

The Dalles Daily Chronicle.

OFFICIAL PAPER OF DALLES CITY AND WASCO COUNTY.

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FOR BETTER COUNTY ROADS.

Throughout the United States the agitation for improved highways is increasing and there is every reason to hope that great advances in this direction will follow. The meeting this week at Indianapolis, of Indiana advocates of better country roads has awakened new interest in the subject in that state. But there is danger that a wrong beginning will be made in this most praiseworthy work. Indeed, a wrong beginning has been made in New York. A bill recently passed the Albany legislature that provides for a board of commissioners of state roads. This board will be charged with the construction and maintenance of highways outside of cities and incorporated towns and a state engineer is to have general supervision of the proposed system. Thus far the bill is all right, but in providing for a loan of \$10,000,000 to carry on the work it makes a departure from established custom in road-making that has not alone the sanction of immemorial usage but of sound economic reason as well. It has been the general practice in some portions of the east, to apply in country-road making the same principle that has governed in the construction and maintenance of the public streets. The cost, in one form or other, has been assessed against the land in some relation to the benefits conferred by the improvement. Such an act would not be considered sound in a "sparsely settled country," as the roads are common to the use of the public and it would be unjust to assess the cost of making to the lands lying adjacent unless the state devised some method, after the improvement has been once made, to keep the road in repair. We are rather favorable to the plan proposed by the Indiana congress and should be pleased to hear of similar action in Oregon.

Senator Dolph's bill for the retirement of Judge Deady after the 4th of March, if the judge so desires; has been favorably reported upon by the senate judiciary committee. In his remarks making the report, Senator Mitchell paid Judge Deady a very handsome compliment, saying: "M. P. Deady was, the 15th day of March, 1859, appointed by President Pierce an associate justice of the territory of Oregon, under which appointment and a subsequent appointment of February 1st, 1864, and confirmation by the senate the 6th day of February, 1864, he served as such associate justice until the admission of Oregon as a state, February 14th, 1859. The 7th day of March, 1859, he was appointed by President Buchanan, and the 9th day of the same month confirmed by the senate United States district judge for the district of Oregon, and under such appointment he has served in such capacity to the present time, a period of nearly thirty-four years, making a continuous service as a United States judge of nearly forty years. It has further been made plain to your committee that by reason of bodily ailments which are permanent Judge Deady has been rendered physically unable to longer perform the duties of such office. It is further shown that he will not reach the age of seventy years until the year 1894; therefore your committee, while recognizing the distinguished judicial services rendered by Judge Deady during his long service and his eminence as a jurist, and in view of the foregoing facts, report back the bill and recommend its passage."

It is understood that the Mount Hood and Barlow wagon road company, intend making an effort during the next session of the legislature to obtain a renewal of their charter across the cascade range. People in the valley consider that a toll road is an absolute menace to Mount Hood as a pleasure resort, and an unnecessary tax to parties crossing the mountains from one side to the other, and hold that the Barlow company should not be permitted under any circumstances, especially when the privilege of collecting toll is asked for, to renew their charter. It is alleged that the company has been tried for many years, and found to be utterly incapable of returning an equivalent, in the way of improvements, at all proportioned to the amount of money collected. It would, in fact, says a correspondent, "be an outrage to grant such a petition under existing circumstances, and I do not believe the citizens of Wasco and Clackamas counties would stand it, if the matter was called to their attention. I am interested in preventing the collection of toll, and would like the co-operation of citizens in Wasco county." Our correspondent is Mr. W. G. Steel.

Senator Watson C. Squire is no longer attracted by the ambrosial cup. The sparkling wines have lost their insidious sway, and the vintage of Kentucky fails to allure him from his senatorial duties. He has taken the Keeley cure.

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NOTE:—Owing to the great demand on the publishers throughout the east, only a limited number could be secured for the Oregon holiday trade, and only a few of these are available for The Dalles. The first to come will be the first served.

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