

FREAK ENGINEERING FEAT



Among the many freak engineering stunts for which San Francisco is famous the above picture, photographed especially for the Honolulu Star-Bulletin, is regarded as one of the most striking. A large old-fashioned house is being moved to make room for a modern structure and it is necessary to block the entire street in order to move the house. However, Jackson street is a cut-line street and it was not desired that transportation be closed, consequently the house was placed on skids to such a height that it is possible for the cars to proceed underneath, as is clearly shown in the picture.

**MOUNTAINS, VALLEYS, VOLCANOES
JOINED BY AMERICAN-BUILT ROAD**

QUITO, Ecuador.—Through the arbitration to which the controversy between the Ecuadorian government and the Guayaquil & Quito railway has been submitted, and which enabled the new Democratic administration of the United States to show its good will toward the Latin-American nations, that American-built railroad which climbs up two miles in the air has again come into public focus. Its 238 miles are replete with engineering wonders, scenic beauties and historical associations, for Ecuador bears a striking resemblance to a huge ladder the two main chains of the cordillera forming the sides and the peculiar cross elevations or knots the rungs. And up this geographical ladder, following in the trail of the Inca conquerors, the Spanish conquistadores and the heroes of the war of independence climbs Harman's rail road.

Both termini are unusually picturesque. Guayaquil, connected by ferry with Duran, across the Guayas river, where the rail journey begins, is situated some 40 miles up the river, the largest on the Pacific coast of South America, flowing into the gulf of Guayaquil. The beauty of the Guayas with its tropical verdure is an imperishable memory to the traveler who has sailed for weeks along the yellow sand hills of the North Chilean and Peruvian coasts.

Quito, the goal of the railway, is one of the most interesting capitals of Latin America. Founded in 1534, it has retained all the charm of Spanish colonial architecture and customs, strongly reminiscent of the Moorish east. The fascination of this survival of the days of the conquistadores is heightened by the Indian foundation, on which this Andalusian and Castilian civilization is superimposed, and altogether unique touch is given to the whole by the contrasts which strike the traveler at every step he takes in the streets—mule and llama trains, and the railroads, Indians barefoot and poncho clad, and the gentleman dressed for a Parisian boulevard, secretive patios and balconies, and the cold electric light.

Between Guayaquil or Duran and Quito, there is an uninterrupted succession of interesting sights and points. The equipment and management are wholly American, the service is native. After traversing the coastal plain, adapted for tropical agriculture, the train begins the ascent from Bucay, about four hours from the start.

The Chan Chan valley, famed for scenery as for great obstacles to engineering, is passed by the train arriving at Huitra, where the railroad offices are located, and whence an ex-

ension to Cuenca is planned. Cuenca has notable coal deposits, and although some difficulties have arisen in the matter of financing this extension, it is generally expected that the road will be built without great delay, especially as the project represents a stretch of the Pan-American railroad.

The ascent from Huitra to Quito is mad particularly interesting by the two volcanoes, the Chimborazo and Cotacachi, which are passed on the way. The principal stations between Huitra and Quito are Hlobamba, Ambato and Latacunga, from the second of which another railroad is now in course of construction to tap the transandean region. The objective is San Antonio, on the Curaray river, an affluent of the Napo, which flows into the upper Amazon in Peruvian territory. This road will eventually provide through river and rail connection between the Atlantic and Pacific oceans via the Amazon waterway, Para and Guayaquil being the respective termini.

Strategically the Curaray railroad is considered of the utmost importance as designed to reassert Ecuadorian sovereignty over the Oriente region, which today is largely claimed by Colombia and Peru.

**JUSTICE BUILDINGS
OPEN IN GLASGOW**

[By Latest Mail]
GLASGOW, Scotland.—The Rt. Hon. Lord Duncannon, lord justice general, and the right honorable lord justice clerk, accompanied by other lord commissioners, recently opened the new judicial buildings in Jail square, Glasgow.

Lord Duncannon said that justice meant the assuring to every man and every woman protection for his and her person and property. There were other things which they might have a right to expect in a well-ordered state—freedom in the widest sense of the word, freedom in action for the individual, freedom of speech in public life, freedom of thought for the philosopher, and the scientific thinker, freedom above all, of belief and worship for all . . . they (the judges) wished to be looked upon, not as the alien enforcers of some law that was outside of themselves, but rather as the administrators of a law which should make them that without which society was impossible.

