

A Study of Rural-Urban Migration Trends in Manitoba

**by Maria Haroon & Margaret Keith
1973**

The Institute of Urban Studies





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A STUDY OF RURAL-URBAN MIGRATION TRENDS IN MANITOBA

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by

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June 1973

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INTRODUCTION

Urban development in Manitoba has many facets and wide-spread ramifications for its residents. The declining rural population, the decreasing agricultural manpower needs, the disappearance of small rural service centers, and the increasing pressure on Winnipeg because of the concentration of population are all part of the urbanization process.

This paper focuses on the nature of the population shifts in Manitoba in the last few decades and the changes in the structure of the economy. It also deals with the repercussions which rural-urban migration have for the rural communities and the Metropolitan Area of Winnipeg.

This study also provides the background for a microscopic view of the rural-to-urban shift in population in Manitoba, and an analytical examination of the reactions of various government departments to the increasing concentration of population in one city. Taken together, the present research will aid in assessing the feasibility of "new communities" and "newtowns" for the Winnipeg urban region as a way of tackling the problems associated with increasing concentration of Manitoba's population in the Winnipeg area.

I. THE FACT OF URBANIZATION

The process of urbanization in Manitoba has involved extensive redistribution of population. Excluding population on Indian reserves and unorganized territory, the rural segment of the population of Manitoba lost approximately 64,000 due to migration during the 1951-1961 decade. At the same time, the Metropolitan Winnipeg area and other incorporated centers of 1,000 or more population in 1951 gained nearly 60,000 people due to migration.¹ TABLE 1, which displays the rural-urban distribution of population in Manitoba, reveals the increasing proportion of the population which resides in urban centers. The population in Manitoba changed from 80 per cent rural in 1901 to 70 per cent urban in 1971. If the same forces promoting urbanization in the province continue, by 1980 roughly three-quarters of the provincial population will live in urban areas.²

TABLE 1
RURAL-URBAN POPULATION DISTRIBUTION OF MANITOBA

Year	Total	<u>Rural</u>		<u>Urban</u> ^a	
		Number	Percentage	Number	Percentage
1946	726,923	389,592	53.6	337,401	46.4
1951	776,541	336,961	43.4	439,580	56.6
1956	850,040	339,457	39.9	510,583	60.1
1961	921,686	332,897	36.1	588,807	63.9
1966	963,066	317,018	32.9	646,048	67.1
1971	988,245	301,800	30.5	686,445	69.5

1. E.F. Sharp and G.A. Kristjanson, The People of Manitoba, 1951-1961. (Winnipeg: Manitoba Department of Agriculture and Conservation, 1966), p. 10.
2. Report of the Commission on Targets for Economic Development, Manitoba to 1980. (Winnipeg, 1968), p. 426.

Source: Dominion Bureau of Statistics, Census of the Prairie Province, 1946, Vol. 1; Dominion Bureau of Statistics, Census of Canada, 1951, Bulletin 1-10, Vol. 1; Dominion Bureau of Statistics, Census of Canada, 1961, Bulletin 92-536; Statistics Canada, Census of Canada, 1971, Bulletin 92-709.

^aUrban refers to those who reside in cities, towns, and villages of 1,000 population or more and the entire metropolitan area of Winnipeg.

The urbanization process in Manitoba has been selective in terms of both age and sex. As the agricultural industry continued to offer fewer direct employment opportunities, the rural, younger generation has tended to migrate to urban centers in search of better social, economic, and educational opportunities. In 1966, 13.3 per cent of the rural farm population was in the age group between 40 and 49 years, whereas only 8.7 per cent was between the ages of 20 and 29. In the urban sector the proportions were reversed: 13.9 per cent of the population belonged to the youth category, while only 12.2 per cent represented the older age group.³ TABLE 2 displays the uneven distribution of Manitoba's population by sex in 1961 and 1971. The rural population showed a slight decrease in its over-representation of males while the urban population experienced a slight over-representation of females between 1961 and 1971.

3. Metropolitan Corporation of Greater Winnipeg Planning Division, The Place of Greater Winnipeg in the Economy of Manitoba. (Winnipeg, 1971), p. 13.

