

Eco-JOURNAL

Manitoba RESEAU
ECO-NETWORK ECOLOGIQUE
INC. du Manitoba inc.

Volume 2, Number 3

May-June, 1992

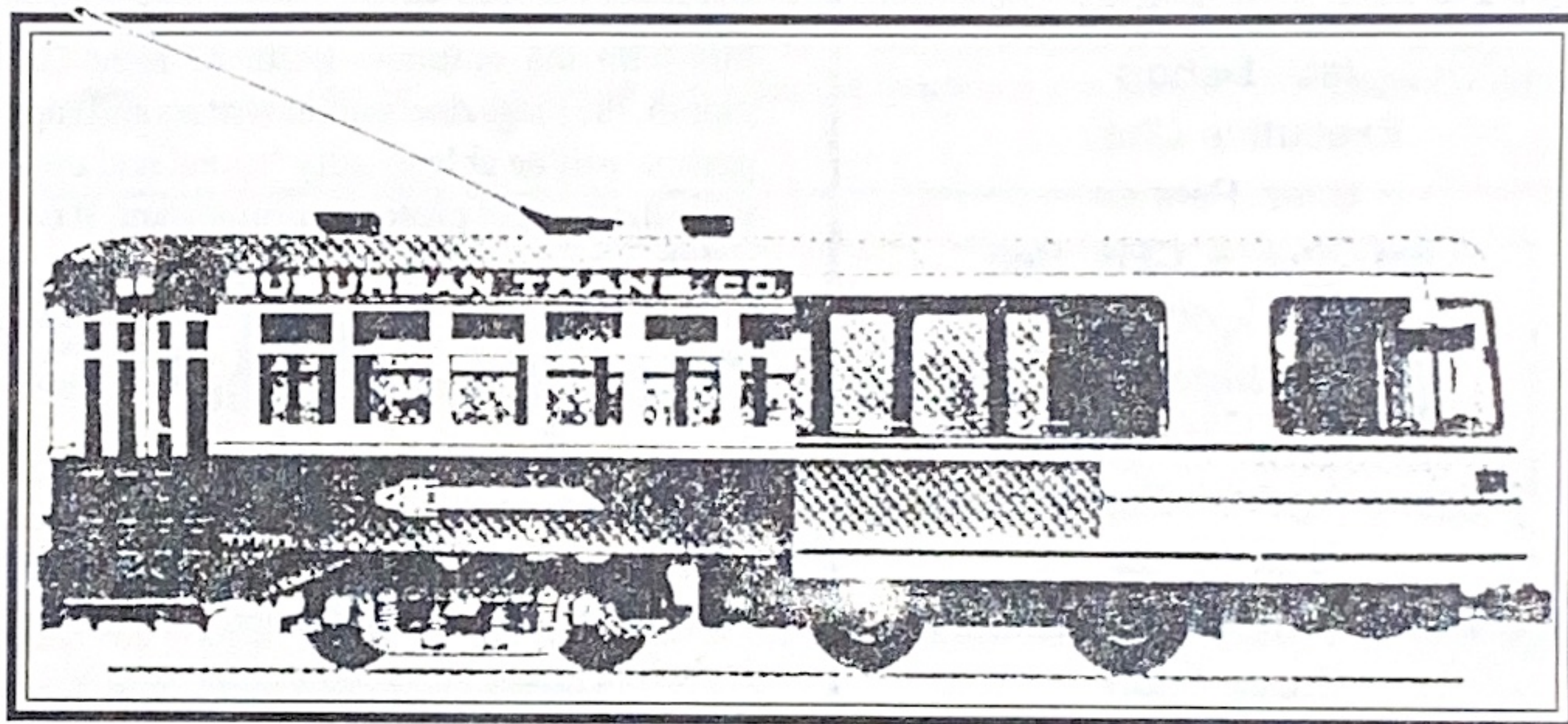
Putting alternatives to automobiles on the agenda

by Toby Maloney

THE ENVIRONMENTAL PROBLEMS that result from over-reliance on automobile use — air pollution, toxic groundwater pollution, global climate change from fossil fuel consumption — point to an urban future that is either radically different or one in which the environment is severely degraded.

To avoid the latter it is becoming obvious that the role of automobiles must change and that much of the responsibility for making that change lies with the civic level of government. Individuals will make the difference by living their lives closer to home, shopping in their neighbourhoods, opting for less car travel for recreational reasons etc. but city governments influence our behaviour by the kind of development they permit, by the way they plan our communities and the policies they use to administer them.

Advocates of one solution — improved and increased transit services — even claim



that our governments have created barriers that discourage or at least fail to encourage large numbers of people from doing the right thing.

A new report from Greenpeace, **Transit in Canada**, by Joelle Vanderwagen, actually shows that there has been an across the board decrease in transit ridership in Canada since 1985, a period which is characterized by the highest level of public concern about the environment ever. Some transit authorities blame the state of the economy, while advocates like Jeff Lowe who writes on transportation issues for City Magazine, argue that fare increases and poor service have literally driven away potential transit users.

Lowe says that service hasn't kept up with fare increases leading to a situation where only 44 per cent of Winnipeg's transit system is supported by taxes. Meanwhile

the comparative costs of what he calls the "automotive system" have been hidden or passed on to individuals through fuel taxes and licensing.

Projects that could improve transit service like rapid transit for the southwest corridor stay on the drawing board for decades while expensive bridge construction, arterial road construction, widening and maintenance proceed routinely and supported 100 per cent by taxes.

"Nobody seems to question that ... and anti-transit, pro-automotive politicians, mostly from the suburbs have the gall to suggest that transit is getting the lion's share," says Lowe.

His recipe for an environmentally sound and efficient transportation system for Winnipeg starts with recognizing the social and

see Transportation page 8.

