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Published Every Thursday by the Washington County Publishing Co. Incorporated at Forest Grove, Oregon

CITY - OFFICIAL - PAPER

\$1.00 a Year in Advance.

Entered at the post-office at Forest Grove, Oregon, as second class mail matter.

Address all communications to Washington County Pub. Co., Forest Grove, Ore.

If the NEWS fails to reach its subscribers or is late, we request that immediate attention may be called to the same.

THURSDAY, JUNE 22, 1905

THE editor of the Salem Journal announces that he is not a candidate for any office.—Roseburg Plaindealer. That's the first thing a candidate does. The Salem Journal was one of our indicted Binger's mainstays.

LAST night's program closed the year's graduation exercises of Pacific University, and besides turning out nine bright, new scholars, the school has maintained its usual high standard of excellence. Pacific University has a reputation that might well be envied by the majority of institutions of learning on the coast. Her laurels are many fold and far reaching.

THE Pennsylvania railroad, in running its trains from New York to Chicago in 18 hours, has set a new record for fast traveling in the United States. If such fast time can be made between Chicago and New York it will be but a short time until Western roads will put on faster trains, and there is a possibility that a trip from New York to Portland will consume but three days instead of five.

HILLSBORO is very much agitated over the Wm Reid railroad proposals which he is now offering that city. The anxiety of the railroad company which he is said to represent, in hurrying to begin work, is very much like other railroad propositions. As a rule they can never begin work quick enough. There is always much slowness on the part of the giver of the right of way, and it is always his fault that there is so much delay. But usually railroad companies are not modest in their demands; this one, however, only wants to go to Banks—nine or ten miles in the country. Perhaps that's far enough for this road.

WHEREVER public ownership of "public utilities," a euphonious title for street railways, gas and electric plants, and other things, becomes a fact, private ambition to do and dare will be destroyed. Had the government been the owner of our great railways in the United States, does any one believe that the comfort which one can have thereon today would have been possible? The government when it becomes the owner, must not recognize, nor can it recognize, classes or the demands of men whose wants differ from the wants of their fellows. The Pullman car, the high-grade diner, do not belong to a government owned and operated railway. The government would say that the rights of every citizen demanded equal comforts. The fact that one is willing to pay more than the other should not be allowed to enter into the government's scheme of management.—Salem Statesman.

Discovery of the Columbia.

The discovery of the Columbia by an American navigator was of high importance, inasmuch as it furnished the United States its original basis of claim to what is known as "the Oregon country" out of which the states of Oregon, Washington and Idaho and parts of Montana and Wyoming have been carved.

SAILED IN 1787.

Nearly two years before George Washington was inaugurated as the first president of the United States, Captain Robert Gray started upon a voyage on which he visited the Pacific coast at the mouth of the river now named the Columbia, although he did not make

sure at the time that he came so near discovering a great river. Two American vessels, the Columbia Rediviva, Captain John Kendrick, and the Lady Washington, Captain Robert Gray, sailed from Boston September 30, 1787 with cargoes of goods for the Indians. They rounded the Horn and sailed up the Pacific coast to Nootka sound, their object being to engage in the fur trade of the great Northwest. The two vessels, however, were separated by a storm soon after passing Cape Horn, and the Lady Washington reached the Oregon coast in August, where, near the 46th parallel, Captain Gray ran his ship aground in attempting to enter an arm of the sea which he had already explored in small boats for some miles, and which he believed to be the stream then vaguely known as the River of the West—now the Columbia. The ship was attacked by Indians and one seaman was killed and the mate was wounded. This attack caused the ship to put out to sea again. Historians differ as to whether Gray actually visited the mouth of the Columbia on this voyage. Greenhow holds that the fight with the Indians took place in the Columbia, but Bancroft is inclined to believe that it was Tillamook Bay. The Columbia and the Lady Washington both anchored in Nootka Sound until the next spring, returning to Boston, August 10, 1790.

