

THE INDEPENDENT.

Vol. VI.

HONOLULU, H. I., FRIDAY, MARCH 11, 1898.

No. 837.

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.....MAR. 19	ZEALANDIA.....MARCH 24
MOANA.....MAR. 30	ALAMEDA.....MARCH 31
ZEALANDIA.....APRIL 13	ZEALANDIA.....APRIL 19

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

RAPID TRANSIT.

The Attorney-General Expresses His Views on the Matter—While He Desires Rapid Travel He Desires to go Slow.

Mr. Editor:—While it is desirable that Honolulu should have a better street car system, it is far from certain that any of the plans recently suggested should be adopted.

There are serious objections to the plan of establishing another system in addition to the one in operation. There certainly is force in the view that it would be much better, if necessary, for the public to wait awhile, and later to take steps which would result in having one good, complete system.

The Hawaiian Tramways Company has a franchise, and the right to use certain of the streets best adapted to car lines. If any one will examine any of the plans proposed for another company, and note the streets through which the cars will have to pass, it will be seen that such plans are open to grave objections. Many of the streets are so narrow that their use by cars running at a high rate of speed will render them almost useless for other vehicles.

Furthermore, the use of any of the ordinary trolley systems with overhead wires will not only add to the disfigurement of the city, but will injure the telephone system which has already been so impaired by the electric light and power lines.

In many of the cities and towns of the United States the electric car systems are very poor; the poles and wires being unsightly and the service imperfect and dangerous. In Washington City the telegraph, telephone, electric car and electric light and power systems are very complete, but not an electric pole or wire is to be seen excepting in the outskirts of the city. All such wires are carried underground. The compressed-air system is also being adopted in some places, which obviates the using of poles and overhead wires.

Whenever an electric-car system is established in Honolulu, the plant and rights of the Tramway Company should be acquired, and a plan adopted for one complete system of the best type. Should another system be added to the one now in operation, the situation will become still more complicated, and the obstacles in the way of obtaining a really desirable system under proper public control, will be multiplied.

The following extracts from the Outlook of February 12, 1898, are suggestive and deserving of careful thought. WILLIAM O. SMITH.
Honolulu, March 8, 1898.

EXTRACTS FROM "OUTLOOK" OF FEBRUARY 12, 1898.

"The report submitted to the Massachusetts Legislature last week by the committee appointed to consider the relations between cities and towns and street railway companies is a notable contribution to the discussion of this subject. The chairman of the committee is Charles Francis Adams; the other members are ex-Congressmen W. W. Crapo and ex-Mayor Elihu B. Hayes of Lynn. Mr. Adams conducted personally the investigation in Europe on the part of the committee while Messrs. Crapo and Hayes visited about 20 cities in this country and Canada. The recommendation of the committee came in the form of two bills. One of them puts upon the street railway companies a certain portion of the expense of paving and altering streets, and requires them to pay a state tax of an amount equal to whatever they may pay over eight percent in annual dividends. Local taxation in the cities and towns is to be on a sliding scale according to the gross receipts per mile of track. Power to regu-

late fares is given to the local authorities, with an appeal by the corporation to the railroad commissioners. The second bill provides for municipal ownership of the tracks, but not for municipal operation of the business. In the second bill is found the essential recommendation of the report. The committee is distinctly against municipal ownership and operation by a corporation. It denies that municipal operation has been so successful in Europe as has been commonly reported. It says that 'at the present time the municipalization of the street railways is not accepted as by any means indisputably desirable in Great Britain, while in Germany it is regarded favorably.' In Germany, however, it adds, the objection is that the existence of so many public employees, in addition to those now on the list, would lead to overmuch officialism.

"The fundamental proposition laid down by the committee is that street cars are simply improved omnibuses running on an improved pavement. This idea is at the base of the recommendation that the municipality own the tracks and license a corporation to run the cars upon them. The municipality in that case, keeps the control of the streets just as it always has done. It has a right to impose terms upon the licensees, and to demand that, after reasonable profits have been made, the public should have some benefit from the receipts of the company. The practical difficulties in the way of entire municipalization of the service are reviewed, particularly the fact that the tracks of one company sometimes lie in many different municipalities, and harmonious operation under municipal management would be very complex. By the plan proposed, there is a large recognition of the rights of the municipality. The committee would give the municipalities the right to buy in existing street railway track at the cost of replacing it, and to construct new tracks or extensions as the public convenience may dictate. If the public owns the tracks, bids for street car service may be secured from competing companies. Here is a step of decided progress, recommended by competent men after the most thoroughgoing investigation of fact which has ever been made. This committee is conservative by nature, at least two of the three members distinctly disapproving of the different forms of social agitation which mark the progress of the times. Considering the conservatism which has drawn the report, it is a positive sign of the times that such a clear departure from the present practice is recommended. It is safe to take this step at present in any city. After that has been done, then further discussion will be timely regarding the complete municipalization of street railways. Experiments under the proposed system will throw light on the practical solution of the problem."

The Waverley Club.

The special committee appointed by the Directorate have decided to report favorably on the appointment of a Board of Trustees for the Club.

In order to accommodate applicants for membership another special meeting for the election of members will be held on the 26th instant. The Enrollment Committee urge upon members to file their applications at as early a date as possible. It is thought not improbable that a suggestion may be made at the quarterly meeting on April 9th to raise the entrance fee. A project is also being considered to obtain increased accommodation for the Club.

L. B. Kerr, Queen street, has received 118 case of new stylish dry goods on the Zealandia.

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, Maunaloa Bay and Makana the same day; Mahukona, Kawaihae and Lanipahoehoe the following day; arriving at Hilo the same afternoon.

LEAVES HONOLULU. ARRIVES HONOLULU.

Tuesday.....Mar 8 | Wednesday...Mar 10
Friday.....Mar 13 | Saturday....Mar 26

Returning will leave Hilo at 8 o'clock A. M., touching at Lanipahoehoe, Mahukona and Kawaihae same day; Makana, Maunaloa Bay and Lahaina the following day; arriving at Honolulu the afternoon of Wednesdays and Saturdays.

Will call at Pohoiki, Puna, on trip marked *.
No Freight will be received after 5 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, Manoa and Kipahulu, Maui. Returning arrives at Honolulu Sunday mornings.

Will call at Nuu, Kaupoo, 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's.

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 or 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

THE INDEPENDENT.

Vol. VI.

HONOLULU, H. I., FRIDAY, MARCH 11, 1898.

No. 837.

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.....MAR. 19	ZEALANDIA.....MARCH 24
MOANA.....MAR. 30	ALAMEDA.....MARCH 31
ZEALANDIA.....APRIL 13	ZEALANDIA.....APRIL 19

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

RAPID TRANSIT.

The Attorney-General Expresses His Views on the Matter—While He Desires Rapid Travel He Desires to go Slow.

Mr. Editor:—While it is desirable that Honolulu should have a better street car system, it is far from certain that any of the plans recently suggested should be adopted.

There are serious objections to the plan of establishing another system in addition to the one in operation. There certainly is force in the view that it would be much better, if necessary, for the public to wait awhile, and later to take steps which would result in having one good, complete system.

The Hawaiian Tramways Company has a franchise, and the right to use certain of the streets best adapted to car lines. If any one will examine any of the plans proposed for another company, and note the streets through which the cars will have to pass, it will be seen that such plans are open to grave objections. Many of the streets are so narrow that their use by cars running at a high rate of speed will render them almost useless for other vehicles.

Furthermore, the use of any of the ordinary trolley systems with overhead wires will not only add to the disfigurement of the city, but will injure the telephone system which has already been so impaired by the electric light and power lines.

In many of the cities and towns of the United States the electric car systems are very poor; the poles and wires being unsightly and the service imperfect and dangerous. In Washington City the telegraph, telephone, electric car and electric light and power systems are very complete, but not an electric pole or wire is to be seen excepting in the outskirts of the city. All such wires are carried underground. The compressed-air system is also being adopted in some places, which obviates the using of poles and overhead wires.

Whenever an electric-car system is established in Honolulu, the plant and rights of the Tramway Company should be acquired, and a plan adopted for one complete system of the best type. Should another system be added to the one now in operation, the situation will become still more complicated, and the obstacles in the way of obtaining a really desirable system under proper public control, will be multiplied.

The following extracts from the Outlook of February 12, 1898, are suggestive and deserving of careful thought. WILLIAM O. SMITH.
Honolulu, March 8, 1898.

EXTRACTS FROM "OUTLOOK" OF FEBRUARY 12, 1898.

"The report submitted to the Massachusetts Legislature last week by the committee appointed to consider the relations between cities and towns and streets railway companies is a notable contribution to the discussion of this subject. The chairman of the committee is Charles Francis Adams; the other members are ex-Congressmen W. W. Crapo and ex-Mayor Elihu B. Hayes of Lynn. Mr. Adams conducted personally the investigation in Europe on the part of the committee while Messrs. Crapo and Hayes visited about 20 cities in this country and Canada. The recommendation of the committee came in the form of two bills. One of them puts upon the street railway companies a certain portion of the expense of paving and altering streets, and requires them to pay a state tax of an amount equal to whatever they may pay over eight percent in annual dividends. Local taxation in the cities and towns is to be on a sliding scale according to the gross receipts per mile of track. Power to regu-

late fares is given to the local authorities, with an appeal by the corporation to the railroad commissioners. The second bill provides for municipal ownership of the tracks, but not for municipal operation of the business. In the second bill is found the essential recommendation of the report. The committee is distinctly against municipal ownership and operation by a corporation. It denies that municipal operation has been so successful in Europe as has been commonly reported. It says that 'at the present time the municipalization of the street railways is not accepted as by any means indisputably desirable in Great Britain, while in Germany it is regarded favorably.' In Germany, however, it adds, the objection is that the existence of so many public employees, in addition to those now on the list, would lead to over-much officialism.

"The fundamental proposition laid down by the committee is that street cars are simply improved omnibuses running on an improved pavement. This idea is at the base of the recommendation that the municipality own the tracks and license a corporation to run the cars upon them. The municipality in that case, keeps the control of the streets just as it always has done. It has a right to impose terms upon the licensees, and to demand that, after reasonable profits have been made, the public should have some benefit from the receipts of the company. The practical difficulties in the way of entire municipalization of the service are reviewed, particularly the fact that the tracks of one company sometimes lie in many different municipalities, and harmonious operation under municipal management would be very complex. By the plan proposed, there is a large recognition of the rights of the municipality. The committee would give the municipalities the right to buy in existing street railway track at the cost of replacing it, and to construct new tracks or extensions as the public convenience may dictate. If the public owns the tracks, bids for street car service may be secured from competing companies. Here is a step of decided progress, recommended by competent men after the most thoroughgoing investigation of fact which has ever been made. This committee is conservative by nature, at least two of the three members distinctly disapproving of the different forms of social agitation which mark the progress of the times. Considering the conservatism which has drawn the report, it is a positive sign of the times that such a clear departure from the present practice is recommended. It is safe to take this step at present in any city. After that has been done, then further discussion will be timely regarding the complete municipalization of street railways. Experiments under the proposed system will throw light on the practical solution of the problem."

The Waverley Club.

The special committee appointed by the Directorate have decided to report favorably on the appointment of a Board of Trustees for the Club.

In order to accommodate applicants for membership another special meeting for the election of members will be held on the 26th instant. The Enrollment Committee urge upon members to file their applications at as early a date as possible. It is thought not improbable that a suggestion may be made at the quarterly meeting on April 9th to raise the entrance fee. A project is also being considered to obtain increased accommodation for the Club.