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Reread:

A quick flip through
other periodicals

by Toby Maloney

Re-review

In it's Spring '92 issue Winnipeg's own
City Magazine reprinted a *Books in Canada*
review of the book *The Canadian City*
which is a summary and collection of opinion
from the last decade of *City Magazine*. The
review by Vancouver novelist Brian Fawcett
was mostly favourable, but his one criticism
was that editor Kent Gerecke's "thinking is
so heterodox and original that he is occasion-
ally inarticulate." Personally, I think origi-
nality and refusal to adhere to orthodoxy are
the highest compliments you can pay to an
alternative publication's editor. Let's hope
that with the untimely death of Kent last
month, the magazine's other writers and sup-
porters will be able to rally 'round and con-
tinue the work of presenting important, if not
wildly popular, ideas.

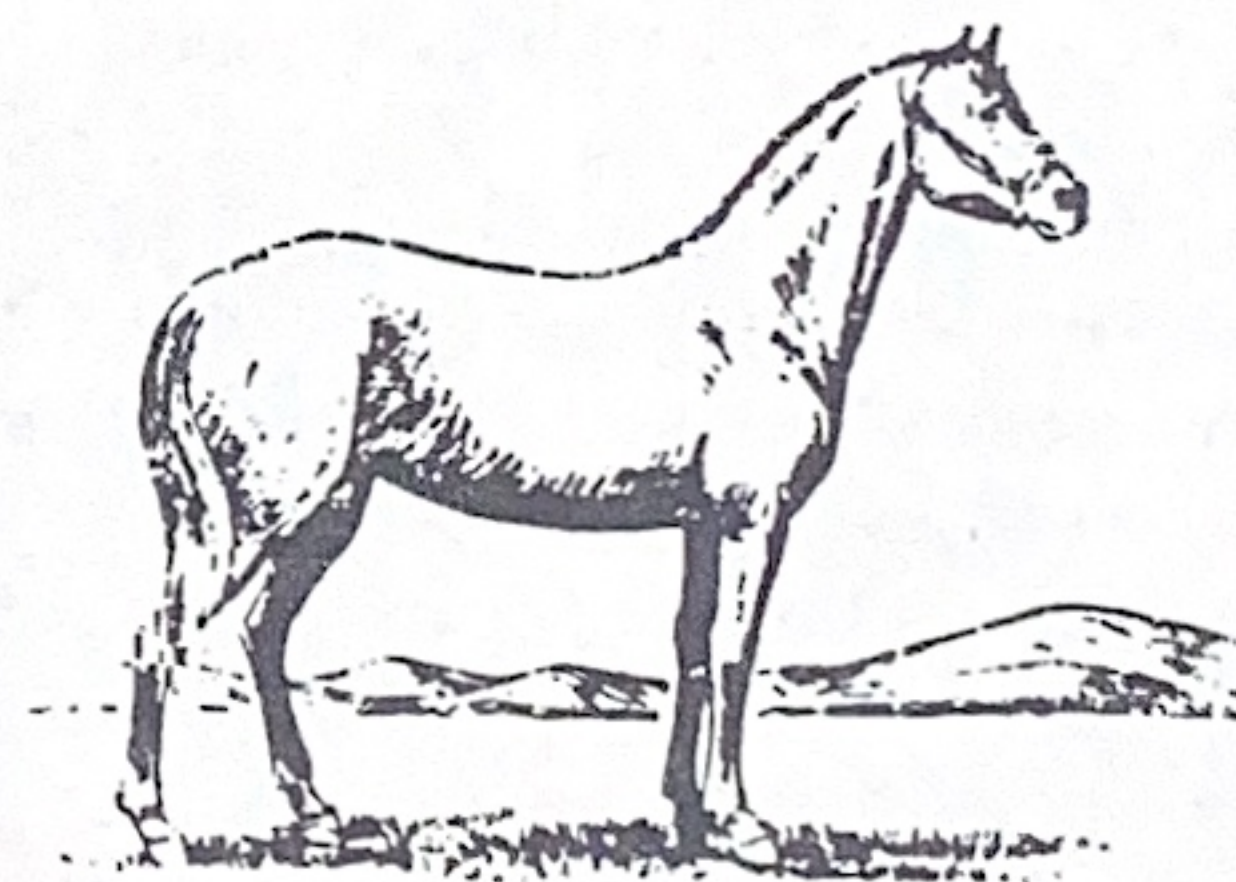
Get a (iron)horse!

The March-April issue of *Earthkeeper*
provides a decent historical to present over-
view of the rail transportation alternative,
including some ideas about planning for a
three tier system of local rail transit interfacing
with regional rapid transit and longer
distance high speed rail transport. The article
by *Alternatives* researcher Birch Behmann
focuses a bit too heavily on the Windsor to
Quebec City corridor without presenting
many new ideas for national transportation,
but after all, the so-called
Golden Horseshoe is the
largest point source of
transportation pollution
and energy consumption.
There is a hint that there
could be a down side to all
this rail development--en-
vironment groups in places
like Kitchener are con-
cerned that a three tier tran-
sit system could create
urban sprawl and sterile
bedroom communities.

Urban Dimension

Canada's socialist magazine (another lo-
cal product) *Canadian Dimension* has a look
at a "Green New Deal" budget for Ontario
that has some interesting comparisons be-
tween automobile subsidies and other transit
planning options prepared by the "Commit-
tee for a Green Economic Recovery." Again
the article is too centred on Metro Toronto
and the author doesn't seem to understand
that people in Kapuskasing or Gananoque
might be a little resentful if all of the pre-
dicted savings from gradually withdrawing
highway subsidies (mostly new construction
and repairs) went to finance improved transit
in Metro Toronto.

Overall, it seems like a worthwhile ex-
ercise to try and present these alternative
ideas, maybe one that would be worthwhile
at the civic level, as well.



TALL GRASS PRAIRIE BREAD Co. and Deli Inc.

