

Trans-Canada Highway Act

necessary. But I should like to ask the minister in charge and the government to reconsider the routing of the trans-Canada highway and the question of federal financial responsibility as far as my own city of Vancouver is concerned.

I do not believe the exact situation in Vancouver, the first city of British Columbia and the third by population in Canada, is generally understood. If you look at a map you will see that Vancouver is almost an island. The only way out is through the city of Mission. As far as access to the trans-Canada highway is concerned, Vancouver is almost in the position of being an island.

Until a few years ago when the government came into the picture with respect to the planning and construction of the trans-Canada highway, unless the people of Vancouver went about 60 miles out of their way they had to pay a toll to get out of the city of Vancouver. When the federal government first took part in the planning and financing of the trans-Canada highway the major ingress to and egress from Vancouver was over the Pattullo bridge which was built by the province of British Columbia. The federal government made an arrangement with the provincial government whereby, on the payment of a certain amount of money to the province, the bridge became toll free.

In the great city of Vancouver we are now in this position. We have the Pattullo bridge which by agreement between the federal and provincial authorities is now toll free. However, the Pattullo bridge can no longer handle the traffic originating in the major city of Vancouver and in Burnaby and New Westminster. Therefore the province of British Columbia and the city of Vancouver had to get together on the construction of the Oak street bridge and the Ladner tunnel which are primarily routes leading to the United States although they also lead to the trans-Canada highway.

The federal government has refused to pay any part of the cost of what I maintain are not only international connections between British Columbia and the United States but also routes leading to the trans-Canada highway. People using the Oak street bridge and the Ladner tunnel have to pay tolls, but even with these routes and the toll-free Pattullo bridge traffic from the third largest city of Canada to the trans-Canada highway is so great that the province of British Columbia and the municipalities concerned have had to undertake to construct what is going to be known as the Mann bridge together

with all the connecting links. The Mann bridge with all its connecting links from Vancouver, Burnaby, New Westminster, Coquitlam and Burquitlam will be a link connecting directly with the trans-Canada highway. It is my understanding that although it is a direct link between Vancouver and the lower mainland and the trans-Canada highway across the Fraser river, no contribution is being made by the federal government.

On behalf of Vancouver, Burnaby, New Westminster, Coquitlam and Burquitlam, which together make one of the largest communities in Canada, and because of the peculiar circumstance of Vancouver being almost an island, I should like to ask on what basis the federal government will not consider these most necessary highways leading from Vancouver, Burnaby, New Westminster, Burquitlam and Coquitlam over the Fraser river to the trans-Canada highway as being part of the trans-Canada highway. I do not believe there is any other city in the whole of Canada which is in the peculiar situation of Vancouver and its environs in linking up with the trans-Canada highway. It is not that the province, the city and the municipalities involved have only spent a few dollars. In the last few years and taking into consideration the construction commitments made of necessity by the provincial government in order to cross the Fraser river to the trans-Canada highway, millions upon millions of dollars have been spent. If you add the cost of the Oak street bridge, the Ladner tunnel, the new Mann bridge and the necessary approaches, I think I am safe in saying that the total expenditure will not be less than approximately \$50 million; I think I am pretty close on that, not less than around \$50 million for the approaches, bridges and tunnels. They are all in the city of Vancouver but lead to the international border or tie in with trans-Canada highway.

I understand that the only bridge toward which the federal government has made any contribution was the Pattullo bridge and its approaches. I would, therefore, under this motion, ask the minister if, because of the peculiar situation in the city of Vancouver, it is not possible to apply the same understanding that was reached in connection with one bridge to these new roads and bridges within the city. As a matter of fact, part of my property is being expropriated in order to put a road through, but that does not mean anything. I would ask the minister if, on the basis of Hastings street, Grandview highway, Kingsway, Marine drive, the ingress and egress to trans-Canada highway, there is not some responsibility on the federal government