

NEW ZEALAND HOTLY LOYAL

Zeal Shown in the Offer to Give England a Dreadnaught.

VISIT OF YANKEE FLEET CAUSE

Patriotism that Will Cost \$10 a Head for Every Man, Woman and Child in the Country, but Colony Can Stand It.

The acceptance by Great Britain of the offer of New Zealand to build a Dreadnaught of the largest type as a help to the mother country in the race to surpass Germany's naval program means an expense to New Zealand of about \$10 for every man, woman and child of that country.

The average wealth of New Zealand, counting every one, even the babies and Mrs. of whom there are nearly 1,500,000.

The New Zealand creed in respect to wealth was laid down by the late Premier Mr. Seddon, regarded as next to the greatest man, Sir George Grey, who ever ruled in that domain.

"I believe that the cardinal aim of government is to provide conditions which will reduce want and permit the very largest possible number of its people to be healthy, happy human beings."

That doctrine may or may not have produced the money whereby New Zealand is able to fork up \$10,000,000 in a hurry to build a great battleship and give it away.

The Dominion has a surplus of revenue each year of about \$4,000,000, so that it will have to mortgage, so to speak, its surplus revenue for the next two years and a half to build its Dreadnaught.

Such a showing is one that few nations, if any, could make and probably no other colony of any country could present.

It illustrates vividly what the New Zealand idea of prosperity is, and probably the New Zealanders regard their venture as a pretty good advertisement of living conditions there.

Aroused by American Fleet. A matter of interest to Americans in the construction of this ship for Great Britain is the fact that the offer to the mother country is probably the direct result of the great furor made in New Zealand last August over the visit of the United States Atlantic fleet.

While New Zealand is in the geographical limits of what is known as Australasia it is a separate crown colony and really has nothing to do with Australia so far as government administration is concerned.

Its people chuckled secretly over the fact that it received a visit from the American fleet before Australia had that distinction.

Her people showed the Americans the most novel entertainment of the entire trip, a visit to the wonderful geysers of the dominion and a prize performance by the Maoris, the only savage race that Great Britain was never able to conquer.

New Zealand worked itself up into a mighty fever of admiration for naval things, and it is no surprise to those who understand how things are going down in that neck of the woods that it has got into the arms of warship building and thereby will put the mother country under peculiar obligations to it.

So that did New Zealand go over the visit to Auckland that the newspapers even caricatured the church in order to make a point of the zeal of the welcome.

The fleet got into Auckland at 10 o'clock one Sunday morning. The leading newspaper of the city had a caricature of a clergyman of the English church preaching to absolutely empty benches with a smile on his lips and an eyeglass in his hand through which he looked out of the window at the incoming ships.

What New Zealand has in mind in building the Dreadnaught was probably best expressed by Lord Plunkett, the governor, when he said in a formal speech at a great dinner to the Americans: "It is true that for the safety of our empire, no matter the sacrifice, our navy must always be equal to a possible combination of two other great powers, but let me remind you that though we have a full appreciation of the vast potential resources of America she has never been reckoned as one of such possible combination."

"But even that two powered standard would not be enough if we had to support all that we have taken upon our shoulders in the past. For centuries the British navy, almost apart from its country's defense, has borne almost alone the burden of policing the seas, capturing the slaver, charting the oceans, overawing the tyrant, championing the oppressed."

Patriotism is Practical. It is to help England to do all these things that New Zealand wishes a big navy, and when she heard that Germany was about to lead in the race of building all big ships—the present ones are to be obsolete in a few years if this idea continues to prevail—she wanted to bear her part in trying to help Great Britain to construct a naval establishment that should always be equal to a possible combination of two other great powers.

Even this visit of New Zealand, according to the latest accounts, will not accomplish this result, but it will help. New Zealand feels that it is doing its part. Canada is talking of joining in. It is a moot question how much the world circling trip of the Atlantic fleet will contribute to this end or has inspired it.

New Zealand and Australia pay each year to Great Britain a lump sum for naval protection. New Zealand pays \$200,000 a year. Australia pays \$1,000,000. For these sums Great Britain agrees to keep a squadron of warships on the Australian station, which includes New Zealand. This squadron must consist of one armored cruiser, first-class; two second-class cruisers, four third-class cruisers and four sloops of war.

