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MADAME PUAHI TO BREAK INTO THE 'BIG TIME'

(Continued from page one)

mainland, thus surrendering the local... Madame Puahi says she will take six girls with her, trained for years to give the hula as it was given in the royal old days of Kamehameha I., in the short five-deep kapa cloth skirts. This is the only way to give the dance, she says. While Madame Puahi's exhibition is very interesting, especially as given during the carnival at the Ball of Nations, the Wooling of Umi and Pika, and the marquerade dance—it follows the style of the dance in the reign of King Kalakaua, and is not, you know, quite as artistic, or as purely hulaish, as it might be—not as hulaish as Madame Puahi's.

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ARMY AND NAVY

Secretary of the Navy Daniels is expecting a visit from Samuel Orkin, a young Boston inventor, who will bring with him miniature battleships for the United States Government for maneuvering purposes. Orkin has made a nine-foot, model of a battleship with electrical devices that permit the boat to do about everything that an ordinary battleship can do.

In preliminary tests similar to those Orkin hopes to give before Secretary Daniels, flags were automatically raised on the miniature boat, the band played, the anchors were drawn and the propellers began to work. Tiny figures moved about the deck and searchlights and signal lamps flashed. At a signal the firing began, and as smoke puffed from the turrets the sailors went below and the deck was cleared.

The inventor asserts that it is possible for his miniature ships to go through the Panama canal without being touched, starting and stopping, entering and leaving locks, and making turns without adjustment, after they have been set by calculation. He hopes the Navy Department will purchase the boats for use at the War College, where naval maneuvers are performed at present by manipulating dummy battleships on a checker board. Secretary Daniels has expressed interest in the invention, but has declined to commit himself as to its adaptability.

Two more vessels of the navy have been condemned and will be sold at public auction to the highest bidder. They are the gunboats Manila and Restless. Bids for their purchase will be received at the navy department up to May 4 next.

The Manila is an iron vessel, schooner rigged, and was built at Leith, Scotland, in 1881 for the Spanish government for use as a transport. It was captured by the United States in 1898, and for several years has been used as a prison ship at the navy yard, Mare Island, Cal. The commissioner of navigation, department of commerce, has decided that the Manila, having after its capture been duly adjudged to be a lawful prize of war, is eligible to American registry. She is 299 feet long and 31 feet broad, with a displacement of 1750 tons. As appraised by a board of survey the value of the vessel is \$10,000. She will be sold for cash to the highest bidder.

The Restless is now lying at the naval torpedo station, Newport, R. I. The vessel is an iron converted yacht and was built in 1887 by Houston & Woodbridge of Chester, Pa. She is 113 feet long and 16 feet broad. As appraised by a board of survey the value of this vessel is \$2000. It will be sold for cash to the bidder offering the highest price above the appraised value.

A plea for weeding out of undesirable men in the navy by increasing the recruiting stations at the expense of the prisons has been submitted to the house committee on naval affairs by Rear-admiral Blue, chief of the bureau of navigation.

Admiral Blue said there is only a small percentage of navy offenders whose conduct involves prison sentences, and that if they could be summarily discharged by the commanding officer the navy would be better off and the government could save a large amount of money in prison expenses.

"If one-fourth of the money now spent on prisons were added to the recruiting," he said, "the navy would

be well supplied with excellent men, permitting the discharge of the undesirable and dissatisfied. This would make desertions unnecessary. A recruit costs the government \$20 to enlist and \$69 for an outfit, while the average cost of a prisoner is from \$450 to \$500. Besides, the service of a prisoner is a dead loss. I think the punishments are too severe in a great many cases and this subject will receive in the very near future the serious consideration of the navy department."

War Department regulations governing the preliminary mental examination of persons in civil life to be second lieutenants in the cavalry, field artillery and infantry have been amended in several particulars. One amendment provides that each applicant who is physically qualified or desires to undergo the mental examination notwithstanding his physical defects, except those exempted under the provisions of paragraph 8 of the order and those who have passed within two years the preliminary mental examination, will be examined mentally in English grammar and orthography, mathematics, geography and history.

Candidates who attain a general average of 70 per cent will be considered as having passed a satisfactory preliminary examination.

Interesting experiments are being conducted at the Washington navy yard looking to the development of the twelve-inch caliber open-hearth type. The shell, when completed, will be tested at the Indian Head proving ground and the results will determine whether the navy ordnance bureau shall undertake the manufacture of these projectiles. In that event it is anticipated there will be no difficulty in obtaining appropriations for the installation of the necessary facilities of manufacture. The bureau has recently devised a floating mine costing about \$75, and is making 100 of them for trial. Mines of this type can be manufactured so quickly that the bureau of ordnance does not propose to accumulate them in large quantities.

