DESERET EVENING NEWS: SATURDAY, FEBRUARY 16, 1901.



Frank G. Carpenter Interviews Him at Wellington-He Talks of Federated Australasia-Says the Colonists Will Not Break Away From Great Britain-How, They Feel Not Break Away From Great Britain-How, They Feel Toward the United States-A Word About England's Re-pentance as to Her American Colonies and a Criticism of Our School Books-Points for Yankee Exporters--More Drummers Needed-Why New Zealand is Using American Locomotives-A Bid for Reciprocity-Premier Seddon's Interview With President McKinley-Some-thing About New Zealand Railroads-They Are Run by the Government for the People, With Free Trains for School Children-Should the United States Railways Be-long to the Government?-Premier Seddon Thinks They long to the Government?--Premier Seddon Thinks They Should.

FRANK G. CARPENTER.

Wellington, New Zealand .-- I have verse. had an interview with the Hon, Rich-

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ard Seddon, the premier of New Zealand. The premier in the great governments of Europe ranks somewhat as our secretary of state. The premier of New Zealand is the head of the government; this means he is the head of everything. Think of a country where the railroads, the telegraphs, the telephones, the savings banks, the chief life insurance companies and a score of other things are run by the state. Let there be large car shops and machine shops filled with government employes. Let the government have stock in the biggest banks; let it put its fingers into the management of the farms, the factories and the mines, and do a dozen other such things that no other govern-ment has ever attempted, and you have some idea of this institution in New Zealand.

Zestand. The head of this government is the Hon, Richard Seddon. He is more its .

We have the same race, and blood is thicker than water." "What will this union be?" I asked. "It will be a union upon broad lines. Each government will manage its own

local affairs, but we will all work to gether as to matters humanitarian and commercial.

NEW ZEALAND AND THE MOTHER COUNTRY.

"Today the relations of New Zealand with Great Britain are to a large extent sentimental ones," the premier went on, "We have a governor appointed by the queen, but his office is as a social and patriotic connecting link rather than of gines might be better than the Ameri can ones, it would it y us better to take an executive or legislative nature. The governor has the power of life and can ones, it would puy us before to take their engines even though they lasted -only half as long. The reply was that they could do nothing. The result was I sent the order to the Ealdwins, who told me I could have what I wanted in three months, and the result was that I gave them the job. This is one of the great mistakes that the English manu-facturers are making. They do not rea-lize that they can't afford to allow death as to criminals condemned to capital punishment. He can pardon in such cases as he chooses. He has also a say in matters which concern Great Britain and the colonies, but in most things he can only file objections and refer matters to the premier for settle "The New Zealander looks upon th

governor largely as the guest of the colony. We invite him here as the rep-

gines. I gave England the first chance at the order, but I found I could not have it filled as quickly as in America, and therefore went to you. Your peo-ple are more adapted to conditions, and you will change matters to suit the trade. I found the English shops full of work. The managers told me they had enough orders to keep them busy for three years. I asked them why they for three years. I asked them why they did not put up new works and take new orders, saying it would pay them to in-crease their plant. They shrugged their shoulders, and said they did not care to do so. I urged the matter, say-ing I could not wait three years for my engines, and that while the English en-ring a pitch is better than the America

with all sorts of railroad construction. You are now the chief manager of a government which has built its own railroads and to which the railroads be long. Do you think it best for the government to own the railroads?"

"Yes, I do," said the New Zealand premier. "It is the only way in which the railroads should be owned and operated. We believe the roads are for the

people, and we are managing them in the interests of the people and for the development of the country in that way which will best help all the people are not trying to make a profit out of them, and, as our revenues increase, we steadily reduce freight rates and pas-senger fares. We are already giving an excursion rate of a penny a mile to par-ties, and we expect to cut down the fares right along. We give reduced rates to working men going to and from work. We use the trains to bring the school children to and from school free of charge, and we have excursion trains to take the acheed children new trains to take the school children now and then out over the country and give them practical geographical lessons. We send out such trains which give excursions of 100 miles for 36 cents per child. This is just about the extra cost of running such trains, and any school can be taken off on a vacation or on an instructive excursion at that rate upon the request of the teacher.

