

TUESDAY MORNING, NOV. 28, 1865.

MINNESOTA raises 10,000,000 bushels of wheat this year, and will have 6,000,000 bushels to sell. She will also have \$2,000,000 of oats to sell.

THE steamer Pacific sailed from San Francisco on the 24th inst., and if the weather has been fair at sea, is now at Portland. The Orizaba did not sail at the time advertised, which was perhaps very fortunate.

THE United States Mail is carried on Sunday from Portland to Oregon City by steamer. The daily mail is carried every day in the week, and the connection is made between the two points as above stated. Whether any person is indictable under the Sunday Law for so doing does not appear.

PARTIES who have just crossed the Coeur d'Alene Mountains report that there was no snow upon them on the 15th inst., but that rain was falling very heavily, and the roads were in a bad condition. The rainy weather continued on down to Walla Walla.

TRUTH IS STRANGER THAN FICTION.—In this issue of the paper the reader will observe a gold story from the Montana Post, which reads very much like something which ought not to be believed; but we have met persons from Montana who state that they have seen pieces of the gold taken from the lode, and that there is no exaggeration in the statement. Believing the story to be cast on a very large scale, we still hope it is true, and speak for a few gunny-sacks full for this side of the mountains.

A TIMELY PRECAUTION.—If there should be a scarcity of provisions in Montana the coming spring, the traders from this side should enter into some combination to procure the earliest information of the probable deficit until the 10th of June. They would also do well to have their goods forwarded as soon as the road is practicable, to the Spokane Plain or even to Pen d'Oreille Lake, so that by the 1st or 10th of March they may be moved toward Hellgate and the mines. An inconsiderable expense will procure early and definite information about affairs in Montana, and those who move early will gain an advantage which will well repay them for their trouble.

FULLY COMMITTED.—Frank Jones, accused of forgery, stands fully committed to the County jail, to take his trial at the next term of the District Court. His bail is fixed at \$1000. He had procured a continuance of the preliminary examination for ten days, on the plea that he expected to prove his innocence by an absent witness named John Doe, for the lack of a better one. After much search John Doe cannot be found, and an opinion is growing up that he is a mythical personage—a conclusion somewhat unfavorable to Jones' character for veracity. After serving his country for three years, Jones ought to have known better than to be making such poor imitations of other men's handwriting as those shown in the forged checks.

SOCIETY IN BOISE BASIN.—The World observes that the vicious looking cut-throats, who were formerly so plentiful in Boise, are now very scattering. They have gradually drifted out of the country; been shot, hung, or run off to other places. It is a pleasant reflection, that "the boys" are "passing away," and the places which once knew them will never know them any more. The palmy days of the boys were in the time of the excitement about the Salmon River mines, when a highwayman considered himself a "gentleman," only a little "rough." It did seem for a while as if the infernal regions had broken loose upon the country, and that the choicest imps of perdition had come into the Nez Perces country, in the shape of "professional gentlemen." This carnival of crime can never be repeated, unless the small graveyards full of great and small rogues, which mark the ground at Placerville, Florence, Idaho City, Hellgate, East Bannock, Virginia City, and many other places should come to life again to plague mankind. Lying in these cemeteries is the concrete ruffianism which was gathering for fifteen years on the Pacific coast, and which epitomizes every crime known to man, and accursed of God. The people of Boise are to be congratulated upon the riddance of the fag-end of such a pest.

THE INCREASE OF TRANSPORTATION ON THE COLUMBIA RIVER.

Some apprehension has been expressed that the increased production of the agricultural districts, above the Dalles, would in time effect the amount of freights up the Columbia river, and that in consequence, the proportion of freight to population would continually decrease. The articles of agricultural production east of this point are, and will be for many years, principally meat and bread, which form about one quarter of the total weight of shipments to any mining section. These average about one and a half pounds to the man a day. The time in which the mines will be altogether supplied from the fields and pastures east of the Cascades, may be reasonably anticipated at five years in the future. From thence forward, one quarter of the weight of mining freights will cease to pay tribute to the navigation of the Columbia, allowing that the average of freight to the man is six pounds a day, and this is the basis of such calculations, founded on the experience of California.