"It is time to jump right in and catch up with the European nations in aeronautics," says Rear Admiral Blue, chief of the navigation bureau of the navy, in a recommendation just submitted to the house committee on naval affairs for liberal aviation appropriations.

"We expect to go ahead much faster in the near future," the admiral explained. "The English, French and German nations have a great number of machines, dirigibles and heavier than air. Situated near each other as the European nations are, one would naturally expect them to have many more air craft than we, and consequently more experience in the development of them."

Brigadier-general John J. Pershing has been admitted to the Letterman General Hospital, the Presidio, for observation and treatment. His illness, however, is not serious and it is expected that he will be on duty again in a week or so. Colonel Robert H. Loughborough has been relieved from treatment at the same hospital and returns to duty. There is no truth, it is said, in the report that he soon will be ordered before a retiring board.

Lieutenant-colonel Tracy C. Dickson has been relieved from duty with the Isthmian canal commission, effective March 1st. He is ordered to the New York arsenal. Governor's island, assuming command of the Sandy Hook proving ground and relieving from such duty Colonel Edwin B. Babbitt, who goes on duty in the office of the chief of ordnance.

The name of Col. James A. Irons, infantry, has been placed on the list of detached officers, and the name of Col. Walter K. Wright removed therefrom. Col. Frank West, cavalry, has been placed on the detached list, and the name of Col. William A. Shunk removed therefrom.

Second Lieutenant Fred Seydel, Coast Artillery Corps has at his own request been relieved from aviation duty with the signal corps at San Diego and will take station at Fort Stevens, Or.

KURTISTOWN KICK WAS WITHOUT FOUNDATION

Another complaint this morning was wiped off the public utilities commission slate when Chairman E. A. Mott-Smith received a communication from the A. G. Curtis Company of Kurtistown, asking that its complaint recently brought against the Inter-Island Steam Navigation Company be dropped by the commission.

"In taking up this matter with you we honestly thought that there was discrimination shown by the Inter-Island and its freight tariff shows it as against big and small shipments. Further than that we are in considerable doubt and can not prove anything, so please drop the matter as far as we are concerned," says the communication, in part.

J. N. S. Williams, a member of the commission, who was detailed to make a personal investigation of the company's complaint, will be notified to take no action.

LEAN YEAR IS PROSPECT FOR THE TERRITORY

(Continued from page one)

firms and individuals subject to taxation, and bringing them all upon an equitable basis as nearly as may be. This morning was spent in going over the returns in a general way, beginning with those of Kanaal, and this afternoon the corporations of Hawaii will be finished for the time being. But this is only the start, for it is expected that the entire week will be required to study the figures submitted in the returns, and to bring about an equitable adjustment. When this is finally done, however, it will be up to the assessed to accept the changes that may be made by the board, or to get busy with appeals.

Speaking for the board this morning, Treasurer Conkling stated that the present tax laws, which were enacted by the legislature of 1911, are by far the best the territory ever had. Prior to that time, with a fixed rate of taxation of 1 per cent on real and personal property, the needs of the government were met by constantly adjusting the valuations returned to the assessor. Under the present plan, the rates are adjustable and the valuations are presumed to remain stable except by actual increase or decrease due to economic causes.

Before it finishes its session, however, it was stated, the board will probably point out to the governor the need of asking the next legislature to amend the law by changing the time when the tax rates shall be fixed for each year. As it is at present the rates must be fixed by the first of each calendar year. This being two months or more before the returns are in for the year on which the rates are to apply, it is obviously at present a matter of guessing as to the taxation value for the year, and hence impossible to accurately gauge the amount of taxes with the needs of the government. By permitting the rate to be fixed after the assessments have been made this difficulty will be largely obviated.

It was stated this morning that some property holders are in the habit of gauging their returns upon the rate of taxation, and not upon valuation, as the law contemplates.

It was also brought out that the school department is likely to suffer this year because of the probable lessened returns from the poll tax, due to the collection last year of a lot of back taxes, and to the fact that, through the reduction of the wages of laborers on plantations this year, it is going to be impossible to collect as much poll tax money as formerly. The board may also recommend to the governor that legislation be asked to obviate this trouble.

JUDGE ROBINSON TO TRY MARSHALL NEXT WEDNESDAY

The trial of John W. Marshall, held for the murder of Charles R. Guertler at Madame Puahi's hula house last summer, will begin before Circuit Judge William J. Robinson at 9:30 o'clock next Wednesday morning. Such is the result of a conference this morning between City and County Attorneys J. W. Catcott, who will appear for the prosecution, and Attorneys Frank E. Thompson, McKean and A. L. C. Atkinson representing the defense.

