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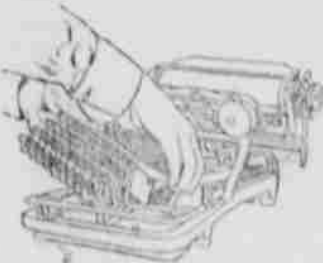
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Haystack—preaching every third Sunday.
Bend—preaching every first Sunday. Rev. Triplett pastor, residence Baptist parsonage Prineville Ore.

PRESBYTERIAN

Prineville—preaching the first Sunday in the month.
Sabbath school every Sunday morning at 10 a. m.
Prayer meeting every Wednesday evening at 7-30 o'clock.
Rev. Commerford, Residence at Prineville hotel.

METHODIST

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M. E. CHURCH

Prineville—preaching the second and fourth Sundays at 11 a. m. and every Sunday evening at 8 o'clock.
Sabbath school every Sunday at 10 a. m.
Epworth league every Sunday evening at 6:30 p. m.
Prayer meeting every Thursday evening at 8 o'clock.
Willow Creek—preaching first Sunday in each month at 11 a. m.
Claypool—preaching 4th Sunday in each month at 3 p. m.
Christian Endeavor meets at the Union church every Sunday evening at 7 p. m.

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Prineville, Oregon.

LETTER FROM MANILA.

AN INTERESTING COMMUNICATION FROM J. L. HURTON.

Curious Features of the Orient.

ED. REVIEW:—In obedience to my promise to give you some sort of a story of my trip from Prineville to Manila, I humbly submit the following, trusting to your own good nature, and not to the worth of my untutored lines, for acceptance.

Vision being the only true conception of the real and ideal, language is inadequate to convey even an idea of what is seen and experienced during such a journey of over nine thousand miles, across the Pacific, from San Francisco to Manila via the Hawaiian Islands, Japan and China.

The stories received during our childhood of the far foreign countries and their quaint and curious people, the land of perpetual summer, where the sun rises to a perpendicular and the long voyage at sea where land is not seen for days, or even weeks, appear strange, extraordinary and even mythical. But after all, when seen, these things which appear in our illusions or fancy as superhuman or supernatural, are brought to a common level with many very disinteresting.

130 passengers.—People from nearly every walk of life. Games of every description, concerts and dances of evenings and religious services on Sundays was the general routine and daily programme.

The seas were generally calm and we saw no stormy weather during the voyage. But few of the passengers suffered with seasickness. Sorry to say, I escaped such experience.

We reached Honolulu in the early morning of the sixth day out, where 14 hours were spent ashore, taking in the town. The city has a very modern, American appearance. The presence of electric street cars, three and four story brick and stone buildings that cover whole blocks, wide streets and pretty, shady driveways and the sight of Old Glory floating over the many government buildings present a pleasing, homelike and patriotic appearance. While there are many American business firms there, the majority of shops and stores are owned and operated by Chinese. The city is situated on a low, narrow stretch of land, lying between the bay on the southwest and steep, sharp pointed peaks or hills, some more than two thousand feet in height, to the east and north. There is an electric car line by which the summit of one of these hills can be reached. Here one has a birdseye view of the city and bay below and the surrounding country. The tall coconut palm, and "cattle bean" trees on either side of every street hide nearly all the city's buildings from view and give it the appearance of a forest. Passing along the streets you seem ever and always in a shady park. The native Hawaiians appear as a very contented people, and seem to live a lazy, easy life.

Leaving Prineville July 31, I reached San Francisco August 5, after having made stops at Pendleton, The Dalles and Portland, Oregon, and Montague and Yreka, California—a very pleasant journey of over eleven hundred miles by stage and train. After two and a half days in Frisco, in final preparation for my long voyage and sightseeing around the city, I took passage on the Pacific Mail Co.'s S. S. Siberia, which sailed August 8, for Hong Kong, via Honolulu, H. I., Yokohama, Kobe and Nagasaki, Japan and Shanghai, China. The Siberia is an immense freight and passenger steamer, measuring 575 feet in length. She carried 130 cabin passengers, 155 Chinese and a cargo of 5500 tons.

I regretted not having time to make a trip into the interior of the island and visit Mt. Kilauea, the largest active volcano in the world, with many other rare and interesting sights.

