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**Report of the
Federal Electoral Boundaries Commission
for the Province of Manitoba**

2012



Report of the Federal Electoral Boundaries Commission for the Province of Manitoba

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Report

Report



Introduction

The Federal Electoral Boundaries Commission for Manitoba, constituted in accordance with section 3 of the *Electoral Boundaries Readjustment Act* (R.S.C. 1985, c. E-3), submits its report pursuant to section 14 of that Act.

The members of the Commission for Manitoba, appointed in accordance with the provisions of sections 5 and 6 of the Act, are:

Chairperson: Mr. Justice Richard J. Chartier
Justice of the Court of Appeal of Manitoba

Member: Dr. Kelly Saunders

Member: Dr. Paul Thomas

The Commission was established by proclamation dated February 21, 2012. Pursuant to section 13 of the Act, the Chief Electoral Officer presented the Chairperson of the Commission the return of the Chief Statistician of Canada and, in particular, the population of the Province of Manitoba, which was stated to be 1,208,268, as ascertained by the Census of Canada taken in the year 2011.

As required by section 14 of the Act, the Chief Electoral Officer advised the Chairperson of the Manitoba Commission that fourteen (14) members in the House of Commons would continue to be assigned to this province. The electoral quota was then calculated to be 86,305.

The Commission, on the basis of the information submitted above, proceeded to divide the province into fourteen (14) electoral districts (ridings) pursuant to the directions contained in the Act.

In accordance with subsection 19(2) of the Act, a notice was duly published in the *Canada Gazette* on September 8, 2012, in the *Winnipeg Free Press* and *La Liberté* on September 5, 2012, in the *Winnipeg Sun* on September 7, 2012, and in weeklies throughout the province between September 10 and 18, 2012, giving notice of the places and times fixed for the hearing of representations from interested persons. As part of that notice were the recommendations of the Commission, comprising the names of the ridings and the maps illustrating their boundaries. Also published was a statement that all representations were required to be lodged with the secretary of the Commission by October 1, 2012.

The Commission set the following dates for the hearing of representations:

October 9, 2012, Winnipeg, at 7 p.m.

October 10, 2012, Selkirk, at 3 p.m.

October 17, 2012, Winnipeg, at 7 p.m.

October 18, 2012, Brandon, at 3 p.m.

October 19, 2012, Dauphin, at 9 a.m.

October 19, 2012, Thompson, at 4 p.m.

In view of the very small number of requests to appear (one for each sitting) and pursuant to our rules, on October 3, 2012, the Commission cancelled the public hearings that were scheduled to take place in Brandon, Dauphin and Thompson. The three individuals who had given notice of their intention to appear at these venues were advised of the cancellation and were subsequently invited to share their

views via teleconference on October 18, 2012. At the three public hearings held in Winnipeg (October 9 and 17, 2012) and Selkirk (October 10, 2012), we heard 59 presentations. We also received 18 written presentations.

We wish to extend sincere thanks to all the Manitobans who made the effort and took the time to contribute to the important democratic exercise of determining fair and reasonable boundaries for Manitoba's 14 ridings, which will be implemented for the next general election scheduled to take place in October 2015. We learned a great deal from your written and in-person submissions. While we have not accepted some of the suggestions made to us, the information and opinions you provided enriched our understanding of the diversity of the Manitoba political community and improved our second set of proposals, which are contained in this report.

Members of Parliament (MPs) have intimate knowledge of the communities they represent and know the challenges of achieving effective representation, which is a major consideration in the mandate of the Commission. Accordingly, we were particularly interested in receiving the opinions and recommendations of Manitoba's 14 serving MPs. Either directly or through their representatives or agents, we received written or oral submissions from 10 of the 14 MPs: the Honourable Steven Fletcher, Minister of State (Transport) (in person); Shelly Glover, Parliamentary Secretary to the Minister of Finance (through Patricia Rondeau); Joyce Bateman (by letter); James Bezan (in person); Rod Bruinoooge (in an attachment to Joyce Bateman's letter); Joy Smith (by letter); Robert Sopuck (by teleconference); Lawrence Toet (in person); Niki Ashton (through Gordon Landriault); and Kevin Lamoureux (in person).

In noting the importance of hearing the views of MPs, we are not saying that their opinions counted for more in our deliberations or that their recommendations were given extra weight in this second version of the proposed map of electoral districts. MPs will have a further opportunity to offer suggestions on the map within a committee of the House of Commons, but the final decision rests with the Commission.

We are pleased to advise that the vast majority of the presentations were in favour of our suggested boundary changes. In our view, this generally positive response is due in large part to our decision to invite members of the public to participate in the creation of our initial proposal by providing their written suggestions or comments. The result of this invitation was that we received over 70 submissions. We incorporated the majority of the suggestions in the initial proposal.

As an independent body, the Commission adhered to a non-partisan approach. We were governed by the rules set out in the Act when we prepared the initial proposal and this report. In addition to our advance consultation, we also sought to facilitate further public involvement and better informed comments on our proposed maps; we did this by setting forth three general guiding principles as well as specific reasons for the adjustments proposed for the boundaries of 12 of Manitoba's 14 ridings. Two of the 14 ridings would remain unaffected by the proposed changes.

The three guiding principles are as follows:

- First, we accepted as a fundamental principle the desirability of population equality among all ridings, and we set a tolerance goal of plus or minus 5% from the provincial average. This guideline offered the Commission a variance range of 10% (from -5% to +5%).
- Second, as far as reasonably possible, to ensure that the population of each riding would remain within the plus or minus 5% range until the next redistribution 10 years hence, we took into account population growth projections.

- Finally, we tried to respect the territorial integrity of different entities, such as municipalities, Aboriginal communities and Manitoba's designated bilingual areas. If a proposed boundary passed through one of these entities, the Commission sought alternative solutions wherever possible.

Results of Deliberations Following Public Consultation

Changes to Our Initial Proposal

The initial proposal was, of course, not final. After thoroughly reviewing all the presentations and carefully considering the cumulative effect of all the suggestions, we have made important modifications to the proposal. Naturally, any change made to the boundary of one riding affects the number of people and the communities of interest represented in at least one and often two or three other ridings.

Some of the suggestions made in the written submissions or public hearings would have involved drastic and sweeping changes to the boundaries of many ridings. Such suggestions conflicted with a secondary consideration of the Commission: as far as reasonably possible, to maintain some continuity between old and new boundaries so that citizens could continue to identify with their riding and their elected representative. For this reason, we did not give effect to those suggestions.

In our initial proposal, we were able to maintain the territorial integrity of all entities except one: the Rural Municipality of Grahamdale. Understandably, representatives from the Rural Municipality were not pleased and put forward a strong case not to divide it between two ridings. We have been persuaded to keep the entire Rural Municipality together within the Selkirk—Interlake riding.