With the mutual consent of counsel Judge Robinson and Judge Whitney formally transferred the Marshall case from the first division to the third division, and Judge Robinson set the hearing for the date mentioned. The defendant and his father, with one or two friends, were in court when the transfer was made and the date of trial fixed.

Madam Puahi and two of her hula girls appeared in the corridor, ready to take the stand as witnesses if the hearing was called, but were excused until notified. The trial is expected to occupy two or three weeks' time, and as Judge Robinson's trial calendar already is well filled with civil cases that jurist may be forced to conduct lengthy morning and afternoon sessions throughout the progress of the murder trial.

MONEY-MAKING HARD WORK, SAYS BRYAN

(By Latest Mail)

WASHINGTON, D. C. — Folks in Washington who were laboring under the impression that William J. Bryan was something of a money maker himself, rubbed their eyes when they read the following quotation from a speech by the secretary of state at the banquet of the Retail Merchants' Association here:

"Money making is a drudgery of life and no one can afford to devote all his time to drudgery. We must have higher thoughts than those of money. We must try to put something in as well as take something out. It is gratifying to feel that you have given as much to the world as you have received."

If a cold develops suddenly and there are no cough drops to be had immediately, place a spoonful of sugar on the tongue and allow it to dissolve slowly. Soak new lamp wicks in vinegar before using and they will not smell when turned low.

PEARL HARBOR DRYDOCK EXPERT HAS BIG RECORD

(Continued from page one)

ruin. Yet naval officers say it is worth it. Although the whole structure occupies a space only seven hundred and twenty-six feet long and one hundred and ten feet wide, it was almost eight years from the time the work started until the first ship floated into the finished dock. When congress appropriated one million dollars for its construction, in 1905, it was expected that the dock would be ready for use in two years.

It seemed a comparatively simple task, at first. After all, a drydock is merely a lined hole in the shore with water gates at one end and pumps for emptying the dock when the ship has been floated in and the gates closed. The building of such a dock had never before attracted more than passing attention; it was hardly more interesting than the laying of a suburban trolley line. But the "hoodoo dock" asserted itself early in its career. It was not long after the first spadeful of earth was turned, when the mention of No. Four among any group of engineers was the signal for an argument.

As originally planned, the dock was to be of masonry construction, built on a foundation of piles driven deep into the earth. A certain big contracting company planned to surround the entire site of the dock with steel sheet piling and thus secure a large open excavation. The chief engineer had hardly some lower than the surface soil when every pile he men drove showed a strange desire to return to the surface. No matter how hard the drivers pounded them down, they came bobbing up to the surface again. Soundings proved that there was a thick layer of quicksand underlying the dock site at a depth of about fifty feet. But the contractor finally got down his steel piling and began to excavate from inside this metal box. Then the quicksand began to boil up into the center of the excavation, sliding in from all around the sides. This drew the soil from under the foundations of several nearby navy shops and the big buildings settled dangerously.

This was not the worst of the contractor's misfortunes. Two big sewers, one six, and the other seven feet, flowed past the dock site. One of these burst and poured its waters into the excavation; then the other cracked and added its share so that the contractor had to stop all other work and build a concrete dam across the face of one sewer, while he patched up the other as best he could.

So far the great drydock was nothing out a big jagged hole in the ground, filled with debris and filled at the bottom with pools of sewer leakage. Hundreds of thousands of dollars had been thrown into this hole with little or nothing to show for it. The quicksand had been too much for the engineers; the contract was annulled three years after it was let, and the contracting concern is said to have been impoverished through damage suits preferred by injured workmen and unforeseen expenses of fighting the shifting sands.

A second engineering company took its spade in hand and tackled the quicksand. After studying the formation of the ground, it was decided to build a concrete wall on the west side in an effort to stop the motion of the sub-surface sands. Not only did this wall fail to overcome the shifting sand but under pressure of earth and water it began to slide inward. There was more trouble with breaking sewers and finally the big power plant at the head of the dock site collapsed and threatened to sink down into the bowels of the earth. Several men were hurt in this chain of new misfortunes and the government finally annulled the second contract. The second contracting firm, like the first, left the drydock contract financially crippled and facing a score of lawsuits.

