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**PORTLAND AND THE PRODUCERS.**

The people of Oregon and Washington are very much interested—producers especially—in studying the indications that point to the course of commerce and transportation in the future. East of the mountains there is a general sentiment in favor of a great commercial point on Puget Sound, and for a direct line of communication across the Cascade range. While that section looks to such an outlet as essential to its future, the valley region of Western Oregon looks with the greatest eagerness to some new outlet for its products, and hopes most ardently for the realization of the promise that Yaquina Bay shall become a seaport and the construction of the Oregon Pacific Railway enable them to ship their products by that route.

Failing to realize this favorite project, we venture to say that the producers of this valley and the Clatsop will be glad of any other outlet that will make them more independent of Portland. They will gladly see a railroad to Astoria and thus ship their products direct to the ocean, or will greet with satisfaction any scheme that will take their crops to any suitable port on Puget Sound. We venture to say that many persons in the Willamette valley are prejudiced against the Villard enterprises, because they promise to make Portland a great railroad center and look to this city as the future metropolis of the whole Pacific Northwest. This being an existing fact, it can do no harm to look it squarely in the face and ask: Why are these things so?

Taken individually, probably the producers of these Western valleys have no personal enmity towards Portland merchants. Their prejudice has a wider basis. It is the city taken with its history and with all its antecedents, that excites prejudice. What then, has the city done, or failed to do, that has made it the aversion of the great class of producers so necessary to its prosperity? Perhaps the answer can best be furnished by asking: What has Portland ever done to satisfy the country, increase its prosperity, bring it nearer market, or bring the market nearer to producers? What has the city done to accommodate the business the country sends to it? Looking at its own prosperity and accumulated wealth, all of which has been based on production, what have rich men here ever done to show recognition of the country and a desire to advance the prosperity of the producing classes?

Of course, "every tub stands on its own bottom." Country people must look out for themselves. They must take what they can get. All the while, however, the country is full of hard working farmers, who have to be content with very limited incomes as reward for their invested earnings and hard labor, and these people naturally form impressions that are certain to make themselves felt in time. They know that they are the foundation of the great structure of government and society and the perennial foundation of wealth, and that their good will is worth possessing. The fact that they are prejudiced is so commonly known and so well established that we cannot doubt it, and the certainty that it will in time react on Portland makes it worth while for those who represent Portland to stir themselves to make friends of the country, for it is a starting truth that Portland stands isolated, surrounded on the north, south, east and west, by a population that has—to put it mildly—more jealousy than sympathy with its aspirations.

We allude to apparent facts with no desire to increase prejudice but to allay it; or rather to call attention of Portland capitalists to what the country needs. If Portland will—far once—anticipate these needs, there will be no room for prejudice.

The country needs money at reasonable rate of interest, for the time has come when production cannot pay ten per cent. per annum on loans and they intend to pass a law fixing lower rate of interest.

It is necessary that elevators and warehouses, on a large scale, shall be constructed here if Portland is to be a great commercial city, and owners be satisfied to collect reasonable charges for all such service.

It is necessary that every penny shall be saved the people who produce and business conducted in their interest, as well as for profit to those who handle products here. The country believes that Portland taxes products to the highest possible point, whereas, competition should provide the best possible conveniences for commerce at the lowest figure possible.

The complaint comes from foreign ship masters that their vessels pay outrageous charges for pilotage, towage, harbor dues, and that all the facilities furnish them are at exorbitant rates. The producer reads this and knows that he pays the bill. The producer is not a fool. If Portland cannot secure relief from this enormous tax on home industry, then home industry will always revolt against Portland and seek any other channel for its commerce in preference.

To sum up the case thus far: Capital should freely invest, expecting only moderate returns, so that merchants here can transact business to the best advantage, and give their customers—the producers—the benefit of the same. Portland should put down all impositions on commerce, and show producers that

the city means to defend the country from harm, as its best friend.

In matters political, the country has some jealousy of city predominance, but in that respect we say nothing. If the country, with its power to put its own interests forward in State conventions and in the Legislature, elects politicians who do not defend the interests of their constituents, the loss said the better; such a fault reflects on the ability of the country to sustain itself when it has numbers and power in its own hands. But we do insist that a moderate outlay of capital, to be repaid with a fair interest, and the energetic manifestation of a disposition to protect producers from all unreasonable taxation and imposition, will win the city of Portland the unanimous respect and undivided support of the great class of producers on whom its commerce and its prosperity depend.

