

OCHOCO REVIEW.

WEDNESDAY, DECEMBER 23, 1893.

FAREWELL-OLD YEAR.

It is a law of nature that all things must pass to the unknown beyond, to be forgotten or remembered as their deeds merit. Friends must sometime bid adieu to no matter how strong the ties of friendship...

In our own nation the year 1893 has been an unprecedented one. During this year there has been little or nothing to be grateful for, either in the United States or in the world. In this nation, which there is one event—the World's Fair—which will ever be remembered as a crowning event of the century...

When such evils have attended the existence of this year, can we regret it has passed and gone over to return? But while we are bidding this disastrous year farewell, let us hope that the incoming year, 1894, will be fruitful of more prosperity...

In the past Governor Pennington's eccentricities have ordinarily been of such an innocent nature that they have done little or no injury to the state, but have brought it to notoriety. But his recent open letter to the president, dated at Salem on Christmas day, in his endeavor to impress upon Mr. Cleveland that he alone is responsible for the present scarcity of money...

This last insulting act places it beyond question that throughout these long years of the receivership, the bondholders have used the Oregon court as a weapon with which to wallop their creditors. In the court they have fought out their duplicity and made promises only to be broken. They have crippled the enterprise with everlasting litigation that has cost more than the road's operating expenses. They have worried the life-out of the road, reduced employees to starvation, forced the community into bankruptcy, and now as a crowning act of villainy attempt to steal the property and the wages the property owners employ at a judicial sale. No more toleration should be permitted them.

If the Times' conclusions are correct, the outlook for the early completion of the Oregon Pacific are certainly not flattering. Longer litigation will certainly retard active operation, and more seems inevitable, for the court can hardly confirm the sale of a property sold for less than one-tenth its actual worth. However it is rumored that the purchasers propose to assume all the indebtedness of the road and pay all preferred bills. If they put up a bond to this effect it is possible the sale will be confirmed, but unless this is done the holders preferred claims will certainly be unable to convince the court of the injustice that would be done them by allowing the partitioners to take the property at the face value in the shape of inflated securities for which it was sold, and which will be sold by legislation at a price far below its value.

With two cents more per pound for Eastern Oregon wool to be secured by securing it at Pennington and with the labor of shearing it performed at home, the "wool industry" hereabouts will be independent of protection and be healthier than ever before. The Eastern Oregon wool grower has had to take advantage of importation, the protective, natural laws, carry on his business with economy and intelligence to escape the duties of the wool in the shape of inflated securities for which it was sold, and which will be sold by legislation at a price far below its value. This is more in line with the interests of the wool producers. There is more in line with the interests of the wool producers.

conducting business legitimately than in seeking advantages to special interests through class legislation, and producers and workers are fast flinging it out—fast the position.

THE CORVALLIS TIMES.

The Corvallis Times, commenting on the recent sale of the Oregon Pacific severely censures the bondholders who bid it in, and opposes the confirmation of the sale. It says in part:

Last Friday's work constituted nothing to take out of the stomach of the extortioner from the difficult that best the O. P. and its creditors. If it did anything, it plunged the road, its employees and the communities contiguous to the road into deeper embarrassment than ever. The sagged price at which it was knocked down is so far short of the actual value of the property that the confirmation of the sale would be high-handed outrage, and in confirming it the court would participate in as scandalous a swindle as was ever attempted. The bondholders who made the bid have before them the report of their own experts, declaring the property to be worth three millions of dollars. They know that the purchase price of the steamer Willamette Valley alone was a quarter of a million of dollars, and that the first payment made on her required an issue of \$150,000 in receiver's certificates. They know that simply the duty on the steel rails in the track of the road was \$400,000, and that these rails to-day, taken up and shipped to San Francisco by this same steamer Willamette Valley would be worth half a million dollars, and there is no assurance that such a proceeding is not a part of their unrighteous scheme. They know that the 193,000 miles on the road are worth nearly \$900,000, to say nothing of the passenger and freight cars. Knowing these things when they come into court and offer this miserable fee for the property, their audacity is disclosed and their dishonest purposes unmasked.

