

CENTRALIZATION.

The greatest danger to American liberty to-day is the centralization of power in the federal government, which is so far removed from the people and the avenues so blocked by red tape that there is no opportunity for the average citizen to approach the seat of justice.

Amendments to the Code.

Section 558 of the criminal code is amended to read as follows: Sec. 558. If any bailee with or without hire, shall embezzle or wrongfully convert to his own use, or shall secrete with intent to convert to his own use, or shall fail, neglect or refuse to deliver, keep or account for, according to the nature of his trust, any money or property of another, delivered or intrusted to his care or control, and which may be the subject of larceny, such bailee upon conviction thereof shall be deemed guilty of larceny, and punished accordingly; and if any such bailee shall receive grain of any kind from different bailors, and mix the same and store it together in bulk, in such case in an indictment charging such bailee so mixing and storing grain with committing, with reference to said grain, the crime defined shall be made penal in this section, it shall not be necessary to charge in said indictment or prove on the trial, that the ownership of said grain is in more than one of said bailors.

Section 564 as amended reads: Sec. 2. That section 564 of said title, be, and the same is hereby amended so as to read as follows:

Sec. 564. If any person shall by any false pretenses, or by any privy or false token, and with intent to defraud, obtain or attempt to obtain from any other person, any money or property whatever, or shall obtain or attempt to obtain with the like intent, the signature of any person to any writing, the false making whereof would be punishable as forgery, such person upon conviction thereof, shall be punished by imprisonment in the penitentiary not less than one, nor more than five years. The making of a bill of sale, or assignment, or mortgage of personal property by any person not the owner thereof, for the purpose of obtaining money or credit, or to secure an existing indebtedness, shall be deemed a false pretense within the meaning of this section.

The Republican press is worried over the passage of Pendleton's Civil Service Reform Bill. However, it suits the people at large, and after the utter failure of the Hubbell Fund to accomplish any good, we are surprised that our Republican friends should so deeply regret the abolition of the political assessment practices.

Ten families are expected to arrive in Jackson county from Texas in a few weeks.

OUR SHIPPING LAWS.

Our shipping laws have been very little understood, but the people are aware that by some mismanagement the American flag no longer floats over the ocean. The true reason for this state of affairs is ably stated by Hon. S. S. Cox, extracts of whose speech in the House, we give:

It is beyond doubt that the origin of our navigation laws was a compact with slavery. Now England was engaged in shipping and in transporting and selling slaves to the south. She desired to hold the monopoly of that trade. This she procured for a period by the extension of the time for the extinction of the slave trade to 1808. The compact was completed by the navigation laws of 1790 and 1792. Tonnage dues and imposts gave to the American the entire commerce and prohibited foreign ship owners from engaging in our trade. Again, in 1815, 1817 and 1820, the odious British navigation laws, against which our fathers rebelled, were re-enacted by Congress. Every discrimination possible was made against foreigners.

These laws, whose origin is found in the horrors of the middle passage, and whose history is a part of the most disgraceful experience of our country, have ceased to protect American shipping.

CHANGED CONDITIONS OF SHIPPING. Indeed, the protection of these laws by the whirring and ravages of time is given to the foreigner, to the Briton. We drive to him the carrying of our persons and property; load him with largesses of freight and fare, and forbid our own folks from enjoying even a share in the hundred and odd millions which our laws transfer out of our pocket and producers to the pocket of the foreigner! If this be done to protect our shipbuilder, it fails; if it be done to protect our shipowner, it fails. The owner, if he would build here! must do it at a loss of 25 or 30 per cent. If he would buy, he must buy these only thus built. Thus builder and owner are burdened by the clinging of this old man of the seas. If we can build as cheap here as we can abroad, we need no protection; if we can not build as cheap here as abroad, who can afford to buy? The sea is open field, where the guerdon falls to him who can procure his vessel in the best market.

