

PARTIES are still leaving Boise for Blackfoot.

A LIGHT fall of snow occurred in Boise Basin on the 18th inst.

INDIANS still infest the road between Boise City and Owyhee.

THE man killed by Boise at Walla Walla a week ago, was named Fox.

WHEN the weather is very foggy in the Willamette Valley in winter, the people hope for a continuation of "fine weather."

HIRAM KUTZ, has been convicted in Boise of murder in the first degree for killing a Chinaman.

MANY of the troops lately in the Confederate army are enlisting in the armies of the United States.

WE have received from E. M. Waite, Secretary of the State Agricultural Society, a pamphlet containing the premium list of the late State fair, the Constitution of the Society, the opening address for 1865, an essay on sheep-husbandry, and much other interesting matter. It is handsomely printed by the Farmer Office.

WALLA WALLA NEWS.—We condense from the Statesman of the 24th inst., the following:

The annexation question has been re-opened, and is being argued at length with great acumen. The apparent disadvantages of the assumption of part of the State debt is plainly compensated by the regular administration of justice; the advantages of the Insane Asylum and the Penitentiary, which the State already has built; the Specific Contract Law, which cannot be obtained from the Washington Territory Legislature, and the general consideration of being citizens of a State instead of a Territory.

The effects of the hurricane in Walla Walla Valley on the 19th inst., were very severe. Hay-stacks were overturned and scattered; partially completed houses were blown about promiscuously; limbs of trees twisted off, and a general injury or destruction of things exposed to the fury of the winds.

The news from Kootenai is very discouraging,—not more than sixty men will stop there the coming winter. By another year the mines will probably be abandoned for some years.

SHEEP AND CATTLE MOVEMENTS.—We learn that several bands of cattle have crossed the Columbia above this point, and are to be taken to the Attanum, Keetitas and Yakima valleys. A portion of them are stock-cattle, and the owners intend to locate these for the purpose of breeding stock. There are already fifteen families on the waters of the Yakima, and the inducements held out are so brilliant that the rapid settlement of that section is almost a certainty. A great portion of the sheep taken to that side of the river are intended for breeding purposes, and this important branch of industry is receiving all the attention which the most hopeful can expect. In the spring a considerable reaction will take place among immigrants who have gone down to the Willamette Valley to settle. Satisfied with the drenching rains, the Oregon mist and the fathomless mud-holes of that country, they will come east of the Cascade to enjoy a glimpse of sunshine. These erratic movements of the irrepressible Western man are to be expected. Until they have gone to the western limits of land-travel it is impossible to detain them; but after their curiosity is satisfied they reason coolly, and weigh closely the relative advantages of the two sections, and choose according to their needs, means and tastes. The increase of sheep and stock-raising on the pastures on the central plains of the Columbia Basin will soon be forced by circumstances, even if nothing were done to stimulate it. The present stock of sheep in the Willamette is so great that it must needs seek distribution over a greater area, and there is but one direction in which it can be branched—that is, up the Columbia. The 250,000 sheep now in the Willamette country will fully stock that section in the coming four years, and even now it stands sheep-growers to be looking up good locations where their sheep may be fed and become profitable. The policy of cutting up the lands in that valley into small holdings will hasten the exodus of sheep from thence.

THE OCEAN STEAMERS AND THE COLUMBIA RIVER ROUTE.

The power to maintain the trade to the mines in Idaho and Eastern Oregon, by way of the Columbia River route, rests mainly in the hands of the owners of the ocean steamers plying between San Francisco and the mouth of the river. The companies owning these ships have heretofore carried passengers and freights at rates which can only be described as exorbitant. Their profits in consequence have been immense. They might have been even greater if the direct line of transportation had been followed, but they have chosen to follow instead of leading; to go out of the way to build up the interests of others, instead of keeping on the natural route and building up their own interests. By this policy they have aggregated in the hands of others a sufficiency of capital to build up an ocean steamer opposition which they are not likely to be able to compete with, unless they aim to carry freights to be delivered on the direct line of trade.

The number of steamships on the Pacific Coast is so great that, if our mining trade were taken away from those now running in it, the ships thus thrown out of employment would probably find no other field of operations. In fact they would become something worse than a total loss, as the care of them and necessary repairs would be heavy items of expense, with a very remote prospect that they would ever be called into use again.