The Commission was also urged to reconsider its decision to keep the Town of Morris within the Provencher riding but move the Rural Municipality of Morris into the Portage—Lisgar riding. Representatives from both municipal entities urged us to keep them united in the same riding. We have been convinced. Both will now be in the Portage—Lisgar riding.

The Rural Municipality of St. François Xavier requested that it remain together with its long-time companion municipality of Cartier in the Portage—Lisgar riding. We have been persuaded to accept this request. To offset the increase in population of the Portage—Lisgar riding brought about by the addition of the Town of Morris and the Rural Municipality of St. François Xavier, the Commission decided to transfer the Rural Municipality of Victoria to the Brandon—Souris riding.

A number of presenters were concerned that our proposed map separated three small Winnipeg neighbourhoods from their larger, adjoining communities of interest – specifically, Kildonan Estates from Elmwood—Transcona; the Maybank community from Winnipeg South Centre; and Watersides Estate from Elmwood—Transcona. We agreed to changes that address their concerns.

We received numerous oral and written representations concerning a second issue in the City of Winnipeg: the proposed boundary line between the ridings of Winnipeg North and Kildonan—St. Paul. Our initial proposal split in two the former municipality of Old Kildonan as well as the community of The Maples. We have been persuaded to return to the existing boundary, except for the most westerly part. We have transferred the rest of Amber Trails to the Winnipeg North riding. The new line will keep all of Old Kildonan in the Kildonan—St. Paul riding. It will also cause all of The Maples and Amber Trails to be together in the Winnipeg North riding.

A third concern involved the relatively small population and slower growth in the downtown district of Winnipeg Centre. We received a number of submissions, some with detailed recommendations for change. The suggestions included transferring part of Elmwood—Transcona and/or adding part of the Point Douglas neighbourhood to Winnipeg Centre. For a number of reasons, the Commission opted not to accept these suggestions. Winnipeg Centre has a potential for population growth, especially as more people choose to reside downtown in condominiums and apartments. Also, the riding is one of the lowest-income districts in Canada, with a large number of Aboriginal people and new Canadians; consequently, there are numerous and distinctive challenges in terms of achieving effective representation through the elected MP. The next commission 10 years from now may have to reconsider the status quo in light of population trends, but for now we believe that Winnipeg Centre should retain its present boundaries.

Comments on our proposal for Winnipeg South Centre were both favourable and unfavourable. Some presenters acknowledged that the riding was growing more slowly than other Winnipeg ridings and that population should be added. We have already noted that our proposal to add the Maybank neighbourhood to Winnipeg South was not well received; the reason given was that Maybank was part of the wider community of Fort Garry. Accordingly, we have dropped that proposal. Opinion was about evenly split on our proposal to include the neighbourhood of Lindenwoods in Winnipeg South Centre. On balance, we thought that this was the most reasonable way to increase the population of the riding. In terms of social characteristics, there are significant similarities between Lindenwoods and other neighbourhoods in the riding, such as River Heights and Tuxedo. For this reason, the Commission has chosen to retain its initial proposal to transfer Lindenwoods to Winnipeg South Centre.

The Boundary Line Between the Ridings of Churchill and Selkirk—Interlake

We received many submissions supporting our decision to enlarge the existing riding of Churchill by adding the most northerly Interlake Aboriginal communities around Fisher River (i.e. Peguis and Fisher River) and around Lake St. Martin (i.e. Fairford, Little Saskatchewan, Pinaymootang, Lake St. Martin), as well as the First Nations communities at Dauphin River and Jackhead. The Commission also notes that by moving the Churchill boundary to the south, we reunited the Chemawawin First Nation community at Denbeigh Point with its northern counterpart at Easterville.

Only one person (a representative of the current MP for the Churchill riding) raised concerns about the proposed boundary change. The concerns related mainly to the challenges of representing an already vast territorial expanse and the numerous remote communities found in the riding. The representative claimed that our proposal to expand the riding would only compound these challenges. The representative noted that there are significant difficulties in accessing smaller remote communities by road and air, especially at certain times of the year. Consequently, maintaining ongoing face-to-face contact between the MP and people in certain communities is expensive and time-consuming. The representative stated that the southward extension proposed in our map would raise to 68 the total number of communities to be represented by the MP.

In setting the proposed boundary between Churchill and Selkirk—Interlake, the Commission members debated at length the appropriate balance between the principle of population equality and the various issues related to geographic size and recognition of various communities of interest. It is true that no other Manitoba district matches Churchill in geographic size. However, there are other very large rural ridings containing hundreds of communities, including the adjacent existing riding of Dauphin—Swan River—Marquette.

In recognition of the practical challenges to achieving effective representation, the Commission considered shifting the entire southern boundary of the Churchill riding to the 53rd parallel. However, that shift would necessitate drastic changes to a number of ridings. On balance, the Commission concluded that the concerns about the size and diversity of the Churchill riding do not justify a deviation from the main criterion of achieving population equality within the $\pm 5\%$ range of the provincial average. We say this for four reasons:

- First, with respect to the size of the riding, the Commission notes that, prior to the population boom that accompanied mining and hydro developments in the 1960s, the Churchill riding was as large as what is now being proposed, or larger. It cannot be said that our proposal ignores historical patterns of previous riding boundaries. It also cannot be disputed that new technologies have greatly improved communications and access to services beyond what was possible historically.
- Second, with regard to the challenge of achieving effective representation, we note that the MP for the Churchill riding receives the maximum Geographic Supplement and Schedule 3 Supplement for her constituency office budget. Such special funding is essential to ensure that MPs serving vast territories, such as the Churchill riding, have the necessary resources to maintain regular contact and effectively represent their constituents. The funding helps to cover extra costs for travel and the establishment of more than one constituency office.

In reference to the MP's legitimate effective representation concerns, the Commission notes that the commuting distance to the existing Churchill constituency offices (currently located in Thompson, Flin Flon and The Pas) is shorter for the communities now being added than for numerous other communities already in the riding – for example, Sagkeeng First Nation, Manigotagan, Hollow Water First Nation and Bissett. In addition, the added communities are not “fly-in” communities; all are accessible by paved roads.

