

across the north arm of the Fraser river between the city of Vancouver and Sea island in the municipality of Richmond.

As the hon. member has pointed out, at the moment access to Sea island is by means of the Oak street bridge, a new bridge constructed by the provincial government. This replaces the old Marpole bridge. Then, in order to cross the Moray channel there is a two lane swing span before you enter Sea island proper. It is this particular span that has proven to be the bottleneck. In any consideration of the over-all planning for the Vancouver airport, which has recently been turned over by the city of Vancouver to the federal government and where the Department of Transport is planning new passenger facilities, the question of access to this airport is of the utmost importance. It is not only access to the airport which must be considered, but it is access to a major national defence air force establishment. This access, of course, is limited by the fact that you simply have the Oak street bridge and the Moray channel bridge.

The resolution refers to a bridge or tunnel. There has been a rather sketchy engineering survey made which indicates that a tunnel would be superior to a bridge. In so far as a bridge is concerned, of course you either have to have a low span bridge, in which case you get interference with the traffic on the north arm of the Fraser river, or you have a high level crossing over the north arm and which would be located somewhat westerly of the present Oak street bridge, and this might interfere with zoning regulations and flightway plans. On the other hand, the tunnel would have the advantage that it would not interfere with other river development considerations and it would not infringe upon the necessary restrictions of air traffic control. It would provide direct and immediate access for emergency defence purposes, independent of other traffic facilities in the area. A tunnel would be less vulnerable than a ground traffic structure in the event of hostilities.

The hon. member has mentioned the growth in the population of Vancouver. The growth in his own area of Richmond has been equally startling from a percentage point of view. For instance, from approximately 20,000 in 1954 the population of Richmond has risen to 42,000 in 1962 and it is expected to be 80,000 by 1969.

I know that members of this house are apt to view with scepticism the claims made by members coming from the west coast. They think that we have a pretty good province but we are inclined to gild the lily by claiming advantages beyond those about which we can brag. The fact is that we have the fastest growing area in Canada. We have an economy based upon natural resource development and

our natural resources have only just been touched. These figures do seem to be unrealistic when compared with the rather lethargic growth in the east, but they can be considered to be very conservative estimates when you consider what the growth on the Pacific coast will be.

It is quite true that the problem of access to the airport is a matter for the provincial government. At the same time, however, the federal government has its responsibility. The federal government will be spending something in the neighbourhood of \$12 million on airport facilities. As the hon. member has pointed out, although the number of flights from the airport are decreasing the number of passengers is increasing. I believe the figures he gave indicated that almost one million passengers passed through the Vancouver international airport last year. These figures will continue to grow, and they will grow very fast. The problem of moving these passengers to and from the airport is going to be a matter which must be considered by the Department of Transport, and the people who are associated with the department on the west coast in developing the facilities there.

I have great pleasure therefore, Mr. Speaker, in seconding this motion and urging the house to give support to it. The question of a location of the tunnel, whether it is at the foot of Granville street or whether it is at the foot of Hudson street is something for properly qualified technical people to decide. It would necessarily be somewhere in that area and would have the additional advantage of rejuvenating a section of the city which was cut off from the flow of traffic when the old Marpole bridge was abandoned and the new Oak street bridge constructed. It will only be justice if the development of a tunnel, such as is envisaged by this resolution, results in the Marpole business area regaining some of its former prosperity.

Mr. J. F. Browne (Vancouver-Kingsway): It gives me a great deal of pleasure to have the opportunity to support this motion introduced by the hon. member for Burnaby-Richmond (Mr. Drysdale). The crossing proposed in this resolution would join the city of Vancouver with Sea island, and is certainly something that should command the attention of the federal government because of the huge investment they now have at Sea island as a result of the acquisition of the Vancouver international airport and the defence installations. For these reasons, it is of the utmost importance that we have access to the island.

There is no direct access, of course, at the present time from the city of Vancouver to