

"OREGON PONY" TO APPEAR IN RAILROAD JUBILEE

First Locomotive to Operate in Oregon is Same Age As La Grande.

The Oregon Pony locomotive, to be here during the Semi-centennial Union Pacific celebration July 19, 20 and 21, was the first locomotive to operate in this state, arriving in Oregon March, 1862, and employed in the operation of the first railroad, a five-and-a-half mile long portage line along an unnavigable stretch of the Columbia river.

The last several years it has had a permanent setting in the parking adjoining the Portland, Ore., union passenger station, where many La Grande people have stopped to inspect it.

After it was operated for a year the engine was set aside because larger and more powerful locomotives had been acquired by the owners of the steamboat property, who shortly constructed other portage railroads and abandoned older ones. After some years it was sold to a San Francisco grading contractor, who adapted it for his work.

Stored again for a long period, it was brought out of obscurity to be exhibited at the Lewis and Clark exposition held in Portland during the summer of 1905, and becoming the property of the state of Oregon by the generosity of the contractor who had bought it in 1896, the pioneer transportation machine was placed in the care of the U. P. system's officers at Portland. Finally, in December, 1929, it was given a permanent resting place.

It is a peculiar coincidence that this locomotive was built in 1861-62 in San Francisco, during the same period that the first settlements were being made in La Grande. So when it is exhibited here next week, it should be remembered that both the locomotive and the city were "born" during the same period, and therefore are of an identical age.

The locomotive was shipped north to Portland on board the steamship "Pacific," which left San Francisco March 24, 1862. The Portland Daily Oregonian's city editor, browsing around town for items for his newspaper, the next day discovered the unusual object on the wharf, and mistaking it for the engine ordered, but not yet delivered, for the Oregon Steam Navigation Company's Dalles portage railroad then being built, penned the following:

"The Iron Horse"—The Steamer Pacific brought up from San Francisco a fine new steam engine for the railroad in course of construction between The Dalles and Des Chutes. The engine is called the "Pony," and will no doubt startle the Cayuses who roam in that neighborhood from their propriety . . . God speed the "Iron Horse."

Now for a few statistics. The size of the cylinders: six-inch diameter, 12-inch stroke; size of drivers: 34 inches; driving wheel base, seven feet; total wheel base of engine: seven feet; total length engine and tender over couplers: 14 feet 3½ inches; and total weight engine and tender: 9700 pounds.

E. O. N. OPENS SEPT. 24

The fall quarter of the Eastern Oregon Normal school will begin on Monday, Sept. 24, and end Saturday, Dec. 22. The winter term begins Wednesday, Jan. 2, the spring term Monday, March 23, and the summer term Monday, June 10.

TO HUNT ELK THIS FALL

An open season on elk from Nov. 5 to Nov. 11, inclusive, has been set for Union, Umatilla, Baker, Wallowa and Grant counties this year, except for certain closed sections.

COUNTY RICH IN GAME

Sportsmen are looking forward to the best Chinese pheasant hunting season in years this fall in Union county. The season is from Oct. 15 to Oct. 31, both dates inclusive.

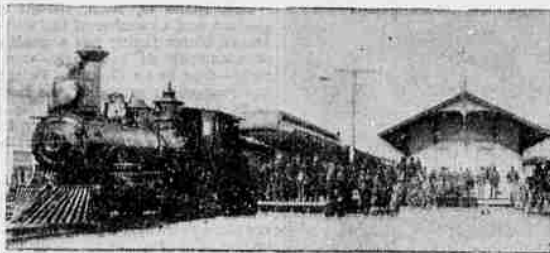
DEER SEASON IN EARLY FALL

The deer season in Oregon this year will be from Sept. 20 to Oct. 25, both dates inclusive. Bag limit for mule deer is one, and for Columbia blacktail two. Grouse season is open from Oct. 15 to 31.

