

OCHOCO REVIEW.

VOL. 2.

PRINEVILLE, CROOK COUNTY, OREGON, SATURDAY, JANUARY 15, 1887.

NO. 31.

OCHOCO REVIEW,
Published Every Saturday

J. A. DOUGHTY.

TERMS OF SUBSCRIPTION:

One Year \$2.50
Six Months 1.50
(Payable in advance)

Office—On Third, between C and D Sts.

STATE OFFICIAL DIRECTORY:

Governor Z. F. Taylor
Secretary of State W. H. Hays
Treasurer W. H. Hays
Attorney General W. H. Hays
Comptroller of Public Lands W. H. Hays
Commissioner of Fish and Game W. H. Hays
Commissioner of Agriculture W. H. Hays
Commissioner of Labor W. H. Hays
Commissioner of Mines W. H. Hays
Commissioner of Railroads W. H. Hays
Commissioner of State Lands W. H. Hays
Commissioner of State Printing W. H. Hays
Commissioner of State Schools W. H. Hays
Commissioner of State Soldiers' Homes W. H. Hays
Commissioner of State Workhouses W. H. Hays

County Official Directory:

County Judge W. H. Hays
County Clerk W. H. Hays
County Assessor W. H. Hays
County Surveyor W. H. Hays
County Treasurer W. H. Hays
County Auditor W. H. Hays
County Engineer W. H. Hays
County Commissioner W. H. Hays
County Sheriff W. H. Hays
County Jailor W. H. Hays
County Jail W. H. Hays
County Jailor W. H. Hays
County Jail W. H. Hays

ARRIVAL AND DEPARTURE OF RAILS:

PRINEVILLE AND PORTLAND—Leave Prineville Monday, 10:30 a. m.; arrive Portland Tuesday, 10:30 a. m.
PRINEVILLE AND PORTLAND—Leave Portland Tuesday, 10:30 a. m.; arrive Prineville Wednesday, 10:30 a. m.
PRINEVILLE AND PORTLAND—Leave Prineville Wednesday, 10:30 a. m.; arrive Portland Thursday, 10:30 a. m.
PRINEVILLE AND PORTLAND—Leave Portland Thursday, 10:30 a. m.; arrive Prineville Friday, 10:30 a. m.

MEETING OF SOCIETIES:

PRINEVILLE LODGE NO. 2, A. O. U. W. M. Meet on Saturday night, 8:00 p. m.
PRINEVILLE LODGE NO. 1, A. O. U. W. M. Meet on Saturday night, 8:00 p. m.
PRINEVILLE LODGE NO. 3, A. O. U. W. M. Meet on Saturday night, 8:00 p. m.
PRINEVILLE LODGE NO. 4, A. O. U. W. M. Meet on Saturday night, 8:00 p. m.

PROFESSIONAL CARDS:

H. P. BELKNAP, M. D.,
PHYSICIAN AND SURGEON,
PRINEVILLE, OREGON.
Office—At Old Court House.

J. B. SITES, M. D.,
PHYSICIAN AND SURGEON,
PRINEVILLE, OREGON.
Office—At Residence, Corner Third and D Sts.

E. L. IRVINE, M. D.,
PHYSICIAN & SURGEON,
PRINEVILLE, OREGON.
Office—V. Drug Store.

C. J. BEATTY,
DENTIST,
PRINEVILLE, OREGON.
Office—First door north of Old Court House.

G. S. WRIGHT,
DENTAL SURGEON,
PRINEVILLE, OREGON.
Office—Corner A and D streets.
Local also at Prineville for the daily extraction of teeth.

W. S. A. JOHNS,
ATTORNEY-AT-LAW,
PRINEVILLE, OREGON.
Office—At residence of pioneer dish, on street leading to town.

J. F. MOORE,
ATTORNEY-AT-LAW,
PRINEVILLE, OREGON.
Office—Rooms back of Postoffice.

J. E. ATWATER,
ATTORNEY-AT-LAW,
THE DALLES, OREGON.
Office—Over French's bank second street.

GEO. W. BARNES, B. F. NICHOLS,
BARNES & NICHOLS,
ATTORNEYS-AT-LAW,
PRINEVILLE, OREGON.
Office—Review Building.

D. L. PATEE,
CONTRACTOR & BUILDER,
PRINEVILLE, OREGON.

THE AMERICAN FARMER

FREE

To all our Subscribers!