This open competition, as to purchase and use of ships of all kinds, have changed, or ought to change, the laws which govern our marine. The laws of eighty years ago are not suited to our changed condition. These laws suited sail, not iron or steam. As soon think of returning to the stage coach and footman for land conveyance, or to the skin boat of the Esquimaux or junk of the Chinese for sea transportation, as to run the ocean fleet of to-day under the ancient laws. Nay, as well think of discarding the new motors as return even to the wooden paddles of the early Canarder, with its petty 1200 tonnage and its little subsidy.

Thus the very causes which produced our disasters are as obsolete, inoperative as the slave trade itself. The very model upon which our navigation laws were moulded has been shattered, and our shipping to-day, with all these restrictions, guards and prohibitions, are as useless and uninteresting as the "fat weed that rots on Lethe's wharf."

The census reports our marvelous opulence in flocks and field, in mine and mill. We are producers of food for ourselves and mankind; oil, gold, silver, and coal, and railroads beyond the wildest dreams, all the result of natural and applied industry; yet we are so poor that the \$140,000,000 of the carrying trade, whose Pactolian current should be ours, is turned from us. At the end of the fiscal year 1882 we had a tonnage of 4,165,933 in that business, of which 1,292,294 was in the foreign carrying trade, figures which show a decrease in one year of 43,000 tons. Yet the coasting trade grew and railroad transportation grew. In ten years from 1871 to 1881 the miles of railroad leaped up from 60,283 to 104,813, and exports from our farms more than quadrupled. Export has grown wonderfully, but our railroad magnate is pelted by bonds, lands and monopolizing charters. He may own a railroad and no hide his property under a foreign flag. He may not ignore his civic right, while the American shipowner must cringe down below the hatchway while the Spanish flag of blood and gold, or the British union-jack, or the Norwegian or German ensign, float over his clandestine property.

It is notorious that not a little of foreign tonnage is owned by Americans. The form in which it is hidden by mortgage, is explained in the testimony. The "Red Star" line between Antwerp and the United States is nine-tenths owned in Pennsylvania. Their ships are building on the Mersey. They ask proposals from our shipbuilders, and found them fifteen per cent. more than the foreign shipbuilders, and they are compelled to go under foreign flags. In fact the best part of the capital of our country employed in shipping or ship using is under alien flags.

THE TRUE REMEDY. If it be said again that the repeal of the navigation laws will destroy our shippers, we reply that there is nothing on our stocks of such general consequence in iron ship-building; and since the business will not remunerate without subsidies or bounties or general taxes on all the people for one interest, let us try the experiment which other nations have tried successfully, namely, buy abroad, since we cannot build at home.

It is argued that because a great many poor ships are built in England, those are the ships we would buy if we could! Undoubtedly there are many poor carriages built in England. We are at liberty to import land vehicles, while we cannot import vehicles to be used on the water. When we do import carriages we import the best. The Americans are not fools. Let the buyer of a horse or of a ship beware. Why should not trade and labor be left a little to natural laws? Are there not regulations more powerful than congress can make? Repeal burdens and restraints; stop stimulation; practice non-intervention—these are maxims only less radical and wholesome than the natural precepts which ordain them.

Why not allow the merchant, if he thinks he can do it, to get his ship abroad, and try, at least, to run it? He will not charge the treasury for his failure and loss. In time, as in Germany, the owner-ship leads to repair, and repair to building. The number of shippers and workshops increases, and the tonnage leaps up under this impulse. That which seemed a mustard seed becomes a mighty tree. Every nation has tried the free ship experiment but the United States; and we are lowest to-day in our proportionate share of the navigation of the world. No one can say it is a failure until it is tried. All other schemes—and especially its opposite, protection or slavery—have been tried and failed. The commercial eminence of Great Britain, not to speak of Germany, France, Italy and Norway, is supreme logic for the trial of the experiment. Germany is the best illustration; she has not as good coal and iron as we have, but she began to buy her ships on the Clyde, as we might have done a score of years ago. She builds now more than she buys. She has never subsidized. Her tonnage in 1856—57, when ours began to decline, was but 168,000; last year she had 950,000; ours in eleven years dropped from 4,400,000 to 60,000, and all its vast income was lost.

