

THE INDEPENDENT.

Vol. X.

HONOLULU, H. I., WEDNESDAY, MARCH 23, 1900.

No. 1468.

Oceanic Steamship Company. TIME TABLE:

The Fine Passenger Steamers of This Line Will Arrive and Leave This Port as Hereunder.

FROM SAN FRANCISCO:	FOR SAN FRANCISCO:
MARIPOSA..... MARCH 28	MOANA..... MARCH 30
AUSTRALIA..... APRIL 11	AUSTRALIA..... APRIL 17
MOANA..... APRIL 25	ALAMEDA..... APRIL 27
AUSTRALIA..... MAY 9	AUSTRALIA..... MAY 15
ALAMEDA..... MAY 23	MARIPOSA..... MAY 25
AUSTRALIA..... JUNE 6	AUSTRALIA..... JUNE 12

In connection with the sailing of the above steamers, the Agents are prepared to issue, to intending passengers, coupon through tickets by any railroad from San Francisco, to all points in the United States, and from New York by any steamship line to all European ports.

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DUTCH COURAGE.

What a Boer Admirer Has to Say.

Not Even the Anglo-Saxons Refuse to Paying Homage to the Dutch.

It is quite in keeping with the accuracy of proverbs that the popular phrase for false heroism—valor that is rather a matter of bottles than of battles should take in vain the name of one of the most completely and effectively brave races in the history of the world's peoples.

The very first power to succumb to Dutch courage was what "Dutch courage" is most afraid of—water. Old Ocean himself was the archfoe of the Dutch. And he is a magnificent enemy—more numerously supported than Xerxes invading the little parish of Greece; more insidious than the Spanish peasants after their armies were conquered; more sleepless than Napoleon; more persistent than the English have been in the last five centuries.

The Dutch not only kept back the Sea from their lands, but they took from him his own. They extended their parapets into his territory and added it to their narrow realm. More than that, they forced him into alliance with them, and three times, when they were hard pressed by human armies, they opened their dikes and called in his white plumed battalions between them and surrender, preferring the pillage he made of their fields to the sacrifice of independence.

The best part of Dutch courage is that it is not a profession or an art, it is a last resource. It is of the Cincinnatus type. The warrior is a plain and solid tradesman till he can endure some ill no longer, then he bids his business good-by with regret, goes out and fights like a genius, and hurries home with delight to the interrupted trade which is the real work of his life.

As far back as 1574, when Shakspeare was just ten years old, the Dutch celebrated a great series of victories, in which the "Beggars of the Sea" played a large part—how, but by establishing a university that was for two hundred years the most renowned in Europe? They were a canny lot, a curious mixture of patriotism and business; for while they were raising marvellous revenue from their own well-wrung resources, they were selling to their Spanish oppressor powder and munitions. You would call them a small-souled crowd, if you did not pause to remember that when the time looked ripe they opened their long dikes and let the ruinous seas sweep over their lands. They turned the land battle into a naval encounter at such cost because they thought themselves more likely to win. You cannot sneer at the cotton threads in such a stout piece of wool as that.

The longest siege in history was the siege of Ostend, which cost 3 years and 3 months and over a 100,000 lives. And while the Spanish were so painfully reducing it a Dutch army was taking its equivalent in other directions.

On the water the Dutch have been the only people, save ourselves that ever overturned the British naval supremacy. If you read only the English accounts of the wars with Holland you will not see their true importance any more than you could learn the actual disaster Britannia suffered from our little fleets in the war of 1812, the British accounts of which seem to consist almost altogether in a list of our insolences and one pretty duel, in which their

Shannon won a decided victory over our badly manned and rashly captained Chesapeake.

So one does not learn the true splendor of the achievements of those tremendous sea-dogs, Tromp and De Ruyter from English histories. Perhaps the accounts written by Dutchmen in their own language in French err on the side of their sympathies, and if you will split the difference you will have profound admiration for the sailors who trounced the English and moved up the sacred Thames.

Then there are the glorious Hollanders who took any odds against the Spanish or the Portuguese, and wiped them off the seas by wholesale. The names of these bullies are as hard on the memory or the alien tongue as their owners were on Spain. Just hear them! the very words are a broadside—Hermanzoon van Spilbergen, Matelief, de la Marek, Koen. The only Dutch admiral that ever surrendered on his own quarter-deck was the fearless De Winter, whom the brave Duncan's men took prisoner when he had almost no deck left to stand on and was the only one alive on it. Then there is the fact that the senior partner in the firm of William and Mary was a Hollander.

