

Prince and Congressman Praises Pe-ru-na.



I Cheerfully Recommend Pe-ru-na As a Very Effective Remedy.

Prince Jonah Kalaiananole, 1522 K St., N. W., Washington, D. C., Delegate in Congress from Hawaii, writes: "I can cheerfully recommend your Peruna as a very effective remedy for coughs, colds and catarrhal trouble."

No other remedy in the world has received so many testimonials from people of high station as Peruna. Not only by people of high station, but of lowly station, from prince to pauper, from millionaire to day laborer, Peruna has been lauded and recommended for the various climatic ailments of summer and winter.

Peruna cured me, strengthened me more than ever and saved me money. A Bicyclist's Experience. Mr. John Perrault, 385 Davidson St., Boulevard St. Paul, near Montreal, Canada, writes: "I have been a bicyclist for over five years, and last spring I caught cold and did not take anything for it, for I thought it was not bad enough, but it came to catarrh."

and stanzas and throbs through space; electricity, sharp, quick, dazzling, darts ahead on lightning wings, as if intent only on its purpose. Electricity's Record. On the Meriden-Zeona electric line in Prussia, cars have attained a speed of 130.4 miles an hour. How they whiz over the tracks.

Speed on Water. This is on land. You wouldn't suppose that boats, churning and grinding laboriously through the water, could make very high speed. Once twenty knots an hour was considered good speed for a boat propelled by steam.

It is doubtful if any of the horses that led in the chariot races of the ancients ever made the speed of Dan Patch, who made the world's record of a mile in 1 minute and 15.2 seconds in 1895. Trotting record was made by Lou Dillon, in October, 1905, when the plucky little mare covered a mile in 1 minute and 58.5 seconds.

What May Be Done While the Clock's Hour Hand Goes Round.

A VARIETY OF SPEED RECORDS

Driving the Many Vehicles of Man to the Limit—Today's Speed a Preliminary Center for the Future.

Let us pause, and take breath. Fan yourself. Wipe away the perspiration. Cool off. Speed crazy? Well, at back and look out at a bird's-eye view of this old earth, and you surely must conclude that something is the matter.

Grip of the Speed Mania.

It has fastened its grip upon us, like the speed mania. We eat, work and take our pleasure at a sixty-mile-per-hour pace. Like an engine that has lost its governor, we are rushing, galloping, plunging on—on—on. One of our chief sports is racing fast horses that could make thirty-five or thirty-seven miles in an hour, could they race that long, we enjoy tearing about in automobiles that kill chickens and children alike in their insane speed; we wear out our hearts on bicycles, and thrill by taking business trips in trains capable of making eighty, ninety or perhaps 100 miles in sixty minutes.

sear in the air and outdistance the bird.

Already marvelous results have been obtained in aerial navigation.

Air Promises Greatest Speed.

It is possible that the greatest speed of traveling vehicles may be attained in the air. Who knows? True, but why cannot we make machines to do the same thing? The question seems logically put. Can you imagine races in the air—ships scaling the heights and darting upward—up—up—each straining to outdistance the other? You imagine getting out of your fourth or tenth story window and going on an afternoon visit to a neighbor in your aerial car?

Not long since a test, to a certain extent, of man's endurance was made in France under the supervision of a scientist.

On the first day he rode on a rough-riding hunter, making 19.56 miles in the hour. The second day he rode a bicycle 19.88 miles in the hour, and on the following day ran on foot in an hour 2.00 miles. On the fourth day he shot eighty-two pigeons within an hour, and on the fifth walked five miles. The next day he swam 1.86 miles in the given time; on the seventh day he played tennis, and on the last day drove an automobile 27.06 miles within an hour. The jury which was to decide his physical condition gave him an average of 100—Philadelphia North American.

MIGHTY TASK MOVES SLOWLY

Progress of Work on New York's Episcopal Cathedral.

MUCH TIME AND MONEY NEEDED

Three Millions Spent in Twenty Years and One-Fifth of the Done—Immensity of the Task.

It is thirty-four years since the incorporation of the Cathedral of St. John the Divine, fifteen years since the laying of its cornerstone on the heights back of Morningstar park, New York City. Its topmost stone today is 137 feet above ground—the keystone of the only complete one of the four great arches that are ultimately to support the towering dome and spire.

"WHAT WITCH!"

A Husband's Question.

When a man, from drinking coffee, gets to such a condition that he cannot eat breakfast without throwing it up, it seems time to quit, but there are thousands of people who do not understand that when an article of food or drink produces such conditions as these, it should be absolutely left off.

MEXICO EVOLVES GOOD IDEA

Impressive Plan of Commemorating the Centennial of the Republic.

In a world weary of expositions, Mexico has sprung something new and admirable. It is the finest substitute for the stale and overworked "world's fair" that has yet appeared, and one that several proud and self-assertive cities of the United States would do well to adopt.



A GREAT PIANO SALE

Unprecedented Bargains and the Reason Why

We have to raise over \$100,000 immediately, in order to settle the estate of our late partner, Arthur C. Mueller. THIS SALE has been in progress only one week, and the number of piano buyers who have taken advantage of the opportunity to secure a high grade instrument at the lowest prices ever offered in Omaha has positively been unprecedented.

