

# BILL NO. 142

(as passed, with amendments)



*2nd Session, 58th General Assembly  
Nova Scotia  
51 Elizabeth II, 2002*

Government Bill

## **House of Assembly Act (amended) and Elections Act (amended)**

CHAPTER 34 OF THE ACTS OF 2002

The Honourable Michael G. Baker, Q.C.  
Minister of Justice

[First Reading](#): November 1, 2002 (LINK TO BILL AS INTRODUCED)

Second Reading: November 12, 2002

[Third Reading](#): November 28, 2002 (WITH COMMITTEE AMENDMENTS)

Royal Assent: November 28, 2002



### **An Act to Amend Chapter 1**

**(1992 Supplement)**  
**of the Revised Statutes, 1989,**  
**the House of Assembly Act,**  
**and Chapter 140**  
**of the Revised Statutes, 1989,**  
**the Elections Act**

Be it enacted by the Governor and Assembly as follows:

**1** Section 4 of Chapter 1 (1992 Supplement) of the Revised Statutes, 1989, the *House of Assembly Act*, as amended by Chapter 10 of the Acts of 1999 and Chapter 16 of the Acts of 2001, is further amended by

(a) striking out clauses (d) to (l) and substituting the following clauses:

(d) **Bedford**, consisting of, in the County of Halifax,

that part of Halifax Regional Municipality bounded by a line described as follows: starting at the shore of Bedford Basin (Sherwood Point); then southwest along a line to the intersection of Crest Road and Tremont Drive; then southwest along a line to the intersection of Farnham Gate Road and Dunbrack Street; then southwest along a line running parallel to and excluding Farnham Gate Road to a point east of Scotch Pine Terrace; then northwest along a line running parallel to Edward Laurie Drive to a point approximately 750 m south of the Kearney Lake Road and Dunbrack Street interchange on Highway 102; then southwest along a line passing through the southern portion of Washmill Lake to the southern shore of Ash Lake; then north along Ash Lake to the northern shore of Ash Lake; then northeast along a straight line passing through the northern shore of Charlies Lake and across Kearney Lake to a point on the Kearney Lake Road approximately 1.7 km northwest of the Kearney Lake Road and Highway 102 interchange; then northeast along a straight line to a point on Highway 102 approximately 1.8 km north and northwest of the Kearney Lake Road and Highway 102 interchange; then northwest along Highway 102 approximately 2.1 km; then west along a straight line to a point on Bluewater Road approximately 140 m north of the intersection of Kearney Lake Road; then northwest along a straight line to a point on Hammonds Plains Road approximately 335 m east of the intersection of Kearney Lake Road; then northeast along a straight line passing approximately 345 m west of Marsh Lake to the Sackville River; then southeast along the various courses of the Sackville River and Little Sackville River to Highway 101; then southeast along Highway 101 to the Highway 102 interchange; then northeast along Highway 102 to Sucker Brook; then northeast along Sucker Brook to Rocky Lake; then east along the shore of Rocky Lake passing through the Canadian National Railway causeway to Rocky Lake Road; then southwest along Rocky Lake Road approximately 3.1 km to the Bedford Bypass; then southeast along the Bedford Bypass and Windmill Road to Wright Brook; then southwest along Wright Brook to the shore of Bedford Basin; then southwest across Bedford Basin to the shore of Bedford Basin (Sherwood Point);

(e) **Cape Breton Centre**, consisting of, in the County of Cape Breton,

that part of Cape Breton Regional Municipality bounded by a line described as follows: starting where Gardiner Road meets the Devco Railway line (Glance Bay Branch); then southwest along the Devco Railway line (Glance Bay Branch) to Northwest Brook; then north along Northwest Brook to the Devco Railway line (New Waterford Branch); then northwest along the Devco Railway line (New Waterford Branch) to a line projecting from the northern shore of Kilkenny Lake; then northwest along a line running parallel to and including both sides of Kilkenny Lake Road to the shore of Sydney Harbour; then north along Sydney Harbour to the Atlantic Ocean; then east along the shore of the Atlantic Ocean to the former Town of Glance Bay western boundary; then southwest along the former Town of Glance Bay western boundary to Renwick Brook; then northwest and southwest along Renwick Brook to the eastern boundary of Sydney Airport; then south, west and north along the various courses of the Sydney Airport boundary to a point approximately 550 m south of Grand Lake Road; then southwest along a straight line to a line projecting southeast from the intersection of Evergreen Drive and Gardiner Road; then northwest along the said projected line running parallel to and excluding Evergreen Drive to the intersection of Grand Lake Road and Gardiner Road; then northeast along Gardiner Road to the Devco Railway line (Glance Bay Branch);

(f) **Cape Breton North**, consisting of, in the County of Cape Breton,

that part of Cape Breton Regional Municipality bounded by a line described as follows: starting at a point where Highway 125 meets the North West Arm of Sydney Harbour (Balls Creek); then north and northeast along Highway 125 to the Trans Canada Highway interchange; then northwest along the Trans Canada Highway to Prince Mine Road; then north and northwest along Prince Mine Road to the intersection of Sherrie Lee Lane and Mill Pond Road; then southwest along Mill Pond Road to Mill Pond; then west along Mill Pond to the Victoria