The indebtedness against the receivership so far as can be ascertained is about \$1,250,000. Of this \$600,000 for which it is proposed that the property shall be sold, the first thing to be paid in full, according to the decree is the court expenses, a suitable compensation to the Farmers' Trust & Loan company of New York for services as trustees, together with attorney's fees, etc. Just what these items will cost up, no man knows, but one of the best authorities in the subject places it at a conservative estimate at \$500,000. Add to this the \$350,000 or thereabouts of taxes that will have to be paid in full, and there will be left of the \$2,500,000 for per capita distribution among creditors with claims amounting to a million and a quarter, the magnificent sum of \$1,000,000, enough to pay about eight cents on the dollar.

This last insulting act places it beyond question that throughout these long years of the receivership, the bondholders have used the Oregon court as a weapon with which to wallop their creditors. In the court they have fought out their duplicity and made promises only to be broken. They have crippled the enterprise with everlasting litigation that has cost more than the road's operating expenses. They have worried the life-out of the road, reduced employees to starvation, forced the community into bankruptcy, and now as a crowning act of villainy attempt to steal the property and the wages the property owners employ at a judicial sale. No more toleration should be permitted them.

If the Times' conclusions are correct, the outlook for the early completion of the Oregon Pacific are certainly not flattering. Longer litigation will certainly retard active operation, and more seems inevitable, for the court can hardly confirm the sale of a property sold for less than one-tenth its actual worth. However it is rumored that the purchasers propose to assume all the indebtedness of the road and pay all preferred bills. If they put up a bond to this effect it is possible the sale will be confirmed, but unless this is done the holders preferred claims will certainly be unable to convince the court of the injustice that would be done them by allowing the partitioners to take the property at the face value in the shape of inflated securities for which it was sold, and which will be sold by legislation at a price far below its value. This is more in line with the interests of the wool producers. There is more in line with the interests of the wool producers.

If the Times' conclusions are correct, the outlook for the early completion of the Oregon Pacific are certainly not flattering. Longer litigation will certainly retard active operation, and more seems inevitable, for the court can hardly confirm the sale of a property sold for less than one-tenth its actual worth. However it is rumored that the purchasers propose to assume all the indebtedness of the road and pay all preferred bills. If they put up a bond to this effect it is possible the sale will be confirmed, but unless this is done the holders preferred claims will certainly be unable to convince the court of the injustice that would be done them by allowing the partitioners to take the property at the face value in the shape of inflated securities for which it was sold, and which will be sold by legislation at a price far below its value. This is more in line with the interests of the wool producers. There is more in line with the interests of the wool producers.

If the Times' conclusions are correct, the outlook for the early completion of the Oregon Pacific are certainly not flattering. Longer litigation will certainly retard active operation, and more seems inevitable, for the court can hardly confirm the sale of a property sold for less than one-tenth its actual worth. However it is rumored that the purchasers propose to assume all the indebtedness of the road and pay all preferred bills. If they put up a bond to this effect it is possible the sale will be confirmed, but unless this is done the holders preferred claims will certainly be unable to convince the court of the injustice that would be done them by allowing the partitioners to take the property at the face value in the shape of inflated securities for which it was sold, and which will be sold by legislation at a price far below its value. This is more in line with the interests of the wool producers. There is more in line with the interests of the wool producers.

based our hopes upon the O. P. will be subject to further disappointment.

Admiral Stanton, who was removed precipitately from command of the squadron in Rio harbor for saluting the flag of the rebel admiral, and ordered home, has been acquitted of blame by the secretary of the navy in a handsome letter and assigned to command of the North Atlantic squadron, the choicest detail in the navy.

Both parties in the house continue to make themselves ridiculous in the effort to gain party capital out of Hawaiian affairs. Probably nothing will come of the resolution reported there but noise and fury. The senate inquiry is serious and dignified and promises good results.

