

Star-Bulletin WANT ADS Classified

ONE CENT A WORD

WANT ADS

A ANNOUNCEMENT.

Leading hat cleaners. Prices moderate. We sell the latest styles in Panama and Felts. Work called for and delivered. Blaisdell Building. 5895-6m

AUTOMOBILE FOR HIRE.

GET THERE QUICK. —Telephones— 2999 and 1005 HONOLULU AUTO & TAXI CO. Alakea and Hotel Sts., Opp. Y. M. C. A. Managers Behn & Benford. 5739-1f

B BICYCLE SUPPLIES.

S. Komeya, wholesale and retail dealer in bicycles and accessories. King street near Punchbowl street. 5592-1f

BICYCLES AND SUPPLIES.

We have just received a splendid new supply of PREMIER Bicycles from mainland; also supplies. H. Yoshimaga, 1218 Emma near Beretania. 5690-1f

BARBER SHOP.

F. C. Stone opens his new barber shop under Masonic Temple, Alakea and Hotel sts., August 1st. Prices 25 cents all around. 5920-1f

BUY AND SELL.

Diamonds, watches and jewelry bought and sold and exchanged. J. Carlo, Fort. 1f

C CAFE.

Royal Cafe, everything—the best at popular prices; fine home cooking; prompt service; Beretania, nr. Fort St., opp. fire station. K. Nakano, Pr. 5745-1f

RESTAURANT.

Best place in town. Open day and night. Bijou theater, Hotel St. 5529-1f

RESTAURANT.

Columb Lunch Room; quick service and cleanliness our motto; open day and night. Hotel, opp. Bethel street. 5513-1f

RESTAURANT.

"The Eagle," Bethel bet. Hotel and King. A nice place to eat; fine home cooking. Open night and day. 5525-1f

RESTAURANT.

The Hofbrau; just opened. Hotel st., opp. Bethel. Meals at all hours. 5920-3m

RESTAURANT.

The McCandless, Alakea, near King. Best meals for price in town. 5920-3m

RESTAURANT.

"The Hoffman," Hotel St., next the Square. Best meals for price in town. Open all day and all night. 5535-1f

RESTAURANT.

New Orleans Cafe. Substantial meals moderate. Alakea cor. Merchant St. 5559-1f

CONTRACTOR AND BUILDER.

George Yamada, general contractor. Estimates furnished. No. 298 McCandless Building. Telephone 2157. 5565-1f

CONTRACTOR AND BUILDER.

Sanko Co., Sanko bldg., Nuanu and Vineyard. Tel. 3151. Contracts for building, paperhanging, cement work, clean vacant lots. 5532-1f

CONTRACTOR AND BUILDER.

Y. Kobayashi, general contractor, 2034 S. King. Phone 3356. Reasonable. 5532-1f

CARD CASES.

Business and visiting cards, engraved or printed, in attractive Russia leather cases, patent detachable cards. Star-Bulletin office. 5540-1f

CLOTHES CLEANED.

A. B. C. cleaning, repairing; satisfaction guaranteed; call and deliver. Maunakea near Pauahi. Tel. 4148. 5335-1f

CLOTHES CLEANED.

Give your work to Pioneer Cleaners. Beretania, cor. Alakea. Prompt service. 5912-1m

CLOTHES CLEANED.

T. Hayashi; clothes cleaned, pressed. Tel. 2378. Beretania, cor. Pukui. 5913-1m

CLOTHES CLEANED.

For expert clothes cleaning, The Lion, King, at Maunakea. 5919-1m

CLEANING AND DYEING.

Royal Clothes Cleaning and Dyeing Shop. Call and deliver. Tel. 3149. Okamoto, Beretania, nr. Alapai St. 5595-1f

WANT ADS

D DANCING SCHOOL TANGO.