County and Cape Breton County boundary (Aconi Brook); then north along the Victoria County and Cape Breton County boundary (Aconi Brook) to the Atlantic Ocean; then east along the shore of the Atlantic Ocean to the mouth of Sydney Harbour; then southwest along the shore of Sydney Harbour and North West Arm of Sydney Harbour (Balls Creek) to Highway 125;

**(g) Cape Breton Nova**, consisting of, in the County of Cape Breton,

(i) that part of Cape Breton Regional Municipality bounded by a line described as follows: starting where the South Arm of Sydney Harbour meets Muggah Creek; then southeast along Muggah Creek to Ferry Street; then northeast along Ferry Street to Inglis Street; then south along Inglis Street to Prince Street; then northeast along Prince Street to Townsend Street; then southwest along Townsend Street to High Street; then southeast along High Street to Whitney Avenue; then southwest along Whitney Avenue to Hospital Street; then southeast along Hospital Street to a point east of Cabot Street; then southwest along a line running parallel to and excluding Cabot Street to Wash Brook; then east along the various courses of Wash Brook to Highway 125; then northeast along Highway 125, approximately 1.5 km to a point east of Cossitt Lake; then east and northeast along a line running approximately 430 m north of O'Neil Lake and parallel to and including both sides of Devon Avenue to a line projecting southeast from the intersection of Evergreen Drive and Gardiner Road; then northwest along the said projected line running parallel to and including Evergreen Drive to Gardiner Road; then northeast along Gardiner Road to the Devco Railway line (Glance Bay Branch); then southwest along the Devco Railway line (Glance Bay Branch) to Northwest Brook; then north along Northwest Brook to the Devco Railway Line (New Waterford Branch); then northwest along the Devco Railway Line (New Waterford Branch) to a line projecting from the northern shore of Kilkenny Lake; then northwest along a line running parallel to and excluding Kilkenny Lake Road to the shore of Sydney Harbour; then south along Sydney Harbour and the South Arm of Sydney Harbour to Muggah Creek, and

(ii) Sydney Reserve (28A);

**(h) Cape Breton South**, consisting of, in the County of Cape Breton,

(i) that part of Cape Breton Regional Municipality bounded by a line described as follows: starting at a point where Highway 125 meets the North West Arm of Sydney Harbour (Balls Creek); then northeast along the North West Arm of Sydney Harbour to the South Arm of Sydney Harbour; then south along the South Arm of Sydney Harbour to Muggah Creek; then southeast along Muggah Creek to Ferry Street; then northeast along Ferry Street to Inglis Street; then south along Inglis Street to Prince Street; then northeast along Prince Street to Townsend Street; then southwest along Townsend Street to High Street; then southeast along High Street to Whitney Avenue; then southwest along Whitney Avenue to Hospital Street; then southeast along Hospital Street to a point east of Cabot Street; then southwest along a line running parallel to and including both sides of Cabot Street to Wash Brook; then east along the various courses of Wash Brook to Highway 125; then south and southwest along Highway 125 to Sydney River; then southwest along Sydney River and Blacketts Lake to a point west of Blacketts Lake on Coxheath Road approximately 910 m west of the intersection of Burton Drive and Coxheath Road; then northeast along a straight line to a point on Mountain Road approximately 620 m southeast of the intersection of Mountain Road and Beechmont Road; then northeast along a straight line to the intersection of Frenchvale Road and Highway 125; then north along Highway 125 to the North West Arm of Sydney Harbour (Balls Creek); and

(ii) Membertou Reserve (28B);

**(i) Cape Breton West**, consisting of, in the County of Cape Breton,

(i) that part of Cape Breton Regional Municipality bounded by a line described as follows: starting in the Bras d'Or Lake at the Cape Breton County and Richmond County boundary; then northeast along the Bras d'Or Lake and East Bay to the western boundary of the Eskasoni Reserve; then north and east along the west and north boundary of the Eskasoni Reserve to the most northeast boundary of the Eskasoni Reserve; then northeast along a straight line to a point on Coxheath Road approximately 910 m west of the intersection of Burton Drive and Coxheath Road; then northeast along Blacketts Lake and Sydney River to Highway 125; then northeast and north along Highway 125 approximately 8.5 km to a point east of Cossitt Lake; then east and northeast along a line running approximately 430 m north of O'Neil Lake and parallel to and excluding Devon Avenue to a line projecting southeast from the intersection of Evergreen Drive and Gardiner Road; then northeast along a straight line to a point 550 m south of Grand Lake Road on the western boundary of Sydney Airport; then south, east and north along the various courses of the Sydney Airport boundary to Renwick Brook; then northeast and southeast along the various courses of Renwick Brook to the former Town of Glance Bay western boundary; then southeast and northeast along the various courses of the former Town of Glance Bay boundary to the Atlantic Ocean; then east, south and southwest along the shore of the Atlantic Ocean to the Cape Breton County and Richmond County boundary; then northwest along the Cape Breton County and Richmond County boundary to the Bras d'Or Lake, and

(ii) Eskasoni Reserves (3, 3A) and Caribou Marsh Reserve (29);

**(j) Chester-St. Margaret's**, consisting of, in the County of Lunenburg,

(i) the Municipality of the District of Chester, including Gold River Reserve (2), New Ross Reserve (20) and Pennal Reserve (19), and

