence northwesterly along said brook and Bissett Lake to a point in Bissett Lake located due west of the intersection of Bissett Road with Bissett Lake Road; thence due east in a straight line to the intersection of said roads; thence northeasterly in a straight line to a point in Cole Harbour at latitude 44°40'01"N and longitude 63°26'47"W; thence northwesterly in a straight line to the unnamed brook flowing from Broom Lake; thence generally northerly along said brook to a transmission line; thence northerly along said transmission line to Highway No. 7 (Windmill Road); thence generally westerly along said highway to Forest Hills Extension; thence generally northwesterly along said extension to a point at latitude 44°44'17"N and longitude 63°33'32"W; thence westerly in a straight line to a point where the Canadian National Railway crosses Marshall Brook at approximate latitude 44°44'21"N and longitude 63°35'09"W; thence southwesterly along said railway to a point at latitude 44°43'00"N and longitude 63°36'38"W; thence northwesterly in a straight line to a point in Anderson Lake at latitude 44°43'26"N and longitude 63°37'16"W; thence northerly in a straight line to the intersection of the Canadian National Railway with Rocky Lake Drive; thence northeasterly along said railway to a point at latitude 44°44'56"N and longitude 63°37'44"W; thence northerly in a straight line to a point on the westerly shore of Rocky Lake at latitude 44°45'03"N and longitude 63°37'45"W;

thence generally northerly along said shore to Sucker Brook; thence westerly along said brook to Highway No. 102; thence southwesterly along said highway to Highway No. 101; thence northwesterly along said highway to the Little Sackville River; thence southerly along said river to the Sackville River; thence westerly, northwesterly and northeasterly along said river to the southwesterly production of Beaver Bank Road Connector; thence northeasterly along said production and Beaver Bank Road Connector to Highway No. 101; thence northwesterly along said highway to the northerly limit of the Halifax Regional Municipality; thence generally northeasterly along said limit to Highway No. 102; thence generally southerly along said highway to the unnamed brook flowing into Soldier Lake at approximate latitude 44°50'47"N and longitude 63°34'13"W; thence southerly along said brook and Soldier Lake to a point in said lake at latitude 44°48'18"N and longitude 63°34'15"W; thence easterly in a straight line to a point in Three Mile Lake at latitude 44°48'33"N and longitude 63°29'39"W; thence easterly in a straight line to a point in Porters Lake at latitude 44°48'29"N and longitude 63°22'51"W; thence southerly through said lake to a point in said lake at latitude 44°45'49"N and longitude 63°19'27"W; thence easterly in a straight line to the mouth of the unnamed brook at the western point of Thompson Lake; thence easterly along said lake, Conrod Lake, the brook between Conrod Lake and Chezzetcook Lake, and Chezzetcook Lake to the mouth of the Chezzetcook River; thence southerly along said river to Highway No. 7; thence southerly to Splitrock Point and the southerly limit of the Halifax Regional Municipality in the Atlantic Ocean at approximate latitude 44°37'12"N and longitude 63°09'31"W; thence westerly along said limit to a point in Halifax Harbour at latitude 44°33'43"N and longitude 63°30'00"W; thence generally northerly along Halifax Harbour (passing to the west of McNabs Island) to the point of commencement.

South Shore—St. Margarets

(Population: 92,561)

(Map 1)

Consisting of:

(a) the County of Lunenburg;

(b) the Region of Queens Municipality;