A neighborhood bakery specializing in breads,
cinnamon buns, muffins, cakes, tortes, and pies.

All made with organically grown Prairie
grains ground right at the bakery.

859 Westminister Ave. Winnipeg
783-5097

NETWORK PEOPLE



In this issue we welcome:

Patti Fanslau

You may have noticed a new voice on the end of our phone line if you called the Network office in May or June. Patti Fanslau joined us briefly as Resource Centre Manager on a Section 25 Canada Employment program and will be back again after July 1. Patti has a marketing background, having worked for local media outlets, and public relations companies. She also has a long history of volunteering in sports organizing and with the Manitoba chapter of the Canadian Cancer Society;

Sharon Segal

The creator of **Greening the Home** has joined us for a joint Environment Week project. Sharon has, for several years, been

showing individuals how to change their practises at home as part of their contribution towards understanding and solving environmental problems. This year she will be launching a network of Greening the Home groups that will promote public awareness of environmental issues among friends, neighbours and others.

Sharon is at the Network part time until mid-June and then joins us to continue the public education program again in the Fall.

Lindor Reynolds

Local freelance writer Lindor Reynolds has taken on the job of writing and researching the Manitoba Eco-Network's guide to environmentally-friendly living in Winnipeg. She will work from home on a contract basis until December. She has a long history of media work including regular work for the Winnipeg Free Press and articles in various magazines. She has also edited a guide for the Manitoba Writers Guild.

Bradley Prairie

What is the Bradley Prairie

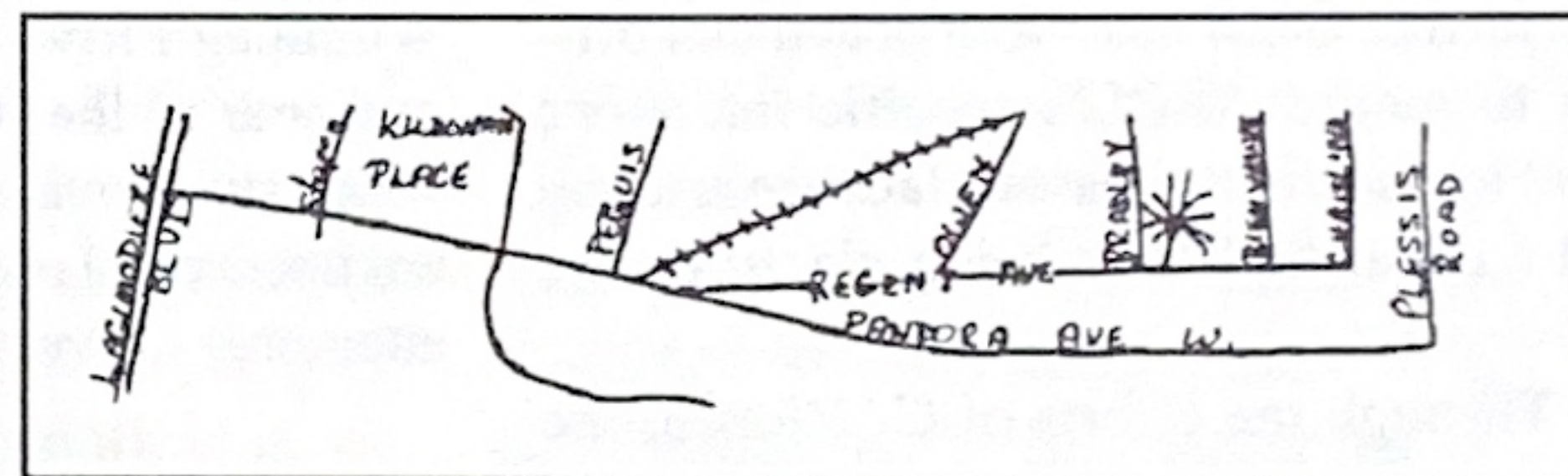
The Bradley Prairie is a 20 acre piece of undisturbed prairie. The Bradley Prairie has never been farmed, constructed on or otherwise seriously altered since it evolved several thousand years ago.

Where is the Bradley Prairie

The Bradley Prairie is located in the East of Winnipeg, in Trancona. It is on Bradley Street on the North side of Regent Avenue, between 1001 Regent (Coldstream Company) and 1201 Regent (Buhler Implements).

What is Special About the Bradley Prairie.

After the last Ice Age much of the North American interior was covered by a large lake. When this lake began to shrink the exposed bottom evolved into the North American Prairie which extended from the Canadian Prairie Provinces to Texas in the USA. The North American Prairie is one of the most severely devastated vegetation regions in the world. Today only 1 per cent of this once huge region remains undisturbed. The Bradley Prairie is a special part of the 1 per cent as it remains in near pristine condition. There are only three other sites in Manitoba which are as pristine as the Bradley Prairie. Because plants in the Bradley Prairie can survive for over a century, once the



Bradley Prairie is disturbed it can never be returned to its original condition.

What is the threat To The Bradley Prairie

The Bradley Prairie is owned by the City of Winnipeg which plans to construct a segment of the Inner Beltway Road through the site. The road will destroy much of the prairie forever. The first portion of the road through the Bradley Prairie is planned for 1992. If the road is constructed, Winnipeg, Canada and the world will have lost forever a unique piece of its geographical heritage.

What Can I Do To Save The Bradley Prairie

If you believe as we do that the Bradley Prairie should be saved from destruction, the most important thing you can do is to voice your concern. You can sign our petition as a first step. Even better you could write or call your City of Winnipeg Councillor and express your interest in seeing all of the Bradley Prairie preserved as a natural area. If you are a group or an interested in helping further, a member of the Trancona Horticultural Society (222-0236, 224-2737) will help.

The Concerned Citizen

by Dave Taylor,
Concerned Citizens of Manitoba Inc.