(ii) in the Municipality of the District of Lunenburg, Municipal District 10,

and, in the County of Halifax,

(iii) that part of Halifax Regional Municipality bounded by a line described as follows: starting where the Hants County and Halifax County boundary meets the Lunenburg County and Halifax County boundary; then east along the Hants County and Halifax County boundary to Pockwock Lake; then southwest along the western shore of Pockwock Lake to the most southwest shore of Pockwock Lake; then southeast along a straight line to Stillwater Lake; then south and southwest along Stillwater Lake to Hammonds Plains Road (Highway 213); then southwest along Hammonds Plains Road (Highway 213) to Highway 3; then southeast along a straight line to Upper Pond; then southwest along a straight line and Shad Bay to the shore of the Atlantic Ocean; then northwest along the shore of the Atlantic Ocean to the Halifax County and Lunenburg County boundary; then northwest along the Halifax County and Lunenburg County boundary to where it meets the Halifax County and Hants County boundary;

(b) striking out clause (p) and substituting the following clauses:

(p) **Cole Harbour**, consisting of, in the County of Halifax,

(i) that part of Halifax Regional Municipality bounded by a line described as follows: starting at a point where Settle Lake Brook meets Portland Street (Cole Harbour Road); then north along Settle Lake Brook and Settle Lake to the northern shore of Settle Lake; then west along a straight line passing north of Carlson Court to Lucien Drive; then northwest along Lucien Drive and the prolongation of Lucien Drive to Main Street; then northeast along Main Street (Highway 7) to a line approximately 275 m east of Riley Road; then south along a straight line to Broom Lake; then south and southeast along the various courses of Broom Lake Brook crossing Cole Harbour Road to the shore of Cole Harbour; then southeast along the shore of Cole Harbour to the unnamed brook (on PID # 40415739); then southwest and northwest along the unnamed brook (on PID # 40415739) to the prolongation of a line approximately 610 m south of Brookview Drive on Bissett Road; then southwest along a straight line crossing the north portion of Bissett Lake to the intersection of Colby Drive and Greenwich Drive; then northwest along Colby Drive to Deerbrooke Drive; then southwest along a line running parallel to and including Deerbrooke Drive to Caldwell Road; then southeast along Caldwell Road to Astral Drive; then southwest along a straight line approximately 270 m; then northwest along a line running parallel to Donegal Drive to Portland Street (Cole Harbour Road); then east along Portland Street (Cole Harbour Road) to Settle Lake Brook, and

(ii) Cole Harbour Reserve (30);

(pa) **Cole Harbour-Eastern Passage**, consisting of, in the County of Halifax,

that part of Halifax Regional Municipality bounded by a line described as follows: starting where the north boundary of Canadian Forces Base Shearwater meets Halifax Harbour at Eisner Cove; then northeast along the various courses of the north boundary of Canadian Forces Base Shearwater along a straight line across Morris Lake to Astral Drive; then northeast along Astral Drive to Caldwell Road; then northwest along Caldwell Road to Deerbrooke Drive; then northeast along a line running parallel to and excluding Deerbrooke Drive to Colby Drive; then southeast along Colby Drive to the intersection of Greenwich Drive; then northeast along a straight line crossing the north portion of Bissett Lake to a point approximately 610 m southeast of Brookview Drive to Bissett Road; then northeast along a straight line to an unnamed brook (on PID # 40415739); then northeast along the unnamed brook (on PID # 40415739) to the shore of Cole Harbour; then southeast and south along Cole Harbour and south along Cow Bay to the mouth of Halifax Harbour; then northwest along Halifax Harbour passing west of McNabs Island to where the north boundary of Canadian Forces Base Shearwater meets Halifax Harbour at Eisner Cove;

(c) striking out clauses (s) to (v) and substituting the following clauses:

(s) **Dartmouth East**, consisting of, in the County of Halifax,

that part of Halifax Regional Municipality bounded by a line described as follows: starting where Highway 111 (Circumferential Highway) crosses Lake Micmac; then north along Lake Micmac, the Shubenacadie Canal and Lake Charles to Barrys Run; then southeast along the various courses of Barrys Run to Loon Lake; then southeast and southwest along Loon Lake to the Brook joining Lake Loon and Cranberry Lake; then southwest along the Brook joining Lake Loon and Cranberry Lake to a straight line running parallel to Forest Hills Parkway extension; then southeast along the above said line to a point west on Main Street (Highway 7) approximately 150 m from the Forest Hill Parkway intersection; then southwest along Main Street (Highway 7) to the prolongation of Lucien Drive; then southeast along the prolongation of Lucien Drive and Lucien Drive to a line north of Carlson Court; then east along the above said line to Settle Lake; then south along Settle Lake and Settle Lake Brook to Portland Street (Cole Harbour Road); then west along Portland Street (Cole Harbour

Road) to Highway 111 (Circumferential Highway); then north and northwest along Highway 111 (Circumferential Highway) to Lake Micmac;

