

Proposed Vancouver-Sea Island Tunnel

In order to cope with the problem of transportation between the city of Vancouver and the airport we are considering transporting passengers by helicopter. Some people are also advocating the establishment of a monorail service between the air terminal and downtown Vancouver, but I feel that if we can be assured of having a tunnel or bridge constructed we shall have less need for a helicopter or monorail service.

It is foolish to increase speed and efficiency in the air only to meet with delays getting to and from the air terminals. In fact it is a common expression, that "if you have time to spare travel by air". Another version of it put out by the C.N.R. and C.P.R. is that if you "travel by train you avoid the strain". People who want to use air transportation in the Vancouver area ought to be able to avoid the strain by having proper access to the air terminal. At the present time there is need for a further access road and in the near future that need will be much greater.

I have referred to a helicopter site in the city of Vancouver, and I have a letter here which the Minister of Transport wrote to me about the matter. In his letter the minister said that, as regards the location of a heliport, his department considers it would be advisable if the site were removed from built up or congested areas, and if possible it were placed immediately adjacent to water courses where approaches and departures may be safely made without the necessity of flying over built up areas. In this connection we have given consideration to access routes by water into the False creek area.

At the present time the construction of the Chignecto canal is being advocated in the maritimes at a cost of \$90 million, but what the hon. member proposes in order to link up his area with the city of Vancouver will be much less expensive, and it must be borne in mind that it will serve a greater population. Late in 1959 an editorial appeared in the Vancouver *Sun* which urged the city officials to promote Vancouver's status as a world travel centre by supporting the construction of a waterfront access road, and this administration has done that.

The article also emphasized the need for expanded port facilities, including small aircraft accommodation. The present administration has done that also. The editorial also pointed out the need to improve other access routes, and the airport was mentioned. I also noticed that in the Vancouver *Province* there was a similar editorial which advocated opening up the waterfront and our access routes to the international airport. Therefore it is with pleasure that I join my colleague the hon. member for Burnaby-Richmond (Mr.

Drysdale) in advocating careful consideration by the federal government of this most important matter.

Mr. Harold E. Winch (Vancouver East): Mr. Speaker, although I am a representative of a Vancouver constituency I deliberately held back from speaking on this motion until I had heard what other hon. members had to say as to the reason for placing such particular importance on this one proposition which is before the house, namely the building of a bridge or tunnel to act as an access road between the city of Vancouver and Sea Island. As a resident in and a representative of Vancouver, I naturally support anything that is going to be of assistance in solving our transportation problem in that city and its environs. We are without doubt in a very peculiar and particular situation in the metropolitan area of Vancouver, the third largest city in Canada. As far as the airport is concerned, from my home I can get to the airport without paying a toll because I go over the Frasel river bridge, which is toll free.

Mr. Drysdale: It is not open.

Mr. Winch: In all the years I have been travelling between the airport and my home I have never yet been held up on the Fraser river bridge.

Mr. Drysdale: You are lucky.

Mr. Winch: Moreover, since the opening of the bridge we have been hearing so much about, this two lane, swing span bridge over the Moray channel, I have never yet been held up on that bridge and this is the first time I have heard of anybody being held up on it. This may be just a peculiar circumstance, but that has been my experience.

Mr. Drysdale: Mr. Speaker, I wonder if I could direct a question to the hon. member?

Mr. Winch: Just a moment. Apart from the Fraser river bridge there is no other way of getting to the airport from Vancouver except by going over the Oak street toll bridge owned by the provincial government and then going over the two lane, swing bridge of the Moray channel, which is not a toll bridge because the federal government made a contribution of 50 per cent of its cost.

Mr. Drysdale: Four hundred thousand dollars.

Mr. Winch: Therefore it had to be a toll free bridge. Mr. Speaker, I was most interested, as I have said, to hear some of the facts and factors mentioned by previous speakers with regard to just what is the purpose of this new bridge or tunnel. I gather from the remarks of the hon. member who moved this motion that he anticipates the