

The Independent

No. 11.

Honolulu, H. I., Monday, May 13, 1895.

5 Cts.

THE INDEPENDENT

ISSUED EVERY MORNING EXCEPT SUNDAY, BY

The Independent Association,

Corner Allen & Kekuanoa Street (near Custom House) Honolulu, H. I.

DANIEL LOGAN, Editor.

Reading on Alakea Street in Honolulu.

Subscription Rates

Per month.....\$ 75
Per 3 months in advance.....2 00
Per 1 year in advance.....5 00

The paper is delivered by carriers in the town and suburbs.

Advertisements published at reasonable rates. Special terms for yearly and half yearly contracts.

D. H. LEWIS,
Business Manager.

ALLEN & ROBINSON.

Dealers in Lumber and Coal and Building Materials of all kinds.
Queen Street, Honolulu.

Jas. F. Morgan.

AUCTIONEER AND STOCK BROKER
No. 45 Queen Street.

Expert Appraisement of Real Estate and Furniture,
22 1/2 m.

GONSALVES & CO.

WHOLESALE GROCERS AND WINE MERCHANTS.
225 Queen Street, Honolulu, H. I.

J. PHILLIPS,

Plumber and Tin Roofer.

71 King Street,
Honolulu, H. I.

W. H. DANIELS.

REAL ESTATE AGENT, COLLECTOR, Conveyances, etc.

All land business entrusted to him will be promptly attended to.

Office and Residence: Wailuku Maui.

Thos. Lindsay

MANUFACTURING JEWELER & WATCHMAKER

KUKUI JEWELRY A SPECIALTY.

Particular Attention paid to all kinds of REPAIRS.
Campbell Block, Merchant Street
my3

J. P. RODRIGUES,

Merchant Tailor

Fort Street, Old Masonic Building, next to L. J. Levey's Auction Room.

FINE GOODS, and a GOOD FIT GUARANTEED.

CLEANING and REPAIRING done in First class style

E. B. THOMAS,

Contractor and Builder

ESTIMATES GIVEN on All Kinds of Stone, Brick and Wood Work.
King Street. my3

Alexander Chisholm,

(Successor to Chas. Hammer.)

HARNESS-MAKER

King and Fort Streets,

Is prepared to manufacture all kinds and grades of Hand-made Harness at short notice

Lowest of Prices for Cash.

All work guaranteed to be satisfactory before leaving the shop.

PEARL HARBOR.

The History of its Acquisition.

ITS LOCATION, APPEARANCE AND OTHER

CHARACTERISTICS.

An Unorthodox View by a Student.

(Concluded.)

BUT WHAT ABOUT THE ENTRANCE?

The surveys of the Harbor conducted by the United States navy have presumably been done with a view, looking to its practical utilization. Much of the foregoing article has been devoted to a discussion of the interior of the lagoon. But whatever the advantages of the interior, they must first be reached, in order to be utilized. As above shown, there is no present possibility of conducting any but the smallest craft into the harbor, owing to the shallow and tortuous entrance.

It has been long supposed that the outer shoals were underlaid with hard coral and lava rock, and that the process of opening a channel would involve elaborate and expensive blasting operations. But that theory has yielded to some practical experiments, conducted by the naval officers, and which reveal the fact that the material underlying the areas of shoal water off the entrance is nothing more or less than sand; considerably encrusted and had packed, in places, but still only sand. The manner of the demonstration has been to set up a derrick at different points off the entrance, as the framework of a sand pump, consisting of a four-inch pipe, fitted with sand valves and plunger; to pump the sand and water from the bottom of the pipe, which would continue to settle as the pumping progressed, until a depth of 32 feet had been reached at each point of operations.

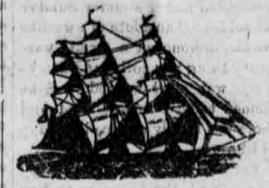
Lieutenant Max Wood, of the U. S. S. "Philadelphia," a most experienced officer under whose command those experiments were conducted, is understood to have written a report in which he sustains, in enthusiastic terms, the feasibility of dredging the entrance, by cutting a ditch or a channel through that great sand bed for a distance of about two miles and so opening the Harbor to naval and commercial craft. It is further understood that Lieut. Wood takes the ground that such channel would not be in danger of filling up, but that, on the contrary, the action of the tides would exert a scouring effect upon the ditch, and keep it from becoming choked. But this sanguine view is not shared by those whose experience in these waters entitles their opinions to respect. Those who oppose the Lieut. Wood's views, cite the very feeble tidal action of these latitudes, as compared with those further north or south. As before mentioned, the mean rise of the tide at Pearl Harbor is but one foot, seven inches. It follows, therefore, that no such volume, and consequently, no such force of water would sweep through the

proposed ditch, as though the rise and fall of the tide were six to eight feet, a moderate figure in more northern climes.

