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Prineville and Burns—Leaves Prineville Monday at 8 A. M., arrives at Prineville Saturday at 10 P. M.
Prineville and Camp Fork—Leaves Prineville Wednesday at 8 A. M., arrives at Prineville Thursday at 6 P. M.
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J. F. Moore, P. M.

MEETING OF SOCIETIES:

Prineville Lodge No. 76 A. F. & A. M. meets on Saturday night before each full moon.
J. H. McLELLAN, Sec.
Ochoco Lodge No. 41 O. O. F. meets every Saturday night.
Ochoco Lodge No. 212 O. G. T. meets every Thursday night.
Ochoco Lodge A. O. U. W. No. 121 meets on the second and last Mondays of each month.
Prineville Fire Company No. 1 meets the first Monday evening of every month.

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Good Citizenship.

(Baltimore Sun.)
Considering the quality that go to make up good character and the influence of good citizenship on the development of the individual, it is not surprising that the most easily changed and the stakes are largest for the politicians play. But in cities also where the good citizen is free to act for the general good of the community unprejudiced by party ties. His interest in good local government is largely sentimental. He is educated to a true sense of the scheme of government. He is filled with a patriotic sentiment. He is a good citizen in the true sense of the term, he is not a mere voter.

and intelligent sympathy with his neighbors, civic pride, and the desire to make one's life as a citizen honorable and manly. Just as the individual in the narrow home circle of his home and friends needs to cultivate patience, sympathy, charity and to display at times courage of a high order in resistance to temptation to do an unjust and dishonorable thing, so as a citizen he must display these virtues on a broader field if he would his full duty. A clear knowledge of political history and of the scheme of government in a republic is a great help to good citizenship, and a study of what may be called the philosophy of government by the people should form a part of the education of all young men. They would then be better fitted to see through the schemes of demagogues and to master their partisan feelings instead of becoming slaves to party leaders. Association has much to do with the fixing of political principles in the minds of men and under the influence of habit words too often take the place of the thoughts they once expressed, but to whatever political party the young man may attach himself, he should have such a clear acquaintance with the meaning of party, the scope of its powers, and the principles of government as to retain command of himself, that he may always be ready to act the part of a good citizen in the community of which he is a member. No man can be a good citizen who is indifferent or careless about wrongs done to his neighbor so long as he is unaffected. He must be sympathetic and as far as may be unselfish, an advocate of justice to all, and courageous enough to uphold his own and his neighbor's cause by speech and by vote. There is abundant opportunity for the exercise of all these qualities in a city, for power naturally drifts into the hands of the small bodies of men, who make it their business to attend to political affairs, and who by the power of organization and discipline soon obtain a weight of influence out of all proportion to their numbers. The citizen who has no personal interest in politics, who does not make it a business to seek office for himself or for his friends, however desirous he may be to have affairs properly directed for the good of the whole people, and difficult as an individual to do so successfully with those who are interested in themselves and their friends. Yet it is his manifest duty to fight corruption in public places, and to defend himself and his neighbor from corporations that seek to enrich themselves from grants of franchises that are an injury to the community or to property-owners. Fortunately the scheme of our government makes of the people themselves the supreme court to ultimately pass upon men and measures. It is the business of the politician to so obscure the question at issue as to lead to a false decision; it is the business of the people themselves to see that such political education as shall free them from the influence of demagogues and enable them to intelligently exercise the right of suffrage. This is particularly the

case in cities where organization is most easily effected and the stakes are largest for the politicians play. But in cities also where the good citizen is free to act for the general good of the community unprejudiced by party ties. His interest in good local government is largely sentimental. He is educated to a true sense of the scheme of government. He is filled with a patriotic sentiment. He is a good citizen in the true sense of the term, he is not a mere voter.

active to protect his neighbors and himself from a bad local government in whatever shape it may present itself, and ready at all times to tear away the veil of party necessity which professional politicians always throw about their selfish schemes of aggrandizement. He must beware, however, lest he be entrapped by pretending reformers into the meshes of some other more plausible and perhaps more respectable schemes of place and power. Good citizenship means, in short, that the man who in private life displays the qualities which makes up a high, a noble character shall exercise those same qualities in the broader field where the good fame of his city is to be defended and its interests promoted. He must be sincere, sympathetic, courageous, ready alike to yield and to demand justice for himself and for others, and intelligent enough to expose and thwart the schemes of conspirators, whether of his own or of other political parties.

Do They Mean Blackmail?