All our subscribers to our review, who begin after October 1, 1886, will be presented with one year's subscription to the "AMERICAN FARMER!"

A sixteen-page Agricultural Magazine, published by E. A. K. Hackett, at Fort Wayne, Indiana, and which is rapidly taking rank as one of the leading Agricultural publications of the country. It is devoted exclusively to the Farmer, Stock Breeder, Dairyman, Gardener, and their household and every species of industry connected with that great portion of the world, the Farmers. The Subscription price is ONE DOLLAR PER YEAR. Farmers cannot well get along without it. It puts new ideas into their minds. It teaches them how to farm with profit to themselves. It makes the home happy, the young folks cheerful, the growler contented, the downcast happy, and the demagogus humiliated.

All new subscribers to the Ochoco Review, who begin after October 1, 1886, will be presented with one year's subscription to the "American Farmer!"

Livery & Feed Stable,

PRINEVILLE, OREGON.

HAMILTON & COMBS

Would respectfully inform the public that they have the best of accommodations at their stable, and travelers can depend upon their animals receiving the best of care and attention. Terms reasonable.

Fine Box Stalls

For keeping stallions and other valuable animals.

DRINK RED ROCK SODA

From the finest soda springs on the Pacific coast.
A PURE NATURAL MINERAL SPRING.

Recently discovered in the Blue mountains, Crook Co., Or.
This water is clear as a crystal and sparkles brightly. It is a delicious drink for the invalid and dyspeptic, and used as a beverage, is an excellent appetizer. Bottled and shipped in quart sizes, four dozen in a case, to any town in the United States. Special rates to dealers. Orders filled on short notice.

For further particulars address,
E. W. BURNS, Sole Proprietor,
Paulina, Crook County, Oregon.

Over 6,000,000 PEOPLE USE FERRY'S SEEDS



LEWIS & ARGETSINGER,
Tonsorial Artists,
PRINEVILLE, OREGON.
First door North of Jackson House.

Shampooing and Hair-Cutting done in first-class style.
Customers served to any part of town.

HOT AND COLD BATHS AT ALL HOURS.

War Has Been Declared!

C. ROGERS,

Pioneer HIDE and FUR Dealer,
Will pay the highest price for all of your HIDES, PELLS and FURS.
Cash only given for the skins.

Main street, Prineville, Or., at White corner
Corner, north side of Belmont

MILLINERY STORE.

Miss Maud Lewis,
First door North of Jackson House,
PRINEVILLE, OREGON.

Has just received from the East a complete stock of

LADIES' WINTER HATS AND BONNETS

Of the latest styles and patterns.

The best selected line of trimmings, artificial flowers, etc., ever brought to Prineville.

The ladies of Prineville are requested to call and examine the stock before purchasing their winter goods.

GENT'S CLOTHES

CLEANED AND REPAIRED

—BY—
MRS. S. PALMER,
At the Logan Hotel, corner of 2nd and D Sts.,
PRINEVILLE, OREGON.

All work done neatly.

NEW FURNITURE STORE,

West of the old Court House,
PRINEVILLE, OREGON.

A. C. WALLS, Proprietor.

Carries a full and complete stock of HARD-WOOD FURNITURE, SPRING BEDS, MATTRESSES, PILLOWS and MATTING.

Orders for furniture of any style or in any quantity filled on short notice.

Repairs done with neatness and dispatch.

C. A. GILBERT,

PRINEVILLE, OREGON.

DEALER IN—

Sewing Machines, Organs and Pianos,

—AND—

Needles, Oil and Machine Attachments.

Machines and organs sold on easy monthly payments.

Correspondence regarding machines and instruments solicited.

CHAS. M. ELKINS,

(Successor to Crooks & Elkins)
BLACKSMITH,
Shop opposite Brick Store,
PRINEVILLE, OREGON.

Horseshoeing and

General Jobbing

Made a specialty.

Having bought Mr. Crooks' interest in the shop, I am prepared to do all kinds of blacksmithing, and will please to serve all the former customers, handling general smithing work.

BUCKS FOR SALE.

For further particulars call on

VanHouten Bros. & Co.,

HAY CREEK, OREGON.

The Oregon Pacific.