But, if we take it for granted that the sand will shift with the tidal current, it must be remembered that the tide runs in, before it runs out, and the incoming tide must be reckoned with, as well as that outward bound. It seems to your correspondent that the experience of the last few years is against the view advanced, or supposed to be advanced by Lieut. Wood. Take for instance the Golden Gate, and Carquinez Straits, between the Sacramento River and San Pablo Bay. The Sacramento is a mighty stream. In it the tide rises to a height of six feet, as high up as the Delta of the San Joaquin. And yet, in the case of the "slickens" or debris from the hydraulic mines, although so light as to be held for a great part in solution, it settles along the entire course of the river, until Suisan Bay has become almost unnavigable, and the navigability of Carquinez Straits is seriously threatened, while a well grounded apprehension exists as to the filling up of the whole of San Pablo and San Francisco Bays, and even the Golden Gate itself. If, then such conditions can exist and grow along the course of the Sacramento, in spite of the tremendous tidal force there constantly exerted, what can be hoped for at the mouth of Pearl Harbor? There are other examples along the western coast of America. All navigators know that the entrance to Humboldt Bay changes with each storm, if not with each tide; and the same is true, though perhaps in a lesser degree, of the Columbia River entrance. Who would maintain for a moment that a ditch, cut through either bar last mentioned, could be found the next morning after a heavy tide? And yet, if Pearl Harbor is to be opened and kept open, it must be done under conditions less favorable to the project, in some material respects, than prevail at either Humboldt Bay or Columbia River. Here, the sand shoal extends two miles. There is a storm of periodical occurrence in these waters, called "kona," from the fact of its coming from the south,—that being the "kona" or lee side of the Islands. That is the most furious of all our storms, and the mouth of Pearl Harbor is peculiarly exposed to it, after its sweep across the sand shoal referred to. It is the opinion of excellent judges here that, even were such a ditch dug through the sand shoal to the Pearl entrance, and though it should be kept open by tidal action, or other forces, in ordinary weather,—yet, upon the occurrence of one of our "konas," it would be filled to its banks, during much of its course, by the sand that had been dug to make it, and other sand carried in by the force of the storm. And such is the opinion of your correspondent.

No doubt the recent deepening of the bar to Honolulu harbor will be cited in favor of the feasibility of the project named, but the parallel will not hold good between the two localities. At the Honolulu bar, the dredging operations merely involved the shaving off of the hump of a hillock of sand, whose sides descended precipitously, inshore and offshore, to deep water, and requiring a cut less than two hundred yards in length. That work has stood the test up to date. But if it had been a ditch through two miles of almost level sand bed, sloping gradually for that distance into deep water, it would have been as it is at Pearl Harbor, a very different story.

OCEANIC Steamship Co.



Australian Mail Service.

FOR SAN FRANCISCO;

The New and Fine Al Steel Steamship

ARAWA.

Of the Oceanic Steamship Company will be due at Honolulu from Sydney and Auckland on or about

May 10th.

And will leave for the above port with Mail and Passengers on or about that date.

FOR SYDNEY and AUCKLAND:

The New and Fine Al Steel Steamship

MARIPOSA

Of the Oceanic Steamship Company will be due at Honolulu from San Francisco on or about

June 6th.

And will have prompt despatch with Mail and Passengers for the above ports.

The undersigned are now prepared to issue

Through Tickets to all Ports in the United States

For further particulars regarding Freight or Passage apply to

WM. G. IRWIN & CO. Ltd.

General Agents.
my 13 tf

STEAMER TIME TABLE FOR 1895

DUE AT HONOLULU.

FROM	STEAMER	DATE
China	China and Japan	May 20
Miowera	Vancouver	May 24
Australia	San Francisco	May 27
Arava	Colonies	May 30
Warrimoo	Colonies	June 1
City Peking	San Francisco	June 1
Mariposa	San Francisco	June 6
Coptic	China and Japan	June 17
Australia	San Francisco	June 21
Warrimoo	Vancouver	June 24
Arava	Colonies	June 27
Miowera	Colonies	June 27
Arava	San Francisco	July 2
Coptic	San Francisco	July 4
Australia	San Francisco	July 10
City Peking	China and Japan	July 15
Miowera	China and Japan	July 17
Mariposa	Colonies	July 25

DEPART FROM HONOLULU

FOR	STEAMER	DATE
China	San Francisco	May 20
Miowera	Colonies	May 24
Arava	San Francisco	May 27
Warrimoo	Vancouver	June 1
City Peking	China and Japan	June 1
Australia	San Francisco	June 3
Mariposa	Colonies	June 6
Coptic	San Francisco	June 17
Australia	San Francisco	June 24
Warrimoo	Colonies	June 27
Arava	San Francisco	July 2
Miowera	Vancouver	July 2
Arava	Colonies	July 4
Coptic	China and Japan	July 10
City Peking	San Francisco	July 15
Miowera	San Francisco	July 20
Mariposa	C Colonies	July 24
	San Francisco	July 25

FOR SALE.