THE ECO-JOURNAL HAS BEEN SERVING the environmental community for a number of years, providing an invaluable source of information on Manitoba's environment. Concerned Citizens of Manitoba, Inc. (CCM), after 13 years of activism, has decided to use this forum to communicate to its members. In so doing, we hope to strengthen our support for the efforts of the Manitoba Eco-Network, as well as to share our news with more Manitobans.

Nuclear Update

The ongoing saga of nuclear waste disposal research in this province continues. Atomic Energy of Canada, Ltd. (AECL) has just applied for a 10 year extension to its lease for the Underground Research Laboratory at Lac du Bonnet until 2010. AECL has stated that it wants to broaden the range of activities it performs. CCM has asked provincial officials to secure AECL's specific intentions and to include in the lease a clause restricting used nuclear fuel from being placed on the site.

Through the efforts of G. Ylonen, the Union of Manitoba Municipalities recently passed Resolution 15. Sponsored by the Rural Municipality of Lac du Bonnet it read:

Be it resolved that support be given to the Province of Manitoba Bill 28 which bans the underground disposal of nuclear waste within the Province of Manitoba.

This bill, and continued vigilance on the part of Manitoba communities is important, as the federal government will probably be seeking a waste disposal site sometime in the future. Manitoba has never been ruled out officially as a potential host province for such a site.

CCM is attempting to secure from the Atomic Energy Control Board (AECB), documentation on spills which occurred at Pinawa in the early 1980's and which resulted in high readings of radioactivity in the tissue of Winnipeg River fish. The levels of Cesium 137 were found to be 50 times higher in fish

downstream from Pinawa than in those found upstream from the plant. A health study is being conducted by the Sagkeeng First Nation to determine whether the consumption of this fish had a detrimental effect upon the health of the community.

CCM continues to play a major role in the Campaign for Nuclear Phaseout. The campaign is attempting to implement a Private Member's Bill which would phase-out nuclear power in Canada. Over 150 groups from across the country have endorsed the CNP. For further information on this campaign, contact CCM.

Winnipeg's Rivers

CCM has made its presentation to the Clean Environment Commission regarding the continued release of raw sewage into Winnipeg's Rivers. We are now awaiting the outcome of the hearings and the extent to which the province will enforce Manitoba's environmental regulations. City Council has attempted to avoid this issue like the plague.

Conawapa update

by Anne Lindsey

The view from the Eco-Network office window is changing dramatically as the smokestacks of Manitoba Hydro's Amy Street coal-fired power plant are carefully dismantled. There's some chance that other changes are in the offing for Manitoba Hydro, as we move into the Environmental Assessment (EA) process for the Conawapa dam and associated transmission line. CCM is part of an environmental coalition with four other groups: the Manitoba Naturalists, TREE, Sierra Club and Canadian Parks and Wilderness Society, for the purpose of this EA.

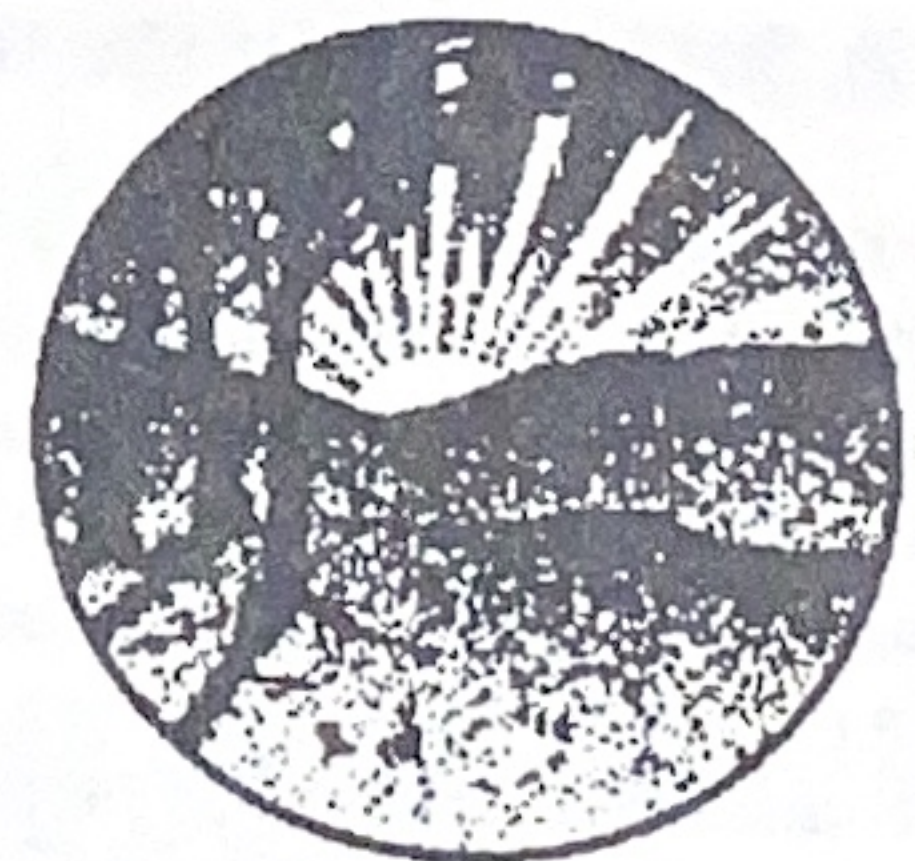
The coalition has recently been awarded funding towards the cost of preparation for meetings to determine the scope of the EA.

Some of our key concerns may turn out to be controversial subjects during the scoping exercise. For example, we believe there should be a further review of the economic viability of the Conawapa project. Recent studies show that this province will not "need" the power from Conawapa until the year 2012. Hydro must be challenged on its commitment to the efficient use of the energy which is already available, a strategy which could lead to a more sustainable energy policy and perhaps a more secure economic future for Manitoba.

