Daily Astorian.

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The Astorian guarantees to its advertisers the largest circulation of any newspaper published on the Columbia river.

Advertising rates can be had on application to the business manager.

THE LOW PRICE OF WHEAT.

Wheat is down to 35 cents in the Big Bend county, or about five cents below the cost of production. The quotations offered farmers elsewhere in the interior run up as high as 39 cents, but no wheat, if any is selling at all at market prices, is bringing the farmer the cost of production. It is estimated that 40 cents will cover the cost of raising a bushel of wheat in Washington. In some parts of the state the price is much less, some farmers even claiming they can raise wheat for 25 cents, but State Grain Inspector George P. Wright says 40 cents is the average. This includes a percentage on a fair valuation of the land, the cost of repairs in fences and other farm necessities, labor and other incidentals. Anything better than 50 cents paid the farmer for his wheat represents a clear profit. At 50 cents a fair living is made and at better prices the farmer reaps a big profit.—Tacoma Ledger, Nov. 18.

Wheat today delivered by the railroads at the cheap port of Astoria, right on the seacoast, and from three to seven days closer sail to the markets of Europe and the Orient, would bring 60 to 65 cents a bushel. With the great free port of Astoria established as a common point, the quantity of wheat delivered here in the course of a few years, perhaps one year, would make Astoria the greatest wheat market on the Pacific coast. The publication abroad of the fact, long looked for by foreign ship-owners and masters, that wheat can be obtained at the mouth of the Columbia river, where vessels may load unvexed by towage and port changes, where no delays need occur, where the hatches may be battened down and the ship reach the open sea to take advantage of the most favorable weather within one hour after loading is completed, would bring such a fleet of ships to the Columbia every year that natural competition would reduce charter rates to perhaps as low a figure as on the Atlantic coast—from all the principal ports of which wheat is carried to Liverpool for $1.65 a ton.

Then why do not the wheat producers of the interior force the railroads to give them the option of shipping their wheat to Astoria at the same rate charged to the more distant and expensive ports on Puget Sound? Why do not the newspapers of the interior take up this question and show the facts as to the discrimination of the transportation companies and the reasons why, to their farmer readers? How many farmers know that the railroad companies maintain a combination for the purpose of charging more than it is worth to transport wheat to the seaboard, or rather, not to the seaboard at Astoria—but to the inland ports of the Sound and to Portland?

On the same day of the publication of the above extract in the Tacoma Ledger, Walla Walla wheat was quoted at 52 cents at Portland. Why should it cost 17 cents a bushel to haul wheat over the few hundred miles of down grade between the Big Bend country and Portland? Wheat is carried by rail from Chicago to Atlantic coast ports over mountain grades for 4 cents a bushel. Salmon is carried from Astoria over the railroads through the Big Bend country, up and down three separate mountain ranges to the Atlantic coast, in some instances nearly 4000 miles, for $11 a ton.

Do the farmers know that the Northern Pacific has accumulated so much surplus money that it has employed agents in New York to lend it in sums ranging from $1,000, to $1,000,000? Do the farmers know that the O. R. & N. Company made more money last year than any year in its history and will make more money this year than last year? Isn't it time to put in a claim for a reduction of freight rates in the Northwest, especially on export wheat to the seaboard? Do the farmers of Oregon know that the O. R. & N. Company can haul wheat from most interior points clear to the sea coast at Astoria for ten cents a ton for each 100-mile of haul and earn good interest on every dollar of money it has invested, after paying all expenses of operation and maintenance?

Why, then, shouldn't the O. R. & N. be compelled to lower its rates at once, and why shouldn't we have a law in Oregon forbidding any increase of rates beyond a fixed maximum figure without the consent of the legislature? How many farmers in the Northwest know that the Oregon legislature has the power to enact and enforce such a law, and can any person give a good reason why such a law isn't passed or why its passage shouldn't be advocated by every producer, business man and newspaper in the Northwest?

Another fact to which the attention of inland readers is directed is that on the same day the Tacoma Ledger printed the above comment on the price of wheat in the Big Bend country, wheat of that grade was quoted in San Francisco at nearly 14 cents more a bushel than at Portland. Of course the Astoria argument is that wheat at the mouth of the Columbia river would bring nearly, if not quite, as much as at San Francisco. But allowing no difference in the charter rate to Astoria in consequence of the superior conveniences and cheapness of this port over Portland and Puget sound, wheat laid down at Astoria at common point rates would certainly bring the difference between the Portland and San Francisco price, less the cost of ship towage between San Francisco and Astoria. This charge on a 3000 ton cargo ship is but $1,500, or 50 cents a ton; so that wheat at Astoria under the market quotations published in the Ledger on the day the above extract was printed would have netted the producer more than 12 cents a bushel above the Portland price. What do farmers think of the Astoria common-point proposition in the light of those indisputable facts?

