



# Are You in the Market FOR A Good Piano?

If so, you're just the party we want to talk to, especially if you're a judge of piano quality.

The first thing that impresses a stranger on visiting our salesroom is the immense number of instruments on the floor. Second, they are surprised to learn that they are not duplicates excepting in case of different designs in the same make. Third, they will find the prices much lower than the same or equal quality instruments can be purchased elsewhere.

There's a reason for this; viz: We own the Pianos—buying direct from the manufacturer for cash—thus we can afford to sell for considerably less than the consignment dealer.

## Our Great March Sale Continues Saturday and All Next Week

Here's some special bargains in New and Used Pianos you should not fail to see Saturday.

- 1 Steger .....\$175
- 1 Steinway .....\$275
- 1 Wieler .....\$140
- 1 Emerson .....\$175
- 1 Cable & Nelson...\$175
- 1 Hardman .....\$175
- 1 Kimball .....\$125
- 1 Behning .....\$75
- 1 A Gray .....\$50
- 1 Vose & Son .....\$125

# HAYDEN BROS.

We Guarantee Our Customers Complete Satisfaction.



Payments Will Be Arranged to Suit Purchaser's Convenience.

### BURROWING UNDER THE DEAD

Subway Under a Graveyard is the Latest Thriller in New York.

One hundred and fifty-three years ago—December 1, 1780, to be exact—the buried in St. Paul's churchyard cemetery, at Vesey and Church streets, New York City, James Davis, "late smith of the Royal Artillery." He was a comparatively young man—aged 29 years—and much beloved by his associates.

They placed his body in the grave that had been allotted by those who had the right of sepulchre arrangement and piously said:

"Ashes to ashes and dust to dust, sleep there until resurrection morning, good soul. No longer will the noise of battle or the tumult of busy life disturb your quiet. You are at rest forever."

That was 153 years ago—seven years before the Declaration of Independence was signed—when colonial gallants and dames paraded Church street and verily believed that a burial in St. Paul's meant the quiet rest of their clay undisturbed by life's busy hum.

How little they dreamed then of the growth of New York has been proved again and again by their faded letters and memoranda, showing confidence that their Colonial city, while it might increase, would not attain the area and magnificence that was its destiny.

But even could their imaginations have pictured the expansion of the wonderful municipality, by no sort of necromancy could they have been able to realize the innovation that will take place within the next few months. This is what they would not have been able to have understood.

"Thundering under the grave of James Davis and scores of others where they were placed for their eternal sleep they will shortly speed great ten-car trains of the new Broadway-Lexington avenue subway line now under construction.

These trains will be near a busy switching point and will pass under the graves in two tubes. There will be but twelve feet of earth from the top of masonry to the coffin bottoms. All day long thousands and thousands of the living will pass under the dead. All night long—even at midnight, the most solemn hour the imagination has for the inhabitants of graveyards—the wheels of the trains will roll their human freight with many a rattle and roar under the bodies of those whose bones might almost be expected to rattle because of the constant jar.—New York Sun.

A Shooting Scrape with both parties wounded, demands Bucklen's Arnica Salve. Heals wounds, cures burns, boils, cuts or piles. Only 5c. For sale by Beaton Drug Co.—Advertisement.

Persistent Advertising is the Road to Big Returns.

**Pointed Paragraphs.**  
A slithered cat dreads an open-faced stove.  
It's a poor road that can't acquire a gasoline odor.  
An ounce of done is worth more than a ton of stink to do.  
It doesn't take a very big compliment to swell a small head.  
No great length of time is required to give a young doctor a wise look.  
Two young people no sooner fall in love than they begin to fall out.  
This is a hustling age and the lunch counter habit will help you to hurry through.  
It takes the average man half as long to get hot under the collar as it does to cool off.  
When a girl needs a young man after her own heart she hopes that he will ask for her hand.  
It takes a clever man to sidetrack a widow who has made up her mind to amuse him, and he must be hard-hearted, too.—Chicago News.

**Ever Notice That—**  
You don't need legal knowledge to sue for a girl's hand.  
You don't need to be a sprinter to run into debt.  
You don't need a make-up box to make up your mind.  
You don't need to be quarrelsome to strike a bargain.  
You don't need to be a carpenter to nail a lie.  
You don't need to be strong to break your word.  
You don't need a set of surgical instruments to operate on Wall street—Boston Transcript.