(c) the County of Shelburne; and

(d) that part of the Halifax Regional Municipality lying westerly of a line described as follows: commencing at the intersection of the northerly limit of said regional municipality with the westerly shoreline of Pockwock Lake; thence generally southerly along said shoreline to the westernmost extremity of Ponhook Cove in Pockwock Lake; thence southerly in a straight line to the mouth of the Pockwock River at Wrights Lake; thence southeasterly in a straight line to the northernmost extremity of Stillwater Lake at the mouth of Burns Runs; thence southerly along said lake to Hammonds Plains Road (Highway No. 213); thence southwesterly along said road to Highway No. 103; thence generally southeasterly along said highway to St. Margarets Bay Road (Highway No. 3); thence southeasterly along said road to Prospect Road (Highway No. 333); thence generally southerly along said road to Mills Drive; thence southerly in a straight line to the northwesternmost extremity of Narrow Lake; thence southerly in a straight line to the mouth of an unnamed brook on the Pennant River at approximate latitude 44°31'35"N and longitude 63°39'12"W; thence generally southerly along said river and The Two Lakes to Ragged Lake at approximate latitude 44°30'30"N and longitude 63°39'27"W; thence generally southeasterly along the easterly shoreline of said lake and the Pennant River to the most northwesterly extremity of Grand Lake at approximate latitude 44°29'45"N and longitude 63°38'31"W; thence southwesterly in a straight line to the mouth of the unnamed stream flowing from Bar Harbour Lake into Pennant Bay at approximate latitude 44°28'02"N

and longitude 63°40'19"W; thence southwesterly in a straight line to a point in the Atlantic Ocean at latitude 44°27'19"N and longitude 63°41'00"W; thence southwesterly in a straight line to a point in the Atlantic Ocean on the southerly limit of said regional municipality at latitude 44°25'20"N and longitude 63°42'20"W.

Sydney—Victoria

(Population: 73,328)

(Map 1)

Consisting of:

(a) the County of Victoria;

(b) that part of the County of Inverness lying northerly of the southerly boundary of Cape Breton Highlands National Park of Canada; and

(c) that part of the Cape Breton Regional Municipality lying northwesterly of a line described as follows: commencing at a point in the centre of Bras d'Or Lake; thence northeasterly along said lake and East Bay to its most northeasterly extremity; thence due north to Portage Brook; thence generally northeasterly along said brook to Blacketts Lake; thence generally northeasterly along said lake and the Sydney River to Highway No. 125; thence generally northeasterly along said highway to Highway No. 4 (Grand Lake Road); thence northeasterly along said highway to Northwest Brook (south of Grand Lake); thence generally northeasterly along said brook and the westerly shoreline of Grand Lake to the Emera Utility Services Inc. Railway; thence northeasterly along said railway and its northerly branch (running towards the Community of Dominion) to its second intersection with Northwest Brook (north of Grand Lake); thence generally northerly and northeasterly along said brook, Lingan Bay and Indian Bay to the Cabot Strait.

West Nova

(Population: 83,654)

(Map 1)

Consisting of:

