

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 Behm & Benford. 5733-4

B BICYCLE SUPPLIES.

S. Komeya, wholesale and retail dealer in bicycles and accessories. King street near Punchbowl street. 5424-4

BICYCLES AND SUPPLIES.

We have just received a splendid new supply of PREMIER Bicycles from mainland; also supplies. H. Yoshimaga, 1218 Emma near Beretania. 5690-4

BUY AND SELL.

Diamonds, watches and jewelry bought and sold and exchanged. J. Carlo, Fort. St. 5748-4

C CAFE.

Royal Cafe, everything the best at popular prices; fine home cooking; prompt service; Beretania, nr. Fort St., opp. fire station. K. Nakano, Fr. 5748-4

Hoston Cafe, coolest place in town. After the show drop in. Open day and night. Blion theater, Hotel St. 5539-4

Columbia Lunch Room; quick service and cleanliness; nr. motor; open day and night. Hotel, opp. Bethel street. 5513-4

"The Eagle," Bethel bet. Hotel and King. A nice place to eat; fine home cooking. Open night and day. 5535-4

"The Hoffman," Hotel St., next the Encores. Best meals for price in town. Open all day and all night. 5535-4

New Orleans Cafe. Substantial meals moderate. Alakea cor Merchant St. 5539-4

CONTRACTOR AND BUILDER.

George Yamada, general contractor. Estimates furnished. No. 208 McCandless Building. Telephone 2157. 5295-4

Banko Co., Sanko bldg., Nuuanu and Vineyard. Tel. 3151. Contracts for building, paperhanging, cement work, cleans vacant lots. 5327-4

Y. Kobayashi, general contractor, 2034 S. King. Phone 3356. Reasonable. 5327-4

CARD CASES.

Business and visiting cards, engraved or printed, in attractive Russia leather cases, patent detachable cards. Star-Bulletin office. 5540-4

CLOTHES CLEANED.

A. B. C. cleaning, repairing; satisfaction guaranteed; call and deliver. Maunakea near Panahi. Tel. 4148. 5325-4

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

T. Hayashi; clothes cleaned, pressed. Tel. 2278. Beretania, cor. Pukoi. 5913-1m

CLEANING AND DYEING.

Royal Clothes Cleaning and Dyeing Shop. Call and deliver. Tel. 3149. Okamoto, Beretania, nr. Alapai St. 5595-4

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, dressmaker, Elite building, Beretania, near Bishop st. 5910-1m

WANT ADS

E EMPLOYMENT OFFICE.

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

Y. Nakanishi, 64 Beretania nr. Smith street, for good cooks, yard boys. Phone 4511; residence phone 4511. 5246-4

Japanese cooks, waiters, yard boys. Matsumoto, 1124 Union. Tel. 1756. 5070-4

G GLEE CLUB.

Kaal Glee Club, 51 Young Bldg. Tel. 3657, furnishes music any occasion. 5381-4

H HAWAII'S MUSIC.

Ernest K. Kaal, 51 Young Bldg., Tel. 3657, teaches vocal and instrument. 5752-4

HAT CLEANERS.

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

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

J JEWELER.

Sun W6, Gold and Silversmith; material and work guaranteed. If not satisfactory money will be refunded. 1121 Maunakea, nr. Hotel street. 5531-4

L LIVERY STABLE.

First-class livery turnouts at reasonable rates. Territory Livery Stable, 348 King, nr. Punchbowl. Tel. 2535. 5514-4

P PAINTER.

S. Shiraki, 1292 Nuuanu; Tel. 4137. Painting and paperhanging. All work guaranteed. Bids submitted free. 5328-4

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. 5399-4

S SHIRTS AND PAJAMAS.

YAMATOYA, 1250 Fort. Shirts pajamas, kimonos. 5752-4

SHIRTMAKERS.

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

SHIRTMAKER.

