

*The Address—Mr. Herridge*

cerning the devaluation of the dollar, I think the most serious devaluation the Canadian people have ever suffered to date is the devaluation of their natural resources owing to the lack of an over-all conservation policy.

With these few remarks, Mr. Speaker, I wish now to proceed to a subject in which I am personally interested, and one which interests many of my constituents. I wish to take the opportunity presented by this debate to bring to the attention of the house a matter which interests not only the people of my constituency but the people of British Columbia generally, and should interest all Canadians who have at heart the development of the country as a whole. Before proceeding further, for the information of the new members I should like to refer them to a speech which was made in this house. I do so not because I happen to have made the speech, but rather because it contains factual information concerning a large area of British Columbia, namely the Columbia river basin. If they are interested in this subject, and I trust that they are, I refer them to a speech I made in this house on February 21 and 22 of this year, dealing with the development of natural resources in the Columbia river basin, which is the drainage basin of the Columbia river system within Canada.

Since Thompson descended the Columbia in 1911, it has become rich in history and rich in romance, and day by day it is becoming richer in possibilities for development. I am sorry if this afternoon, in order to support my argument, I am obliged to quote somewhat extensively, but I intend to do so in order to give some proof of its validity.

First I wish to quote Professor William Denison Lyman, professor of history in Whitman college, Walla Walla, Washington, who wrote an excellent book on the history and the possibilities for development of the Columbia river system. This is what he had to say:

... Although not half as long as the Mississippi, the Columbia equals it in volume. Well joined, in truth, are the sublime river and sublime mountains. One cannot fully understand the river unless he has seen its cradle and the cradle of its affluents beneath the shadows of the great peaks of British Columbia.

I want to review briefly the development of navigation in order to illustrate the importance of navigation in the past and in the future to the residents of the Columbia river basin, both in the United States and in the Canadian section.

The use of Hudson's Bay Company bateaux as one form of navigation on the Columbia commenced, generally speaking, in 1814, when the Columbia Express was organized to carry furs from Fort Astoria to Boat Encampment

on the Columbia river north of Revelstoke. All fur was transported from here over Athabasca pass to Edmonton, Edmonton to Churchill and Churchill to London.

Hon. members will be interested to know that in those early days the Hudson's Bay Company took out of the Columbia river basin approximately \$20 thousand worth of furs a year. The Columbia river basin and its developments should be of interest to Canadians of French descent, because many Canadians of French descent played a great part in the development of the fur trade and in the development of the lumber industry. Some of their descendants live in the district today. While this development was proceeding on the Columbia river in connection with the fur trade carried on by the Hudson's Bay Company, there was a discussion between Great Britain and the government of the United States concerning the international boundary. That was known as the Oregon boundary question. After a great deal of discussion between both governments, and at one point it almost seemed as if war was imminent, the Oregon boundary treaty was signed on June 15, 1846. This district was still slowly developing when we had the advent of steam navigation. Steam navigation commenced on the lower Columbia about 1850 and after a few years the Oregon Steam Navigation Company was formed. In reading the history of this company at one time I found that such was its development that greater profits were made in comparison with capital expended than had been made in any western American developments to that date.

On the Canadian section of the river steam navigation commenced about twenty years later. Small steamers proceeded from south of the line carrying miners and prospectors to north of Revelstoke. The Kootenay Steam Navigation Company was organized under charter in 1890, and commenced to build a fleet of stern-wheel steamers. This fleet was purchased in 1896 by the Canadian Pacific Railway, and this company increased the number of steamers by building some larger ones and improving other ships. For some years, up until about 1925, they carried on a very fine service on the Arrow lakes, which are an extension of the Columbia river, and on the Kootenay lakes, to the profit of the Canadian Pacific Railway, according to the minutes of the directors' meetings of the C.P.R. of those days.

This service declined after the building of the Kettle valley railway, because then it was possible for people from the interior of British Columbia to proceed to the coast via that route. I would recommend to any hon. member who has not been out to British Columbia that he go to Revelstoke and take