TABLE 2
RURAL-URBAN DISTRIBUTION BY SEX, MANITOBA, 1961 AND 1971

Sex	<u>Rural</u>		<u>Urban</u>	
	1961 (percentage)	1971	1961 (percentage)	1971
Male	53.4	52.3	49.4	49.1
Female	46.6	47.7	50.6	50.9
Total	332,879	301,805	588,807	686,440

Source: Dominion Bureau of Statistics, Census of Canada, 1961, Bulletin 95-536; Statistics Canada, Census of Canada, 1971, Bulletin 92-709.

Metropolitan Winnipeg is particularly significant in the discussion of the impact of urbanization because of its dominance in the urban scene. This can be shown by the fact that the increase in Metropolitan Winnipeg's population accounted for 95 per cent of the population increase in the province between 1961 and 1971.⁴ In 1941, the population of Metropolitan Winnipeg represented 41 per cent of the Manitoba population while in 1971 it accounted for 54 per cent of the provincial population. More than half of Manitoba's population, therefore, is now concentrated in the one large center of Metropolitan Winnipeg.]

4. Metropolitan Corporation of Greater Winnipeg Planning Division, Metropolitan Winnipeg Population Report, 1966-1991. (Winnipeg, 1968), Table 7; Statistics Canada, Census of Canada, 1971, Bulletin 92-707 and preliminary reports.

It has been estimated that by 1980, the city could contain 64 per cent of the provincial population, and that the proportion would even be greater by the end of the century.⁵

The reason for concentrating on Metropolitan Winnipeg in a study of urban development in Manitoba is, therefore, evident. An analysis of the past growth of the city of Winnipeg is important in order to understand the urbanization process in Manitoba and to speculate on the nature of future urban developments in the province.

During the last thirty-three years, the Metropolitan Winnipeg Area experienced its greatest population increase in the period from 1951 to 1956, with an increase of 15.55 per cent. During that five-year period, 56.06 per cent of the increase was due to natural increase while the remaining 42.94 per cent was due to migrational increase.⁶ Since 1956, the amount of population change had been much less, with the smallest increase, 6.14 percent, occurring between 1966 and 1971.⁷

The interesting part of the population growth of the Winnipeg Metropolitan Area is the components of the growth. Migrational increase accounted for 43.57 per cent of the population change between 1956 and 1961; none of the population change between 1961 and 1966; and 21.86 per cent of the change between 1966 and 1971.⁸ Although natural increase accounted

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5. Report to the Commission on Targets for Economic Development, p. 426.
 6. Metropolitan Corporation of Greater Winnipeg Planning Division, Metropolitan Winnipeg Population Report, 1966-1991, Table 50.
 7. Ibid.; figures obtained from Planning Division of the City of Winnipeg, May 16, 1973.
 8. Ibid.

for 100 per cent of the population change between 1961 and 1966, the rate of natural increase has declined since 1956 from 16.27 in 1956 to a low of 9.16 in 1971.⁹ Thus, it is probable that the rate of natural increase of the metropolitan area will continue to decline while population change will increasingly be due to in-migration. This probability renders a study of the causes and nature of rural-urban migration essential to a discussion of urban development in Manitoba.

The urbanization process in Manitoba has resulted in changes in the structure of the economy and changes in the distribution of the labour force. An analysis of these changes is important in understanding the background of rural-urban migration.

9. Metropolitan Corporation of Greater Winnipeg Planning Division, Metropolitan Winnipeg Population Report, 1966-1991, Table 44; figures obtained from Planning Division of the City of Winnipeg, May 16, 1973.

II. THE CHANGING ECONOMY OF THE PROVINCE OF MANITOBA

Agriculture has traditionally been Manitoba's most important industry and has contributed considerably to its economy. However, the structure of the Manitoba economy has undergone a fundamental transformation during the past thirty years. TABLE 3 displays the distribution of the Manitoba labour force by industry classification. From this table, it appears that in 1961, 25.5 per cent of the labour force was engaged in agriculture, while 31.5 per cent was engaged in the service industry. In 1971, however, only 17.0 per cent of the labour force was engaged in agriculture, 31.0 per cent in secondary industry, and 52.0 per cent in the service industry.