(a) the counties of Annapolis, Digby and Yarmouth; and

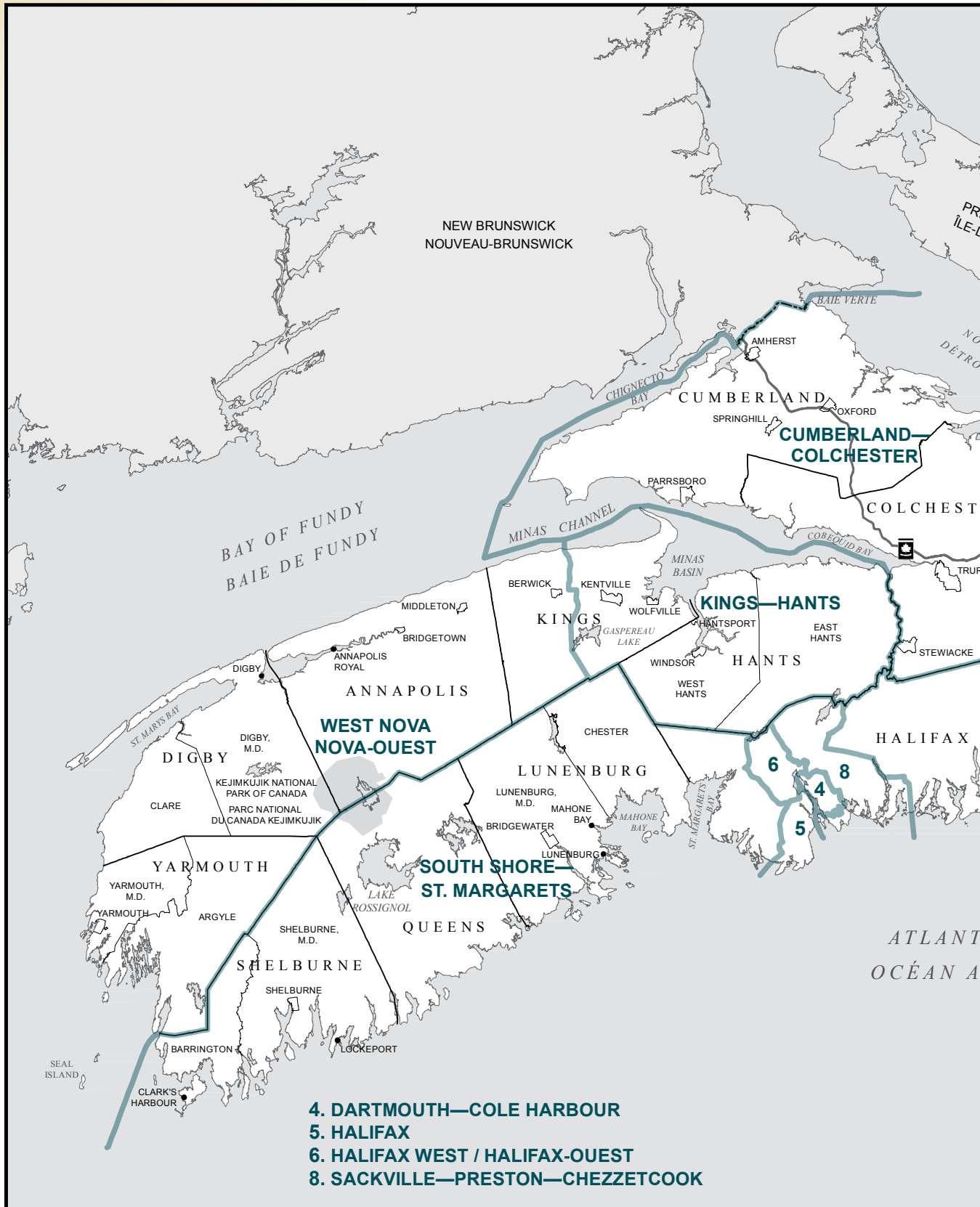
(b) that part of the County of Kings lying westerly of a line described as follows: commencing at a point where Canada Creek flows into the Minas Channel in the Bay of Fundy at approximate latitude 45°10'17"N and longitude 64°44'34"W; thence southerly along said creek to Black Rock Road; thence generally southerly along said road to Highway No. 101; thence easterly along said highway to the westerly boundary of Cambridge Indian Reserve No. 32; thence southerly along said boundary to the northerly production of Miller Lane; thence southerly along said production, said lane and its southerly production to the north end of Joudrey Mountain Road; thence southerly along said road to Randolph Road; thence easterly along said road to Sharpe Brook; thence generally southerly along said brook to Prospect Road; thence southwesterly in a straight line to the intersection of Arenburgs Meadows Brook with North River Road; thence southerly in a straight line to the southwesternmost extremity of Four Mile Lake; thence southeasterly in a straight line to the southerly limit of the County of Kings.