(By F. Chas. Lewis)

An old saying and a trite one when applied to railroads, is that the declaring that "one cannot get too much of a good thing." When the Canadian Pacific, the fifth line of railway to cross the continent was heading for the Fraser river valley and Port Moody the persons representing the other overland railroads interests were profuse in their predictions of the ill success of the new line.

"Too many lines," they said, "will divide the traffic to divide among them," they were free to remark. But here comes another line, backed by millions of capital, and pushed ahead by a corporation which controls 5000 miles of track—the Chicago & Northwestern Railway Company.

This corporation has built during the past year over 400 miles of new road, principally in Western Territory. Before the first of the year 1885 it owned a line to the town of Missouri Valley, on the Missouri river, forty-three miles north of Omaha, and 407 miles west of Chicago. This line, known as the "Elkhorn road," has been recently extended to the town of Douglas, Wyoming, 109 miles west of the Nebraska line, and within seven miles of Fort Patterman. Thus a new line has been opened from the "Lake City" as far west as Central Wyoming, a distance of nearly 1000 miles. Surveys have been made by engineers of the company, and a definite road has been located from Douglas to Boise City, via Lander, Wyoming, and Corinne, Utah, running through Wind river valley and the headwaters of Green river, around Wahatch range to the margin of the Great Salt Lake; thence westward to the Clear creek mountains, northward to Snake river and along the valley of that stream to Boise City.

The company has given every assurance that the Central Pacific will be crossed at Corinne, Utah, before the end of the year, and there will only remain a comparatively short distance to cover before Boise City is reached. But a railroad to Boise City is, of course, not a railroad across the continent. The remaining link in the chain is being quickly forged at the Oregon end, and the work is being done by the Oregon Pacific railroad company. The route to be followed by the Oregon Pacific, according to information furnished by the corporation to the compilers of "Poor's Manual of Railroads" is nearly due east from Yaquina City, Oregon, to Albany, in the valley of the Willamette river, and thence after crossing the Cascade mountains through a summit pass reached by easy grades, the maximum being seventy feet to the mile, and for a short distance only. Thence eastward the road will follow generally the line of the Willamette Valley & Cascade mountain military road, Snake river, and on a direct line to Boise City. The whole distance from Yaquina City to Boise City is 400 miles, of which two hundred have already been covered by completed track, and the work of construction still goes bravely on. Yaquina City is on Yaquina Bay, which is formed by a sweep of the Oregon coast line.

The bay is only a small one, but is a harbor if affords complete security for crafts of all kinds. It is of sufficient depth to admit large ocean steamers, and there is a regular steamship line, only lately established, now running between Yaquina and San Francisco. The regular connection with San Francisco by the powerful first-class iron steamships now running has already had the effect of reducing transportation charges between this city and Southern Oregon, and the California and Oregon railway has found a most worthy and formidable rival. The capital stock of the Oregon Pacific is \$20,000,000 per mile, and its funded debt is in 6 per cent gold bonds, dated October 1, 1880, and due October 1, 1900. The mortgage covers over 600,000 acres of land. The company has an office in New York, in which city much of its stock is owned. Its president is T. Emerton Hoag, and Wallace Nash, William M. Hoag and Foreman S. Bent are the vice-presidents.

As yet no definite connection can be established between the Oregon Pacific and the Chicago and Northwestern corporations. Their lines are to meet at Boise City, but what is the understanding between the two companies? It can hardly be likely, with the experience of the Union Pacific before it, that the Northwestern will permit any other line to hedge it out from the Pacific coast. The folly of building a railroad without a direct outlet to the coast is plainly apparent to such shrewd men as the Northwestern capitalists.

If any credence can be placed in reports recently circulated through the medium of the Chicago papers, the Chicago and Northwestern has begun negotiations with the Oregon Pacific for the control of its line. It is stated that a large block of the Oregon Pacific stock is held by the Northwestern directors, and it is well known that several members of the directory of that Chicago road have recently made a trip to Oregon and thoroughly inspected the property already controlled by the Oregon Pacific. It is stated that the two companies will meet likely arrange matters satisfactorily between themselves before spring opens and construction on the eastern end of the line can be renewed. Meanwhile the Oregon Pacific has done heavy work, including the construction of an expensive drawbridge over the Willamette river, and steep grading in the mountains.