### BUILDING TUNNELS IN ALPS

Take's Expert Engineering Skill and Special Precautions.

#### WORK ON THE SIMPLON TUBES

Excised an Awful Toll of Human Lives and Then, After Taking Years of Time, Cost Vast Sum of Money.

By H. H. SHEPSTONE.  
The Alps are the dividers of the European nations, separating the countries of France, Italy and Germany from one another by a ring of mighty mountains. In the hollow of which lies Switzerland. To the railway engineer they presented a formidable barrier, blocking his path with an obstacle that, until a few years ago, it was thought impossible to surmount. Eventually, however, he succeeded, and today the Alps are pierced by several wonderful tunnels, the building of which has demanded so small amount of engineering skill and ingenuity, as well as much patience and no little hardship.

mitting a through railway communication between Paris and Turin, in Italy. It is seven and a half miles long, took thirteen years to make and entailed an expenditure of about \$15,000,000. It is once revolutionized travel from France and England to Italy. Indeed, its success was so great that it was decided to build another, the St. Gothard tunnel, giving direct railway communication between Berlin and Italy, through, of course, Switzerland. Although some two miles longer than the Mont Cenis project, it was built in ten years at a cost of \$11,500,000.

Other tunnels in the Alps include the Ardeburg enterprise, six and a half miles in length, giving railway access between Switzerland and Austria; the Tauern tunnel, five and a quarter miles in length, opened in January, 1906; and the more wonderful of all, however, is the Simplon tunnel from Brigue to Ielle, a distance apart from center to center, one for each track. At present only one tunnel is finished and in use; but the gallery for the other was driven right through and connected at intervals with the first by cross headings to assist in the transportation of the materials and the ventilation of the workings.

Before boring operations began, a most thorough survey of the pass and the surrounding peaks was made to determine the direction of the tunnel. At each end was fixed a sighting point from which a project the center line forward. This part of the work was so accurate that the error in direction amounted to but eight inches in the twelve and a half miles, and that of level, to but three and a half inches. The calculated length of the tunnel was within half an inch of the actual length.

**Must Drill Through Solid Rock.**  
Cutting through a mountain of this description is nothing more than boring a hole through solid rock, and for this purpose the very latest rock-drilling machines were requisitioned. Mounted upon a trolley and operated by a motor they were driven forward, right up to the face of the rock, or heading, and then set to work. Each drill demanded the services of two men, one to regulate the motor and the other to direct the tool. The drills used were certainly very powerful, capable of making a hole in solid rock thirty-nine inches deep in about twenty seconds. From ten to twelve holes were bored in that way, distributed over the face of the drift, which occupied about two hours.

The holes were then carefully cleared out and the dynamite cartridges, fuses and detonators inserted and the bottom of the heading covered with a movable steel flooring to facilitate the clearing away of the debris. Immediately after the shot was fired, five jets of water were played upon the rock, the dust and dirt clear the air, and the roof and side walls examined with picks to discover any loose and dangerous fragments. The rate of advance in a drift with a section of fifty-nine square feet averaged about eighteen feet a day.

**Takes Special Apparatus.**  
Work had not advanced far before special apparatus had to be installed to insure proper ventilation. During the boring of the St. Gothard tunnel no fewer than 300 of the workmen died, mainly through the lack of proper ventilation and means of keeping down the dust raised by the drills. In the Simplon tunnel the arrangements for ventilation were excellent, twenty-five cubic feet of fresh air being supplied to the workmen for every foot blown into the St. Gothard. The current was strong enough to take a man's hat off, and as for dust, it was kept down in the manner already described. During the eight years of work on the Simplon only sixty men lost their lives from all causes.

In the heart of the mountains the temperature is much higher than that of the outside atmosphere, the heat increasing with the depth of the rock overhead. The maximum rock temperature—123 degrees Fahrenheit—was encountered in the Simplon tunnel, at a point about 7,000 feet below the summit of the mountain. This would have made things intolerable for the workmen had it not been tempered by huge quantities of cool air, driven by fans through large pipes up to the face and by water sprays from pipes jacketed with charcoal to prevent the water becoming heated during its passage up the tunnel.