Another contentious question will be the need to study the "cumulative" environmental impacts of all the dams on the Nelson River, and the Churchill River Diversion. Furthermore, we are calling for an assessment of the overall effects of large scale dam-building on the ecosystems of Hudson and James Bays.

The coalition believes that the terms of reference set for the EA allow for these discussions, but several public statements by Hydro seem to indicate that the utility does not agree, and will fight at the scoping meetings to keep these issues off the table. At this point, the judgement of the EA Panel will become critical as to what issues may be explored. The coalition contends that our concerns must be addressed in order that this EA be meaningful.

As Eco-Journal goes to press, the community meetings and scoping workshops will be getting under way around the province. Manitobans will await the outcome of this first round with interest.



Restructuring of TREE

TREE members present at TREE's Annual Meeting held on the evening of May 5 approved in principle a restructuring of the organization. The restructured TREE would comprise two kinds of members, group members and individual members. TREE's board of director's which would be responsible for all policy-making would consist of representatives of the respective group members (member organizations). Individual members would be encouraged to attend board meetings and participate in discussions of issues.

Proposed amendments to the TREE by-laws that would effect the proposed restructuring were reviewed and approved for distribution prior to the next meeting of TREE. The meeting will be held at 7:30 p.m. on the evening of June 16 at the Manitoba Eco-Network office. Anyone wishing a copy of the proposed amendments prior to that time (whether a TREE member or not) is invited to call Harvey Williams (269-7477).

Forestry Branch Annual Report

How many Eco-Journal readers know that 51 per cent of Manitoba's "land mass" is forest and that only 30 per cent was ever prairie? Yet we call ourselves a prairie province! Agricultural land makes up a mere nine per cent of the provincial land base.

These are a few of the interesting facts about Manitoba contained in

TREELINE

by Harvey Williams, TREE president

the Department of Natural Resources Five Year Report on the State of Forestry recently released by the department. There's also this interesting revelation: 16.1 per cent of our land base is water (sic).

Readers of the document will become well informed regarding facts and figures on commercial forestry in Manitoba. But readers of the document will not become well informed about the wake-up call of loons accompanied by the whump whump of their wings beating as they sprint across a remote shield country lake at the crack of dawn.

Nor will readers be well informed about the dark beauty of spruce trees on a far shore silhouetted against a setting sun, the gaps between their limbs penetrated by crimson shafts of light.

This kind of information is no relevant to a report on sustainable harvest on a forest "land base" threatened by withdrawal of areas for such non-productive purposes as parks.

The "land base" administered by the Forestry Branch includes lakes and loons if not sunsets, but the report deals only with allowable annual cut, cubic metres of wood, threats to commercial forestry and other such matters.

We can rest assured that the most up-to-date techniques for forest harvest and regeneration are being practised in Manitoba today. The report leaves little doubt about that Manitoba's Forestry Branch is

staffed by competent professional foresters who, if provided with sufficient resources, have the expertise to practice sustainable yield forestry in Manitoba.

Not only are the staff competent, but they are

highly motivated. Unless public opinion intervenes at some point in the future, all 148,000 square kilometres of publicly-owned "productive forest" will be dedicated to "sustainable forestry" and the production of wood fibre.

The report does contain one note of magnanimity with regard to non-commercial forest values, however. We are assured that the Branch's policy is "to allow other resource opportunities within designated forestry lands, so long as such opportunities complement and do not conflict with, existing or future forest harvesting operations."

In short, the position of Manitoba's Forestry Branch, not unlike that of other forestry authorities across Canada, is that forests should be managed for commercial harvest in accordance with the principles of "sustainable yield" forestry and that all other uses including provincial parks, should be subordinate to that purpose.

Since, according to the report, this includes 96 per cent of provincially-owned forest land, little productive forest is left over for other purposes.



Calendar of Events

June

June 3 to 5: **CHO!CES: a coalition for social justice** sponsors the **Western Summit: Solidarity and Justice for Trade and Development** at the Union Centre, 275 Broadway. Resource materials available for a nominal fee from CHO!CES. Workshops and plenary sessions to organize popular opposition to the North American Free Trade Agreement. Advance registration \$10 to Don Sullivan, #17-165 Kennedy, Winnipeg, Mb., R3C 1S6. Phone 942-5822 for more information.

June 16: **Linking Social Justice and the Environment: A Workshop Exploring Canadian and Mexican Perspectives on Global Issues** 9:30 a.m. to 12:30 p.m. Natural Resources Institute, University of Manitoba. Sponsored locally by the **Manitoba Eco-Network**, the workshop will give Canadian environmentalists a deeper understanding of the constraints of advocacy in developing countries and open a dialogue between Canadian and Mexican NGO's over the North American Free Trade Agreement. To register call Selvi Dyck at 956-1468 or 474-8373 or pick up a brochure at the Network office.

June 16: **TREE Meeting** 7:30 p.m. at the Network office. 201-128 James Avenue.

June 18: **YM-YWCA International Development Branch Spring Lunch**. 12 noon at the St. James Y. The speaker will be Muriel Smith who will have just returned from the U.N. Conference on Environment and Development in Brazil. Contact Signi at 949-4173 for tickets (\$6) and information.

UPCOMING AND ONGOING

September 18-20: **Manitoba Eco-Network** sponsors **One Earth 1992**, the annual meeting and conference of the Canadian Environment Network at Gull Harbour Resort and Conference Centre (Hecla Island). The conference is for delegates selected from all regions of Canada, but portions of the conference, particularly issue workshops are open to the public. For more information call the **Eco-Network** at 956-1468.

Environmentally Speaking airs on VPW Channel 11 every second Wednesday at 9:30 p.m. on both sides of the Red River and the following Saturday on the west side of the river only. **Environmentally Speaking** is a program about environment issues of concern to Manitobans sponsored by the Manitoba Environmental Council. Call 945-7031 for more information.