It was chiefly during the two earlier contracts that the dock earned the name "hoodoo," although men continued to get themselves maimed or killed in the dock excavation almost up to the day of its completion. A strange fatality seemed to follow the project. In nearly all of the big setbacks that overtook the work, such as the bursting of sewers, the collapse of sidewalks and the sinking of buildings, men were seriously or fatally hurt. But in the everyday course of construction the accidents were just as numerous. Men fell from scaffolding, dropped hammers or bolts on each other's heads, ladders broke, donkey engines blew up, and in a hundred ways Fate seemed determined that the dock should never be built.

After the second company's failure, the government altered its policy toward the dock project. In addition to letting the contract to a new firm, a naval engineer was named to supervise the work and advise with the contractors. Civil Engineer Frederick R. Harris, U. S. N., was given this position, and between this naval officer and the general manager of a third firm of contractors, the credit for the successful outcome may be divided.

Since the original appropriation, the



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The CLARION

entire design of the dock had been changed. Its size had been increased twice and the features of its construction have been radically altered. Since the first plans had been drafted, the superdreadnaught type of fighting ship had been built, and not only must the dock be larger, but the floor must be able to support the weight of such vessels. Mr. Harris abandoned all idea of using piles and turned to a method never before used in the construction of a drydock. Before another step was taken, the engineers made up their minds to know just what there was beneath the dock site that was causing the trouble. In a vague way it had all been ascribed to "quicksand," but borings showed that what the previous contractors had thought to be hard pan rock about eighty feet below the surface was merely large boulders wholly unsuitable for a foundation. At the head of the dock, rock bottom was encountered at 95 feet. One hundred feet further from the head this ledge had sunk to one hundred feet, but at the entrance it was lost entirely.

The information thus obtained is really responsible for the ultimate success of the naval officer and the contracting engineer. It showed them the futility of any attempt to use pile construction. Caissons such as those used in laying down the foundations of the great skyscrapers were sought as the only alternative, although they had never been used in this manner before. Two things had to be guarded against: The flow of the quicksand in from the sides, with its consequent peril to the big buildings all around, and the persistent tendency of the shifting sands to bubble up in the center of the excavation. The dock must have not only strong walls to protect it on all sides, but a floor sturdy enough to resist the upheaval of the sands and the downward pressure of the ships that would be docked.

First, a concrete retaining wall was put down all around the dock site. Caissons were driven to bedrock wherever possible and on these the retaining wall was built. For the floor, 154 separate caissons were driven to get a rock foundation for the same number of concrete piers. The floor, eight feet thick, is the most interesting portion of the work. It had to be built to withstand stresses that reversed every time the dock was filled or emptied. In the first place, the whole dock has a tendency to float, when empty, on the water and mud that sweep in beneath it. Thus it must be anchored against this upward thrust, and the floor must be strong enough not to bulge over the points of upward pressure. When filled the burden is reversed. Then the dock floor must withstand the load of thousands of tons of water; but the greatest stress comes when a great ship is placed on the blocks. All the other pressure is evenly distributed over the bottom and sides, but this enormous weight all comes within a comparatively restricted area. To resist it, a row of especially strong piers, their bases on the solid rock, extend under the center of the floor. These piers are sunk to depths that vary from 95 to 125 feet below the surface of the floor. The center line

WATER SYSTEM IS BRANDED 'LEMON' BY SUPERVISORS

(Continued from page one)

pire by operation of law when the system comes under the control of the municipality. The financial difficulties, to which when the city comes into possession of the system is bothering Supervisor McClellan. Chairman of the way and means committee, the financial problem is largely his to solve. As the sewer system has never paid, and the water system is barely able to hold its own, and as both have a bonded indebtedness, McClellan sees a good deal of work ahead of him to hit upon some scheme by which the city and county can hold its own at least in the deal.

A special committee was appointed by Mayor Fern about a month ago to prepare for the transfer. This committee, of which McClellan is chairman, has not reported yet, being still at work on the subject before it. Numerous figures and sets of figures have been given it by Territorial Auditor Fisher and Superintendent of Public Works Caldwell. The governor has been conferred with. While these figures and the information given the committee on the subject show a great deal of light on the financial and physical condition of the systems, they do not remove from the mind of the supervisors the belief that the last legislature handed the city and county "a lemon."

When making hot starch and soapy water; this will give the necessary shine to linen and prevent the starch from sticking to the surface of the article.

Yeast cakes are said to kill mice and rats, if left around where they can eat them.

Piers are anchored each with a 1,000,000-pound slab of concrete and the side piers with anchors that weigh 800,000 pounds.

All this has cost money. Instead of the original appropriation of one million dollars, the dock has consumed three million dollars. The actual time needed for the construction of the new dock by the successful firm was but two years.

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