L. B. Kerr, Queen street, has received 118 case of new stylish dry goods on the Zealandia.

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, Maunaloa Bay and Makana the same day; Mahukona, Kawahae and Laupahoehoe the following day; arriving at Hilo the same afternoon.

LEAVES HONOLULU.	ARRIVES HONOLULU.
Tuesday.....Mar 8	Wednesday..Mar 10
Friday.....Mar 13	Saturday....Mar 20

Returning will leave Hilo at 8 o'clock A. M., touching at Laupahoehoe, Mahukona and Kawahae same day; Makana, Maunaloa Bay and Lahaina the following day; arriving at Honolulu the afternoon of Wednesdays and Saturdays.

Will call at Pohoiki, Puna, on trips marked *.
No Freight will be received after 5 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's.

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.

CLAU 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

THE INDEPENDENT

— ISSUED —
EVERY AFTERNOON.

TELEPHONE 841
Except Sunday)

At "Brito Hall," Konia Street.

F. J. TESTA, Proprietor and Publisher.

EDMUND NORRIE, Editor.

W. HORACE WRIGHT, Assistant Editor.

Residing in Honolulu.

FRIDAY, MARCH 11, 1898.

THE NEW CHARTER.

The Attorney-General has entered the ranks of those who are opposed to the granting of a charter for a company of "promoters," crying for rapid transit. As a rule, we have the pleasure of disagreeing with Mr. W. O. Smith politically and otherwise, but in this instance he has advanced some arguments in favor of going "slow" with the "rapid" transit business with which we can most heartily agree.

The violent attack on the Hawaiian Tramways Company does not come with very good grace from the organ owned and managed by the very men who are interested in the new deal. The libellous accusations against the Tramways Company published by the organ of the new promoters cannot be substantiated and are unworthy of notice.

Can the Advertiser substantiate its assertions against the Tramways Company? If it can do so the Queen's Hospital or some other charitable organization may gain a cool five hundred dollars, which the company is willing to forfeit, if the Advertiser can prove its assertions, and if the "organ" of the new company is ready to cover the amount and willing to forfeit it in case of being unable to prove its slanderous statements.

THE INDEPENDENT is by no means supporting the present system of transit in the city, which we consider out of date and behind the time. We remember, however, the boon to the town which the advent of the Tramways Company gave and the benefit it brought to the whole community.

We are told by the promoters of the new company that the stock of the English corporation have been "watered" and enormous dividends paid. If any dividends have been declared amounting to more than 4 percent of the stock capital, we should like to know when it was. Our local "promoters" are so used to the watering of missionary plantation stocks, that they believe in everybody else doing something.

The first point in discussing the proposed new charter is the responsibility of the men asking for it. F. J. Lowrey, C. G. Ballentyne, T. F. Lansing, J. A. Gilman, G. R. Carter, J. H. Soper, J. A. Kennedy, J. F. Morgan and C. S. Desky are the persons asking for the charter.

They are all excellent gentlemen for whom we have the highest respect—as promoters, but their scheme would have been entitled to greater consideration, if the banking accounts of the promoters were of a somewhat heavier dimensions than we believe them to be.

A great enterprise needing from a half to one million dollars to start should have the endorsement of great capitalists like W. G. Irwin, James Campbell, J. F. Hackfeld, S. C. Allen, P. C. Jones, S. M. Damon and others. None of these names appear among the petitioners, and we are told by some subscribers for stock, that they were induced to put their names down on the lists circulated for stock subscriptions to get rid of the importunate "runners." It is a fact that the impression is abroad that the "rapid transit" com-

pany is a "paper" affair, which should, and we are happy to say, will meet the fate of similar very "clever" schemes.

We have reasons to believe that the Tramways Company is sincere when it publicly states that it will abandon its mules and put in electric or compressed air power. While we cannot approve of the granting of such a charter as that proposed by the "new" company, we admit that the "speculators" deserve all possible thanks for having stirred up Mr. Paine's company to such a pitch that he has realized that "something must be done."

We all want rapid transit of course, but we do not propose to back up a speculative corporation, which perhaps may "dump a lot of old junk" in our back streets, as the "organ" claims the Hawaiian Tramways Co. did in our front streets.

The present system is a disgrace to the town, but it should be remembered that the present business has not been very profitable and that there has been very little encouragement to make improvements. Mr. Paine on behalf of his company asked the Government a couple of years ago for such an extension of his charter, as would justify him in changing the present mode of transit. His proposition was absolutely declined, and he was obliged much against his desire to continue the present mule business.

There are many and serious objections to the system suggested by the "new" promoters, and Mr. Smith has taken them up in an admirable manner. The narrow streets where the "rapid" cars are to run will be useless for ordinary traffic, and the main streets cannot be touched by the new corporation as long as the Hawaiian Tramways Company's franchise is in existence.

We notice that the new corporation wants to open up new streets, and do a general land business under the right of "eminent domain." Is there a "darkey" in the woodpile somewhere, and a land speculation on foot to reimburse the adventurous spirits who so suddenly are becoming "rapid?" With Mr. Smith we say, go "rapid" slowly. We are not yet annexed and really we are in no special hurry to move about.

The "danger" proposition of Mr. Smith should be well considered. During the year 1897, the number of accidents from the "deadly" trolley in San Francisco was appalling. Twenty-seven damage suits were brought against the companies for injuries through the neglect of the servants of the companies. Nearly \$1,000,000 were asked as damages, but the juries as a rule "staid" with the corporations, a "policy" on the part of the latter nearly as expensive as if the damages had been diverted into the pockets of the claimants.

Of course there is danger in the present system of mules. Last night a switch connecting the rails of King and Alakea streets was left open, and an overcrowded car was stranded, one of the mules breaking loose through the jerk and starting for some stable—probably not for home. At another time the writer was on board a car on Beretania street early in the morning going toward town. The mules were a little late and were travelling at a "new charter" gait. Outside the Maternity Home we met a Chinese waggon loaded with hay. A bundle fell off in front of the tramcar and the strange sight of hay drove the mules into hysteria, and they ran away, dragging the car off the track and only stopping two blocks away by running into a telephone post (and a patch of grass). There is no doubt that even on the present mule line there is danger, but we think that the community should "keep its shirt on" a little longer and see whether Mr. Paine will give us a modern transit or not. If he doesn't then let the capitalists, not the speculators, step in and get a charter.

OPIUM REMINISCENCES.

The opium question is quite prominent at present, and it is refreshing to remember some of the "funny" incidents, which once were experienced by gentlemen, who now are models of virtue and pillars of the "Temple of Fashion" located on the corner of Richards and Beretania streets.

Many years ago—long before the present ring arrived here, or dreamed of the Eldorado of the Pacific, there lived a very smart "Anglo-Saxon" and an equally smart Chinaman within the city of Honolulu.

Both were after the almighty dollar, as Anglo Saxons and the almond-eyed sons of Buddha are according to the "Tiser."

Dope was an expensive article in those days, but there was profit, although danger in handling the stuff. The Anglo-Saxon had opportunities to furnish the dope, and the Chinese had the facilities of disposing of it.

They met and arranged a nice little deal, which would be profitable to both, and then they retired to their respective couches to spend a sleepless night in thinking over a scheme, by which they could cheat each other.

The Anglo-Saxon's scheme was not ready when the following day he arrived outside his Chinese friend's store on — street (not far from THE INDEPENDENT Office), and

delivered a lot of beautiful "Hong-kong," for which he received twelve hundred dollars in the golden coin of the country to which we will not be annexed.

The "heathen" was ready with his scheme, however, and asked his "flend" whether he could bring some more stuff on the following evening.

An answer in the affirmative was given, and the next night witnessed our Anglo-Saxon with a large valise stepping from a hack into the store (not far from THE INDEPENDENT).

The "flends" met and the Anglo-Saxon started to open his valise when the Chinese said that he could only give half the price paid for the former lot.

"What do you take me for?" said the Anglo-Saxon. "I will go to the next shop," and he started to waltz out with his valise.

"Nay, nay, Pauline," sang the Chinaman; "you take my price or I yell 'haul!' you have got the opium in possession."

It is unnecessary to say that our virtuous friend "sold" his dope at the reduced price. He preferred his loss to a cell and a striped suit.

But the Anglo-Saxon got even with the gentleman, whom Bret Harte evidently had in mind, when he wrote his famous words about "dark ways, mean tricks and the heathen Chinese."

How the Anglo-Saxon got even we may tell in another issue.

The motto is "pass, Senator Brown's bill."

HONOLULU CARRIAGE MANUFACTORY

613 and 615 Fort Street.

DEALER AND SOLE AGENT OF

Rubber Tires

— AND —

Wright's Patent Anti-Motion Shaft Spring.

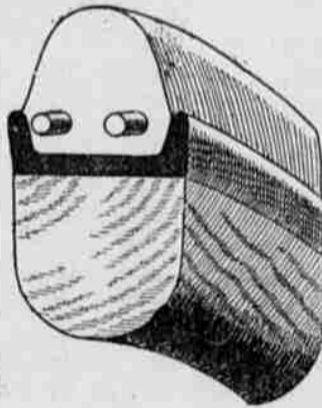
MATERIALS for Carriage Builders

BLACKSMITHING

In All Its Various Branches.

All Orders from the other Islands will meet with Prompt Attention.

W. W. WRIGHT, Proprietor.



GREAT SALE!

Tremendous Bargains in Goods
Saved from the Big Fire Which Took
Place in London in December, 1897.

L. B. Kerr was there at the time, and with ready cash
bought up all that was in good condition, and now
offers them at Bargain Prices.

Fine Dress Goods at prices to surprise you. Colored Bordered Handkerchiefs, 20c, 25c, and 35c per dozen; Fine Cambric Hemstitched Handkerchiefs, 50c per dozen; Fine Striped Dimity, pure white, 5c per yard; Fine Organdies 12½c per yard; Fine Printed Dimity, new patterns, 15 yards for \$1.00; Fine Printed English Lawns, 15 yards for \$1.00; Valenciennes Laces, new patterns, 25c for one dozen yards; Printed Lawns and Dimities Beautiful Goods, 5c a yard.

All Other Goods at Proportionate Prices!

DO NOT MISS THIS OPPORTUNITY
Sale Commences

WEDNESDAY, MARCH, 9, 1898

MILLINERY DEPARTMENT

This Department is replete with New Styles direct from Paris and London. You can get the Latest Styles without going to Paris.

L. B. KERR, Importer, Queen St.

Timely Topics.

Honolulu, March 11, 1898

Never Clog the Wheels

of your machinery with poor lubricants when you can obtain a superior article at a remunerative and economical price. We are reliably informed, by the many machinists who have tested them, that the

Colorado Lubricants

are as near to perfection as human ingenuity combined with Nature's resources can make them. We have them in grades and they include Cylinder, Engine, Valve, car box and heavy mineral Castor Oil.

Very high endorsement from the Hawaiian Electric Co. and others enables us to recommend with implicit confidence our

Electric Oils

for all classes of electrical machinery. We invariably have our materials tested by experience before placing them before our patrons.

Especial attention is also called to our

Black Asphaltum

for pipes, smokestacks and other things that require protection from the weather.

Axle Grease

we can furnish in quantities to suit.

The Hawaiian Hardware Co., Ltd
268 FORT STREET.