"KU A HOOLOHE!" See what this means in the Hilo Board of Trade ad. in today's Star-Bulletin.—advertisement.

**DEMOCRAT SCORES
THE TARIFF BILL**

**Senator Thornton of Louisiana
Pictures Ruin Free Sugar
Will Bring in State**

[By Latest Mail]
WASHINGTON.—Democrats of the Senate who stand pledged to vote for the Underwood-Simmons tariff bill listened today to one of their number who has repudiated the Administration measure because of the free sugar plank. Senator Thornton of Louisiana vehemently pictured the ruin that free sugar would bring to his state, denounced the policy of free sugar as undemocratic, and characterized his party's action as a "pity" and a "shame."

"I am not false to the principles of the Democratic party," said the Louisiana Senator, "in refusing to follow it along the strange and devious pathway it is now pursuing with regard to the tariff on sugar. I am true to those principles, and it is the Democratic party itself that is seeking to depart from them. I am no traitor to the Democratic party because loyalty to my State forbids me to vote for this bill in its present form."

This first attack from within the party ranks was followed by another from the Republican side when Senator Gronna of North Dakota assailed the measure from the standpoint of the farmers.

Nearly the entire time for discussion of the bill was taken with these addresses, and little progress was made in consideration of the schedule. The double attack did not sway the Democrats from their determination not to take up time in general debate. The Democratic leaders still assert that they will content themselves with brief opposition to amendments as they are offered from day to day.

Later Senator Shively of Indiana plans to answer the arguments and criticisms of the minority.

Appeals of the manufacturers for an understanding between the senate and the house as to the date when the rates on woolen manufactures are to be made effective have failed to bear fruit.

Senator Simmons, chairman of the finance committee, announced when Republican Senators read petitions asking that something be done, that he would confer with Majority Leader Underwood of the House, with a view to bringing about an agreement. This he has done, the result being that the House intends to stand firmly behind the provision that free raw wool and the rates on woolens shall become operative immediately upon the passage of the bill.

The Senate bill proposes that raw wool shall be free on December 1, 1913, and that the reduced rates on woolens shall become operative on January 1, 1913.

**REPORTS OF MIRACLE
STIR FRENCH VILLAGE**

[By Latest Mail]
PARIS.—The village of Alzonne, near Carcassonne, in Southern France, is astir at reports of a miracle which is being investigated by the church authorities of the district. The miracle is accepted by the populace on the strength of assertions of little girls, some of whom contend that the spirit of Jeanne D'Arc appeared to them, others claiming that they saw the Virgin. Thousands of fervent believers in the miraculous power of the waters of Lourdes have left that place and swarmed into Alzonne. The field where the girls say they saw the visions is thronged with people, and wine shops and garages are springing up on every side.

