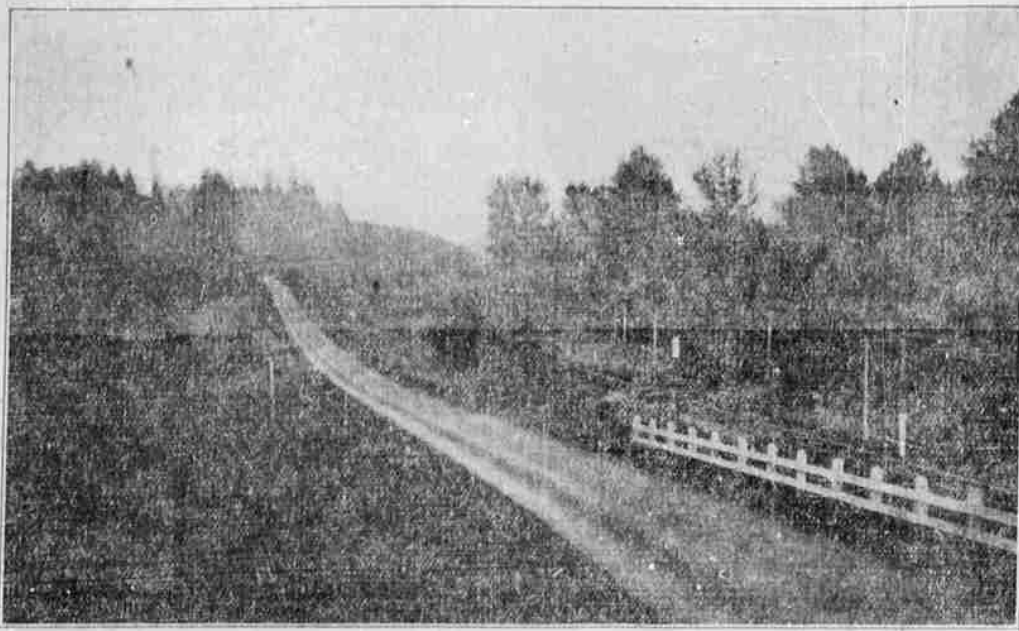


Paved Road on Pacific Highway



Scene along Pacific Highway between Cottage Grove and Saginaw in Lane county.

MILLIONS ARE EXPENDED ON STATE'S ROADS

State, Federal Government and Counties Share In The Expense.

UNION COUNTY'S PROPORTION HEAVY

An Exhaustive Study of the Cost and Maintenance Is of Interest.

(By A. W. Nelson.)

Money and engineering skill have wrought wonders in the building of the Old Oregon Trail, section of Oregon's highway system. Even of inestimable value that it is penetrating some of the most rugged sections of the state as it does, this road today is proof of what the ingredients of mind and money can do. Built to connect the more populous portions of the state with each other, it is a means to the west and on a link in an ocean-to-ocean highway, the road has an outlet of tremendous value to the state. It is of tremendous value to the localities along its winding path—but it cost tremendous sums of money. Overhead after overhead, mile after mile of mountain trail blazed, bridge after bridge, one almost insurmountable obstacle after another have piled up a total of dollars that is staggering. There has been criticism of the apparent recklessness of engineering costs—perhaps justly in spots—but the Oregon Trail is and was a job to tax the skill of the best engineering minds of the state. The tortuous path down the Blue mountains from Kamela to the Grande Ronde river is a sample of the building of the third river canyon section is another.

Nevertheless, costly though it is, often not in accord with local needs of where its course should be, the undeniable fact remains that it is a single taxpayer would take back what he has paid or will pay for its building and upkeep, by doing so, he should be denied what the Oregon Trail means in comfort and convenience and commercial consequences. Union county's part of the road was far out of all proportion to any other county's. Construction of the highway in Union and Matheon counties is almost as compared to Baker and Union, while of the latter two, Union county's share of the whole cost is far more than any other county's. The original estimate estimated \$1,214,752.71 to be spent in Union county on this project alone. Except for the big overhead of them all up river from Perry and the Ora Bell overhead, both of which are yet to be built, and for a slight section of surfacing in Union county, the original dream of a good road from the Blue line to the western line of Union county has been realized.

In order to carry comparative figures as between counties in the department of cost, we quote the following as of January 1, 1922. (This comparison can not be brought down to date but the ratio has been maintained.)