The ancient solidity and pluck of the little people survive, waiting, perhaps, only some chance spark to set it afire again. Meanwhile the offshoot of the old oak flourishes with undiminished vigor in the other end of the world, where two little republics face the entire British Empire.

A more epic confrontation is not found in fact or fiction. Already the Liliputians have extracted from their enemy a price that has staggered humanity.

The gospel of most strategists is well condensed in the three fundamental precepts laid down in Colonel Fix's Manual of Strategy, as translated by Captain H. R. Lemly, U.S.A.

"Always be the stronger wherever you would strike your adversary or resist a shock with which you are threatened by him; in other words, engage your masses with the fractions of the enemy's forces, or your large fractions with his small ones."

Now it seems to me that many an eminent theorist makes a vital error just here, in assuming that to make yourself stronger is, "in other words" to make yourself numerous. A better idea, I should say, would be to make your army stronger man to man than any probable adversary, so that a chance numerical inferiority would be outweighed by a superior quality. History reeks with the blood of armies maundered on the idea that numbers regulate victory. And the most glorious and by no means least numbered pages of chronicle are illuminated with the achievements of leaders who rated morale and mobility above mass.

Surely the thing to do in and before war is to make your man better than the enemy's man, and so much better that you can accept the enemy's challenge and fight him with weapons and ground of his own choosing. The illiterate Indians made fools of our soldiery until we learned the trick of turning our men into Indians for the nonce, and teaching the savage himself, when he thought it worth while.

The Boers have chosen the field of combat; they have indicated the necessary weapons. Can the English adapt themselves to what is to them a new mode of warfare?

Colonel Fix lays down as his second precept the importance of operating upon "interior lines," so that quick co-operation and concentration may be insured. The circumstances of the war and the natural advantages of its theatre have given

(Continued on 4th page.)

Wilder's Steamship

LIMITED:

TIME TABLE.

Stmr. KINAU,

FREEMAN, Master.

MOLOKAI, MAUI, HAWAII.

NOTICE—CHANGE IN SAILING OF STEAMER KINAU.

On and after Tuesday, Nov. 6, the steamer Kinau will sail from Honolulu on Tuesdays at 12 noon, for Kannaakakai, Lahaina, Maalaea Bay, Kihai, Makana, Mahukona, Kawaihae, Laupahoehoe and Hilo.

Returning will sail from Hilo every Friday at 2 p. m. for above named ports, arriving at Honolulu on Saturdays.

Passengers and freight will be taken for Makana, Mahukona, Kawaihae, Hilo, Hakalau, Honouliuli, Papeete and Pepee on.

Passengers and Packages only will be taken for Kannaakakai, Lahaina, Maalaea Bay, Kihai and Lan. ahooeoe.

Stmr. CLAUDINE

CAMERON, Master.

MAUI.

Will leave Honolulu every Tuesday at 5 p. m., touching at Lahaina, Kailua, Niihau, Hanalei, Hamoa and Kipahulu, 3 days, returning, touches at above named ports, arriving at Honolulu Sunday morning at 11 a. m. Will call at Nuu, Kaupo, once each month.

Stmr. LEHUA,

BENNETT, Master.

MOLOKAI, MAUI, LANAI.

Sails every Monday for Kannaakakai, Kaimo, Maunaloa, Kalaupapa, Lahaina, Honolulu, Olovala. Return arrive Honolulu Saturday mornings.

This Company reserves the right to make changes in the time of departure and arrival of its Steamers without notice and it will not be responsible for any consequences arising therefrom.

Consignees must be at the Landings to receive their freight; this Company will not hold itself responsible for freight after it has been landed.

Live stock received only at owner's risk. This Company will not be responsible for Money or Valuables of passengers unless placed in the care of Purser.

Passengers are requested to purchase Tickets before embarking. Those failing to do so will be subject to an additional charge of twenty-five per cent.

The Company will not be liable for loss of, nor injury to, nor delay in the delivery of baggage or personal effects, of the passenger beyond the amount of \$100.00, unless the value of the same be declared, at or before the issue of the ticket, and freight is paid thereon.

All employees of the Company are forbidden to receive freight without delivering a shipping receipt therefor in the form prescribed by the Company and which may be seen by shippers upon application to the pursers of the Company's Steamers. Shippers are notified that if freight is shipped without such receipt, it will be solely at the risk of the shipper.

C. L. WIGHT, President,
S. H. ROBE, Secretary,
CAPT. T. K. CLARKE, Port Sup't.

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