ONE GORDON COFFEE PULPER, Hand Power. A bargain. Apply for terms at this Office.

F. J. TESTA.

SEARCHER OF RECORDS, COLLECTOR, Translator in English and Hawaiian, Real Estate Agent, Copyist, Typewriter, Stamp Dealer, Purchasing, Commission and Advertising Agent, etc., etc.

Any business entrusted to him will be punctually and promptly attended to, as if all matters confidential. Hawaiian collection a specialty.

Office, No. 227, King St., the former private office of E. B. Thomas. The office of the native newspaper KA MAKAAINANA is in the office in the rear under the same roof.

L. B. KERR

DIRECT IMPORTERS OF

European & American DRY GOODS

HAS JUST RECEIVED

A COMPLETE & NEW STOCK

DRESS GOODS

Victoria Lawns, Dimities, India Linens, Nainsooks, Satens, Cotton Pongees,

Scotch Glenghams.

Henkerchiefs, Hosiery, Ribbons, Laces, Flowers and Feathers,

MAIOR HATS

Flannelettes, Ceylon Shirting, Cretonnes, Art Muslins, Curtains, Mosquito Nets, Plain & Twilled Cotton

And the celebrated "MADAPOLAMS" For Ladies and Children's Underclothing.

ALSO

The Largest & BEST Selected Stock in the Islands of

Suiting, Serges, Trousering, etc., etc.

Sole Agent for the Popular

PEARL SEWING MACHINES,

At Popular Prices.

L. B. KERR,

Queen Street, Honolulu, no. 1-4

CITY SHOEING SHOP.

Horse shoeing a speciality. All work promptly and carefully attended to.

Terms reasonable.

J. W. McDONALD, Proprietor.

606 Fort Street, opposite the Pantheon Stable.

CITY DRAYAGE Co.

W. F. SHARRATT, Manager

Stand adjoining H. Hackfeld & Co., Fort street. General Carting and Drayage Business done.

m 7 tf

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.

m 8 tf



You Never Saw Our "AD" Before Did You?

This seems to be a Good Location in this Paper & Our Shoes are Worth Advertising.

Good Prices TOO! The Big Fort Street SHOE STORE Manufacturers Shoe Co.

ORDWAY & PORTER,

Robinson Block, Hotel St., between Fort and Nuuanu, Have Just Received, per Late Arrivals, the Largest Stock of FURNITURE Ever Imported to this Country, Comprising

Handsome Carved Bedroom Sets In Solid Oak, and of the LATEST DESIGNS.

WICKER WARE,

Beautiful Designs of Wicker Ware, consisting of SOFAS, CHAIRS, ROCKERS, etc., you can get these in any FINISH you desire.

CHAIRS,

Countless numbers of CHAIRS, in every style, including OFFICE and HIGH CHAIRS.

EXTENSION TABLES,

We have had a number of calls for these Tables, with CHAIRS to match. We have now in stock the most

BEAUTIFUL DINING ROOM FURNITURE

EVER SEEN HERE.

Sideboards and Chiffoniers

DIVANS.

Divans covered with PORTIERS are becoming quite the rage in place of LOUNGES—we manufacture them to order, and have a large stock of PORTIERS to select from.

BEDDING.

Great Assortment of WOVEN WIRE MATTRESSES—Spring, Hair, Moss, Wool and Straw Mattresses on hand and made to order. LIVE GEESE FEATHERS and SILK FLOSS for Pillows. CRIBS, CRADLES, etc. WINDOW SHADES of all colors and sizes. CORNICE POLES, in wood or brass trimmings.

REPAIRING. Mattresses, Lounges and all Upholstered Furniture repaired a reasonable rates. CABINET MAKING, in all its branches, by Competent Workmen. MATTING LAID and Interior Decorating under the Supervision of Mr. GEORGE ORDWAY. Our Goods are First Class, and our prices are the lowest. Come and be convinced—a trial is solicited. Bell 525. TELEPHONES: Mutual 645.