KAISER'S VISIT TO ENGLAND.

The forthcoming visit of Emperor William to Queen Victoria is regarded as capping a climax of British diplomatic success, and the feeling of satisfaction at this state of affairs is not in the slightest degree marred by any feeling of jealously over the emperor's recent meeting at Potsdam.

The statement that Count Von Buelow has accompanied Emperor William to England is taken to be an indication that his majesty does not mean to give the anti-British press any opportunity of belittling his visit on the score that it is merely an obligatory one to his grandmother. But, while the emperor undoubtedly intends to officially emphasize the friendship of Germany for Great Britain, it is scarcely likely, as some of the optimistic declare, that important treaties looking towards a closer alliance will be the immediate consequence of the imperial jaunt.

It is pointed out that all which could be done in the direction seems already accomplished, and several diplomats have expressed the opinion to representatives of the Associated Press that this was far more than was expected, and that international feeling was not yet ripe for more than a formal bond between the two nations, which, three years ago, were on the verge of hostilities. The announcement of the Samoan agreement throws a pleasant shadow over the meeting of Queen Victoria and Emperor William, and assures the visitor a hearty welcome upon the part of the British public.

An elaborate program has been drawn up. Upon the arrival at Portsmouth, yesterday the imperial yacht Hohenzollern, with the emperor, empress, their two sons and others on board, it was arranged to have her met by the British special service squadron, and the emperor, wearing the uniform of a British admiral, was received by the Prince of Wales, similiarly attired, and the Duke of York.

After the salutes and a review, the party will go direct to Windsor, staying there five days. Thence the emperor will go to Sandringham for two days, and will meet Lord Salisbury, Mr. Balfour, Lord Rosebery, Lord Wolseley, Mr. Chamberlain and other notables. The remainder of his majesty's visit will probably be spent at the Duke of Devonshire's seat, at Chatsworth., and in shooting in Scotland, the imperial party returning to Germany, via Leith, on the Hohenzollern.

British feeling on the subject of the German emperor's visit is well voiced by Punch's cartoon, representing the emperor who, challenged by a British sentry, replies: "Friend!" And the sentry responds: "Pass, friend, and all's well!" emphasizing the word "friend."

A TIDAL BORE.

It Is a Spectacle That Many Tourists Go to See.

The Bay of Fundy is known to the world chiefly on account of its tides, which rise to an immense height, 70 feet having been recorded. As these tides reach the head of the bay and are forced up the Petitcodiac river the conditions are such as to form the front into an almost perpendicular wall of water termed a "bore."

This formation is a grand and exciting spectacle, and interest in the phenomenon is increasing, says Self Culture. Large numbers of American tourists, scientific men and others visit the locality to admire its effects and study its causes.

About 19 miles from the mouth of the Petitcodiac, at a point commonly known as the "Bend," the river takes a turn almost at right angles to its previous course. Immediately above the Bend and on the line of the Intercolonial railway is situated the town of Moncton. The run of the rising tide first breaks into a bore at Stony creek, eight miles below Moncton. At first it is scarcely noticeable, but it gradually grows until at the Bend it about reaches its maximum height. The wharves of Moncton are thus the most popular positons from which to view this interesting phenomenon. The average interval from the arrival of one bore to the arrival of the next is about twelve hours and twenty-five minutes, so that the average retardation from day to day is about fifty minutes. But "his boreship" is erratic and the daily retardations may be anywhere from forty minutes to an hour.

The best time to see the bore is during the full moons of August, September or October; and if the visitor would see this natural wonder in its most beautiful aspect let him choose a bright moonlight night rather than the daytime. Under such favorable circumstance a crowd of four or five hundred people, one day last fall, witnessed the arrival of the bore. The schedule time for its arrival, given by the local newspapers, was 9:20 o'clock. At 9:12 the expectant crowd on Moncton's wharves heard a noise easily distinguishable as the rush of distant waters. This grew louder and louder as the bore approached and rounded the Bend, and at 9:22, two minutes later than the schedule time, there appeared in full view of the spectators an almost perpendicular wall of water five or six feet in height rushing madly against the swift current of the stream. In some places along the head of the bore, the water, beaten into foam by its own violence, sparkled in the moonlight, while along the shore the mud ploughed from the banks made the water almost black. The contrast was beautiful.

THE LOUVRE.