LOCAL AND GENERAL NEWS

Sharpshooters meet to-night.
Basket ball at the Y. M. C. A. this evening.
Mrs. President Dole receives this afternoon.
The U. S. S. Baltimore leaves on Tuesday next for a cruise.
The Sons of St. George will meet on the 14th inst. at their Lodge Room.
Mr. Theo. H. Davies gives a dinner party at Craigsides on Saturday evening.
The Christian Workers meet at the Y. M. C. A. hall at 3:30 this afternoon.
The Young Men's Research Club meet this evening at the residence of Rev. D. P. Birnie.
Get your Easter Hats at Kerr's they combine style and furnish with cheapness.
Lubricants and oils are the specialties of the Hawaiian Hardware Co. this week in Timely Topics.
Kamehameha and Punahou play baseball at the Makiki League Grounds to-morrow afternoon.
Secure your seats for Miss Eileen O'Moore violin recital to-morrow evening. They are selling rapidly.
Company A had a good turnout at drill last night in spite of the unpleasant weather; the boys did well.
The Hawaiian Glee Club announce another of their excellent performances for the 17th instant, next Thursday.
Magnolius, magnanimous, magnificent, "would that all the world drank Rainier Beer" Spokeshire. Phone, 783.
The U. S. S. Bennington failed to find the derelict on her cruise. The Baltimore may have better luck when she goes out next week.
The junior branch of the Y. M. C. A. will start at 7:45 to-morrow morning for a tramp in Puna Valley under the leadership of Assistant Secretary Check.
L. B. Kerr, Queen Street, is giving special values in Trimmed Hats while the fire sale is in progress he is showing a counter full of Trimmed Hats at \$1 each.
The following appointments have been made in Company B. N. G. H.: Sergeant, E. T. Winant; corporals, A. Frank Cooke, W. B. Scott, Wm. Kinslea and W. R. Riley.
Last evening Miss Eileen O'Moore paid a visit to the Y. M. C. A. and was shown over the building by Secretary H. E. Coleman. Our fair visitor was much impressed by the excellent lines upon which the institution is conducted, and expressed her admiration in very flattering terms.
The British Ship Western Monarch, Evans master, arrived yesterday 117 days from Liverpool with a cargo of 1950 tons of general merchandise consigned to Theo. H. Davies & Co. During the voyage an eighteen year old apprentice named Thomas Harry Stanley White fell overboard and was drowned in spite of every effort to save him.

Greatest Living Lady Violinist.

During her professional visit to Europe Miss O'Moore was honoured with a high tribute to her superior accomplishment by being specially engaged to appear with three great masters of the violin: Herr Professor Joseph Joachim, Herr Willy Burmester, and Herr Professor Eugen Yaaye, at Wiesbaden, for the Winter Season of 1895-96. Creating a most profound impression and arousing her audiences to great enthusiasm by the display of her marvellous technique, powers of expression, and brilliant style, gaining for herself several of the highest distinctions which can be conferred by the famous Continental musical institutions. Miss O'Moore appeared at the celebrated Leipzig Gewandhaus; the Bach Veriers, Heidelberg; the Cur-Saal, Wiesbaden; the Leherhaus, Vienna, where she received the much coveted laurel-wreaths, presented by the Schubert-Bund, and the Wiener Lehrer Verien.
Miss Eileen O'Moore will appear at the Opera House on Saturday evening.
Miss Eileen O'Moore.
Society will be represented in full at to-morrow night's concert in the Opera House consequently the audience should present a gay and brilliant effect.

THE AUDIT ACT.

A Ministerial Explanation by the Premier.
This morning the Senate had Appropriation Acts under discussion, and among other items considered was one for \$2400 for travelling expenses in connection with the Auditor-General's office. This item the Finance Committee had recommended to be temporarily expunged in order that it might be considered when the Audit Act was taken up, and eventually the item was laid over.
Minister Cooper availed himself of the discussion to state that the majority of the Executive did not favor the introduction of a new Audit Act at this session, although they would probably propose and support material amendments to the existing Act. The great difficulty in present conditions was that while owing to routine the expenditures of the Government were readily ascertainable, it was not so easy to accurately obtain the true amount of the receipts. Errors and misappropriations, unintentional or intentional, crept into the finances of every government, and while our administration suffered less than was generally supposed others did, still there was no practical check to prove that all the money received by subordinates was recorded or turned over to the Departments. For this reason he advocated a sufficient allowance for travelling expenses to the Auditor's Department to enable unexpected visits to be paid to all money receiving stations throughout the country so that an official might suddenly and unexpectedly say to the Government recipient of its cash, "Open your safe and give me your books and let me see how we stand together."
The Senate on this occasion heeded not the words of wisdom of the Premier and carved out the item.

Officers Scrap.

Two of Marshal Brown's best men are occupying cells in the Police Station, while their "boss" is chewing his handsome moustache and wondering what to do with his "bantams."
There has been a little unpleasantness between Captain Toma, the Japanese officer and Nigel Jackson, the energetic officer of the bicycle brigade.
It seems that Jackson saw Toma in a saloon a few nights ago, dressed in his uniform. The Marshal has forbidden his officers to enter saloons for the purpose of imbibing while in uniform, and all officers are instructed to report anyone violating this very proper regulation.
Jackson did his duty and Toma got mad and was going to do Nigel up on the first opportunity.
This morning the officers met at a store not far away from Headquarters, and Toma started in to wipe the floor and surrounding premises with his colleague. He ran up to something unexpected, however, having forgotten that Nigel has had some little experience with his "props," since last "we met," and his rash enterprise will keep his eyes in mourning for some days to come.
The Marshal fully exonerates Mr. Jackson who simply acted in self-defence, and he is preparing a nice address for Toma, the blue color of which would take the breath away even from the most rabid of our legislators, leave alone the Japanese officer.
The Marshal fully recognizes the ability and usefulness of the two scrapping officers, but he realizes that stores or streets are not the proper forum for their settling of difficulties. There is a big yard makai of the Station House at their command.
"What did Colonel Ivins say when you asked him to have a drink?" "He made a rye face."
Citizen—To tell the honest truth, do you think you are earning your salary? Office Holder—Hully gee, man, I earned it four times in the campaign!

Mark, The Magician.
Who loosed that timely summer heat To ripen all this dollar wheat. Just so the Demmies would be beat? Mark Hanna.
Who painted all that Klondike gold, And hid it there in Arctic cold, And caused the secret to be told? Mark Hanna.
Who scattered pearls in all the streams Of Arkansas, so that it seems All men forsake free silver dreams? Mark Hanna.
Who, when the masses were to meet At Springfield, sent that awful heat, The true apostles to defeat? Mark Hanna.
Who kidnaped Nealon t'other day, And to the Popocrats' dismay Got him a job at higher pay? Mark Hanna.
Who—judged by statements of the Pops— Controls the markets and the crops, The rain and perspiration drops? Mark Hanna.
Who carries magic in his joints, And whomsos'er he will anoints, And could give old Aladdin points? Mark Hanna.

NOTICE.
CAPTAIN COOK LODGE NO. 351, Sons of St. George, will hold its regular meeting at 7:30 p. m. March the 14th, 1898, after which an entertainment and luncheon will be given. Brothers and friends are cordially invited.
By order of THE COMMITTEE.
Honolulu, March 11, 1898 837-3t

OPERA HOUSE,
Saturday, March 12th

MISS EILEEN O'MOORE
The Greatest Living Lady Violinist Will Give a
Grand Violin Recital
Assisted by Professor OSCAR HEROLD Musical Director.
Mrs. R. F. Woodward, Soprano.
Mr. P. R. Isenberg, Tenor.
Mr. Wray Taylor's Orchestra.

THE MUSICAL EVENT OF THE YEAR.

Miss O'Moore will render
PAGANINI'S CONCERTO.
Doors opens 7:30, Concert 8.
GEO. V. BECK,
837-2t Business Representative.

J. T. Waterhouse.

BUTTER!
BUTTER!!

NOT
Butterine or Oleomargarine
Or any other compound they call Butter, but **GOOD FRESH**
New Zealand Butter.

Where can you buy it?
Yes, if you have used it once, you will take no other in preference, not to say even of our best Island Butter, and cheaper. And you can get it **ONLY** from
J. T. Waterhouse,
QUEEN STREET.

INSURANCE COMPANY OF NORTH AMERICA.

Of Philadelphia, Pa.
Founded, 1792. Cash Capital, \$3,000,000
Oldest Fire Insurance Company in the United States.
Losses paid since organization over \$90,000,000.

NEW ZEALAND INSURANCE COMPANY.

(FIRE AND MARINE)
Established, 1859. Capital \$5,000,000.
Insurance effected on Buildings, Goods, Ships, and Merchandise

For lowest rates apply to
H. LOSE
General Agent for the Hawaiian Islands.

COFFEE LAND FOR SALE

In the Celebrated Coffee District of Kona, Hawaii

2064 Acres at Kolo and Olelomoana,
1135 Acres at Kaoho.

The Land of Kaoho is only five and one-half miles, and the Land of Kolo and Olelomoana only six miles, from Hookena, and are reached by a good carriage road which has just been completed. They each have their own landing, which can be reached and utilized at no very great expense.

The lands are covered by a magnificent forest of koa, ohia, kukui and other indigenous trees, and the greater portion of them is splendid COFFEE LAND. There are now SEVENTY-EIGHT ACRES OF GROWING COFFEE upon Kolo and Olelomoana.

Purchasers can pay part cash and the balance of the purchase money, with interest, secured by mortgage on the property. Warranty Deeds of the lots will be given; the property to be free from all incumbrances. No charge for drawing deeds or taking acknowledgments to the same. Stamps on the deeds to be paid for by the purchasers. The above lands will be sold in lots to suit purchasers. For particulars apply to.

J. M. MONSARRAT
Cartwright Block, opp. Post Office. Tel 68.

Individual Property.

The newly opened Craterien Barber Shop have numbered cups for the individual use of their patrons. This makes shaving at this shop a double pleasure.

W. W. DIMOND & CO'S
List of Latest
Novelties.

- POLAR STAR ICE CREAM FREEZER.** Freezes in one minute.
- MOSQUITO OR FLY FANS.** Will run an hour on one winding.
- IDEAL PAN.** For bread baking. Something fine.
- BICYCLE TREADLE GRINDSTONE FRAMES.** A labor-saving device.
- IDEAL WATER FILTERS AND COOLERS.** A small refrigerator and filter combined.
- REVERSIBLE SOCKET HAIR FLOOR BROOMS.** Sweeps at an angle.
- UNIFORM BREAD SLICERS.** For cutting bread for sandwiches all the same thickness.
- BERKEFIELD FILTERS.** These are attached to any water faucet and filter perfectly with any pressure.
- PLANET FURNITURE AND CARPET BEATERS.** Will not wear out the article beaten.
- STOVE POLISHING MITTENS.** Clean the stove perfectly without soiling the hands.
- EUCHRE PUNCHES.** Just the thing for a card parties.
- PHOENIX CHIMNEY CLEANERS.** Fit any chimney.
- ANGLE LAMPS.** Burn kerosene economically and do not throw any shadow. A good invention.
- COMBINED SALT AND PEPPER SHAKERS.** Two in one. A very handy article.

W. W. DIMOND & CO,
Von Holt Block

Twenty Good Waiters Wanted.

LEAVE NAMES AND ADDRESSES FOR
Commissionary-Sergeant J. W. CHAPMAN at the INDEPENDENT Office. 829-4f

MEETING NOTICE.
THE REGULAR ANNUAL MEETING of the Stockholders of the Inter-Island Steam Navigation Co., Ltd., will be held at the Office of the Company, on TUESDAY, March 15, 1898, at 11 o'clock A. M.
N. E. GEDGE,
Secretary.
Honolulu, H. I., Feb. 28, 1898.

