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OUR RELATIONS WITH CUBA.

Our relations with Cuba are lacking in generosity and liberality. We need to be a little freer in dealing with the island. We appear to be inclined to drive too hard bargains with her. This is a wrong policy, as her people are not yet "educated" to strict business methods. It does not pay to be too close and exacting with those who are free and liberal with us; neither does it pay to be so with untainted people. These reflections are based upon the figures of Cuba's foreign trade, furnished by the insular division of the war department for the last fiscal year. Cuba's exports were worth \$53,000,000 and her imports \$2,500,000 more. But while this country bought nearly \$45,500,000 worth of the island's exports, it sold it only \$25,000,000 worth of its imports. All other countries sell to the Cubans more than they buy from them. Great Britain, Germany and France sell to them twice as much as they buy from them. Even poor old Spain, whose flag we baulded down, still sells \$9,500,000 worth of goods a year to Cubans, and buys from them less than \$600,000 worth. A generous policy says a reciprocal treaty with the republicans of Cuba, admitting her sugar and tobacco to our markets on terms that will give her planters a living profit, in exchange for low Cuban tariff rates on our products, would in the words of Secretary Root, who is a close friend of President Roosevelt, "contribute far more to our prosperity than the portion of our present duties which we would be required to concede." This policy would add greatly to our export trade with Cuba and at the same time to her prosperity. There is nothing to be gained in the long run from being a parasite or by adopting parasitic methods. This is so in the relations between countries as well as between individuals.

ROOSEVELT'S INTENTIONS GOOD

President Roosevelt is making his cabinet according to his ideas of what a cabinet should be. He will so create it as to bring him the most support and strength. He is going about it with his usual vigor, seasoned with a little conservatism. He has shown just a little weakness in making Henry C. Payne, lobbyist and

politician, a member of his official family, but doubtless he thinks this is good politics, as he must make some concessions to the machine politicians, and Henry C. Payne fittingly represents them. President Roosevelt did not prefer Mr. Payne to other men, but he felt the need of that kind of "fish" in his vicinity. It was a sop, pure and simple, to the republican machine organs, and the concession does not appear to fully satisfy them. President Roosevelt stands for "decent politics," but there is a horde of powerful men in his party who oppose him in this. Whether or not he will successfully meet the burden before him remains to be seen, but one thing appears to be clear, he will make a conscientious effort to do so, and for this reason he deserves the support of his countrymen, so far as they can go with him. **HAS HISTORICAL INTEREST.** Pertinently interesting—and numerous were the observations of George H. Himes, assistant secretary of the Oregon Historical Society, on the occasion of his recent pronounced visit to the New England states, says the Oregonian. Mr. Himes was gone for over three months. His primary object was to attend a church convention, to which he was sent, as a delegate, at Portland, Me. Incidentally, it has been learned from a conversation with Mr. Himes, that he has made historical researches and secured a number of evidences of history bearing upon the founding of Portland, which, later on, will have a great deal of popular interest in connection with the Lewis and Clark Centennial. For example, he has secured a copy of probably the only painting extant of Governor John Floyd, a Virginian famous in his day, and the man who introduced the first bill in the congress of the United States relating to Oregon. Governor Floyd was a member of congress, and was afterwards Governor of Virginia. He was earliest identified with the support of the Oregon exploration. Mr. Himes visited the family of a grand daughter of Governor Floyd, where he secured the promise of a picture from the original. The statesman's activity in behalf of legislation for Oregon was in the early part of the century. The grand daughter of Governor Floyd lives at Ellicott City, Md., about 15 miles from Baltimore. Her name was Mrs. Mary McMullen. Ellicott City is a village 100 years old, and as interesting in its way as any similar place on the Atlantic coast. There are various excerpts from records and copies of documents belonging to the family of the old statesman, all of which Mr. Himes has been allowed to secure copies of, and when they are received it is believed there will be found in them much of great historical interest to everybody interested in the Lewis and Clark exploration. A famous old county seat which Mr. Himes visited in Maryland was Carrollton Manor, a vast estate which is owned and conducted by a descendant of Charles Carrollton, one of the signers of the declaration of independence. Of the things noted by Mr. Himes in his travels was the revived interest in historical research. He established more intimate relations with the officers of century-old societies of the far East which hitherto could be taken small interest in Oregon society. A personal visit and some talk, in connection with the founding of the Oregon country, was all that was necessary to warm the Easterners' interest into activity and offers of help in securing documents or preservation. When they learned back in Boston and Portland what the Oregon society had done, and what it was engaged in doing toward preserving Oregon history sympathy and liveliest interest were manifested. In Portland, the home of Longfellow—a movement has gotten under way which is calculated later will arouse former Maine people all over

