

first steamship to ply the Pacific Ocean. As a matter of fact, she did not carry enough fuel to complete the voyage, and came around the Horn under sail. On arriving at the mouth of the Columbia river she took on board some cordwood from the banks of the Columbia, shipped her paddles, and proceeded up the coast under her own steam, right to Victoria, out of which port she operated for the Hudson's Bay Company. Later on she was wrecked on the shores of Vancouver, and her old timbers, pretty well disintegrated by now, lie on the rocks there. Our good friend the senator from Huron-Perth (Hon. Mr. Golding) was presented by the former Prime Minister of Canada, the Right Honourable Mackenzie King, with a gavel made out of one of the timbers of the old *Beaver*.

There was trouble about not only the southern border, but also the northern boundary line. As honourable senators know, the United States bought Alaska from Russia. Opponents of the purchase said it was a very poor piece of business, but it has paid off many times since. The boundary line of the Alaska coast was drawn down to the coast line of British Columbia, but one of the members of the Boundary Commission strongly objected to this and, rather than sign the treaty confirming that boundary, resigned from the commission. That gentleman is still alive, and is today one of the members of this house, the honourable gentleman from North York (Hon. Sir Allen Aylesworth).

Some Hon. Senators: Hear, hear.

Hon. Mr. McKeen: Shortly after the 1849 gold strike in Southern California there was a strike in British Columbia, and large numbers of American miners and prospectors came up there. In 1864 there were on the coast two separate colonies, one called British Columbia and the other, Vancouver. But they ran into financial difficulties and decided that the only way to save themselves from bankruptcy was to unite, which they did, in 1866, under the name of British Columbia. At that time the population was 12,000. Immediately a move was made to join up with the eastern colonies, which were then attempting to form confederation. The chief obstacle to the union of British Columbia with the eastern part of the country at that time was lack of transportation. The only way then to get from British Columbia to, say, Central Canada, was by way of the coast down to San Francisco, thence by stage coach to Chicago, and from there into Canada.

Because of the unbridged rivers and mountainous territory in the British Columbia of those days, the miners could not get very far or make much speed with the horse and

buggy. The early miners had to carve trails out of the mountain side. The Cariboo Trail, which was a famous route built by the Royal Engineers, was used by pack trains, some wagons and even by camel teams. The camels, however, were not a very successful means of transportation, because they frightened the horses, which often bolted and lost their cargoes over the cliffs. Besides, most of the people, rough and ready though they were, objected to the smell of the camels.

As I have said, no sooner were the two colonies united in 1866 than there was a movement started to join with the rest of the country. Their price for confederating was a good method of transportation linking the Pacific coast with the East. That meant a wagon road, plus a railroad. It is rather noteworthy that in the same year there was a bill introduced in the Congress of the United States to annex the territory north of the 49th parallel. I do not think the bill ever passed; certainly there was never an attempt to put it into effect. There was considerable agitation in this coastal area and many people there, as in the Maritimes, did not want to join Canada; but the majority were in favour of it, and an arrangement was entered into whereby the wagon road was to be completed within two or three years and the railway was to be started within two years and completed within ten years. On these terms British Columbia came into confederation. Actually the railway was not completed until 1885.

When air travel came into being it was looked upon by the people of British Columbia as the finest form of travel yet devised. As a matter of fact, the only way one can travel up the coast of that province is by ship, either in the air or on the water. With all the inlets and indentations in the coast line it is impossible to build a railway or a roadway along most of the shore line; and the roads, when built, will have to be constructed well inland, with lateral roads leading to the coastal towns and cities. So for the opening up of a considerable part of the coastal area we are dependent upon the use of air ships and sea-going ships.

When at last there was an opportunity for the formation of an air line British Columbia was very much interested. There were many small companies formed in that area for local lines, the first of which was between Vancouver and Victoria.

In 1937 the Right Honourable C. D. Howe exercised courage and foresight in launching a programme to provide a system of air transportation that he knew was needed in this country. He introduced in the other house a bill incorporating Trans-Canada