ASTORIA, OREGON, WEDNESDAY, OCTOBER 21, 1903.



RATES: per month..... SEMI-WEEKLY. Sent by mail, per year. in advance #1 00 LYON & PATTERSON The Astorian guarantees to its advertisers the largest circulation of any newspaper published on the Columbia

The Portland Journal of Monday contains an interesting statement bearing on the cost of transporting grain from Portland to Astoria. The Journal figures it that the cost of taking vessels to Portland to load is now only 12 to 14 cents a ton, and that this expense is so low that no rail line on earth could hope to compete with it.

River.

It is to be persumed, perhaps, that the Journal thus seeks to demonstrate conbe gained by the shipment of wheat from Astoria-that is to say, no advantage to the Inland Empire producer whose grain must be shipped out of the Columbia river. On the hypothesis that the Journal would offer proof in support of this oft-repeated Portland claim, The Astorian ventures the following information for the especial edification of

its Portland contemporary: The shipment of grain from Astoria would not, so far as rail rates are concerned, entail 1 cent more expense per thousand tons than shipment from Port land under the common point rule employed by all American railroads. This rule places certain districts in certain classes of rates, no matter what difference in distance may be. For instance, the grain rate from although the distance from WallaWalla. is twice as great. Again, all the ports on Puget sound enjoy identically the same rate, regardless of any difference at which the grain was loaded on the

cars. It will thus be seen that, were terminal rates extended to Astoria-which, alone of all coast ports, does not enjoy the benefits of this universal railroad rule-grain would be hauled down to the river's mouth at precisely the same cost that is exacted for the haul from the wheat fields to Portland. Any comparison, therefore, touching the cost by river and rall between Portland and Astoria is ridiculous. We note with satisfaction, however, one important respect. It offers substantial proof of the undisputed fact. that charter rates-that essential consideration to the producer-are governed solely by the size of vessels. Because, of the greater tonnage possible at Astoria with a 40-foot bar, the people of Astoria. The Journal can put it down as certain that, if the railroads ever recognize the ocean port of the Columhurt Portland either.

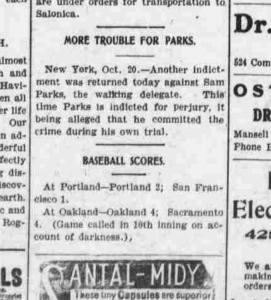
The federal jury in the land fraud prosecutions now on in Portland is liable to find itself entangled in mystic mazes earthly juries have heretofore escaped. A warrant has already been issued for the mysterious "John Doe"





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G. W. LOUNSBERRY, Agent. Astoria.