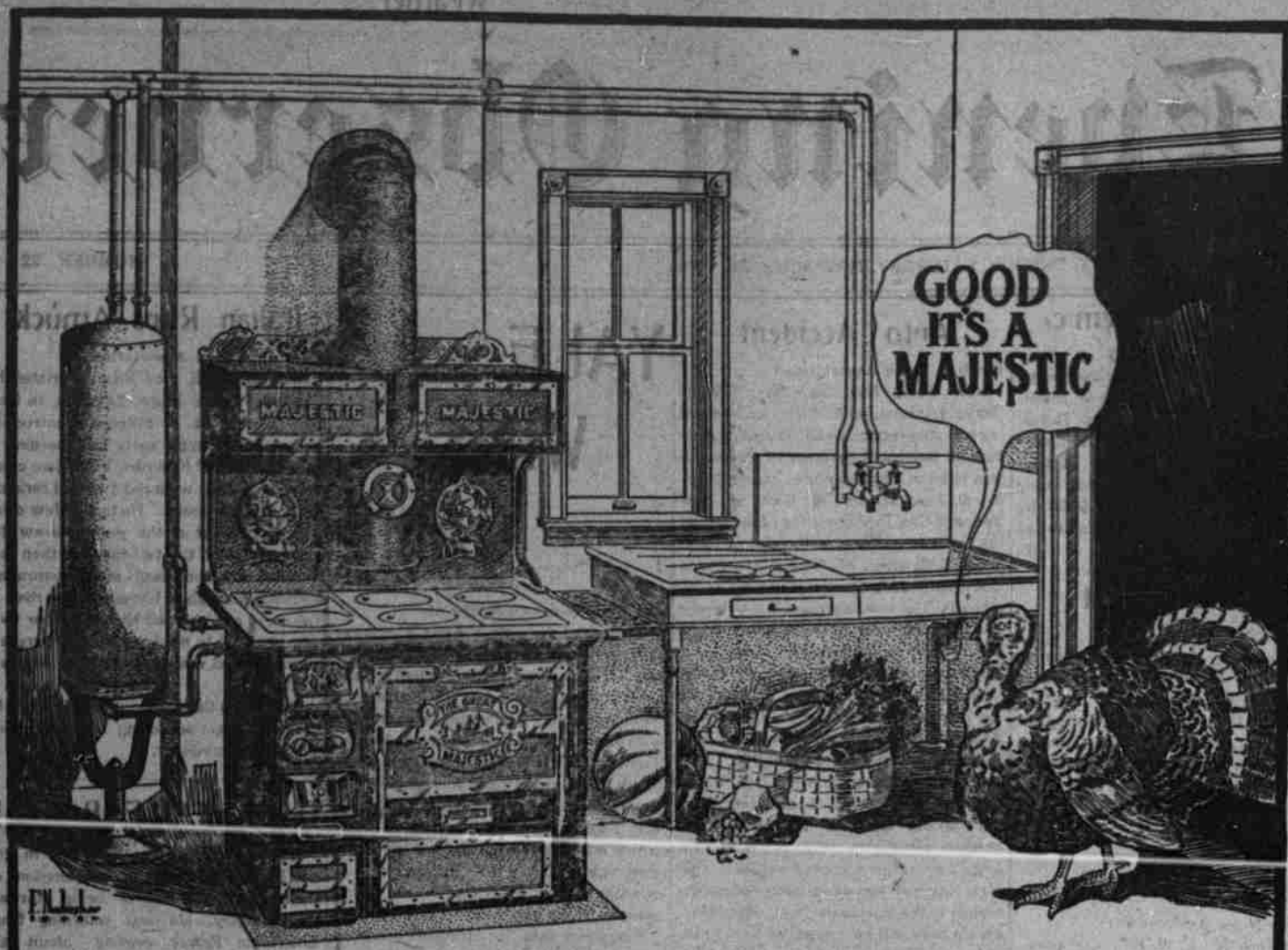




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Holidays

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PROPRIETOR

La Grande Evening Observer

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ROAD MAKING IN OREGON

The Good Roads Convention that has just closed an interesting session at Corvallis, Oregon discussed roads and road making in an agreeable, and it is hoped, in an effective manner, and the only objection to it is that it may have a tendency to make the people want the general government to do what they can and should do for themselves.

Governor Chamberlain, in an address, advocated that the Congress of the United States should be asked to make an appropriation to assist the people of Oregon in country road making, which looks well on paper, and the only objection to it is that it may have a tendency to make the people want the general government to do what they can and should do for themselves.

The general government has already made liberal appropriations of land to assist Oregon in road making. Should our representative in the national congress ask for money aid, and some inquisitive member from some other state should ask for a showing as to what Oregon has done with the proceeds of the 1,801,050 acres which the United States has granted to Oregon, proceeds of which were to be used in wagon road making, what answer could our members make? How much good or even passable wagon road can our members or anybody point to in reply to the question, or give any satisfactory explanation as to what has been done with the proceeds of the land, which at the minimum price of public land should have brought to the state \$2,251,300.

Perhaps our readers, who know the actual conditions of the public roads in Oregon, and that the residents of the several road districts or the taxpayers there-in did the work or furnished the means where-with the roads were constructed,

and never having heard of these land grants, may think there must be some mistake about the above statement. The official records bear out the OREGONIAN's statement and show that the act admitting Oregon into the Union granted Oregon 500,000 acres of land for road making. In 1864 Congress granted 361,327.45 acres of land to build a wagon road from Eugene east through the Klamath county. In 1866 Congress granted 76,835.98 acres to construct a wagon road from Corvallis to Uquias Bay. The same year Congress granted to Oregon 107,895.01 acres to build the Willamette valley and Cascade Mountain wagon road. In 1867 Congress granted 126,910.25 acres of land to Oregon to make a wagon road from The Dalles to Snake river, and in 1869 a grant of 104,080.11 acres was made for constructing a wagon road from Coos Bay to Roseburg. The total of all these grants is 1,801,040.47 acres.

The only explanation as to what has become of all these acres, our representative in Congress can give is that the state turned the land over to corporations that did not build roads but kept the land.

The next question that will be asked our members in Congress is "what evidence have we, in view of the past or still later events, that Oregon will handle any money the government may grant it to build roads with to any better purpose than heretofore?" With such a record what hope is there that Congress will vote money for road building in Oregon? If roads are built in Oregon, Oregonians must do it. It is a waste of time to ask Congress for further aid in that line.

Surprise yourself by taking a walk over the city and note the many new houses that have been built during the present year and those now in course of construction. We have all deluded ourselves into the idea that the Lewis and Clark fair resulted in everybody postponing building this year. While it is a fact that some did wait until spring, many did not.

La Grande is certainly to be congratulated. For many months we have been working in perfect harmony, and we have been prospering too. We believe every business house in the city has been prosperous during the year 1905. In view of the fact, that frequently this city, in the past, has been torn asunder by political factions, it is a pleasure, which causes the most favorable comment, to note that practically on the eve of another campaign, no factional disturbances are apparent, neither are they considered probable. La Grande has every reason to feel assured that with the ushering in of the new year, another area of prosperity confronts us.

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Suction Eye Glass

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Holiday goods are beginning to arrive. Best line ordered ever brought to the city.

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