

Vancouver International Airport

add my word to those already spoken, and I am certain to those which will follow after I sit down.

The situation at the Vancouver airport cannot be allowed to continue as it is at present. It is only by a miracle that there has not been a major accident there already, or even a series of major accidents. It is absolutely wrong to have paratroopers dropping down on the main airfield of western Canada. It is wrong to have all those who operate their own private planes, or who are learning to fly or who rent private planes, not know where they stand and always be faced with the possibility that on a minute's notice from Ottawa, they will have to stop the use of the Vancouver international airport by private planes and those private flying clubs.

The responsibility rests directly on this federal government exactly in the terms of the motion now before us. Surely, from the point of view of commercial traffic, passenger and tourist traffic and from the point of view of stationing the R.C.A.F. where they will be of the utmost use with respect to training young and new fliers, the federal government has a major interest. Since they have a major interest, they should accept the major responsibility. If the federal government does not awaken to the situation and do something about it I am sure they will live to regret it, whether Canada be at peace or at war.

Therefore, sir, I want most emphatically to support this motion. I hope when it comes to a vote, although the majority of the members of this house are not from British Columbia, they will recognize that it is an important and integral part of Canada and will support the motion.

Mr. Daniel McIvor (Fort William): Mr. Speaker, I am interested in this Sea Island airport for personal reasons. I visit it as often as I can during the summer, and I should like some information. I have never seen a busier place, and I have wondered why, with so many planes coming in and going out, there have been no accidents. As far as I understand, the two large companies that use the airport facilities are Canadian Pacific Air Lines and Pacific Western. There are also six other companies that operate on the island.

I was wondering if all those companies would be moved off the island. Is that the idea? They use the airport facilities and the hon. member who has proposed the resolution knows perfectly well that something must be done in the near future. Judging by the efficiency and wisdom of the Minister of Transport we think he will find a way to

satisfy not only the companies which may have to move but also those which stay.

Mr. F. G. J. Hahn (New Westminster): Mr. Speaker, in rising to speak to this motion I want to say that I respect old age, and particularly when an Irishman has a birthday. I was pleased when I noted that the hon. member for Burnaby-Richmond was going to move this motion. It has been indicated that every party in the house supports it, to a certain degree at least. It is not my desire to talk out the motion, but I do have a few observations to make which I think are quite important and should be borne in mind before a vote is taken.

Several different sites have been mentioned such as Como lake, Port Coquitlam, Burnaby bog and Jericho Beach. I have one or two others that I would like to add to that list. First I should like to say that I was particularly interested in what the hon. member for Vancouver East had to say about the members of all political parties from the lower mainland being invited to attend a meeting called by the airport board in respect to this particular matter, and to look over the Vancouver international airport. I happen to be the Social Credit member nearest to the airport, and I am still waiting for my invitation. I am quite sure no other Social Credit member of the federal house received an invitation. I would suggest that if anyone had an invitation it should have been the person who has spoken of and taken an active part in suggesting alternative sites in this house. I have suggested other sites that might be available if and when the Minister of Transport decides to extend the field.

I am heartily in agreement with the resolution moved by the hon. member for Burnaby-Richmond. He is suggesting that steps be taken to eliminate congestion, to segregate the various types of traffic and to establish areas for a major portion of the aviation training program, both military and civil, at points removed from the Vancouver international airport.

Last year when I spoke on this question I suggested that the government should let the municipal district of Surrey know it was essential that they should reserve the last remaining airport site. I mentioned the White Rock site, as did the hon. member for Vancouver East, who suggested that that was too far distant from the heart of Vancouver. He said 34 miles. The hon. member knows quite well that when the proposed super highway is built from the international boundary to the heart of Vancouver it will not be 34 miles. It may be 34 minutes, but certainly not that distance.

[Mr. Winch.]