Access to information

An informal group of citizen's, mostly librarians and

journalists, are getting together to look at Manitoba's access to information legislation and would like to hear from environmentalists who have experience using or an interest in the subject. A statutory legislative review of the legislation is supposed to take place soon, so the group is organizing to suggest improvements, amendments. Call Toby at the Network 956-1468 for more information.

Green Works for Small Businesses

The **Recycling Council of Manitoba** is looking for small businesses that have reduced the amount of waste they produce. RCM may want to profile your business as an example to others. Call 942-7781 or 942-4207 to let the group know about your efforts to *reduce, reuse and recycle*.

Are you confused by the inconsistencies of the Winnipeg recycling scene? Is it getting harder to find a depot in your neighbourhood or one that accepts the more obscure items found in our wastestream? The Recycling Council of Manitoba's Info-line (942-7781) is here to answer your questions and to share in your ideas. Call us between 9 and 4:30, Monday to Friday or leave a message any time.

COMMUNITY ECONOMIES

ECONOMIC DEVELOPMENT AS IF COMMUNITY MATTERED



Conference
June 6-7
Cathernie Booth Bible College
(formerly YWCA)
447 Webb Place
Winnipeg, Mb

Barter Credit-Alternative Trade-Co-op Food Stores-Shared Farming

These and other experiments are working examples of community based economic enterprise. All are currently operating in the Manitoba region. All are seen as alternatives to mainstream development.

How feasible are such experiments? What practical problems do they face? What is their place in the overall economy? How can they share resources and build linkages for the future?

CUSO is sponsoring a conference to address these and other questions.

For more information call 774-8489





ONE EARTH 1992

THE MANITOBA ECO-NETWORK IS PLEASED TO ANNOUNCE
IT WILL BE HOSTING the 1992 CANADIAN ENVIRONMENT
NETWORK ANNUAL MEETING AND CONFERENCE

Friday September 18 to Sunday September 20

Featuring:

*Caucus meetings, AGM business meeting, healing workshops,
issue workshops, social activities, recreational activities, theatre,
and a meeting with Environment Minister Jean Charest.*

Keynote speaker David Brower from Berkeley, California

*David Brower is an acclaimed author and activist who helped found Friends of the Earth in seven countries and the Earth Island Institute in Berkeley, California. A College dropout with nine honorary degrees and a combat veteran twice nominated for the Nobel Peace Prize, Brower tries to live by the motto **Whatever you can do, or dream you can do, begin it. Boldness has genius, power and magic in it.***

Gull Harbour Resort on Hecla Island, an area rich in Icelandic heritage is the site of the conference. The resort overlooks a scenic stretch of Lake Winnipeg shoreline. Between workshops you can play golf and tennis, workout in the resort gym, swim in the pool and relax in the whirlpool. The area is also perfect for scenic walks, fishing and boating. Gull Harbour Resort is in the heart of birdwatching and wildlife-viewing country.

CONFERENCE FEES:

DELEGATES: \$100 REGULAR (low income available) -- Includes meals and accomodation
NON-DELEGATES: \$50 (meals [\$7.50 for breakfast and lunch, \$20 for dinner] and
accomodation are extra (ask about camping)
DAY FEE: \$15 (MEALS EXTRA)

For information about registering call Liz Roulston at 949-1140

Alternatives to Automobiles

Continued from page 1.

environmental benefits that accrue from transit and supporting it accordingly with public funds.

He recommends restoring the former electric rail system downtown, because the streetcars have been unmatched for durability and efficiency by any of the newer systems that have come along. Rapid transit would figure into the picture for high density corridors such as along Pembina Highway in the southwest, or Portage Avenue to the west. He would prefer electric buses for feeder routes and reserve diesel buses for only the lightly used suburban feeder lines.

Planning for a city with a more evenly distributed density by encouraging medium density development in the suburbs is also part of the prescription, because, Winnipeg, like most cities before it, is already too spread out. We would also have to recognize that transit users are also, by definition, pedestrians, so those needs should also be tended to.

Lowe is critical of even some reform-minded city councillors who have failed to get improved transit options underway. The roadblock has always hinged on a greater contribution from other levels of government, but he feels that expecting 75 per cent from the two senior governments isn't realistic even if it is justified. Now that the city boundaries are being redrawn he fears that even more power will be concentrated in the auto-suburbs.

Lowe is assisting Greenpeace with the section on Winnipeg in the second volume of *Transit in Canada*. In Greenpeace he has found an ally for his contention that transit has for too long been geared to peak hour commuting while the crosstown and off peak market has been mostly abandoned to automobile. He conducted a study at several shopping malls and found transit wasn't meeting the needs that exist. A proposal he included for a "circumferential line at mid-city" rather than all transit routes emanating from or leading through the downtown was greeted favourably by his survey sample.

Two wheeled traffic

Another University of Manitoba, Masters of Planning graduate, Andrew Smith, did his own transportation study. He has

identified and proposed a comprehensive plan for a city bicycle path system.

He started out with a thesis topic based on recreational cycling, but decided it would make more sense to look at the global picture.

What he found in surveying other jurisdictions in Canada, the United States and Europe, was that where cycling has been promoted and a system planned and provided, both recreational and use for work trips increased.

He proposes five areas for improvement starting with removing debris from the curb lanes and replacing drainage grates that run parallel to the lane of traffic.

Next comes planning routes by connecting a system of existing paths, abandoned rail lines, hydro right of ways and new dedicated lanes on current roadways.

There needs to be a great deal of public education about cycling for both cyclists and motorists about the rules of the road and there also needs to be better enforcement, he concluded.

Finally, there need to be ways to encourage bicycle use by providing secure lock-up areas at major destinations and at points where cyclists could link up with transit.

While it is difficult to predict how much improved cycling options would contribute to decreased automobile use, it is almost certain to save a lot of taxpayer's money. The

high rate of injuries and fatalities for cyclists in Manitoba could be avoided with better facilities. Using a formula developed in Britain he estimated that in 1987 with 402 accidents Manitoba taxes paid out \$3 million.