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Last week I read that a new steel steamship, the Mugia, of 6500 tons, was turned out of our trade from the Vulcan Works at Stettin, warranted for the safety of 1200 passengers, with steel life boats and steam steering gear, and a refinement in the reversal of her engines in seven seconds. Her growth has been in iron screw steamers, which she began to buy abroad. She could not afford to wait, this phlegmatic people, for her own shipyards to arise, but began to repair in the blacksmith shops and little foundries of her "free towns," and now where the little furnace glowed mighty engines are made to mate the ocean in her widest tempest.

Even Japan has a fleet of fifty-seven iron steamers, and China leaves us lagging and unprogressive. Fifty years of Cathay—nay, twenty years—is worth more than a century of our experiment.

Twenty years ago Norway and Sweden traded with us, and had but 20,000 tons in the trade; now they have 850,000. The Viking is abroad, and we are stupidly looking on. Everybody is making money out of our carrying and commerce, but ourselves. What avails it that ours is the largest carrying trade of any nation, since we do not do the work? It adds to the humiliation.

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TUTT'S HAIR DYE. GRAY HAIR OR WHISKERS changed to a glossy black by the use of this hair dye. It is a natural color, and is permanent. Sold by Druggists, or sent by mail. Price 25 cents per bottle. Wholesale price, \$1.00 per dozen. Office, 35 N. BROADWAY, N. Y. CITY.

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NOTICE. THE UNDERSIGNED HAVING BEEN APPOINTED Receiver of the Douglas county, Oregon, do hereby give notice that he is now ready to perform the duties appertaining to said office, whenever called upon.

FINE FARMS FOR SALE. ONE FARM CONTAINING 481 AND 100-100 Acres, 18 miles from Roseburg, on the Orono Bay stage road, and known as the "Eighteen Mile House."

ALSO ADJOINING A FARM OF 199 ACRES, with a bearing orchard. One-half plow land and balance timber land, and all well watered. These farms will be sold either together or separately, to suit purchasers. Apply to Hermann & Ball, Roseburg, Oregon.

ALSO, 427 ACRES NEAR THE TOWN OF Looking Glass, in Douglas county. 125 acres of plow land of the best quality, balance pasture land, with plenty of oak and fir timber for fuel and fencing. All well watered, with dwelling barn and good orchard. Price \$4,000. One thousand down, balance on easy terms. A few simple titles guaranteed. Enquire of Hermann & Ball, Roseburg, or A. F. Brown & Co., Oakland.

CONCRETE PIPE.

HENRY GATERMAN and LOUIS BELFELS have obtained the right for Douglas county for conveying water, and Louis Belfels and George Prossman have obtained the right for Josephine and Curry counties, and will sell farm or individual rights in concrete pipe at the lowest figures. Any size from 12 to 22 inches furnished. This pipe is much cheaper than Wood, Iron or Lead!

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BUY ONLY CANYONVILLE MILLS FLOUR. Manufactured from only the best of wheat. I have for sale also Bran, Shorts and Middlings, Bacon, Hams, Lard, etc. cured in the most scientific manner. Purchasers will do me a favor to inspect my stock at the Canyonville.

BUY THE UMPQUA VALLEY MILLS FLOUR THE BEST IN THE MARKET. Address A. W. STEARNS, Canyonville

JAMES DEARLING, Blacksmith Farrier, Oakland, Oregon.

Hubbard Creek MILLS. CLARKE & BAKER, Proprietors.

HORSE-SHOING A SPECIALTY. Any farmer having a plow to sharpen or machinery to repair will do well to give me a call at my old stand.