It must be considered, however, that the settlement of the Columbia Basin is sure to produce very considerable shipments of backfreights, which are so much needed to make a reduction in freights generally, a practicable measure. These will consist in hides, horns, hoofs, wool and the like. In time, salted meats will become an important article of export, but not for many years to come.

As the matter now stands, but a small portion of the live-stock coming east of the mountains pays anything to the navigation interest, but when the supply of such stock for the mines is derived entirely from the interior to the east, the pastoral population will require an increase of transportation, which will form an important element in sustaining the present proportion of freights to population.

But by far the most important consideration, is the increased demand for transportation caused by the development of the quartz mines. Take for instance a forty-stamp mill, with its equipments, weighing one hundred tons; its annual repairs, and the heavy hoisting apparatus of an extensive mining company, and add the usual ratio of supplies, and we have a vast increase of freights over the demands of ordinary placer mines. A mining company such as this, will work fifty hands, and the average of freight for five years, including the required machinery, will be at the rate of one hundred tons a year, or something over twice as much as the requirements of the placer mines.

From these circumstances, we infer that the relation of freights to population, in the coming five years, will indicate an increase, and that this relation is likely to be sustained as long as the mines continue to be operated with an annually increasing force. There are, however, other considerations which may measurably effect this conclusion, and it seems to be the part of wisdom to take them into account. The cheapness of draft stock, on the Missouri frontier and in California, has stimulated the employment of teams from those localities to our mining districts, with the calculation that in the event of competition from thence proving impracticable, they would still find a better field here than in the countries where they were produced.

From present indications the amount of farm produce from California to the mines, and of machinery from the Atlantic slope, will cause no small diminution in the trade of the Columbia for the coming year. The competition thus forced by a state of circumstances incident to the relations of the several sections, may be continued from some advantage to rival routes which we do not at present see, or seeing do not give it due allowance. It is very probable that no such advantages exist, and it is very certain that they have not been intelligibly set forth. In any case, the true policy is to weigh the question in its true bearings, without local prejudice, and accept conclusions whatever they may be—making the best of all we can grasp.

An idea appears to pervade the commercial community that if the Montana trade can be secured, we can afford to submit to the loss of some portion of that traffic which has so suddenly, yet so solidly, built up the commerce of the Columbia River. A conclusion more at variance with true policy cannot be conceived. We need particularly the trade of many places, so that when the demand slackens from one there may be other points requiring supplies, and thus the current of busi-

ness be made to flow smoothly and steadily, instead of spasmodically, as has too often been the case heretofore. Considerations such as these will doubtless recommend themselves to the minds of men of mind, means and enterprise, and the intelligent and comprehensive understanding of them is the true problem on which the minds of our people should be engaged.

NEW DIGGINGS.—Last summer, while the disappointed prospectors at Coeur d'Alene were rushing wildly on to Blackfoot, certain miners thought that they were passing over as good diggings as they were apt to find at any place ahead. They tried the gulches and creeks on the St. Regis Borgia without success, but after crossing the Missoula, or Clark's Fork, they followed along the bars of that stream, and about thirty miles below Hellgate, and in sight of the Mullan Road, found fine, river gold in quantities which induced them to locate and go to work. Up to October they had done so well that the big stories about Blackfoot, which is but a little over a hundred miles from them, failed to induce them to go further. About twenty-five men were preparing to winter there, at our latest advices.

Columbia Lodge, No. 5, I. O. O. F.—Meets every Thursday evening at 6 1/2 o'clock, in Gates' Hall, corner of Second and Court Streets. Brothers in good standing are invited to attend. By order. N. G.