TABLE 3

ESTIMATES OF EMPLOYEES BY INDUSTRY, MANITOBA - 1961, 1971

Sector and Industry	1961	1971
	(thousands)	
PRIMARY	57.3	57.5
Agriculture	51.7	48.9 ^a
Forestry	1.0	0.8
Mines, quarries, and oil wells	4.6	7.8
SECONDARY	96.8	105.3
Manufacturing	39.5	47.5
Construction	12.5	12.8
Transportation, Communication, and other utilities	44.8	45.0
TERTIARY	70.7	176.0
Trade	41.1	56.1
Finance, Insurance and Real Estate	10.0	13.1
Community, Business, and Personal Services	19.6 ^b	86.9
Public Administration and Defense	—	19.9
TOTAL	224.8	338.0

statistics Canada

Source: (Dominion Bureau of Statistics), Estimates of Employees by Province and Industry, 1971, Bulletin 72-008, Vol. 2, No. 4 and Vol. 7, No. 2; Dominion Bureau of Statistics, Census of Canada, 1961, Bulletin 94-526.

^a Estimate for 1970 made by Province of Manitoba in Guidelines for the Seventies, Vol. 1, 1973, Table 2-15.

^b Not available.

These figures clearly show the increasing significance of the service sector in Manitoba. While agriculture once made the most significant contribution to Manitoba's economy, in terms of number of employees, the role of services industries, mining and manufacturing is rapidly increasing. Another way to understand the role of agriculture in the economy of Manitoba is to employ the concept of "value added" to the economy by each industry's production. This concept takes into consideration the incomes generated by production at each stage, such that the sum of these values added equals the total market value of the goods produced. Using this procedure, manufacturing made the most significant contribution to the economy while construction and agriculture contributed almost equally to the Manitoba economy in 1968.¹⁰

The decline in agricultural labour force runs parallel to the decline in farm population. From 1951 to 1971, as shown in TABLE 4, both the farm population and employment in agriculture dropped substantially.

10. Province of Manitoba, Yearbook of Manitoba Agriculture, (Winnipeg, 1968), p. 40.

TABLE 4

CHANGES IN RURAL POPULATION AND AGRICULTURAL EMPLOYMENT, MANITOBA

Characteristic	1951 (thousands)	1961 (thousands)	1971 (thousands)	1961-1971 (% change)
Rural population	337.0	332.9	301.8	-9.3
Rural farm population	214.4	171.5	130.4	-24.0
Agricultural employment	- ^a	51.7	48.9 ^b	-5.4

Source: Dominion Bureau of Statistics, Census of Canada, 1951, Bulletin 1-10, Vol. 1; Dominion Bureau of Statistics, Census of Canada, 1961, Bulletin 92-536.

^a not available

^b estimate for 1970 made by the Province of Manitoba, in Guidelines For The Seventies, Vol. 1, 1973, Table 2-15.

This decline in farm population is due to agricultural and non-agricultural developments. There has been a substantial increase in output per agricultural worker associated with mechanization, an increase in farm size, an increase in capital per worker, and an increase in the use of purchased inputs (fertilizers, weed and pest control products, and prepared feeds). As a result, agricultural manpower needs have declined. At the same time, a rapidly expanding non-farm economy has increased employment opportunities in non-agricultural enterprises. Traditionally, the agricultural industry has been based on relatively small, mixed-farming enterprises. In recent years, in order to adjust to external market conditions and the changing requirements of the market, Manitoba's agricultural industry has involved the consolidation of farm units and specialization in certain crops or livestock

production. Specialization along with the adoption of new farming technology and mechanization have developed into a trend of large-scale farming operations. Those farmers who cannot afford to purchase machinery or livestock or those on poorer soils who are unable to use machinery effectively, find it difficult to compete with large-scale farming operations. In many instances, these farmers are forced to abandon their farms and to seek employment elsewhere. Migration from the rural areas of Manitoba has recently reached a rate of 1,000 families per year.¹¹

For those who continue farming, the distribution of income among farmers is quite unequal. Of the 4,000 farm families interviewed by the Department of Agriculture in 1971, 48 per cent received a net farm income of less than \$1,000 while 9 per cent received a net farm income of over \$9,000.¹² One of the factors contributing to low farm income is the lack of economic power on the part of the agricultural producers in controlling their position in the market place. Farmers have not been able to organize effectively amongst themselves in order to control agricultural markets. They have not been able to command the prices they need in order to maintain their position and they are affected by changes in commodity prices.