**THE NATIONAL GRANGE.**

The 15th annual session of the National Grange met in Washington Dec. 15, and was very largely attended. The annual address of Worthy Master J. J. Woodman is published in our exchanges received by last steamer, but is altogether too long a document to be published entire. After a suitable introduction the speaker alluded very forcibly to the importance of the interests represented viewed as industrial and wealth producing, by which the soil, when productive of an abundant harvest, invests every channel of business with activity and prosperity. The importance of extending Grange work and sustaining a Grange press was dwelt upon and the advantages of co-operation set forth, with a plain review of the failures as well as successes that had been met with in attempts so far made, and the necessity of a well organized co-operative plan for universal following was argued at some length. The speaker freely admitted that former efforts to establish manufacturing and business enterprises by the Order with State Grange funds had been unsuccessful; the ship had carried too much sail; they had attempted to grapple with great business enterprises without the experience and skill needed to manage them. While disaster had resulted in some States from such attempts, they had learned valuable lessons and saved the Order from similar losses elsewhere. The National Grange next recommended co-operative associations which had organized with various results; some succeeded and others failed; just as some men succeed in business and others do not. Enough succeeded to show the wisdom of the system. Some State Granges employed reliable agents or responsible business firms to act for them. This had proved of much value to members. Where Granges were afar from co-operative stores, they sometimes raised a purchasing fund and kept a supply of necessary articles on hand to be distributed as needed. Such beginnings sometimes resulted in extensive business growing out of small endeavor.

Efforts to receive from Congress legislation as relief against evils of the patent laws by which thousands of farmers are being prosecuted for use of inventions that had seemingly been abandoned to the public, and then when used royalty demanded by expensive litigation, had failed, but they must continue to demand their rights and secure them by their own power to elect suitable men to office.

The Grange had taken the initiative against the tyranny of monopolies, and the ablest statesmen of our land vindicate our action by their endorsement. The organization of the Grange is considered the best medium for the transmission of the publications of the Anti-Monopoly League to the masses of producers of the nation.

The Worthy Master referred at length to the benefits of education and the work of the Grange in that connection, and in closing, spoke of the lamentable results of the spoils system in national politics and the terrible crime that led to the death of President Garfield. This system, false in principle and corrupting in practice, had grown up under our indulgence until now all the power of popular condemnation was necessary for its overthrow.

**Increased Responsibilities.**

We learn that by order of the President of the Northern Pacific Railroad Company, Mr. John Muir, who has been general freight and passenger agent of the O. R. & N. Co. will hereafter also be Superintendent of Traffic on the N. P. R. R., Western Division. This great increase of responsible duties shows the high consideration in which Mr. Muir is held, and will furnish work enough to puzzle one human brain. The cluster of enterprises under Mr. Villard's management are offered by men of strong business ability, and Mr. Muir is especially a man of business force, which he happily exercises with a degree of official courtesy that accounts for his popularity wherever known.

Our correspondent from Farmington thinks the railroad outlook very bad. The existing system is a monopoly. The people of this country seem to labor under manifold difficulties. When the country is all new and undeveloped it is really in need of railroads, and as soon as a road is built it becomes a "monopoly." We should like much to help all out of their troubles. How to do it however passes human comprehension. The question narrows down to this: Which is preferable: no railroads or no monopolies? We give it up! The conundrum is too heavy for us. But we are in favor of making all the rivers navigable as soon as possible—and sooner if possible.

Dr. Geo. B. Louine, Commissioner of Agriculture, is an aspiring politician, and in a late interview with the National Grange spoke of his intention to have the duties of his office enlarged to include other industries, but the Grange unanimously "sat down on" George's aspirations, by passing resolutions that they did not desire to have the duties of the office include other industries. They were right, for agriculture contains importance enough for any such officers need to wear their cap upon. But then it will require the National Grange to always be on scene to keep the vanity and ambition of Loring in check.

**STOCK INTERESTS OF WASCO COUNTY.**

We have lately met two gentlemen from different parts of Wasco county—which is itself as large or larger than some of the Atlantic States—who peculiarly represent the stock-raising interests of that county, and may be considered as representatives of that important industry in all sections of the extensive grazing regions East of the mountains.