THE RAILROADS ARE THE SER-VANTS OF THE PEOPLE.

'It is my idea," Premier Seddon continued, "that the railroads are the ser-vants of the people, and that they should be run entirely in their interests. We want to bring every farmer's produce to the markets at the lowest possible cost and to make it so that our people in all parts of New Zealand can compete with those of other countries

in the markets of the world. If we can build railroads so that the man 109 miles from the seaboard can send his produce to the ship at the same cost as the man who lives only ten miles away, we raise the value of the first man's we raise the value of the first man's land to that of the second. We get that much more taxes out of him and he be-comes a more prosperous member of the community. We are now devoting the roads largely to opening up new coun-try. We are pushing them out into the public lands and settling them." "How much railroad have you in New

Zealand? "We have now more than 2,000 miles, the total cost of which has been a lit-tle more than £16,000,000, or in the neighborhood of \$50,000,000. Nearly all the roads are making money. The cash revenue for 1899 amounted to more than \$7,000,000, while the expenditure was less than \$5,000,000. The earnings of some of the lines ranged from 5 to 13 per cent. The matter is very closely figured, and, the roads belonging to the government,

there is no incentive to give anything else but the best service at the lowest possible cost."

THE CIVIL SERVICE AND THE BOSSES.

"But how about using such large bodies of men in government employ? I should think that your service on the railroads, in the telegraph offices and in

would be largely affected by the fact that it is governmental. Do not the clerks vote to keep your party in power and can you not make them do so?"

and can you not make them do so?" "I don't think there has been any at-tempt to do anything of that kind, and I doubt if it could succeed. We have rigid civil service rules and we maintain them. The people can see that we are bettering the country and they will keep us in office as long as we are work-ing for their good."

"Do you think the United States can ever have a successful control of the railroads?"

"I don't see why not," replied Pre-mier Seddon. "Congress might take over the railroads at their market value paying for them with government bonds. I think your government could run the railroads with much more bene-fit to the people, that the time will comwhen your people will demand that k

FRANK G. CARPENTER.

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lize that they can't afford to allow their customers to go elsewhere to trade. They do not seem to know that if they lose them once, they may never

we can increase our trade with New Zealand?

is," said the premier. "But you can do better if you will send out more commercial travelers to study this market and introduce your goods. We prefer to buy, if we can, of our home factories, but we are always ready for a good thing and a new thing, and you have many such. Your people have no idea of the value of the Australasian market. You look upon our population as small; it is small in comparison with some of the Asiatic countries, and you waste your time in talking about China and South America. You do not seem to realize that this is one of the chief-spending populations of the globe. Our people dress well and they will have Our laboring classes live as well, if not better, than those of any other country. We annually import on the average about \$60 worth of goods per head or \$300 worth per family. We buy more than \$40,600,000 worth of goods per year from outsiders, and we buy just the things you sell. No, I don't think you work the trade half as well as you might.

NEW ZEALAND WANTS RECIPRO-CITY. "And then I think you might grant us

come back. "They act the same in all branches of manufacture, and it is to my mind a very serious matter in the future of England's industrial condition." MORE YANKEE DRUMMERS NEEDED. "Tell me, Mr. Seddon," said I, "how

"I think you are doing very well as it



Premier of New Zealand who has a number of personal friends in Salt Lake.

dent of the United States. He is the lead-er of the house, and he almost controls parliament. He can to a certain extent make his own laws, and he is pushing forward new schemes of all kinds with-out regard to precedent or history. It is who for years has been at the head of the socialistic movements in New Zealand. He is the man behind the new laws which relate to labor and capital, and at the head of the party which is now cutting up the large, un-productive land holdings of the rich and dividing them at the lowest possible rates of ownership requirement among the poor.

A PEN PICTURE OF PREMIER SED-DON.

