

sage brush. In the parched sands, as if neglected for centuries, these streams shoot forth with a rush, and flow away through the valleys, giving life to vegetation along their way. The water is pure and clear as crystal and fish abound in them all from source to mouth. Spring river, Fall river, and Matoles river, are the names of these streams.

In the southeastern part of the county is a chain of hot springs. These springs have a large flow of water, and the temperature is sufficient to boil vegetables or scald hogs, and the medicinal qualities of the water are said to be equal to any in the world. Either one of these springs will equal the famous hot springs of Arkansas in interest and as the country settles up may equal them as health resorts. A visit here and an exhilarating bath is worth the while of the traveler or tourist.

We have a thousand other attractions, but we are tired of writing about them and you are doubtless tired of reading, so set apart your vacation next summer to come and see for yourself and you will never regret it.

How to Get Here.

The distances from Albany or Eugene, Oregon, on the Southern Pacific railroad, and from Shaniko, the terminus of the Columbia Southern, are about the same. From these points you can come by stage, a distance of 60 miles, and reach the heart of Crook county. The journey will not prove monotonous, for you are never out of sight of beautiful scenery and you have Mt. Jefferson, Mt. Hood, Mt. Thielsen, the Three Sisters and numerous minor peaks and a chain of snow-capped mountains ever as a background to the picture.

Good service all along the route at reasonable rates is insured.

RAILROAD PROSPECTS.

Crook county has not a foot of railroad track within its boundaries. The nearest railroad point being at Shaniko the present terminus of the Columbia Southern, 60 miles north of Prineville, from which point all goods and merchandise for the interior are hauled by freight teams. Formerly all shipping was from The Dalles, 120 miles distant. This condition will not, however, long prevail. At least two roads will likely build into the county before another year. Railroad men thoroughly understand the situation and stand ready to build as fast as the development of the county will warrant it.

A road has been surveyed south from The Dalles, following generally the course of the Deschutes, called The Dalles Southern, which would tap the best farming sections as well as the vast bodies of yellow pine on the Deschutes and further south. Though not definitely located, we predict that this road will be built shortly on the following route:

After entering the Deschutes canyon near the mouth of White river in Wasco county, it will follow up the Deschutes to mouth of Trout creek, thence up that stream to the mouth of Hay creek, thence up Hay creek to divide east of Agency plains and the Haystack country, thence south crossing Crooked river at Carmichael's, 13 miles northwest of Prineville, thence southwest across the "desert" back to Deschutes river at or near Pilot Butte where it would strike



WILD DEER.

the timber belt and from which point it could be extended south or southeast indefinitely, to a southern or eastern connection. The route presents no engineering difficulties, has no heavy grades, and would cover the territory.

The Corvallis and Eastern is more than a probability. It is now built to within 10 miles of the western boundary of the coun-

This line, when built, will afford Crook the advantages of a direct route east for shipments of wool, cattle, sheep, horses, and lumber. Either road will penetrate the great stretch of "desert" soon to be brought under irrigation, and the timbered portions of the county, thus opening up and aiding the development of two most important resources. With the completion of these roads as indicated and the extension of the Columbia Southern from Shaniko eastward up the John Day valley to the Sumpter and Grant county gold fields, and a connecting link from Shaniko down Antelope and Trout creeks to a junction with The Dalles Southern at the mouth of Hay creek, Crook county, and the interior of Eastern Oregon will have all the transportation facilities necessary for their proper development.

PRINEVILLE POSTAL STATISTICS.

The following shows the number and amount of money orders issued at Prineville postoffice from January 1, 1897, to and inclusive of December 15, 1900:

	No.	Amount.
1897.....	2855	\$29,924 99
1898.....	3248	31,313 69
1899.....	3475	33,632 36
1900.....	3402	32,896 42

And the receipts from the sale of stamps, etc., for the same time were:

1897	\$1,820 72
1898	2,339 31
1899	2,540 01
1900, up to November 30.....	2,300 73

This office is the distributing center for the following mail lines:

Prineville to Burns, 162 miles, two round trips per week.

Prineville to Sisters, 38 miles, three round trips per week.

Prineville to Crook, 48 miles, two round trips per week.

Prineville to Lamonta, 16 miles, six round trips.



STIEN'S PILLAR.

ty, at the summit of the Cascades, from whence eastward through Crook, Harney and Malheur counties the route has been surveyed and definitely located, crossing the Deschutes at Pickett island, 25 miles west of Prineville, thence taking a southeast course across the "desert."