- Third, with regard to the community of interest factor, the Commission observes that the overwhelming majority of constituents who live in the area being added to the Churchill riding belong to Aboriginal communities, which already account for a significant portion of the population of the riding.
- Fourth, and not least, the two previous boundaries commissions accepted as a fundamental principle the desirability of population equality among all ridings, and they set a tolerance goal of a $\pm 5\%$ variation from the provincial average. As already stated, this guideline offers the Commission a variance range of 10% (from -5% to $+5\%$). For the sake of argument, suppose that this Commission took a different view of the $\pm 5\%$ standard and set the entire southern limit of the Churchill riding at the 53rd parallel. Were it to do that, the riding would have a population significantly under the provincial average (-17.5%). Moreover, this change would cause the remaining rural-based ridings (Brandon—Souris, Dauphin—Swan River—Marquette, Portage—Lisgar, Provencher and Selkirk—Interlake) each to exceed the provincial average by over 5%, and they would have the highest population counts of all of Manitoba's 14 ridings. In the view of the Commission, this would be completely unacceptable.

The only other option to counter this under-representation of the five southernmost rural-based ridings would be to undo an important and consequential decision reached by the 1992 Commission. In recognition of continued urban growth in Winnipeg, that commission discarded the seven-seven urban-rural split that had existed up until that time: it increased the number of ridings in the Winnipeg area to eight and reduced the number in the rest of the province to six. This was a historic shift because for the first time ridings in the Winnipeg area outnumbered those in the rest of the province. The change caused a major redrawing of the electoral map. In light of continuing population growth in the Winnipeg area, the Commission is not inclined to question or revisit the 1992 decision.

Two final matters of note: First, the population of the proposed Selkirk—Interlake riding will still remain at 6% above the provincial average, even when part of the Churchill riding boundary is moved south. Second, while we increased the area of the Churchill riding by 7%, we also note that almost all the inhabitants of the region added to Churchill belong to Aboriginal communities. This has increased the percentage of Aboriginal people (First Nations and Métis) living in that riding to approximately 60% of the total population. The Commission believes that this reality should be reflected in the name of the riding. This brings us to our recommendations on name changes for some of the ridings.

Proposed Name Changes

The Commission is of the view that the names of five ridings should be changed. The first two changes were presented in our initial proposal. A change of name is always a sensitive topic. We based our selection of names on a blend of geographical features, the history of the riding (including recognition of historical actors) and the communities of interest represented within them.

It has become apparent to the Commission that, as the Churchill riding now unites a significant number of Aboriginal communities, the time has come to reflect this reality by adding an Aboriginal component to the name. We propose adding “Keewatinook Aski” (which means “land to the north” or “northern land”) to the riding name so that the new name would be Churchill—Keewatinook Aski. “Keewatinook” has the common meaning of “north” in Cree, Ojibway and Oji-Cree. “Aski” means “land” in Cree and is similar to its Ojibway equivalent, “Aki.”

In light of the addition of a number of municipalities to the southern boundary of the Dauphin—Swan River—Marquette riding, we recommend a new name: Dauphin—Swan River—Neepawa. The Commission suggests replacing “Marquette” with “Neepawa” in the riding name for two reasons. First, the community of Marquette is no longer in the riding. Second, we draw attention to the fact that Neepawa was the name, or part of the name, of a former Manitoba federal riding (from 1914 to 1966). It therefore makes sense, given the addition of the nearby southern communities, to now revive that name. While Parklands—Agassiz or Prairie—Mountain were suggested as possible names, the Commission regarded neither name as appropriate. “Parklands” has historical and significant meaning to the area; in our view, this is not the case with “Agassiz,” “Prairie” or “Mountain.”

There were proposals to change the name of Saint Boniface to Saint Boniface—Southeast Winnipeg. We did not adopt this suggestion. Generally, a riding will have “Winnipeg” in its name only if it was formerly within the original City of Winnipeg boundaries. Other proposals suggested the name of Saint Boniface—Saint Vital. We have been persuaded to propose that name. Prior to 1971, two independent cities covered what is now the southeast portion of Winnipeg: the City of St. Boniface (which included all of the land east of the Seine River down to the city boundary near the Perimeter Highway) and the City of St. Vital (which included the area south of Carrière Avenue between the Red River and the Seine River, again down to the city boundary). The existing riding encompasses all of the former City of St. Boniface (accounting for approximately 60% of the riding population) and a significant part of the former City of St. Vital (accounting for the remaining 40% of the population).

We received numerous requests to add the name “Headingley” to the riding name of Charleswood—St. James—Assiniboia to reflect the growth in population in the Rural Municipality of Headingley. We have been persuaded to do so. Therefore, we propose the name of Charleswood—St. James—Assiniboia—Headingley.

Finally, in view of the easterly shift of the boundaries of Selkirk—Interlake, numerous presenters asked us to add “Eastman” to the name of the riding. The name of Eastman has meaning and significance to the inhabitants of the eastern part of the riding. We agree to propose that change to the name. As a result, we propose the name of Selkirk—Interlake—Eastman.

Proposed Riding Names, Population and Variance from Average

After careful review, the Commission proposes maps and boundaries which reflect the following names and population figures.

Table 1 — Population and Variance for Proposed Ridings		
Riding Name	2011 Population	Variance from Average
Brandon—Souris	83,814	-2.89%
Charleswood—St. James—Assiniboia—Headingley	81,864	-5.15%
Churchill—Keewatinook Aski	85,148	-1.34%
Dauphin—Swan River—Neepawa	87,374	1.24%
Elmwood—Transcona	85,906	-0.46%
Kildonan—St. Paul	81,794	-5.23%
Portage—Lisgar	91,019	5.46%
Provencher	88,640	2.71%
Saint Boniface—Saint Vital	84,353	-2.26%
Selkirk—Interlake—Eastman	91,463	5.98%
Winnipeg Centre	82,026	-4.96%
Winnipeg North	88,616	2.68%
Winnipeg South	85,540	-0.89%
Winnipeg South Centre	90,711	5.11%

Acknowledgements

The Commission would like to recognize the work of two individuals who were each an integral part of our team: the secretary of the Commission, Mr. Kevin Young, and our geography technical specialist, Ms. Valérie Mayrand Poirier. We sincerely thank them both for their dedicated and timely work, and for their unstinting commitment to the smooth functioning of the Commission. We most certainly valued their assistance.

The foregoing and its attendant Schedule and maps constitute our report, which is respectfully submitted at Winnipeg, Manitoba, this 23rd day of November, 2012.

Mr. Justice Richard J. Chartier
Chairperson

Dr. Kelly Saunders
Member

Dr. Paul Thomas
Member

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

Signature

Date

Schedule

Schedule



Schedule — Boundaries and Names of Electoral Districts

There shall be in the Province of Manitoba fourteen (14) electoral districts, named and described as follows, each of which shall return one member.

The following applies to all descriptions in this publication:

- (a) reference to “road”, “street”, “avenue”, “highway”, “boulevard”, “drive”, “way”, “railway”, “bay”, “lake” or “river” 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) all villages, cities, towns, municipalities and Indian reserves lying within the perimeter of an electoral district are included unless otherwise described;
- (d) 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;
- (e) sections, townships, ranges and meridians are in accordance with the Dominion Lands system of survey and include the extension thereof in accordance with that system. They are abbreviated as Sec, Tp, R, and E 1 or W 1; 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.