Having purchased the above named mills of E. Stephens & Co., we are now prepared to furnish any amount of the BEST QUALITY OF LUMBER Ever offered to the public in Douglas county.

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Ever brought to Douglas, and when added to their STOVES OF ALL PATTERNS and READY MADE TINWARE, they are prepared to declare they have the best supply in their line of any house in Southern Oregon, which they propose

SELLING CHEAPER THAN ANY ONE can purchase elsewhere. In the shape of building materials—lumber, saws, locks, butts, etc., we can offer superior inducements to purchasers. Try us.

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The best in the market, at lowest rates. Give us a call, inspect our stock, inquire as to our prices, and we promise to suit all any one can. SHELDON BROS.

MUNN & CO PATENTS. We continue to act as solicitors for patents, caveats, trade-marks, copyrights, etc. for the United States, and to obtain patents in Canada, England, France, Germany, and all other countries.

Summons. In the Circuit Court in and for Douglas County, State of Oregon. Elizabeth A. McCarty, Plaintiff, vs. William McCarty, Defendant.

In the County Court of the State of Oregon, in the matter of the estate of Woodson Patterson deceased. Citation for sale of real estate.

Sherman, Clay & Co. Pacific Coast Agents for the Celebrated

STERLING ORGANS. The above organ is styled No. 50, which will sell for \$190. \$25 cash, \$150 per month with interest upon deferred payments, and per cent per month. Good stand and book included. Address SHERMAN, CLAY & CO., Cor. Kearny and Sutter Sts., San Francisco, Cal.

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NEW BARBER SHOP. Next door to the Metropolitan Roseburg, Oregon.

The undersigned has opened a neat and comfortable barber shop at the place above described, and is offering long experience in his profession, so assailed he can give satisfaction to all who may give him a call. His prices are popular, and are as follows: Hair cut and 35 cents shaving, 25 cts.

AT THE OLD ESTABLISHMENT OF MESSRS APPLE, NEXT DOOR TO MARK'S & CO., OFFERS FOR SALE THE FINEST VARIETY OF TOBACCO, CIGARS AND CONFECTIONERY EVER OFFERED IN ROSEBURG, AT PRICES LOWER THAN THE LOWEST CIGARETTES A SPECIALTY. A FINE SUPPLY OF HOLIDAY GOODS.

CITATION. In the County Court of the State of Oregon, in the matter of the estate of Woodson Patterson deceased. Citation for sale of real estate.

TO JOEL PATTERSON, ANGELOINE CROUCH and MARY ANN PATTERSON, heirs at law and next of kin of Woodson Patterson deceased, in the name of the State of Oregon, greeting: J. A. Kirkendall, clerk of said court, do hereby cite you to appear in and answer the heretofore filed in the said County Court of Douglas County, Oregon, his petition asking for an order to sell the real estate described in said petition, and to show cause why said order should not be granted.

TO WILLIAM MCCARTY, DEPENDANT. YOU are hereby required to appear and answer the complaint filed against you by the plaintiff, Elizabeth A. McCarty, in the above entitled court and suit, on or before the first day of the next regular term of said court, to-wit: the second Monday, the 14th day of May, A. D. 1883, and if you fail to so answer the said complaint, the plaintiff will take judgment against you for want of an answer, and will apply to the court for the relief demanded in said complaint; and if for cause dissolving the marriage contract existing between the plaintiff and defendant, for such alimony as the court may deem just. For the care and custody of the minor children, Francis McCarty, Alice G. McCarty, and Eliza McCarty, and for one-third interest in and to the following described real property, to-wit: The northeast quarter of southeast quarter of section 9, township 28, south range seven west, containing 100 acres, and for such other relief as the court may deem proper; and for the costs and disbursements of this suit. This summons is published by order of the Hon. R. B. Sears, Judge of the said circuit court for Douglas county, State of Oregon, and made and entered the 10th day of January, 1883.

J. W. HAMILTON, Plaintiff's Attorney.