It was night and 10 o'clock August 14, we left Honolulu, after a pleasant and eventful day there, to continue our voyage, and after 10 days' sailing, of a sort of desultory, routine life, with nothing to break the monotony but the presence of playing schools of porpoises and bands of flying fish and the meeting and passing of those ocean steamers homeward bound, we reached Yokohama, Japan, where two and a half days were passed, and during which time, in company with a half dozen young vetur men from the ship, visited Tokyo, the capital of the empire, 20 miles north of Yokohama.

Promptly at 1 o'clock the big ship drew away from the dock. A large crowd was in attendance to witness the departure, and it was a picturesque sight. Lined up along the decks of the ship and the wharf's edge were hundreds of people, the ladies heavily laden with gorgeous bunches of flowers, and that coupled with a waving of handkerchiefs brought many admiring comments. A chorus of Hawaiian singers rendered their native song as the steamer slid slowly out into the bay. In a few minutes we were passing through the Golden Gate and in two hours were at high sea and the last sight of land had faded from view. The afternoon was cloudy and a cold west wind prevailed. Overcoats and wraps were in evidence. Even then the cold prevented it being pleasant on deck. This chilly and disagreeable weather lasted for three days, when suddenly it changed to warm, yes, hot weather that continued throughout the voyage and up to the present time, where I now am in the beautiful, picturesque, tropical city of Manila, on the sodden shore of the Island of Luzon, where perpetual summer reigns and the indigenous plants are in continuous growth.

The quarantine laws of Japan are very strict, and several hours were taken up at the quarantine station. Once ashore an American or any other foreigner has every liberty. A passport not being necessary in traveling where and when you please. Neither is an interpreter needed as one will find English speaking clerks in every market, hotel, shop or store, and nearly all the Jirikisha (riches) men can talk pidgin-English. Leaving Yokohama we reached Kobe August 25, another Japanese port, and after a day of sightseeing there reached Nagasaki Sunday morning, August 30, where the ship remained 14 hours and took coal.

Japanese towns are very similar in many ways, being divided into three sections or neighborhoods. There is the European section, which is generally along the water front, and consists of

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American hotels and stores and most interesting day of the trip. I was there during the lotus festival of August, which is one of their occasions of great rejoicing, with decorations and illuminations galore. Kobe is a place of interest to sightseers. Its Motomachi, or main street, with its array of shops, three ancient temples, and the Munobiki waterfalls.

From Kobe we had the most delightful voyage. It is the world famed trip through the Inland sea, a remarkable sheet of water, bordered on either side of its narrow channel with scenic effects. The sea averages from one half to one and a half miles in width, and is so full of turns and tivities, at times one wonders what the next turn will lead to. The banks and small islands rise high above the sea, and almost all the land is in cultivation, even up to the topmost peaks, being an apparently endless succession of artificial terraces, one above the other, where the soil is carefully tilled. Peculiarly constructed junks, little villages with oddly shaped houses, castles, forests and temples are passed by on this trip, making a perfect panorama of beauty from one end to the other.

The interesting sight at Magasaki was the coaling of the vessel. The coal is brought alongside the ship, where she is anchored in the harbor, in small boats resembling flatboats. A series of crude stairways are erected, extending from the small boats up and into the ship's hold. The Japanese, both men and women, line up on this stair or gangway, and the coal is passed up in small baskets, holding probably a half-bushel of coal. With thirty cranes, or gangways, and 900 workers, they loaded three hundred ton of coal in five hours, while the thermometer stood at 110 in the shade. By the way, this was the warmest time I have seen since being in Northern California.

Japan is the home of the chrysanthemum and the cherry blossom which inspires the Japanese with so much poetic fervor. It is a miniature world in itself, having customs and peculiarities unlike those of any other country. It is but recently the Japanese overthrew their dynasty, gave power to one of more ancient regime and opened their ports to the commercial world. The empire has built railroads, purchased modern steamships, accepted many modern inventions of Americans, and shown a degree of progress that could not have been hinted at a half century ago.

There are many very interesting sights to be seen, so many places of interest to be visited, one is constantly on the go. The rich bazaars, the ancient temples, the great bronze statue of Buddha, the Imperial Palace at Tokio, and the museums, zoological gardens and native theaters there. My visit to Tokio was by far the

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We reached Shanghai, China, on the morning of September 1, and spent the day there. The Chinese cities present a similar appearance to those of Japan. They have no street cars, and in

(Concluded on page 4.)