RACE PROGRAM

— FOR —
19TH MARCH, 1898

- 1st RACE—PACIFIC CYCLE AND MANUFACTURING CO'S PURSE, \$25.
1 Mile Dash for professionals, to beat 2:25 or no race.
- 2d RACE—CALIFORNIA FEED CO'S PURSE, \$50.
3/4 Mile, Running Race, for Hawaiian Bred Horses.
- 3d RACE—CLUB STABLES' PURSE, \$75.
Mile Heats, 2 in 3. 3:00 class. For trotters and pacers.
- 4th RACE—SEATTLE BREWING CO'S PURSE, \$50.
1/2 Mile Dash. Free for all.
- 5th RACE—HAWAIIAN BICYCLE CO'S PURSE, \$15.
1 Mile Dash for amateurs, to beat 2:35, or no race.
- 6th RACE—UNION FEED CO'S PURSE, \$50.
3/4 Mile Dash. Free for all.
- 7th RACE—ENTERPRISE BREWING CO'S PURSE, \$100.
Mile Heats, 3 in 5. Free for all trotting and pacing.
- 8th RACE—FASHION STABLES CO'S PURSE, \$100.
Mile Dash. Running Race. Free for all.
- 9th RACE—MANUFACTURING HARNES CO'S PURSE, \$25.
Gentlemen's driving race for road horses, to be driven by the owners.
- 10th RACE—CITY SHOEING SHOP PURSE, \$75.
Mile Heats, 2 in 3. 2:30 Class for trotters and pacers.
- 11th RACE—200 HACK STAND PURSE, \$100.
Running Race. Match.

National Trotting Rules to govern all harness races and Pacific Coast Blood Horse Rules to govern all running races.
Ten percent entrance fees for all races.
Judges for the day are: Capt. A. N. Tripp, Theo. Hoffman, Capt. J. C. Cluney.
Judges for Bicycle Races: C. L. Clement, T. Wright.
Starter—C. B. Wilson.
Races to commence at 1 p. m. sharp.
829-4f PER COMMITTEE.

JUST ARRIVED

A new lot of the Finest

Musical Instruments.

Autonarps, Guitars, Violins, Etc.

Also a new invoice of the Celebrated

Westermeyer Pianos.

Specially manufactured for the tropical climate, second to none.

MORE THAN 100 OF THEM SOLD
On the Hawaiian Islands during the last years.

ALWAYS ON HAND A COMPLETE ASSORTMENT OF

DRY GOODS

— AND —

General Merchandise.

Also the choicest European and American

Beers, Ale, Wines & Liquors

AT MOST REASONABLE PRICES.
ED. HOFFSCHLAEGGER & CO.,
Corner King & Bethel Streets.

T. B. MURRAY

321 & 323 King Street.

Leading

Carriage and Wagon Manufacturer.

ALL MATERIALS ON HAND

Will furnish everything outside steam boats and boilers.

Shoeing a Specialty.

TELEPHONE 572

J. T. LUND,

General Repair Shop

Fort Street, opp. Club Stables.

BICYCLES REPAIRED

— AND —

Worn-out Parts Renewed

Guns and Locks Repaired

Being a Practical Machinist, All Work Guaranteed.

Metropolitan Meat Co.

51 KING STREET.

G. J. WALLER, MANAGER.

Wholesale and Retail

BUTCHERS

— AND —

Navy Contractors

Hawaiian Grown

Oysters.

The above delicacy can now be procured in such quantities as required upon leaving orders with

H. E. McIntyre & Bro.

397-41

LONG BRANCH BATHS

WAIKIKI BEACH, - - - Honolulu, H. I.

C. J. SHERWOOD, Proprietor.

There earth and air, and sea and sky,
With breaker's song, give lullaby.

King Street Tram-Cars pass the door.
Ladies and children specially cares for.

THE "ARLINGTON"

A Family Hotel.

T. KROUSE, Prop.

Per Day\$ 2.00

SPECIAL MONTHLY RATES.

The Best of Attendance, the Best Situation
and the Highest Meals in the City

WM. G. IRWIN & CO.

(LIMITED.)

AGENTS FOR

WESTERN SUGAR REFINING CO.,
San Francisco, Cal.

BALDWIN LOCOMOTIVE WORKS,
Philadelphia, Penn., U. S. A.

NEWELL UNIVERSAL MILL CO.,
(Manf. "National Cane Shredder"),
New York, U. S. A.

N. OHLANDT & CO.,
San Francisco, Cal.

RISDON IRON & LOCOMOTIVE
WORKS.
582-41 San Francisco, Cal.

W. H. RICKARD,

General Business Agent

WILL ATTEND TO

Conveyancing in All its Branches
Collecting and All Business
Matters of Trust.

All business entrusted to him will receive prompt and careful attention.
Office, Honolulu, Hamakua, Hawaii.

Bruce Waring & Co.,

Real Estate Dealers.

503 Fort St., near King.

BUILDING LOTS,

HOUSES AND LOTS, AND

LANDS FOR SALE

Parties wishing to dispose of their Properties, are invited to call on us.

THOS. LINDSAY,

J. F. WELER

IS PREPARED TO

Manufacture and Repair

All kinds of Jewelry.

FIRST-CLASS WORK ONLY.

509 Levee Building, Fort St. 41

Business Cards.

R. N. BOYD,

SURVEYOR AND REAL ESTATE AGENT.

Office: Bethel Street, over the New Model Restaurant. 1y

JOHN NOTT,

PLUMBING, TIN, COPPER AND SHEET
IRON WORK.

King Street, Honolulu.

ANTONE ROSA,

ATTORNEY-AT-LAW.

Kaahumanu Street, Honolulu.

HAWAIIAN WINE CO.

FRANK BROWN, Manager.

92 and 94 Merchant Street, Honolulu, H. I.

ALLEN & ROBINSON,

DEALERS IN LUMBER AND COAL AND
BUILDING MATERIALS OF
ALL KINDS.

Queen Street, Honolulu.

Labor Questions.

THE ENGLISH ENGINEERING DISPUTE.

The strike and look-out in the engineering trade, which began last June, ended on Friday. Representatives of the Amalgamated Society met the emergency committee of the Employers' Federation at the Hotel Metropole. The results of the ballot of the men were laid on the table, and proved to be favorable on the whole to the acceptance on the employers' terms. It was then agreed that the vacancies in the various shops within the control of the federated owners should be thrown open on Monday, and announcements to that effect were sent by telegraph to the employers throughout the country.

The Amalgamated Society of Engineers on Friday issued a manifesto stating that 28,588 votes had been recorded in favor of accepting the employers' terms, and 13,727 against. Work was therefore ordered to be resumed in all the federated workshops by Monday.

The report from the chief centres affected by the recent dispute show that, though the applications for re-engagement were very numerous, most of the employers, in accordance with the recommendation of Federation, only took on about 25 percent of the applicants on Monday. In some cases there were no vacancies at all. It is anticipated, however, that in the course of a few days the majority of those who are seeking employment will be taken on again.

The re-engagement of men went on actively on Tuesday, and it is estimated that by evening fully 60 percent of the who had struck or been locked out had been taken on again.

Notices were sent out on Tuesday night that the federated employers were at liberty to reinstate full staffs at once, and many of the shipbuilding and engineering works on the Clyde recommenced night shifts.

Our special correspondent says: "The employers will certainly not dismiss, and they will do their best to protect, competent men who have come into their employment during the course of the struggle. But, happily, the state of the trade is such that there is hope for those who might in other circumstances have been left out in the cold. Orders are many, arrears also are considerable.

"The further north one gets the more difficult do men find it to confess themselves beaten. But the dour Scotchmen once at work will, I am convinced, work honestly enough. 'Ca' canny' was really never a doctrine of the working man, but always an advisory mandate of the agitator.

"An excellent augury for the future is to be found in the tone of the employers with regard to the situation. They might have been forgiven if they had indulged in peans. As a matter of fact they deprecate anything in the nature of triumph."

Lord Northbourne, who is a large landowner in Jarrow-on-Type, has written to the Mayor of Jarrow referring to the publication of a previous letter bearing on the engineering dispute, written by his lordship and published throughout the country. He describes his last letter as conveying his private opinion, and he had not wished that his private opinion should be used for the purpose of rendering him a prominent partisan in a conflict when neutrality was the obvious duty of outsiders. His lordship writes that the dispute is now virtually over, but there must remain very widespread distress. His lordship enclosed a cheque for £100.

IRON TRADE BOARD OF CONCILIATION.

The 29th annual meeting of the Board of Conciliation and Arbitration for the Manufactured Iron and Steel Trade of the North of England was held on Monday afternoon at the Station Hotel, Newcastle. Mr. W. Whitwell (president) in the chair. The chairman said what they had experienced in the past year had once again brought to his mind the great importance and usefulness of

their organization in preventing difficulties between employers and workmen. Whenever difficulties had arisen they had been settled in a rational and reasonable manner, and stoppage of work and bad feeling had been prevented. It had been the aim of the operatives' representatives especially to prevent difficulties at the work they represented. —London Times, Feb. 14.

Cheerily, Oh! The Anchor's Weighed.

Two of the most popular men in town have been installed in the renowned Anchor Saloon. Mr. Carlisle has taken the managerial helm as captain, and Charley Andrews has shipped as first mate. With such a crew the wants of every passenger will be carefully and properly attended to, and only the very best class of refreshments will be served to them in the most affable and cordial manner.

Wela ka Hao.

To assuage thirst and gain strength drink Ranier beer as kept and drawn at the Favorite Saloon. It is this beer that gives strength to the iron boys of the Foundry. Billy Cunningham keeps the best tips on sporting events and the best tipples for the weary heart or the genial social man. Tie up and give your horse and dog a drink while you take one yourself.

BUSINESS LOCALS.

A lady to be in style must have one of those new hats at Kerr's.

Ring up 841, if you have anything to say to THE INDEPENDENT.

New Ribbons and Flowers, N. S. Sachs Dry Goods Company, Ltd.

New Laces and insertions, N. S. Sachs Dry Goods Company, Ltd.

New Organdies and Muslins, N. S. Sachs Dry Goods Company, Ltd.

N. S. Sachs Dry Goods Company, Limited, Charles Girdler, manager.

New Suit Club, \$1 per week, just opened at Medeiros & Decker, No. 11, Hotel street, join at once.

Mrs. Oliver and Miss Wilcox are turning out most beautiful Millinery at L. B. Kerr's store on Queen street.

New Style Ladies Hats may be becoming to some ladies, but "Rainier Beer" will be coming to all ladies by simply Phoning 783.

For a good and clean shave, also up-to-date hair cutting, call and see Charley Molteno at the European Barber Shop, on Merchant street.

Scotland is famed for its fine whiskeys, and the best brands of it are obtainable at the Pacific Saloon. Ask for Andrew Ushers O. V. G.

Major Hawkins of the "Royal" wishes it to be known that Pabst Bohemian has superseded the famous draught of Doppelbrau. The latter in bottle is an excellent tonic at 25.

The favorite beverage of the nobility is Andrew Usher's whisky and Schweppes famous soda. The Royal Annex, always up to date, is now responding to the frequent calls for "U. & S"

"Has that young man gone?" "Yes, ma, he just went." "Gracious, child, your eye is black, and your nose twisted, and your collar torn off! What a shame! How did it happen?" "You forgot, ma, that George is a football tackle."