Classes now open Thursdays, Fridays and Saturdays, 1 to 3 and 7:30 to 9:30 p. m. at the large and small halls, National Guard Armory. For further information call or phone A. E. Clarke, 1186 Alakea, phone 4276. Associate to Prof. L. A. Hepburn, instructor. 5907-1m

DRESSMAKING.

Johnson and Olson, dressmakers, Elite building, Beretania, near Bishop st. 5910-1m

E EMPLOYMENT OFFICE.

Union Employment Office, Tel. 1420. All kinds of help. G. Hiraoka, Proprietor, 1210 Emma, cor. Beretania. 5909-3m

EMPLOYMENT OFFICE.

Y. Nakanishi, 64 Beretania nr. Smith street, for good cooks, yard boys. Phone 4511; residence phone 4511. 5246-1f

EMPLOYMENT OFFICE.

Japanese cooks, waiters, yard boys. Matsumoto, 1124 Union. Tel. 1756. 5070-1f

G GLEE CLUB.

Kaol Glee Club, 51 Young Bldg. Tel. 3687, furnishes music any occasion. 5531-1f

H HAWAII'S MUSIC.

Ernest K. Kaal, 51 Young Bldg., Tel. 3687, teaches vocal and instrument. 5752-1f

HAT CLEANERS.

Leave your dirty hat at the Royal Cleaners, Beretania, nr. Alapai. Phone 3149. 5909-3m

HAT CLEANERS.

T. Sato, cleaned, dyed and blocked; call and deliver; Kamanuwa lane, near Beretania st. Telephone 3723. 5910-1m

J JEWELER.

Sun Wo, Gold and Silversmith; material and work guaranteed. If not satisfactory money will be refunded. 1121 Maunakea, nr. Hotel street. 5531-1f

L LIVERY STABLE.

First-class heavy turnouts at reasonable prices. Territory Livery Stable, 348 King, nr. Punchbowl, Tel. 2535. 5518-1f

M MACHINE SHOP.

Have your repair work done by experts. Kellogg's Machine Shop, South, near King. 5921-1m

P PAINTER.

S. Shiraki, 12 1/2 Nuanu; Tel. 4137. Painting and paperhanging. All work guaranteed. Bids submitted free. 5528-1f

P PRINTING.

We do not boast of low prices which usually coincide with poor quality; but we "know how" to put life, hustle and go into printed matter, and that is what talks loudest and longest. Honolulu Star-Bulletin Job Printing Department, Alakea Street; Branch Office, Merchant street. 5390-1f

S SHIRTS AND PAJAMAS.

YAMATOYA. 1250 Fort. Shirts pajamas, kimonos. 5752-1f

SHIRTMAKERS.

When you want a shirt have one made to measure by Akagi, 1218 Nuanu. 5808-1m

SHIRTMAKER.

B. Yamatoya, shirts, pajamas, kimonos to order; Nuanu near Pauahi. 5533-1f

SHIRTMAKER.

Have your shirts made to order. G. Awana, 348 S. King street. 5918-3m

SHOEMAKER.

Shoes repaired, soles nailed on. Bethel, near King street. 5918-1m



Welcome, Little Want Ads

In but few lines of business are the little bits of business so much appreciated as in the newspaper business.

No matter how small your WANT ad may be, or how insignificant it may seem to you the Star-Bulletin considers it important and will give the same careful attention to your two-line WANT AD that is given the two-page ad of the large advertiser.

We want your little WANTS. To give you perfect service the Star-Bulletin has installed a perfect telephone system, handled by skilled ad phone operators enabling everybody having a phone to call the Star-Bulletin and order their WANTS in Honolulu's greatest newspaper.

WANT ADS

T TAILORS.

T. Shinzaki, Merchant Tailor; up-to-date fashions. Work guaranteed. Beretania Ave. corner Maunakea St. 5705-1f

TAILORS.

Army & Navy, Merchant Tailors; up-to-date establishment; cleaning and repairing. 163 King cor. Bishop st. 5746-1f

UMBRELLA MAKER.