The reduction in agricultural manpower, the decreasing contribution of agriculture to Manitoba's economy relative to the contributions of other sectors, the declining farm population, and the disparities in income between rural and urban families are all part of the urbanization process in Manitoba. These changes, in particular, have had significant effects on the rural communities.

11. Province of Manitoba, Guidelines for the Seventies, Vol. 1, 1973, p. 47.

12. Province of Manitoba, Department of Agriculture, "Survey of Nineteen Municipalities", 1971.

III. EFFECTS OF CHANGES ON RURAL COMMUNITIES

The changing production pattern in economy has far-reaching effects on Manitoba's rural areas. The continuing depopulation of rural areas leads to a substantial loss of attractiveness of the numerous small communities serving the rural population. The remaining rural population has adjustment problems such as loss of help, ^{and a} need for new technology, new investment, and new management skills. The employment in the rural service sector decreases

with decreasing customers and small businesses decline. As the remaining persons attempt to support the existing services of hospitals, schools, recreational facilities, roads, water, electricity, and communication systems, their tax burden increases and gradually the quality of services declines as revenue from taxes decreases. Thus, further industrial or service developments are deterred. In other words, the loss of population together with the changing requirements of the farm economy render it difficult for many small towns to survive.

Another factor leading to the decline of small towns is the attraction of larger centers for shopping and more specialized services. The upgrading of intercity transportation network, all-weather roads, increase in automobile ownership, and improvements in the automobile itself have given rural residents increasing accessibility to higher-order service centers. Consequently, there is a growing tendency on the part of rural dwellers to commute to Winnipeg for services or to conduct their shopping in larger urban centers, thus by-passing the smaller service centers across the prairies. The importance of locational advantage with reference to highway travel has become apparent in this regard. As the production pattern changes, and highway network renders travelling to larger urban centers possible, the human settlement pattern responds to changes accordingly.

Within the next decade, the acceleration of these trends is expected to cause the abandonment of more branch rail lines and the reduction in the number of grain elevator points, processes which are underway in many parts of Western Canada.¹³ It has come to the attention of grain elevator

13. Underwood, McLellan, and Associates, Ltd., "Economic Effect of Rationalization of the Grain Handling and Transportation System on Prairie Communities", prepared for Growers Group, (Saskatoon, 1972), p. 6.

and railway companies and those concerned, that the new strategy of reorganization of elevator points will mean the abandonment of uneconomical branch lines in order to maintain a modern, low-cost grain handling and transportation system in the future. The most severe impact that could be anticipated as a result of such actions would be the loss of jobs of those involved and the termination of all additional economic activities. In other words, the combined effect of these factors is likely to cause the demise of a number of those small, rural, service communities. However, the findings from a study of twenty-one small communities which had lost rail lines and/or elevators between 1961 and 1971 did not indicate that the loss was particularly detrimental.¹⁴ Most of the communities under study were generally very small and performed a very limited service center role. The study concluded that the removal of rail and/or elevator services could not have an adverse effect on any but the very small service centers, which in the normal course of events, would most likely have ceased to exist as communities within the next decade anyway.

Another study conducted in Saskatchewan analyzed factors affecting community performance in population growth and grain shipment of trade centers.¹⁵ It was discovered that the presence of certain structural features, such as a hospital, a high school, or good highways, adequately explained variations in population growth. Furthermore, the grain shipment

14. Ibid. Chapter 5.

15. Gerald Hodge, "Branch Line Abandonment: Death Knell for Prairie Towns?". Canadian Journal of Agricultural Economics, 16 (February, 1968), pp. 54-70.

function showed little association with community structure or population growth or increases in retail outlets. The study concluded that "there is no definite indication....that a cessation of the grain shipment function would adversely affect community structure in Saskatchewan centers."¹⁶

The two Saskatchewan studies indicate that other factors besides grain shipment are essential in order to sustain community structure. In other words, the removal of the grain shipment function from a rural community may be one of several factors contributing to the decline of small towns, but by itself it is not a dominant element. The paper prepared for the Growers' Group¹⁷ did not consider the consequences of the decline of the small service centers which they predicted would follow the removal of rail and/or elevator services. The next chapter deals with the effects rural out-migration^{has} on the Metropolitan Area of Winnipeg.