**SHEEP IN NORTHERN WASCO.**

Hon. E. B. Dufur is one of the firm of Dufur Bros., living on Fifteen Mile creek, not far from The Dalles, who own 5,000 head of well graded sheep of the Merino type, and are probably as well fixed to carry on sheep husbandry as any of the great flock owners of Oregon. Their range consists of extensive pasture lands near their residences, on Fifteen Mile creek, and also a great tract of swamp land on the mountain side, towards the eastern base of Mount Hood, about thirty miles from their home farms. They drive their stock to this mountain pasture in Summer, when the grass becomes dry on the plains, so as to preserve the pastures there as much as possible for Winter feed. The mountain grass is very excellent, and answers until the Fall season makes the approach of snow storms avoidable. It is the general custom of stock-masters in Umatilla county to drive their sheep to mountain pastures in Summer; and as these lands are not settled, the right of use is determined by custom, which accords stock men privileges which are so well understood and so generally accepted, that rights so claimed are not often infringed. But this relates to the Blue Mountains, through which the open pine forests without under brush permit grass to grow, while the mountain range of the Dufurs is on a bench of the Cascade mountains, nearly a hundred miles separated from the Blue Mountains, and more rugged and inaccessible, so that they do not afford many such facilities, though there are extensive swamps on elevated benches of the range that afford good range in the Summer time. It seems the Dufurs discovered this great tract they own and have taken it up under the provisions of the swamp land act of our State. With this explanation of the situation we proceed to give Mr. Dufur's experience with sheep.

For seven years past Dufur Bros. have crossed thoroughbred Merino bucks on the common coarse-wooled sheep of the country. They used large, likely ewes, and have kept up a judicious selection, selling off at times the cullings of their stock, and the result has been satisfactory. They have bred from the Vermont Merino stock brought to Oregon a number of years ago by Hammond, and the present product is a sheep of good size, round, thick and compact body, short legs and deep build. Wethers weigh, dressed, 75 to 90 lbs. The stock is hardy, easy kept and long lived.

These improved sheep are as hardy as ten years old as the original coarse-wooled stock from which they came were at six years old. The chief benefit of 4,000 head the past season turned off fleeces that went over 3 lbs. Two years ago, after an unusually favorable year in all respects, their fleeces averaged 4.9 lbs 6 oz., but that was a year when all sheep averaged better than usual. The wool of last clip was sold rather early in the season, before prices came up to the best point, and brought at The Dalles 20¢ and 25¢ cents, but could have sold later for 24 cents per lb. at Dalles City. Such heavy fleeces are of course due somewhat to yolk in the wool, but Mr. Minto, who is excellent authority, asserts that there is no more grease in Dufur Bros.' wool than is necessary to preserve the quality of the staple.

It will be seen that the Dufurs have made a success of sheep husbandry, and it may as well be understood that they have a talent in that line, for certainly it amounts to a talent when people achieve such success based on the exercise of good judgment; for profitable as the business is when well conducted, there are many who fail utterly at it, because they have no natural qualifications, and lack judgment. Probably Dufur Bros. have doubled the weight of fleeces and the value per head of their sheep by judicious improvement of the breed, and their seven years' experience, which we are able to give, is of great value. We proceed to give the particulars of their methods and practice.

Sheep are always herded in the range, except when a snow storm drives them in. As a rule, they are not sheltered, though sometimes the ewes are, and are fed wheat or timothy hay. Wheat hay is preferred, and wheat is grown entirely for that purpose, but both wheat and timothy are cut before the seed is ripe, and in the case of wheat no grain is formed, and the hay looks green where cut. When feed is allowed to get too dry and ripe, sheep cannot digest it. The annual increase of the Dufur flocks is about eighty per cent. on the number of ewes. Lambs come through April and to the 10th of May.

Last Winter much stock died because of the protracted inclement weather, but Dufur Bros. did not lose any. They bought hay at \$30 per ton, besides feeding out all they had grown, and estimate that they fed for eighty days at a cost of \$1 per head. That was an unusually hard Winter; average Winters do not require more than ten to fifteen days feed, and there are Winters when no feed is given out. The Summer of 1880 was very dry and winter very short, so that sheep went into the Winter in poor condition, while the present season finds them actually fat as Winter comes, because grass was good all Summer, and early Fall rains caused a late growth that placed them in the best possible condition.

The custom is for stock men to put up a good store of hay, that accumulates from Winter to Winter, so that an extraordinary bad season finds them prepared. Sheep are herded and are brought near home upon the approach of Winter, and can be cared for in case of severe weather, while cattle and horses are usually allowed to roam over an extensive range, and in case of a heavy snow fall cannot be got up. In fact they do best alone to take their chances, under ordinary circumstances.