R. Yamatoya, shirts, pajamas, kimonos to order; Nuuanu near Panahi. 5533-4

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

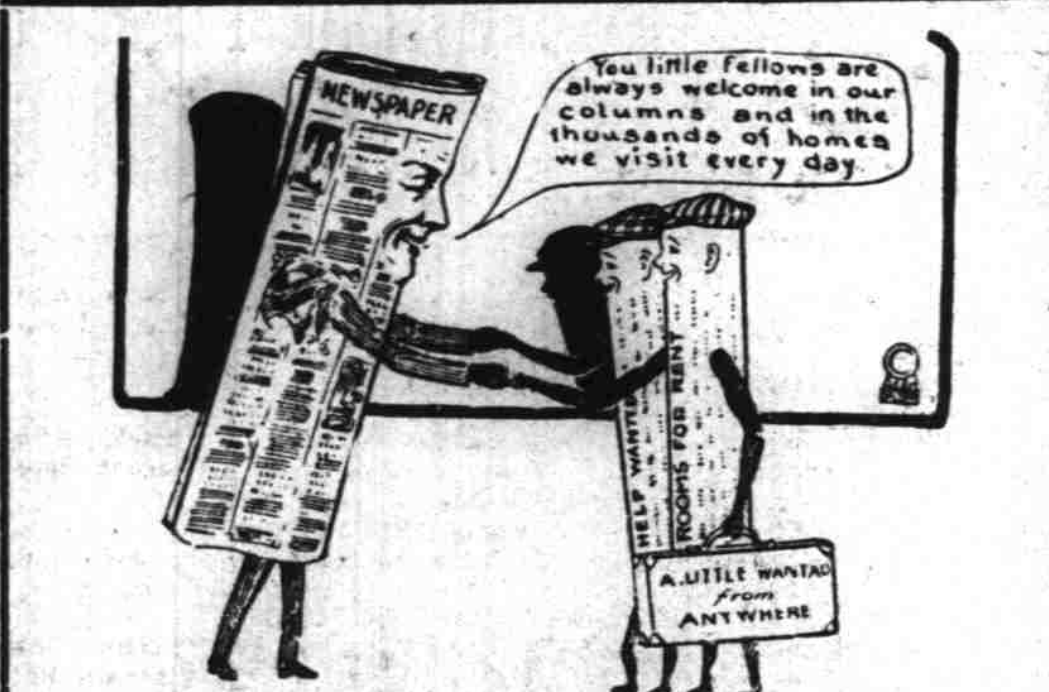
T TAILORS.

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

Army & Navy, Merchant Tailors; up-to-date establishment; cleaning and repairing. 163 King cor Bishop st. 5748-4

UMBRELLA MAKER.

R. Mizuta, Umbrellas made and repaired. 1234 Fort, near Kukui. Telephone 3745. 5553-4



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

PROFESSIONAL CARDS

MADEIRA EMBROIDERY.

Mrs. Carolina Fernandez, Union st. Madeira embroidery, luncheon sets, baby caps and dresses. Specialty of initial and hemstitching. Reasonable. 5322-4

MODISTE.

Miss Nellie Johnson, 1119 Union St. Evening gowns, lingerie dresses. 5341-4

HYDRAULIC ENGINEER.

Jas. T. Taylor, 511 Stangenwald bldg., consulting civil & hydraulic engineer. 5375-4

MUSIC LESSONS.

Private lessons on Violin, Mandolin, Guitar, English Banjo and Ukulele by a teacher of many years' experience. Address P.O. Box 311. Tel. 4179. 5650-4

Ernest K. Kaal, 51 Young Bldg. Tel. 3687, guitar, ukulele, mandolin, banjo, zither, violin, cello and vocal. 5381-4

Bergstrom Music Co. Music and musical instruments. 1020-1021 Fort street. 5277-4

COLLECTOR.

W. L. Eaton, collector on commission. Telephone 1842. 5891-4

MAGAZINES.

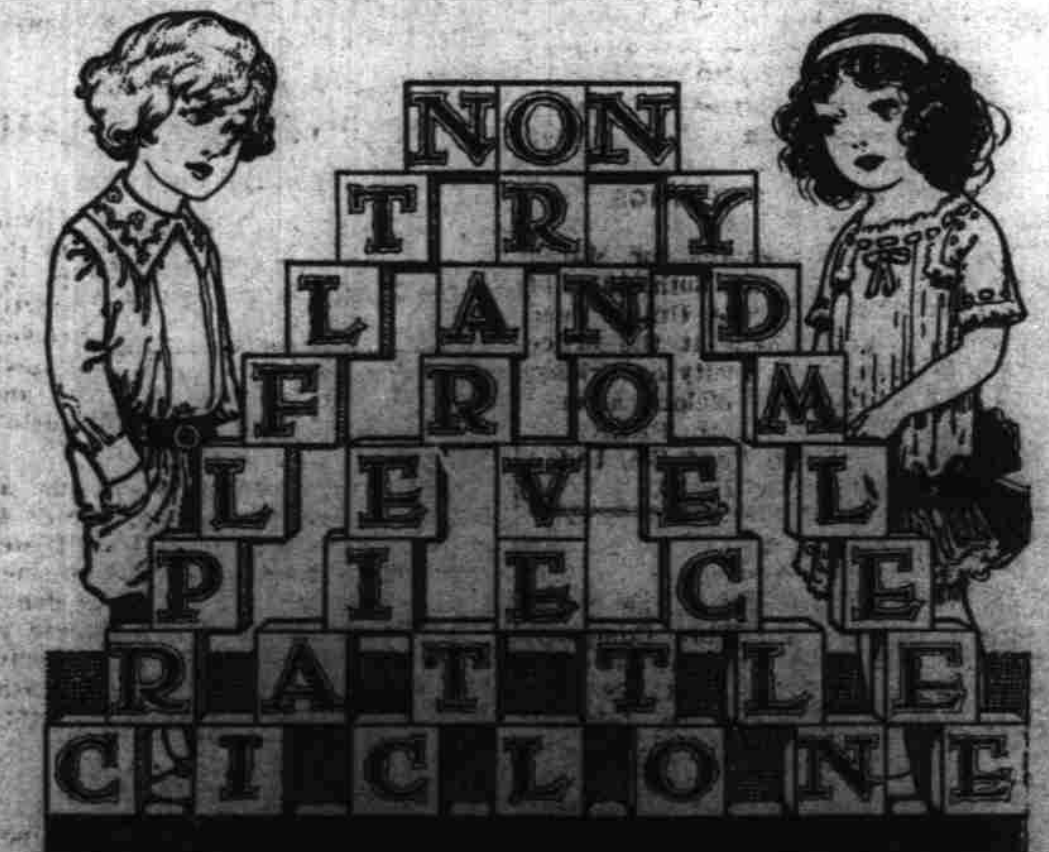
Subscription rates advance in the fall. Order your magazines now and save money. Catalog free. American Magazine Agency, box 1222, Atlanta, Ga. 1916-6t

