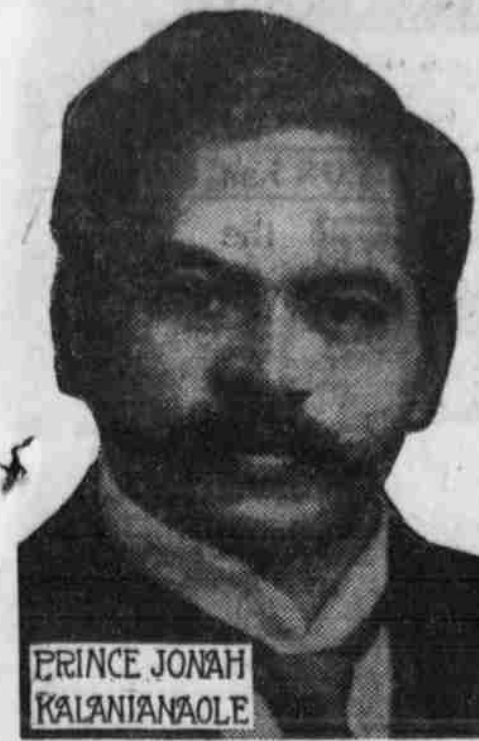


Prince and Congressman Praises Pe-ru-na.



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 staves 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 Merioneth-Zones 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 racing record of a mile in 1 minute and 15 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 seconds.

TWENTIETH CENTURY HASTE

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.

Some strange and potent germ has got into the blood of this planet, inoculating us with an uncanny and incurable mania—speed mania.

It has turned the brain of old Mother Earth, sent her reeling with a species of insanity never heard of since the debut of Adam and Eve in Eden.

It has sent her pulse fever-high, roused her old heart to a dangerous palpitation and sent her blood galloping through her veins with a fury and force unequalled by cyclones and convulsions of nature.

In the battles of the ancients, Pontius Pilate, or whatever his name might have been, would have thought his galley made good speed in retiring from a sea battle at six miles an hour.

What if he could have stepped through the centuries to awake on board the transatlantic liner Deutschland, which made a record run equivalent to twenty-eight miles an hour? What would he say to crossing the Atlantic in any first class liner in about five days?

Grip of the Speed Mania. It has fastened its grip upon us, and 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.

Everywhere you look you see a straining to attain what speed to do more in less time. The chauffeur risks his life to make a record anywhere over 100 miles an hour. The stater strains over frozen surfaces to become the fastest of his kind in the world. The cyclist shoots headlines around tracks and one shudders to think what a collision would mean. Trains shriek and roar and reel across the country and one grows sick at the thought of a catastrophe.

One thing alone is left for us to do—

sear in the air and outdistance the bird. "And," says Sir Hiram Maxim, the celebrated inventor and engineer, "the common goose is able to fly, and what the power of man. The very fact that we have a great number of nature's flying machines—birds—about us is proof that flight in the air is possible."

Already marvelous results have been obtained in aerial navigation. Santos-Dumont amazed Paris by his dirigible balloons—balloons that could be guided through space, sent in any direction and manipulated at will. In this country numerous experiments are being made and a Baltimore scientist promises a machine that will scale the air unaidedly.

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—such 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?

In the automobile the craze for racing, perhaps, can best be gratified. Limit to the speed of these remarkable machines has not yet been reached, evidently. When a mile had been covered in less than a minute—in fifty-three seconds—it was thought no better could be done. But this forty-five was gradually reduced to fifty, to forty-five, to thirty-seven, and now a mile has been made in thirty seconds!

One of the fastest of present-day racing cars is that which Walter Christie had built to drive in the Grand Prix race in France this month. A trial was made of the car over a measured course of road in Nassau county, Long Island, last month. Driven along like an arrow in its flight, the great 120-horse power machine went dashing over roads, careering around curves, leaping, jumping, flying—and made two miles in one minute. One hundred and twenty miles an hour—think of it! Special permission had to be obtained from the Long Island authorities to race over the roads.

Could this speed be maintained, the machine would race from New York to Chicago in seven and one-half hours.

On the last day of the auto carnival at the Empire City track, New York, last year, Christie ran his 120-horse power direct-drive racer twice around the mile track in 54 1/2 and 53 seconds, respectively. At Atlantic City the car made a record of a mile in 30 1/2 seconds. At the Florida races in 1905 H. L. Bowden made 100 1/2 miles an hour.

An automobile has been invented by Jules Ravallier of Paris which, he claims, besides running on land at the rate of fifty-five miles an hour, will also navigate the water at good speed.

When it comes to speed, electricity has steam outdone. Imagine two forces, like two wicked geni, in a race. With the explosive force of a volcano, steam seethes

Electricity's Record. On the Merioneth-Zones electric line in Prussia, cars have attained a speed of 130.4 miles an hour. How they whiz over the tracks.

