

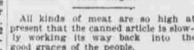
oation to the business manager.

river.

might have been expected. The trouble in the members of the court that tried him are not lawyers; they have not judicial minds, and did not know what evidence was. Assertion, gossip, hear-" say, and what some general, or major, or captain heard some one say he had heard somebody else say the prisoner Jouanste and his worthies. It was unfortunate that a sufficient number of army officers could not have been found in all France who had clear and intelligent ideas on such matters, or that the case could not have been tried in a non-military court. It was a case the right solution of which deeply concerned the French republic. What the effect of the verdict will be upon France it is impossible to yet to foresee. So far as the opinion of other nations is concerned, it is not Captain Dreyfus who is condemned-it is France and the French administration of justice.

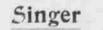
AND SAN FRANCISCO.

The Hillsboro Independent says: The difference in the price of wheat in Portland and San Francisco by Wednesday's quotations was \$14.50 per ton. No wonder the O. R. & N. can afford to ship Oregon wheat to 'Frisco for export. Something is wrong with the Portland market. The highest wheat quotation for Portland in the report of Wednesday morning was 62 cents per bushel. In San Francisco for the same date it was 67.35 cents. or 5.55 cents higher than in Portland. Now, why? Portland is an export city and had the distinction last year of sending abroad more wheat than all other Pacific coast ports combined. It looks to us on the outside as though the Astoria contention is true, that it costs 5.35 cents to take wheat down the Columbia. Little ships seem not to be economical. If it takes big ships to cheaply carry wheat let them stop at Astoria if they cannot get to Portland. If ships must be towed then tow them from San Francisco. It is cheaper to tow a 3,000 tonner to Astoria than it is to take that amount of wheat to tow a ship from San Francisco to Astoria? About \$1500 or 50 cents per ton. It costs \$2.50 per ton to take the wheat to the ship. But you say it is not necessary to tow the ship. So much the better. There is something radically wrong with the Oregon exporting problem. Oregon has a deeper and hetter harbor than San Francisco, has four trans-continental roads to one, for that city, is from four to six days nearer the markets of the world than Puget sound. Yet we get less for our wheat. As usual the Independent hits the nail right on the head. The problem of why should there he such an astonishing difference between the San Francisco and Portland price for wheat is one in which every Northwestern farmer is deeply interested and it should have thorough investigation. It is remarkable that the newspapers of the grain growing district do not take this subject up. It is difficult to see how these papers could engage in the discussion of any subject which more concerns their readers. The Astorian has repeatedly affirmed that Oregon wheat laid down by the railroads at the mouth of the Columbia river would bring as much money as Oregon wheat delivered at San Francisco. The same regsons exactly that operate to make the \$5.35 difference in favor of the San Francisco price as against that of Portland would act with even stronger effect to make that difference at the mouth of the Columbia river. This is no fanciful statement. It has been proved. The only reason why some one was not long ago tempted to engage in the experiment of exporting Oregon grain from the mouth of the Columhis instead of allowing it to be shipped by the railroads to San Francisco for export, is because the railroads won't let it be done. Neither is this any fanci-



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THE MORNING ASTORIAN SUNDAL MORNING, SEPTEMBER 10, 1899.



C. P. Looney, Agent. 483 Commercial Street, Astoria.

Our new ally in the Philippines, Dato Mundi, ought to form a com-bination with Gen. Friday of Santo Domingo.

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