



Visiting Teachers:

Omaha's greatest, newest, and most progressive store bids you welcome. We invite you to take advantage of our free telephone service, parcel checking room, rest room and information bureau. Every convenience that this great store affords is at your command.

ORKIN BROTHERS

Formerly The Bennett Co.

The Grand Opening of Our New Department Store is Now in Progress

The complete remodeling, installing of beautiful fixtures, the addition of newer, larger, and more complete stocks, makes this store the ideal shopping center of the west.

Opening Continues Throughout the Entire Week

One of the Most Beautiful and Interesting Sights in Omaha Is

Our Handsome Newly Arranged Women's Garment Section Second Floor

When one first enters upon our second floor, they become amazed at the wonderful changes that have been effected, so great is the contrast from the appearance that formerly greeted them—that many wonder if they are in the same store—but better yet, improvement in surroundings have not surpassed in any degree, the betterment and enlargement of our stocks. Every department of this great garment section has been enlarged. An entire new line of garments is on display, the result, we can frankly claim, not only the most beautiful garment section in the west, but the largest and most complete as well.

Afternoon, Street and Evening Dresses, Gowns

In silks, satins, chiffon and woolen fabrics. Great varieties at every price. During the Teachers' Convention we offer extra special values in stylish dresses at—

\$15.00, \$19.50, \$29.50

Corset Demonstration

And Exposition of **BIEN JOLIE GRECIAN-TRECO CORSETS**—On Living Models—in the privacy of our beautiful French Room—Second Floor.

Women's and Misses' Tailored Suits

From popular price to the highest class suits. Novelties and severely tailored styles. Every wanted color and every size. Many reproductions from foreign models. Prices range from—

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Wonderful Assortment of Coats and Mantels

Three quarter and full length. Street, traveling, afternoon and exclusive evening wraps. Every desired fabric. Every style upon which fashion has stamped her seal of approval.

\$19.50, \$25, \$35

Beautiful Showing Fur Coats

Hudson seal, near seal, marmot, pony and river mink. Border trimmed coats, contrast fur collars and cuffs. Our furs are selected from world repute furriers. The only kind you can afford to buy.

\$50.00 to \$475

See Special Pony Coat at \$50

FOR THE CONVENIENCE OF THE VISITING TEACHERS

Who Desire to Inspect This Great Store We Have Provided **YOUNG LADIES TO ACT AS GUIDES** who will give you their entire time and attention, assist you in locating departments or parties. This service is free. Just make your wants known to any young lady wearing badge marked "Guide."

FREE LESSONS with all materials purchased in our new and greatly enlarged Art Needlework and Fancy Goods Dept., now located Main Aisle, Second Floor.

NEW YORK'S WATER SUPPLY

Immensity of System Now Nearing Completion.

TUNNEL UNDER HUDSON RIVER

One-Hundred-Mile Chain of Dams, Aqueducts, Tunnels and Pipe Lines Costing a Huge Sum.

When the aqueduct now being constructed to carry water from the Catskill mountains to New York city is completed, Father Knickerbocker will discover that he has paid out something like \$165,000,000 for the work. He will probably consider the job cheap even at that, however, for he will be the possessor of the finest and largest water supply system in the world. There are other things about this aqueduct, aside from its size and cost, which make it unique among similar structures. One of these is the siphon tunnel under the Hudson river, which forms the master link in a hundred-mile chain of dams, aqueducts, tunnels and pipe lines. Scientifically speaking, it is not a siphon, but what the engineers call an "inverted siphon."

A siphon, as we learned when we were little tads sailing tiny boats in the big wash tub out in the back yard, is a simple contrivance for making water pump itself. When we had grown tired of playing with our miniature cup defenders we would amuse ourselves by

emptying the tub with a piece of rubber tube. We filled the tube with water, struck one end in the tub, let the other end hang over the side, and the water lifted itself over the edge and flowed away. This is the simplest form of a siphon. Imagine another siphon big enough to run a subway train through, which will drain a tub, in the form of a reservoir, large enough to float all the battleships of the United States, and you will have an idea of the Hudson river siphon tunnel.