In the very nature of things there have to be extremes in football. The trouble comes when the extremes employed are chiefly pedal fistic rather than cranial. The more head in the game the less brutality.

SALE OF COFFEE LAND LEASES.

Under instructions from the Trustees of the B. P. Bishop Estate James F. Morgan will offer for sale at Public Auction, Leases for a term of twenty-one (21) years of valuable Tracts of Coffee and Fruit Land and situate in the subdivision of Keel 1 and 2, South Kona, Hawaii.

Sale to take place on Wednesday, March 23rd, 1898, at 12 o'clock noon, at Morgan's Auction Rooms, Queen street, Honolulu.

Maps and form of lease may be seen at the B. P. Bishop Estate Office, Merchant street, Honolulu, and with Mr. J. D. Paris, Napoopoo, Kona, Hawaii.

Honolulu, February 6th, 1898.
811-td.

Extracts from our Recent Catalogue

Our best efforts have been expended for nearly quarter a century in making desirable connections for the purchase of high class foods.

Now is the time of year to entertain—that's when you need us.

Some one said "I never come into your store without feeling that I would like to buy it out."

The price of a thing is generally what it is worth, competition regulates that. The higher the price, the better the quality as a rule; but price doesn't always guarantee quality, the reputation of the seller counts.

There's great responsibility selling groceries.

Life and health depend on good nutritious food.

That's the kind we sell.

Refined folks use refined foods; that's the kind we sell.

LEWIS & CO.

DOUBLE TELEPHONE 240.

Wm. G. Irwin & Co.

(LIMITED)

Wm. G. Irwin, President & Manager
Claus Spreckels, Vice-President
W. M. Giffard, Secretary & Treasurer
Rheo. C. Porter, Auditor

SUGAR FACTORS

— AND —

Commission Agents.

— AGENTS OF THE —

Oceanic Steamship Comp'y

Of San Francisco, Cal.

Merchants' Exchange

S. I. SHAW, Proprietor.

Corner King and Nuuanu Streets.

Choice Liquors

— AND —

Fine Beers

TELEPHONE 401.

J. HUTCHINGS,

Wholesale and Retail Grocer and Provision Merchant.

A FULL LINE OF CHOICEST

American and European Groceries

Always on Hand.

THE CHEAPEST HOUSE IN THE TRADE.

A Share of Your Trade Solicited. Satisfaction Guaranteed.

All Orders Faithfully Executed and Delivered to any part of the City free.
627 Fort Street. Telephone 358
785-41

JOHN PHILLIPS

Plumber and Gas-fitter

Orders promptly attended to and work guaranteed.

HOTEL STREET NEAR FORT

TELEPHONE 302.

F. HORN.

The Pioneer Bakery

Bread, Pies, Cakes of all kinds, fresh every day.

Fresh Ice Cream made of the Best Wood-lawn Cream in all Flavors.

The Finest Home-made Confectionery,
686-41

BEN. HAAHEO

Plumber - and - Tinsmith

All work done Properly, Promptly and Profitably for Patrons.

SATISFACTION GUARANTEED,
Office, King Street, near Railroad Depot
778-1y

THE INDEPENDENT.

VOL. VI.

HONOLULU, H. I., FRIDAY, MARCH 11, 1898.

No. 837.

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.....MAR. 19	ZEALANDIA.....MARCH 24
MOANA.....MAR. 30	ALAMEDA.....MARCH 31
ZEALANDIA.....APRIL 13	ZEALANDIA.....APRIL 19

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

SAISFACTION GUARANTEED

RAPID TRANSIT.

The Attorney-General Expresses His Views on the Matter—While He Desires Rapid Travel He Desires to go Slow.

Mr. Editor:—While it is desirable that Honolulu should have a better street car system, it is far from certain that any of the plans recently suggested should be adopted.

There are serious objections to the plan of establishing another system in addition to the one in operation. There certainly is force in the view that it would be much better, if necessary, for the public to wait awhile, and later to take steps which would result in having one good, complete system.

The Hawaiian Tramways Company has a franchise, and the right to use certain of the streets best adapted to car lines. If any one will examine any of the plans proposed for another company, and note the streets through which the cars will have to pass, it will be seen that such plans are open to grave objections. Many of the streets are so narrow that their use by cars running at a high rate of speed will render them almost useless for other vehicles.

Furthermore, the use of any of the ordinary trolley systems with overhead wires will not only add to the disfigurement of the city, but will injure the telephone system which has already been so impaired by the electric light and power lines.

In many of the cities and towns of the United States the electric car systems are very poor; the poles and wires being unsightly and the service imperfect and dangerous. In Washington City the telegraph, telephone, electric car and electric light and power systems are very complete, but not an electric pole or wire is to be seen excepting in the outskirts of the city. All such wires are carried underground. The compressed-air system is also being adopted in some places, which obviates the using of poles and overhead wires.

Whenever an electric-car system is established in Honolulu, the plant and rights of the Tramway Company should be acquired, and a plan adopted for one complete system of the best type. Should another system be added to the one now in operation, the situation will become still more complicated, and the obstacles in the way of obtaining a really desirable system under proper public control, will be multiplied.

The following extracts from the Outlook of February 12, 1898, are suggestive and deserving of careful thought. WILLIAM O. SMITH.
Honolulu, March 8, 1898.

EXTRACTS FROM "OUTLOOK" OF FEBRUARY 12, 1898.

"The report submitted to the Massachusetts Legislature last week by the committee appointed to consider the relations between cities and towns and streets railway companies is a notable contribution to the discussion of this subject. The chairman of the committee is Charles Francis Adams; the other members are ex-Congressmen W. W. Crapo and ex-Mayor Elihu B. Hayes of Lynn. Mr. Adams conducted personally the investigation in Europe on the part of the committee while Messrs. Crapo and Hayes visited about 20 cities in this country and Canada. The recommendation of the committee came in the form of two bills. One of them puts upon the street railway companies a certain portion of the expense of paving and altering streets, and requires them to pay a state tax of an amount equal to whatever they may pay over eight percent in annual dividends. Local taxation in the cities and towns is to be on a sliding scale according to the gross receipts per mile of track. Power to regu-

late fares is given to the local authorities, with an appeal by the corporation to the railroad commissioners. The second bill provides for municipal ownership of the tracks, but not for municipal operation of the business. In the second bill is found the essential recommendation of the report. The committee is distinctly against municipal ownership and operation by a corporation. It denies that municipal operation has been so successful in Europe as has been commonly reported. It says that 'at the present time the municipalization of the street railways is not accepted as by any means indisputably desirable in Great Britain, while in Germany it is regarded favorably.' In Germany, however, it adds, the objection is that the existence of so many public employees, in addition to those now on the list, would lead to over-much officialism.

"The fundamental proposition laid down by the committee is that street cars are simply improved omnibuses running on an improved pavement. This idea is at the base of the recommendation that the municipality own the tracks and license a corporation to run the cars upon them. The municipality in that case, keeps the control of the streets just as it always has done. It has a right to impose terms upon the licensees, and to demand that, after reasonable profits have been made, the public should have some benefit from the receipts of the company. The practical difficulties in the way of entire municipalization of the service are reviewed, particularly the fact that the tracks of one company sometimes lie in many different municipalities, and harmonious operation under municipal management would be very complex. By the plan proposed, there is a large recognition of the rights of the municipality. The committee would give the municipalities the right to buy in existing street railway track at the cost of replacing it, and to construct new tracks or extensions as the public convenience may dictate. If the public owns the tracks, bids for street car service may be secured from competing companies. Here is a step of decided progress, recommended by competent men after the most thoroughgoing investigation of fact which has ever been made. This committee is conservative by nature, at least two of the three members distinctly disapproving of the different forms of social agitation which mark the progress of the times. Considering the conservatism which has drawn the report, it is a positive sign of the times that such a clear departure from the present practice is recommended. It is safe to take this step at present in any city. After that has been done, then further discussion will be timely regarding the complete municipalization of street railways. Experiments under the proposed system will throw light on the practical solution of the problem."

The Waverley Club.

The special committee appointed by the Directorate have decided to report favorably on the appointment of a Board of Trustees for the Club.

In order to accommodate applicants for membership another special meeting for the election of members will be held on the 26th instant. The Enrollment Committee urge upon members to file their applications as early a date as possible. It is thought not improbable that a suggestion may be made at the quarterly meeting on April 9th to raise the entrance fee. A project is also being considered to obtain increased accommodation for the Club.

L. B. Kerr, Queen street, has received 118 case of new stylish dry goods on the Zealandia.

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, Maalaea Bay and Makana the same day; Makana, Kawalae and Laupahoehoe the following day; arriving at Hilo the same afternoon.

LEAVES HONOLULU.	ARRIVES HONOLULU.
Tuesday.....Mar 8	Wednesday..Mar 16
Friday.....Mar 18	Saturday....Mar 26

Returning will leave Hilo at 8 o'clock A. M., touching at Laupahoehoe, Mahukona and Kawalae same day; Makana, Maalaea Bay and Lahaina the following day; arriving at Honolulu the afternoon of Wednesdays and Saturdays.

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

No Freight will be received after 5 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

THE INDEPENDENT

— ISSUED —
EVERY AFTERNOON.

TELEPHONE 841

(Except Sunday)

At "Brito Hall," Konia Street.

F. J. TESTA, Proprietor and Publisher.

EDMUND NORRIE, Editor.

W. HORACE WRIGHT, Assistant Editor.

Residing in Honolulu.

FRIDAY, MARCH 11, 1898.

THE NEW CHARTER.

The Attorney-General has entered the ranks of those who are opposed to the granting of a charter for a company of "promoters," crying for rapid transit. As a rule, we have the pleasure of disagreeing with Mr. W. O. Smith politically and otherwise, but in this instance he has advanced some arguments in favor of going "slow" with the "rapid" transit business with which we can most heartily agree.

The violent attack on the Hawaiian Tramways Company does not come with very good grace from the organ owned and managed by the very men who are interested in the new deal. The libellous accusations against the Tramways Company published by the organ of the new promoters cannot be substantiated and are unworthy of notice.

Can the Advertiser substantiate its assertions against the Tramways Company? If it can do so the Queen's Hospital or some other charitable organization may gain a cool five hundred dollars, which the company is willing to forfeit, if the Advertiser can prove its assertions, and if the "organ" of the new company is ready to cover the amount and willing to forfeit it in case of being unable to prove its slanderous statements.

THE INDEPENDENT is by no means supporting the present system of transit in the city, which we consider out of date and behind the time. We remember, however, the boon to the town which the advent of the Tramways Company gave and the benefit it brought to the whole community.

We are told by the promoters of the new company that the stock of the English corporation have been "watered" and enormous dividends paid. If any dividends have been declared amounting to more than 4 percent of the stock capital, we should like to know when it was. Our local "promoters" are so used to the watering of missionary plantation stocks, that they believe in everybody else doing something.

The first point in discussing the proposed new charter is the responsibility of the men asking for it. F. J. Lowrey, C. G. Ballentyne, T. F. Lansing, J. A. Gilman, G. R. Carter, J. H. Soper, J. A. Kennedy, J. F. Morgan and C. S. Desky are the persons asking for the charter.

They are all excellent gentlemen for whom we have the highest respect—as promoters, but their scheme would have been entitled to greater consideration, if the banking accounts of the promoters were of a somewhat heavier dimensions than we believe them to be.