(Cape Journal.)
The pension payments in the fiscal year 1886-87, amounted to \$75,000,000, by far the largest amount ever before paid. It is an increase of \$20,000,000 as compared with 1885 and \$12,000,000 as compared with 1886. Thus as the veterans pass away the cost of the residue is increasing with startling rapidity. But the Grand Army of the Republic are not satisfied. Relying upon their importance as the "little joker" in the political scheme of the North, they have ceased to petition and have assumed a tone of command and intimidation. They even seek to produce the impression that the law-making power may not dare disregard their demands, and threaten the chief magistrate with public insult. Their organizations have been put in this attitude, and if such action is really at variance with the sentiment of the majority of members, only the latter can prove it to be so. If they fail to furnish that proof the verdict of the tax-paying public must logically go against the whole body as an organization for political blackmail.

A Long Tramway.

(Scientific American.)
The longest street tramway in the world will be that which is to connect a number of towns near Buenos Ayres, South America, and which will have a total length of 200 miles. The road will also be exceptional in that sleeping cars will be run upon it for the comfort of the passengers. Horses will be employed as a motive power instead of steam, because horses are cheap, fuel is dear, and the people are slow. The price of two tons of coal will buy a horse with its harness. The sleeping cars and all the other equipments of the line are being supplied by a Philadelphia company, and these cars are stated to be curiosities. They are four in number, 18 feet in length, and are furnished with four berths each, which are made to roll up when not in use. The cars are furnished with lavatories, water coolers, linen presses, and other conveniences, and are finished throughout with mahogany. The other rolling stock comprises four double-decked open cars, twenty platform cars, twenty gondola cars, six refrigerator cars, four poultry cars, furnished with coops, eight cattle cars, two derrick cars for lifting heavy material, and two hundred box cars.

Abandon Dishonest.

(Columbia.)
The action of the Methodist Church South in urging its claim for the State Agricultural College is a violation of both common sense and common honesty. The connection of the school at Corvallis with the state was never such as to give it a vested right in the Agricultural College fund. The contract between the state and the school was never intended to be permanent, nor was it ever understood to be permanent by anybody. It was a temporary arrangement of convenience, understood clearly to be such, in which there was no conveyance on the part of the state of rights not subject to revocation by the legislature at any time. When at last, this contract was revoked it was upon the proposition of the church authorities and upon a plan of their own suggesting. The understanding was clear and the transfer was formal. Whatever rights the church may have had, by any possibility, were fully and legally resigned. In the face of all this, the claim now set up is shameless in its hardness, gross in its dishonesty.

If the men who manage the affairs of the Methodist Church South in Oregon lived in Oregon, if they had to stay here and face the public contempt provoked by their shameless policy, they would not urge this absurd claim. But they are not residents here; they are outsiders beyond the reach of scorn with everything to gain and nothing to lose. They have rudely overridden the protests of the best men in the ministry of the church here and have alienated many leading men in the laity. One man has been driven from their pulpit and others are following because they will not cooperate in a scheme of greed.

However this controversy ends it must close the career of the Methodist Church South in Oregon.

What It Would Be.

(Vasco Sun.)
The freight on wheat has been reduced one dollar per ton from interior points to Portland. This seems like a trifle being only 3 cents a bushel. Yet the same tax of one dollar per ton on all grain raised in Eastern Oregon and Washington, and now seeking cheaper transportation down the Columbia, would finish the Cascade locks in two years, and in from six or seven years more would build a canal around The Dalles. This money has been paid into the coffers of the O. R. & N. for years, yet that company say they cannot reduce the freight rates to \$4 per ton. The fact is that the difference of one dollar per ton (now granted) on all wheat shipped over the O. R. & N. since it was built, would have opened the Columbia from Wallula Portland. This great and glorious old grand motherly government, refuses to give back from her troublesome surplus enough to open up a road to market, but has allowed this people to be taxed by railroad companies in a sum sufficient to have given us the relief demanded. The sale of the lands in this district, the increase in population, and the consumption of dutiable goods by the people who would settle in this vast wheat field were the Columbia opened, would repay in three years the whole sum necessary to open the river. If congress would be dumped in the river at Celilo, they would arrive at The Dalles in a few moments, convinced—if alive—of the magnitude of the Columbia and the urgent necessity of a canal. But this like all other schemes to teach a congressman anything, would be only available knowledge to him in the next world, and there the good Lord will not have to bother himself about the river and harbor bills. The protection of pig iron, and duty on sulphur, will occupy most of his spare time.