TOYS! TOYS! TOYS! TOYS! FOR TOYS AND FANCY GOODS For the Holidays, we recommend all dealers in that line to the BASKET AND TOY EMPORIUM of THUMAUER & ZUIN, 320 and 322 Battery Street, San Francisco. n28:3m

Dissolution Notice. THE FIRM OF J. W. MILLER & CO. have this day disposed of their entire stock, in this city to Messrs. Bunnell & Miller, who will continue the business at the same stand. Mr. Thomas Miller is authorized to settle all liabilities and collect all debts due. All persons knowing themselves indebted will please come forward and settle and save costs. J. W. MILLER & Co. Dalles City, Nov. 23d, 1865. n23:tf

SELLING OFF!! BELOW COST!! The entire remaining Stock of

WATCHES, JEWELRY, CLOCKS, SILVER & PLATED WARE, Must be disposed of within the next thirty days, REGARDLESS OF COST. Call and examine the stock, buy your Presents now, and forthwith, and it will be at a saving of at least FIFTY PER CENT. At n25:tf W. M. BIRNBAUM'S Jewelry Store, Main Street, next door to the Post Office.

Umatilla, Boise, AND IDAHO Express and Fast Freight Line.

THIS LINE IS NOW IN COMPLETE RUNNING order from Umatilla to Idaho City, via Boise City, and prepared to carry Freight and Valuable Packages between these and all intermediate points with certainty and despatch.

The Line is Stocked with the Best Teams the country affords and entirely New Thorough-Brace

CONCORD WAGONS, Which ensures Speed and Safety in the transmission of Freight, never before offered to Idaho. We offer Superior inducements for Shipping Goods from San Francisco and Portland to Idaho, as our arrangements with the Ocean Steamship Company and the Oregon Steam Navigation are such that all Goods shipped by this Line will not be subject to the usual delays, but pass through as

Fast Freight. Goods shipped from San Francisco to our care at Portland, Charges will be paid and Goods shipped to destination. GOODS SHOULD BE MARKED:—CARE B. M. D. & CO., F. LINE, and Shipping Receipts sent to our Agents at Portland and Umatilla.

Advance Charges for Transportation Paid by the Line and Collected at Destination. Goods will be forwarded with Dispatch to Owyhee and South Boise.

PASSENGERS CARRIED AT GREATLY REDUCED RATES. Families will be furnished with Superior Accommodations in New and Easy Riding Thorough Brace Wagons on the Most Liberal Terms. We lay over each night on the Road at Good and Convenient Stations, so that passengers will not be deprived of regular rest.

AGENTS: RICHARDS & McCRAKEN.....San Francisco RICHARDS & McCRAKEN.....Portland JOSEPH TEAL.....Dalles POWELL & COE.....Umatilla J. B. WILKINSON.....Le Grand B. M. DURELL & CO.....Boise City B. M. DURELL & CO.....Idaho City MAJOR SPEER.....Rocky Bar (South Boise) DURELL & MOORE.....Ruby and Silver Cities n25:tf B. M. DURELL & CO., Proprietors.

AUCTION AND COMMISSION. JOHN WILLIAMS, AUCTIONEER, No. 100, Main Street, Dalles City.

WILL ATTEND TO THE SELLING AT AUCTION of General Merchandise, Real Estate, Groceries, Horses, New and Second Hand Furniture, Stocks, &c., &c. Regular Sales Day--Saturday.

Out-door and Special Sales attended to in any part of the City. Liberal Advances made on Consignments. n19:3m. JOHN WILLIAMS, Auctioneer.

DR. B. W. MITCHELL. OFFICE—WALDRON'S BUILDING. RESIDENCE—Corner of Third and Washington Streets.

ISAAC F. BLOCH, San Francisco. C. S. MILLER, SIG. SCHAWBACHER, Dalles.

Bloch, Miller & Co., WHOLESALE GROCERS, AND DEALERS IN

Wines & Liquors, And Importers and Jobbers of CLOTHING Boots & Shoes, Under Clothing, Blankets, etc., etc., etc.

ASSAY OFFICE.