It is probable that when complete the whole line from Yaquina to the Missouri river will receive the name of the Oregon Pacific. A transcontinental line without the word Pacific affixed would seem strange and unusual, and it is not likely that the line will be called the Chicago and Northwestern, although it will form a most important part of that great railway system. In passing eastward from Yaquina the Oregon Pacific crosses the lines of the Oregon and California and the Oregon Railway and Navigation Company.

Albany is the junction point with the Oregon and California railway, and the traveler from Chicago by the way of the Oregon Pacific will, by the time the line is opened to the coast, be afforded through rail transportation, taking the new line to San Francisco on arriving at Albany.

The freight traffic of the new line cannot fail to be of great volume and highly remunerative, especially that of the local class. At present Eastern Oregon, and especially the great counties of Grant and Baker, which contain one-third of the cultivable area of the state, are practically without a market, owing to the fact that it is next to impossible to ship their products by freight wagon over the mountains with any profit. The northern portion of the state is tapped by the Oregon Short Line, running from Granger, on the Union Pacific, to a junction with the Oregon Railway and Navigation company's line, now wholly controlled by the Union Pacific. It is from this source that the sharpest competition with the Oregon Pacific will proceed; but no one who is acquainted with the great extent and vast resources of the territory through which the two routes pass will claim that it is sufficient for both. From the valley of the Willamette to the Idaho line there is a clear field for the Oregon Pacific, embracing an undisputed territory of over 200 miles on each side of the line 400 miles in length. Along this line will one day be seen the great grain-fields of the richest agricultural section of Oregon.

Have Farmers no Rights?

(Continued from page 10)

The senator from North Carolina takes the word away from us as we were about to utter it. But that is all right. It is just as strong and truthful of his lips as on our own, and more potential. Mr. Vance says:

"My opinion of the propriety of reducing the tariff on sugar is so dependent on circumstances that I cannot give you any positive expression regarding it. I certainly don't favor taking off the sugar tax, which is nine-tenths pure revenue, and keeping on the duty of 95 per cent on blankets and wool hats, which is only one-tenth revenue and nine-tenths robbery. I want sugar down if other and more necessary things can come down with it. 'Revenue reform' means, with me, not simply rob the treasury by avoiding a surplus, but relief to the people by reducing taxes on the necessities of life. In other words, a tax reduction in the interest of manufacturers is a fraud. The tax reduction I want is that which looks to the interests of the government and the people alike."

All of a sudden we hear a great deal of the surplus and very little of the taxpayers. The manufacturers, like the poor, we have always with us. But the people, the dear people, who are so near and yet so far, and who are appealed to with so much solicitude and respect when votes are wanted, but ignored so persistently when promises are to be kept and duties to be performed, they—translated into congressional English—become "our infant industries" when they get to Washington. Truly the farmer has no rights that congressmen are bound to respect!

Heard a man say,
(Continued from page 10)

A young man near Estelline was recently negotiating to sell his farm when his father, an old settler in the territory, came to him and said: "William, trying to sell this land of yours?"

"Yes, father."

"Eastern spec'later?"

"I believe so."

"What are you telling him?"

"Good land, big crops, well watered, and all that kind of thing."

"That's very good, William, as far as it goes. Why not have indications of silver on the further corner?"

"It might be a good thing."

"What's the matter of having seen specks of gold in the creek?"

"Perhaps it would be best."

"Is'pose it never occurred to you that there were signs of oil all over this hull place?"

"Don't believe it did."

"Didn't you tell 'em 'bout strikin' coal when you dug yer well?"

"No."

"Not a word concerning the water power down on the stream, or the splendid buildin' stum in that knoll?"

"No-o, father."

"Probably you forgot to mention you was sellin' to get money to support a poor, old, crippled mother?"

"I believe I did!"

"William, I'm afraid all the teachin' yer poor old father has given you hasn't mounted to much. Now you just crawl under the house and lay low, and when that eastern man shows up this afternoon you just keep your ears open and find out 'bout the good points round promise like, and see if I don't down him for an extra thousand."

Courting Down in Georgia.
(Hartwell Sun.)

A Hart county beau visited his sweetheart. After sitting in silence for half an hour an idea struck him, and stealing a glance at the girl on the other side of the fireplace he whispered: "Duz you love rabbits?" "Y-es." "Hain't the gravy good?" "The ice was broken and in a few moments both parties occupied one chair, with every appearance of ease and comfort."