V VULCANIZING.

Auto, Motorcycle and Bicycle Tires vulcanized. Taisho Vulcanizing Co., 180 Merchant, near Alakea Street. Telephone 3197. S. Saiki, manager. 5618-4

SURGEON CHIROPODIST.

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



Words made up of names of six presidents of the United States. ANSWER TO SATURDAY'S PUZZLE "I told Nina to climb."

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.

"What this nation will insist upon is that results be achieved," wrote President Roosevelt in his order creating the first Isthmian canal commission that he appointed, on March 8, 1904, and that remained the keynote of his attitude toward the canal. He announced its full personnel as follows: Admiral John G. Walker, U. S. N., chairman; Major General George W. Davis, U. S. A.; William Barclay Parsons, William H. Burr, Benjamin M. Harrod, Carl Ewald Grunsky, Frank J. Hecker.

This commission held its first meeting in Washington on March 22, when preparations were made for a visit to the Isthmus, which it reached on April 5. After three weeks of investigations it decided that French engineering records as the French left must be supplemented by fresh explorations and surveys, that the sanitation of the canal zone and the cities of Colon and Panama was of the first importance and that a period of preparation generally must precede effective construction operations. Surgeon Colonel W. C. Gorgas accompanied the commission on this trip and made the preliminary plans for cleaning up the Isthmus which, when worked out, were to make him famous. The commission returned to the United States on April 20.

At a meeting between representatives of the United States and the French Canal company in Paris on April 16 the sale of the company's property for \$40,000,000 was signed and was ratified by the shareholders in the company on April 23.



Photo copyright by American Press Association. PRESIDENT TAFT AND COLONEL GOETHALS IN ONE OF THE BIG LOCKS.

President Roosevelt was subjected to wide criticism for this deal, but of all his actions in connection with the canal it was one of the wisest. With-out regard to who got the money, it indisputably is true to any one who has visited the canal that the United States got a dollar in value for every dollar it paid the French company. As late as 1911 Colonel Goethals appointed a committee, headed by J. B. Bishop, secretary of the commission, to invoice the French purchase, and it reported the value of French excavation useful to the American plan of canal, the mechanical equipment, buildings and engineering records to be \$42,799,826, or nearly \$3,000,000 more than was paid. At the same time it was a good sale for the French company, because the United States was the only prospective buyer.

The item of largest value to the United States as estimated in the report was the excavation of 29,008,000 cubic yards, valued at \$25,389,240. This mainly was in the Culebra cut. Next in importance was the Panama railroad and subsidiary trackage in the canal zone, and the remainder was for quarters, hospitals, storehouses, machine shops, canal equipment, steamships, land, etc.

Much of the mechanical equipment and whole villages of houses used by the French employees were covered with a dense growth of jungle after years of idleness, but the machinery had been oiled and painted carefully before abandonment and so was preserved in good condition when the Americans came. Had not the French buildings been available and capable of being speedily repaired for use the early American employees would have suffered more hardships than they did. Of these buildings the Americans repaired and used 1,536, their value being estimated at \$1,870,203.80.

Construction work was carried on the first year of American occupation largely with old French equipment.

That part of the equipment which could not be utilized was used as ballast on the Panama Steamship line to the extent of 27,000 tons and sold as scrap on the New York market, and in 1911 the Chicago House Wrecking company bid in the remainder for the lump sum of \$215,000.

In the sale the United States received 68,888 shares of the capital stock of the Panama Railroad company and later bought from individuals 1,112 shares for \$157,118.24, giving the government complete control.

