

56-POUND RAIL FIRST USED FOR U. P. LINE HERE

J. K. Fitzgerald Remembers Interesting Facts About Days of '84

Although not actually employed on the first railroad which came to La Grande, J. K. Fitzgerald had a part in the building of the road. His father, Paddy Fitzgerald, who was a section boss for many years, was the contractor for the laying of the road between a short distance west of Hot Lake at the Cokeler place, and as far as Oro Dell.

The younger Mr. Fitzgerald, who for the last several years has been the owner of a barber shop here after retiring from railroad-ing, was employed by his father, laying track or what is now known as "section hand."

Interesting among the facts which Mr. Fitzgerald remembers in connection with that first road is that the steel used on that first track was 56 pound, while today 110 pound steel is used on the ordinary railroad tracks. He also states that except for numerous reconstruction jobs, the filling in with train loads of gravel, etc., the original track still remains on which that first train pulled into La Grande 50 years ago.

In later years Mr. Fitzgerald was employed as fireman and brakeman on this line, but his railroad experience began when working for his father, both in Nebraska, from where the family came to Oregon, and then on the present line of the Union Pacific through the Grande Ronde valley.

"Of course," Mr. Fitzgerald states, "La Grande was entirely up on the hill when the railroad was started, and during the time when the road was being built, a hotel, several saloons and finally Mr. Roesch's brewery sprang up, on Jefferson avenue." The hotel was located on the approximate location of the present O'Connell Rooms, and was used to accommodate the men who were working on the road. "Old Town" was still the business district of La Grande.

BAROUCHE TO BE FEATURED IN PARADE

Baker intends to send an unusually large crowd of people to La Grande for the Semi-Centennial U. P. celebration. It was announced today by J. B. McLaughlin, general manager of the committee.

While there he arranged for the appearance of an old barouche in the parade here July 20, the same barouche that was in the Baker Mining jubilee parade. Also a Baker mining display is to be shown in one of the La Grande show windows during the celebration.

"Baker is planning to enter two or three floats in our parade, also," McLaughlin said.

Pendleton Enthusiastic
Jim McLaughlin and A. W. Nelson were in attendance at the monthly membership meeting of the Pendleton chamber of commerce the other day. Pendleton is enthusiastic about the La Grande celebration, they reported upon their return, and said the Round-Up association has promised anything they have that might aid to the success of the jubilee here. Mayor Jack Allen, of Pendleton, is among the most enthusiastic workers for the success of the U. P. celebration in the Pendleton country.

GIVES RULES FOR FRIDAY MORN PARADE

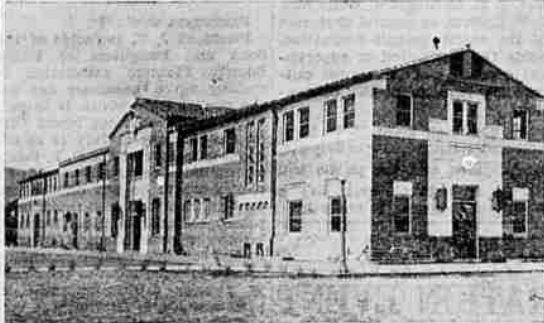
Rules and judging standards for floats in the Friday morning parade of the Semi-centennial celebration were announced today by the parade committee.

Floats must be a decorated float or car. No cars with only signs on them will be permitted.

Judging is to be made on the basis of 100 points, distributed as follows: Uniqueness of idea, 50 points; harmony of color and balance, 25 points; perfection of detail, 10 points, and elaborateness, 15 points.

All floats must be registered at the chamber of commerce not later than Tuesday, July 17. No one will be admitted to the parade unless registered. Positions will be assigned to all those registering.

LA GRANDE'S U. P. STATION



La Grande's Union Pacific station, erected only a few years ago, is one of the most beautiful and complete buildings of its kind between Boise and Portland. The above picture was taken shortly after it was completed before the growth of creepers lent additional beauty to the building.

COMMENCEMENT EXERCISES

The graduating exercises of the La Grande public school will be held at Steward's opera house Friday evening, May 26. Graduates are Miss Lulu M. Hansen, Miss Fannie Wehrter, Miss Ruth E. Chenault, Miss Susie L. Deal, Miss Katherine Weller and Miss Bessie A. Collison.—La Grand Chronicle, May 17, 1893.

FAIR TO BE HELD

The second annual fair of the

Grande Ronde Valley Agricultural society will open here week from next Monday.—La Grande Gazette, Sept. 23, 1892.

FREIGHT TRAIN WRECKED

Freight train No. 21, west-bound, was wrecked at North Powder last Tuesday night. Ten cars were thrown into the ditch, and the track was torn up for about 100 yards.—La Grande Gazette, Oct. 21, 1892.

GRANDE RONDE VALLEY IS GREAT LIVESTOCK CENTER

The Grande Ronde valley is especially adapted to many types of livestock raising, particularly cattle, both beef and dairy, swine and sheep. Horses, mules, etc., are raised in smaller quantities, of course, largely as the farmer needs them for his own uses.

In cattle, Union county boasts of some of the finest herds in the state, with purebreds predominating. This is to a large extent due to the influence of the Eastern Oregon Livestock show held annually at Union in June, and the largest show of its kind in the northwest outside of the Pacific International Livestock exposition at Portland.

As a dairy county, with an abundance of hay and fine pasturage, Union and Wallawa counties together rank as the leading dairy section east of the Cascades. In this county alone there are approximately 7500 dairy cows, which supply an abundance of milk for shipment to nearby market centers. In all, including dairy cows, there are 25,000 head of cattle in Union county, most of which are raised for beef purposes, and bring a fine income to their owners.

The last check revealed nearly 12,000 head of swine on Union county farms, and a total of more than 20,000 head of sheep, which in the summer graze on the mountainous areas surround-

ing the valley. The county also is important as a chicken and egg producing district, with 40,000 chickens sold alive or dressed annually, and around half a million dozen eggs produced each year for both home and metropolitan consumption.

FRIDAY MORN PARADE WILL BE BIG SHOW

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features, four American Legion drum and bugle corps, the famous Ogden band, soldiers, Indians, etc., all are included in the plans for the parade, which are now assuming definite shape.

This parade, the committee said, should not be confused with the pioneer parade to be staged on the day previous July 19.

Capt. Walter A. Bean, of the 186th Infantry, has been appointed parade marshal and also is division chief of the section including patriotic organizations. The second division railroad and fraternal floats, is headed by T. B. Salmon; the third division, guest and commercial floats, by Homer V. Leffel, and the fourth division, Indians and miscellaneous, by A. K. Parker. Capt. Bean and his division chiefs will have full supervision over the procession.



Gay Swains of the '80s and '90s

would have come to our store for adornment

Unfortunately for us we were not in business here quite that early. Had we been, we are confident we would have had the finest assortment of grey stripe or check trousers, bright cravats, high choke collars, top-pers and derbies and other dress requisites of the day.

Just as Now--

We offer to the men and young men of this generation the latest in style and custom that, judging from our growing trade, appears to appeal most pleasingly to their tastes as well as satisfying to their pocketbooks.

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