

the gate sill. The strength of this caisson will be mainly obtained by the four closed girders which form its decks at different heights from the bottom or sill timber. These girders will be formed by bending leaves of timber, or layers of planking over one another, thus avoiding cross-grain structure, and by bolting edgewise attaining the rigidity of solid grown timber to the width of twenty feet in each girder. The water to fill the dock is admitted through the caisson, the flow being regulated by slide valves operated by screws at the upper deck. The operation of docking and pumping out a ship will on the average probably occupy about three hours time. The pumping machinery for emptying the dock is designed by J. C. Henderson, Chief Engineer of the O. R. & N. Co.'s steamship line. The pumps are two in number, eighteen inches in diameter, of the centrifugal style, manufactured by Clark & Van Wie, of Syracuse, N. Y. Each pump will be driven by a compound engine of ample power for the speed required which will be obtained without gearing of any kind.\* It is expected the Portland Dry Dock, when completed, will have cost \$125,000 and that it will be in full operation early next year.

Adjoining the dry dock there is now under construction a wharf, the largest on the continent. It will be 2,600 feet in length, two stories in height and have in the center an immense grain elevator. This, like the dry dock, is the property of the O. R. & N. Co., and will form another great convenience to the shipping interest of the Pacific Northwest.

**NO RATS.**—In all the expositions, able and otherwise—of the great advantages and resources of Eastern Washington, we do not remember of seeing her freed from a certain affliction mentioned with more telling effect, than a few days ago in the Bureau of Immigration.

A party of would be settlers were examining the exhibition of grain with great interest, meanwhile plying the gentleman in charge with questions. While thus engaged, a man who had taken just a "little" too much entered and joined in the fusillade of questions. All had been answered to the evident satisfaction of the inquirers, when our

\* At the present writing the details of engines have not been determined.

friend essayed one more: "Shay, shay, Misher, do yeh ave any snakes up thar?" "Yes," was the reply, "but it will be of special interest to you to learn that if you get ten times fuller than you are now, yes, if you get the *delerium tremens*, as long as you live east of the mountains, you'll never see rats."

It is a peculiar fact that Eastern Washington Territory is entirely free from rats.

The mischievous meddlers und lobbyists who largely for mercenary purposes bamboozled a green member of congress into presenting a bill, looking to the forfeiture of certain railroad land-grants, have subsided. An examination of the N. P. R. R. grant, as well as a view from the side of right and equity, gave them no hope of creating more than a scare, and even in this they were not successful. Won't some kind soul pass around the hat for the relief of the lobby?

#### A WONDERFUL CLIMATE.

A letter from Tacoma, on Puget Sound, the western terminus of the Northern Pacific Railroad, dated January 25th, addressed to the editor of the *Philadelphia New Northwest*, says: "For four days past I have been spading up my garden, and pruning and setting out plants." 'T was so last year; it is so every year. There is not a winter month in Oregon or Washington Territory in which flowers and plants of many kinds do not bloom in the open air. A Missourian, writing to the *St. Louis Journal of Agriculture* of the wonderful climate of this region, says:

"Last winter—1880 and 1881—all kinds of stock grazed through the whole winter in Clarke, Cowlitz, Lewis, Wahkiakum and Chehalis counties, in Washington Territory; and on the 31st day of March, 1881, at Cape Disappointment, 496 feet above the level of the sea, all kinds of wild flowers were in bloom, also red and white clover; and the tame grasses were over six inches in height. On the 3d day of April the writer of this visited Vancouver Barracks, located at Vancouver, Clarke county, Washington Territory, and saw wild plums in blossom, and lettuce, radishes, potatoes, and other garden truck, growing in the gardens south of the barracks. In the markets right off these pastures, grass fed. In Minnesota, at that time, they had plenty of snow, with extreme cold weather. In Missouri and Illinois the weather was cold, and all kinds of stock had to be fed with dry food."

**THE RECEPTION ROOM FOR IMMIGRANTS.**—On the grain exhibit stand, at the rooms of the Bureau of Immigration in this city, appears a State motto, "*Alis volat propriis*," (she flies with her own wings.) That this motto is well chosen is apparent on every hand. There is no article that is needed for the comfort of man or beast, but what is produced, or can be found in the Pacific Northwest, of a superior quality. Immigrants from different parts of the globe will visit the Bureau rooms and examine the display and admit this fact. The Bureau of Immigration managed by Mr. Paul Schulze, and is under the patronage of the different railway companies. To answer the numerous letters of inquiry about the Pacific Northwest, and transact the general business of the office, Mr. S. requires eight assistants. Notwithstanding the immense good the Bureau accomplishing, in making our capabilities known abroad, they make no parade, no fuss, ask no aid or assistance from the State, and therefore but few of our own residents are aware of the existence of this important factor in settling up the Pacific Northwest. The rooms are located at railroad headquarters, corner of North Front and D streets, and are open to the public daily, except Sundays, from 8:30 A. M. to 5:30 P. M. It would not be a bad idea for some of our residents to drop in, learn what is being done for them and at the same time become better acquainted with the capabilities and advantages of the Pacific Northwest.

**THE GRAND UNION DEPOT.**—In this number will be found an illustration of the accepted plan for the Grand Union Depot, to be erected here by the different lines of railway centering in this city. It is said that when finished it will be the largest structure of the kind in the world; some idea of its immensity may be formed when the reader understands that, with its courtyards, it will cover twelve full blocks of ground. It will be bounded by H and M, Seventh and Eighth streets. The principal entrance will be at Park and H streets, and should the idea be carried out of throwing the Park blocks into one continuous boulevard, it will give this city pleasant and necessary recreation grounds of over two miles in length. In erecting the depot none but the most lasting materials—stone, granite and iron—are to be used. Samples from the different Oregon and Washington Territory stone-quarries have already been forwarded to Mr. Villard at New York, and as soon as a selection is made, and the companies obtain the right to occupy the streets, construction will be commenced. The architect's and engineer's estimates place the cost of construction at \$1,500,000. All the different business offices of the companies will be located in this building; in fact it will be the general headquarters for transportation lines. There can be no possible doubt but what the expenditure of one and a half millions of dollars in the construction of this depot will be a great benefit to Portland, and when completed it will be a structure that every citizen may be justly proud of. All silly twaddle about street obstructions may as well cease. The fact is, the site of the depot at present is an unsightly swamp, has no streets, and never will have any, unless the railroad companies see fit to make streets. At present they own nine-tenths of the property adjoining the depot grounds, and the hardship of street obstructions, after they have made the streets, will fall nearly altogether on their own shoulders.