

THE INDEPENDENT.

Vol. IX.

HONOLULU, H. I., THURSDAY, NOVEMBER 23, 1899.

No. 1364.

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:	
AUSTRALIA.....	NOV. 22	AUSTRALIA.....	NOV. 28
ALAMEDA.....	DEC. 6	MARIPOSA.....	DEC. 8
AUSTRALIA.....	DEC. 20	AUSTRALIA.....	DEC. 26
MARIPOSA.....	JAN. 3	MOANA.....	JAN. 5
AUSTRALIA.....	JAN. 17	AUSTRALIA.....	JAN. 23
MOANA.....	JAN. 31	ALAMEDA.....	FEB. 2
AUSTRALIA.....	FEB. 14	AUSTRALIA.....	FEB. 20
ALAMEDA.....	FEB. 28	MARIPOSA.....	MAR. 2
AUSTRALIA.....	MAR. 14	AUSTRALIA.....	MAR. 20
MARIPOSA.....	MAR. 28	MOANA.....	MAR. 30

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.

New Goods

All these by the W. G. IRWIN.

Shelf Hardware (filling lines short),
Wire Cloth, Artists' Materials,
Belleck China for China Painting,
Lamp Goods, Picture Wire,
Bird Cages, an elegant assortment;
Blue Flame Oil Stoves,
Shelf Hardware, Mechanics' Tools,
Hand and Foot Sewing Machines,
Rifles and Revolvers, Shot Guns,
Silver Plated Ware, Hose and Sprinklers,
Single and Double Belting, Lace Leather,
Paints, Oils and Varnishes, Albany Compound,
Ice Chests and Refrigerators, Brushes,
Paint Burners, Etc., Etc.

New Goods Constantly Arriving and Full Lines in Stock.

THE PACIFIC HARDWARE CO., LTD.

FORT AND MERCHANT STREETS.
KING AND BETHEL STREETS.

Pacific Heights NOTICE

Applications will be received at the office of BRUCE WARING & CO., for the purchase of lots on

PACIFIC HEIGHTS

situated on the magnificent hillside between Nuuanu and Paoua Valleys and commanding a superb marine and scenic view stretching from Diamond Head over Punchbowl to the Waianae range of Mountains.

A broad winding boulevard giving access to the property is now in course of construction and choice lots of sufficient area for magnificent homesteads will soon be available.

On the Nuuanu side of the hill is a Pali protecting it from the high winds and heavy showers of Nuuanu Valley, ensuring a salubrious climate. The Elevation of the Property is from 150 to 750 feet above sea level.

Applications will be numbered and filed, and choice will be allotted according to the number of applications.

Only \$1000 for a lot 100x200 feet.

Terms Easy.

BRUCE WARING & CO.,

1130-H

ROOMS 7 AND 8, PROGRESS BLOCK.

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.

THE CASE FOR THE BOERS.

By GEORGE W. VAN SICLEN.

(As Interviewed by a Staff Correspondent.)

There ought to be founded at once a bureau for the instruction of the American people in truth. I would not limit this remark to the truth or facts about the Boers, but I will do so presently. If American citizens were correctly informed, and had not derived their information from British and purely selfish sources, no Administration and no power would be able to withstand for forty-eight hours the blast of their indignation. With one breath England says that the Boers should not distrust her intentions, and with the next breath she says to an independent State, "You shall receive as citizens those whom the British Empire choose to force upon you." We have as much reason to anticipate and to yield to a demand on the part of England that every Englishman residing in the United States shall be accorded the right of franchise without taking the oath of allegiance to the United States; we have as much reason to anticipate that Kaiser Wilhelm will demand of the United States the right of franchise for every German born who is deprived of his beer on Sunday as the South African Republic has reason to listen or to yield to the demands of England that the franchise be given to the Uitlanders. This question of franchise has been intentionally beclouded and the American mind misled upon it by the British and by many American newspapers. Take the New York "Tribune" as an example of the latter. I cannot conceive of Horace Greeley ever countenancing such intentionally incorrect and untrue views as have been published during the past two months in the editorial columns of that formerly American paper. The way in which the point is befogged to-day in that and other pro-British journals is this, that all that England asks is that the Dutch Republic shall admit as its citizens those who will take an oath of allegiance in the language of the naturalization oath of the Orange Free State. They never publish the language of the latter; it expressly omits to forswear allegiance to the native country of the foreigner about to be naturalized. British casuists of the style of Sir Alfred Milner and Mr. Joseph Chamberlain say that this does not matter; that, of course, any man who takes an oath of fealty to a country impliedly renounces his allegiance to his native land; but in this instance the British Uitlanders have positively refused and do refuse to renounce their allegiance to Great Britain. How can they be trusted?