THREE DEPOTS SHOWN

On different pages in this railroad celebration edition of the Observer appears photographs of La Grande's three depots—the one built in 1884, the one erected in 1900, and the one built about 1930.

THIS CITY'S FIRST DEPOT



Here is a picture of the first Union Pacific depot in La Grande, erected in 1884 when the first railroad train came into this city over newly-laid rails. The above photograph shows engine No. 63, which was used here several years after the railroad was built, and was one of the first locomotives in service here. The crowd at the depot was well decorated with mustaches of a large, flowing type — very popular and manly in those days. To the right may be seen one of the early horse-drawn vehicles. On the smokestack of old "63" may be seen a pair of large deer horns, symbolic of the decorative spirit of the earlier days.

RODEO WILL BE HELD AT THE STADIUM

The rodeo program during the U. P. celebration will begin at 1:30 p. m. on Thursday and Friday, and at 10 a. m. on Saturday, according to Ben Jory, arena manager of the rodeo, which is

owned by Ted Moffitt.

The daily program, with finals in all contests Saturday morning, follows: grand mounted parade of cowboys, cowgirls and Indians, introduction of officials, judges and Sweetheart of the rodeo, bull riding, trick and fancy roping, bucking contests (\$100 first prize, \$50 second and \$25 third), Indian war dance, calf roping and wild cow milking.

JANE SMITH "SWEETHEART" OF CELEBRATION RODEO

CITY HOTEL FACILITIES AMONG BEST

La Grande has perhaps the finest hotel accommodations in Eastern Oregon, with the two largest hostleries the La Grande Hotel and the Sacajawea Inn.

Located at opposite ends of Adams avenue in the business section, these hotels, the La Grande six stories in height and the Sacajawea seven stories, make this city a mecca for travelers both by rail and automobile. The rooms in both are modern in every respect, comfortable to the nth degree and service is of the type that brings the patrons back time after time.

Besides the sleeping room accommodations, both also are equipped with apartments where many make their permanent homes. Dining room and lunch counter service is provided in both, and both have spacious ball rooms which are frequently used for community activities.

Already, with the Semi-Centennial U. P. celebration still a week in the future, both report a large number of reservations received for rooms during the five days of next week when the B. of L. E. convention and the railroad jubilee will be held here.

Miss Jane Smith, daughter of Postmaster Tony D. Smith and one of the most popular young women of Union, has been selected as "Sweetheart" of the rodeo, which is to be staged here during the Semi-centennial Union Pacific celebration by Ben Jory.

The rodeo will furnish exciting programs during the days of the jubilee, and Miss Smith and her attendants, Ken Depew, champion roper, of Pendleton—home of the famous Round-Up, and Norman Stewart, champion broncho rider, of Clarkston, Wash.

Miss Smith was selected for the honor by rodeo judges, Herb Thompson, of Pendleton; Dean Dudley, of Athens, and Charles Hutchinson, of North Powder.

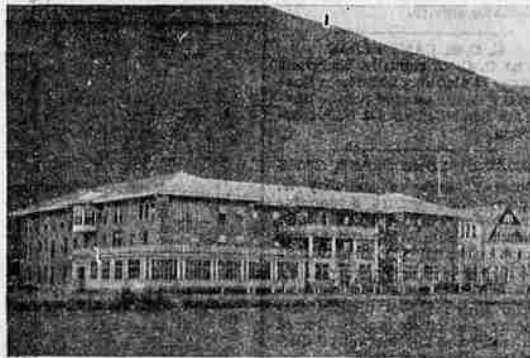
In addition to reigning over the rodeo each day, Miss Smith and her attendants will appear in the modern parade to be staged Friday morning in downtown La Grande.

Miss Smith is a horsewoman, and has had much experience in the equestrienne art. She also was among the princesses selected for the Eastern Oregon Livestock show held at Union in June of this year.

2873 PUPILS IN 1888

In 1888, the first year of public records, there were 2873 pupils attending school in Union county. There were 45 teachers on the county payroll at that time.

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