

that Massachusetts was governed at the date mentioned by John Winthrop and not by Seymour Gibbons, whose name does not appear at all in the list of New England governors or "major-generals." Not the slightest reference is made to it in the records of Spain or Peru, and it is now generally conceded that the story is a creation of James Petiver, an eminent naturalist, who was a frequent contributor to the magazine in which it first appeared.

Here were now three distinct and conflicting accounts of the discovery of a passage through the continent, each of which had its supporters, and all of which occupied the attention of explorers for years afterward. To this must be added a fourth mystery—the River of Aguilar. This was a great stream reported by Martin de Aguilar to exist in latitude 43 degrees, about the region of the Umpqua, which he discovered, and made unavailing efforts to enter in 1603. In later years, when the French explorers of Louisiana were told by Indians of the great "River of the West," these two streams were considered identical.

In 1778 the celebrated Captain Cook made a thorough exploration of the coast, beginning below the forty-third parallel, and declared each and every one of them to be a myth; and such they were thereafter generally considered, notwithstanding the present Straits of Fuca were subsequently discovered, and, for diplomatic purposes, served to lend substance to the very shadowy voyage of the ancient Greek pilot.

HARRY L. WELLS.

SUMMER CAMPS IN THE COAST RANGE.

DO you know of a good camping place in the Coast Range Mountains; if so, where? Yes; many fine places for a summer camp. One in particular, for its varied scenery and healthfulness, is located on section 23, township 4 west, 3 north, owned by Paul Schulze, of Portland. Its principal features are nearness to Portland (only thirty-eight miles), a fine mineral spring, good fishing, good hunting, acres of the finest wild blackberries in Oregon, raspberries in abundance, a good wagon road within half a mile. About one mile from the justly celebrated Nehalem River there is a fine camping place, grass for horses and cows, with many conveniences not always found in a mountain camp, and only eighteen miles from Forest Grove, Washington County. On Gale's Creek, on the premises of George Hines, is a fine mineral spring, with many conveniences for camping, and located seven miles from Forest Grove. Another fine camping place, on the summit of what is known as the Nehalem Summit, between West Dairy Creek and the Nehalem River, at Horseshoe Spring. There is an exceptionally fine view of the valley, North Plains, Hillsboro and adjacent country, with plenty of berries, pheasants, grouse and quail, an occasional deer, and plenty of trout about two miles from camp. It is about seventeen miles from Forest Grove, with good wagon road to the spring, feed for horses and cows. There are many other beautiful and healthful places, as on Wilson's River, emptying into Tillamook Bay, but not so accessible.

A. TYLER.

THE AINSWORTH BRIDGE.

THE bridge constructed by the Northern Pacific at Ainsworth, W. T., where the track crosses Snake River just above its confluence with the Columbia, is a massive stone and iron structure, costing about \$1,250,000, and consuming two years' time in building. It was first opened for traffic on the 20th of April last. Previous to that time all trains had been transferred for three years from one side of the river to the other on the ferry boat *Billings*. As but a few cars could be taken at one time, this was necessarily a long and tedious operation. This is now dispensed with, adding much to the comfort and pleasure of travelers, and to the facility with which freight business is dispatched. An engraving of this structure is given on another page.

The bridge is a Pratt truss, with center-bar draw, consists of six spans and a draw, and rests upon solid granite piers and abutments. Four spans are each 246 feet long, one is 146 feet, another 65 feet, and the draw is 346 feet, aggregating 1,541 feet. It stands twelve feet above high water and weighs 1,000 tons. The approaches are 3,300 feet long. Preliminary work was begun in March, 1882, under H. D. Bush, civil engineer. In July following the work of constructing caissons was begun, under the superintendence of D. D. McBean, who was also contractor for the stone work. In February, 1883, after having built two piers and one abutment, McBean was superseded as superintendent by Captain Edward Spencer, and soon after was bought out as contractor by the company. A. J. White succeeded Bush as supervising engineer, and was in turn succeeded by Alfred Noble, who also has charge of the Second Crossing Bridge. Spencer was succeeded as superintendent by George A. Lederle, who is also assistant engineer. Ward Davidson, Charles Voegel, John McClellan, James K. Depue, James S. Quinn and Charles W. Young have been prominently connected with the work, Mr. Young having been continuously employed as foreman.

During the progress of this work the town of Ainsworth sprang up, and became a town of so much importance that the last Legislature created it the county seat of the new county of Franklin. It was supposed that a town would exist there only during the time the bridge was in process of construction; but it has been found that much agricultural land exists in the vicinity, which is being placed under cultivation, and as this is the junction with the Cascades Division, now under construction, Ainsworth will continue to be a good business town and increase with the development of the country.

A JOINT stock company has been organized in Columbia County, Washington Territory, with a capital of \$5,000, to erect and operate a cheese factory upon the co-operative plan, as many are conducted in the dairy regions of the East. There is room in the Northwest for scores of such institutions. A region that can import at a high price thousands of pounds of cheese and butter annually, ought to be able to support creameries and cheese factories of its own.