

Proposed Vancouver-Sea Island Tunnel

to be for the general advantage of Canada or for the advantage of two or more of the provinces.

the only practical method of providing communication between the city of Vancouver and Sea island would be to establish a four lane tunnel, I would suggest that the most suitable location—and this suggestion has been made on previous occasions—would be a continuation of Granville street, which is one of the main arterial highways in the city of Vancouver, over to Sea island with the four lane tunnel. There have been varying estimates as to the cost of this tunnel. I think it has been suggested that possibly an amount of \$10 million would be adequate for the tunnel. I would point out that this would mean an additional saving in the distance to the downtown Vancouver area. As a matter of fact, it would be some 2.6 miles less to Vancouver. If the distance was measured from the Oak street bridge, the distance saved would be a minimum of 1.3 miles. Hence from the distance point of view we have 1.3 and 2.6 miles. We would have the added benefit of continuous access rather than this haphazard basis we now have as, under the rules of navigation, the tugs and tows of course have the right to go through and it is the automobile traffic which is forced to wait. I myself had the experience of being over on the Sea island side of the bridge and having the bridge open while one little tugboat went through. It took about 15 minutes. Out of curiosity I counted approximately 60 cars that were tied up on each side. You can imagine the awkward situation that would have resulted if ambulance service had been required or if the necessity had arisen to get fire engines either over to the Sea island side, as they are based on the Lulu island side of Richmond, or if you had the alternative situation where the fire engines come over, as I believe they do once a week, and if the bridge stuck. If there was a fire back on the Lulu island side, it would be impossible to give adequate fire servicing.

I should like to point out to the house the passenger traffic at the Vancouver international airport has been progressively increasing. In 1950 there were some 397,000 passengers; in 1957, some 794,000; and in 1961, some 938,000.

Looking at the situation from the constitutional aspect, Mr. Speaker, I would point out that under the British North America Act of 1867, section 91(10), navigation and shipping are, of course, under the jurisdiction of the federal government. Under section 92(10), which deals with provincial rights, the following statement is made:

10. Local works and undertakings other than such as are of the following classes:—

—(c) Such works as, although wholly situate within the province, are before or after their execution declared by the parliament of Canada

For the assistance of the house I would point out that the water area surrounding Sea island comes within the jurisdiction of the north Fraser harbour commissioners, a board that was established in 1913. I should also be obliged to point out to the house, however, that in 1924 some six harbours within the Vancouver area were made public works. Unfortunately one of those harbours was not that of the north Fraser harbour commissioners. The result is that we have the provincial government as the owner of the foreshore and the bed of the river. However, in 1951 the provincial government granted a 21 year lease of the foreshore of the harbour with the result that we have the north Fraser harbour commissioners in effect acting as agents of the provincial government on a purely administrative basis.

While I am on the legal aspect I would also draw to the attention of the committee that under the Navigable Waters Protection Act I think there would be a requirement of federal approval for such a bridge or tunnel. I should like to point out to the house that although the Moray channel bridge, which I have spoken about previously, was constructed by the provincial government, there was a grant of some \$400,000 to the provincial government in order to make it a toll free bridge.

At that time the city of Vancouver was the owner of the Vancouver international airport and one other necessity in considering this particular bridge was the provision of adequate access to federal government properties, namely those of the Department of Transport and those of the Department of National Defence. So we see, Mr. Speaker, that the federal government through the Department of Transport and the Department of National Defence owns nearly all of Sea island at the present time and this is a change in factors from what we had under the previous situation. The federal government will be building an airport terminal at a cost of \$20 million and it is a very simple and obvious proposition that for such a gigantic undertaking one of the minimum requirements is the assurance of continued access.

In fairness I feel I should point out that it is my personal view that the provincial government has not assumed its responsibility under the present situation, because I will admit quite freely that I think that primarily the matter is the responsibility of the provincial government. However, under the circumstances I feel it is necessary for the federal government to take the leadership, and I suggest that it consider having an