16. Ibid., p. 69.

17. Underwood, McLellan, and Associates, Ltd., "Economic Effect on Rationalization of the Grain Handling and Transportation System on Prairie Communities."¹¹

IV. EFFECTS OF MIGRATION ON WINNIPEG

Since 1940, the population of all urban centers in the province has reflected the rural to urban shift, but the Metropolitan Area of Winnipeg has shown the fastest growth in population. The population of the metropolitan area has increased at a rate of 1.29 per cent from 1961 to 1971 while the province increased at a rate of 0.52 per cent over the same period.¹⁸ The Metropolitan Area of Winnipeg has experienced population growth from 356,893 in 1941 to 540,262 in 1971. The TED Commission's projections for the Metropolitan Area of Winnipeg suggest that by 1980, the number of people living within the boundaries of Metropolitan Winnipeg will increase by 50 per cent to a total of around 775,000, if the present momentum is maintained.¹⁹

The rapid growth of population of Metropolitan Winnipeg is accompanied by increasing social costs. The city is pressured to respond to new challenges in such areas as the labour market, urban renewal, housing, transportation and traffic systems, environmental pollution, water and other utilities, public administration, urban poverty, and social disturbance.

18. Metropolitan Corporation of Greater Winnipeg Planning Division, The Place of Greater Winnipeg in the Economy of Manitoba, Table 5; Statistics Canada, Census of Canada, 1971, preliminary report.

19. Report of the Commission on Targets for Economic Development, p. 461.

As agriculture declines in importance in Manitoba, other sectors of the economy grow in importance, especially manufacturing and other service industries. Consequently, Metropolitan Winnipeg comes more and more to dominate the entire economic life of the province, since it provides almost two-thirds of all the jobs in the province. Because of the rapid influx in the urban labor market following urbanization, the city is confronted with difficulties in providing sufficient employment for all of the new arrivals.

Another issue that the city is pressured to deal with is housing, or finding accommodation for the 1,000 families migrating into the city annually.²⁰ The World Health Organization estimated that for an average North American city, an increase of 1,000 new persons meant that 382 acres of residential development were needed.²¹ Housing is a major urban problem in itself. A study has indicated that there were in 1971 a minimum of 6,000 dwellings in Metropolitan Winnipeg that were in need of major repair, plus some 20,000 that required minor repair.²²

The Indian-Metis Probe²³ has indicated that the most serious handicap faced by native people is a lack of preparation for urban living. This lack of preparation involves not only the acquisition of skills for securing satisfactory employment, but also the orientation to the urban

20. Province of Manitoba, Guidelines for the Seventies, vol. I, p. 83.

21. Lloyd Axworthy, "Urbanization: Accept Bedlam or Plot Better Life", The Tribune, July 27, 1971, p. 8c.

22. Metropolitan Corporation of Greater Winnipeg Planning Division, The Place of Greater Winnipeg in the Economy of Manitoba, p. 83.

23. Indian and Metis Friendship and the Institute of Urban Studies, The Indian-Metis Urban Probe, Winnipeg, 1971, p. 11.

society. This deficiency is particularly serious when the city has not carried out any systematic program for facilitating their transition into the urban setting. Many newcomers, therefore, have to turn to friends or relatives for assistance on their first arrival in the city. At the same time, as a result of the maladjustment of these rural migrants to urban living, the province is spending a fair share of its welfare and health budget in the metropolitan area. Thus, it seems that the city has a traditional and characteristic problem of urban poverty to fight against.

One fundamental requirement in urban life is an efficient transportation system. Metropolitan Winnipeg is experiencing difficulties in handling the rapid increase in automobiles. There is a need for the present transit network to be extended, street capacity to be increased, over-congested major arteries to be relieved, and new bridges to be built.²⁴

With the addition of a large number of residents to the city, continued expansion of both water system and sewage treatment facilities are urgently needed. It has been estimated that for every additional 1,000 people, there is a need for 100,000 additional gallons of water a year.²⁵ The disposal of refuse, too, is becoming one of the major problems facing the urban areas.

