

"... the Cora Brown area will be taken in the next month," he said.

"... residents will be allowed to remain by renting their houses as long as they wish or until the DOT needs the land, which is not likely for another five years."

At that time he gave the citizens 12 hours to make up their minds. I leave that area and go to the bridge which is also involved in the expropriations in that area. I have mentioned the problems that we had with tolls. It took letters from the Chamber of Commerce in Richmond and over 40,000 letters from the city of Vancouver to convince the government we did not want tolls on that bridge. There are still piles of sand sitting there, as anybody who goes to Vancouver international airport will see. They were there for the purpose of the tolls and they must be removed. The government has let contracts for removing those piles of sand. The pillars are still sitting in the water; they have been sitting there for some time. A headline in a newspaper of the area reads, "How not to go about building a bridge".

The people were not listened to. The government has made all kinds of promises but there has been very little action. It let contracts for the bridge but we only have the superstructure at the south end. It is true that the hearings have not been completed yet on the south end, but as any engineer knows you cannot build a superstructure without knowing what you will end up with. People sold their homes in the Lancaster area and they were supposed to be removed. The men who bought them rented the homes to the people in the area and only after pressure were those people made to leave.

The greater Vancouver regional board today asked the minister, Bob Strachan, in Vancouver to approach the government and ask that construction of the bridge be stopped so that they could look at it. In conclusion, I want to talk about the environmental impact of what is happening. On January 16 the minister's parliamentary secretary said, as reported at page 388 of *Hansard*:

We do not plan to make any report to the expropriation hearing, but if questions are raised on these matters, answers will be given.

The questions were raised but the answers were not given. How can we decide whether we ought to build an airport there if we do not know what its environmental impact will be? Why take the houses of people before you really know? The hearings were mysteriously stopped today and adjourned until Monday. I plead with the minister to take some time out of his busy schedule and be in Vancouver on Monday morning at ten o'clock, at the opening of the hearing, to listen to the people. I will be there on Monday morning and I will not return until the minister does. He will not be missed in the House if there is a vote. I plead with him to do this. The people of the area deserve it. They have been having a hard time since 1967. It is time the government listened and found out what the people in that part of the country really want.

**Mr. Joseph-Phillippe Guay (Parliamentary Secretary to Minister of Transport):** Mr. Speaker, in answering the hon. member for Burnaby-Richmond-Delta (Mr. Reynolds) I wish to again make reference to my answer which the hon. member quoted a short while ago. It is found at page 388 of *Hansard* for January 16. The answer I will now

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make will give in detail what the minister meant as to what is being done.

The expropriation hearings involving properties required in the Burkeville area for road construction related to the Hudson Street bridge have been completed and the Minister of Public Works (Mr. Dubé) will be announcing the government's decision tomorrow.

The expropriation hearings with respect to the land required for the new runway at Vancouver international airport were started on January 29. It is expected that the hearings officer will commence proceedings with respect to the lands involved in the Cora Brown and McDonald subdivisions in the near future. As the hon. member knows, by law, the government, after reviewing the hearing officer's report, is required to announce its intentions by March 4.

The Minister of Transport (Mr. Marchand) is arranging, and in fact has arranged, at the beginning of next week to provide all interested individuals and groups with information concerning the expansion plans for Vancouver international airport, including the new runway which will be required by 1977. Today, a short while ago, the Minister of Transport confirmed to me that officials from his department have now left for Vancouver. They will be in Vancouver to answer all questions and to give information to all interested groups.

**Some hon. Members:** Hear, hear!

**Mr. Guay (St. Boniface):** Particular attention will be devoted to environmental and noise considerations which affect those closest to the airport. We are also aware that a broader spectrum of people in the greater Vancouver district and British Columbia generally will be interested in the plans envisaged to allow Vancouver to play its key role as an aerial gateway for western Canada, including domestic, transborder and international traffic. Let me assure you, Mr. Speaker, of the minister's concern in this regard. He has related this to me many times today.

**Some hon. Members:** Hear, hear!

### MANPOWER—LOCAL INITIATIVES PROGRAM—REQUEST FOR ADDITIONAL FUNDS

**Mr. John Rodriguez (Nickel Belt):** Mr. Speaker, last week I raised the question of more funds for local initiatives projects which had been rejected by the ministry due to lack of funds. On January 22 the minister's parliamentary secretary stated that the total number of LIP projects was 15,053, for a value of \$480.5 million. He also stated that 5,000 projects, for a value of \$148 million, have been approved and that the monetary allotment for LIP was expended.

From the popularity of the response for LIP grants, it is fairly obvious that this partial solution to winter unemployment is what municipalities and groups of unemployed feel is suited to their particular needs. Last October, just before the election, when the Prime Minister (Mr. Trudeau) saw the jump in unemployment he said he was puzzled and he further stated that maybe the solution was to attack the problem at the local level. Yes, the solution is at the local level and I give as an illustration the village of