the country. It is a proposition to secure the Longfellow mansion, where the great, gentle poet lived for many years, to the Maine Historical Society as the nucleus of a permanent home for the society and for the preservation of the fame and all relics of the poet.

The project involves the expenditure of \$150,000, which it is desired to raise among patriotic Americans and former Portlanders. The Maine Historical Society possesses some excellent records in the public library of Portland. This society is the second oldest in existence. The Massachusetts Historical Society, by the way, is the oldest in the country, having been started in 1790 and the Maine society having been inaugurated somewhere about 1814 or 1816.

BRITISH POWER DECLINING.

Third position for Great Britain in the world's commerce—this is the well-grounded fear of British economists, according to the annual report of United States Consul Boyle, at Liverpool, extracts from which were given out today by the state department. Even Britain's long supremacy in the carrying trade is seriously threatened, and it is possible that the seeking of remedies may radically affect the industrial and social life of the nation. "There is a general recognition of the fact," says Mr. Boyle, "that England cannot go on as she has for a quarter of a century, dating from the time when she was practically the manufacturing and commercial monopolist of the world. There is a widespread movement for the copying of American methods in organization and methods of trade, and within a year several delegations of members of chambers of commerce, railroad men and mechanics have gone to the United States to make practical observations."

"September quarterly returns for the United Kingdom show a decrease of imports and exports, and the returns for the 19 months of 1901, ended October 31, show a decrease of exports amounting to -\$47,977,984, as compared with 1900, a rather gloomy view of the future prevails, and the cry is going up from commercial bodies, from political speakers, from economic writers and from the newspaper that 'something must be done.'"

"It is conceded that in the manufacture Great Britain has in the last few years failed to meet the competition of the United States and Germany. There is undoubtedly a strong sentiment among the masses, and one which appears to be getting stronger, in favor of changing the present financial policy of this country so as to bring about what has become popularly known as 'fair trade,' which in fact is nothing but reciprocity."

"Protection per se is not very much advocated, but it is significant that many of the most widely circulated papers of Great Britain are now boldly advocating a policy of 'fair trade,' or 'do to others as they do to you,' and this doctrine has become quite popular within the club organizations of the dominant party."

Consul Boyle says it is freely admitted that the educational status of the United Kingdom which is below that of America and Germany, has had much to do with her being outstripped by these countries in manufactures.

TOM JOHNSON'S LATEST.

Tom Johnson, the former Ohio politician, has an interesting article in the current number of the Municipal Journal and Engineer, in which he advocates free street car service for cities and attempts to point out that the ideal system of municipal ownership will come when the cities own and operate their street railways and permit everyone to ride without paying a fare. The tax-payers will, of course, foot the bill, but Johnson says it will be nothing burdensome. At first blush, says he, it may seem that the system is an extreme step, but he explains that this is because we have not been looking at the matter in the right light, and then proceeds to point out that every great office building has its system of free elevator service, "that is in many respects a counterpart of the proposed change in street railways." All comers are given a free ride in the

elevators, and may go to any floor they please and just as often as they please, the tenants of the building paying for the maintenance of the service, as it is included, of course, by the landlord when he first makes up his rent schedules.

Tom Johnson says people are willing to pay higher rent for the purpose of getting into an office building where they have a good elevator service, and that they ought to be willing to pay a little more in the way of taxes and thus secure free street car service. Our streets and roads form another instructive precedent for free car service, he says, and he points out that there was a time when every road leading into and out of our cities had a tollgate maintained by some private citizen. "In case, however, in spite of its manifest advantages, the system of free car service should be deemed too radical for immediate acceptance, the next best plan would be the opening of the roads by the city, and the imposition of a fare as low as is consistent with the expense of management and maintenance. The word 'free' seems to be very fascinating to reformers—free trade, free silver, free lunch, free car service—what next? says the Baker City Republican."

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