24. Metropolitan Corporation of Greater Winnipeg Planning Division, The Place of Greater Winnipeg in the Economy of Manitoba, p. 68.

25. Lloyd Axworthy, "Urbanization: Accept Bedlam or Plot Better Life", p.8c.

The phenomenon of urbanization has tremendous effect on every aspect of life. Additional population means there is need for additional parks and other recreational facilities, hospitals, schools, health and welfare services, police and fire department staff, the result of which is increasing strain on the city. After eliminating the average annual cost increase per resident during the 1960's, the cost increase in Metropolitan Winnipeg due to population increase in the period 1966-1970 was \$949.18 per capita.²⁶ The marginal operating cost of an additional student in schools was \$552.32 in Winnipeg School Division and \$435.73 in the suburban school divisions, while the average student cost was \$398.10.²⁷

It has been demonstrated that Metropolitan Winnipeg houses half of the population in the province, and suffers the most severe pressures for services. It has also become quite clear that the city has not been able to meet all the demands or to adjust to all the changes resulting from urbanization. It appears that there is a need for the provincial and city governments to work, preferably in co-operation with one another, in order to deal with the many problems associated with rural-urban migration.

It was stated earlier that population growth in the Metropolitan Area of Winnipeg in the future will probably be increasingly due to migrational increases. Thus, an analysis of the characteristics of the 'rural migrants' living in Winnipeg as well as an analysis of their adjustment to and satisfaction with urban living are deemed important in a study of urban development in Manitoba.

26. W. P. Janssen, "Social Costs of Rural Urban Migration", working paper, Planning Secretariat, Manitoba Department of Agriculture, (Winnipeg, 1972), p. 17.

27. Ibid., pp. 17-18.

V. SUGGESTIONS FOR FURTHER RESEARCH

This paper has dealt with the nature of the urbanization process in Manitoba. It has concentrated on the changing balance between rural and urban populations and rural-and urban-centered occupations; the increasing predominance of Winnipeg in terms of concentration of population, jobs, and services; the devastating effect of industrialization and urbanization upon rural communities; and the increasing pressure on the Metropolitan Area of Winnipeg due to the increasing population.

Some important areas have been uncovered which should be dealt with in forth coming ^{studies} ~~studies~~. Following are some essential questions which have been left unanswered concerning the characteristics and adjustment of rural-urban migrants:

- a) Why do rural residents move to Winnipeg? Are they forced by poor economic conditions in the rural areas or do they move by choice?
- b) Are the migrants employed, and if so, what occupational status do they have?
- c) Do the migrants adjust well to urban living? Are the migrants happy with their jobs, their residences, and their life in general in the city?

Furthermore, these are some of the important areas which need to be analyzed:

- a) How do the federal government, the provincial government, and the City of Winnipeg respond to rural-urban migration? What programs does the provincial government have which are aimed at retaining rural population in their familiar setting? What kind of educational, social, and housing programs does the city offer for the rural migrants?

- b) Are there any special programs offered by the three levels of government to facilitate the transition of rural migrants of Indian and Metis origin to urban living?
- c) What are the alternatives which the provincial government and the City of Winnipeg have with regard to the increasing concentration of population in the Metropolitan Area of Winnipeg? Why have "new communities" or "new towns" not been considered by the provincial or city governments as alternatives to urban congestion?

Since data on the characteristics and adjustment of rural-urban migrants as well as an analysis of current reactions of the three levels of government to the rural-urban shift in population have been lacking, intensive research on the impact of population shifts on both rural and urban areas is hindered. Future research on rural-urban migration, therefore, should include a study of a sample of Manitoba residents who have moved into Winnipeg in the past ten years, and a detailed examination of the government policies and programs which deal with the particular problems associated with rural-urban migration.

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V.F.

APPENDIX B

ONE-WAY FREQUENCY DISTRIBUTIONS OF SOCIAL
AND DEMOGRAPHIC CHARACTERISTICS

Blishen's Scale

Blishen's Socio-Economic Index⁵³ is a system whereby occupations listed in census publications are ranked in terms of socio-economic status. Each occupation is assigned a score between 0 and 100, with 0 being no status and increasing values indicate increasing status. Blishen thus divided individual scores for each occupation, which actually ranged between 25.36 and 76.69. He subsequently categorized the interval scale into six class intervals. Tables 2 and 6 employ the classification system suggested by Blishen.