**Boring at Both Ends.**  
Boring, of course, was commenced simultaneously from both ends, the Swiss and Italian sides of the mountain. Work and before a soft stratum was encountered which gave the engineers considerable anxiety. The heavy timbering, which was first erected, and which was thought would be sufficient to maintain an open passage-way, was crushed like so much matchwood.

This was then removed and steel girders and iron plates erected, but even these yielded under the heavy pressure of the surrounding rock. In the end the difficulty was got over by filling the iron plates with a quick-setting cement.

**TEST OF ROAD MATERIALS**  
Twenty-Three Different Surfaces Tried Out in England in Sixteen Months.  
When this section of the corn belt gets ready for road-building some guiding facts can be had from "The Trial of Road Materials at Sidcup, Kent, England," a pamphlet report issued by the road board of London. The report gives the results of sixteen months of heavy traffic over specimen lengths of twenty-three different kinds of road surfaces laid down by the Kent county council and contractors by arrangement with the road board on the New Eltham-Sidcup road. It also shows a great increase in the proportion of motor vehicles on this much-frequented highway near London since the summer of 1910. Great differences in original cost and wearing qualities developed in these twenty-three continuous sections during that period. Some had to be practically re-laid before the end of the observations, last November, while others showed little or no wear and required no repairs or those of the most trifling character only. The



**Wash Suits for the Youngsters**  
We've a grand collection just opened to view in the line of wash suits that a dip in the tub will brighten and make appear as fresh and new as ever—  
**\$1 to \$10**

**Boys' Easter Suits**  
We've fitted out so many boys, and have had so much boys' clothing experience that we've learned the trick of having just the sort of clothes the boys want.  
All the new styles that are right up to the mark—  
**\$5 to \$15**

**Easter Hats and Heads**  
WE HAVE THE HATS—THE HEADS ARE YOURS.  
But it will be to our mutual interests to put them together. You'll hear men say and we believe it's true that Browning-King & Co. have the only real showing of hats in town. Be it so or not, we are ready with all the new styles and colorings to satisfy every demand—**\$3.00 to \$5.00.**  
Our Hat Windows explain the whole story. Boys' and Children's Headwear in Felt, Cloth and Straw.

**Our Haberdashery**  
is different from the kinds that stare you in the face the moment you enter most stores. Our lines of 50c Easter Neckwear beats anything ever sold in town for the money.  
We've an Easter Shirt for you at **\$1.50 \$2 \$2.50** That will please you to perfection.  
Come here for your Easter Gloves and get the best—  
at ..... **\$1.50 to \$2.25**  
Handsome new styles in Cotton, Silk and Lisle Hosiery. Just the thing for New Oxford—  
at ..... **25c 35c 50c**  
Anything that's new in fixings will be found at this store.

## Browning, King & Co.

GEO. T. WILSON, Mgr. Douglas at Fifteenth Street

further strengthened by thick masonry lining.

As a result of this delay the Swiss got well ahead of their Italian rivals, and reached the center joint while the latter were still working their way uphill. In order to save time, the engineers refused to let the galleries downhill towards Italy to meet the other party. Then they unfortunately tapped some extremely hot springs which compelled them to retire after having strong iron doors in the headings to hold back the water.

Of these surfaces, Durax armored paving required no repairs from July 8, 1911, to November, 1912. It showed a wear in depth of surface of .25 of an inch in twelve months, was "good and not slippery" in winter and fairly free from dust, but comparatively noisy under iron-tired wheels in summer, required little scavenging, and cost 75¢ a superficial yard. This roadway is composed of granite cubes from seven to nine centimeters in size, giving a finished depth of paving of about three and one-half inches. The grouting mixture is composed of coal tar pitch tempered with creosote oil or tar, into which has been stirred about 30 per cent of fine dried sand.