New Zealand prides itself on being the workingman's country, and Richard Seddon prides himself on being its representative. He is a man of the people. He was born in England, the son of a Lancashire farmer. He learned the trade of an engineer, and when as a boy, about fifty-six years ago, he first came to Australia, he worked in the railroad shops. Later on he went to the gold fields at Bendigo, and there dug in the mines with his own hands. His friends sometimes call him "Digger though all traces of the rough Dick.' ness of his mining life have long since passed away. Mr. Seddon worked in the Australian mines for three years, and then came to New Zealand to try his luck on the gold fields of the west coast. It was there he first engaged in politics. He was elected mayor of his

politics. He was elected mayor of his town, and more than twenty years ago sent to the New Zealand parliament. He has been in parliament from then until now. He is the father of the house, as well as its leader. It was in the parliament house that I met Premier Seddon. I had letters of introduction from Washington and came there to present them. I found the premier in his office. He was seat, ed at the end of a long table piled with papers and documents. I was present-ed to him by his private secretary, and ed to him by his private secretary, and he made me at home. My description of him will be bettered

by the photograph which he gave me during my stay. It represents the pre-mier in his uniform as one of the high-est officers of the Masanic order of New est officers of the Masonic order of New Zealand, and it is a striking likeness of him as he is today. Mr. Seddon is one of the biggest of the public men of our time. He is tall, broad-shouldered and well formed. He has a big frame, a big head and a strong neck. He stands firmly upon his feet and he is as straight as our own President McKia-ley. He has a fair complexion, light brown hair and beard and eyer of a cross between those of James A. Gar-field and Benjamin Harrison, leaning strongly toward Garfield. He has more of Garfield than Harrison in his make-up. The blood in his veins is warm and up. The blood in his veins is warm and his nerves are alive with personal magnetism. His big head teems with ideas and his tongue has ball bearings in the expression of them.

FEDERATED AUSTRALASIA.

The subject of the federation of New Zealand and its island and of the Aus-tralian colonies came up, and I asked Mr. Seddon whether he though that such movements would not eventually

such movements would not eventually dissolve the British empire. He replied: "I think not. I believe that the empire will grow stronger. I look, in fact, for union rather than dissolution. I believe that we will even-tually have a federation of all the Eng-list-speaking peoples. The time will come when Great Britain and her col-onies and the Americans and their colonles and the Americans and their col-onles will be united in almost every novement. Our interests are the same. We have the same language and the We have the some ideas as to God, man and the uni-

president than McKinley is the Presi- | resentative of the queen, and as such pay him a salary. This salary is now about \$25,000 a year. I am in favor of increasing it to \$35,000, as at present it is not large enough to more than pay the governor's expenses in the way of social entertainment. Our last three governors have resigned and gone back home complaining that their incomes too small for the position. It will probably be increased.

> "New Zealand showed its love for the mother country in the Boer war?" said

"Yes," replied the premier, "We sent them men, money and supplies. Some of our best boys crossed the ocean to fight the Boers, my son among the num-ber. We also offered to send troops to China, and we are always ready to fight for old England whenever she needs us. Every one here talks about England as home. This is so not only of those who are born there, but of their sons and grandsons born in New Zealand."

NEW ZEALAND AND THE UNITED STATES.

"How do New Zealanders feel toward us, your excellency?" I asked.

"The New Zealanders are very friendly to the Americans. Sometimes I think we are more friendly, to than you are to us. I have been in the United States several times, and I find considerable anti-English sentiment there. This is natural because of your large immigration from other parts of Europe, some of which is inimical to the English. You are, however, an Eng-lish people, and the prodominant ele-ments among you will always be for Europed." England.

"What I don't like," continued Premier Seddon, "is that some of your school books seem to encourage a ha-tred of England. You speak derogatorily of us in your school histories, and rather encourage your children in a belligerent feeling. I know that Eng-land treated you badly in your colonial dam and I don't wonder that you broke away from her. Had I been an American colonist I should probably have been one of the robels, but Enghave been one of the reners, but Eng-land has long since acknowledged that her actions in respect to you were a mistake. She has repented, as it were, in sackeloth and ashes, and I think the matter should be dealt with in some-thing of an explanatory way in the school books. You should sow the seeds of books, You should sow the seeds of brotherhood in the souls of your children, rather than those of enmity. As it is, our people, young and old, look upon the Yankees as brothers. I think we are, perhaps, more friendly than the peon' "gland. Our children know your patriotic songs, and upon holidays there are many American flags dis-played. We feel a deep interest in your war with Spain, and we rejoice over your victories. I venture, almost as much as your own people did. We were also a little huri at your friendship with the Boers, but we attribute the action of your government largely to the necessities of politics rather than to any ill feeling towards England."