The fastest record run of a passenger steam train in the United States was on the Philadelphia & Reading railway, in July, 1904, when a train ran from Egg Harbor to Brigantine Junction, 45 miles, at a speed of 115.3 miles an hour.

Among the fastest regular trains in the United States are the New York Central "Empire State Express," which makes the distance of 16 miles between New York and Albany in 16 minutes, and the "Congressional Limited," on the Pennsylvania, which makes a run of 27 miles from Jersey City to Washington in four hours and forty-six minutes.

What if George Washington could have taken a "through train" from his home at Mount Vernon to New York. Imagine his sensation at changing from the stage coach to luxurious Pullman cars, and instead of traveling several days, make the trip in several hours.

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. But now thirty miles an hour occasions little surprise. Probably one of the fastest craft afloat is Charles R. Flint's launch, the Arrow, which is claimed to be able to travel at a rate of forty-six miles an hour. An English torpedo boat destroyer is credited with a speed of nearly forty miles an hour.

The best record for motor boats was made by Vance McKinney's Standard, on September 1, 1906, on a 1/4 mile race, under the admiralty conditions. The boat made 4.425 nautical, or 25.20 statute, miles in an hour.

In 1904 the autoboot Ontario covered the nautical mile in 3 minutes and 26 seconds on the Hudson river. This was at the rate of 23.88 statute miles an hour. The motor develops 17-horsepower, and in an hour consumes about twenty gallons of gasoline, costing about \$3.50.

But man has not been content with making the machine—with driving electricity and steam before him, and holding the reins. He has done wonders with training animals—the horse, for instance—to exert its strength and speed against him.

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 racing record of a mile in 1 minute and 15 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 seconds.

Between thirty and thirty-seven miles an hour the germ has got into the horse! But a horse could not trot an hour at this speed, you say. True, but as you know, back as 1898 Captain McGovern, at Boston, went twenty miles without stopping in 56 1/2 minutes.

Next to the automobilist, perhaps the bicyclist suffers most from the speed mania. Think of pedaling at the rate of 34 1/2 miles an hour. H. Walthour made this record, paced, in 1 minute and 59 seconds. H. Caldwell made fifty miles in 59 minutes and 59 seconds.

Take the skater. How one can speed on the ice! J. Nilsson made a mile in 3 minutes and 26 seconds. Morris Wood, of the Eastern Skating Club, New York, is the winner of the speed skating championship of the United States. He made a distance of 1,200 feet in 1 minute and 47 seconds. An average speed of twenty-seven miles an hour has been made in this sport.

C. M. Daniels of New York won the amateur swimming championship last year. He swam 100 yards in 60 seconds—a rate of 5,000 yards, or 2.72 miles, an hour. The record swim of a mile was made by R. Carril in 21 minutes 11 1/2 seconds.

And still we are getting up steam. We are still in the grip of the speed mania. Breathless, with strained muscles and wild eyes, we strain and labor on, faster and faster. Nay, we have not reached the limit of endurance.

Not long since a test, to a certain extent, of man's endurance was made in France under the supervision of a scientist. A young man of average strength, and whose bodily vigor has been conserved by good habits, agreed to go through an hour of strenuous exercise each day for eight days. The nature of the exercise was to be changed each day.

On the first day he rode on a rough-riding hunter, making 10.56 miles in the hour. The second day he rode a bicycle 13.88 miles in the hour, and on the following day ran on foot in an hour 2.80 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 1.36 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.

MEXICO EVOLVES GOOD IDEA

Impressive Plan of Commemorating the Centennial of the Republic.

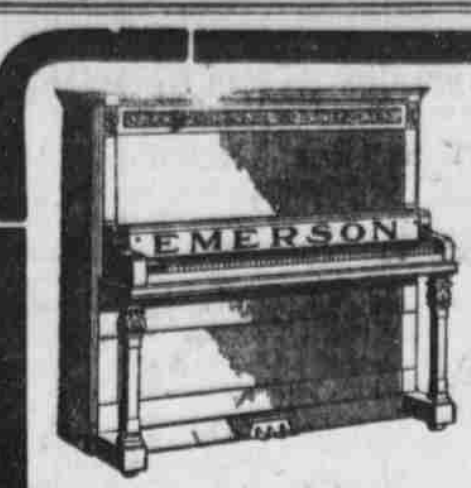
In a world weary of expositions, Mexico has sprung something new and admirable. It is the finest substitute for the stale and overworked "world's fair" that has yet appeared, and one that several proud and self-assertive cities of the United States would do well to adopt.

The Mexican republic will be 100 years old on September 16, 1910. On that date the country will inaugurate the most comprehensive and impressive group of public improvements that the world has seen.