The section thus surfaced is not among those termed in the report "quite one of the best," however. Those distinguished in this way are the two forms of Trinidad asphalt macadam mentioned above, one costing 45¢ per yard, and the other 75¢ per yard, and showing respectively no wear and .1 inch wear in twelve months; "Pitchmac," or pitch-grouted macadam, costing 55¢ a yard, and showing .56 inch wear; tar macadam costing 45¢ a yard and showing wear of but .06 inch; and "Tarmac," costing 35¢ a yard and showing .37 inch wear. A section

described as "good throughout the year" was of double pitch-grouted macadam, cost 56 7/16 a yard, and showed an average depth of wear of .08 inch, and another similarly described, cost 45¢ a yard and had but .04 inch wear in twelve months.

The composition of these lasting surfaces of pitch-grouted macadam, such as the last referred to, is given as Hornfell or Elvan from Cornwall, 60 per cent of two and one-half inch to one and one-quarter inches, and 6 per cent of clippings from the same stone varying from three-fourths to three-eighths of an inch. The binder of pitch is used to the extent of two to two and one-fourth gallons a superficial yard.

The showing made by several of the road surfaces which gave the best satisfactory gains significance from the great amount of traffic passing over this stretch of highway. In August of last year the average number of vehicles a day was 2,282, including hand carts and animals, and the average weight in tons for each yard width of carriage-way per day was 508. A comparison shows the great increase in motor traffic in two years. Thus, in September, 1910, the average numbered a day was 222.7, while in August, 1912, it had nearly doubled, being 538.5 in the same period the number of horse-drawn vehicles per day fell from 642 to 386.4. A comparison in average tons for the whole width of roadway a day shows an increase from 2,915 to 3,417, or, approximately, 41 per cent.

In the body of the report the following reference to the value of the experiment is made:  
"The selected road was one which subjected the trial surfaces to a very severe test, and it is evident that the surfacing under trial on most of the sections would not, having regard to its cost, be suitable for ordinary country roads without considerable modification. But the behavior of the materials and

methods used in these trials gives valuable guidance as to their strength and durability, and their relative value, even for roads carrying a light volume of traffic, can be approximately judged from their behavior under the severe conditions at Sidcup. It should be noted that the cost per square yard is the amount paid to the contractor for small lengths laid under expensive conditions and cannot, therefore, be used as indicating the cost of laying the various materials in large quantities under average commercial conditions. . . . The Sidcup scheme as carried out includes a total length of carriage-way of 2,490 lineal yards and a superficial area of 18,439 square yards."

**A Cold, La Grippe, Then Pneumonia.**  
Is too often the fatal sequence. La Grippe coughs hang on, weaken the system, and lower the vital resistance. R. G. Collins, Postmaster, Batavia, N. J., says: "I was troubled with a severe La Grippe cough and was completely exhausted after each fit of violent coughing. Before I had taken one half of a bottle of Foley's Honey and Tar Compound, the coughing spells had entirely ceased. I wish to say it can't be beat. All others are imitations. For sale by all dealers everywhere.—Advertisement."

**Democratic Achievement.**  
In the last session of congress the democrat of the house had a fierce quarrel as to whether they should authorize the building of two battleships, one battleship, or no battleships. Among those who wanted two ships, but had decided that it was impossible to get them, was an Irish member from Ohio. Expressing his displeasure, he went as follows:  
"The party is about to ruin itself over this naval program, but I suppose 'it have to stand for it. I've been a democrat all my life, and I hope to die one if I live."—Popular Magazine."

**Business Success.**  
The Persistent and Judicious Use of Newspaper Advertising is the Road to Business Success.

## Straighten That Lame Back

There's too much suffering among older folks from achy, stiff, lame backs, distressing urinary disorders, weak eyes, dropsy and rheumatic joints. These are signs of kidney weakness, which, in youth or age, poisons the blood, disorders the urine and lames the limbs or back.



**OMAHA PROOF**  
Testimony of a Resident of Ames Avenue

F. A. Anderson, shoemaker, 1912 Ames Ave., Omaha, Neb., says: "I gave a public statement recommending Doan's Kidney Pills, just after they had cured me of kidney trouble and I am pleased to confirm it now. I don't know what started the pain in my back, but it was certainly very bad. It felt as if someone were stabbing me with a knife. Four boxes of Doan's Kidney Pills removed the trouble."

**DOAN'S KIDNEY PILLS**  
"When Your Back is Lame—Remember the Name"  
Sold by all Dealers. Price 50 cents. Foster-Hiburn Co., Buffalo, N. Y., Proprietors