A UNION OF TRADE INTERESTS.

"As an evidence of the friendship of New Zealand toward the United States take the matter of trade between the two countries," the premier continued, "we are buying more and more of your goods every year. We have doubled our immorts within the last three years, and our American purchases now amount to three quarters of a million pounds annually. I think they will soon be \$5,000,000 per annum, and that there is a possibility of a considerable in-creases over that crease over that.

crease over that. "Our government here is buying rall-road engines, cars and ralls of Ameri-firms. I lately gave an order for 1,000 cars and a number of American en-

some favors in the way of trade," Premier Seddon went on, "New Zealand and the United States could make reciprocity treatles which would be to the benefit of each and to the injury of neither. As it is by your tariff and in-tercoastal trade you are shutting us out of Hawaii. You are keeping one of the chief New Zealand steamship lines out of that market. You ought to make an exception in this case, and we could grant you favors in return. We have certain kinds of wool which you cannot raise and which you might admit at a lower rate of duty. On the other hand, we could make reductions as to tariff on certain of your manufactures which we have to import.'

NEW ZEALAND OUR NEXT DOOR NEIGHBOR,

"Our new possessions in the Pacific bring us much closer to New Zealand,

your excellency." "Yes, they do." said the great New Zealand boss, "Your new colonies make the United States our next door neighbor. It is only a five days' trip from here to Tutuila, and with the new steamers which the Spreckles line have added we are only ten days from Hawail, and not much more than two weeks from San Francisco. Australia and the Philippines have direct steamboat connections, and, in fact, we are fast becoming one great Pacific family.

PREMIER SEDDON INTERVIEWS McKINLEY.

"As to Hawaii," said the premier of New Zealand, "I was rather glad, that the Americans got possession of it, al-though my first idea was that it should be under the dual control of England and the United States. I think if our and the United States. I think if our home statesmen had played their cards properly in 1896 and 1897 this might have been done. But they were too slow, and President McKinley was a little too fast for them. I made a trip to Hawaii in 1897, and from there went to San Francisco and thence across the United States to England I was in United States to England. I was in Washington when the Hawaiian question was still unsettied. I was anxious to know the feeling of the United States, concerning it before I went to Eng-land, and I called upon Secretary Sherland, and I called upon Secretary Sher-man, who was then at the head of the state department. I found that he was not in favor of annexation, and that he thought it would be contrary to the Monroe doctrine, which he upheld. I had quite a long taik with him over the matter. He did not impress me as a strong man, and I left him with the idea that England had yet a fair chance to get the Hawaijan islands." to get the Hawailan islands," "I next called upon President McKin-

"I next called upon President MCKIn-ley. I had a little hesitancy at first-in approaching him, but I thought to myself that the president of New Zea-land ought to be on a par with the ruler of any other country of the world, and this stiffened me. I had no trouble in getting at your President. He put me at my ease and the moment he began to talk I knew I was dealing with a different sort of man from the secretary." different sort of man from the secretary of state. I presented my view of the of state, i presented my view of the Hawafian matter, proposing the dual control of England and the United States. As I did so, I saw the Presi-dent's jaws come together and his lip, tighten. A rather hard look came into his eyes, but he listened without a word word. I chicked when he said embhat: until 1 finished, when he said emphatleally Mr. Seddon the people of the Unit-

ed States will never give up the Hawalian Islands. They must event-ually belong entirely to us, and nothing else will be accepted."

"I could see from the way he spoke that there would be no doubt as to his attilude, and when I went over to Lon-don I told the ministers of the queen that Hawaii would surely become the property of America. And so it did." HOW NEW ZEALAND RUNS ITS

RAILWAYS.

The conversation here turned to some of the new movements in New Zealand and I asked the premier about the gov-ernment control of the railways. Said I "Your excellency, you have been a railroad man from the ground up. You



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