CONGO OIL Cures Rheumatism. CONGO OIL Cures Lambe Back. CONGO OIL Cures Swollen Joints. CONGO OIL Cures Sciatica. CONGO OIL Cures Neuralgia. CONGO OIL Cures all Pain. CONGO OIL Cures all Soreness.

Buy it. Try it. Price, \$1.00 per Bottle. Sold by TEMPLETON & SON and HOWARD & BELKNAP.

NOTICE TO CREDITORS. In the Circuit Court of the State of Oregon, in and for the County of Clatsop, N. H. Paine and H. E. Brown, Debtors, vs. The Farmers' Trust & Loan Company of New York, Creditors.

NOTICE TO CREDITORS. In the Circuit Court of the State of Oregon, in and for the County of Clatsop, N. H. Paine and H. E. Brown, Debtors, vs. The Farmers' Trust & Loan Company of New York, Creditors.

NOTICE TO CREDITORS. In the Circuit Court of the State of Oregon, in and for the County of Clatsop, N. H. Paine and H. E. Brown, Debtors, vs. The Farmers' Trust & Loan Company of New York, Creditors.

NOTICE TO CREDITORS. In the Circuit Court of the State of Oregon, in and for the County of Clatsop, N. H. Paine and H. E. Brown, Debtors, vs. The Farmers' Trust & Loan Company of New York, Creditors.

Wm. McMEEKIN'S SALOON, (Main Woods' Old Stand) Wines, Liquors, Cigars. FANCY MIXED DRINKS. Billiard Table in good repair.

BALD HEADS! What is the condition of yours? Is your hair dry, harsh, brittle? Does it split at the ends? Has it a lifeless appearance? Does it fall out when combed or brushed? Is it full of dandruff? Does your scalp itch? Is it dry or in a heated condition? If you are aware of any of your symptoms warned in time or you will become bald.

C. C. MALING, DEALER IN ALL CLASSES OF FURNITURE, BEDROOM SETS, LOUNGES, CHAIRS, MIRRORS, ETC., Paint, Oil, Putty and Glass. ALSO ALL KINDS OF LUMBER.

C. L. SALOMON, Stoves, Tinware, Hardware, Pumps, Pipe and Pipe Fixtures. BLACKSMITHING and WAGON WORK. General Repairing Quickly Done. Full Stock of Iron and Wagon Materials.

MEAT MARKET, B. F. ZELL, Proprietor. BEEF, VEAL, MUTTON and PORK. Of the choicest quality constantly on hand.

The Dalles and Prineville Stage Line. J. D. PARISH, Prop. Leaves The Dalles at 6 a. m. every day and arrives at Prineville in 30 hours. Leaves Prineville at 3 a. m. every day and arrives at The Dalles in 26 hours.

\$40.00 PER WEEK FOR WILLING WORKERS. H. HALLETT & CO., PORTLAND, MAINE.

FARMER POWELL, Next Door to O'Sell's Saloon. RAILROAD, FARM, GARDEN, Cemetery, Lawn, Poultry and Rabbit Fencing.

Wm. McMEEKIN'S SALOON, (Main Woods' Old Stand) Wines, Liquors, Cigars. FANCY MIXED DRINKS. Billiard Table in good repair.

FULLER & CO., DEALERS IN General Merchandise. PRINEVILLE, OREGON.

UREN & SON. General Merchandise. Notwithstanding the hard times, we keep constantly on hand a FULL LINE OF General Merchandise.

Attention is called to our stock of DRY GOODS, Which is being sold for cash. Regardless of Cost. Our stock of GENTS' CLOTHING is also complete, comprising The Latest Fashions in Cuts and Patterns, and an IMMENSE STOCK.

Our Job Lot of Pants is being sold at Greatly Reduced Prices. Our stock of GENTS' FURNISHING GOODS is complete. Handsome Line of Neck Wear Just Received. Ladies' and Gents' Underwear at REDUCED PRICES. Come to the BRICK STORE, While you have an opportunity to select from our Immense Stock. Uren & Son.