(t) **Dartmouth North**, consisting of, in the County of Halifax,

that part of Halifax Regional Municipality bounded by a line described as follows: starting where Wright Brook meets the shore of Bedford Basin; then northeast along Wright Brook to the Canadian National Railway line; then northeast along the Canadian National Railway line approximately 3.9 km to Marshall Brook; then east along a straight line to the northern shore of Lake Charles; then southeast, south and southwest along Lake Charles, the Shubenacadie Canal, Lake Micmac, Lake Banook and Sullivan Pond Brook to Hawthorne Street; then northwest along Hawthorne Street to Crichton Avenue; then northwest along Crichton Avenue to Crichton Park Road; then northwest along Crichton Park Road to Thistle Street; then south and southwest along Thistle Street to Wyse Road; then northwest along Wyse Road to Nantucket Avenue; then southwest along Nantucket Avenue to the Angus L. Macdonald Bridge; then northwest along Halifax Harbour, The Narrows and the shore of Bedford Basin to Wright Brook;

(u) **Dartmouth South-Portland Valley**, consisting of, in the County of Halifax,

that part of Halifax Regional Municipality bounded by a line described as follows: starting where the Angus L. Macdonald Bridge crosses Halifax Harbour; then northeast along Nantucket Avenue to Wyse Road; then southeast along Wyse Road to Thistle Street; then northeast and north along Thistle Street to Crichton Park Road; then southeast along Crichton Park Road to Crichton Avenue; then southeast along Crichton Avenue to Hawthorne Street; then southeast along Hawthorne Street to Sullivan Pond Brook; then northeast along Sullivan Pond Brook and Lake Banook to Highway 111 (Circumferential Highway); then south and southeast along Highway 111 (Circumferential Highway) to Portland Street; then east along Portland Street to a point west of Donegal Drive (approximately 215 m east of Portland Hills Drive); then southeast along a line running parallel to and excluding Donegal Drive to a point approximately 265 m southwest of Astral Drive; then southwest along a straight line across Morris Lake to the north boundary of Canadian Forces Base Shearwater; then southwest along the various courses of the north boundary of Canadian Forces Base Shearwater to where it meets Halifax Harbour at Eisner Cove; then northwest along Halifax Harbour to the Angus L. Macdonald Bridge;

(d) striking out clauses (x) and (y) and substituting the following clauses:

(x) **Eastern Shore**, consisting of, in the County of Halifax,

that part of Halifax Regional Municipality bounded by a line described as follows: starting at a point on Broom Lake Brook approximately 190 m southwest of Broom Lake; then northeast along a straight line approximately 630 m to the Little Salmon River Tributary; then southeast along the Little Salmon River Tributary approximately 135 m; then northeast along a straight line passing south of Chris Evan Drive and Highway 7 to a point approximately 175 m east of Shepherds Lane; then southeast along a line to a point approximately 120 m west of Gammon Lake; then northeast along a straight line passing through Gammon Lake to a point on the Candy Mountain Road (approximately 575 m from Notting Hill Road); then east along the Candy Mountain Road to the western boundary of PID # 00407908; then northeast along the western boundary of PID # 00407908 to the western boundary of PID # 00608018; then northwest and northeast along the west and north boundary of PID # 00608018 to PID # 00609305; then northwest along the west boundary of PID# 00609305 to the southeast boundary of PID # 40185233; then northwest along the east boundary of PID # 40185233 to the southwest boundary of PID # 00497388; then northeast along the southwest boundary of PID # 00497388 and its prolongation to Porters Lake (South of Christopher Lane); then northwest along Porters Lake to the northern shore of Porters Lake; then northeast along a straight line to Second Rocky Lake; then southeast along a straight line to the most northeast point of the boundary of the Tangier Grand Lake Wilderness Area; then southeast and southwest along the various courses of the Tangier Grand Lake Wilderness area to its most southern boundary; then southwest along a straight line passing through Newcombe Lake to Newcombe Brook; then southwest along the Newcombe Brook to Ship Harbour; then south along Ship Harbour to False Passage; then southwest along False Passage to a point on the Atlantic Ocean shore west of Wolfe's Island; then southwest along the shore of the Atlantic Ocean to Cow Bay; then north and northwest along Cow Bay and Cole Harbour to Broom Lake Brook; then north and northwest along the various courses of Broom Lake Brook to a point approximately 190 m southwest of Broom Lake;

(y) **Glance Bay**, consisting of, in the County of Cape Breton,

the former Town of Glance Bay;

(ya) **Guysborough-Sheet Harbour**, consisting of

(i) the County of Guysborough, except that part in the Municipality of the County of Antigonish,

and, in the County of Halifax,

(ii) that part of Halifax Regional Municipality bounded by a line described as follows: starting at a point on the Atlantic Ocean shore



west of Wolfe's Island; then northeast along False Passage to Ship Harbour; then north along Ship Harbour to Newcombe Brook; then northeast along Newcombe Brook to Newcombe Lake; then northeast along a straight line passing through Newcombe Lake to the southern boundary of the Tangier Grand Lake Wilderness Area; then northeast and northwest along the various courses of the Tangier Grand Lake Wilderness area to the most northeast point of the boundary; then northeast along a straight line to Second Rocky Lake; then northeast along a straight line to Upper Beaver Lake; then northeast along a straight line to Lower Beaver Lake; then northeast along a straight line to Moser Lake on the Halifax County and Guysborough County boundary; then southeast along the Halifax County and Guysborough County boundary to the shore of the Atlantic Ocean; then southwest along the shore of the Atlantic Ocean to a point west of Wolfe's Island, and

