

THE INDEPENDENT.

VOL. VI.

HONOLULU, H. I., THURSDAY, APRIL 7, 1898.

No. 860

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:

ZEALANDIA.....	APRIL 13	ZEALANDIA.....	APRIL 19
ALAMEDA.....	APRIL 27	MARIPOSA.....	APRIL 28
ZEALANDIA.....	MAY 11	ZEALANDIA.....	MAY 17

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.

For further particulars apply to

Wm. G. Irwin & Co.

LIMITED.

General Agents Oceanic S. S. Company.

PACIFIC HARDWARE CO., LTD.

NEW GOODS JUST RECEIVED

— THE NEW —

Improved Planters Hoe

Solid Cast Steel—Eye and Blade Forged Entire.

CYCLONE WIND MILLS, PUMPS, ETC.,
HOWE'S PLATFORM AND COUNTER SCALES,
NORTON'S BALL BEARING JACK SCREWS,
PLOWS IN LARGE VARIETY,
VISES, PIPE CUTTERS AND WRENCHES.

VACUUM OILS

The Standard of Merit.

Universal Stoves and Ranges,

PAINT, WALL & WHITEWASH BRUSHES, CALIFORNIA LAWN SPRINKLERS.

A Large Assortment of General Hardware.

Theo. H. Davies & Co., L'd

SUGAR FACTORS,

— IMPORTERS OF —

General Merchandise

— AND —

COMMISSION MERCHANTS

Agents for Lloyds,

Canadian-Australian Steamship Line,

British & Foreign Marine Insurance Co.,

Northern Assurance Co. (Fire and Life),

Canadian Pacific Railway Co.,

Pioneer Line of Packets from Liverpool.

TELEPHONE 92.

P. O. Box 145.

H. E. MCINTYRE & BRO.,

EAST CORNER FORT & KING STS.

IMPORTERS AND DEALERS IN

Groceries, Provisions and Feed

New and Fresh Goods received by every packet from California, Eastern States and European Markets.

Standard Grade of Canned Vegetables, Fruits and Fish.

Goods delivered to any part of the City
ISLAND TRADE SOLICITED SATISFACTION GUARANTEED

SELF SEEKERS.

The Oligarchical Carpet-bag Government.

Representative Williams of Mississippi Opposes Annexation in Congress and Fires Some Solid Shot Into the Enemies' Ranks.

(Continued from Yesterday.)

Gentlemen quote the examples of our ancestors in the acquisition of Louisiana and Florida by purchase, of Texas by annexation, of California, New Mexico, and Arizona by conquest, of Oregon by arbitration, as examples in favor of the annexation of Hawaii. Their acquisition was, on the contrary, the expression of an idea diametrically opposed to the idea underlying the desire for the

ACQUISITION OF HAWAII.

Follow me for a moment, and put your eyes, in imagination, upon the map of the United States.

In each of those cases the territory was contiguous; it was continental; the acquisition decreased the extent of our boundary, and therefore the expense of defending it; it minimized the danger of future wars by removing farther from us a possible enemy, or else by removing such an enemy from the continent; it gave us broad areas of unsettled territory for the spread of our people and the expansion of our institutions.

It added in each case to our defensive strength, and in no case violated the guiding maxim of Mr. Jefferson that "our territorial acquisitions should never be such as to require an additional navy to defend them."

Hawaii is not contiguous. It is over 2000 miles from San Francisco, requiring a line of communication over 2000 miles in length to be defended, and to be defended by a navy.

I shall insert in my remarks a table which was sent me by the Secretary of the Navy, giving the

COMPARATIVE STRENGTH

of the navies of the world, and the annual cost of their maintenance; and I shall take the liberty of referring, from time to time as I go along, to facts cited in the table:

Strength of the navies named below as they stood December 1, 1896, including torpedo boats and vessels building or ordered up to the above date. These figures may be taken as the approximate strength to-day:

England, total appropriation for 1898, including ship construction, etc., \$107,000,000. Fighting fleet for the line* 80; Cruisers, first, second and third class, 133; Coast-defense ships and armored gunboats, 60; Torpedo boats, etc., 308.

Germany, total appropriation for 1898, including ship construction, etc., \$29,000,000. Fighting fleet for the line* 28; Cruisers, first, second and third class, 23; Coast-defense ships and armored gunboats, 13; Torpedo boats, etc., 152.

France, total appropriation for 1898, including ship construction, etc., \$55,000,000. Fighting fleet for the line* 51; Cruisers, first, second and third class, 57; Coast-defense ships and armored gunboats, 26; Torpedo boats, etc., 269.

Spain, appropriation not known. Fighting fleet for the line* 14; Cruisers, first, second and third class, 20; Coast-defense ships and armored gunboats, 13; Torpedo boats, etc., 61.

United States, total appropriation including new construction, etc., \$34,113,234. Fighting fleet for the line (including those building)* 18;

Cruisers, first, second and third class (does not include gunboats or vessels under 1000 tons), 16; Old monitors, etc., 13; Torpedo boats, etc., 26.

The approximate cost of first-class ships is about as follows:

Battle ships, when complete, including armament, stores, etc., \$5,000,000 to \$6,000,000; Cruiser, when complete, including armament stores etc., \$3,000,000; Double-turret monitor, when complete, including armament, stores, etc., \$4,000,000; Single-turret monitor, when complete, including armament, stores, etc., \$2,500,000; Torpedo boat, when complete, including armament, stores, etc., \$250,000.

*In this are counted first, second, and third class battle ships, sea-going coast-defense armored ships, and large armored cruisers.

