

and probably would make radical changes in the composition of the Legislature.

COMMENTING upon the deficiency in transportation now being experienced by the American milling industry the *Northwestern Miller* of Minneapolis of December 30th contains the following:

"The great bulk of the tonnage now coming to our ports is owned by foreigners, and they are naturally averse to the idea of having their countrymen increase the consumption of our products, hence they do not care if their lines are overtaken and our exporters are obliged to suffer from unreasonable and very unprofitable delays in transit. At this writing, what amounts to a practical blockade exists in our export flour trade. The clearances of flour from Boston last Friday were beyond anything in the history of the trade, being 80,000 sacks, while steamship and railroad men say that the bulk of the flour now on the docks in New York is sold and freight taken for export, but that there is not tonnage enough there to take it away. This is a very pleasant state of affairs for foreign millers to contemplate. Their capitalists have sense enough to know that no country can afford to hire its ships from the shrewd mariners of other climes, or to pay tribute to ocean transportation lines which have free access to its ports, but are owned by foreigners."

The *Miller* does not require to go back five years to find a time when ocean steamships carried wheat from this continent to Europe at nominal freight charge, and in some instances for nothing, while flour went at rates very little higher. The changed circumstances are a great inconvenience at present, but certainly no greater than we experience from our own railroads, and to assume that foreign ship-owners try to aggravate the inconvenience, in order to make profit for millers in their own countries, and lose money themselves, requires a big stretch of imagination. If ocean steamship companies generally are paying now, it is the first time for many years. Both the United States and Canada have for years by a tariff policy almost prohibitory in many of its details, been lessening the aggregate of freight from Europe to America, and steamship owners have had to depend mainly upon the freight from this side. A traffic which is one-sided never can expect the perfection in facilities, which a traffic both ways will bring out. A few years of the policy outlined in the last message of President Cleveland would do more than anything else to cure the evils complained of by the *Miller*, and it would cure in two ways, as it would enable ship builders and owners on this side to compete with European opposition, and the cry of foreign craft doing all the ocean carrying of this continent would become less urgent, and in time die away. Perhaps the *Miller* would prefer the sucking bottle policy of the United States Government subsidizing ocean craft enough to fill the wants of the millers. That policy however is on the wane we think.

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