(iii) Sheet Harbour Reserve (36);

(e) striking out clauses (aa) to (ac) and substituting the following clauses:

(aa) **Halifax Chebucto**, consisting of, in the County of Halifax,

that part of Halifax Regional Municipality bounded by a line described as follows: starting where the Canadian National Railway line crosses Kempt Road; then south along the Canadian National Railway line to Chebucto Road; then southwest along Chebucto Road and its westerly projection to the centre of the Armdale Rotary; then southeast along the Northwest Arm to the prolongation of Jubilee Road; then northeast along the prolongation of Jubilee Road and Jubilee Road to Robie Street; then northwest along Robie Street to Quinpool Road; then southwest along Quinpool Road to Windsor Street; then northwest along Windsor Street to Kempt Road; then west along Kempt Road to the Canadian National Railway line;

(ab) **Halifax Citadel**, consisting of, in the County of Halifax,

(i) that part of Halifax Regional Municipality bounded by a line described as follows: starting where the prolongation of Jubilee Road meets Northwest Arm; then northeast along the prolongation of Jubilee Road and Jubilee Road to Robie Street; then northwest along Robie Street to Cogswell Street; then northeast along Cogswell Street to Rainnie Drive; then southeast along Rainnie Drive to Duke Street; then northeast along Duke Street and the prolongation of Duke Street to the shore of Halifax Harbour; then southeast along the shore of Halifax Harbour passing east of Georges Island to Point Pleasant Park and the Northwest Arm; then northwest along the Northwest Arm to the prolongation of Jubilee Road,

(ii) together with Sable Island;

(ac) **Halifax Clayton Park**, consisting of, in the County of Halifax,

that part of Halifax Regional Municipality bounded by a line described as follows: starting at a point where the Canadian National Railway line crosses Highway 103; then northeast along Highway 103 to Highway 102 (Bicentennial Drive); then east along Highway 102 (Bicentennial Drive) to Northwest Arm Drive; then northwest and north along Northwest Arm Drive and Dunbrack Street to Willett Street; then southeast along Willett Street to the westerly projection of the rear property lines of the properties on the northern side of Sybyl Court; then east along the westerly projection and rear property lines of the properties on the northern side of Sybyl Court and their easterly projection to Lacewood Drive; then southeast along Lacewood Drive to Vimy Avenue; then east along Vimy Avenue and its easterly projection to the Canadian National Railway line and the shore of Bedford Basin (Fairview Cove); then northwest along Bedford Basin to a line running from the shore of Bedford Basin to Sherwood Point; then southwest to the intersection of Crest Road and Tremont Drive; then southwest along a line to the intersection of Farnham Gate Road and Dunbrack Street; then southwest along a line running parallel to and including Farnham Gate Road to a point east of Scotch Pine Terrace; then northwest along a line running parallel to and excluding Edward Laurie Drive to a point on Highway 102 approximately 750 m south of the Kearney Lake Road and Dunbrack Street interchange; then southwest along a straight line passing through the southern portion of Washmill Lake to the southern shore of Ash Lake; then southeast along Ash Lake Brook (Suzie Lake Brook) to the most eastern shore of Black Duck Ponds; then southeast along a straight line to a point on Highway 103 west of Lakeland Boulevard; then east along a straight line to St. Margaret's Bay Road; then north along a straight line to where the Canadian National Railway line crosses Highway 103;

(f) striking out clause (ae) and substituting the following clauses:

(ae) **Halifax Needham**, consisting of, in the County of Halifax,

that part of Halifax Regional Municipality bounded by a line described as follows: starting where the Canadian National Railway line crosses Kempt Road; then east along Kempt Road to Windsor Street; then southeast along Windsor Street to Quinpool Road; then northeast along Quinpool Road to Cogswell Street; then northeast along Cogswell Street to Rainnie Drive; then southeast along Rainnie Drive to Duke Street; then northeast along Duke Street and the prolongation of Duke Street to the shore of Halifax Harbour; then northwest along the shore of Halifax Harbour and The Narrows to the shore of Fairview Cove; then south along a line to where the Canadian National Railway

line crosses Kempt Road;

(aea) **Hammonds Plains-Upper Sackville**, consisting of, in the County of Halifax,

that part of the Halifax Regional Municipality bounded by a line described as follows: starting at the southern shore of Ash Lake; then northwest along a straight line passing through the northern shore of Frasers Lake to Maple Lake; then northwest along a straight line passing through Camp Hill Lake to where Grant Line Road meets Hammonds Plains Road (Highway 213); then southwest along Hammonds Plains Road (Highway 213) to Stillwater Lake; then north and northeast along Stillwater Lake to the northeast shore of Stillwater Lake; then northwest along a straight line to the most southwest shore of Pockwock Lake; then northeast along the western shore of Pockwock Lake to the Hants County and Halifax County boundary; then east and northeast along the Hants County and Halifax County boundary to the W and H Railway line; then southeast along the W and H Railway line to where it crosses the Beaver Bank Road; then southwest along the Beaver Bank Road and the prolongation of the Beaver Bank Road to the Sackville River; then southeast along the various courses of the Sackville River a distance of approximately 1.15 km; then southwest along a straight line passing approximately 345 m west of Marsh Lake to a point on Hammonds Plains Road approximately 335 m east of the Kearney Lake Road intersection; then southeast along a straight line to a point 140 m north on Bluewater Road from the intersection with Kearney Lake Road; then east along a straight line to Highway 102; then south and southeast along Highway 102 to a point approximately 1.8 km north and northwest of the Kearney Lake Road and Highway 102 interchange; then southwest along a straight line to a point on Kearney Lake Road approximately 1.7 km northwest of the Kearney Lake Road and Highway 102 interchange; then southwest along a straight line passing through Kearney Lake and the northern shore of Charlies Lake to the northern shore of Ash Lake; then south along Ash Lake to the southern shore of Ash Lake;