A great enterprise needing from a half to one million dollars to start should have the endorsement of great capitalists like W. G. Irwin, James Campbell, J. F. Haekfeld, S. C. Allen, P. C. Jones, S. M. Damon and others. None of these names appear among the petitioners, and we are told by some subscribers for stock, that they were induced to put their names down on the lists circulated for stock subscriptions to get rid of the importunate "runners." It is a fact that the impression is abroad that the "rapid transit" com-

pany is a "paper" affair, which should, and we are happy to say, will meet the fate of similar very "clever" schemes.

We have reasons to believe that the Tramways Company is sincere when it publicly states that it will abandon its mules and put in electric or compressed air power. While we cannot approve of the granting of such a charter as that proposed by the "new" company, we admit that the "speculators" deserve all possible thanks for having stirred up Mr. Paine's company to such a pitch that he has realized that "something must be done."

We all want rapid transit of course, but we do not propose to back up a speculative corporation, which perhaps may "dump a lot of old junk" in our back streets, as the "organ" claims the Hawaiian Tramways Co. did in our front streets.

The present system is a disgrace to the town, but it should be remembered that the present business has not been very profitable and that there has been very little encouragement to make improvements. Mr. Paine on behalf of his company asked the Government a couple of years ago for such an extension of his charter, as would justify him in changing the present mode of transit. His proposition was absolutely declined, and he was obliged much against his desire to continue the present mule business.

There are many and serious objections to the system suggested by the "new" promoters, and Mr. Smith has taken them up in an admirable manner. The narrow streets where the "rapid" cars are to run will be useless for ordinary traffic, and the main streets cannot be touched by the new corporation as long as the Hawaiian Tramways Company's franchise is in existence.

We notice that the new corporation wants to open up new streets, and do a general land business under the right of "eminent domain." Is there a "darkey" in the woodpile somewhere, and a land speculation on foot to reimburse the adventurous spirits who so suddenly are becoming "rapid?" With Mr. Smith we say, go "rapid" slowly. We are not yet annexed and really we are in no special hurry to move about.

The "danger" proposition of Mr. Smith should be well considered. During the year 1897, the number of accidents from the "deadly" trolley in San Francisco was appalling. Twenty-seven damage suits were brought against the companies for injuries through the neglect of the servants of the companies. Nearly \$1,000,000 were asked as damages, but the juries as a rule "staid" with the corporations, a "policy" on the part of the latter nearly as expensive as if the damages had been diverted into the pockets of the claimants.

Of course there is danger in the present system of mules. Last night a switch connecting the rails of King and Alakea streets was left open, and an overcrowded car was stranded, one of the mules breaking loose through the jerk and starting for some stable—probably not for home. At another time the writer was on board a car on Beretania street early in the morning going toward town. The mules were a little late and were travelling at a "new charter" gait. Outside the Maternity Home we met a Chinese waggon loaded with hay. A bundle fell off in front of the tramcar and the strange sight of hay drove the mules into hysteria, and they ran away, dragging the car off the track and only stopping two blocks away by running into a telephone post (and a patch of grass). There is no doubt that even on the present mule line there is danger, but we think that the community should "keep its shirt on" a little longer and see whether Mr. Paine will give us a modern transit or not. If he doesn't then let the capitalists, not the speculators, step in and get a charter.

OPIUM REMINISCENCES.

The opium question is quite prominent at present, and it is refreshing to remember some of the "funny" incidents, which once were experienced by gentlemen, who now are models of virtue and pillars of the "Temple of Fashion" located on the corner of Richards and Beretania streets.

Many years ago—long before the present ring arrived here, or dreamed of the Eldorado of the Pacific, there lived a very smart "Anglo-Saxon" and an equally smart Chinaman within the city of Honolulu.

Both were after the almighty dollar, as Anglo Saxons and the almond-eyed sons of Buddha are according to the 'Tiser.

Dope was an expensive article in those days, but there was profit, although danger in handling the stuff. The Anglo-Saxon had opportunities to furnish the dope, and the Chinese had the facilities of disposing of it.

They met and arranged a nice little deal, which would be profitable to both, and then they retired to their respective couches to spend a sleepless night in thinking over a scheme, by which they could cheat each other.

The Anglo-Saxon's scheme was not ready when the following day he arrived outside his Chinese friend's store on — street (not far from THE INDEPENDENT Office), and

delivered a lot of beautiful "Hong-kong," for which he received twelve hundred dollars in the golden coin of the country to which we will not be annexed.

The "heathen" was ready with his scheme, however, and asked his "flend" whether he could bring some more stuff on the following evening.

An answer in the affirmative was given, and the next night witnessed our Anglo-Saxon with a large valise stepping from a hack into the store (not far from THE INDEPENDENT).

The "flends" met and the Anglo-Saxon started to open his valise when the Chinese said that he could only give half the price paid for the former lot.

"What do you take me for?" said the Anglo-Saxon. "I will go to the next shop," and he started to waltz out with his valise.

"Nay, nay, Pauline," sang the Chinaman; "you take my price or I yell 'haulni' you have got the opium in possession."

It is unnecessary to say that our virtuous friend "sold" his dope at the reduced price. He preferred his loss to a cell and a striped suit.

But the Anglo-Saxon got even with the gentleman, whom Bret Harte evidently had in mind, when he wrote his famous words about "dark ways, mean tricks and the heathen Chinese."

How the Anglo-Saxon got even we may tell in another issue.

The motto is "pass, Senator Brown's bill."

Timely Topics.

Honolulu, March 11, 1898

Never Clog the Wheels

of your machinery with poor lubricants when you can obtain a superior article at a remunerative and economical price. We are reliably informed, by the many machinists who have tested them, that the

Colorado Lubricants

are as near to perfection as human ingenuity combined with Nature's resources can make them. We have them in grades and they include Cylinder, Engine, Valve, car box and heavy mineral Castor Oil.

Very high endorsement from the Hawaiian Electric Co. and others enables us to recommend with implicit confidence our

Electric Oils

for all classes of electrical machinery. We invariably have our materials tested by experience before placing them before our patrons.

Especially attention is also called to our

Black Asphaltum

for pipes, smokestacks and other things that require protection from the weather.

Axle Grease

we can furnish in quantities to suit.

The Hawaiian Hardware Co., Ltd.
268 FORT STREET.

HONOLULU CARRIAGE MANUFACTORY

613 and 615 Fort Street.

DEALER AND SOLE AGENT OF

Rubber Tires

— AND —

Wright's Patent Anti-Motion Shaft Spring.

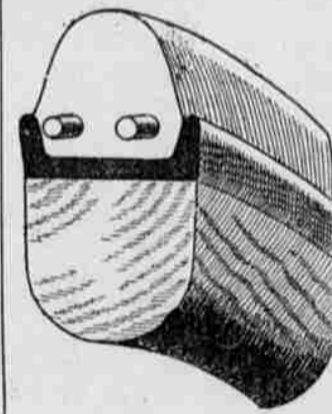
MATERIALS for Carriage Builders

BLACKSMITHING

In All Its Various Branches.

All Orders from the other Islands will meet with Prompt Attention.

W. W. WRIGHT, Proprietor.



GREAT SALE!

Tremendous Bargains in Goods
Saved from the Big Fire Which Took
Place in London in December, 1897.

L. B. Kerr was there at the time, and with ready cash
bought up all that was in good condition, and now
offers them at Bargain Prices.

Fine Dress Goods at prices to surprise you. Colored Bordered Handkerchiefs, 20c, 25c, and 35c per dozen; Fine Cambric Hemstitched Handkerchiefs, 50c per dozen; Fine Striped Dimity, pure white, 5c per yard; Fine Organdies 12½c per yard; Fine Printed Dimity, new patterns, 15 yards for \$1.00; Fine Printed English Lawns, 15 yards for \$1.00; Valenciennes Laces, new patterns, 25c for one dozen yards; Printed Lawns and Dimities Beautiful Goods, 5c a yard.

All Other Goods at Proportionate Prices!

DO NOT MISS THIS OPPORTUNITY
Sale Commences

WEDNESDAY, MARCH, 9, 1898

MILLINERY DEPARTMENT

This Department is replete with New Styles direct from Paris and London. You can get the Latest Styles without going to Paris.

L. B. KERR, Importer, Queen St.

LOCAL AND GENERAL NEWS

Sharpshooters meet to-night.
Basket ball at the Y. M. C. A. this evening.
Mrs. President Dole receives this afternoon.
The U. S. S. Baltimore leaves on Tuesday next for a cruise.
The Sons of St. George will meet on the 14th inst. at their Lodge Room.
Mr. Theo. H. Davies gives a dinner party at Craigsides on Saturday evening.
The Christian Workers meet at the Y. M. C. A. hall at 3:30 this afternoon.
The Young Men's Research Club meet this evening at the residence of Rev. D. P. Birnie.

Get your Easter Hats at Kerr's they combine style and furnish with cheapness.
Lubricants and oils are the specialties of the Hawaiian Hardware Co. this week in Timely Topics.

Kamehameha and Punahou play baseball at the Makiki League Grounds to-morrow afternoon.

Secure your seats for Miss Eileen O'Moore violin recital to-morrow evening. They are selling rapidly.

Company A had a good turnout at drill last night in spite of the unpleasant weather; the boys did well.

The Hawaiian Glee Club announce another of their excellent performances for the 17th instant, next Thursday.

Magnolius, magnanimous, magnificent, "would that all the world drank Rainier Beer" Spokesbire. Phone, 783.

The U. S. S. Bennington failed to find the derelict on her cruise. The Baltimore may have better luck when she goes out next week.

The junior branch of the Y. M. C. A. will start at 7:45 to-morrow morning for a tramp in Pauoa Valley under the leadership of Assistant Secretary Cheek.

L. B. Kerr, Queen Street, is giving special values in Trimmed Hats while the fire sale is in progress he is showing a counter full of Trimmed Hats at \$1 each.

The following appointments have been made in Company B. N. G. H.: Sergeant, E. T. Winant; corporals, A. Frank Cooke, W. B. Scott, Wm. Kinslea and W. R. Riley.

Last evening Miss Eileen O'Moore paid a visit to the Y. M. C. A. and was shown over the building by Secretary H. E. Coleman. Our fair visitor was much impressed by the excellent lines upon which the institution is conducted, and expressed her admiration in very flattering terms.

The British Ship Western Monarch, Evans master, arrived yesterday 117 days from Liverpool with a cargo of 1950 tons of general merchandise consigned to Theo. H. Davies & Co. During the voyage an eighteen year old apprentice named Thomas Harry Stanley White fell overboard and was drowned in spite of every effort to save him.

Greatest Living Lady Violinist.

During her professional visit to Europe Miss O'Moore was honoured with a high tribute to her superior accomplishment by being specially engaged to appear with three great masters of the violin: Herr Professor Joseph Joachim, Herr Willy Burmester, and Herr Professor Eugen Ysaye, at Wiesbaden, for the Winter Season of 1895-96. Creating a most profound impression and arousing her audiences to great enthusiasm by the display of her marvellous technique, powers of expression, and brilliant style, gaining for herself several of the highest distinctions which can be conferred by the famous Continental musical institutions. Miss O'Moore appeared at the celebrated Leipzig Gewandhaus; the Bach Verien, Heidelberg; the Cur-Saal, Wiesbaden; the Leherhaus, Vienna, where she received the much coveted laurel-wreaths, presented by the Schubert-Bund, and the Wiener Lehrer Verien.