WE HAVE AN ASSAY OFFICE IN CONNECTION with our business, under the entire supervision of Mr. Miller. We make returns in Bars in six hours. We guarantee all our Assays and pay the HIGHEST CASH PRICE for Bars. We also pay the Highest Cash Price for Gold Dust.

BLOCH, MILLER & CO., my6:tf Cor. Main and Washington streets, Dalles.

SELLING OFF AT COST, TO CLOSE BUSINESS!

THE UNDERSIGNED would respectfully inform their patrons and the public at large, that they will commence to sell this day, their large and handsome Stock of

Clothing, Furnishing Goods, Hats & Caps, Boots & Shoes, Rubber Goods, Blankets, Dry Goods, Fancy Goods, Ladies' Shoes, Children's Shoes, Hats, Salem Cloths, &c., &c., &c.

AT COST. In order to retire from business, the above Stock must be sold within Sixty Days, and

STRICTLY AT COST! All persons indebted to the firm will please call and settle their bills immediately, thereby saving all unnecessary future trouble. COHN & BOHM, Dalles, Oct. 2, 1865. oc3:tf

Oregon Steam Navigation Co.

WINTER ARRANGEMENT. ON AND AFTER MONDAY, NOVEMBER 13th, until further notice,

The Passenger Train to connect with steamers FOR UMATILLA & WALLULA

Will start from the B. R. DEPOT DALLES CITY, on Mondays, Wednesdays, and Fridays, at 4:30 A. M.

THE STEAMERS "ONEONTA" or "IDAHO,"

CAPT. J. McNULTY,.....Commander, Will leave DALLES, DAILY, (Sundays excepted) at 5 o'clock, A. M., connecting by the CASCADE RAILROAD, with the steamer

"NEW WORLD" or "CASCADES," CAPT. J. WOLF,.....Commander, for Portland. W. B. BRADFORD, Dalles, Nov. 13, 1865. [n12:tf] Agent O. S. N. Co.

REMOVAL. J. GOETZ, Dalles. F. KOENIGSEBERGER, San Francisco.

J. GOETZ & CO., TOBACCONISTS, Have removed to

Rudio's New Stone Building, Washington Street, near French & Gilman's, and have opened a well-assorted stock of

HAVANA and DOMESTIC SEGARS, VIRGINIA and WESTERN TOBACCO, FRENCH and SCOTCH SNUFF, MEERSCHAUM and other PIPES, PLAYING CARDS, SPORTING GOODS, INDIAN and FANCY GOODS, &c., &c. The trade supplied at LOWEST MARKET PRICES.

BLACK FOOT EXPRESS. DWIGHT & BACON, Proprietors.

THE PUBLIC ARE HEREBY INFORMED that we have concluded arrangements for the transaction of Express Business TO AND FROM

THE BLACK FOOT COUNTRY! and have commenced making regular trips from WALLA WALLA, via Lewiston, to VIRGINIA CITY, HELENA, OPHIR & BLACK FOOT CITY. All business entrusted to us will be attended to with promptness and dispatch.

Particular attention paid to COLLECTIONS. Will leave on their second trip, starting from Walla Walla, October 3d; Lewiston, October 6th. n19:2m

To the Tax-payers of Wasco County. SHERIFF AND TAX COLLECTOR'S Office, Wasco County, Oregon, Nov. 14, 1865.

NOTICE IS HEREBY GIVEN, that the time for paying State and County taxes for the year 1865 will expire on FRIDAY, DECEMBER THE 1ST, 1865. All taxes remaining unpaid on personal property after that date will be collected the same as on execution.

CHAS. WHITE, Sheriff and Tax Collector, Wasco Co., Oregon. [n15:2wd] N. H. GATES. E. H. HAFT.

GATES & HAFT, Attorneys & Counsellors at Law, DALLES, OREGON.

NOTICE. GEORGE LIEBE is my duly authorized agent during my absence in the Eastern States, to attend to the collection of all accounts due me, and also the late firm of Wintermeir & Munger. A. WINTERMEIR.