Some one in the other end of this building spoke of

"AMERICAN GUNS IN HONOLULU,

defending our Pacific Coast and the mouth of the Nicaraguan Canal!" Over 2000 miles to the nearest point of one and about 4000 miles to the other! What guns!

Hawaii is not continental. It is islandic, and like all island possessions, except those immediately adjacent to the coast lines of the mother country, would be lost in case of earnest and persevering attack in war, unless we had sea power equal to that of the enemy attacking us. Even Captain Mahan admits that that would be practically a sea force equal to that of Russia and France combined, or else to that of Great Britain.

What would that sea power amount to? Why, sir, we have at present, 14 line-of-battle ships; and, mind you, practically it would mean a war power equal to that of Russia and France combined, or else to that of Great Britain and possibly Japan. Fourteen line-of-battle ships we have, while Great Britain has 80. We have 20 cruisers, Great Britain 133. We have 13 coast-defense ships, Great Britain 60. We have 61 torpedo boats, Great Britain 302. The annual cost of maintenance of such a navy alone is \$107,000,000.

From my standpoint, looking upon my country as a great peace power—to prepare for peace at all times and for wars and emergencies only in time of emergency—I do not apprehend any danger to seventy-odd millions of people from somebody with a coaling station and fortifications and ships at Hawaii. But from the gentleman's standpoint the question is useless, too, because the powers that could attack us from Hawaii can already attack us from Jamaica, from Bermuda, from Guadalupe, from I do not know how many places where they have coaling stations and bases of supplies and operations much closer to us than Hawaii would be.

Now, Mr. Chairman, let me deflect a moment from that line of argument and ask some of my friends here, who played a game of chess not long ago with members of the British Parliament, a question. What would be thought of a chess player who would permit his antagonist to make him a

PRESENT OF A PAWN

placed in the middle of the board, upon the condition that he should subordinate his entire game to the defense of that pawn? (Applause.) Great Britain has a pawn already. She has given us a bond to keep the peace in the shape of Canada; and it has made her put up with many things humiliating to her proud spirit rather than run the risk of losing that colonial possession.

Why should we give to her and

(Continued to 4th page)

Wilder's Steamship Co.

TIME TABLE.

C. L. WIGHT, Pres. S. B. ROSE, Sec.
Capt. J. A. KING, Port Supt.

Stmr. KINAU,

CLARKE, Commander.

Will leave Honolulu at 10 A. M., touching at Lahaina, Maui Bay and Makana the same day; Mahukona, Kawaihae and Laupahoehoe the following day; arriving at Hilo the same afternoon.

LEAVES HONOLULU.	ARRIVES HONOLULU.
Friday..... Apr 8	Wednesday... Apr 6
*Tuesday..... Apr 19	Saturday..... Apr 16
Friday..... Apr 29	Wednesday... Apr 27
*Tuesday..... May 10	Saturday..... May 7
*Friday..... May 20	Wednesday... May 18
Thursday..... May 31	Saturday..... May 28
*Tuesday..... June 9	Wednesday... June 8
Friday..... June 21	Saturday..... June 18
*Tuesday..... July 1	Wednesday... June 29
Friday..... July 2	Saturday..... July 9
*Tuesday..... July 22	Wednesday... July 20
Friday..... Aug 2	Saturday..... July 30
*Tuesday..... Aug 12	Wednesday... Aug 10
Friday..... Aug 23	Saturday..... Aug 20
*Tuesday..... Sept 2	Wednesday... Aug 31

Returning will leave Hilo at 8 o'clock A. M., touching at Laupahoehoe, Mahukona and Kawaihae same day; Makana, Maui Bay and Lahaina the following day; arriving at Honolulu the afternoon of Wednesday and Saturday.

*Will call at Poneke, Puna, on trips marked *.

No Freight will be received after 8 A. M. on day of sailing.

The popular route to the Volcano is via Hilo. A good carriage road the entire distance. Round trip tickets, covering all expenses, \$50.00.

Stmr. CLAUDINE

CAMERON, Commander.

Will leave Honolulu Tuesdays at 5 P. M., touching at Kahului, Hana, Hamoa and Kipahulu, Maui. Returning arrives at Honolulu Sunday mornings.

Will call at Nuu, Kaupo, once each month.

No Freight will be received after 4 P. M. on day of sailing.

This Company will reserve the right of 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.

Packages containing personal effects, whether shipped as baggage of freight, if the contents thereof exceed \$100 in value, must have the value thereof plainly stated and marked, and the Company will not hold itself liable for any loss or damage in excess of this sum except the goods be shipped under a special contract.

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 Purser 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.

CLAUS SPRECKELS. * WM. G. IRWIN.

Claus Spreckels & Co.,

BANKERS.

HONOLULU

San Francisco Agents—THE NEVADA BANK OF SAN FRANCISCO.

DRAW EXCHANGE ON

SAN FRANCISCO—The Nevada Bank of San Francisco.

LONDON—The Union Bank of London Ltd.

NEW YORK—American Exchange National Bank.

CHICAGO—Merchants National Bank.

PARIS—Comptoir National d'Escompte de Paris.

BERLIN—Dresdner Bank.

HONG KONG AND YOKOHAMA—Hong Kong & Shanghai Banking Corporation.

NEW ZEALAND AND AUSTRALIA—Bank of New Zealand.

VICTORIA AND VANCOUVER—Bank of British North America.

Transact a General Banking and Exchange Business.

Deposits Received. Loans made on Approved Security. Commercial and Travelers' Credit Issued. Bills of Exchange bought and sold.

Collections Promptly Accounted For