Miss Eileen O'Moore will appear at the Opera House on Saturday evening.

Miss Eileen O'Moore.

Society will be represented in full at to-morrow night's concert in the Opera House consequently the audience should present a gay and brilliant effect.

THE AUDIT ACT.

A Ministerial Explanation by the Premier.

This morning the Senate had Appropriation Acts under discussion, and among other items considered was one for \$2400 for travelling expenses in connection with the Auditor-General's office. This item the Finance Committee had recommended to be temporarily expunged in order that it might be considered when the Audit Act was taken up, and eventually the item was laid over.

Minister Cooper availed himself of the discussion to state that the majority of the Executive did not favor the introduction of a new Audit Act at this session, although they would probably propose and support material amendments to the existing Act. The great difficulty in present conditions was that while owing to routine the expenditures of the Government were readily ascertainable, it was not so easy to accurately obtain the true amount of the receipts. Errors and misappropriations, unintentional or intentional, crept into the finances of every government, and while our administration suffered less than was generally supposed others did, still there was no practical check to prove that all the money received by subordinates was recorded or turned over to the Departments. For this reason he advocated a sufficient allowance for travelling expenses to the Auditor's Department to enable unexpected visits to be paid to all money receiving stations throughout the country so that an official might suddenly and unexpectedly say to the Government recipient of its cash, "Open your safe and give me your books and let me see how we stand together."

The Senate on this occasion heeded not the words of wisdom of the Premier and carved out the item.

Officers Scrap.

Two of Marshal Brown's best men are occupying cells in the Police Station, while their "boss" is chewing his handsome moustache and wondering what to do with his "bantams."

There has been a little unpleasantness between Captain Toma, the Japanese officer and Nigel Jackson, the energetic officer of the bicycle brigade.

It seems that Jackson saw Toma in a saloon a few nights ago, dressed in his uniform. The Marshal has forbidden his officers to enter saloons for the purpose of imbibing while in uniform, and all officers are instructed to report anyone violating this very proper regulation.

Jackson did his duty and Toma got mad and was going to do Nigel up on the first opportunity.

This morning the officers met at a store not far away from Headquarters, and Toma started in to wipe the floor and surrounding premises with his colleague. He ran up to something unexpected, however, having forgotten that Nigel has had some little experience with his "props," since last "we met," and his rash enterprise will keep his eyes in mourning for some days to come.

The Marshal fully exonerates Mr. Jackson who simply acted in self-defence, and he is preparing a nice address for Toma, the blue color of which would take the breath away even from the most rabid of our legislators, leave alone the Japanese officer.

The Marshal fully recognizes the ability and usefulness of the two scrapping officers, but he realizes that stores or streets are not the proper forum for their settling of difficulties. There is a big yard makai of the Station House at their command.

"What did Colonel Ivins say when you asked him to have a drink?" "He made a rye face."

Citizen—To tell the honest truth, do you think you are earning your salary? Office Holder—Hully gee, man, I earned it four times in the campaign!

Mark, The Magician.

Who loosed that timely summer heat To ripen all this dollar wheat. Just so the Demmies would be beat? Mark Hanna.

Who painted all that Klondike gold, And hid it there in Arctic cold, And caused the secret to be told? Mark Hanna.

Who scattered pearls in all the streams Of Arkansas, so that it seems All men forsake free silver dreams? Mark Hanna.

Who, when the masses were to meet At Springfield, sent that awful heat, The true apostles to defeat? Mark Hanna.

Who kidnaped Nealon t'other day, And to the Popocrats' dismay Got him a job at higher pay? Mark Hanna.

Who—judged by statements of the Pops— Controls the markets and the crops, The rain and perspiration drops? Mark Hanna.

Who carries magic in his joints, And whomso'er he will appoints, And could give old Aladdin points? Mark Hanna.

NOTICE.

CAPTAIN COOK LODGE NO. 351, Sons of St. George, will hold its regular meeting at 7:30 p. m. March 14th, 1898, after which an entertainment and luncheon will be given. Brothers and friends are cordially invited. By order of THE COMMITTEE. Honolulu, March 11, 1898 837-3t

OPERA HOUSE,
Saturday, March 12th

MISS EILEEN O'MOORE
The Greatest Living Lady Violinist Will Give a

Grand Violin Recital

Assisted by Professor OSCAR HEROLD Musical Director.
Mrs. R. F. Woodward, Soprano.
Mr. P. R. Isenberg, Tenor.
Mr. Wray Taylor's Orchestra.

THE MUSICAL EVENT OF THE YEAR.

Miss O'Moore will render **PAGANINI'S CONCERTO.**

Doors opens 7:30, Concert 8.
GEO. V. BECK, Business Representative. 837-2t

J. T. Waterhouse.

BUTTER!
BUTTER!!

NOT Butterine or Oleomargarine Or any other compound they call Butter, but GOOD FRESH

New Zealand Butter.

Where can you buy it? Yes, if you have used it once, you will take no other in preference, not to say even of our best Island Butter, and cheaper. And you can get it ONLY from

J. T. Waterhouse,
QUEEN STREET.

INSURANCE COMPANY OF NORTH AMERICA.
Of Philadelphia, Pa.

Founded, 1792. Cash Capital, \$3,000,000
Oldest Fire Insurance Company in the United States.
Losses paid since organization over \$90,000,000.

NEW ZEALAND INSURANCE COMPANY.

(FIRE AND MARINE)
Established, 1859. Capital \$5,000,000.
Insurance effected on Buildings, Goods, Ships, and Merchandise

For lowest rates apply to **H. LOSE**
General Agent for the Hawaiian Islands.

COFFEE LAND FOR SALE

In the Celebrated Coffee District of Kona, Hawaii

2064 Acres at Kolo and Olelomoana, 1135 Acres at Kaohoe.

The Land of Kaohoe is only five and one-half miles, and the Land of Kolo and Olelomoana only six miles, from Hookena, and are reached by a good carriage road which has just been completed. They each have their own landing, which can be reached and utilized at no very great expense.

The lands are covered by a magnificent forest of koa, ohia, kukui and other indigenous trees, and the greater portion of them is splendid COFFEE LAND. There are now SEVENTY-EIGHT ACRES OF GROWING COFFEE upon Kolo and Olelomoana.

Purchasers can pay part cash and the balance of the purchase money, with interest, secured by mortgage on the property. Warranty Deeds of the lots will be given; the property to be free from all incumbrances. No charge for drawing deeds or taking acknowledgments to the same. Stamps on the deeds to be paid for by the purchasers. The above lands will be sold in lots to suit purchasers. For particulars apply to.

J. M. MONSARRAT

Cartwright Block, opp. Post Office. Tel 68.

Individual Property.

The newly opened Creterien Barber Shop have numbered cups for the individual use of their patrons. This makes shaving at this shop a double pleasure.

W. W. DIMOND & CO.'S

List of Latest

Novelties.

POLAR STAR ICE CREAM FREEZER. Freezes in one minute.

MOSQUITO OR FLY FANS. Will run an hour on one winding.

IDEAL PAN. For bread baking. Something fine.

BICYCLE TREADLE GRINDSTONE FRAMES. A labor-saving device.

IDEAL WATER FILTERS AND COOLERS. A small refrigerator and filter combined.

REVERSIBLE SOCKET HAIR FLOOR BROOMS. Sweeps at an angle.

UNIFORM BREAD SLICERS. For cutting bread for sandwiches all the same thickness.

BERKEFIELD FILTERS. These are attached to any water faucet and filter perfectly with any pressure.

PLANET FURNITURE AND CARPET BEATERS. Will not wear out the article beaten.

STOVE POLISHING MITTENS. Clean the stove perfectly without soiling the hands.

EUCHRE PUNCHES. Just the thing for a card parties.

PHOENIX CHIMNEY CLEANERS. Fit any chimney.

ANGLE LAMPS. Burn kerosene economically and do not throw any shadow. A good invention.

COMBINED SALT AND PEPPER SHAKERS. Two in one. A very handy article.

W. W. DIMOND & CO,
Von Holt Block

Twenty Good Waiters Wanted.

LEAVE NAMES AND ADDRESS FOR Commissionary-Sergeant J. W. CHAPMAN at the INDEPENDENT Office. 829-1f

MEETING NOTICE.

THE REGULAR ANNUAL MEETING of the Stockholders of the Inter-Island Steam Navigation Co., Ltd., will be held at the Office of the Company, on TUESDAY, March 15, 1898, at 11 o'clock A. M. N. E. GEDGE, Secretary. Honolulu, H. I., Feb. 28, 1898.

RACE PROGRAM

— FOR —

19TH MARCH, 1898

1st RACE—PACIFIC CYCLE AND MANUFACTURING CO.'S PURSE, \$25.
1 Mile Dash for professionals, to beat 2:25 or no race.

2d RACE—CALIFORNIA FEED CO.'S PURSE, \$50.
3/4 Mile, Running Race, for Hawaiian Bred Horses.

3d RACE—CLUB STABLES' PURSE, \$75.
Mile Heats, 2 in 3. 3:00 class. For trotters and pacers.

4th RACE—SEATTLE BREWING CO.'S PURSE, \$50.
1/2 Mile Dash. Free for all.

5th RACE—HAWAIIAN BICYCLE CO.'S PURSE, \$15.
1 Mile Dash for amateurs, to beat 2:35, or no race.

6th RACE—UNION FEED CO.'S PURSE, \$50.
3/4 Mile Dash. Free for all.

7th RACE—ENTERPRISE BREWING CO.'S PURSE, \$100.
Mile Heats, 3 in 5. Free for all trotting and pacing.

8th RACE—FASHION STABLES CO.'S PURSE, \$100.
Mile Dash. Running Race. Free for all.

9th RACE—MANUFACTURING HARNESS CO.'S PURSE, \$25.
Gentlemen's driving race for road horses, to be driven by the owners.

10th RACE—CITY SHOEING SHOP PURSE, \$75.
Mile Heats, 2 in 3. 2:30 Class for trotters and pacers.

11th RACE—250 HACK STAND PURSE, \$100.
Running Race. Match.

National Trotting Rules to govern all harness races and Pacific Coast Blood Horse Rules to govern all running races.
Ten percent entrance fees for all races.
Judges for the day are: Capt. A. N. Tripp, Theo. Hoffman, Capt. J. C. Cluney.
Judges for Bicycle Races: C. L. Clement, T. Wright.
Starter—C. B. Wilson.
Races to commence at 1 p. m. sharp. 823-1f PER COMMITTEE.

JUST ARRIVED

A new lot of the Finest

Musical Instruments.

Autonarpes, Guitars, Violins, Etc.

Also a new invoice of the Celebrated

Westermeyer Pianos.

Specially manufactured for the tropical climate, second to none,

MORE THAN 100 OF THEM SOLD

On the Hawaiian Islands during the last years.

ALWAYS ON HAND A COMPLETE ASSORTMENT OF

DRY GOODS

— AND —

General Merchandise.

Also the choicest European and American

Beers, Ales, Wines & Liquors

AT MOST REASONABLE PRICES.
ED. HOFFSCHLAEGER & CO.,
Corner King & Bethel Streets.

T. B. MURRAY

321 & 323 King Street.

Leading

Carriage and Wagon Manufacturer.

ALL MATERIALS ON HAND

Manufacture everything outside steam boats and boilers.

Specialty Shoeing a Specialty.

TELEPHONE 572

J. T. LUND,

General Repair Shop

Fort Street, opp. Club Stables.