Brandon—Souris

(Population: 83,814)

(Map 1)

Consisting of:

- (a) that part of the Province of Manitoba described as follows: commencing at the intersection of the west boundary of the Province of Manitoba with the northerly limit of the Rural Municipality of Wallace; thence easterly and generally southerly along the northerly and easterly limits of said rural municipality to the northerly limit of the Rural Municipality of Sifton; thence easterly along said limit to the westerly limit of the Rural Municipality of Whitehead; thence northerly along the westerly limit of said rural municipality to the northerly limit of the Rural Municipality of Whitehead; thence easterly along the northerly limit of said rural municipality, the Rural Municipality of Cornwallis and the City of Brandon to the easterly limit of the Rural Municipality of Cornwallis; thence southerly along said limit to the northerly limit of the Rural Municipality of South Cypress; thence generally easterly along said limit to the westerly limit of the Rural Municipality of Victoria; thence northerly, easterly, southerly and westerly along the westerly, northerly, easterly and southerly limits of said rural municipality to the easterly limit of the Rural Municipality of Argyle; thence southerly easterly and southerly along said limit to the northerly limit of the Rural Municipality of Louise; thence generally easterly and generally southerly along the northerly and easterly limits of said rural municipality to the south boundary of the Province of Manitoba; thence west and north along the south and west boundaries of said province to the point of commencement; and
- (b) that part of the City of Brandon located in the Rural Municipality of Elton known as Brandon Municipal Airport.

Charleswood—St. James—Assiniboia—Headingley

(Population: 81,864)

(Map 2)

Consisting of:

(a) the Rural Municipality of Headingley; and

(b) that part of the City of Winnipeg lying westerly of a line described as follows: commencing at the intersection of Brookside Boulevard with Notre Dame Avenue; thence easterly along said avenue to the easterly limit of James Armstrong Richardson International Airport (Airport Road); thence generally southerly along said limit to Ferry Road; thence southerly along said road and its intermittent productions to the Assiniboine River; thence westerly along said river to the northerly production of Park Boulevard North; thence southerly along said production and Park Boulevard North to Corydon Avenue; thence westerly along said avenue to Shaftesbury Boulevard; thence southerly along said boulevard and McCreary Road to Finkelstein Road.

Churchill—Keewatinook Aski

(Population: 85,148)

(Map 1)

Consisting of that part of the Province of Manitoba lying northerly and easterly of a line described as follows: commencing at the intersection of the west boundary of the Province of Manitoba with latitude 53°00'N; thence east along said latitude to the west boundary of R 18 W 1; thence south along said boundary to the south boundary of Tp 45; thence east along said boundary to the easterly shoreline of Lake Winnipegosis; thence generally southerly along said shoreline to the south boundary of Tp 36; thence east along said boundary to the west boundary of R 14 W 1; thence south along said boundary to the south boundary of Tp 35; thence east along said boundary to the west boundary of R 14 W 1; thence south along said boundary to the southerly shoreline of Lake Manitoba (west of Steeprock Point); thence generally southeasterly along the southerly and westerly shorelines of said lake to Provincial Trunk Highway No. 68; thence southeasterly along said highway, crossing the Lake Manitoba Narrows, to the easterly shoreline of said lake; thence generally northeasterly, generally southeasterly, generally northeasterly and generally northwesterly along the shorelines of Lake Manitoba to the northerly limit of the Rural Municipality of Grahamdale; thence generally northeasterly, generally southwesterly and generally southeasterly along the northerly and easterly limits of said rural municipality to the westerly limit of the Rural Municipality of Fisher; thence northerly and generally easterly along the westerly and northerly limits of said rural municipality and along the northerly limit of the Rural Municipality of Bifrost to the westerly shoreline of Washow Bay in Lake Winnipeg; thence generally southwesterly and generally northeasterly along said shoreline to the northeasternmost point of Anderson Point; thence northeasterly in a straight line across Lake Winnipeg to the mouth of an unnamed stream on the easterly shoreline of Lake Winnipeg at approximate latitude 51°26'40"N and longitude 96°31'45"W; thence generally southerly along said shoreline to the northerly boundary of Fort Alexander Indian Reserve No. 3; thence southwesterly in a straight line across Traverse Bay to the intersection of the shoreline with the westerly boundary of said Indian reserve, being also the northerly limit of the Rural Municipality of Alexander; thence generally southeasterly along the northerly and easterly limits of said rural municipality to the north boundary of Tp 16; thence east along said boundary to the east boundary of the Province of Manitoba.

Excluding Manitou Island and Gunnlaugsson Island in the Lake Manitoba Narrows, belonging to the Rural Municipality of Siglunes.

Dauphin—Swan River—Neepawa

(Population: 87,374)

(Map 1)

Consisting of that part of the Province of Manitoba described as follows: commencing at the intersection of the west boundary of the Province of Manitoba with latitude 53°00'N; thence east along said latitude to the east boundary of R 19 W 1; thence south along said boundary to the north boundary of Tp 44; thence east along said boundary to the easterly shoreline of Lake Winnipegosis; thence generally southerly along said shoreline to the north boundary of Tp 35; thence east along said boundary to the east boundary of R 15 W 1; thence south along said boundary to the southerly shoreline of Lake Manitoba (west of Steeprock Point); thence generally southeasterly along the southerly and westerly shorelines of said lake to the northwesterly corner of the Rural Municipality of Portage La Prairie; thence generally southerly along the westerly limit of said rural municipality to the southerly limit of the Rural Municipality of North Norfolk; thence generally westerly along the southerly limit of the rural municipalities of North Norfolk, North Cypress, Elton and Daly to the easterly limit of Sioux Valley Dakota Nation Indian Reserve; thence southerly along said limit and the easterly limit of the Rural Municipality of Woodworth to the southerly limit of said rural municipality; thence westerly along said limit and the southerly limit of Sioux Valley Dakota Nation Indian Reserve to the westerly limit of the Rural Municipality of Woodworth; thence northerly along said limit to the southerly limit of the Rural Municipality of Miniota; thence westerly along the southerly limit of the rural municipalities of Miniota and Archie to the west boundary of the Province of Manitoba; thence north along said boundary to the point of commencement.

Excluding that part of the City of Brandon located in the Rural Municipality of Elton known as Brandon Municipal Airport.

