

The Address—Mr. Herridge

a steamer trip south on the Arrow lakes and then proceed to Vancouver over the Kettle Valley railway. If he does so I am sure he will enjoy one of the finest inland trips in Canada. In that connection I want to quote Professor Lyman as follows:

The journey down the Arrow lakes from Arrowhead to Robson is one to dream of, one to recall in waking hours, and even, we almost suspect, in another life. The two lakes together constitute 130 miles of steaming, and every mile has its special charm.

Then later came the development of navigation on the upper Columbia. The late Captain Armstrong, whom I knew very well, built and operated the *North Star*, the *Gwendoline* and the *Ruth*. Owing to the expansion of the district he informed me himself that on a few occasions he grossed over \$2,000 a trip in his operations on the upper Columbia.

I want to deal briefly with the possibilities of navigation on the Columbia. The United States government has given serious consideration to this question; our government has not studied it to the same extent. As my authority for the possibilities on the Columbia, I am merely going to quote Professor Lyman's book. This is what he had to say in 1909:

When improvements now in view by government are completed, our river will be one of the most superb steamer courses in the world. That may truthfully be said already of the 220 miles from The Dalles to the ocean, as well as of the 300 miles from Kettle Falls, Washington, to Death Rapids, British Columbia.

That is north of Revelstoke. I continue:

The government engineers in Senate document 344, February, 1890, name the amount of navigable water on the Columbia and its tributaries at 1,664 miles. This may, perhaps, be an underestimation, since President Roosevelt has recently referred to it as twenty-five hundred miles, in which he probably included the lakes.

It will be a great day for the historic and scenic river of the west when some magnificent excursion steamer descends the thousand miles from Revelstoke to the outer headlands. And with canals at Celilo, Priest Rapids, and Kettle Falls, with some improvements at minor points, at no immoderate expense, the thing can be done.

Then I go on to quote Professor Lyman after his investigation of the upper Columbia:

Inspection of a map will show that the Columbia possesses the only water level route from the vast productive regions of the inland empire to the seaboard. As has been shown in the course of this volume, the river is navigable throughout the larger part of its course from Revelstoke in British Columbia to the ocean. In that distance there is one canal, with locks. That is at the Cascades, sixty-five miles from Portland. Before the river can be continuously navigable it will be necessary that a canal be constructed to overcome the obstructions at the Dalles, a few miles above the city of that name, another at Priest Rapids, seventy miles above Pasco, and still another at Kettle Falls.

[Mr. Herridge.]

In addition to that, Mr. Speaker, engineers of the dominion government, after an extensive survey of the upper Columbia river in 1914, found that navigation was quite feasible and practicable at considerable cost. I also recall, Mr. Speaker, listening as a boy to the discussions concerning the possibilities of hauling lumber, pulp and other forest products of the Columbia basin from Revelstoke to the sea, and also the possibility of transporting grain from Revelstoke to the sea. At that time navigation in the upper Columbia and the Arrow lakes section played a greater part than it does today. That was previous to the building of dams for power development in the United States section.

In order to indicate the value of river transportation even at the present time, which in our opinion has been greatly overlooked by this government, I wish to quote from the "Columbia Basin Joint Investigations River Transportation, Problem 21, United States, Department of the Interior, Bureau of Reclamation, 1945." This is the result of an investigation to see what could be done in the further development of the lower Columbia in the United States for transportation purposes. In brief, this is what the report has to say in summing up:

The savings, which will accrue to the settlers and industrialists of the Columbia basin project by use of Columbia river transportation channels in the development and operation of the project, are a measure of the significance to the area of that river as a commercial route. These savings are computed on present rates for rail haul, and a probable future water rate, which it is estimated will prevail upon completion of the projects proposed for the Columbia river. Although the spread between rail and water rates may be less in the future, it is believed that rail rate reductions will result mainly from increased use of the river as an artery of transportation. Therefore, the estimated annual savings of \$732 thousand represent the value of the improved river to the project area.

I have given these quotations to illustrate the importance of navigation on the Columbia today so far as the United States section of the Columbia is concerned, and how important it really is to us on the Canadian side.

I shall now deal with the point which I wish to bring before the house this afternoon. I refer to article II of the Oregon treaty which was signed on June 15, 1846:

From the point at which the 49th parallel of north latitude 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 main stream of the Columbia, and thence down the said main stream to the ocean, with free access into and through the said river or rivers; it being understood, that all the usual portages along the line thus described, shall in like manner be free and open.