(g) striking out clause (ah) and substituting the following clause:

(ah) **Inverness**, consisting of

the County of Inverness, including Malagawatch Reserve (4), Margaree Reserve (25) and Whycomomagh Reserve (2);

(h) striking out clause (am) and substituting the following clause:

(am) **Lunenburg West**, consisting of, in the County of Lunenburg,

(i) the Town of Bridgewater, and

(ii) that part of the Municipality of the District of Lunenburg described as follows: starting where Highway 103 meets the Queens County and Lunenburg County boundary; then northwest along the Queens County and Lunenburg County boundary to the Annapolis County and Lunenburg County boundary; then northeast along the Annapolis County and Lunenburg County boundary to where the abandoned Canadian National Railway line crosses the boundary (approximately 2.25 km west of the LaHave River); then southeast along the abandoned Canadian National Railway line to the LaHave River; then southeast along the LaHave River to New Germany Lake; then south along the western shore of New Germany Lake to West River; then southwest along West River to Varner Brook; then southeast in a straight line to the point where Manning Brook crosses Lower Branch LaHave Road; then southeast in a straight line to a point on Veinot Road 300 m southwest of the intersection of Veinot Road and Osborne Road; then northeast along Veinot Road to the LaHave River; then southeast along the LaHave River to Wentzells Lake; then south along Wentzells Lake to the LaHave River; then southeast along the LaHave River to the Bridgewater Town Boundary; then northeast, southeast and southwest along the Bridgewater Town Boundary to the LaHave River; then southeast along the LaHave River to the Atlantic Ocean (including West Ironbound Island); then southwest along the Atlantic Ocean shore to a point west of Cape LaHave Island and Indian Island; then north along a straight line to the northeast boundary of Rissers Beach Provincial Park; then northwest along the northeast boundary of Rissers Beach Provincial Park to the most northwest boundary; then northwest along a straight line to Brown Lake; then northwest along a straight line to Oikle Lake; then southwest along a straight line to Wallace Brook (at Wallace Lake); then west and south along Wallace Lake to Sarty Lake Brook; then northwest along Sarty Lake Brook to the southern shore of Sarty Lake; then southwest along a straight line to the northern shore of Cranberry Lake; then southeast along a straight line to point on Highway 103; then southwest along Highway 103 approximately 6.5 km to the Queens County and Lunenburg County boundary;

(i) striking out clause (ar) and substituting the following clause:

(ar) **Queens**, consisting of

(i) the County of Queens, including Medway River Reserve (11), Ponhook Lake Reserve (10) and Wildcat Reserve (12),

and, in the County of Lunenburg,

(ii) that part of the Municipality of the District of Lunenburg bounded by a line described as follows: starting where Highway 103 meets the Queens County and Lunenburg County boundary; then northeast along Highway 103 approximately 6.5 km; then northwest along a straight line to the northern shore of Cranberry Lake; then northeast along a straight line to the southern shore of Sarty Lake; then southeast along Sarty Lake Brook to Wallace Lake; then north and east along Wallace Lake to Wallace Brook; then northeast along a straight line to Oikle Lake; then southeast along a straight line to Brown Lake; then southeast along a straight line to the most northwest boundary of Rissers Beach Provincial Park; then southeast along the northeast boundary of Rissers Beach Provincial Park to the Atlantic Ocean west of Cape LaHave Island and Indian Island; then southwest along the shore of the Atlantic Ocean to the Queens County and Lunenburg County boundary; then northwest along the Queens County and Lunenburg County boundary to Highway 103;

(j) striking out clauses (at) and (au) and substituting the following clause:

(at) **Sackville-Cobequid**, consisting of, in the County of Halifax,

that part of Halifax Regional Municipality bounded by a line described as follows: starting where the Beaver Bank Road meets the Beaver Bank - Windsor Junction Cross Road; then southeast along the Beaver Bank - Windsor Junction Cross Road to Ashlea Drive; then southwest along the prolongation of Ashlea Drive to Second Lake; then southeast and east through Second Lake to a point on the Canadian National Railway line (south of Cottage Lane); then southeast along the Canadian National Railway line to a point approximately 100 m north of the Cobequid Road; then southwest along a line running parallel and excluding both sides of Cobequid Road a distance of approximately 400 m; then southeast along a straight line to the centre line of Cobequid Road; then northeast along the centre line of Cobequid Road a distance of approximately 30 m; then southeast along a straight line a distance of approximately 40 m to a point southeast of Cobequid Road; then northeast along a line running parallel and excluding both sides of Cobequid Road a distance of approximately 235 m to a point west of Lakeview Road; then southeast along a line running parallel to and excluding both sides of Lakeview Road to Highway 102; then southwest along Highway 102 a distance of approximately 3.8 km to the Highway 101 interchange; then northwest along Highway 101 to where the Little Sackville River meets the Sackville River; then northwest along the various courses of the Sackville River to the prolongation of the Beaver Bank Road at the Middle Sackville and Beaver Bank interchange on Highway 101; then northeast along the prolongation of the Beaver Bank Road and the Beaver Bank Road to the Beaver Bank - Windsor Junction Cross Road;