Elmwood—Transcona

(Population: 85,906)

(Map 2)

Consisting of that part of the City of Winnipeg described as follows: commencing at the intersection of the Red River with the northwesterly production of Oakland Avenue; thence southeasterly along said production and Oakland Avenue to Raleigh Street; thence southwesterly along said street to McLeod Avenue; thence southeasterly along said avenue to Grassie Boulevard; thence southeasterly and easterly along said boulevard to Lagimodiere Boulevard; thence northerly along said boulevard to Springfield Road; thence easterly along said road to the easterly limit of the City of Winnipeg; thence southerly, easterly, generally southerly, westerly, southerly and westerly along said limit to Plessis Road (St. Boniface Road); thence northerly along said road to Camiel Sys Street; thence westerly along said street to de Baets Street; thence northwesterly along said street to Beghin Avenue; thence northerly along said avenue and Bournais Drive to the Canadian National Railway; thence westerly along said railway to Lagimodiere Boulevard; thence southerly along said boulevard to the southeasterly production of Mission Street; thence northwesterly along said production and Mission Street to the Canadian Pacific Railway; thence northerly, northwesterly and westerly along said railway to the Red River; thence generally northerly along said river to the point of commencement.

Kildonan—St. Paul

(Population: 81,794)

(Map 2)

Consisting of:

(a) the rural municipalities of East St. Paul and West St. Paul; and

(b) that part of the City of Winnipeg lying northeasterly and northerly of a line described as follows: commencing at the intersection of the easterly limit of the City of Winnipeg (the northerly production of Plessis Road) with Springfield Road; thence westerly along said road to Lagimodiere Boulevard; thence southerly along said boulevard to Grassie Boulevard; thence westerly and northwesterly along Grassie Boulevard to McLeod Avenue; thence northwesterly along said avenue to Raleigh Street; thence northeasterly along said street to Oakland Avenue; thence northwesterly along said avenue and its northwesterly production to the Red River; thence generally southerly along said river to the southeasterly production of McAdam Avenue; thence northwesterly along said production, McAdam Avenue and its intermittent productions to Main Street; thence southwesterly along said street to Inkster Boulevard; thence northwesterly along said boulevard to McPhillips Street; thence northeasterly along said street to Leila Avenue; thence northwesterly along said avenue to Pipeline Road; thence northerly along said road to the westerly limit of the City of Winnipeg (Mollard Road).

Portage—Lisgar

(Population: 91,019)

(Map 1)

Consisting of that part of the Province of Manitoba described as follows: commencing at the intersection of the south boundary of said province with the westerly limit of the Rural Municipality of Pembina; thence generally northerly along said limit to the southerly limit of the Rural Municipality of Lorne; thence westerly and northerly along the southerly and westerly limits of said rural municipality to the southerly limit of the Rural Municipality of Victoria; thence easterly and generally northerly along the southerly and easterly limits of said rural municipality to the northerly limit of the Rural Municipality of South Norfolk; thence easterly along said limit to the westerly limit of the Rural Municipality of Portage La Prairie; thence generally northerly, generally easterly, generally southerly and generally northeasterly along the westerly, northerly and easterly limits of said rural municipality to the northerly limit of the Rural Municipality of St. François Xavier; thence generally southeasterly and southerly along the northerly and easterly limits of said rural municipality to the northerly limit of the Rural Municipality of Cartier (Assiniboine River); thence northeasterly and southerly along the northerly and easterly limits of said rural municipality to the northerly limit of the Rural Municipality of Macdonald; thence generally easterly and generally southerly along the northerly and easterly limits of said rural municipality to the northerly limit of the Rural Municipality of Morris; thence easterly, generally southerly and westerly along the northerly and easterly limits of said rural municipality to the easterly limit of the Town of Morris; thence southerly along said limit to the easterly limit of the Rural Municipality of Morris; thence generally southwesterly along said limit to the easterly limit of the Rural Municipality of Rhineland; thence generally southerly along said limit to the south boundary of the Province of Manitoba; thence west along said boundary to the point of commencement.

Provencher

(Population: 88,640)

(Map 1)

Consisting of that part of the Province of Manitoba described as follows: commencing at the intersection of the south boundary of said province with the westerly limit of the Rural Municipality of Montcalm; thence generally northerly and easterly along the westerly and northerly limits of said rural municipality to the westerly limit of the Rural Municipality of De Salaberry; thence northerly along said limit to the southerly limit of the Rural Municipality of Ritchot; thence westerly, generally northerly and generally northeasterly along the southerly, westerly and northerly limits of said rural municipality to the westerly limit of the Rural Municipality of Springfield; thence generally northerly, generally northeasterly and generally easterly along the westerly and northerly limits of said rural municipality to the westerly limit of the Rural Municipality of Reynolds; thence northerly and easterly along the westerly and northerly limits of said rural municipality to the westerly limit of the Rural Municipality of Whitemouth; thence northerly and generally easterly along the westerly and northerly limits of said rural municipality to the easterly limit of the Rural Municipality of Lac du Bonnet; thence northerly along the easterly limit of the rural municipalities of Lac du Bonnet, Pinawa and Lac du Bonnet to the southerly limit of the Rural Municipality of Alexander; thence easterly and generally northerly along the southerly and easterly limits of said rural municipality to the north boundary of Tp 16; thence east along said boundary to the east boundary of the Province of Manitoba; thence south and west along the east and south boundaries of said province to the point of commencement.

Saint Boniface—Saint Vital

(Population: 84,353)

(Map 2)

Consisting of that part of the City of Winnipeg described as follows: commencing at the intersection of the Red River with the Canadian Pacific Railway; thence easterly, southeasterly and southerly along said railway to Mission Street; thence southeasterly along said street and its southeasterly production to Lagimodiere Boulevard; thence northerly along said boulevard to the Canadian National Railway; thence southeasterly along said railway to Bournais Drive; thence southerly along said drive and Beghin Avenue to de Baets Street; thence southeasterly along said street to Camiel Sys Street; thence easterly along said street to Plessis Road; thence southerly along said road to the easterly limit of the City of Winnipeg (St. Boniface Road); thence southerly and generally southwesterly along said limit to the Seine River; thence southwesterly in a straight line to a point on Four Mile Road at approximate latitude 49°47'21"N and longitude 97°03'19"W; thence westerly along said road to St. Anne's Road; thence generally northwesterly along said road to Bishop Grandin Boulevard; thence southwesterly along said boulevard to the Red River; thence generally northeasterly along said river to the point of commencement.

