

*Alleged Failure of Employment Policies*

I could again quote statistics, but I prefer to go beyond that. A report prepared recently by United Community Services of the Greater Vancouver area indicates the result of their examination of Canada manpower and other employment programs. Page 22 of this report reads:

How does the consumer feel about the efficacy of manpower services? During the past months, United Community Services has interviewed numbers of those receiving social assistance in regard to "hang-up" in the welfare system; their comment about manpower have been devastatingly critical. These criticisms are not without support, indeed, one social service administrator bitterly stated: "It is as if they had the brand of Cain on their forehead when manpower finds out they are on welfare." The Director of the John Howard Society states "Our referrals are quickly categorized by manpower as untrainable, and therefore not adaptable to their procedures."

In the basic conflict within the Manpower Department between their two "clients", the employer and the employee, the B.C. regional office has opted to serve the employer. This philosophy was expressed by a manpower representative on an open-line show on December 2, 1969; he repeatedly told critical callers: "We have no responsibility to you; our responsibility is to the labour market."

The report prepared by United Community Services of the Greater Vancouver area mentions retraining programs. Here again we find evidence of discrimination.

**The Acting Speaker (Mr. Béchard):** Order. I regret I have to interrupt the hon. member, but his time has expired. Does the House give unanimous consent to the hon. member continuing?

**Some hon. Members:** Agreed.

**Mr. Muir (Cape Breton-The Sydneys):** Thank you, Mr. Speaker. I wish to thank the members for their kindness. I will not be very long. This Part of the report of the United Community Services of the Greater Vancouver area reads:

Perhaps the most alarming statistic in this study is that of 27 per cent of registrants in the age group up to and including 19 who "want and could use upgrading" only 5 per cent were given manpower training courses. Present manpower regulations militate against this age group. Only those who have been out of school at least one year are eligible for enrolment in training courses, and three years must elapse before they can qualify for maintenance while training.

The member who introduced this motion today mentioned that the government had now increased to three years the time that an individual must be on the labour market before he or she can receive training. It is often the case, particularly with young peo-

[Mr. Muir (Cape Breton-The Sydneys).]

ple, that they must just walk the streets for three years with nothing to do. They sometimes lose their ambition in that period while waiting to receive training. The report continues:

The absurdity of these regulations is illustrated by a Vancouver woman given an academic upgrading course by the social welfare department to help her on the road to independence; she found herself disqualified for manpower training allowances for the next three years.

Of all the applicants for occupational training courses, only one in ten is accepted. It is obvious that since the primary object is to satisfy the employer, training is almost unavailable to those whose skills are least and whose income is most likely to be well below the poverty level.

In the Atlantic provinces, the unemployment rate is almost twice the rate for the rest of Canada. In certain regions, particularly in Newfoundland, it ranges as high as 20 to 22 per cent unemployment. This is not good, Mr. Speaker. It is a very sad situation. This situation is not helped by the government's policies with regard to freight rates in the Atlantic provinces. As a result of this freight rate policy prices are rising in the Atlantic provinces and, in many cases, industry is being driven out of the area because it cannot cope with the increased rates. Questions have been directed to the Minister of Transport (Mr. Jamieson) regarding this situation. He is always most co-operative and in my opinion works well with all members. I hope he will prevail upon the CNR to roll back these increases in order to assist the economy of the Atlantic provinces.

I completely agree with the motion that has been put forward. In fact I go a little farther than that. I would like to add a few words to the final line of the motion moved by the hon. member for Oshawa-Whitby (Mr. Broadbent). Therefore, I move, seconded by the hon. member for Saint-Hyacinthe (Mr. Ricard) that the motion of the hon. member for Oshawa-Whitby be amended by adding thereto the following:

—and particularly the failure of the government to provide freight rate subsidization in the Atlantic provinces, where unemployment rates are twice the national average, in order to relieve against the hardship of high prices and unemployment.

**The Acting Speaker (Mr. Béchard):** Mr. Muir, (Cape Breton-The Sydneys), seconded by Mr. McCleave, moves that the motion be amended as follows:

—and particularly the failure of the government to provide freight rate subsidization in the Atlantic provinces, where unemployment rates are twice the national average, in order to relieve against the hardship of high prices of unemployment.