Union—	\$ 274,927.81
State funds—	\$ 610,412.51
County funds—	\$ 80,725.30
Gov't funds—	\$ 5,025.00
Railroad funds—	None
Total—	\$ 1,570,130.62
State funds—	\$ 281,661.74
County funds—	\$ 182,725.30
Gov't funds—	\$ 17,400.00
Railroad funds—	None
Total—	\$ 481,787.04
Matheon—	\$ 200,022.39
County funds—	\$ 182,725.30
Gov't funds—	\$ 17,400.00
Railroad funds—	None
Total—	\$ 399,850.69

Railroad funds—	None
Total—	\$182,362.91
Grand totals—	\$1,570,130.62
State funds—	\$1,214,752.71
County funds—	\$ 80,725.30
Gov't funds—	\$ 5,025.00
Railroad funds—	\$ 7,625.60
Total—	\$2,113,128.61

It is to be observed that Union county funds are obligated to pay for more than one-half of the construction of this historic highway. This is largely brought about because of the large number of overhead crossings in Union county. Union county and Matheon together paid for that Baker county and all other counties are considerable short of the amount Union county is to pay.

Calling experts here and there that carry more than the usual loads of interest, the investigation into road building finds much to pay yet as yet to go on. Here are a few figures taken at random which they pertain to the Oregon Trail or to road construction other than the trail, in Union county particularly.

Cost of Projects.
Showered down to the briefest possible figures it is found that this state has expended the expenditure at the following sums of money on the various projects in Eastern Oregon.

The Oregon Trail had cost, the first of this year, \$2,526,159.33 and is not entirely finished yet. Of this total cost of approximately \$2,500,000 the various counties through which the Oregon Trail penetrates have now spent \$637,618.57, the federal government \$211,162.25, the railroads \$17,515.74 with much more collected, and the state has spent \$2,069,766.57.

A total of \$253,302.90 have been spent on the La Grande-Kamela project.

From Enterprise to Elora \$33,946 have been spent.

Improvement Classifications.

The Oregon Trail has a total length of 192.2 miles of which, on Jan. 1, 1922, 102.2 miles are paved, 100.2 miles, 14.4 miles to state standards and 2.6 miles graded to state standards.

Union County's Totals Here.

Not including what has been expended on post and market roads, statistics disclose large sums of money have been spent by the state and county, with aid from government and railroad sources, in the building of the road now ready for under construction in Union county.

Totals actually spent, not estimated, in Union county, exclusive of post roads, show the following figures:
Project—Amount Spent—
Paving—Island City—\$272,189.00
Paving Union section—78,182.51
Grading and surfacing Dot Lake-Union section—76,812.29
Surfacing Lake Union—\$2,122.21
Surfacing Union-Telouca—45,825.75
Surfacing Telouca-North Powder—65,000.54
Surfacing 222nd-Matheon—90,000.74
Surfacing Klamath-Elora—98,256.22
Grading Kamela-Elora—180,745.13
Grading Elora-Elora—118,740.15
Grading North Powder—46,794.85
Grading Elora-Elora—45,000.00
Overhead bridge, Elora—49,494.44
Overhead—some \$5000
O.W. to pay \$1,350,000
Overhead—Hart Lake—21,000.00
O.W. to pay \$15,000
Overhead Telouca-O.W. to pay \$2,522,811
Overhead North Powder—49,494.44
O.W. to pay \$1,350,000
Overhead—Hart Lake—21,000.00
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1922 for the surfacing, which is now under way.

Other Funds Appropriated.
Expenditures on post road projects in Union county, authorized under cooperative post road acts passed by Congress during the years of 1919 and 1920 inclusive, included:

Grading and bridges Elora-Matheon, total of \$2.51 million, total of \$2,711,250.
Grading—Union-Telouca—project, 9.02 miles—76,000.77.
Then the grand total of road expenditures in Union county to date amounts to \$125,000.61.

What Maintenance Costs.

Exact maintenance cost on the Oregon Trail for 1922 are not available for taking other like roads, in comparison with all other roads, so the following figures are estimated last year through the entire trail.

Maintenance for "black top" pavement amount to \$40,000.21 for 45 miles, or a cost per mile for maintenance of \$888.22.
Maintenance of 105 miles of concrete pavement amounted to \$25,000.00 or \$238.09 per mile.

Maintenance of 700 miles of road and gravel surface, such as constituted the Oregon Trail construction, cost \$144,000.00 or a cost per mile of \$205.71.

A Trip Over the Old Oregon Trail in 1862

(Continued on Page Three)