Selkirk—Interlake—Eastman

(Population: 91,463)

(Map 1)

Consisting of:

(a) the rural municipalities of: Alexander, Armstrong, Bifrost, Brokenhead, Coldwell, Eriksdale, Fisher, Gimli, Grahamdale, Lac du Bonnet, Pinawa, Rockwood, Rosser, St. Andrews, St. Clements, St. Laurent, Siglunes, Victoria Beach and Woodlands;

(b) the City of Selkirk; the towns of Arborg, Beausejour, Lac du Bonnet, Powerview-Pine Falls, Stonewall, Teulon and Winnipeg Beach; the villages of Dunnottar and Riverton;

(c) the Indian reserves of Brokenhead No. 4 and Dog Creek No. 46;

(d) that part of the Province of Manitoba described as follows: commencing at the intersection of the easterly limit of the Rural Municipality of Bifrost with the southerly shoreline of Washow Bay in Lake Winnipeg at approximate latitude 51°12'24"N and longitude 96°53'54"W; thence generally northeasterly along said shoreline to the northeasternmost point of Anderson Point; thence northeasterly in a straight line across Lake Winnipeg to the mouth of an unnamed stream on the easterly shoreline of said lake at approximate latitude 51°26'40"N and longitude 96°31'45"W; thence generally southerly along the easterly shoreline of Lake Winnipeg to the northerly boundary of Fort Alexander Indian Reserve No. 3; thence southwesterly in a straight line across Traverse Bay to the intersection of the shoreline with the westerly boundary of said Indian reserve; thence generally northwesterly, generally southerly, generally westerly and generally northerly along the shorelines of Lake Winnipeg to the southerly limit of the Rural Municipality of Bifrost; thence generally northerly along said limit to the point of commencement; and

(e) the islands of Manitou and Gunnlaugsson in the Lake Manitoba Narrows, belonging to the Rural Municipality of Siglunes.

Winnipeg Centre

(Population: 82,026)

(Map 2)

Consisting of that part of the City of Winnipeg described as follows: commencing at the intersection of the Red River with the Assiniboine River; thence generally westerly along the Assiniboine River to the southerly production of Ferry Road; thence northerly along said production and Ferry Road to the easterly limit of James Armstrong Richardson International Airport; thence generally northerly along said limit to Notre Dame Avenue; thence westerly along said avenue to the westerly limit of the City of Winnipeg (Brookside Boulevard); thence northerly along said limit to the main line of the Canadian Pacific Railway; thence southeasterly along said railway to the Red River; thence generally southwesterly along said river to the point of commencement.

Winnipeg North

(Population: 88,616)

(Map 2)

Consisting of that part of the City of Winnipeg described as follows: commencing at the intersection of the Red River with the main line of the Canadian Pacific Railway; thence northwesterly along said railway to the westerly limit of the City of Winnipeg (Brookside Boulevard); thence northerly along said limit to Mollard Road; thence easterly along said road to Pipeline Road; thence southerly along said road to Leila Avenue; thence southeasterly along said avenue to McPhillips Street; thence southwesterly along said street to Inkster Boulevard; thence southeasterly along said boulevard to Main Street; thence northerly along said street to McAdam Avenue; thence southeasterly along said avenue and its intermittent productions to the Red River; thence generally southerly along said river to the point of commencement.

Winnipeg South

(Population: 85,540)

(Map 2)

Consisting of that part of the City of Winnipeg described as follows: commencing at the intersection of the Red River with Bishop Grandin Boulevard; thence northeasterly along said boulevard to St. Anne's Road; thence southeasterly along said road to Four Mile Road; thence easterly along said road to a point at approximate latitude 49°47'21"N and longitude 97°03'19"W; thence northeasterly in a straight line to the intersection of the Seine River with the easterly limit of the City of Winnipeg; thence generally southerly, generally southwesterly and generally northerly along the easterly, southerly and westerly limits of said city to McGillivray Boulevard; thence northeasterly along said boulevard to Waverley Street; thence southerly along said street to Bishop Grandin Boulevard; thence northeasterly and generally easterly along said boulevard to the point of commencement.

Winnipeg South Centre

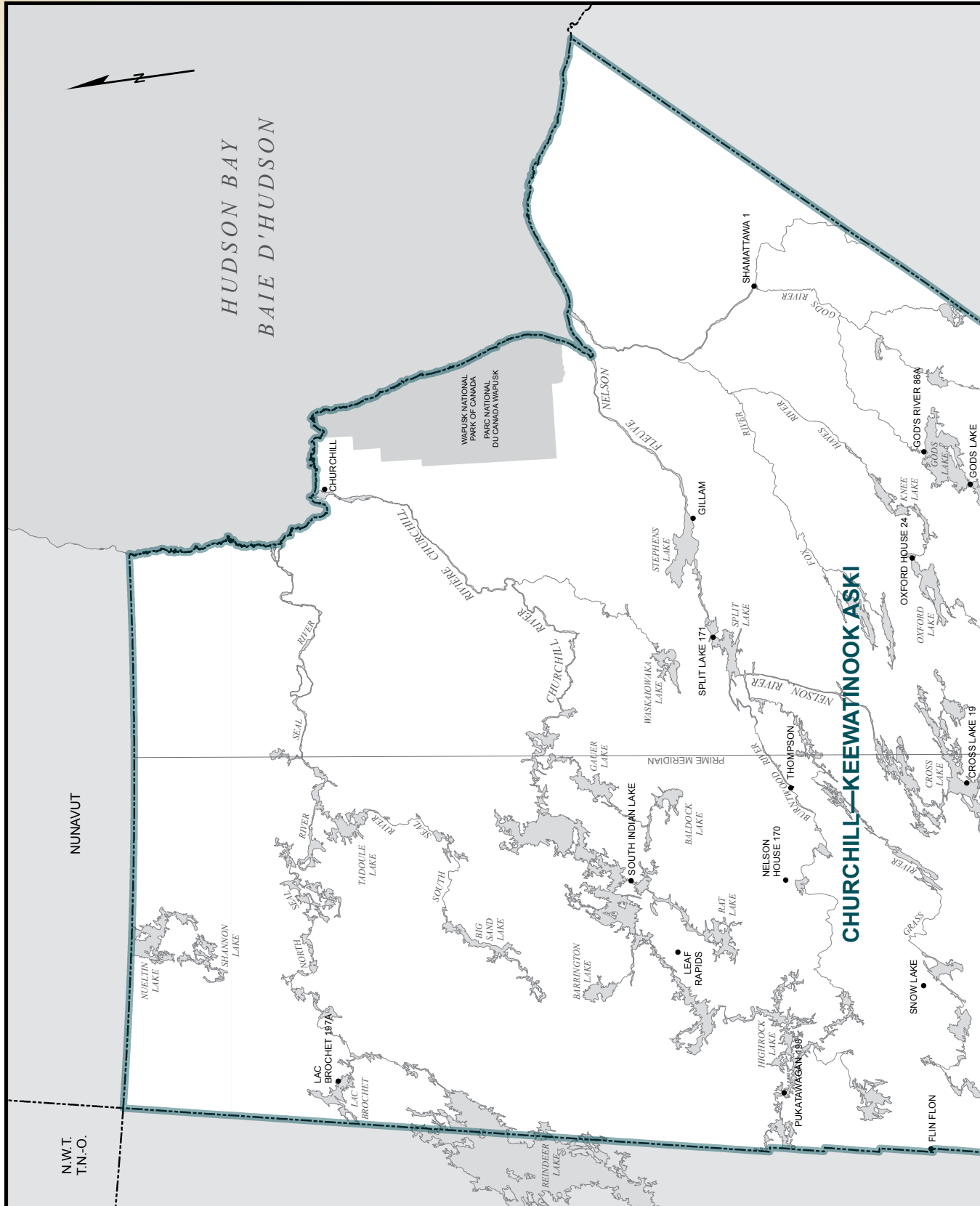
(Population: 90,711)

