

*The Address—Mr. Herridge*

In navigating the said river or rivers, British subjects, with their goods and produce, shall be treated on the same footing as citizens of the United States; it being, however, always understood, that nothing in this article shall be construed as preventing, or intended to prevent, the government of the United States from making any regulations, respecting the navigation of the said river or rivers, not inconsistent with the present treaty.

Then further, Mr. Speaker, to indicate just how important navigation was considered at that time, and how important the right given to us under article II was considered by the government of the United States and by the public of Great Britain, I should like to quote from a senate speech in the United States, and also from the *London Times* of 1846.

Senator Lewis Cass of the United States senate said in 1846, with respect to the terms of the Oregon treaty—and he is objecting to the signing of the treaty, in the belief that the United States got the worst of the bargain:

We grant the free navigation of the Columbia south of 49 degree indefinitely, or in other words forever. The stipulation reads thus: "From the point at which the 49th parallel shall be found to intersect the great northern branch of the Columbia river, the navigation of the said branch shall be free and open to the Hudson's Bay Company and to all British subjects trading with the same, to the point where the said branch meets the main stream of the Columbia, and thence down the said main stream to the ocean," et cetera.

Here, sir, is a grant of free navigation, limited indeed in its use, but unlimited in its duration. It is to endure as long as the Hudson's Bay Company shall endure, and to ascertain the longevity of the one we must seek to ascertain the longevity of the other.

The Hudson's Bay Company was incorporated by Charles the Second, by a charter dated May 2, 1671. The third section of that charter provides, that "The persons named, et cetera, shall be one body, corporate and politic, et cetera, in deed and in name, et cetera, really and fully forever, et cetera. And the twelfth section provides, that the corporation shall enjoy et cetera, all and singular the premises hereby granted, with their and every of their rights, members, and jurisdiction, prerogatives, royalties and appurtenances whatsoever, to the, et cetera, and their successors forever, et cetera, paying yearly to us for the same, two elks and two black beaver, whosoever et cetera we our heirs et cetera shall happen to enter into the said country, et cetera.

Thus we find the corporate life perpetual; and applying the charter to the treaty, we have the true measure of the obligation, which this stipulation will impose upon us. No one in this body will deny that the grant is without limitation, and will exist as long as the grantee exists, unless there are restraining circumstances, which will reduce this broad term forever within narrower limits."

No objection was raised to that point in the United States senate. It was recognized at that time that this right of navigation to Canadian citizens from the upper reaches of the Columbia to the sea was granted forever.

I wish to quote from an editorial in the *London Times* of 1846, written in an attempt

to pacify and mollify British opinion, which was somewhat aroused owing to the loss of the Oregon territory through the signing of the treaty. This is what the *London Times* had to say:

This would be a concession as far as superficial area of ground is concerned. It would leave the United States master of the greater part of Oregon. But it would secure the principal advantage of the country, the free navigation of the Columbia to the servants of the Hudson's Bay Company, as well as harbourage, anchorage, and settlements for English vessels trading with China and our possessions in Australia and New Zealand forever.

There we note the *Times* wishes to pacify British public opinion by pointing out that although they have lost a certain area of land they have retained forever this right to navigate the Columbia from its source to the sea, through United States territory.

What is the position at the present time? We know that in recent years there have been power developments on the Columbia river. Dams have been constructed, and it is proposed to construct others. The development of the water resources of the main stem of the river in the United States is planned by means of ten dams, three of which—Grand Coulee, Rock Island and Bonneville—are in operation; one, McNary, is under construction; one, Chief Joseph, is authorized by congress; three—Priest Rapids, John Day and The Dalles—are being recommended for authorization at the present session of congress, while the remaining two are potential projects with respect to which plans have not been finalized.

The building of the Grand Coulee dam affected our access to the sea, and that is the one with which I wish to deal at the present time. It is the one which prevents navigation from Canadian territory to the sea. Americans are developing navigation of the river from the sea to Grand Coulee. Deep-sea vessels come some distance up the river; then river craft are used for carrying the natural resources of that area to the sea. The building of the Grand Coulee without locks has prevented navigation to the sea.

Construction of the Grand Coulee dam, 151 miles downstream from the international boundary, was initiated in 1933 by the United States government and the dam was substantially completed late in 1941. This structure, which rises 550 feet from the bottom of the river, was built for irrigation and power purposes. The operating head on the power plants is 348 feet and provision is made for a total installation of 1,944,000 kilowatts, of which 972,000 kilowatts are in operation. Installations under way will provide additional blocks of 324,000 kilowatts in each of