R. Mizuta, Umbrellas made and repaired. 1284 Fort, near Kukui. Telephone 3745. 5553-1f

V VULCANIZING.

Auto, Motorcycle and Bicycle Tires vulcanized. Taisho Vulcanizing Co., 180 Merchant, near Alakea Street. Telephone 3197. S. Sasaki, manager. 5618-1f

SURGEON CHIROPODIST.

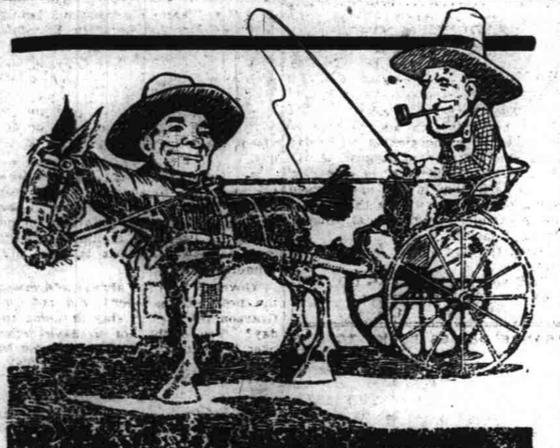
Dr. R. E. Merrill, McInerney's Shoe Store, Fort above King. Private room for ladies. Charges reasonable. 5918-1f

TO WHOM IT MAY CONCERN:

The Board of Supervisors of the City and County of Honolulu will hold a public meeting in the assembly hall, McIntyre building, corner of Fort and King streets, Honolulu, at 7:30 o'clock p. m. Tuesday, August 4, 1914, at which discussion is invited as to why sections 13 and 60 of Ordinance No. 26, known as the Building Ordinance, should be amended.

D. KALAUOKALANI, Jr., City and County Clerk.

Justice of the Peace B. F. Esenberg of Huntington, Pa., has made the record for killing noxious animals. During the last two years he has been awarded \$1358 by the state for scalps of the following animals: Seven wild cats, twenty-six minks, 158 foxes and 226 weasels.



What do you ask for the horse? I'll sell him for just what he cost me. I paid one-half as much for him as you did for the team you sold at one-third loss. I understand that deal; but you back \$69.50. How much does he ask for the horse?

ANSWER TO YESTERDAY'S PUZZLE

I love to cheat.

The Americans In Panama

Story of the Panama Canal From Start to Finish

By WILLIAM R. SCOTT

Published by the Statler Publishing Company, 501 Fifth Avenue, New York City. Copyright, 1912 and 1913, by William R. Scott.

CHAPTER XI. Wonderful Locks and Dams.

An elevator system for ships is being installed at Panama at a cost of \$28,000,000. These elevators, known as locks, will raise ships to and lower them from the great artificial inland lake which is eighty-five feet above sea level.

There are six locks on the Atlantic side and six on the Pacific side, at each end of the Gatun lake.

A ship arriving at Colon from New York, on its way to San Francisco, enters the sea level channel in Limon bay and steams for seven miles through the canal, which is 500 feet wide and forty-one feet deep, to Gatun. Here its way is barred by a massive pile of masonry with impressive steel gates, and towering eighty-five feet above the ship is the surface of the Gatun lake. To the west of the ship runs the man made mountain, the Gatun dam, which holds the lake in bounds. The problem is to lift the ship to this lake.

As if by magic, the gates swing open, and an electric locomotive, which has run out on a guide wall and fastened to the ship, tows it into the first lock. The gates swing together, and the ship is imprisoned in a chamber 1,000 feet long and 110 feet wide and built of concrete. In a moment the water in this chamber begins to rise, being supplied through holes in the bottom, and the ship rises with the water.

