

Guay). Mr. Brown is a self-employed man in construction work. He filed his income tax return in March or April of this year and owed slightly over \$1,300 income tax for 1976. He suffered a massive heart attack in May or June. At the moment his total income is \$492.34 a month, being \$347.88 in disability pension as a veteran and \$144.46 from the war veterans' allowance. That is their total income. They have been faithfully paying all they can afford, namely, \$40 a month, on their income taxes for 1976. I was advised just a day or so ago that the Department of National Revenue has placed a lien on their home for \$1,365 in taxes owing. There is no money for disabled veterans. There is no increase for them. But there is \$1,200 million for corporations—and a lien can be put on a veteran's home.

Mr. Brown's disability pension and war veteran's allowance gives him an income of less than \$500 a month. He is not old enough for the old age pension, and he will never work again. The government will not increase his pension, and it has put a lien on his home. This government has the nerve to expect me, or anyone who has any conscience or consideration for people, to vote for a bill which gives an allowance of \$1,200 million for corporations.

Unemployment is costing Canada. The figures vary, but they are anywhere from \$7 billion to \$10 billion a year at the present rate of unemployment. We have \$4 billion or more in pay-outs from the UIC fund, and \$1 billion or more pay-outs from additional welfare benefits because of unemployment. Is that \$1 billion, \$2 billion or \$3 billion in lost tax revenues for all levels of government? Surely this parliament should be acting on measures to spend as much, nearly as much, or half as much as what unemployment is costing. It is not only for the sake of our people and our nationhood, but if one wants to be a crass dollar considerer, also it can be for the sake of restoring revenues to levels of government as well as putting people to work.

Even though measures have been proposed by the New Democratic Party, I think they are insufficient. They call for the expenditure of \$2,450 million to create something in the order of 300,000 to 350,000 jobs quickly; and another \$400 million in a federal-provincial-municipal capital works program which the statistics indicate would mean 60,000 jobs. The need is present in the municipalities. Not only do the municipalities have needs, but our towns and cities have needs as well. These needs have to be met in a host of areas. In fact, the \$400 million proposed by my party for the new federal-provincial-municipal capital works program, if it is direct funds from the federal government, should be augmented with a \$2 billion or \$3 billion low-interest loan fund which municipalities can draw on. I am referring to interest at one-half the bank rate or below the bank rate. Any deficits on those interest charges should be picked up by the nation as a whole.

It is called sharing, co-operation and working together. Municipalities know what needs to be done. They know how to put people to work. They can build police stations, fire-halls and parks. They can widen their streets and they can renew their sewer and water systems. They can do a host of things

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which need to be done. They can improve their traffic systems. Most of these things are high labour-intensive and are legitimate needs of our communities in this country. That would not be lost money. Not only would it increase the well-being of the people in our towns and cities, but it would increase the assets of the nation as a whole. It would be money well spent.

My party suggests income tax cuts double what the government proposes. They would be in the order of \$1.5 billion for people on low and middle incomes. They could take the form of tax credits. People with incomes of \$20,000 and over would get nothing, and it could be graduated upward to the ones on the lowest end of the scale with tax credits of \$400. If they do not have enough income to pay \$400 income tax, instead of a tax credit they would get the difference in a tax rebate or a cheque. We would be putting \$1.5 billion into the pocket of the lower income section of our population. That is the section of the population which will spend it.

We propose that \$500 million should immediately go into housing and urban transit. This government promised in writing \$290 million for urban transit in the 1974 election campaign. It has now announced \$230 million by shifting \$200 million from other areas. Urban transit in Canada needs something in the order of between \$2 billion and \$3 billion. Even the \$500 million we propose is just a start.

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Small business employment assistance of \$50 million is proposed. If one would look with objectivity and fairness at the program of grants to small business for actual permanent jobs created in Manitoba a short while ago, he would see that that resulted in another 1,300 jobs in very short order. That can mean 20,000 jobs for the nation as a whole. We estimate that the income tax initiative we propose for low and middle income people would mean anywhere from 100,000 to 200,000 more jobs because of increased consumption requiring increased production, and another 70,000 as a result of what we propose for housing and urban transit. That is for the short run. We could think up more proposals, and for the long run there is much to be done.

Let us look at the immediate and long-term things which need to be done. Some of them involve very little money, and some none at all. Some of them involve a lot of money. If there ever was a time, as the hon. member for Comox-Alberni says, for challenging Canadians, now is the time. We did that in wartime. Instead of the hon. member's emulating Herbert Hoover, decrying gloom and doom and letting us think that prosperity somehow is just around the corner, let us place the challenge before Canadians, like we did in wartime. Let us say that over the next eight to ten years we are going to spend between \$8 billion and \$10 billion to rebuild and modernize our harbours and our railroads. Let us put some sanity into the use of the different modes of transportation. Let us do something about freight rates and passenger fares so that we can stop discriminating against people and goods because of where they happen to be made and live.