(k) striking out clause (aw) and substituting the following clause:

(aw) **Timberlea-Prospect**, consisting of, in the County of Halifax,

that part of Halifax Regional Municipality bounded by a line described as follows: starting at Shad Bay on the shore of the Atlantic Ocean; then northeast along Shad Bay and a straight line to Upper Pond; then northwest along a straight line to where Highway 3 meets Hammonds Plains Road (Highway 213); then northeast along Hammonds Plains Road (Highway 213) to the Grant Line Road; then southeast along a straight line passing through Camp Hill Lake to Maple Lake; then southeast along a straight line passing through the northern shore of Frasers Lake to the southern shore of Ash Lake; then southeast along Ash Lake Brook (Suzie Lake Brook) to the most eastern shore of Black Duck Ponds; then southeast along a straight line to a point on Highway 103 to a point west of Lakeland Boulevard; then east along a straight line to St. Margaret's Bay Road; then south along a straight line to the western shore of Long Lake; then south along a straight line approximately 1.05 km to Beaver Dam Brook; then south along Beaver Dam Brook a distance of approximately 1.58 km; then south along a straight line to a point approximately 220 m west of Fish Brook Pond; then south along a straight line to Spruce Hill Lake; then south along Spruce Hill Lake to the southern shore of Spruce Hill Lake; then south along a straight line to where it meets the Brook running from Narrow Lake to Sheas Lake; then south along the various courses of Sheas Lake, Run Lake, Moody Lake, The Two Lakes, and Ragged Lake to Grand Lake; then southwest along a straight line to a point north of Power Island on the Atlantic Ocean shore; then west along the Atlantic Ocean shore to Shad Bay;

and

(l) striking out clause (ay) and substituting the following clauses:

(ay) **Victoria-The Lakes**, consisting of

(i) the County of Victoria, including Wagmatcook Reserve,

and, in the County of Cape Breton,

(ii) that part of Cape Breton Regional Municipality bounded by a line described as follows: starting where the Victoria County and Cape Breton County boundary (Aconi Brook) meets the shore of the Atlantic Ocean; then south along the Victoria County and Cape Breton County boundary (Aconi Brook) to Mill Pond; then east along Mill Pond to Mill Pond Road; then northeast along Mill Pond



Road to the intersection of Sherrie Lee Lane and Mill Pond Road; then southeast and south along Prince Mine Road to the Trans Canada Highway; then southeast along the Trans Canada Highway to Highway 125; then south and southwest along Highway 125 to the Frenchvale Road; then southwest along a straight line to a point on Mountain Road approximately 620 m southeast of the intersection of Mountain Road and Beechmont Road; then southwest along a straight line to a point on Coxheath Road approximately 910 m west of the intersection of Burton Drive and Coxheath Road; then southwest along a straight line to the most northeast boundary of the Eskasoni Reserve; then west and south along the various courses of the north and west boundaries of the Eskasoni Reserve to the shore of East Bay; then southwest along East Bay to Bras d'Or Lake and the Victoria County and Cape Breton County boundary; then northeast along the various courses of the Victoria County and Cape Breton County boundary to the shore of the Atlantic Ocean (Aconi Brook);

(aya) **Waverley-Fall River-Beaver Bank**, consisting of, in the County of Halifax,

(i) that part of Halifax Regional Municipality bounded by a line described as follows: starting where Wright Brook meets Windmill Road; then northwest along Windmill Road and Bedford Bypass to Rocky Lake Road; then northeast along Rocky Lake Road approximately 3.1 km; then west along the shore of Rocky Lake passing through the Canadian National Railway causeway and the shore of Rocky Lake to Sucker Brook; then southwest along Sucker Brook to Highway 102; then northeast along Highway 102 a distance of approximately 1.72 kms to a point west of Lakeview Road; then northwest along a line running parallel to and including both sides of Lakeview Road to a point southeast of Cobequid Road; then southwest along a line running parallel to and including both sides Cobequid Road a distance of approximately 235 m; then northwest along a straight line to the centre line of Cobequid Road; then southwest along the centre line of Cobequid Road approximately 30 m; then northwest along a straight line a distance of 100 m; then northeast along a line running parallel and including both sides of Cobequid Road a distance of approximately 400 m to the Canadian National Railway line to a point approximately 100 m north of the Cobequid Road; then northwest along the Canadian National Railway line to a point south of Cottage Lane; then west and northwest through Second Lake to the prolongation of Ashlea Drive; then northeast along the prolongation of Ashlea Drive to the Beaver Bank - Windsor Junction Cross Road; then northwest along the Beaver Bank - Windsor Junction Cross Road to the Beaver Bank Road and the W and H Railway line; then northwest along the W and H Railway line to the Hants County and Halifax County Boundary; then northeast along the various courses of the Hants County and Halifax County boundary to Highway 102; then south along Highway 102 to a point 300 m from Aerotech Drive; then southeast along a straight line to Peeper Pond; then southwest and south along the brook joining Peeper Pond to Soldier Lake approximately 5.4 km; then east along a straight line to Three Mile Lake; then south along a line passing through Ernst Lake and Little Duck Lake to Long Duck Lake; then southwest along Long Duck Lake and the Long Duck Brook to East Lake; then south along East Lake to the unnamed brook flowing into Lake Major; then southeast along Lake Major 1.3 km; then southwest along a straight line passing north of Burnhope Drive to Barrys Run; then southwest along Barrys Run to Lake Charles; then north and northwest along Lake Charles to the northern shore of Lake Charles; then west along a straight line to where Marshall Brook meets the Canadian National Railway line; then southwest along the Canadian National Railway line approximately 3.9 km to Wright Brook; then southwest along Wright Brook to Windmill Road, and

