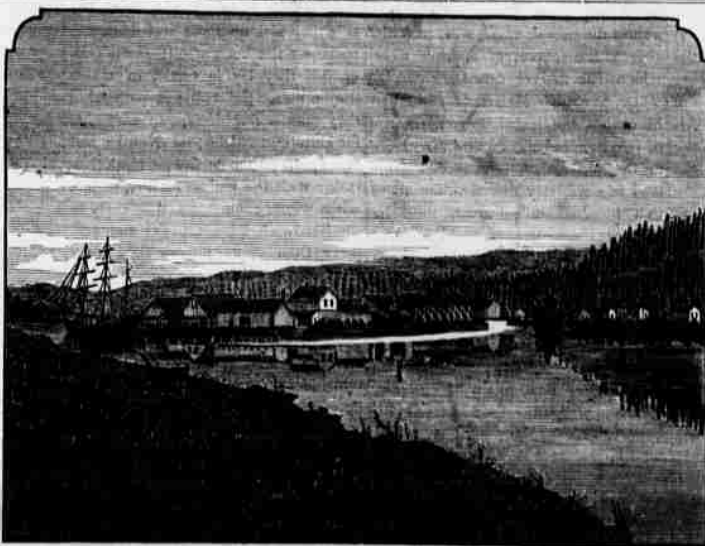




OREGON'S FUTURE DRY DOCK.

We give our readers, on this page, a view of the "heaving down" of the American ship, *Leading Wind*, of Boston, Mass., at Westport, Oregon. This fine ship, having met with an accident necessitating the examination of her bottom, it was at first thought that the only course with so large a vessel would be to send her to San Francisco; but some of our energetic Oregonians, suggesting the perfect ease with which she could be "hove down" at the quiet little slough at Westport, the proper authorities proceeded to carry the idea into execution, with perfect success in every particular. The ship's keel was exposed and the necessary repairs effected under very unfavorable circumstances of weather, in a thorough and workmanlike manner, by Mr. Higgins, master shipwright, long and favorably known on Puget Sound. We understand that Capt. West, the enterprising proprietor of Westport, and one of the earliest pioneers in the fisheries for salmon, is so pleased with the success of the operation that he offers, if a stock company can be organized, every facility for a good dock, where, with proper sheds and appliances already on the premises, vessels of the largest size can be taken in, their ballast discharged and stiffening enough put on board to allow them to come to Portland and complete their loading of wheat. This would afford our British friends a much needed facility to clean the bottoms of their iron ships at comparatively small expense and thus insure them better home passages. Whether the dock project is carried out or not, a good "heaving down" wharf with necessary sheds and floats, blacksmith shop and saw mill handy, are fixed facts at Westport, and it marks an era of progress in our waters which our merchants and ship-masters will welcome as another advance in our commercial prosperity.

Westport is a small village of about 150 permanent inhabitants, but, during the fishing season, it usually receives an addition of 200, most of them being employed in Capt. West's extensive cannery. It is pleasantly located on a slough which is really an arm of the Columbia river, and any ship which can cross the Columbia river bar can sail to Westport with perfect ease.



WESTPORT, CLATSOP COUNTY, OREGON.—FROM A PHOTOGRAPH BY BUCHTEL & STOLTZ.

HISTORICAL ADVENTURES ON THE PACIFIC COAST.*

BY MRS. F. F. VICTOR.

SOME ACCOUNT OF THE BRITISH FUR COMPANIES AND OVERLAND EXPLORERS, ENGLISH AND AMERICAN.

It has been remarked in a previous chapter that the British Government, desirous of discovering a Northwest passage to India, as well as willing to explore that part of the continent west of Hudson's and Baffin's Bays, had, in 1669, granted the entire region lying around Hudson's Bay to a company of London merchants, with the under-

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standing expressed in their charter, that they were to explore for such a passage, as well as to trade in furs, seek for mineral wealth, and advance commerce generally in those regions.

Fur-trading, however, appears to have been so profitable that this powerful corporation found enough to do to attend to its own interests, without particularly considering the national advantages to accrue from discoveries in that cold and inhospitable region. The fur-trade, moreover, is directly opposed to commercial enterprises of any other kind, as will be shown hereafter; hence nothing came to Great Britain in the way of political or commercial advancement through the fur compa-

nies for nearly two centuries. Parliament then had recourse to rewards, which it offered first in 1745, and again in 1776; offers that set on foot the expeditions, first of Cook, and then of Vancouver. But the sea-voyages were not the only ones undertaken in the interest of the British Government. Up to 1776, nothing was known of that region extending southwest from Hudson's Bay to the headwaters of the Mississippi, and bordering on the great Lakes, except such knowledge as had been obtained by French traders, and some partial surveys of French officers, aided by athletic missionaries.

But in 1766, while the American colonies still owned allegiance to Great Britain, Jonathan Carver, a Connecticut Captain who had served with credit in the war against the French provinces in the north, set out from Boston with the intention of ascertaining the breadth of the continent between the 43d and 46th parallels of latitude, and of inducing the Government "to establish a post in some of those parts about the Strait of Anian which, having been discovered by Sir Francis Drake, of course, belonged to the English." The ultimate object of the undertaking was to facilitate the discovery of a northwest passage.

In Carver's account of his travels he gave but little real information, and added nothing of value to the discoveries already made. It would seem that his assertion that he met with Indian tribes who told him that the four great rivers of the continent had their sources near together in the Rocky Mountains, must have been true, since such is the now well known fact. But that he saw these rivers or their sources could not be believed, since he names them as the St. Lawrence, Mississippi, Red River of the North, and Oregon. Carver was the first writer to use the word Oregon in connection with the River of the West; and what authority he had for thus naming it does not appear, although much research has been made with the view of ascertaining its origin.

Whatever Captain Carver knew, he came very near the truth when eight years later he proposed to a party of English gentlemen to proceed with him "up the St. Peter's (Min-



THE LEADING WIND "HOVE DOWN" AT WESTPORT, OR.—From a Photograph by Buchtel & Stoltz.