## The Ataity Astorian 

 The following, from the Wall Walla Union, so well presentscase that we copy it in full: With the eopy it in full: Northern Pacific and the the of thecto
of elevators at various points of elevators at various points in
the interior, and at the sea ports
will come a change in will come a change in the mode
shipping grain. FItiberto a
grain from the Paeific cost been somked, oceasional cosst has basp
only, being carried in bulk. In
Californien Californing the celevator system has
never been inaugurated, the pear est approach tougurated, the the near-
struction of long, tow waremo wouse
sto \% the res
prover
phaile
shippping Northwest. any inp to the pronace in then
Practical seame
have dect have declared it every wayme prac
ticabble and safe to seni grain from Portland and Puget Sound in bunk
Even if experiment should dem onstrate that it was not safe, as
has been claimed, to carry wheat
in belk in shins fo sol in bulk in ships for so long a whean
as it take too make a voyage around the Horu to Liverpoon, it
is evident that it would be ad
vantageous to the railroad comp ny and the farmens to carty it it in
bulk from the interior to the sea
ports, and there sack it. Recent. ports, and there sack it. Recent.
ly, Mr. J. C. Stubbs, genera
freeght agent of the Central Pa-
cificic in an official cific, in an official communication
snie:
"By Eastern roads the grain i
uniformmly handled in bulk.. It ung Eastern roads the grain is
uniformy handided in bulk. It is
universally housed after harvest, and is moved only as the market is
favorable or the necessities of the favorable or the necessities of the
farmer require. In loding it usu
nlly passes through an elevator nlly passes through an elevator
being shot into the cars at such
rate
 ing loaded in Catilie ontia. car is be
At the
various termini it is discharged in-
 the use of rolling stork by this
rapid loaiding and discharging o
cars is rery marked. Cars have

Her, a a thing impossible here un-
di four dys.,
If the difference in the cost
loading and unloncening is is sost rccat,
it is evident that the buik sys. tem will give the produces
less freight rate Under the
present system the farmer less ire:ght rate. Under the
present ssstem the farmer is
comelled to buy sack, er pay
intereste on their cost uatil they
are sold to the grain exporict, and

| than sacking grain. The loading of the grain at Astoria will in due time occasion the buildng of elevators at this point. The inevitable "logic of events" demnnstrates this. The decrensed cost of transportation and the necessity of such decreased cost as a matter of business competition will be one of the most potent causes of this resulc. At present a bashel of wheat that leaves Walls Walla is worth \$1.24 in Liverpool; under the |
| :---: |

FOR LONDON DIRECT!
"Glenbervie" 800 Register Jordan \& Bozorth $\pm=$ Crockery, Glassware, sulc. At present a bushel of wheat
that teaves Wall/ Walla is worth
81.24 in Liverpool;
under the
 FIVE HOURS TO TILLAMOOK.


| AMOOK | - |
| :---: | :---: |
| rana, July 2vit, 1, wa |  |
|  | Stich Smp chardeters. |
|  |  |
| FOR TILLAMOOK. | Non |

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