Of late years many settlers have come in, fenced off the watering places and are making farms where the land was formerly used only for stock range. This diminishes the chances for cattle and horses, while sheep that are herded can find water, because they can be driven to it and the fence laid down to let them enter. Mr. Dufur thinks an extensive country lying between John Day's river and the Des Clutes, and what is called "the desert," south of Prineville, will be found adapted to sheep, and will replace in great part cattle and horses that are now pastured there in great numbers. As the native grass is eaten out sheep do better than other stock. The hardy Merino grades have especial adaptability to Eastern pastures and the dry climate of that country; they eat closer than the ordinary stock of coarse-wooled sheep, and herd better together, don't ramble, and, as a consequence, are easier kept, and will do well when other sheep will not prosper.

Mr. Dufur furnishes valuable testimony as to the qualities of good Merino grades compared with other sheep. It is his experience (and he is a man of very investigating turn and good judgment), that the better they are bred up in Merino blood the harder sheep become and the easier they are kept. If you go into any mixed bands and pick out fat sheep, they invariably prove to be high grade Merinos. Mr. Dufur says the range is so well suited to sheep in his region that with ordinary care sheep constantly improve. He is confident the Merino type will prevail and satisfy the highest idea a sheep-grower has of a perfect one, to secure the best results for both wool and mutton.

It is Mr. Dufur's opinion that eventually the Eastern country will be filled up with population that will embrace farming with a view to raising, and that sheep husbandry will be the most popular branch of stock because the most easily followed and the most profitable. Take the country through and in many directions good farming land lies contiguous to land only valuable for grazing. Fencing is expensive, and water not always convenient, so he believes that neighborhoods will soon combine on a co-operative plan to fence in their lands in common to save expense, own and herd their flocks perhaps in common, and by combining, make it possible to secure at least moderate success, making the farm provide Winter feed for the stock, as well as the family, and depending on the stock for profit.

Mr. Dufur gives the following as the scale of prices in Northern Wasco county: Mutton sheep, \$2 a head for a band of picked wethers; for a band of good sound ewes, \$2.50 to \$3; graded Merino bucks, \$5 to \$20; pure bred Merino bucks, \$40 to \$50. In the valley fall blood bucks command \$15 to \$20.

**THE FARMER AS AN EXPORTER.**

At the present time the European grain market is depressed for the pressure of shipments towards England has that effect. It is estimated that the world is 50,000 bushels of wheat short of a good supply, but that is a small proportion of the quantity consumed annually. So it appears likely that we shall not see any decided advance until later in the season, if at all. Last week a wooden vessel, we understand, was chartered at 77s 6d to U. K., which equals 80¢ for iron, at least. Now if our farmers could combine to load a ship at \$60 and get it off by the first of January, it could be expected to arrive in England by the first of May, or if a ship was to leave the latter part of January it would be apt to reach there June 1st, and if any advance can be anticipated then it would be about that time, and the shippers would have the benefit of the market.

Let us compare the December market with the market next May and watch the result. We believe it will be safe to make the venture, though it may also be safe to wait until April for lower freights and ship then, but a ship leaving May 1st and reaching here September 1st, would have to accept the results of the next harvest and the possibility of lower freights in April or May are perhaps not equal to the certainty of interest accruing in the interval and the possible falling off in price in case the world realizes a good harvest in 1882.

We hear that there is still a great deal of wheat up this valley, and a great deal left in the Umatilla and Walla Walla country, and some effort on the part of producers to ship their own grain will have a living effect on the market and turn attention of foreign ship owners this way. If the business can be done properly and safely the farmer can get all there is in the market for his wheat, and if he does that he will make all the money that he thinks the speculator makes, so his failure to act for himself looks very much as if he didn't have much faith that the exporter made a profit. Exporters here have to go into the market to charter ships and just now some of them are doing all they can to cheapen freights, so the farmer who becomes a shipper has the benefit of their efforts to manipulate the freight market.

**From Lane County.**

IRVING, Oregon, Nov. 28th, 1881.  
 Editor Willamette Farmer:

What seems to be a drug in the market, as we can hardly get money on wheat when sold; the railroad seems to be unable to carry it off fast enough. Some warehouses have already ordered to ship grain enough to consume a man's time at the present rate of from one to three cars per day; and so long as the present state of things exist we cannot expect any life in the market.

There has been little wheat sown this Fall, on account of unfavorable weather.

Hoping the FARMER may meet with increasing patronage, and may well guard the interests of producers, I am, very respectfully, yours,  
 A. C. JENNINGS.

If you send in a new subscriber you get four months credit on your own subscription; for two new subscribers you get eight months, and for three new names a whole year. There is no neighborhood in Oregon or Washington where any man who will take a little pains cannot get three new names if he will make a slight effort.