BICYCLES REPAIRED

— AND —

Worn-out Parts Renewed

Guns and Locks Repaired

Being a Practical Machinist, All Work Guaranteed.

Metropolitan Meat Co.

81 KING STREET.

G. J. WALLER, MANAGER.

Wholesale and Retail

BUTCHERS

— AND —

Navy Contractors

Hawaiian Grown Oysters.

The above delicacy can now be procured in such quantities as required upon leaving orders with

H. E. McIntyre & Bro.

397-1/2

LONG BRANCH BATHS

WAIKIKI BEACH, - - - Honolulu, H. I.

C. J. SHERWOOD, Proprietor.

There earth and air, and sea and sky,
With breaker's song, give lullaby.

King Street Tram-Cars pass the door.
Ladies and children specially cared for.

THE "ARLINGTON"

A Family Hotel.

T. KROUSE, - - - Prop.

Per Day \$ 2.00

SPECIAL MONTHLY RATES.

The Best of Attendance, the Best Situation
and the Finest Meals in the City

WM. G. IRWIN & CO.

(LIMITED.)

AGENTS FOR

WESTERN SUGAR REFINING CO.,
San Francisco, Cal.

BALDWIN LOCOMOTIVE WORKS,
Philadelphia, Penn., U. S. A.

NEWELL UNIVERSAL MILL CO.,
(Manf. "National Cane Shredder"),
New York, U. S. A.

N. OHLANDT & CO.,
San Francisco, Cal.

RISDON IRON & LOCOMOTIVE
WORKS.
582-1/2 San Francisco, Cal.

W. H. RICKARD,

General Business Agent

WILL ATTEND TO

Conveyancing in All Its Branches
Collecting and All Business
Matters of Trust.

All business entrusted to him will receive
prompt and careful attention.
Office, Honokaa, Hamakua, Hawaii.

Bruce Waring & Co.,

Real Estate Dealers.

503 Fort St., near King.

BUILDING LOTS,

HOUSES AND LOTS, AND

LANDS FOR SALE

Parties wishing to dispose of their
Properties, are invited to call on us.

THOS. LINDSAY,

J. F. WELER

IS PREPARED TO

Manufacture and Repair

All kinds of Jewelry.

FIRST-CLASS WORK ONLY.

509 Lava Building, Fort St. 1/2

Business Cards.

R. N. BOYD,

SURVEYOR AND REAL ESTATE AGENT.

Office: Bethel Street, over the New
Model Restaurant. 1/2

JOHN NOTT,

PLUMBING, TIN, COPPER AND SHEET
IRON WORK.

King Street, Honolulu.

ANTONE ROSA,

ATTORNEY-AT-LAW.

Kaahumanu Street, Honolulu.

HAWAIIAN WINE CO.

FRANK BROWN, Manager.

92 and 94 Merchant Street, Honolulu, H. I.

ALLEN & ROBINSON,

DEALERS IN LUMBER AND COAL AND
BUILDING MATERIALS OF
ALL KINDS.

Queen Street, Honolulu.

Labor Questions.

THE ENGLISH ENGINEERING DISPUTE.

The strike and lock-out in the engineering trade, which began last June, ended on Friday. Representatives of the Amalgamated Society met the emergency committee of the Employers' Federation at the Hotel Metropole. The results of the ballot of the men were laid on the table, and proved to be favorable on the whole to the acceptance on the employers' terms. It was then agreed that the vacancies in the various shops within the control of the federated owners should be thrown open on Monday, and announcements to that effect were sent by telegraph to the employers throughout the country.

The Amalgamated Society of Engineers on Friday issued a manifesto stating that 28,588 votes had been recorded in favor of accepting the employers' terms, and 13,727 against. Work was therefore ordered to be resumed in all the federated workshops by Monday.

The report from the chief centres affected by the recent dispute show that, though the applications for re-engagement were very numerous, most of the employers, in accordance with the recommendation of Federation, only took on about 25 percent of the applicants on Monday. In some cases there were no vacancies at all. It is anticipated, however, that in the course of a few days the majority of those who are seeking employment will be taken on again.

The re-engagement of men went on actively on Tuesday, and it is estimated that by evening fully 60 percent of the who had struck or been locked out had been taken on again.

Notices were sent out on Tuesday night that the federated employers were at liberty to reinstate full staffs at once, and many of the shipbuilding and engineering works on the Clyde recommenced night shifts.

Our special correspondent says: "The employers will certainly not dismiss, and they will do their best to protect, competent men who have come into their employment during the course of the struggle. But, happily, the state of the trade is such that there is hope for those who might in other circumstances have been left out in the cold. Orders are many, arrears also are considerable.

"The further north one gets the more difficult do men find it to confess themselves beaten. But the dour Scotchmen once at work will, I am convinced, work honestly enough. 'Ca' canny' was really never a doctrine of the working man, but always an advisory mandate of the agitator.

"An excellent augury for the future is to be found in the tone of the employers with regard to the situation. They might have been forgiven if they had indulged in paeans. As a matter of fact they deprecate anything in the nature of triumph."

Lord Northbourne, who is a large landowner in Jarrow-on-Type, has written to the Mayor of Jarrow referring to the publication of a previous letter bearing on the engineering dispute, written by his lordship and published throughout the country. He describes his last letter as conveying his private opinion, and he had not wished that his private opinion should be used for the purpose of rendering him a prominent partisan in a conflict when neutrality was the obvious duty of outsiders. His lordship writes that the dispute is now virtually over, but there must remain very widespread distress. His lordship enclosed a cheque for £100.

IRON TRADE BOARD OF CONCILIATION.

The 29th annual meeting of the Board of Conciliation and Arbitration for the Manufactured Iron and Steel Trade of the North of England was held on Monday afternoon at the Station Hotel, Newcastle, Mr. W. Whitwell (president) in the chair. The chairman said what they had experienced in the past year had once again brought to his mind the great importance and usefulness of

their organization in preventing difficulties between employers and workmen. Whenever difficulties had arisen they had been settled in a rational and reasonable manner, and stoppage of work and bad feeling had been prevented. It had been the aim of the operatives' representatives especially to prevent difficulties at the work they represented.

—London Times, Feb. 14.

Cheerily, Oh! The Anchor's Weighed.

Two of the most popular men in town have been installed in the renowned Anchor Saloon. Mr. Carlisle has taken the managerial helm as captain, and Charley Andrews has shipped as first mate. With such a crew the wants of every passenger will be carefully and properly attended to, and only the very best class of refreshments will be served to them in the most affable and cordial manner.

Wela ka Hao.

To assuage thirst and gain strength drink Ranier beer as kept and drawn at the Favorite Saloon. It is this beer that gives strength to the iron boys of the Foundry. Billy Cunningham keeps the best tips on sporting events and the best tipples for the weary heart or the genial social man. Tie up and give your horse and dog a drink while you take one yourself.

BUSINESS LOCALS.

A lady to be in style must have one of those new hats at Kerr's.

Ring up \$41, if you have anything to say to THE INDEPENDENT.

New Ribbons and Flowers, N. S. Sachs Dry Goods Company, Ltd.

New Laces and insertions, N. S. Sachs Dry Goods Company, Ltd.

New Organdies and Muslins, N. S. Sachs Dry Goods Company, Ltd.

N. S. Sachs Dry Goods Company, Limited, Charles Girdler, manager.

New Suit Club, \$1 per week, just opened at Medeiros & Decker, No. 11, Hotel street, join at once.

Mrs. Oliver and Miss Wilcox are turning out most beautiful Millinery at L. B. Kerr's store on Queen street.

New Style Ladies Hats may be becoming to some ladies, but "Rainier Beer" will be coming to all ladies by simply Phoning 783.

For a good and clean shave, also up-to-date hair cutting, call and see Charley Molteno at the European Barber Shop, on Merchant street.

Scotland is famed for its fine whiskeys, and the best brands of it are obtainable at the Pacific Saloon. Ask for Andrew Ushers O. V. G.

Major Hawkins of the 'Royal' wishes it to be known that Pabst Bohemian has superseded the famous draught of Doppelbrau. The latter in bottle is an excellent tonic at 25.

The favorite beverage of the nobility is Andrew Usher's whisky and Scheppe's famous soda. The Royal Annex, always up to date, is now responding to the frequent calls for "U. & S"

"Has that young man gone?" "Yes, ma, he just went." "Gracious, child, your eye is black, and your nose twisted, and your collar torn off! What a shame! How did it happen?" "You forgot, ma, that George is a football tackle."

In the very nature of things there have to be extremes in football. The trouble comes when the extremes employed are chiefly pedal fistic rather than cranial. The more head in the game the less brutality.

SALE OF COFFEE LAND

LEASES.

Under instructions from the Trustees of the B. P. Bishop Estate James F. Morgan will offer for sale at Public Auction, Leases for a term of twenty-one (21) years of valuable Tracts of Coffee and Fruit Land and situate in the subdivision of Keel 1 and 2, South Kona, Hawaii.

Sale to take place on Wednesday, March 23rd, 1898, at 12 o'clock noon, at Morgan's Auction Rooms, Queen street, Honolulu.

Maps and form of lease may be seen at the B. P. Bishop Estate Office, Merchant street, Honolulu, and with Mr. J. D. Paris, Napoopoo, Kona, Hawaii.

Honolulu, February 6th, 1898.
S11-1d.

Extracts from our Recent Catalogue

Our best efforts have been expended for nearly quarter a century in making desirable connections for the purchase of high class foods.

Now is the time of year to entertain—that's when you need us.

Some one said "I never come into your store without feeling that I would like to buy it out."

The price of a thing is generally what it is worth, competition regulates that. The higher the price, the better the quality as a rule; but price doesn't always guarantee quality, the reputation of the seller counts.

There's great responsibility selling groceries.

Life and health depend on good nutritious food.

That's the kind we sell.

Refined folks use refined foods; that's the kind we sell.

LEWIS & CO.

DOUBLE TELEPHONE 240.

Wm. G. Irwin & Co.

(LIMITED)

Wm. G. Irwin..... President & Manager
Claus Spreckels..... Vice-President
W. M. Giffard..... Secretary & Treasurer
Theo. C. Porter..... Auditor

SUGAR FACTORS

— AND —

Commission Agents.

— AGENTS OF THE —

Oceanic Steamship Comp'y

Of San Francisco, Cal.

Merchants' Exchange

S. I. SHAW, Proprietor.

Corner King and Nuuanu Streets.

Choice Liquors

— AND —

Fine Beers

TELEPHONE 491.

J. HUTCHINGS,

Wholesale and Retail Grocer and Provision Merchant.

A FULL LINE OF CHOICEST

American and European Groceries

Always on Hand.

THE CHEAPEST HOUSE IN THE TRADE.

A Share of Your Trade Solicited. Satisfaction Guaranteed.

All Orders Faithfully Executed and Delivered to any part of the City free.
627 Fort Street. Telephone 358
785-1/2

JOHN PHILLIPS

Plumber and Gas-fitter

Orders promptly attended to and work guaranteed.

HOTEL STREET NEAR FORT

TELEPHONE 302.

F. HORN.

The Pioneer Bakery

Bread, Pies, Cakes of all kinds, fresh every day.

Fresh Ice Cream made of the Best Wood-lawn Cream in all Flavors.

The Finest Home-made Confectionery,
686-1/2

BEN. HAAHEO

Plumber - and - Tinsmith

All work done Properly, Promptly and Profitably for Patrons.

SATISFACTION GUARANTEED.
Office, King Street, near Railroad Depot
778-1/2