Smith's thesis cum cycling study was taken up by city councillors who brought the issue to the Streets and Transportation Department. Executive Policy Committee rejected a budget request for \$225,000 to hire a consultant, but set aside \$50,000 for the department to look at the issue in house and design a bicycle plan for Winnipeg. That Winnipeg doesn't already have a declared cycling system that is connected through the city is mostly attributable to the same "cheap gas, large automobile attitude" that leads to constant road building, Smith says. He is encouraged that the St. Boniface residents committee that is consulting with the city on a new bridge is resisting overbuilding for automobile traffic and has asked for cycling lanes.

In an election year, it seems that, in transportation issues alone, environmentalists have good reason to focus some attention on the civic government. Even without the regulatory powers of the other two levels of government, cities have to move on the issues closest to home.



Winners of the Raffle held at the Herb Hammond Lecture

April 24, 1992

1st prize - Seeing the Forest Among the Trees

Alex Gwynne

509- 585 River Avenue Winnipeg

2nd prize - Sunday Brunch for four at the International Inn

Shelly Blanco

Box 30 Garson, Manitoba

3rd prize - Future Flush

Percy Segal

58 Daffodil Winnipeg

4th prize - Brush Cuts aren't for Trees T-Shirt

Rick Cooke

4 Victoria Row Winnipeg

Anti-pesticide petition will be respected

WINNIPEGGERS WHO REGISTERED against pesticides on Earth Day will have their wishes respected after all, according to the activist who collected 500 signatures.

Links magazine campaigner John Miller was following past practise in collecting the signatures by petition. Last year he and other volunteers signed up about 600 anti-pesticide registrants (APR's) that way, through the whole summer.

This year, however, city entomologist Randy Gadawski unilaterally announced that the Insect Control Branch would not accept APR's by petition because of what he claimed were a large number of inaccuracies last year.

After a meeting with Gadawski and Parks and Recreation department head John Hreno, a compromise was reached. The 500 citizens who registered via Miller at the Earth Day Manitoba event this year will indeed be registered against mosquito fogging, but will be sent a stamped envelope so they can confirm whether they are also opposed to the other types of both chemical and biological pesticide applications the city conducts -- mosquito larvaciding, cankerworm spraying, miscellaneous insect spraying, elm bark beetle spraying. Miller's petitions, to be accepted in the future, will have to specify of the categories rather than simply offering registration against "all pesticides."

Miller says he has distributed copies of the new anti-pesticide registration petitions to all of the people on his mailing list, along with an explanation of the current situation. As well petitions have been left at Green Earth and Harvest Natural Foods Collective on Westminster Avenue.

Aside from the wrangling with the Insect Control Branch, Miller is actually quite gratified with the response to his campaign this year.

"It was a lot easier this year. They knew more about it. People knew there was a way to register against pesticides."

Not only did he collect more signatures at Earth Day this year, the addresses were more evenly spread through the city. Only 75 of the 400 were from Wolseley neighbourhood which is notorious for the high number of APR's even without campaigns such as Miller's. Miller said that bodes well for his goal which he says is to collect enough APR's there will be "so little fogging they (Insect Control Branch) might not bother."

In what is expected to be an "average" mosquito year, perhaps in the acrimony between sides as well as numbers of mosquitoes, Miller says it is important to register in the next little while. The city Task Force that tendered draft recommendations opposing fogging has been sent back to the drawing board with two new appointments, a scientist and a physician. It's unlikely the reconstituted Task Force will report again this year.

Miller's other goal for this mosquito season is to make fogging into an election issue this Fall. Candidates for the civic election in November will each receive a survey and their responses will be made public before the election.

For more information about the Links pesticide campaign contact John Miller at 284-2854. Anti-pesticide registrations can be made by filling out the accompanying tear off form and mailing it to the City of Winnipeg Insect Control Branch.

_____, 1991

The City of Winnipeg
Insect Control Branch
3 Grey Street
Winnipeg, Manitoba
R2L 1V2

Please be advised that as the principle owner/tenant of the property at _____ I would like to register my opposition to the following City of Winnipeg pesticide programs:

- ___ mosquito larvaciding using chemical insecticides
- ___ mosquito larvaciding using biological insecticides
- ___ cankerworm spraying (chemical)
- ___ cankerworm (biological)
- ___ adult mosquito fogging (chemical)
- ___ adult mosquito fogging (biological)
- ___ adult mosquito residual spraying (chemical)
- ___ miscellaneous insect spraying (chemical)
- ___ elm bark beetle (chemical)
- ___ elm bark beetle (biological)
- ___ ALL OF THE ABOVE

Signed _____

The Assiniboine diversion a new prairies boondoggle

by Gerry McKinney

Fifteen municipalities in the Pembina Valley want the Manitoba government to approve a \$63 million diversion of Assiniboine River water into their parched region. The water would flow through a 13-kilometre channel into the Boyne River for storage and treatment at the Stephenfield reservoir. Manitobans Against the Assiniboine Diversion (MAAD), a 10,000-member coalition including farmers, natives, unionists, university scientists and the Sierra Club of Western Canada, see threats to water supply and quality. MAAD's president Gerry McKinney explains the dangers.

AFTER THE STRUGGLES over Garrison diversion and the Rafferty-Alameda and the Oldman River dams, Prairies people could be forgiven for feeling they had earned a respite from megaprojects, but, no, a new, massive water diversion scheme threatens to destroy environment and impair water rights.

The project would divert 20 cubic feet per second, a critical six per cent, of the Assiniboine's flow, from a point near Treherne to the Pembina Triangle. A year ago MAAD brought the project to public attention by releasing a 460-page provincial government report on the project, which its promoters claimed would "drought-proof" southern Manitoba.