Some 300 cities and towns will start simultaneously to construct works of whatever kind is most needed in the particular locality. These improvements will cost on an average \$100,000 each, making a grand total of \$60,000,000 to be expended in sensible and appropriate commemoration of the nation's centennial. The cost of the various works will be roughly proportionate to the size and wealth of the cities, but in every case the centennial monument will be something dignified and useful. There will be no money wasted. The entire country is now raising funds and making the necessary arrangements for the celebration, and it is expected that when the signal is given, three years hence, the money will be provided, and the 300 towns will start on public works which will continue to benefit them for another hundred years.

Such a plan has only to be mentioned to be given instant approval. It is difficult to imagine a better way for a busy, growing nation to celebrate its natal day, in comparison with this patriotic and state-maintenance plan, all the expositions over which other nations have toiled and squandered money appear trivial and inadequate.—Cleveland Plain Dealer.

If you have anything to trade advertise it in the For Exchange columns of The Bee Want Ad pages.



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. No piano sale has ever been conducted in the west that will equal this as to low prices and the number of pianos sold.

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.

Schmoller & Mueller Piano Co.

Phone Douglas 1625 Selling More Pianos Than All Other Omaha Stores Combined. 1311-1313 Farnam Street

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.

If the progress made since the laying of the cornerstone, the great stone cross set in place on top of the cathedral's spire, 425 feet up in the air?

When C. Grant La Farge of the firm of Heins & La Farge, the architects of the cathedral, was asked, as to the probable date of the structure's completion, he replied:

"If I should name a date it would be only a guess, and your guess is just as good as mine. The work of construction may stretch out through years; it is simply a question of getting the necessary funds. All the money is being raised by voluntary contributions, and the speed of our building operations is regulated entirely by the volume in which these contributions flow into the hands of the treasurer of the board of trustees."

"How long would it take to complete the cathedral if all the necessary funds were in hand?" said Mr. La Farge. "Why, I should say that five years would be ample time. But as the matter now stands, you must excuse me from prophesying."

If the progress made since the laying of the cornerstone, fifteen years ago, is any criterion of the future, it is not at all improbable that the cathedral in its building will round out a full century.

The two gifts announced last week—\$100,000 from Pierpont Morgan and \$75,000 from George S. Bowdoin—have made it possible to give out the contracts for the building of the crossing. Three or four years is the estimated time for the completion of this work. At a rough estimate this means that one-fifth of the structural work will have

been done within twenty years of the laying of the cornerstone.

35,000,000 Needed. The cost of the cathedral has been variously estimated at sums running from \$10,000,000 to \$30,000,000. The work already done has swallowed \$5,000,000.

Borings proved that much of the native rock under the site of the cathedral was what is technically known as "rotten" and unfit to support the immense weight of the cathedral. This had all to be excavated to a depth of seventy-five feet in places, and the excavations were filled with concrete. This buried labor cost \$500,000.

The first part of the actual structure to loom up on the sky line of what was then Morningstar Heights, but which has since become Cathedral Heights, was the eastern great arch and its two flying buttresses. The keystone of this arch was dropped into place, 137 feet above ground, in October, 1893. This mass of masonry cost about \$300,000.

Meanwhile the crypt chapel, down in the foundations under what is to be the choir, was completed, and shortly afterward, opened for services with a seating capacity of 500.

Then the eight huge columns that are to support the vault above the chancel were hauled through the streets and slowly raised to place. The quarrying, transportation and raising of these two-piece columns cost \$200,000 per column.

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. This section includes only the choir and the chancel. The length of the choir is 130 feet, its height 118 feet.

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.

Next to this chapel, on the north side, is the King chapel, costing about \$250,000. 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.

With the exception of the two mammoth piers from which the three other great arches are to be sprung, the total work done to date has been summed up in the preceding paragraphs.

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

Dimensions of the Building. 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 388 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.

Above the temporary roof of the crossing and beyond its temporary walls 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.

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.

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 130 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 20 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.

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. Then climb the long, spiral stairway that winds 104 feet into the air inside the tower beside the great arch.

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 up, you get an idea of the where and the why for of the fifteen years of labor and the \$3,000,000 that have already been spent in the erection of this masonry.

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.

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RAVEN:

"I wish to again announce to the wise people of this community that the Postum Co. over at Battle Creek are making



Elijah's Manna

after our ancient recipe and

It's Good.

In a class by itself it is easily the most delicious flavor of any flake food known.

Try it once and you can see why the good old Prophet liked it."

Grocers sell Pony pkg. 5 cents; Family size 15 cents.



FINE TOOLS ONE OF OUR SPECIALTIES We Carry the Latest Up-to-Date Tools and Our Prices Are Right CONTRACTORS' SUPPLIES Chain Blocks, Triplex and Differential; Asphalt Tools and Shove's, Steel Tray Barrows Mauls and Wire Rope The only stock of ICE TOOLS in the west. Exclusive agents Griffith Wood Co., Manufacturers JAMES MORTON & SON CO. 1511 Dodge St. Hardware People.