Fifteen minutes after entering the lock the ship has risen with the water for twenty-seven and one-half feet. If the full capacity for filling the lock should be used the ship would rise that height in eight minutes. Another set of gates swing open in front of the ship, and the locomotives tow it into the second lock, a concrete chamber of the same dimensions. The gates having closed behind, this chamber begins filling with water until the ship is raised again for twenty-seven and one-half feet. A third set of gates open, and the ship is towed into the final lock, where the operation is repeated with a rise of thirty feet, or a total lift for the three locks of eighty-five feet. When the gates in front swing open the ship steams out into the Gatun lake. The time spent in climbing eighty-five feet was an hour and a half.

For sixteen miles through this lake the ship steams in a channel 1,000 feet wide, for four miles in a channel 800 feet wide and for three miles in a channel 600 feet wide, or twenty-three miles in all. Then it enters the famous Culebra cut, which is 300 feet wide through the continental mountain divide and nine miles long. At the end of the cut is the Pedro Miguel lock, thirty-two miles from Gatun.

After entering this lock, which essentially is the same as the ones on the Atlantic side, the ship goes through the reverse of the process at Gatun. The water in the concrete chamber begins falling, taking the ship down with it. When it has fallen thirty feet the gates in front open and the ship goes out into another artificial lake, a mile and a half long, at the end of which are the Miraflores locks. These two locks lower the ship twenty-seven and one-half feet each, or a total for the three locks of eighty-five feet, which was the height the ship was raised on the other side. The ship then steams through a sea level channel for seven miles to the Pacific, having made the whole journey from deep water in the Atlantic to deep water in the Pacific, fifty miles, in ten hours.

At both ends the locks are built in pairs or twins, so that ships going in opposite directions may pass through them simultaneously. A wall sixty feet thick separates the locks, and if one set should become disabled the adjoining set still would be available for passage. The time required for a ship to mount the three locks on one side and descend the three locks on the other side is three hours.

On the Atlantic side, the locks at Gatun are connected and constitute one solid piece of masonry. On the Pacific side the lock at Pedro Miguel is separated from the two locks at Miraflores by a small lake a mile and a half long. This lake, like the great Gatun lake, is formed by damming rivers. A dam at the Pedro Miguel lock, which is the first lock encountered going toward the Pacific, holds the waters of Gatun lake from spilling down the Pacific slope.

Chief Engineer Stevens began the excavations in the Gatun and Pedro Miguel lock sites in 1906 shortly after the decision was made for a lock type canal, but most of the excavation and all of the concrete laying have been done under Colonel Goethals. It was necessary to remove about 5,000,000 cubic yards of rock and earth from the site of the three locks at Gatun to prepare a foundation for the tremendously heavy structure. Careful borings had been made to ascertain if a suitable foundation could be found there.

On Aug. 24, 1900, the first concrete was laid in the Gatun lock site. Rock of a desirable kind for use in making the concrete as well as sand could not be found in the canal zone, and experiments along the coast showed that at Porto Bello, twenty miles east of Colon, good rock could be quarried, and sand was discovered in suitable quantities and quality at Nombre de Dios, forty miles east of Colon. These two places are the oldest on the isthmus, Columbus having been there in 1502.

Rock crushing began at Porto Bello on March 2, 1909. If all the rock and sand removed from Porto Bello and Nombre de Dios were placed in barges separated by the usual distances in a tow they would reach from Colon to New Orleans, or 1,500 miles. This material was towed to Colon and thence through the old French canal to Gatun. Here it was unloaded by machinery and stored conveniently for the concrete mixing plant.

All the machinery and equipment for building the locks were designed on a scale commensurate with the unprecedented size of the structures. Eight giant mixers were fed with rock, sand and cement by cars operated by electricity, the finished product coming from each of the mixers at the rate of sixty-four cubic feet for each complete operation.

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To get the concrete into place four cableways suspended across the lock site on towers eighty-five feet high were installed. Electrically operated cars brought the concrete to these towers, where great buckets were filled. These buckets then were run up to the cables and out on the cables to a given point, where they were lowered and the concrete dumped into the proper position.