I have in my possession the official "Green Book" of the South African Republic, which corresponds to the "Blue Book" of the British Government, containing the stenographic notes of the official interviews between President Kruger and Sir Alfred Milner at Bloemfontein this last spring, in which President Kruger, after being pressed by the wily British Commissioner, finally stated the form—the proper form—of an oath of naturalization containing the clause which forswears allegiance to Great Britain or to the native land of the foreigner; to which Sir Alfred Milner replied that he would not agree to that at all; that the clause in regard to forswearing allegiance must be left out; and later he suggested the adoption of the naturalization oath of the Orange Free State. To this President Kruger replied that to accept that would be to destroy his country. And he said truly: Since the Report of the British High Commissioner about these negotiations, the English papers, and the formerly Ameri-

can papers which have so lately fallen in love with the British, gloss over and belittle this important point, by saying that the South African Republic refuses the "reasonable modifications" of this oath demanded by England. The fact is that England has no right, in any way, shape, or manner, to demand or even to suggest a modification of the oath of allegiance of a foreigner who desires to become a citizen of the South African Republic, or of any State. The claim is made falsely that the treaty between Great Britain and the South African Republic made in 1881, and superseded by the Convention of London in 1884, gave to Great Britain the right to thus suggest and interfere with the autonomy of the Republic. This claim is absolutely false. All that the Convention of 1881 gave to Great Britain in this respect was the suzerainty over the foreign or outside relations of the South African Republic. I hold in my hand the autograph draft of the resolution written by Parnell and wired to Mr. Healy, which resolution was passed by Parliament in 1881, and which reads as follows: "Give notice to-night that Thursday, going into Committee Supply, I will call attention to the Transvaal war, and move that, in the opinion of the House, the Boers, by gallant resistance, have earned the right to restoration of their independence."

This treaty of 1881 was not ratified by the Congress of the South African Republic; they refused to admit that suzerainty, and sent a commission of three, including Kruger and Joubert, to London, refusing to submit to this claim of suzerainty, and it was stricken from the treaty. A new treaty, called the Convention of 1884, was agreed upon by the great British Empire, omitting all claim of suzerainty, but retaining simply the right to pass upon or approve or disapprove all treaties with foreign powers that had been made by the South African Republic; and even this expressly excluded the Orange Free State, which is the only country which now stands by the South African Republic in its hour of trial. To the honor of the Parliament and citizens of the Orange Free State, they have cast in their lot to live or die with the Boers—no doubt to die.

Another sophistical and untrue claim is made by those interested in destroying this little Transvaal, to the effect that the Boers have broken their agreement of 1881 and of 1884 in failing to give to the Uitlanders, as they promised, "equal political and other rights." But they did not agree to give any political rights; that word is interpolated by the British and by those who argue in their behalf. What they did agree to do and what they gave was equal privileges and civil rights before the law; and, in furtherance of that agreement, Article 26 details that "all persons, other than blacks, conforming themselves to the laws of the Transvaal State will have full opportunity to enter, travel, and reside in any part of it; they will be entitled to hire or possess houses, manufactories, warehouses, shops, and other premises; they may carry on their commerce either in person or by any agents they may see fit to employ; they will not be subjected to restriction in respect to their person or property, or in respect to their commerce or industry, or in taxation, whether general or local, other than those which may be imposed upon Transvaal citizens." And Article 27 reads: "All inhabitants of the Transvaal shall have free access to the courts of justice for the protection and defense of their rights;" which is exactly what British citizens have in the city of New York. If they want more here,

let England send her armies and fleets to this country and force us to give them the franchise without their forswearing their allegiance.

The claim is made that the taxes are unequally levied. This claim also is absolutely false; all people are taxed alike. It is true that there is a tariff on dynamite, from which some of the citizens of the Dutch Republic reap additional profits.

(To be Continued.)

FOR SALE.

A FEW LOTS ON KING STREET in Palama district; part cash, balance on mortgage. A good opportunity to build on main street. Apply to WILLIAM SAVIDGE, No. 310 Fort Street.

Wilder's Steamship Co.

LIMITED:

STEAMERS

KINAU, CLAUDINE, HELENE, MAUI
HAWAII, LEHUA, KILAUEA HOU,
MOKOLII.

TIME TABLE

Stmr. CLAUDINE

CAMERON, Commander,
MAUI.

Will leave Honolulu every Tuesdays at 5 P. M., touching at Lahaina, Kahului, Nahaiku, Hana, Hamoa and Kipahulu, Maui. Returning, touches at Hana, Kahului and Lahaina, arriving at Honolulu Sunday mornings.

Will call at Nuu, Kaupo, once each month.

The popular route to the Volcano is via Hilo. \$40 for the round trip, including all expenses.

Stmr. LEHUA,

BENNETT, Commander,

MOLOKAI, MAUI, LANAI.
Sails every Monday for Kaunakakai, Kamalo, Maunaloa, Kalaupapa, Lahaina, Honolulu, Olowalu. Returning arrives at Honolulu Saturday morning.

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, fragile articles, plants and liquids, 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.

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.

C. L. WIGHT, President,
B. B. ROSE, Secretary,
CAPT. T. K. CLARKE, Port Supt.

CLAUS SPRECKELS. * WM. G. IRWIN.

Claus Spreckels & Co.,

BANKERS.

HONOLULU

San Francisco Agents.—THE NEVADA NATIONAL BANK OF SAN FRANCISCO.

DRAW EXCHANGE ON

SAN FRANCISCO—The Nevada National Bank of San Francisco.

LONDON—The Union Bank of London, Ltd.

NEW YORK—American Exchange National Bank.

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PARIS—Credit Lyonnais.

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