(Map 2)

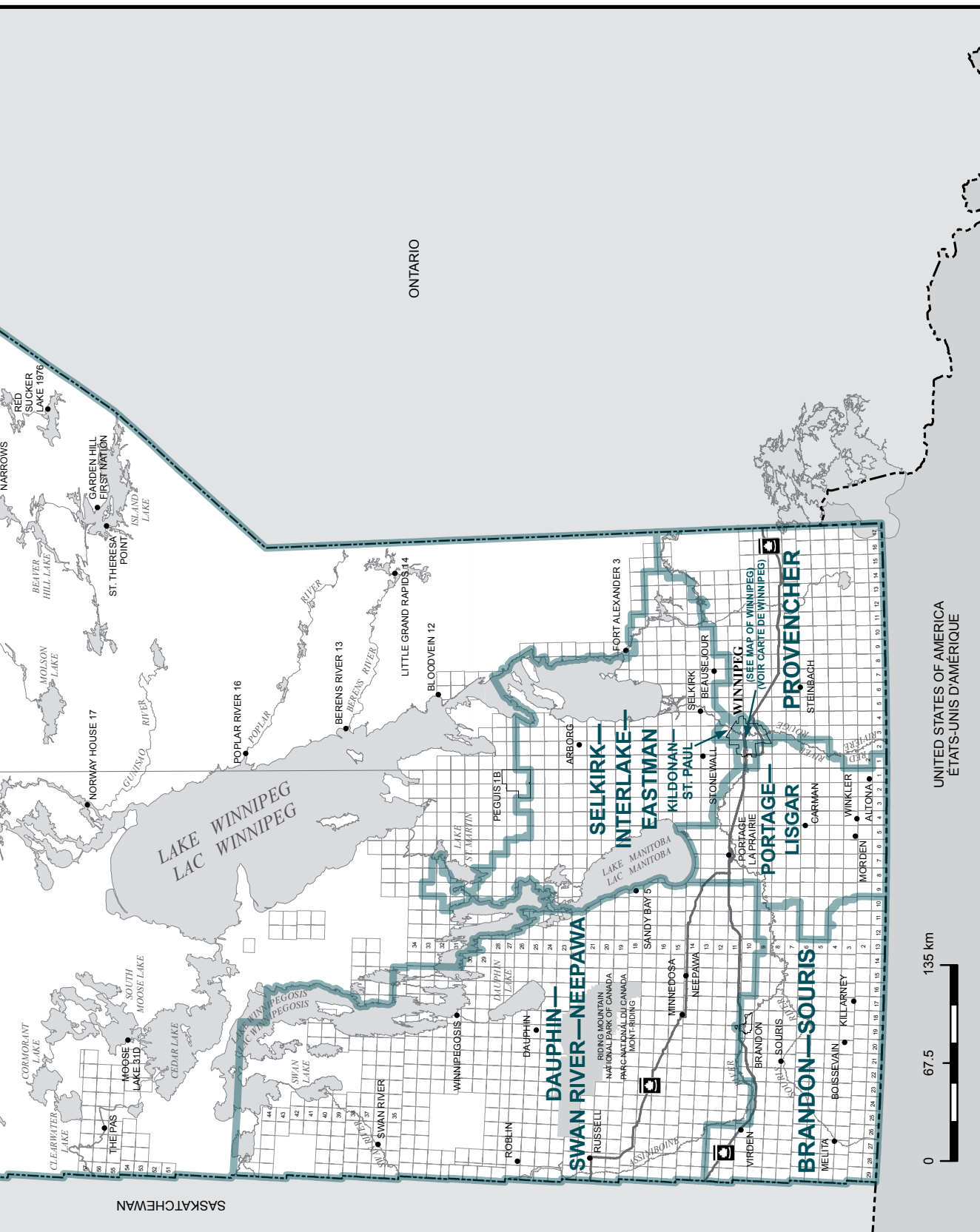
Consisting of that part of the City of Winnipeg described as follows: commencing at the intersection of the Assiniboine River with the northerly production of Park Boulevard North; thence southerly along said production and Park Boulevard North to Corydon Avenue; thence westerly along said avenue to Shaftesbury Boulevard; thence southerly along said boulevard and McCreary Road to the westerly limit of the City of Winnipeg (Finkelstein Road); thence easterly along said limit to McGillivray Boulevard; thence northeasterly along said boulevard to Waverley Street; thence southerly along said street to Bishop Grandin Boulevard; thence northeasterly and generally easterly along said boulevard to the Red River; thence generally northerly along said river to the Assiniboine River; thence generally westerly along said river to the point of commencement.

