

SATURDAY, MARCH 24, 1888.

**GRAND RONDE'S CITY.**

A Visit to La Grande—Its Growth—Its Bank And Things Generally.

Yesterday I spent in La Grande, among La Grandites, and I enjoyed myself and bored others until they could not rest. It has been three years since I was last there, and during that time La Grande has been visited by two disastrous fires, but instead of retrograding the old wooden buildings consumed have been replaced by 1 and 2 story brick structures. La Grande's streets are wide, too wide in fact to make a good showing with the present style of architecture in vogue there. The town is supplied with three or more business streets, not in name but in reality, and business is done on all of them. Business property is comparatively cheap for a town of its size and importance, for it must become one of these days the city of the valley and a growing bustling one, too. The growth of the town is greatly due to the immense trade set in motion by the money spent by the railroad people employed by the O. R. & N. company amounting to \$5,000 a month. If it were not for this, I am afraid the town would not show marked improvement, as the citizens of La Grande, as a whole, are truly lacking in enterprise and show no sign of waking from their lethargy. With proper energy the town could be made to prosper, as few towns could, and would soon become one of the best advanced of the towns in the State. To say it has not a bit of enterprise is untrue, for in one or two instances the right kind of spirit has manifested itself. The most prominent among these is the organization of the La Grande National Bank, and the only bank there. It has not been long in existence, being organized last year, but it has already reached first place among the banks in Union county under the able and efficient management of Mr. W. H. McDonald, its cashier. The present board of directors consists of Messrs. M. Baker, H. Anson, R. J. Rogers and W. H. McDonald, of La Grande, and James Steel and J. L. Loberger, of Portland. The bank has prospered from the start and owns and occupies one of the quietest, prettiest and most substantial buildings in the State, constructed at a cost of about \$12,000, including furniture, fixings, finishings and the balance of the f's. The furniture is elegant, and at the same time a model of convenience and good taste. It was purchased in Chicago at a cost, including delivery to La Grande, of \$1,100. The desks, chairs, counters, settees and railings are made of solid walnut of beautiful finish, with solid brass mountings and brass wicker work. The plan of arrangement is just excellent, enabling one person to attend to the business of the bank without inconvenience or overwork. There is not a better model for a bank in the whole country than the La Grande National Bank, and if you go there to see it Mr. McDonald, the cashier, will take pains to show you around, and be sure to treat you right. I speak from experience, I have been there.

There are six hotels and several restaurants in the town, all seemingly doing a good business, as transient travel appears to be large. The most popular of the hotels is W. S. Ford's Cottage Hotel. Mr. Ford caters especially to the trade of commercial men and gets it.

La Grande's streets present a very tidy appearance, the cross walks being extraordinarily substantial and commodious. No man, no matter how "off," can fail to cross La Grande's streets safely. He could not stray "off" of such cross walks if he were in the highest pitch of "how come you so." They were made specially to accommodate railroad men.

La Grande has an anomaly in the shape of a man who sings with the singful (new word) and prays with the prayerful. Some of his friends say he is pious "for revenue only" as he never hesitates to swear at the combination of the office sale when it won't work to suit him. Some of them confidently assert that he means mischief and asked me if I would not give his intended victim a warning, so that his "confessionals" and "experiences," made while standing, would not mislead the unwary. The railroad boys are seldom wrong in their surmises and are never untrue to their friends.

I returned to Pendleton on the freight, the passenger train being late, as usual. The freight left La Grande yesterday consisting of twenty cars, heavily loaded, headed by three engines until Kamela was reached, when two of the "monsters" were dispensed with, the rest of the journey being down grade, with not a bit of use for steam. In one or two places on Meacham creek the grade is 116 feet to the mile, and freight trains have to be closely watched and well manned to safely run such gauntlets. Altogether, as an experience, riding on a freight train has more attractions than the average ride on passenger trains. In the language of Saxe, "Bless us it is pleasant, riding on the rail," and John G. did not refer to a fence rail either.

I visited the United States Land Office while at La Grande, and found Mr. Outouse and Mr. Rinehart, the receiver and register, in excellent spirits, and overflowing with patriotism for the Democratic cause. They were certain of Democratic success in Union county, and thought that the Democrats of Union county would accept the choice of the Democrats of Umatilla for joint senator.

The Land Office force were busy, and had been for several days, with three hundred and more patents to Pendleton town lots, arrived from Washington.

E. O. TRAMP.

J. J. Byrne, Jr., of the Chicago, Santa Fe & California, the new line built by the Santa Fe Company between Kansas City and Chicago, says that the road will be opened for through business between Chicago and San Francisco on May 1.

A door-walker in a Chicago dry goods store had the minimum salary of \$12 per week upon which to support a family of four. He began to steal ribbons and finally was caught taking bolts of silk. Before the Police Court he said, "I didn't do it. The \$12 salary was the thief."

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Blk 41, lots 1 to 18 inclusive.	Blk 89, lots 1 to 14 inclusive.
" 42, lots 1 to 18 inclusive.	" 90, lots 1 to 14 inclusive.
" 43, lots 1 to 18 inclusive.	" 91, lots 1 to 14 inclusive.
" 44, lots 1 to 18 inclusive.	" 98, lots 1 to 14 inclusive.
" 45, lots 2 to 18 inclusive.	" 99, lots 1 to 14 inclusive.
" 46, lots 10 to 15 inclusive.	" 100, lots 1 to 14 inclusive.
" 87, lots 1 to 14 inclusive.	" 101, lots 1 to 14 inclusive.
" 88, lots 1 to 14 inclusive.	" 102, lots 1 to 14 inclusive.

One (1) acre more or less in lot 8 in NW<sup>1</sup> of Sec 10, Tp 2 N, R 32 E, bounded on the SE by Umatilla Reservation line, and on the west by the west boundary line of the S. L. Morse homestead claim.

1 grand stand building; 1 saloon; 1 dwelling house; 1 horse; 1 wagon; 1 set harness, Etc.

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FOR THIRTY DAYS ONLY!

\$8,000 Worth of Boots and Shoes;  
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Leaves at 6:00 a.m. for Walla Walla via San Francisco

To San Francisco, night, as follows:

Oregon Sat. Mar. 3; State, Sat. Col. Thurs. " 6; Oregon, Wed. State, Friday, " 9; Columbia, Sun. " 11; Oregon, Mon. " 12; State, Tues. Col. Thurs. " 15; Oregon, Fri.

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