After the floors of the locks had been laid the walls were built in the usual manner of erecting steel forms, which were removed when the concrete had hardened. At Gatun the walls of the locks were built in sections thirty-six feet long and joined together, on the idea that such construction would have less tendency to settle and crack than if it were built in one solid, continuous wall. This may be appreciated when it is understood that at Gatun the locks form a concrete wall about 3,500 feet long, or considerably more than half a mile. The usable part of each lock is 1,000 feet long, and there are three in flight.

In each of the outside walls and in the center wall tunnels eighteen feet in diameter were constructed for use in filling and emptying the locks with water during the processes of raising and lowering ships. Smaller tunnels run out from these main longitudinal tunnels, under the floors of the locks, with openings through which the water is turned into or withdrawn from the lock chamber by gravitation. Valves operated by electricity regulate the flow of the water. The water for operating the locks starts from the Gatun lake and flows through the tunnels down grade through the three locks until it finally is used in the lowest lock, when it is spilled into the sea level channel.

The first concrete for the Pacific side locks was laid at Pedro Miguel on Sept. 1, 1900, seven days after the beginning of operations at Gatun. It was in February, 1910, that concrete work was started in the two locks at Miraflores. For all twelve locks 4,480,000 cubic yards of concrete were required.

For the three locks at Gatun 2,000,000 cubic yards of concrete were required, for the one lock at Pedro Miguel 921,000 cubic yards and for the two locks at Miraflores 1,504,000 cubic yards. A contract was awarded for 4,500,000 barrels of cement, with the privilege of increasing this order by 15 per cent, and in 1912 another 1,000,000 barrels were bought to complete the canal.

All twelve locks were half done as regards the concrete work about May 1, 1911. The best month's record for laying concrete was made in April, 1912, in the Pacific division, when 97,735 cubic yards were laid. The concrete is all of re-enforced construction, and an unusual feature has been the placing of rocks weighing many tons throughout the walls. The lock walls at Pedro Miguel were not built in sections, as at Gatun, but as one solid piece of masonry more than 1,000 feet long. At Miraflores the two locks were built in sections, as at Gatun.

The gates for the locks were constructed for, in 1910, to cost \$5,374,474.82. Their construction and erection by the McClintic-Marshall Construction company of Pittsburgh, under the inspection of the commission. This concern in 1913 had more than 3,000 men at work and was rushing the construction to meet the dates agreed upon for their completion. Under the contract this company has until Jan. 1, 1914, to finish the work. On July 1, 1913, out of a total of 28,000 tons of steel required in all the gates, 54,000 tons had been erected, or 91 per cent, leaving to be erected before October, 1913, when the first ship is

scheduled to go through, 4,650 tons. There are forty-six gates in all twelve locks, with two leaves to the gate or ninety-two leaves. The gates are from forty-seven to eighty-one feet high, are seven feet thick and weigh from 300 to 600 tons each leaf. They are constructed with interior cells, which at the bottom will be air chambers to assist in their manipulation, and at the top water chambers to increase their weight as the water rises in the locks. The sheathing is with steel plates riveted on heavy girders. These gates will be opened and shut to permit the entrance or egress of ships by electrical apparatus.

SARGENT REFUSES TO PAINT MORE PORTRAITS

[Associated Press] LONDON, August 4.—John S. Sargent has declined a handsome commission to paint a portrait of Victor J. Dowling for the Manhattan Club of New York and has reaffirmed his decision not to paint any more portraits.

To John W. Cox, who made the offer to Mr. Sargent on behalf of the Manhattan Club, the eminent painter said the portrait of Henry James, which was damaged by suffragettes while on exhibition at the Royal Academy, was painted in accordance with an old promise, otherwise he would not have attempted even that one after making his announcement that he was done with portrait painting.

Mr. Sargent is now devoting himself to landscape, in which he has made almost as great a success as he did with portraits. He is now completing some work for the Boston Library, the decoration of which was in the hands of the late Mr. Abbey at the time of his death.

The first concrete for the Pacific side