

THE WEST SHORE.

VOL. 9—No. 7.

L. Samuel, Publisher,
122 Front St.

Portland, Oregon, July, 1883.

Entered at the
Postoffice.

Per Annum, { Single copie.
\$ 1.00. } 25 cts.

Craigie Sharp, Jr.,

Is fully authorized to transact business for this publication.

SPECIMEN NUMBER.

Any one receiving this copy of THE WEST SHORE will please consider it an invitation to become a regular subscriber.

Great preparations are now being made for the coming state fair. It will be in every respect the best and most satisfactory ever held in Oregon, and will no doubt attract thousands from all over the coast. Our country is full of strangers who are here to "spy out the land." They want to see what inducements we have to offer them to bring their energy and capital here and aid in developing our great resources. Hundreds of these will visit the fair, and we can promise them they will not be disappointed in the display.

Hitherto the Pacific coast has received but a small proportion of the foreign immigration direct, though many have finally reached us by gradual progression westward from state to state. Now, however, the conditions are changing. The advantages of the coast are being recognized in Europe, and with the completion of the Northern Pacific better facilities for reaching the extreme west will be afforded. Advices from both Sweden and Norway are to the effect that large numbers are preparing to emigrate to America and settle upon vacant lands on this coast. The Scandinavians are industrious, honest and peaceable, and no class of immigrants can be more desirable. They invariably bring money enough to start themselves well in a new country, and seldom seek to alter the moral, social or political customs of the people who offer them homes in their midst.

The third of September is the day set for driving the last spike that binds the rail uniting the two ends of the Northern Pacific. President Villard with a special train of officials and invited guests will be present at this completion of the most important undertaking ever carried to a successful termination in America. That the road will be finished at the appointed time there can scarcely be a doubt, as the moderate rate of a mile per day on each end will accomplish this with several days to spare. About the first of August the line from the east will reach the mouth of Little Blackfoot, the point of junction with the Utah and Northern, and then eastern Montana will have rail connection with San Francisco, to be followed a month later by a route to Portland and Puget sound. It is the expectation to run President Villard's special train clear through to Seattle, and in order to do this, great exertions are being made to complete the road from Portland to Kalama and the extension from New Tacoma to Seattle. It will be a joyful day throughout the northwest when this great enterprise is consummated, an enterprise that has transformed it from a frontier wilderness to the home

of civilization, and has united it with the great industrial and commercial centers of the world. It should be observed as a general holiday.

COLUMBIA RIVER BAR.

Much has been said and written about the bar at the entrance to Columbia river, its effect upon the commerce of this region, the duty of congress to make ample appropriations for its improvement, and the character of work that should be done upon it, but we now propose to consider it simply from a historical and artistic point of view.

For several centuries after the discovery of America, it was the general opinion that there was a northern passage from the Atlantic. It was at first supposed that Columbus had simply stumbled upon a large island, and that this could be circumvented by going either to the north or south. Gradually the Cabots and other explorers, coasting along in both directions, increased the knowledge of geographers, and it was realized that America was a vast continent. The belief in the existence of such passages became stronger after the discovery of the Pacific ocean by Vasco Nunez de Balboa in 1513. Guided by an Indian to the summit of the mountains, he gazed westward upon those waters "beyond America," of which so much had been said but whose existence had, till then, been simply a matter of conjecture. Magellan, the Portuguese navigator, started in 1519 on that famous voyage which added more to the knowledge of geographers than even that of Columbus himself. Three years later his vessel, the *Nirotoria*, returned, with a log book containing a record of the commander's death at the Philippine Islands. It had passed through the Straits of Magellan, called by the discoverer the Straits of the Ten Thousand Virgins, had sailed out upon the Pacific and completely circumnavigated the globe. It was by him the ocean was named. After struggling for sixty-three days off Cape Horn, where the tides rose and fell thirty feet, beset by tempests and baffled by adverse currents, he sailed out upon an unexplored ocean so quiet and calm that he called it the "Pacific." Many a poor shipwrecked mariner has since doubted the propriety of the title. Now that a southern passage had been found, opening up the long-sought route to the Indies, the Cathay of Marco Polo and the Island of Cipango, the belief in a similar one to the north was considerably strengthened. The English on the Atlantic coast and the Spaniards on the Pacific, starting from the Mexican possessions conquered by Cortez, sought in vain for the fabled Straits of Anian. For three centuries the search was prosecuted intermittently with long seasons of inactivity, until it resulted in the knowledge that the nearest approach to such a passage was the Columbia river.

On the fourteenth of August, 1775, a Spanish explorer, Bruno Heceta, discovered Cape

Disappointment, which he named Cape San Roque, and observed immediately south of it, in latitude 46°, an opening in the land which he believed to be either a harbor or the mouth of a river. He made no effort to enter it, but from his report the place was variously noted on the Spanish charts as *Entrada de Heceta* (Heceta's inlet), *Entrada de Ascencion* (Ascension inlet), and *Rio de San Roque* (San Roque river). The point south of the entrance known as Point Adams, he called Cape Frondoso (Leafy cape). During the next few years Spanish, Portuguese, English and American vessels visited the Pacific, but none of them succeeded in finding the *Rio de San Roque*, of the existence of which they all entertained serious doubts. In 1792 Capt. Robt. Gray, in the ship *Columbia* from Boston, visited the Pacific for the second time, and observed a large indentation in the coast line. Believing it to be the mouth of a river he waited nine days for a favorable opportunity to enter, but was unable to secure it. About the same time Captain Vancouver, of the English navy, saw the same place, but because of the breakers on the bar formed the opinion that no river existed. A few days later Gray returned, and on the eleventh of May, 1792, succeeded in safely crossing the bar, and dropping anchor at the mouth of the stream gave to the mighty river the name "Columbia," in honor of his vessel, which had been the first to enter it. Later one of Vancouver's vessels entered and sent a boat's crew up the stream as far as Vancouver. The same year another American vessel entered and anchored in the bay, which has since borne the name of Baker's bay, in honor of the captain. Though the mouth of the Columbia had now been discovered, nothing was known of its extent or the country through which it passed. That it drained an immense area was evident from the volume of water it carried. To the memorable expedition of Captains Lewis and Clarke we are indebted for the knowledge of the vastness of this great watercourse and the extent of country tributary to it. Their map, made from their observations in 1804-5-6 and information gathered from the natives with whom they came in contact, is wonderfully accurate. From that time until the government explorations, the first of which was conducted by Commodore Wilkes in 1841 and the next by Fremont in 1843, gave us accurate maps, all knowledge of the river and its tributaries was derived from the trappers of the Hudson's Bay Company and the American companies, who traversed the country in all directions, but kept few notes of their journeys that could be of much service to geographers. In 1811 the Pacific Fur Company, at whose head was John Jacob Astor, founded Astoria on the south bank of the river ten miles above the bar, and from that time vessels began making regular trips to the river in the interests of the Pacific, Northwest and Hudson's Bay companies, the successive proprietors of Astoria, and with the settlement of Oregon a general commerce gradually sprang up,