We are telling you the whole truth, and we put our long established reputation behind it when we say that we are cutting the prices on our immense stock of over 600 pianos of the highest character from \$100 to \$200. Our sole object is to raise the cash and raise it at once. The demand for this large amount of money is forced upon us at an unfortunate time and our only resource is to convert pianos into cash—REGARDLESS OF THE FACTORY COST.

Anyone who is in the market now or will be within the next two years cannot afford to miss this important sale. We are offering such reputable old makes as STEGER & SONS, HARDMAN, C. A. FISHER, EMERSON, A. B. CHASE, McPHAIL, STECK, KURTZMAN, COTE, the celebrated MUELLER PIANO, and twenty others of the highest class instruments at your own price. Don't fail to attend this sale. We need the money and have got to get it. What we lose you gain.

This sale is being conducted on a SPOT CASH BASIS; but if you haven't all the money come and see us anyway, for we will be able to arrange a few time deals. We are not quoting prices, out of respect to our competitors, but we are selling pianos for less than it costs to manufacture them.

P. S.—To out of town customers we will ship any piano on approval and pay freight charges both ways if the instrument after careful examination is not entirely satisfactory to its owner. Call or write at once for bargain list and full particulars.

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Keeping in mind the proportion of completed and uncompleted structure as shown in the model room, go out to the real cathedral building next door.

What Remains to Be Done.

To get any concrete idea of what still remains to be done on the cathedral, one should first go into what is known as "the model room," in the old brick building that still stands on the cathedral grounds. This model room contains a plaster-of-paris replica of the cathedral dome on a one-inch scale. There is but one workman in the model room, and he marks exact time with the gang of workmen laboring on the mighty structure outside. As the work of building dome and spire, nave and transept wings, can progress as fast or as slowly as the amount of funds on hand necessitates.

Seven Chapels Planned.

Today the side walls of this section are practically completed, and the work of vaulting it over will soon be commenced. This eastery, or choir section, is to be flanked with seven chapels, called the Chapels of the Tongues. In recognition of the diverse races which make up this city's population, minor services in various foreign languages are to be held in these chapels. Of the seven that the plan specifies, only two have been built. The first of these is the Belmont chapel, given by August Belmont, and costing \$250,000. It is hoped that services may be held in this chapel next Easter.

After the setting of these eight columns, the section of the cathedral, which lies to the eastward of the great arch already built began to take definite shape.

Next to this chapel, on the north side, is the King chapel, costing about \$25,000. The exterior of the King chapel is practically completed, but there is still a great deal of work to do in the interior.

Thus far the five remaining chapels exist only in the plans of the architects, the funds for their construction have not as yet been contributed.

What still remains to be done? That is the long end of the story.

In front of the choir, according to the plans, is the crossing, an open square of 96 feet clear, capable of holding 5,000 worshippers. Each side of the crossing is flanked by one of the four great arches, which together support a dome that rises 252 feet above the floor level. Above the dome is a spire which reaches the total height of 425 feet.

In plan the cathedral is a cruciform structure, and this transept extends to the north and south of the crossing, with a total length (inclusive of the crossing) of 288 feet.

To the west of the crossing and opposite the choir is a broad columned nave with an interior length of 184 feet. On the western exterior of this nave are a porch and two towers which reach a height of 245 feet.

The total length of this cathedral is 536 feet; its total floor area 29,500 square feet. These dimensions make it fourth in size among the cathedrals of the world.

The ground that the nave is planned to cover is still unbroken. Only the rough foundations and the two thickest arch piers represent what will ultimately be the crossing.

The two gifts, totaling \$175,000, already mentioned, have made it possible to give out the contract for the western great arch. It is expected that the contracts for the north and south great arches will be given out within the next week or two. These three great arches should be completed within the next four years.

According to the present program, a temporary roof will then be built over the

crossing, and temporary sides erected on the north, west and south. With the choir and chancel completed, services can then be held with practically as large a number of worshippers as the cathedral will ultimately accommodate.

When you finally get reconciled to the idea of having 100 feet of air space sandwiched in between you and the ground, let your eyes travel downward. Then, about 100 feet into the air inside the tower beside the great arch.

Hold your watch on the block of stone which is being raised by the steam hoist; count the number of minutes that elapse between the time the stone leaves the ground until it is finally set in place by the masons, and then see what an infinitesimal fraction of the completed wall that stone is.

Now do a little air-cathedral building. To the actual walls of stone, brick and mortar that surround you on three sides and constitute the choir, with a length of 120 feet, add an imaginary crossing ninety-six feet square, and beyond this build an equally unsubstantial nave 184 feet long. Then, remembering that you are already 100 feet above ground, transport 182 feet further into the heavens with a huge dome made of this same psychical masonry, and on top of this add 173 feet of airy spire.

When you reach this pinnacle, you can at last understand why it takes a century to build a cathedral—New York Times.

An advertised article must have merit, therefore do not let your dealer talk you into taking something else, which he claims is just as good, simply because he is making a larger profit on the substitute.

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