The value of the French engineering records and surveys and especially of the records kept of the flow of the Chagres river is incalculable because they could not be duplicated. It was on French records that the estimate of the amount of water to expect from the Isthmian rivers for use in the Gatun lake was based.

Congress on April 2, 1904, appropriated the \$10,000,000 which had been promised in the treaty to the republic of Panama for the canal zone. This, with the consummation of the sale by the French company, cleared the title to the canal zone, and at 7:30 o'clock in the morning of May 4 Lieutenant Mark Brooke of the United States army formally took over the property and the territory in the name of his government.

The day following President Roosevelt announced the appointment of John F. Wallace, general manager of the Illinois Central railroad, as chief engineer of the Panama canal, effective on June 1. He had acknowledged the national disaster in governmental efficiency by going into private industrial life for a canal builder. Mr. Wallace's salary was to be \$25,000 annually, and the country recognized the selection as a good one.

of the opinion that two years would be required for preparations.

It required stout hearts not to quail before the Isthmus of 1904. Not only the traditional unhealthfulness, but the wretched condition of the railroad after fifty years of noncompetition, the long distance from the base of supplies, the miserable living accommodations in Colon and Panama, where there were no sewers, no water and unpaved streets, into which were thrown all refuse and garbage, and the vexatious red tape that surrounded all government enterprises, made a situation that weaklings no sooner touched than they returned precipitately to the United States.

To take care of the increasing number of workers that every ship was bringing to the canal zone was the most pressing problem. The interest of the whole world had been stimulated by the rejuvenation of the canal project by the Americans, with the result that restless spirits everywhere began bending their steps toward Panama. Men of excellent character in the United States also came, attracted by the pay and the romantic nature of the undertaking.

The houses left by the French were inhabited by natives or buried in the jungle growth. They necessarily were run down, but could be made habitable once the carpenters and lumber to do the work were at hand. These, however, like everything else, were 2,000 miles away with a spider web of red tape over them that paralyzed speedy movement. In his year of service Mr. Wallace required 357 of these houses and built forty-eight new ones, still leaving the problem of housing employees unsolved. During that time more than 6,000 workers came to the canal zone, but the migration back to the United States or adjacent islands and countries was heavy.

Colonel Gorgas had urged the prompt sanitation of Colon and Panama, and early in the American occupation the construction of sewers, waterworks and paved streets was begun. The Americans advanced the money for these improvements on a plan of taxes that at the end of fifty years from their completion will repay the United States and turn them over to the respective cities.

One of the dredges left by the French was found to be, after twenty years, in excellent condition and was put to work in Colon harbor. The twenty miles of track in the Culebra cut occasioned derailments and wrecks with exasperating frequency until re-laid with heavier rails, and this mileage was increased by an addition of fifteen miles during the first year. Machine shops existed at Colon, Mataban and Gorgona, where, when the jungle had been cut away, facilities were found for repairing machinery and rolling stock.

Mr. Wallace made his headquarters in Panama in a building that formerly had been occupied by the French director general. The disbursing officer, sanitary officer, engineering parties and clerical forces were centered in Panama, but a site for an American administrative town was selected at the foot of Ancon hill, just outside of Panama.

French towns at Culebra, Empire and Gorgona were rehabilitated and systems of sewers and waterworks begun. There were settlements at Mataban, Bas Obispo and Colon. Accommodations were of the crudest description. Powder boxes served for Morris chairs, furniture was scanty and of ancient design, tropical insects made life miserable, servants were worse than indifferent, there were no baths, no running water in the houses, and that which was used sometimes was caught from roofs on which the buzzards roosted, the native foods had to be eaten, and ice was a luxury that only occasionally could be obtained from the railroad ice factory at Colon.

Each ship that brought workers to the canal zone invariably carried the same or others back. Yet a percentage stuck and accepted the undesirable conditions gracefully. A few had vision enough to see that our great government would rectify everything if only given time. Others realized that the canal never would be built if the workers expected soft conditions right at the start, and they accepted their sacrifices of comfort as a national necessity.

(To Be Continued)

WHY HE MISSED THE TRAIN.

The two men came running at top speed toward the station, where the train that would run them to town in a few minutes was steaming ready to start. As they reached the station door the whistle sounded and the train was off. Gasping for breath, the one said to the other with cheery good humor: "Eh, Jim, tha didna run fast enough."

"Yea, Ah dida," Jim instantly replied, "but Ah didna start soon enough."

RUBBING IT IN.

"My dear," remarked Jones, who had just finished reading a book on "The Wonders of Nature," "this really is a remarkable work. Nature is marvelous." "Stupendous. When I read a work like this it makes me think, how terrific, how insignificant is man."

"Huff!" sniffed his better half. "A woman doesn't have to wade through 400 pages to find out the same thing."

STAR-BULLETIN GIVES YOU TODAY'S NEWS TODAY