

the hon. member for Churchill (Mr. Smith) raised this initially, and from that point forward I have taken an interest in it. As he knows, as well as other hon. members, I have a particular interest in broadcast facilities in remote and northern communities. Therefore it is a pleasure for me to reply on behalf of the Secretary of State (Mr. Roberts).

I should like to advise the hon. member of the following. As you are aware, Churchill residents have been advised that CBC will close its radio production facilities at Churchill, leaving a transmitter which will continue to provide the community with CBC national and regional radio service out of Northern Manitoba.

This decision is the result of a review that was made to determine if the funds and resources available to the CBC for use in the north were being allocated to the best advantage, and what changes might be desirable. As a result of the review, CBC Churchill will become administratively part of the corporation's prairie region instead of, as at present, part of the Northern Service, which is focused on the Yukon and Northwest Territories.

It was felt that CBC radio service to northern communities has developed to the point where there is now a need for facilities to serve both the Keewatin region in the Northwest Territories and northern Manitoba. Churchill is not in a good location to do both these jobs and, accordingly, CBC will establish two production centres to replace the Churchill station. One will be in the Keewatin region itself, that is the Northern Service, and the other will be at a location further south than Churchill attached to the prairie region. This latter centre will provide regional service to northern Manitoba.

CBC has undertaken to offer, first, community access to the present Churchill transmitter within the general terms of its community access policy; second, a modest studio facility for use in connection with community access; and third, training of local residents in radio production techniques for a transition period.

Emergency access to the CBC Churchill transmitter will be made available to a government agency in Churchill such as the Department of Transport or the Department of Communications. This access can be used in the case of polar bear sightings and extreme and hazardous weather conditions.

I want to assure the hon. member that both myself and the Department of Communications will continue to take an interest in this. As I said at the beginning, I am very interested.

Mr. Smith (Churchill): We will hear somebody on the radio shouting: "Polar bear, polar bear!"

MANPOWER—UNEMPLOYMENT IN NEW BRUNSWICK—
PROPOSED COMPARATIVE STUDY WITH STATE OF MAINE

Mr. J. Robert Howie (York-Sunbury): Mr. Speaker, the federal government programs of Canada Works, Young Canada Works, and Local Initiatives, have been important weapons in the Department of Manpower and Immigration's

Adjournment Debate

attack on unemployment in New Brunswick, and I want to give them full credit for the jobs they have created and the achievements they have made.

I think the local office Manpower staff have become very knowledgeable in their work and are truly dedicated people who try very hard to bring about results. I should like to see the Manpower staff enabled, in terms of structure and numbers, to develop statistics that would allow us to identify more readily the root causes—and local causes—of unemployment, and the remedies available to us.

I think every federal constituency should have an unemployment profile backed by statistics which show clearly the number of persons in each community who are working and who are not; the type of work they do and are capable of doing; the work potential which is available to them; and the impediments to accepting this work, such as transportation. I think every member of parliament has a very good idea of what this profile would be, but it would be much better if Manpower undertook such a compilation with its professional staff, using the same criteria in every riding, so that from an overview the minister could draw relevant conclusions that would improve our national policy in dealing with the unemployment problem.

I do not think there is any area from which we cannot learn lessons. My suggestion to the minister was that we study the dynamics used in the State of Maine, which is adjacent to New Brunswick, in order to determine what that state does which gives it a better record of performance in dealing with this subject. It brought a rebuttal from the minister which suggested they were using a different basis for arriving at their unemployment statistics, that that state really was not doing all that much better than us, that there was very little we could learn from them, and perhaps they could learn something from us. I prefer to think that we can learn from each other.

So far the federal government's programs in New Brunswick have helped to keep the situation from getting worse, but they have done very little to identify the real causes of unemployment and remedy them. One of the basic causes of chronic unemployment in New Brunswick is the transportation system. Another is the failure to focus the attention of all departments of government on the same problem.

Severe retrenchments in air passenger travel and cargo capacity were announced by our national airline without prior consultation with the Minister of Regional Economic Expansion (Mr. Lessard). In fact the concept of using air transportation as a development tool in the Atlantic provinces has never been discussed by our national airline with DREE. I pressed this matter with the president of Air Canada at the transportation committee meeting last Thursday morning, and I invite the minister to read the minutes. Bus transportation has just been cut back in New Brunswick. The main feature of rail passenger service equipment is its age.

● (1810)

In rural areas surrounding our cities there is a great need for a form of public transportation moving people to and from work and to buy goods and services. I would like to see a