(ii) Shubenacadie Reserve (13);

2 Subsection 5 (3) of Chapter 1 is amended by striking out "March, 2002" in the first and second and in the fifth lines and substituting in each case "December, 2012".

3 Chapter 1 is further amended by adding immediately after Section 5 the following Section:

5A (1) The Chief Electoral Officer may prepare, for approval by the House, a report recommending changes in the boundaries for the electoral districts comprising the House if, in the opinion of the Chief Electoral Officer, the transfer of electors from one of those electoral districts to another contiguous electoral district would improve the administration of the elections in those electoral districts.

(2) The changes recommended by the report must not alter the number of electors in any electoral district by more than three hundred as reckoned using the most recent voters' lists.

(3) The report of the Chief Electoral Officer shall be laid before the House, if the House is then sitting, and the Premier, or the Premier's designate, shall table the report in the House on the next sitting day.

(4) If the House is not sitting when the report of the Chief Electoral Officer is completed, the report shall be filed with the Clerk of the House and the Premier, or the Premier's designate, shall table the report in the House within ten days after the House next sits.

(5) Within ten sitting days after the report of the Chief Electoral Officer is tabled in the House pursuant to subsection (3) or (4), the Government shall introduce legislation to implement the recommendations contained in the report.

(6) If the changes recommended by the report of the Chief Electoral Officer are approved by the House, they have effect on and after the next dissolution or the next determination by the effluxion of time of the House.

**4** Section 45 of Chapter 1, as amended by Chapter 47 of the Acts of 2001, is further amended by adding immediately after subsection (5) the following subsection:

(6) Notwithstanding subsections (1) to (4),

(a) the Speaker shall not, in the year 2002, appoint persons pursuant to subsection (1); and

(b) for the year 2003, the annual indemnity and allowance for expenses to be paid pursuant to this Act and the salaries to be paid pursuant to this Act and the *Executive Council Act* shall be those amounts paid pursuant to this Act and the *Executive Council Act* for the year 2002 plus the average percentage increase in salary paid for the year 2002 to members of the Civil Service in the Management Compensation Pay plan.

**5** Chapter 140 of the Revised Statutes, 1989, the *Elections Act*, is amended by adding immediately after Section 22 the following Section:

22A (1) Where the Chief Electoral Officer has determined that one headquarters in an electoral district would result in a substantial number of electors not having convenient recourse to the returning officer because of the geographic size of that electoral district, the returning officer

(a) shall establish a second headquarters in the electoral district;

(b) shall appoint an assistant returning officer; and

(c) with the approval of the Chief Electoral Officer, may appoint an assistant election clerk.

(2) Section 22 applies to a second headquarters in an electoral district to the extent and with such variations to suit the circumstances in the electoral district as the Chief Electoral Officer determines.

(3) An assistant returning officer

(a) acts under the direction of and is responsible to the returning officer;

(b) has the same powers as an election clerk; and

(c) shall carry out any other responsibilities delegated by the returning officer except

(i) the establishment of polling divisions,

(ii) the certification of the preliminary and final lists of electors,

(iii) the receipt of nominations,

(iv) the granting of a poll,

(v) the establishment of a polling station, and

(vi) any other responsibility prescribed by the Chief Electoral Officer.

**6 (1)** Notwithstanding Section 7, on, from and after the day this Act receives Royal Assent all necessary steps may be

taken to establish constituency organizations based on the electoral districts contained in this Act including, for greater certainty, the appointment of officials and committees and the transfer of assets from the constituency organizations that existed before this Act received Royal Assent.

**(2)** When a constituency organization is established in accordance with subsection (1), the Chief Electoral Officer shall, notwithstanding Section 7, recognize and deal with the new constituency organization for the purpose of performing the functions of the Chief Electoral Officer.

**(3)** All actions taken pursuant to subsection (1) are and are deemed to be effective on, from and after the date they are taken.

**7 (1)** Section 1 has effect on and after the dissolution or the determination by the effluxion of time of the present House of Assembly or on and after the first day of March, 2003, whichever is later.

**(2)** Section 4 has effect on and after October 1, 2002.