The inverted siphon, which is really a tunnel, is capable of belching forth in a single day enough water to flood the whole of Manhattan island to a depth of thirty feet. The legs or shafts of the siphon are almost a quarter of a mile long, and the cross-bar connecting them, which is driven through the solid rock at this depth, is over a half-mile long. The water pressure which will exist in the bottom of the siphon will approximate 100,000 pounds to the square foot—equal to the pressure exerted in the earliest type of cannon when the charge was fired. The siphon not only had to be built strong enough to withstand this enormous bursting stress, but located at so great a depth that the weight of the rock above it would be more than sufficient to hold it in place.

The engineers in charge of the work spent several years in investigations before they finally located what they considered safe ledge rock. The bed of the Hudson river at the point where the siphon is built, near West Point, is a mass of silt, sand, clay gravel, etc. Vertical borings from scows anchored in the river showed that this material extended down to a depth of 700 feet below the surface. It was, therefore, necessary to locate the tunnel below this soft material in solid rock. But, although the engineers probed into the bed of the river with their drills like a surgeon at work on a patient under ether, they were not successful in locating ledge rock in mid-stream. This difficulty was finally overcome by the use of diamond drills, inclined borings being started from each shore. Two pairs of holes, each an inch or so in diameter, were bored, the first pair being drilled at an angle which caused them to cross at a depth of about 150 feet, and the second pair at a depth of about 1,500 feet. When it was found that each set of borings had crossed in solid ledge rock it was decided to locate the tunnel about half-way between them.

Diamonds, when used by the "fraser," the diamond drill used in this work consisted of a hollow steel cutting-bit in whose lower edge was set a ring of costly blue diamonds, the bit being rotated through a long line of rods by an engine driven by compressed air. The diamonds cut a small circular ring, leaving a core of rock at the center. As the bit eats its way downward this core is caught and held by an automatic catch, and is then pulled to the surface for examination. In this way samples of all the materials through which the bore would be drilled were secured before the work was started.

The grinding of the diamonds upon the tough rock generates enormous heat, so that it is necessary to pump a stream of cold water down into the hole through the hollow drill rods to cool the cutting-

bit. In spite of this precaution several bits, including the diamonds, were reduced to a molten mass by the heat generated. Occasionally the diamonds would become loosened from their settings in the drilling bit. To recover them the bit was drawn up and the end smeared with cobbler's wax. When the bit was lowered and started to rotate again, the diamonds became embedded in the wax and were then easily drawn to the surface. In this way several thousand dollars' worth of the stones were saved.

It is a peculiarity of diamond drills that they seldom go down perfectly straight, but show a tendency to incline upwards. Realizing this, the engineers in charge of the work resorted to the most ingenious method of surveying the borings in order that they might know the inclination of the hole at frequent intervals in its length. A glass test-tube or vial half-filled with hydrofluoric acid was lowered into the inclined boring and allowed to remain undisturbed for half an hour. Hydrofluoric acid is a very corrosive liquid and has the property of attacking all silicates such as glass and porcelain. Consequently, during the half-hour the vial was at rest, the acid started an attack on the glass, etching a clearly defined ring around the inside of the tube. As the axis of the tube while in the boring was at the angle of inclination, the plane of the etched ring as compared with the axis of the tube gave the correct slope of the boring at the point of measurement. By taking these observations at frequent intervals, it was possible to plot the entire course of the boring.

When the headings met. When the location of the tunnel had been definitely decided upon, the actual work of digging the shafts, and then the tunnel was begun, the operation being carried on simultaneously from each shore. After the headings had met and communication established between the two sides of the river, the work of lining the rock bore with a thick circular shell of concrete was started. This lining is necessary not only to insure easy passage of the water through the hole, but to prevent pieces of rock from falling down and clogging the tunnel. The finished tunnel has an inside diameter of fourteen and a half feet.

