

Adjournment Debate

colleges and universities have, the more money they receive from the central government agencies. We know that in general the humanities and social sciences cost educational institutions much less than the hard sciences and technology. Our Canadian society needs to train engineers and technicians and the whole educational system is not prepared to meet our needs for engineers and technicians.

Let me give you for example what is being done or will perhaps be done progressively in the United States.

We know that the Bush administration is also experiencing major problems in the field of education and in terms of the monies that its budgets must provide for education. So, the Americans figured, and I believe this could also work here, that they should make the market partly responsible for the education system.

For all intents and purposes, those who work in the field of education are there to meet the needs of our businesses and society in general. In order to meet those needs, our educators should be put in a competitive situation. In other words, some colleagues could announce that they will specialize in the training of technicians in a particular field or the training civil engineers, bio-technicians, environmentalists, etc., which are all new scientific fields. Those people would market their human resources, that is their own human resources as teachers, and this marketing operation would be aimed at promoting certain scientific fields in order to later enable students to find better job opportunities in the work-place.

Instead of financing a network of planners which, from their bureaucratic laboratory, plan in advance, with more or less accuracy, the orientation and the future of the students, it would be the students and the market that would determine that orientation. Instead of putting money in central organizations, the State could implement a system whereby a young student that graduates from high school and reaches the post-secondary or college level, would be entitled to an annual amount given by the State. For instance, a student could be entitled to \$3,500 if he or she took a specific course.

The student would choose his or her college. It would probably be an institution that is close to his or her home, but it would also be one whose specialty and reputation would add to the résumé of the student. If the student had that choice, it would also promote competi-

tiveness among teachers. Consequently those teachers would try to sell their products instead of trying to get more and more money from the government. The teachers would direct their services and their marketing efforts to their clientele.

I believe the system of vouchers will enable the government to save money and avoid a lot of red tape. We will thereby get a lot more for our money. It is the Canadian society as a whole that will benefit from this progressive change in our education system.

I hope that what we are debating in this House will at least show that we federal legislators are searching for new forms of education systems, in order to stop entrusting to our bureaucrats the future of the best elements of our society, namely our young human resources.

Thank you, Mr. Speaker, for giving me this opportunity to talk on this issue.

[*English*]

The Acting Speaker (Mr. DeBlois): There being no further members rising for debate, the time provided for the consideration of Private Members' Business has now expired.

Pursuant to Standing Order 96(1), the order is dropped from the Order Paper.

PROCEEDINGS ON ADJOURNMENT MOTION

• (1800)

[*Translation*]

A motion to adjourn the House under Standing Order 38 is deemed to have been moved.

AIR TRANSPORT

Mr. John Manley (Ottawa South): Mr. Speaker, I would like to go back to a question that I asked on February 4, 1992, regarding air transportation services here in Canada. At that time I asked two questions to the Minister of Transport: first, a question regarding the negotiations on a bilateral agreement between the United States and Canada for air services; second, a question on the future of the airline industry in Canada, that is Air Canada and Canadian Airlines.