

*Electoral Boundaries*

South and the town of Harrow are being removed from the riding. The people of those towns feel that they were not consulted about the fact that they are going to be in the new riding or Essex-Kent. They have been a part of the riding I have represented since I came to the House of Commons in 1962 in the old riding of Essex South. Since redistribution has taken place before, and they stayed in the same riding, which is Essex-Windsor according to the first maps which were published, they were under the impression that they were going to remain in that riding, so they had no way of knowing that they were being considered for redistribution.

I will be losing some of the most intensive agricultural and productive parts of my riding if those areas go into the other riding. I gain no new area under redistribution; I only lose areas because of the size of my riding. Parts of the city of Windsor are being taken away. I maintain that more of Windsor should be taken, and more of the agricultural area left for me. The other ridings should be absorbing more of the city of Windsor.

Part of the riding which is being taken away is made up of Colchester North, Colchester South and the town of Harrow. They have always formed a part of a unit with the townships of Amherstburg, Anderdon and Malden. I will try to outline as briefly as possible how this can be shown. First, there is a large farmer co-operative in this area which has historically served the four townships of Anderdon, Malden, Colchester North and Colchester South, with its headquarters located in the town of Harrow. There is a branch office with a grain elevator in the village of McGregor, and another one located in the town of Amherstburg. This organization has kept the farming community in that area together and has made a form of community life for the people from the different communities which I think should be allowed to continue.

The little village of McGregor—rather, I should say, the rapidly expanding village of McGregor—is on the border between the townships of Colchester North and Anderdon. Under the proposed redistribution, this little village would be split right down the middle on a road we call Walker Road which is actually the townline road between these two townships. They have always been together. This will also mean that the parish of the church in the area will be split down the middle, because the church serves both a big part of the township of Anderdon and a big part of the township of Colchester North.

The Reeves of these six municipalities have always worked together on joint projects. The six municipalities have never been separated either in a provincial or federal riding since they were created. The people of those municipalities feel strongly that they should remain as a unit. These municipalities have always worked together as unit, and I know because I was the reeve of Anderdon township when I entered this House in 1962. I was also warden of the county of Essex at the same time. I know how closely these municipalities have worked together and I know that the ties which bind them together are important.

I also recognize that the commission had a real problem trying to decide how redistribution should take place in a fair fashion. I am sure, though, we must remember that if these people had known they were going to be taken out of the riding, they would have objected strenuously, just as

[Mr. Whelan.]

the people in Tilbury North and Tilbury West, at the far east end of the riding, objected before the hearing of the commissioners held in Windsor because they noticed that they were going to be put into another riding.

I just want to say that I hope the commission somehow or in some way will see fit to make sure that the people in Colchester North, Colchester South and the town of Harrow stay in the riding of Essex-Windsor, which they are desirous of doing.

**Mr. Arnold Peters (Timiskaming):** Mr. Speaker, I agree with those who have said that the commissioners had an impossible job in redistributing seats. There probably was not a more difficult place than northern Ontario, where we have not had the same growth rate as has been the case in other parts of the country. I was pleased to note that the commission heeded advice and listened to the representations of the provincial member for Algoma with regard to Sault Ste. Marie. The commission removed part of the population of Sault Ste. Marie from the city riding and added it to the neighbouring rural riding. There is no conflict with the Sudbury area. I suggest that the people of the Algoma region, particularly those living in Sault Ste. Marie, will consider this an advantage. Two members will represent the city and both will probably open constituency offices. The people will not find that a disadvantage.

● (1830)

I contend that we ought to adopt the Ontario government system of representation. The Ontario government has established ridings surrounding growth centres in accordance with the doughnut theory. As the population in the area surrounding the growth centre expands, new ridings are established to serve the larger population.

The commissioners considered the question of population and considered the growth of our urban centres in the next 15 or 20 years. In future, most of our population will be concentrated in 10 or 15 large centres. The rest will live in sparsely populated regions. We shall find that urban ridings will become more numerous than rural ridings in which the people engage mostly in farming, forestry and mining occupations. We ought to consider changing the 25 per cent limit. Boundaries should be designed to make adequate representation possible. At present it is impossible to provide adequate representation for some areas of northern Ontario.

I listened to the hon. member for Nipissing (Mr. Blais) complain because some people living on the edge of North Bay are in the constituency of Timiskaming. He is perfectly right in saying that they do not want to be in the constituency of Timiskaming. They have no community of interest with Timiskaming which in the main is a rural riding with a forestry and mining base. The people of West Ferris, Sturgeon Falls, Verner, Field and River Valley are not connected by radio, television, newspaper, or road and rail links, with the riding of Timiskaming. Many of the people of North Bay have never gone farther north than the city. Most people prefer to travel south in Canada. I am sure that many people in these towns have not been up No. 11 highway into Timiskaming riding proper.

The commission took some of the population of the Mattawa-Nipissing area and included it in the Renfrew