The water which is to flow through the Hudson river siphon tunnel will be collected in the vast Ashokan reservoir, which is being formed by the Beaver Kill dam and the Olive bridge dam, a massive barrier of masonry and concrete 230 feet high. This huge basin will have a capacity of 130,000,000 gallons of water. The length of its shore line is forty miles, and when the gates are closed and the water allowed to rise, seven villages within the reservoir area will be submerged. This tract contains thirty-five cemeteries, from which nearly three thousand bodies were exhumed and moved to new burying grounds.

An idea of the magnitude of the work on this wonderful water supply system may be gained from the fact that the engineering staff alone amounts to 1,000 men, while the contractor's force aggregates 17,000. It would take the average man almost a week to walk from the City Hall in New York to the upper end of the aqueduct—Philadelphia inquirer.

YANKEE WITS BEAT CANNON

Captain Bainbridge's Famous Run Past Dardanelles Fort.

ROUNDED THE GOLDEN HORN

Italian Raid on Same Waters Brings Forth Turkish Version of the American Mariner's Exploit.

While all the diplomats of Europe are exhausting the resources of explanation to account for the recent raid of the Italian gunboats in the forbidden waters of the straits of the Dardanelles, the journals of the Young Turks are making game of the Italians for their timidity in denying themselves the glory of anchoring their craft at the very portals of the Golden Horn. For the Dardanelles are not only defended by prodigious cannon; they are interdicted to the war craft of all nations unless by special permit from the sultan, and often by the "vise" of the contracting powers, which in 1856 took up the maintenance of the Turkish empire. While the diplomatic excitement was at the white heat, known as "tension," a Turkish journal, whose editor has been in the United States, recalled to his compatriots that the raid of the Italian torpedo boats was a very insignificant adventure compared to the feat of dardeviltry performed by the Yankee mariner, Captain Bainbridge, as long ago as 1806, when Napoleon was the central figure on land and sea. The "George Washington," a man-of-war, commanded by Captain Bainbridge, under the safeguard of recent treaties with the Algerian harbor for repairs and other vital needs. No sooner had the captain anchored under the guns of the dey's forts than he represented his improwyance in trusting himself to the caprices of the ferocious despot, Mustapha, the unquarrelsome Turk who had long signified his derisive contempt for treaties unless heavier guns than his own were at hand.

The Dey's Scheme. Now the dey found himself in a dangerous plight; his sultan, the Sultan Selim, was in alliance with the French and the dey was at war with that power. He dared not send a vessel of his own to the Rubine Forts. As he was constrained to send a diplomat to the porte, he decided that the admirable Yankee frigate, George Washington, newly launched from the Philadelphia yards, would be the exact vessel he required. She was roomy and would accommodate the numerous retinue of the envoy as well as the disheartening train of Arabs, cattle and retinue supplied by the Sultan. Bainbridge, under the safeguard of recent treaties with the Algerian harbor for repairs and other vital needs. No sooner had the captain anchored under the guns of the dey's forts than he represented his improwyance in trusting himself to the caprices of the ferocious despot, Mustapha, the unquarrelsome Turk who had long signified his derisive contempt for treaties unless heavier guns than his own were at hand.

their places in the vessel appeared at the landing, the captain again rebelled. It was useless. The plebeian train of fifty Arabs with wives, children, goats, asses, sheep, four lions, four tigers, twenty-four bees, four antelopes and innumerable parrots were stowed away in the ship, the animals for the prescribed Moslem food and others for presents to the padishah, the Sultan Selim.

Queer Cargo.