It is only reasonable, however, to give the proprietors of these steamers credit for ordinary forethought, and if we do so the conclusion must be arrived at, that they intend to strenuously exert themselves to maintain the trade and travel by the Columbia River route. The method of doing this with certainty is easily solved. The advantages of speed, cheapness and directness, all enter into the consideration of the question, and the tax so long paid to the diversion of freights up the Willamette River is a matter of special import in this connection.

An attempt will be made the coming year to maintain this diversion and to establish the present line of trade from San Francisco to the mines to the east. Steamers running between Portland and San Francisco, in the interest of the former place, will be placed on the line, and the San Francisco steamship interest will have a struggle to maintain their connection with the trade. By offering the mining trade the advantage of direct transmission of goods, and moderate fares and freights, they will naturally secure the patronage of that class of people; but without this direct movement they will have to carry goods and passengers in that very interest which will be all the time striving to drive them out of the trade. As we have stated before, the larger part of the freights coming into the mouth of the Columbia River is destined for the mines, and is either owned by the San Franciscans or traders in the mines. Each and all of these desire their goods to be forwarded by the most direct route, which is also the most economical.

There are some respects in which this question is of vast importance to a considerable portion of the people of the Willamette Valley, and the steamboat interests on the Willamette River. To the agriculturist it is important that he should have the most direct means of transportation, so that he may bring his goods into market so as to compete with the California producers; to the steamboat man it is important that the trade shall go by water, instead of across the Cascades Range by the farmers' own teams and pack-trains. The steamboat line operating up the Willamette must see that in shifting freight at Portland, it is adding an item of expense, which is one of several which tend ultimately to drive the transportation of produce into other channels. The advantages of carrying on a long section of the river, instead of a short one are so obvious that they require no discussion. By the completion of the works at the Oregon City portage there are practically only two river sections between the Willamette Valley and the mines.

A CHINESE company intends to introduce some thousands of laborers into the Boise mines the coming year. There is in that country a vast field for laborers who are content with from \$3 to \$5 a day, and as a white man can afford to work for any such wages for years to come, the Johns are to have a chance.

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.

NOTICE
IS HEREBY GIVEN that the Co-partnership heretofore existing between E. C. HARDY, C. L. MITCHELL and F. W. THOMPSON, doing a mercantile business in this place, under the name of E. C. Hardy & Co., is this day dissolved by mutual consent, and hereafter the business of said firm will be conducted by E. C. Hardy, who alone is authorized to collect and settle the accounts of said firm.
E. C. HARDY,
C. L. MITCHELL,
F. W. THOMPSON.
Summerville, Grant Co., Oregon, Nov. 13, 1865. n28:3m

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. n23t

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
WM. BIRNBAUM'S
Jewelry Store,
Main Street, next door to the Post Office. n25t

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 Lines 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
B. M. DURELL & CO.,
Proprietors. n25t

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, Now 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.

W. P. MILLER,
(Successor to Payne & Co.)
AUCTIONEER
WILL ATTEND promptly to Sales of Real Estate, Dry Goods, Groceries, Horses, and Mules. Will receive and forward Goods entrusted to his care; sell Grain and Hay on Commission, and rent Real Estate upon Reasonable terms. Consignments Solicited. Sale Days
Tuesdays and Saturdays.
MAIN STREET, DALLES. n17.

NOTICE.
F. S. HOLLAND IS MY AUTHORIZED AGENT to attend to collecting and settling up my business, during my absence. Those indebted to me or to Payne & Co., are requested to pay him immediately and save costs, as he has orders to collect. F. A. O. PAYNE. Dalles, Nov. 13, 1865. 12t
DR. B. W. MITCHELL.
OFFICE—WALDRON'S BUILDING.
RESIDENCE—Corner of Third and Washington Streets.
FOR SALE.
A FIRST CLASS, SECOND HAND PIANO, can be had on reasonable terms. Inquire at this Office, or of A. W. FERGUSON. cc3t

ISAAC F. BLOCH, San Francisco. C. S. MILLER, Ed. SCHAWRACHER, 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.,
my6tt 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, 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. cc3t.

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 R. 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. [n12t] Agent O. S. N. Co.

REMOVAL.
J. GOETZ, F. KOENIGSBERGER,
Dalles, 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, OPIEH & 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 5th. 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.
CLAS WHITE,
Sheriff and Tax Collector, Wasco Co., Oregon. Dalles City, Nov. 14, 1865. [n15-2wd]
N. H. GATES, E. E. HART,
GATES & HART,
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 & Muogor. A. WINTERMEIR.