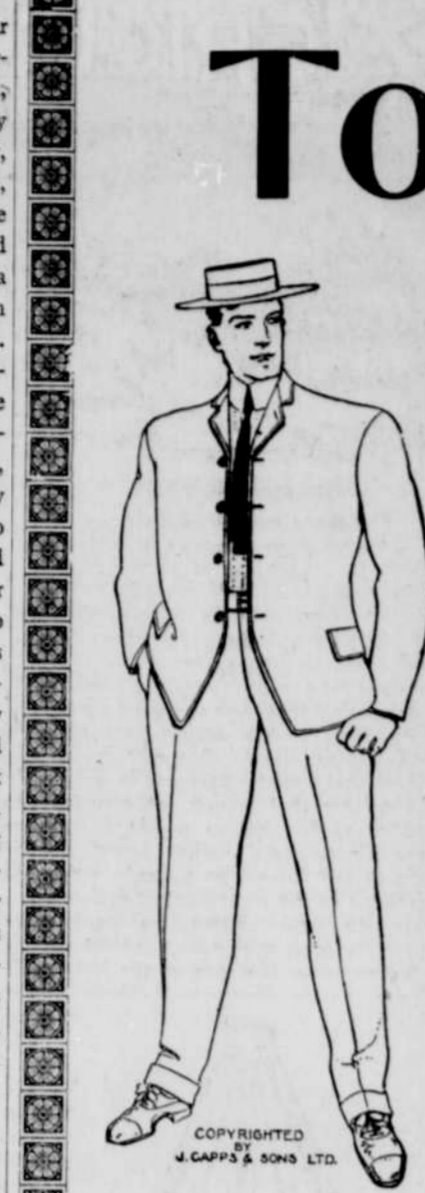
ADVENTUROUS NAVIGATORS  
It should be remembered that at this time there were many adventurous navigators who were eager to discover the mouth of the great river of the west. They believed it to be the Pacific end of a mythical "northwest passage" extending across the continent from Hudson's Bay. Many years before, the British government had offered a prize of 20,000 pounds to the navigator who would discover this passage, which for a century had been supposed to exist. The Hudson Bay company, which held the Crown's charter granting it exclusive right to trade in the whole of interior and Western North America above the Spanish possessions discouraged any attempts to find this passage from the Hudson bay side, and the navigators made search for it on the Pacific coast.

Captain James Cook, the most famous British navigator of his time, had sailed only 80 days after the declaration of American Independence, in the hope of discovering the imaginary passage. On the 18th of January, 1778, he discovered the Hawaiian Islands, which he named the Sandwich islands in honor of the first lord of admiralty. Resuming his eastward course, Captain Cook encountered the coast of "New Albion," otherwise Oregon, near the 44th parallel, far south of the Columbia. Severe storms drove him far out to sea and he did not reach land again until he was 2 degrees north of the mouth of the Columbia.

THE NEW COUNTRY

Cook returned to England after four years of voyaging, and the accounts of his expedition aroused great interest. Great Britain being eager to annex the new country on the Pacific. England, Russia and France each dispatched expeditions to explore the region more thoroughly and to share in the fur trade of Nootka sound. Captain John Meares, a British navigator, sailed in a vessel to engage in the fur trade on his own responsibility, and during his voyage he found an opening in the coast which he named "Deception bay," but which undoubtedly was the mouth of the Columbia. Meares, however, did not discover that it was a river and sailed away. Had he made the discovery, Great Britain might now be the possessor of all the rich territory surrounding and including the Lewis and Clark exposition site.

But Captain Gray remained only six weeks in Boston after returning from his first voyage, starting for the north Pacific again on the 28th of September, 1790, this time in command of the ship Columbia Rediviva. Gray reached Vancouver island the next June. About the same time Captain George Vancouver of the British royal navy, began a series of voyages up and down the Pacific coast, for purposes of exploration. In April, 1792, he reached "Deception bay" and made some observations, falling in a little later with the Columbia a few miles south of the straits of Fuca. Captain



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Gray freely informed the Briton as to his own observation, but Vancouver declined to believe in the existence of the river of the west. Once more Great Britain sailed away from an important discovery of great importance.

SAILED SOUTHWARD

Leaving Vancouver in the straits of Fuca, Captain Gray sailed southward in the good ship Columbia, and on May 7, entered a port which he named Bullfinch harbor, in honor of one of the owners of his vessel. Many Indians surrounded his vessel, rowing out in their big dugout canoes. Gray warned them to keep off, but they advanced, and he opened fire on them. It is this incident which George Davidson has illustrated in his curious drawing, which gives a most remarkable rendering of the heights and headlands at the mouth of the Columbia river. On the 11th of May, the Columbia safely crossed the bar and entered at last the mighty river, upon which Captain Gray bestowed the name of his ship. He cast anchor 10 miles up the river, and a few days later he proceeded 15 miles farther up the Columbia, got into the shoal water by missing the channel and then dropped down to anchor again near the mouth.

Not long afterwards Captain Vancouver also sailed up the river, being convinced by this time that it really was the river of the west, of which the Indians had told.

Captain Gray's discovery of the Columbia, together with the exploration of that river and the interior country by Meriwether Lewis and William Clark

13 years later, gave the United States its claim upon the Oregon country, and by the treaty of 1846 added 307,000 square miles of opulent territory to our domain.

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Local Time Table

Trains on the Southern Pacific arrive and depart on the following schedule:  
GOING SOUTH  
No. 2... 9 A. M. No. 4... 6:21 P. M.  
GOING NORTH  
No. 3... 6:59 A. M. No. 1... 4:16 P. M.  
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