

THE INDEPENDENT

— ISSUED —

EVERY AFTERNOON

(Except Sunday)

TELEPHONE 841.

P. O. BOX 81.

SUBSCRIPTION RATES:

Per Month, anywhere in the Hawaiian Islands.....\$ 50
Per Year..... 6 00
Per Year, postpaid to Foreign Countries..... 8 00

Payable Invariably in Advance.

F. J. TESTA, Proprietor and Publisher.

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Residing in Honolulu.

THURSDAY, JUNE 28, 1900.

DOLE AND LIQUOR.

We humbly suggest to the would-be autocrat who is hanging his shingle out as Governor of Hawaii, that he reads the territorial act before he decides to disallow liquor shops on Fort street or to disallow the Pantheon building to be erected or a renewal of a license issued to the Criterion.

We refer to section 55 and the words: "Nor shall spirituous liquors be sold except under such regulations and restrictions as the territorial legislature shall provide." Under the circumstances would it not be wise for the Governor to delay action in regard to the liquor question until the Legislature of the Territory has had its say.

THE INDEPENDENT is decidedly opposed to an "open town," but if Mr. Dole persists in irritating the voters, he will simply succeed in seeing measures adopted and laws made which, if he had a spark of diplomacy in his skull, he could have prevented.

We are not going to enter on a discourse on the liquor question. We simply say that the rights of all must be protected and that the Governor must take off his "big" head and take a tumble to himself. San Francisco is nearly as large a city as Honolulu is, and if we are rightly informed, it is possible for a traveler to find a saloon on Market and Kearny streets and any other place where women and children pass by while shopping. We don't think that women and children in Honolulu are of a more delicate moral texture than they are in San Francisco, and we do not think that those who pass the licensed saloons in Honolulu ever give a thought of the business conducted within the places, or bother their pretty heads about the matter.

If loafers congregate outside saloons, it is the duty of the police force to make them move on, but because the police is not doing its duty we do not see why men doing their legitimate business should be cast out because the Imperial Dole says so.

There is no discrimination in Dole's actions. Oh, no! he is the same to all and he said "no" to a license being granted for a saloon to be located in the Orpheum theater. He said "no" when Harry A. Juen, a saloon keeper, who was burnt out during the financial plague asked for a license, to recover at least the loss he had sustained by paying \$1025 to the government a short while before his business was ruined. Other petitioners appeared and Mr. Dole who said No! to Juen is now considering the issuing of a license although the Chinese Church is so near by.

Mr. Dole would not grant a liquor license to certain resorts at Waikiki

because they were in the neighborhood of a holy church which can not boast of any attendance, but there was no trouble in getting a liquor license for an establishment right opposite to the church. Dole's officials arrest people for violating the liquor laws say at Waialua, but they are blind when the same laws are violated by their personal pets.

We have no kick coming, as far as Mr. Dole's foolish actions are concerned. He is playing right into the hands of the people who will now elect a Legislature which will treat the territory as a civilized place and which will insist in the Legislature, and not His Imperial Majesty, the Governor, making laws for the Territory.

San Francisco's Chinatown.

The Eastern visitor in San Francisco turns naturally toward Chinatown. He has heard of its picturesque coloring, and is not disappointed. An inspection, made casually, is like a glimpse at the Orient, the quaintness of costume, speech, and habit unchanged, the visitor does not have to live near Chinatown, to pass it on his way to work, does not have to be conscious that morally and physically it is a plague-spot, and concerning these things the thoughtful San Franciscan could give him considerable information. Dr. Shady, of New York, says that compared with New York's Chinatown, the local one is as darkness to light, or heathendom to civilization.

Chinatown, as it is, should be abolished. With all its filth and squalor its underground dens, its crowding together of the scum of a nation not notable for cleanliness, it would time and time again have given rise to some epidemic sweeping the city save for benign conditions of location and atmosphere. It is so situated that even defective sewers can not estop its drainage, and across it blow daily winds from the ocean carrying away its poisons. The weather is never hot here, and thus the process of animal decay is slow, and odors that elsewhere a broiling sun would force from the reeking gutters and the markets are not to be detected. Passing through Chinatown without prying into alleys and basements, one may almost avoid distressing odors, save that of fish and an airy flavor of opium.

There is not another municipality in the U. S. sustaining or permitting so dirty a terminal district as Chinatown. Probably there is no other city in which such a spot could have been fostered without terribly fatal results. A question arises as to whether San Francisco should longer permit the risk. In New York old tenement-houses are being torn down and replaced by large, well-ventilated, and sunny structures, and yet the ones razed never harbored a tinge of the noisome impurity that fosters in the basements and secret tunnels of Chinatown. But when Chinatown declines to keep wholesome, and the bane of its putridity crosses the dividing line, the city has the right and duty of self-protection. There appears no method less radical than making an end to Chinatown. Let its populace be cleared out, its rotting rookeries disinfected, its cellars filled, its pavements relaid, its sewers perfected, and then a new class of tenants be given possession.

The Chinese have taken to their own use a portion of the city that in their absence would be most desirable. To oust them might be regarded as a hardship, but the familiar rule of the greatest good to the greatest number would warrant it amply. The purpose would be not to deprive them of any right, but to preserve the rights of the people at large. There is no tenet of common sense, nor religion which demands the ignoring or the toleration of such a dangerous nuisance as Chinatown. As to providing new quarters, there may be a problem, because of the claim advanced that to drive the Chinese to a particular quarter would be unconstitutional. This issue may be evaded by an arousal of sentiment. If suitable quarters

be provided elsewhere, and the present quarters closed to Chinese tenants, this phase of the matter will arrange itself.

The condition of Chinatown is a reproach to property-owners. They are to blame more than the residents. They are the ones who permit the underground stories, the overcrowding, and the unsanitary-unchanging—save for the worse—state of visible degradation. A reform is imperative, even if it involve the bonding of the city. A spot in the direction of South San Francisco could be secured, tenements with no cellars under them reared, complete sewerage be provided, and the Chinese encouraged to congregate there. This could be done through refusal to let them remain where they are, or elsewhere, except in the location chosen. Then the redeeming of Chinatown would be possible, the streets could be widened, rookeries destroyed, parks instituted, and a fair portion of San Francisco, now worse than waste, given a chance to fulfill its legitimate destiny. Too long has San Francisco protected a blot and nurtured a peril.—*The Argonaut.*

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The Steamer Kinau will sail from Hilo on THURSDAY, June 27th at 8 p. m., and other ports of call 12 hours ahead of regular time, arriving in Honolulu, Saturday morning, June 29th. Freight destined for Hilo on Tuesday the 12th, will be received on the Claudine wharf on Friday, June 28th. On June 12th, the Kinau will sail at 12 m. as usual.

Steamer Claudine will sail from Maui ports a day ahead of time, arriving in Honolulu, Saturday morning, June 29th.

Excursion to Hilo for the 4th of July Races. Half rate.

The Steamer Kinau will sail from Honolulu on Monday, July 2nd, at 12 m., touching at way ports on this trip a day ahead of the regular time. Round trip tickets to Hilo and return, \$12.50, first-class. Intending passengers are requested to book early. Freight will be received at the Claudine wharf on Friday, June 29th.

Steamer Claudine will sail from Honolulu on Monday, July 2nd, at 5 p. m., and provided twenty tickets are sold from Maui ports to Hilo and return at \$12.50 each, she will proceed to Hilo, leaving Maui ports on Tuesday, arriving in Hilo on the morning of the 4th. Leaving Hilo at midnight on the 4th, will arrive at Kahului on Friday.

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