The hideous jumble of animals, Arabs and burly black men were not the chief misery to the captain of the indignant crew, for the envoy insisted on having the ship stopped four times every twenty-four hours, with its prow pointed toward Mecca while the pious Moslems dived out their interminable prayers. Nor would the tenacious envoy accept Captain Bainbridge's word that the ship was moving to the east. Provided with his own instruments, the Moslem verified to the last hair the position of the vessel, and then, the edicts of the Koran sanctified, turned the deck of the George Washington into an improvised mosque. These transformations kept the wretched tars in constant labor and the officers in what may be styled a state of irremissible "ceasedness." Early in November, 1806, the George Washington reached the Dardanelles, the first vessel bearing the Stars and Stripes ever seen in those romantic waters, dedicated to half the legends of mythology, as well as world history. It was now, however, that the Yankee ingenuity of the commander of the ship was called into play. By immemorial usage, to pass through the straits special passports were provided by the power the flag represented. The United States had no such passport, for it was not in diplomatic relations with Turkey. Nor had the dey the authority to supply the requisite open sesame. To enforce the exhibition of the document there were built on each side of the narrow strait in Europe and Asia two immense fortresses, constructed by French engineers, covering the only point on the water possible for the navigation of anything but a very light draught ship. There the guns from each of the "Castles of the Dardanelles," as the works were called, concentrated a withering fire at a calculated range. It was instant destruction for a ship to venture on the firing line.

Powder Smoke Run.

Bainbridge, either not knowing of the law or misled by the dey, had made no provision for a passport, but he did know that the securing of any document from Turkish officials implied endless delay and probably a goodly sum in "backlash" or graft. Yankee-like he determined to make out his own passport, and he did it in this delightful way. Balling onward tranquilly until he reached the death zone, he caused the swelling sails to be dissembled, as if furled, then he thundered out the regulation salute from his "honor" battery. To this, of course, the watchful Turks responded with a volley of grape shot and round shot. There was no smokeless powder in those ineffective days and so, when the smoke enveloping the majestic George Washington cleared away, the stupefied Turks couldn't catch a glimpse of the ship that had given such resounding notice of its appearance. As the guns had been fixed on immovable carriages to command the given point, it was useless for the dumfounded Moslems to seek to bring the insolent joker to repentance. In due time,

the ship anchored at the prescribed station for strangers. Bainbridge's danger, however, was only transferred. The captain of the port couldn't credit his senses when the artless Yankee explained naively that, having no passport, as his ship was from a country unknown to the sublime porte, he had been forced to "run" the castles. When the tale was wholly grasped by the official, he couldn't resist a guffaw, but when it reached the ears of the Sultan Selim, he asked that the clever rogue be at once sent to him. Stranger than all, the flag with its red and blue colors so much resembled the French that the Turks were impressed and from doubt became hilariously enthusiastic over the adroit ruse of the dare-devil from the never-before-heard-of country. Even more grotesquely humorous was the role of Bainbridge in soothing the wrath of the sultan against the pasha commanding the Dardanelles towers, for that unfortunate man was ordered beheaded so soon as the ship reached anchor. Bainbridge pleaded for the dervish, and with such good nature and address that Sultan Selim sent him back to his post absolved.

Feared on the Return. Bainbridge's troubles kept on, for the mariners of the Turkish fleet insisted on

seeing him, to greet the wizard who had rivalled the geni of the bottle in securing safety from danger. Not only this, but when the George Washington finally dived anchor and swept down the Dardanelles, the Turkish squadron insisted on accompanying her, saluting all the way like madmen. At the formidable castles of the Dardanelles, the ship was halted and the captain in command compelled the daredevil to disembark and accept a banquet in the grand hall of the padishah. Furthermore he delivered to the humorous Bainbridge a firman commanding everybody in the Moslem service to render him any and all aid that a mariner might ask. It was furthermore ordered that wherever the George Washington appeared she was to be saluted with an imperial salvo and every honor shown her "equipment." When the George Washington appeared in the harbor of Algiers, even the crafty dey was forced to comply with the orders of his sultan, and thenceforth Captain Bainbridge applied to the Moslem an entirely new order of mariner, a man whose wit exceeded the might of cannon.—Philadelphia Bulletin.

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