**A LIBERAL OFFER.**

Purdy's Fruit Recorder and Cottage Gardener is the best journal on fruits, gardens and flowers, published in the United States, price \$1. As this is a standard journal that every family should read, we have made arrangements to club with it and to furnish its premiums to our own subscribers on the following terms:

Any person wishing to renew subscription, who pays \$3.25, or any new subscriber, who sends us \$3.25, will receive the FARMER and Fruit Recorder one year, and can have any one of the premiums he may name in addition.

Any subscriber who has already paid up, can send us 75 cents more and have the Recorder one year and a premium. Any person who will send us \$2.50 for a new subscriber, can have the Fruit Recorder and either one of the premiums as compensation for trouble in procuring us a new subscriber.

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 1. Twenty-five plants of the famous Sharpless strawberry.  
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 5. One Helena Honey Suckle, the most beautiful grown.

12. Purdy's Small Fruit Instructor, 64 pages, all about growing fruits, with plans for dry houses, green houses and hot-beds.  
 14. A splendid and almost life size engraving of our dead President—Garfield; by one of the most eminent of living engravers, worth one dollar.

Simply give the number opposite the premiums, and don't describe it.

**Letter from Polk County.**

McCoy, Dec. 2, 1881.

Editor Willamette Farmer:  
 Having a little leisure time this evening I thought that I would write a few lines for your many readers. In the first place I will say that McCoy is situated on the broad gauge railroad about twelve miles below Independence, on a very nice rolling piece of ground. It has improved a great deal in the last year. It is composed of one dry goods store, one drug store, two shoe shops, one blacksmith shop, one saloon, and three hotels, and plenty of warehouse room for all storing purposes. It is surrounded by as fine a country as there is anywhere in Oregon. I think as good grain and as much of it to the acre can be raised in the vicinity of McCoy as is raised in the Willamette valley anywhere. The farmers as a rule are in good circumstances, and instead of selling out are improving their farms both by good buildings and by grubbing and clearing off their land.

The farmers of this section took advantage of the low price of wheat last year and summer-fallowed a great deal of land, consequently there is a large acreage of fall-sown wheat, which looks unusually well for this season of the year, and are still sowing some of their stubble land. So if nothing unusual happens to the growing crop by another harvest, you will hear from McCoy in the way of bushels of wheat.

Mr. Editor, if any of your readers are looking for a home in a quiet little town, we would give them a cordial invitation to come and see us before settling elsewhere. HARRY.

**Letter from Marion County.**

SCHLIMTT, Dec. 5, 1881.

Editor Willamette Farmer:  
 Lofy as we are in name, here, way out in the woods, we are not out of civilization. A stranger came to town the other day, on foot from Salem, wet, cold and exhausted, claiming to be a runaway sailor, without money, so he offered to sell his coat. By cunning ways and comical songs well sung he won his way and sold his coat, then hired a horse and went off; but soon after John Minto, Deputy Sheriff, came in pursuit of a fellow who had stolen a suit of clothes on Salem prairie, and after a cold and muddy ride overtook his man.

One who stays at home hardly knows how neighboring towns prosper unless by reading the papers. I take the FARMER for that purpose. A few miles ride the other day gave me news about Marion Station. Change of agents at the railroad there lately created considerable excitement. Also the Socio telegraph office was moved and the post office walked to other quarters. As the measles prevail about Marion schools are temporarily dismissed on that account. The family of Dexter Robbins have been down with the disease and it prevails in other families.

Fall sowing is very backward on the Santiam prairie. Sublimity improves rapidly. The old store house is torn down and replaced by a new building. The hotel has had its looks improved by a coat of paint. Changes in the interior make it very convenient and everything is done to make guests comfortable. The store has a warehouse added, that also helps the looks of the place. Mechanics who live about here find all the work they can do. Health is generally good on these beautiful hills. Considerable Fall wheat has been sown and some are still putting in wheat. P. B. O.

**Stark's Fruit Ranch.**

We have a time or two before made mention of what Amos Stark is doing in the fruit business at Columbus, and now give the result of the crop for 1881. His orchard consists of 40 acres, but 20 acres are young trees, not yet bearing. The peach crop this year amounted to 3000 bushels from which he will realize nearly \$2,000. He has dried about four tons of peaches, has shipped and sold 40 sacks of peach seed at 3 cents a pound, and has set on hand 1000 pounds of seed. Besides that he raised 200 bushels of potatoes, 30 tons of hay, and wagon loads of watermelons, of which he sold about \$100 worth. Mr. Stark has about 100 acres of just such land as his orchard, with a plentiful supply of water for it all, and as fast as he is able will devote it to the culture of fruit. There are up and down the Columbia river thousands of acres that can be made to produce in like manner.—Goldendale Gazette.

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