TABLE 1
PREVIOUS LOCALITY OF RESPONDENTS

Previous Locality	Frequency	Frequency (%)
Municipality or Village of 50 - 99	41	41.0
Town of 100 - 499	13	13.0
Town of 500 - 999	27	27.0
Town of 1,000 - 2,999	13	13.0
Town of 3,000 and over	6	6.0
TOTAL	100	100.0

Mode = municipality or village of 50 - 99.

TABLE 2

PREVIOUS OCCUPATIONAL STATUS OF SAMPLE

Occupational Scale	Frequency	Frequency (%)
20 - 29 (very low)	4	7.7
30 - 39	22	42.3
40 - 49	13	25.0
50 - 59	7	13.5
60 - 69	2	3.8
70 - 77 (very high)	4	7.7
TOTAL	52	100.0

Mean = 42.712

Standard Deviation = 12.035

TABLE 3

REASONS BEHIND MIGRATION OF RESPONDENTS

Reason for Migrating	Frequency of Responses
To find employment	26
Educational Opportunities	19
Poor economic situation	18
Job transfer, promotion, or had job previously	18
Quit farming because of old age and/or illness	16
Lack of services	4
Others	10

Mode = to find employment

TABLE 4
REASONS FOR CHOOSING WINNIPEG

Reason	Frequency of Responses
Job opportunities	37
Friends, relatives in the city	30
Proximity to previous location	22
Post-secondary education or training	20
Job transfer, promotion, or had job previously	14
Others	4

Mode = job opportunities.

TABLE 5

EDUCATIONAL LEVEL OF RESPONDENTS

Last Year of Schooling Completed	Frequency	Frequency (%)
Grade 5	3	3.0
Grade 8	22	22.2
2 years of high school	14	14.1
4 or 5 years of high school	33	33.3
Some college or technical training	27	27.3
TOTAL	100	100.0

Median = 3.7 years of high school.

TABLE 6

PRESENT OCCUPATIONAL STATUS OF RESPONDENTS

Occupational Scale	Frequency	Frequency (%)
25 - 29 (very low)	9	15.5
30 - 39	15	25.9
40 - 49	20	34.5
50 - 59	6	10.3
60 - 69	2	3.4
70 - 77 (very high)	6	10.3
TOTAL	58	100.0

Mean = 43.172

Standard Deviation = 13.495

APPENDIX C

RURAL MIGRANTS' ATTITUDES

TOWARDS URBAN LIVING

TABLE 7

MAJOR DIFFICULTIES UPON ARRIVAL IN WINNIPEG

Difficulty	Frequency of Responses
Adjusting to urban living	26
Meeting people of one's own background	15
Finding suitable accommodation	14
Finding a suitable job	4
Others	4
None	53

Mode = none.

TABLE 8

FAVORABLE ASPECTS OF LIVING IN WINNIPEG

Favorable Aspects	Frequency of Responses
Proximity to shopping facilities	33
Cultural activities or entertainment	27
Range and quality of public services	27
Friends and relatives nearby	15
Recreational facilities	12
Educational facilities	7
Specialized services	6
Others	14

Mode = proximity to shopping facilities.

TABLE 9

UNFAVORABLE ASPECTS OF LIVING IN WINNIPEG

Unfavorable Aspects	Frequency of Responses
Traffic, noise, crowds, congestion	47
Unfriendliness of people	19
High cost of living	11
Lack of privacy	7
Travel time to jobs, shopping	7
Lack of open spaces	7
Others	7

Mode = Traffic, noise, crowds, congestion.

TABLE 10

RESPONDENTS MISS MOST ABOUT THE COUNTRY

Miss Most	Frequency	Frequency (%)
Open, green spaces and/or fresh air	35	35.5
Peaceful environment	14	14.1
Sociability of people	13	13.1
Friends and/or relatives	9	9.1
Rural-centered activities	4	4.0
Other	4	4.0
Nothing	20	20.2
TOTAL	99	100.0

Mode = Open, green spaces and/or fresh air