1914 American Underslung

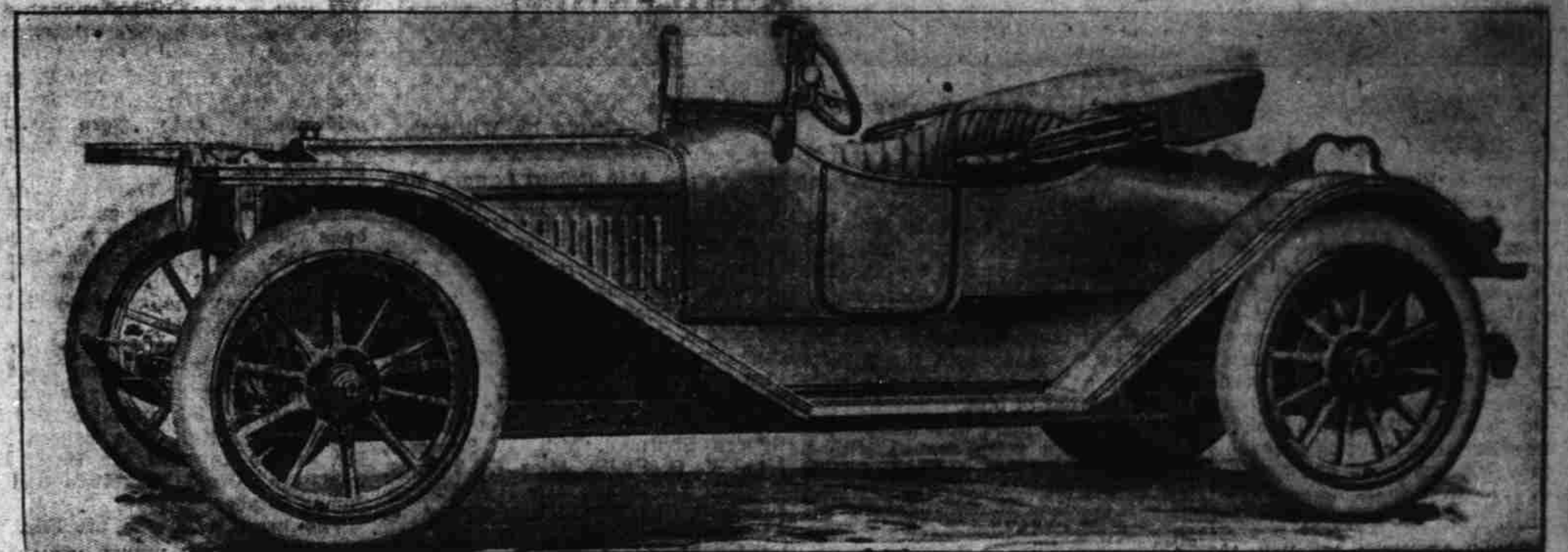
The Car of Class



SIX-CYLINDER, SIXTY-HORSEPOWER POLO CAR

A large commodious baggage compartment is provided, absolutely dust and water proof.

In these cars are combined the supreme effort of our engineers and a most efficient factory organization, using the highest grade materials afforded by the American and European markets. They are presented for the critical inspection of the "knowing" motorist with a feeling of assurance that the verdict will favor the "American Underslung."



SIX-CYLINDER, SIXTY-HORSEPOWER ROADSTER.

These cars set another mile-stone in the wonderful progress of motor car building.

Nothing is lacking—the powerful and efficient electrical starting and lighting device, as much a part of the car as the motor itself, is but one of the features of true luxury to be found in this car. The long stroke, continuous power, six-cylinder motor is in every sense a six; a "Six" not only in the number of cylinders but a "Six" in flexibility—a "Six" in power at high speed and a "Six" when throttled to five miles per hour in heavy traffic. It is as sensitive and responsive as "Sixes" can be made.

Complete control of all parts of the car is possible from the driver's seat, every feature is designed and built as an integral part. It is characteristic of true "American Underslung" enjoyment.

The very large over-size tires are but an indication of the unusual value and liberality with which these cars have been designed and built.

Ample road clearance is provided, 11 inches—greater than 90 per cent of the conventional type of cars built today. The center of gravity has been lowered so that it is more impossible than ever to overturn an "American Underslung". The drive from motor to pinion is absolutely straight, eliminating angular and power-consuming complings. In fact, these cars embody the ideals for which all automobile designers are striving—low center of gravity without decreasing road clearance; large wheels, safe only in conjunction with the underslung frame; straight line drive and complete equipment.

THE SAFEST CAR ON EARTH!

AMERICAN MOTORS COMPANY, Indianapolis

Geo. C. Beckley,

SOLE DISTRIBUTOR.

COR. ALAKEA AND HOTEL STS.

PHONE 3009

You Can't Be Happy With a Headache

Probably more pleasure is spoiled because of headaches than from any other reason.

When your head aches it not only makes you unhappy but it is very apt to interfere with the pleasure of anyone else around you. One can't be expected to be very cheerful and pleasant when one's head is simply splitting.

Stearns' Headache Wafers [Shac]

In the house when you are at home—carry it in your bag when you travel. That insures you against the annoyance of headaches—your own and other people's.

Stearns' Headache Wafers are as pure as they look, and the snow-white wafers certainly indicate purity in the highest degree. One dose cures, and leaves your head "clear as a bell."

It is so much better than any other kind that your own interest demands that you insist on STEARNS'—the genuine.