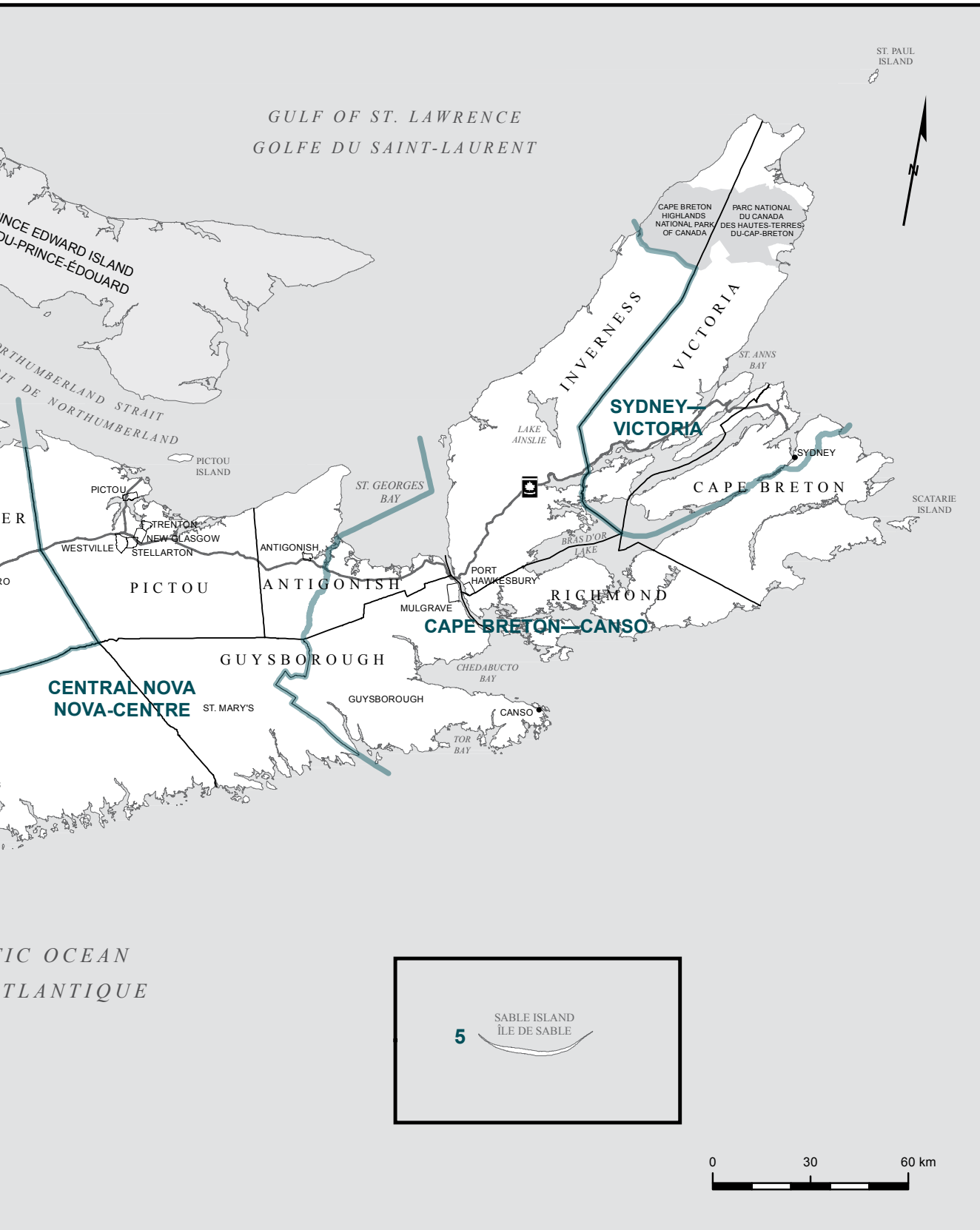
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