

The Daily Reporter.

D. C. IRELAND & CO. PUBLISHERS,

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HIGH TARIFFS.

In order that the senate may have some proper conception of the enormous freight charges on the Columbia river and on the line of the railroad coursing the banks of that river and operated by the ORNCo. and the NPRCo. Mr. Mitchell calls attention to the rates on a few of the distances on these lines, and they are not very short hauls, and compare them for a moment with transportation charges on other lines in different sections of the country. For instance, from Wallula junction to Portland, 214 miles, a charge of \$6 per ton for wheat is exacted. This is at the rate of 18 cents per bushel for this distance, or at the rate of nearly 3 cents per ton per mile. Again, from Portland to Arlington, a distance of 142 miles; a charge of 65 cents per hundred on first class freight is imposed, being at the rate of \$13 per ton for that distance, or about 9-6 cents per ton per mile; while from Portland to Castle rock, on the same line, a distance of 162 miles, or about twenty miles further than to Arlington, the same class of freight on the same line is charged 90 cents per 100 pounds, or at the rate of \$18 per ton for this distance, or at the rate of 11-9 cents per ton per mile; or in other words, for additional distance of twenty miles between Arlington and Castle rock an additional charge of \$5 per ton is exacted for first-class freight, or at the rate for this distance of 25 cents per ton per mile. Again, from Dalles city to Portland, a distance of 88 miles, a charge of 12 cents per bushel is made for transporting wheat, being at the rate of \$4 per ton for this distance, or at the rate of 4-2 cents per ton per mile. It will be observed I have selected for illustrations the rates between Portland and four several, separate, and distinct points located on and along the Columbia river, east of the Cascade range of mountains, in the basin of the Columbia river; that is to say, Dalles city, Arlington, Castle, and Wallula junction. From these instances a fair knowledge may be obtained of freight charges generally on the lines of rail and steamers connecting the head of ship navigation at Portland, with the great Columbia basin, or what is commonly known and called in that section the great inland empire. But still further let us inquire into the position in which the farmers in the Walla Walla portions of eastern Washington and Oregon are placed who might desire to

ship their grain to Minneapolis and the east. While the ORNCo. will take their wheat, barley, and oats to Portland over their line, a distance of say 250 miles, at \$6 per ton, they will charge them if they wish to ship to Minneapolis, via Wallula and NPR \$2.40 per ton for the thirty miles from Walla Walla to Wallula, or at the rate of 73/4 cents per bushel, or at the rate of 8cts. per ton per mile. Can such enormous transportation charges or such unreasonable and unjust discriminations be found to exist in any other part of the United States? I imagine not.

A New Daily.

D. C. Ireland & Co., of the McMinnville Reporter, have just commenced the publication of a daily. Volume I, No. 1, of the Daily Reporter, bearing date of Wednesday, September 1st. It is a spruce-looking twelve-column sheet, and presents a very neat typographical appearance. Telegram.

It is a neatly printed 12-column folio, and will doubtless grow with the town. Albany Herald.

It is a neat, newsy and well gotten up, and we wish them the best of success. Yaquina Post.

D. C. Ireland & Co. are responsible for its issue. It is a "bion" sheet. Vidette.

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