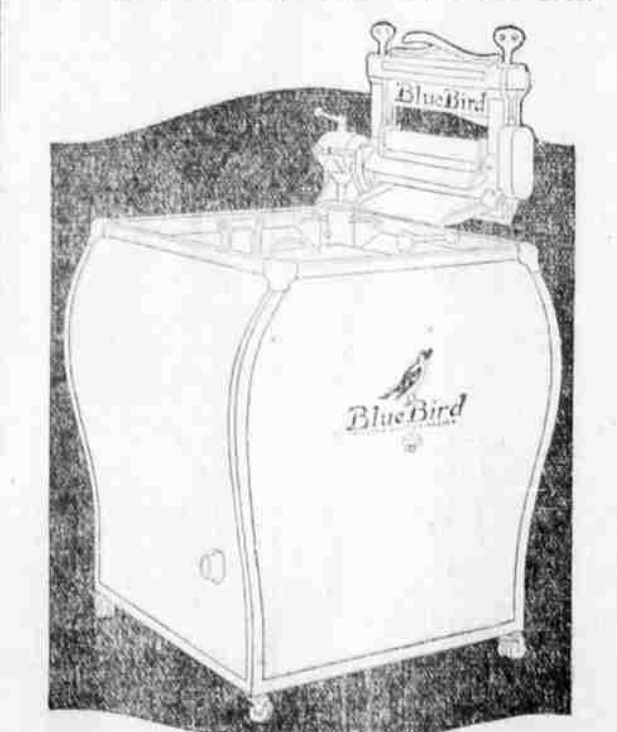
ment daily, but constant exposure to sharp frosts on a more or less degree of recklessness, and as time

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penier tools and immediately se-
cured work. In addition to earning
money with which to replenish our
supply of food he also was able to
pay tuition for my brother, John,
and I to attend school. Mrs. Stafford
was the teacher.

Murderer Lynched.

"We remained at Auburn until af-
ter Christmas and while there a
Spaniard, known as 'Spanish Tom,'
was lynched by a gang of infuriated
citizens. The incidents connected
with this chapter of my story are as
vivid as though they had happened
but yesterday. 'Spanish Tom' became
engaged in a quarrel with two men—
Demond and Larabee—over a
game of cards. He killed both,
stabbing each at a point near the
heart. The murderer mounted a
horse and left the town at break-
neck speed but was closely followed
by a mounted posse. He was finally
captured and returned to Auburn.
While the justice of the peace was
arranging for a hearing a crowd of
citizens overpowered the sheriff and
dropped into their hands. A day
later he was hanged to a tree that
stood directly in front of the school
house. The rope was adjusted
around his neck, thrown over a limb,
and the knife-wielder was quickly
dropped into eternity. My brother
and I went over immediately follow-
ing the lynching, and saw Tom still
hanging to the tree. A number of
the men were still there. I remem-
ber that 'Spanish Tom' wore a blue
flannel shirt over a lighter shirt, and
was dressed in a pair of overalls and
fine riding boots. He also carried
a big gold ring. The ring and out-

er articles of apparel were soon ap-
propriated by members of the lynch-
ing mob. Strangulation had caused
a frothy substance to accumulate in
the open mouth of the dead man, and
a man whom I knew well took hold
of the body and spun it around and
remarked: 'Well, fellows, let's take
'Tom' down; he wants to spit.' At
that juncture my brother and I left
and in a hurry too. The remains of
'Spanish Tom' were not buried
according to custom, but were
dragged a short distance from town
and dropped into a prospect hole.

Grande Ronde Valley.

"Soon after arriving in Auburn we
began to receive reports of Grande
Ronde valley; learned of its fertili-
ty; of its abundant water, and of the
endless supply of wood on the sur-
rounding foothills. Immediately
after Christmas our wagon, drawn by
the two men and two cows, again re-
sumed the journey. The first night
out from Auburn we camped at the
Pyle home, and after whom Pyle
canyon was named. On the second
day we arrived at a point overlook-
ing Grande Ronde valley. The view
that unfolded before us was such
that we felt ready for the long,
strenuous trip across the plains. As
around his neck, thrown over a limb,
and the knife-wielder was quickly
dropped into eternity. My brother
and I went over immediately follow-
ing the lynching, and saw Tom still
hanging to the tree. A number of
the men were still there. I remem-
ber that 'Spanish Tom' wore a blue
flannel shirt over a lighter shirt, and
was dressed in a pair of overalls and
fine riding boots. He also carried
a big gold ring. The ring and out-

bordered on either side with willows.
It was a scene that all but over-
whelmed us with admiration and joy.
God Was Kind.

"We stood for several minutes
looking at the beautiful valley below,
and I heard father say: 'God has in-
deed been kind to us. There we will
build a home and prosper.' We
drove into Cave, a settlement of sev-
eral families. All the worldly goods
that father possessed at the end of
that memorable trip and upon his
arrival in Grande Ronde valley were
two poor cows, two cows that were
poorer; a wagon that had seen its
best days; a wife and three children,
and grub sufficient to last less than
a week. We secured a one-room
cabin equipped with a dirt floor and
a fire-place, and there we began life
in the new world."

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tue of angel 5 feet high for loved
one's grave. Cost about \$1,000, will
sell cheap, or exchange for automo-
bile or most anything. Classified ad
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ald.

"Silk stockings so made as to give
the effect of no stockings at all soon
will be seen in America," says a
Paris dispatch. At least, if they're
not seen, it is hoped they will be
taken for granted.

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ticated nearly all wild animals except
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On Old Oregon Trail