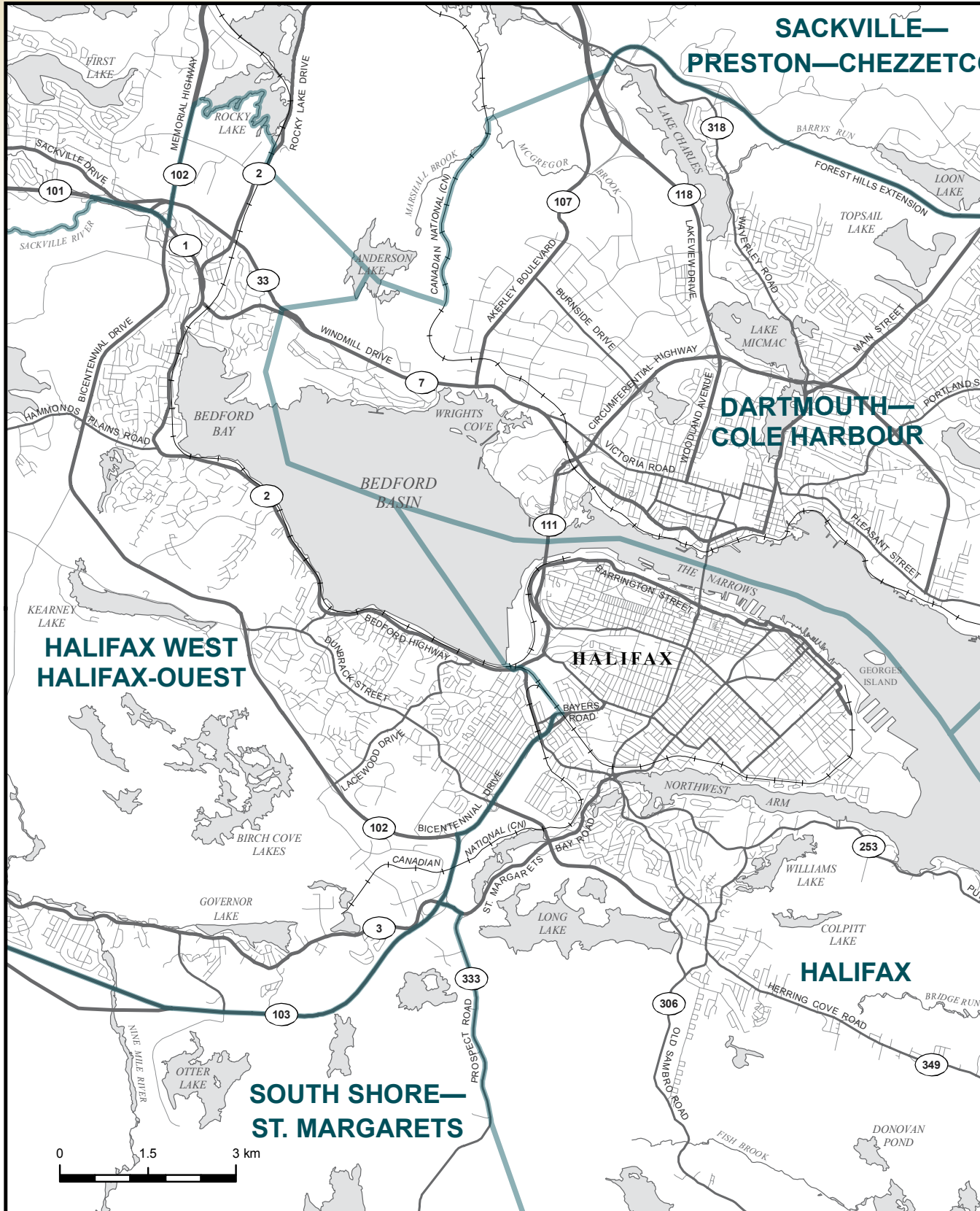
Nova Scotia (Map 1)