The diversion would reduce flows to downstream communities, native bands, farm families, and the city of Winnipeg. Because of reduced flows into the Red River, which joins the Assiniboine at the historic forks in downtown Winnipeg, Selkirk, East Selkirk and other communities would also be adversely affected. Upstream, Brandon (Manitoba's second-largest city), the town of Rivers, additional tribal bands, rural communities and farmers would be hit if the province were to order a major draw-down and overtax reservoirs like Brandon's Lake of the Prai-

ries, source of the city's drinking water.

Proponents of the 3,000-acre irrigation scheme form an unholy alliance of provincial and federal cabinet ministers along with trans-national McCains Foods and dependent agribusinesses. MAAD has obtained documents showing that the real push is on to grow potatoes for McCain.

The project would be ecologically destructive due in large measure to severe salinization. Even desertification would ultimately occur with grave socio-economic impacts.

The Assiniboine, rising in northeastern Saskatchewan and meandering hundreds of kilometres to join the Red, is plains-fed and totally dependent on spring snow-melt. Its discharges vary widely--in the 1987-88 prairie drought zone, the run-off was less than one millimetre in the upper reaches. Any diversion would exacerbate existing problems arising from low flows.

Other adverse environmental impacts would include

1. Reduced water quality from low levels, in turn leading to lowered ground-water quality -- bad news for well users.

2. Increased water temperatures resulting in excessive weed and algae growth, increases of dissolved solids, sediments and

pollutants.

3. Fish kill from reduced flows and oxygen levels.

4. Serious damage to waterfowl caused by over-crowding and loss of normal breeding grounds.

5. Adverse affects on human livelihoods and quality of life.

"Where are they going to get the water?" Rosilind Merrick, a Long Plain Band councillor said of the project (*Winnipeg Free Press*, Dec. 24, 1991). "Haven't these people seen the river? There is no water in it."

Chief Peter Yellowquill has taken the band's concerns to Ovid Mercredi, president of the Assembly of First Nations, and expects wide native support against the water diversion project.

In a brief to the Manitoba Clean Environment Commission's water objectives hearings in Winnipeg last November, I summarized from the Science Council of Canada's *Water 2020*: "The health of waterways is an index of the health of our environment as a whole. Consequently, water policy should be in the nature of a road map for the future, charting environmentally and socially desirable goals, purposes and directions. To fail is to jeopardize the future of our children; to succeed is to assure for them a healthy environment and economic prosperity."

Gerry McKinney was Canadian co-chairman of the United Canadian-American Anti-Garrison Coalition before heading MAAD. He was awarded as honorary doctorate of law by Brandon University for his work against the Garrison diversion.

(Reprinted from *The Sierra Report*, Volume 11, Number 2, May/June, 1992.)

Respecting the process key to protection

by Paul Edwards
MLA and Liberal Opposition Environment Critic

This is the third in a series of articles by Manitoba's three elected political parties looking at the role of government in environmental protection. An article by NDP critic Marianne Cerilli and an interview with PC Environment Minister Glen Cummings appeared in previous editions of Eco-Journal - Ed.

ENVIRONMENTAL HAZARDS, REAL and potential, are being brought to the attention of the public and government with increasing frequency. It is simply not possible to expect politicians to have the expertise needed to cumulate and evaluate the information necessary to make informed environmental decisions on the wide range of issues presented. Politicians do not know all of the answers.

However, the mark of good argument is that there are systems in place to ensure that the necessary information gets generated and analyzed.

The Clean Environment Commission (CEC) should represent that vehicle of due process in Manitoba. The CEC has the power and the mandate to commission and review all evidence presented, and make recommendations for action. This, ideally, is the forum where scientific experts and community activists bring their skills and knowledge for a fair hearing. The CEC represents the public as a whole, and its members must have the skills and specialties in a wide variety of areas necessary to assess all sides of an issue and come to a position which represents the environmental interests of the community at large.

The CEC, of course, does not always reflect how individual stakeholders would like. However, we must all recognize that in the interests of an effective environmental process none of us can allow politics to undercut the credibility of the review process.

Environmental protection is dependent upon a review process that has the respect of all sides. Political parties who have attacked, not just the results, but the credibility and capability of the CEC on one issue one day, and praise its objectiveness on another issue on another day do nothing towards this goal.

Business and environmental groups have done the same thing. Until we as a community work to legitimize the process it will remain open to tampering from both politicians and stakeholders.

Integrity and access to the environmental review process are the keys to long-term environmental protection.

To attain this credibility reforms are needed:

1. Appointments to the CEC should be screened by a legislative committee. The public has grown mistrustful of government patronage appointments. A legislative review would provide the public with enhanced confidence in the ability of the members of the CEC to protect the environment in a non-partisan fashion.

2. Secondly, the CEC process requires a firm commitment from government to intervenor funding. The CEC must make its decisions based on all the facts and, accordingly, financial assistance must be made avail-

able to ensure that these facts are put forward. Access to these funds should not be determined by government. If we have succeeded in creating a truly representative CEC it will be able to competently determine who should be eligible for money.

3. The discretion of the Minister of the Environment to determine whether or not the majority of projects are subjected to a public review must be removed. The commitment to an environmental review process must not be undercut by leaving it to the politicians of the day to decide whether or not a certain project goes through that process. Prior to the Environment Act being put into place in 1988, even the largest projects were not necessarily the subject of an environmental review process. For example, the NDP administration went ahead with Limestone in 1985 with only an environmental review being done by Manitoba Hydro, the proponent. Since the enactment of the Environment Act the situation has improved, however there is still far too much authority in the government of the day to determine what is referred to the CEC and what is not.

Integrity and access to the environmental review process are the keys to long-term environmental protection. It is time to stop focusing in on individual developments and grievances and start working together to develop just such a system, which all Manitobans can look to as a credible and competent mechanism for environmental protection. The start has been made. It is time to finish the job.



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