

Second Toronto Airport

the lines of what Japan has with its torpedo train that operates at 135 miles an hour, from Kingston to Montreal and Toronto. People could then land at one central airport and be in either Montreal or Toronto in one hour or less. This type of long-term planning could have saved the Canadian taxpayers a great deal of money and also have provided the type of service they expect.

The area that will apparently be expropriated is approximately 18,000 acres. I do not think this is nearly enough. If these are the facts, this is most important because future requirements and the protection of land owners and taking care of speculators have been overlooked. We will wait and study this matter further. I hope that arrangements have been made to protect a greater area than 18,000 acres.

• (1420)

There are many other things I should like to say at this time but we will reserve further observations until we have had a better chance to study what the minister has said. I am prepared to forgo some of my time in favour of the hon. member for Trinity, who is an independent member, if it will not offend precedent. He lives in Toronto and I am sure he is very interested in this matter and might wish to make some observations.

Mr. Edward Broadbent (Oshawa-Whitby): Mr. Speaker, I should like to join the Conservative member who has just preceded me in welcoming the minister's statement. We have been looking forward to this statement for some time. I think the five reasons given in the communiqué which was issued jointly by the minister and his counterpart in the Ontario government are very cogent.

I should like to stress in particular the importance and relevance of two points which were made in justifying the location of the new airport north of Pickering. The first is that it will be an important shot in the arm economically for the whole region east of Metropolitan Toronto. It is a region which from the point of view of both federal and provincial policies has been somewhat overlooked in terms of development. It is my hope and belief, and presumably it is the government's also, that location of the airport there will assist in bringing about the kind of economic development that is necessary.

Second, there is the fact that relatively few people live in this region northeast of Metro Toronto. Airports, as we are increasingly coming to realize in the developing industrial world, are by no means an unmixed blessing. I was very pleased, from a human point of view, to learn that the airport is not to be located in an area in which population is densely concentrated.

Having said this, I should like to raise three questions in connection with the minister's statement. The first is based on the fact that the airport is to be designated as an international airport. This has important consequences for future air travel in Canada as it affects both passenger and cargo service. Does this mean, as I hope it does, that in future international airlines will have landing rights not only at Montreal, for example, but in the Toronto region? The need for this has been overlooked in the past. A change is overdue. I do not mean just the Toronto region but, hopefully, the Winnipeg area as it develops. In terms of providing international service, service should be the

important factor and international carriers should have the right to land not only at Montreal but at points west. It would seem to me from the minister's announcement that this is what is intended. I hope this intention is carried out.

The same point could be made in relation to air cargo traffic. Some tough-minded economic decisions obviously have to be made here, too, in terms of giving priority to one area as opposed to another. Once again I think, frankly, the policy should be one of giving the customer the right to decide to which airport his cargo should go. In this area, government regulation on the basis of the information we have now is a bad thing; it is better that a laissez-faire policy, if you like, in terms of air cargo should prevail.

The next point I should like to make was alluded to by the previous speaker. I refer to the important question of land speculation. I noted that in last year's estimates the minister's department, for example, had an intended expenditure of \$24 million for the purchase of land. The estimates for 1972-73 include an estimate of \$62 million, which is a rather substantial increase in the amount allocated to the purchase of land.

Although I do not wish to imply there is anything untoward about this—the minister knows, of course, that no one makes political speeches in the House—I should like to ask whether the change in the allocated amount is to meet the cost of the same land. The minister announced today that the intention was to purchase 18,000 acres, and I am interested in whether the change in the estimate from \$24 million to \$62 million covers the same land. If it does, then there has been rather an inflated increase in the price of that land. I think this is a serious issue and we should learn soon exactly what acreage was involved for which the two estimates were made.

Related to this, Mr. Speaker, hon. members read with interest, I am sure, the cabinet leak that appeared in yesterday's *Globe and Mail* concerning the location of the airport. This leak turned out to be what one might say was a reasonably accurate estimate of where the new airport would be constructed. This dovetails with the land speculation question. I hope it is the case that this information was not known to people who might have had a vested economic interest in this land many days preceding the minister's announcement today. A cabinet leak of this sort is of very real importance to the taxpayers of this country. For example, if the location was known a number of weeks ago it might well be the case that some people have been put in the position to make a rather substantial profit on the land that is going to be sold to the government.

May I make one last observation. It seems in this instance that we have had a good example of federal-provincial co-operation in reaching a common objective. I should like to hope that this is the beginning, from the point of view of the minister, of the development of a national transportation policy in which the federal government, together with all of the provinces, can sketch the outline of an integrated transportation policy which would include rail, air and road travel, so that in future we can have a healthy meshing of these different kinds of services.