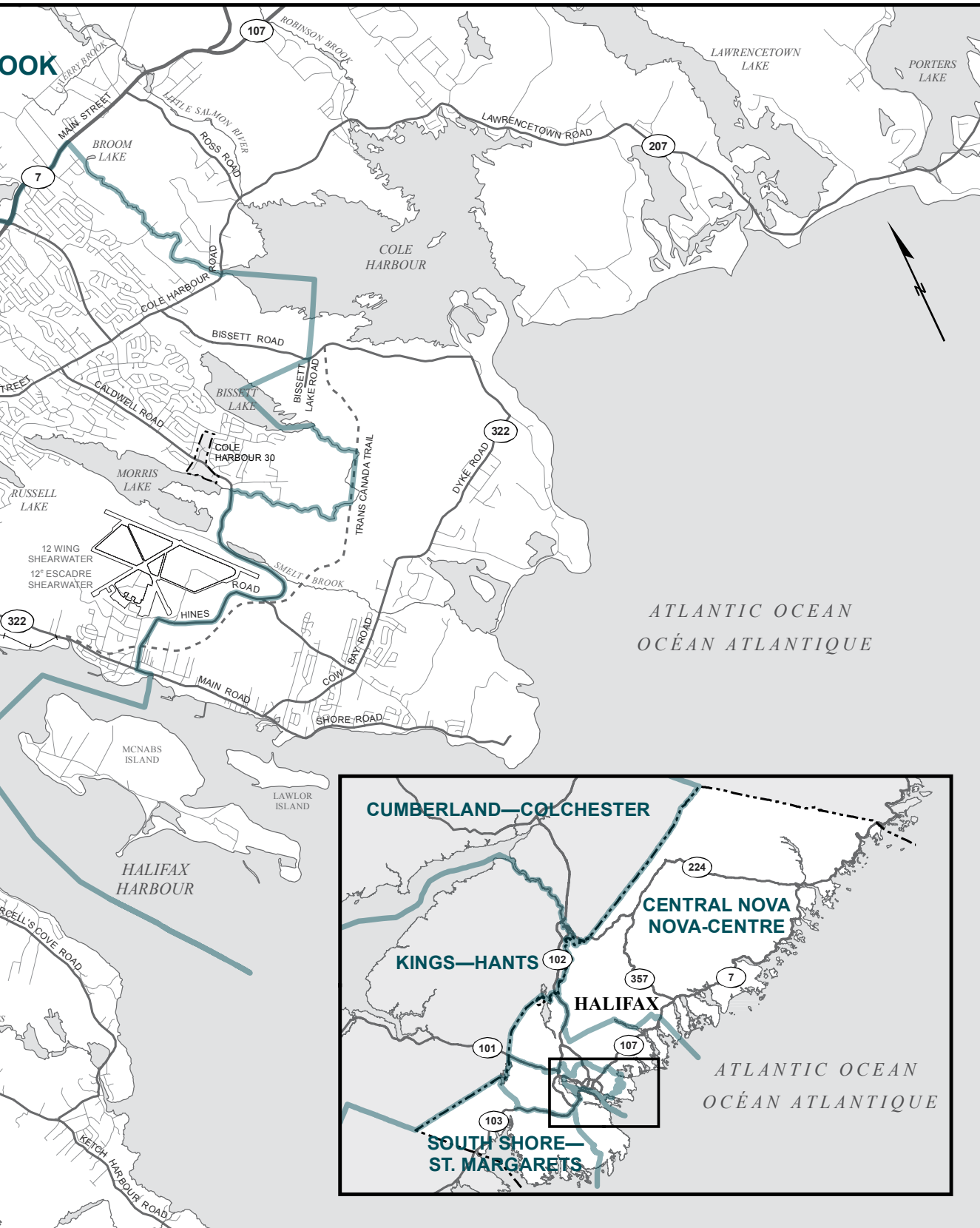
SOURCE: THE ELECTORAL GEOGRAPHY DIVISION, ELECTIONS CANADA.



Halifax Regional Municipality (Map 2)



SOURCE: THE ELECTORAL GEOGRAPHY DIVISION, ELECTIONS CANADA.





Redistribution
Federal Electoral Districts
Redécoupage
Circonscriptions fédérales

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