Keep a Naval Reserve. Australia and New Zealand maintain what is known as the royal naval reserve, consisting of twenty-five officers and 700 men. One of the warships is held in reserve and three of them are named in part by the royal naval reserve. The remainder are in full commission with British crews.

The largest warship England has down there now is the great cruiser Powerful. Vice Admiral Sir Richard Poore is in command of the squadron. Australians, it is said, had never seen a modern battleship in their water before the Atlantic fleet's visit.

When the fleet was in Australia proper mention was made in editorial articles and in numerous speeches by the big guns that it was time for Australia to build a navy of her own. There was no intimation that some day it might be needed in case Australia should become a nation of itself.

That country has never had war and knows that war is scarcely within the range of possibilities so long as she flies England's flag.

The suggestion of an Australian navy came from a desire to help the mother country and to be prepared for national emergencies, in case by any untoward event these should arise. Always there were the dark hints about a white man's country, but no one took it to mean that Australia wanted a navy to use against England in case she did not take heed of the commonwealth's aspirations in that direction.

Debt Problem is Not Easy. Australia is having a hard time in assuming and adjusting the debts which the commonwealth is required to take over from the various states. That problem is still one of the hard ones to crack, and probably the commonwealth would not be able to make such an offer to the home country as New Zealand has done.

New Zealand has a territory about one-seventh smaller than that of Great Britain and Ireland combined. It sells to foreigners about \$100,000,000 worth of goods a year and buys from other countries only about \$65,000,000, leaving a neat balance of \$35,000,000.

It was the first country to establish universal penny postage and old age pensions, to assist settlers in buying farms, to establish compulsory arbitration, to adopt the policy of confiscating large estates and deeding them for small woman suffrage.

British country to adopt woman suffrage, to establish life, accident and fire insurance by the government, the first to operate government coal mines, to provide government owned dwellings for workmen, and the first in a lot of other ideas in government, some of them chimerical and some of them not.

In offering to pay for a Dreadnaught for the home country New Zealand adds another distinction to her career as a colony. Of course she has no shipyards where the vessel will be constructed. It will be built in England. New Zealand will pay for it and even says she will then be willing to pay for another.

New Zealand prides herself upon being Great Britain's prize colony. Her gift to the mother country backs up this pride.

Painted Paragraphs. A bee hasn't much to say, but he usually carries his point.

Mirrors, unlike some people, never force their reflections upon us.

If you look for pineapples on a pine tree your search will be fruitless.

The family with a 16-year-old boy in the house has no earthly use for a thirty-six volume encyclopedia.

SANFORD CARPETS & RUGS HALF PRICE. \$55,000 Purchase of Dropped Patterns and Slightly Miswoven Carpets and Rugs From S. SANFORD & SONS, Amsterdam, N. Y.

S. Sanford & Sons of Amsterdam, N. Y., are the largest manufacturers in the world of high grade carpets and rugs. The above picture gives a fair idea of the magnitude of their mills. The name "Sanford" in carpets is as "Sterling" to silver—their goods being world famed for superiority of designs, colors and wearing qualities.

A Partial List of the Money-Saving Opportunities This Sale Affords

- Sanford Rugs: Sanford Brussels Rugs—Size 9x12 feet, appropriate for halls or small bed rooms, worth \$10.00; during this sale \$5.75. Sanford Royal Brussels Rugs—Size 8 feet, 3 inches by 10 feet 6 inches, slightly miswoven—worth \$18.00; during this sale \$11.50.

Floor Coverings From Our Regular Stock at Price Reductions Equal to Sanfords

- China Matting—Heavy quality, worth 20c per yard, during this sale 12c. Jap Matting, closely woven, worth 30c, during this sale 18c.

THE PEOPLES STORE. LEADERS OF LOW PRICES. 16th & FARNAM STREETS, OMAHA. Our Terms: On a bill of \$25, \$2.50 cash, 50c weekly.

LUCKY OMAHA INVENTORS

Secure Patents on Steel Platforms for Passenger Cars.

STEEL FRAMES FOR MAIL CARS

Devices That Will Resist the Impact of Collisions and Prevent Telescoping—Steel Makers Bid for Patents.

In the gruesome reports of train disasters in this country the reader invariably is informed that "the mail car was reduced to kindling wood" or "the baggage car was telescoped."