Strangers visiting in the city will find the Louvre an attractive resort wherein to spend the evening. The Amme Sisters Ladies' Orchestra is still on the bills and presents nightly a musical program of exceptional merit. Handsome pool and billiard rooms are a feature in connection with the house. Palatable lunches will be served at all hours

ASTORIAN BARGAIN COLUMN

BUSINESS POINTERS.

Fresh cracked crabs at the National Cafe.

Hire's root beer at the Spa candy factory.

Burbank potatoes, $1 a sack, at Pat's Market.

Jeff's is "the only" restaurant. White cooks.

Best 15-cent meal, Rising Sun Restaurant, 612 Commercial street.

Cold lunch, pickled pigs' feet, oysters, sheep's tongue, etc., at the National Cafe.

Do you know Snodgrass makes Stamp Photos? Call and see them. They are all the go.

Cream Pure Rye, America's finest whiskey. The only pure goods; guaranteed rich and mellow. John L. Carlson, sole agent.

Chili con carne and frijolles at Lee Herring's National Cafe every day.

Until further notice the Astoria creamery will pay 24½ cents for butter fat.

Buy Roslyn coal; the best coal for heating and cooking purposes on the market. George W. Sanborn, Agent. Telephone 1311.

Visitors from Portland and elsewhere will find the pleasantest rooms in Astoria at the Bay City house, 179 Tenth street, Mrs. E. S. Andrews, proprietress.

Kelley's transfer wagons deliver box wood to any part of the city on short notice. All orders left at Zapf's furniture store, 630 Commercial street, will receive prompt attention. Telephone 2144.

The following reduced rates are in effect via the O. R. & N. between Astoria, Portland and intermediate points along the river: Fare, 25 cents; section, 25 cents; lower or upper berth, 50 cents each; stateroom, 75 cents.

Go to the Columbia Electric and Repair Company for all kinds of new and repair work, from a cambric needle to a bicycle, boiler or engine. Quick work and satisfaction guaranteed. Logging machinery of all kinds a specialty. Shop opposite Ross, Higgins & Co.

NEW BUSINESS LOCALS

Do you want a good meal when you visit Portland? If so, go to the Portland restaurant, 305 Washington street.

If you want any Health Food that your grocer does not have, write Knapp Bros. Health Food Co., East Portland, Ore.

Knapp Bros. Health Food Company, East Portland, carry a full line of all the Battle Creek Sanitarium Health Foods.

E. House's Cafe at 126 Third street, Portland, is regarded by many people as the leading restaurant in the Pacific Northwest.

Encyclopedia Brittanica, 28 vol., sheep, $25. Best teachers' Bible, now, 90c, at Hyland's Bros.' Book Store, Portland. See advertisement.

A good meal with meats rich in flavor and one you will enjoy with a relish, is just what you get at the Creamerie restaurant, 271 Washington street, near Third. Try it when you go to Portland.

If you are going up to Portland and miss going to the Creamerie Restaurant, 271 Washington St., you may consider that your trip will not be a success, as others will tell you, who do not miss it.

Holmes' English and Business College at No. 414 Yamhill street, Portland, is prepared to accommodate a large number of pupils this year. Already the classes are well crowded, a fact that indicates the excellent character of the institution.

Mr. N. R. Bridges, late of the Ellis Printing Company of Portland, has assumed the management of the Astorian job printing department, and is prepared to do all kinds of first-class, accurate, up-to-date printing. All work promptly delivered.

Why is Watson's restaurant in Portland patronized by thousands of people daily? Simply because it is the largest, finest and best equipped eating resort on the Pacific coast. Watson's restaurant has sixty-eight white employes on its pay roll. Remember the location, 169-11 Fourth street.

All kinds of reading! There is only one place we know of in Portland where you can find all the latest books and phamplets on the most advanced thought of the day, many books on subjects of advanced up to date topics not to be found in other book stores can be obtained here. It is worth your while to call when in Portland and see for yourself. Jones, 291 Alder St., Portland.

A tailoring establisnment of some pretentions, located on Washington street, Portland, claims to have made 47 suits for dressy Astorians during the past six months. This statement is denied by the firm of Povey & Birchall, at 327 Washington street, near the Imperial hotel, who are patronized by the great majority of outside customers. Povey & Birchall make the swell suits for most of the stylish Portlanders, and feel that they are not excelled by any Portland firm for out of town patronage.

THEY CUT TO FIT.

Yes they do and the style and finish they give to men's suits, rank these gentlemen as expert practical merchant tailors. The material they use is also the very best and you will always find them busy at 269½ Yamhill St., Portland. Get your next suit there, and get it now.