

presented a memorial in 1609, petitioning for a suitable reward, and for the command of a Spanish expedition to fortify the passage and defend it against the ships of other nations.

Briefly stated, the narrative of Maldonado was as follows: In the year 1588 he passed through the long and tortuous channel of the Straits of Labrador, in latitude 75 degrees, into the "North Sea," across which he sailed in a southwesterly direction a distance of 790 leagues (about three thousand miles), when he came upon the Straits of Anian, leading from the North Sea directly south into the South Sea. These straits were fifteen leagues long, having six turns in their course, and varying in width from a quarter of a league to two or three times that distance. On the east was America and on the west Asia. In this particular, and in their north and south direction, the Straits of Anian and those discovered later by Behring are identical, but in no other, especially not in location.

That there was a foundation in fact to this story is within the limits of possibility. There may have been made, prior to the time the memorial was presented, some voyage to the extreme Atlantic coast of America of which no record has been preserved. To have passed from the Atlantic into a large open sea in latitude 75 degrees was, of course, an impossibility. That, like Cortereal nearly a century before, he may have sailed around the coast of Labrador and through the straits into Hudson's Bay, in latitude 60 degrees, is possible, and like his great predecessor, who had asserted that this inland sea connected with the Indian Ocean, he may have supposed this great sea could be followed until the desired Straits of Anian were found. Believing thoroughly in this theory, Maldonado may have written the fictitious account of their discovery with the hope of being entrusted with the command of an expedition to search for these straits and take possession of them.

In his narrative, which was unusually precise and careful in its details, Maldonado gave all the geographical ideas of the time in regard to the regions that would naturally be visited during such a voyage as the one described; and this very fact is strongly presumptive evidence that the voyage was a fiction, as these theories, so carefully followed, have nearly all been found to be false. Even the minuteness of detail is suspicious, since it is chiefly the inaccurate records, clumsy narratives and "yarns" flowing from the fertile imagination of the sea rovers, to which many of the erroneous, and even ludicrous, ideas of those times are directly chargeable. No such carefulness in statement characterized the narrative of any prior or contemporary voyage; and this was the first one claiming to have accomplished so much, which did not sadly mar the maps of theoretical geographers. Its ready-made appearance was sufficient to cause its entire rejection by the Council of the Indies; and yet, in after years, the original memorial, or a copy of it, having been accidentally stumbled upon among ancient Spanish records, it received almost universal credence, to such an extent, at least, as to cause every expedition dispatched

to those regions to be instructed to search carefully for Maldonado's straits. Several times, at widely separated periods, earnest efforts have been made to discover other proof of this voyage than the memorial to the Council of the Indies; but in the Spanish records not the faintest allusion has been found to any voyage whatever having been made in that direction at the time spoken of in the narrative. Even as late as 1790 the authenticity of the voyage was gravely discussed in Europe, since when but little has been said or thought about Maldonado's passage, save by historians, who invariably refer to it as the "Fabulous Straits of Anian." HARRY L. WELLS.

OUR INDUSTRIES AND RESOURCES.

IV.

IT surprises strangers to find all styles of carriages built in Oregon. During the last twenty-five years farm and express wagons have been a part of our home manufactures. Yet large importations at low prices have checked the manufacture here, while high wages have ruled, but at better labor rates our home products begin to pay and extend their markets. Our own woods have come into more general use. When machinery is applied to turn spokes, hubs and felloes and bend bows here, as in other States, this industry will succeed. The first large enterprises must struggle for trade marks and equal sales against strong competition from the Western States. Their goods are on sale in every town. They strive to hold the market, drain off the money and conquer every rival.

A firm in North Portland has proved it possible to build and sell at a profit every kind of carriage, from a wheelbarrow to a five-ton truck, a fine buggy, an elegant hack or a coupe. Whatever a man wants for city or country he can find in those extensive shops. Forty thousand dollars were paid out by the firm last year for labor alone. Other factories are gaining strength. Some have yielded to competition for lack of capital. A few rich men sustain our industries. Others withhold sympathy and help.

Of stoves every home must have several. The trade has been good and the imports immense. When the Willamette Stove Works began they were distrusted and left to struggle alone. By industry and pluck they put good stoves on the market, sent them on all lines of railroad and steamboat, competing with imported wares. They promised to replace any broken or burned-out plates on call. They can quickly multiply all parts from their patterns. They won the field. Orders exceeded their capacity. They excel in quality of iron, variety of styles and beauty of finish, and are displacing imports rapidly. They command a larger market every year, and bid fair to rival and exclude all imports of this class of goods. Why pay freights on them, when the best iron is here and the skilled workmen also?

Twenty years ago it was an experiment to manufacture woolens for even the home market in Oregon or Washington. Some factories failed, closed up and stood idle for five, ten, fifteen or more years. Others pushed