SIX AMERICAN CARDINALS

Argument of Western Journalist for Larger Representation in Church's Senate.

An argument for the appointment of a greater number of American cardinals is found in an article contributed to the April issue of the North American Review by Humphrey J. Desmond, a well known lawyer, author and journalist of Wisconsin.

Green Gables Sanatorium

This institution is the only one in the central west with separate buildings situated in their own ample grounds, yet entirely distinct and rendering it possible to classify cases.

mechanical engineers had examined and approved the models. The Harriman lines will use this form of car construction in the future, particularly in dining, mail and baggage cars.

Among the tenders for the right to manufacture under patents, the offer of the Commonwealth Steel company of St. Louis, is most likely to be accepted.

Two Omaha Inventions

Two inventions perfected by Omaha men, for which patents were granted March 9, 1909, give promise of supplying the long-felt want. The inventions are the joint product of Bartholomew Julien, master car builder of the Union Pacific shops, and his assistant, William Point.

The main device is a huge steel casting for car-end construction of passenger cars, taking the place of wood, and designed to resist the impact of a collision and prevent the destruction of the car frame.

Rivalry Among Steel Men

The importance and practical value of the inventions is shown in the rivalry of steel makers to secure the right to manufacture. Three different companies have made tenders to the inventors, after their

at least six cardinals. For more than ten years past the American press has, at regular intervals, alluded to the probable appointment of a second American cardinal, and rumors as to the identity of the prelate selected for this honor have found ready publication.

Mr. Desmond recognizes that the ecclesiastical constitution has no necessary relation to taxation, numbers or geographical area, but he thinks that the facts that the United States is second in the amount of its contributions to the Society for the Propagation of the Faith, and that it exceeds all other countries but one in its contributions to the Peter's pence, giving four times as much as Italy and Spain combined, are entitled to some regard.

"At present there are 55 cardinals, of whom 31 are Italian. Of the 21 cardinals graciously allotted to the rest of the Catholic world, 5 are Spanish or Portuguese and 4 French, so that the Latin countries—Italy, Spain, Portugal and France—have 42 of the 55 cardinals.

Latin preponderance in the government of the church is not divinely prescribed; yet it has come about in the nature of things. We would not see it rudely assailed, in a spirit either of schism or nationalism. But, with all respect for things as at present constituted, we do not overlook the facts of human nature. It might be felt as a guarantee of wiser policies if the welfare of the church were not so overwhelmingly in the keeping of Latin prelates; if the counsel of the rest of the Catholic world were reasonably valued and more adequately sought, so that the senate of the church should resemble, in its fairness and fullness of representation, a great council of the church."

After summing up the duties and functions of the cardinals, Mr. Desmond contends that the reasons for Italian predominance in the college no longer exist. He says that the pope has ceased de facto to be a temporal sovereign, and the conditions of travel have so changed that Baltimore is now nearer to Rome than Venice was a century ago. And he goes on to remark that:

"A legislative or administrative body, composed almost wholly of men similar in race and environment, trained and educated under the political, social and economic conditions of the Latin countries, must, humanly speaking, have a different outlook from that of a body of men composed of Latins, Germans, English and Americans. And, if the affairs to be discussed and settled are world affairs rather than Italian affairs, the body that is cosmopolitan in its formation is apt to be wiser and safer."

In conclusion, Mr. Desmond voices some criticisms of Latin leadership and expresses the opinion that "in the church of today it would do no harm to call in the counsel and aid of the missionary captains

Where to eat

Easter at Hanson's

With Lent just past and spring at hand nature, the birds and the air seem free.

Relieve your wife and family of restraint on this gladsome date by taking them to Hanson's for a 1909 Spring Lamb

Special Table D'Hote 75c

Chesapeake Table d'Hote 50c

Easter Sunday April 11, 1909

- Oyster Cocktail Celery Chicken a la Ketter Commone Du Barr Queen Olives Radishes Delaware Ghaz Grillie Maitre D'Hotel Potatoes Victoria Grenadin of Veal Aux Champignons Roast Philadelphia Capon, Giblet Sauce Roast Prime Ribs of Beef Au Jus New Potatoes in Cream Mashed Potatoes Stringless Beans Chesapeake Salad Assorted Cake Tea Coffee Milk

Easter! Sunday, Table d'Hote 50c

1909 Spring Lamb at the Calumet

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