Maps

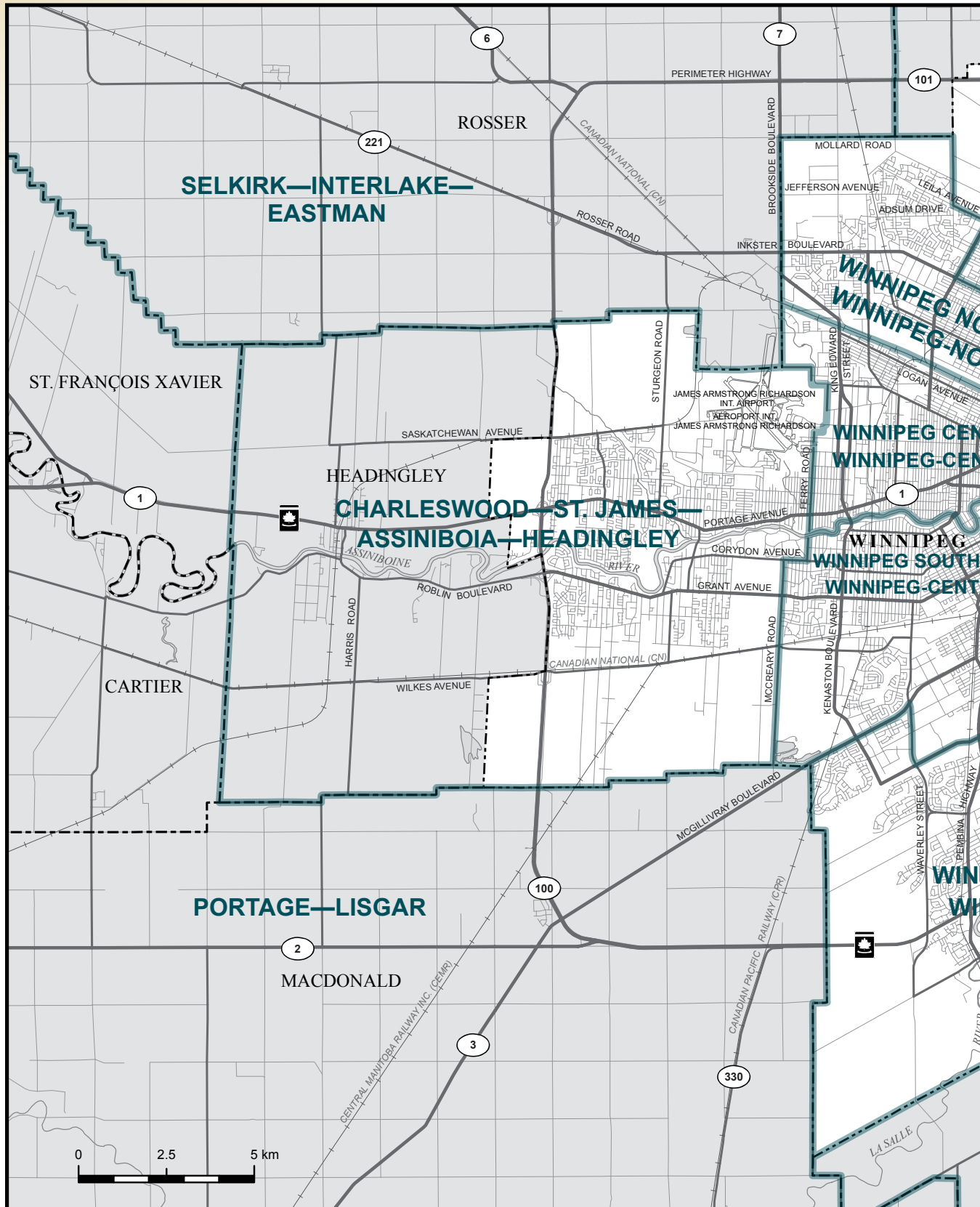




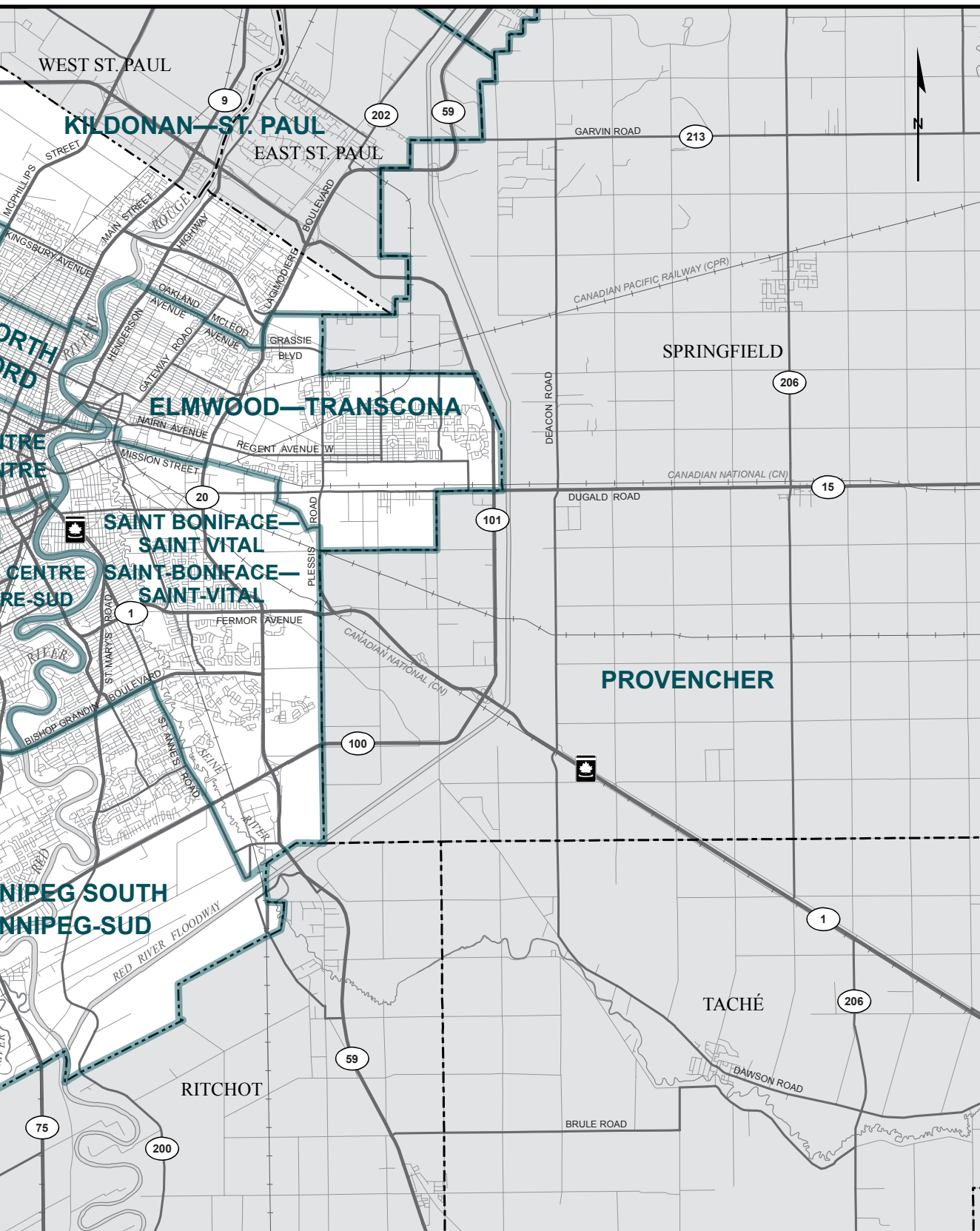
SOURCE: THE ELECTORAL GEOGRAPHY DIVISION, ELECTIONS CANADA.



City of Winnipeg (Map 2)



SOURCE: THE ELECTORAL GEOGRAPHY DIVISION, ELECTIONS CANADA.





Redistribution
Federal Electoral Districts
Redécoupage
Circonscriptions fédérales

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