

TERMS OF SUBSCRIPTION.
 By carrier. By mail.
 Daily without Sunday.....\$6.00 per year.
 Evening and Sunday.....4.00
 Evening without Sunday.....2.00
 Sunday Bee only.....1.00
 Send notice of change of address or complaints of irregularity in delivery to Omaha Bee, Circulation Department.

REMITTANCE.
 Remit by draft, express or postal order. Only two-cent stamps received in payment of small accounts. Personal checks, except on Omaha and eastern exchange, not accepted.

OFFICES.
 Omaha—The Bee Building,
 South Omaha—218 N. Street,
 Council Bluffs—14 North Main street,
 Lincoln—34 Little Building,
 Chicago—301 Heart Building,
 New York—Room 136, 25 Fifth avenue,
 St. Louis—501 New Bank of Commerce,
 Washington—718 Fourteenth St., N. W.

CORRESPONDENCE.
 Address communications relating to news and editorial matter to Omaha Bee, Editorial Department.
JANUARY CIRCULATION.
53,714
 State of Nebraska, County of Douglas, ss. Dwight Williams, circulation manager of The Bee Publishing company, being duly sworn, says that the average circulation for the month of January, 1915, was 53,714.
 DWIGHT WILLIAMS, Circulation Manager.
 Subscribed in the presence and sworn to before me, this 2d day of February, 1915.
 ROBERT HUNTER, Notary Public.

Subscribers leaving the city temporarily should have The Bee mailed to them. Address will be changed as often as requested.

Thought for the Day
Selected by Inglesia Ware
 There is no standing still—even as I pass
 The steep path shifts, and I slip back apace.
 Movement was safety; by the journey's law—
 No help is given, no safe abiding place,
 No idling in the pathway hard and slow,
 I must go forward or must backward go.
 —Anon

The March lion is evidently holding back for a more pressing invitation.
 What's the law commanding lobbyists to register between friends, anyway?
 Bread is the staff of life required by one and all—so no shortening weight there.
 In a word, the decision of the school board is that it will play ball only on the home grounds.
 "No extra session of congress" is word from Washington. A growing national deficit, though voiceless, threatens to disturb.

Hitherto Mr. Breitung's Dacia led the conversation in plain United States. Now she must vocalize in French or hire an interpreter.
 One thing is fairly certain. The population on the European battlefronts insures a busy spring season for hospitals and cemeteries.
 Still, it is no part of the short ballot program to extend by legislative enactment the terms of present office incumbents afraid to chance a popular election.
 Remember Lanigan? Noble champion of free speech, who puts the constitution with one hand and muzzles party opponents with the other. Be the powers, he's a peach!
 With the entry fee so low, and the statesmen-out-of-a-job so hungry, the three-years-ago record of eighty-six city commissioner candidates ought to be easily broken.
 It should be remembered that these exchanges of diplomatic notes do not foreshadow an agreement. Usually they are merely feelers for a basis for further negotiations.

Several eastern cities are trying to devise ways and means to fire-proof themselves against fire losses. We in Omaha could also do something in this direction with advantage to ourselves.
 Colorado politicians are a queer lot. They hate reformers so cordially that they threaten to legislate Judge Lindsey out of a job and hand him a crown of martyrdom. Martyrdom is the judge's specialty.
 Hon. Rachel Berry, the lone woman member of the Arizona legislature, has been overthrown and routed by the smoking majority. Her associates abstained during sessions for eight weary weeks. They survived by the expedient of a dry smoke. But a dry smoke in a dry state proved too great a strain on Arizona gallantry and Mrs. Berry was beaten 10 to 1.



The spring campaign is foreshadowed by the sprouting of numerous candidates for city office. A petition is being circulated requesting Hon. James E. Boyd to stand for mayor, and in event of his refusal the petitioners will urge Hon. John A. McShane to run. Mr. W. L. Gibson and Charles E. Rustin are also mentioned by Democrats. On the republican side there are four possibilities: A. L. Strang, Clark Woodman, W. V. Morse and the present mayor, P. F. Murphy. For the other offices the same has not yet focused. The city council transacted merely routine business, but is contemplating a division of the Fourth and Sixth wards.
 The market basket column gives these prices for the week's market: "White fish, trout, bass and perch, 15 cents a pound; fresh pickled, 19 cents; oysters 45 to 50 cents a quart; best cuts of sirloin, 15 cents; rib roast, 15 cents; veal scarce and high, from 18 to 20 cents; sweetbread, 25 cents a pair; mutton, 15 1/2 to 16 cents; turkeys, dry picked, 15 to 16 cents; large, 15 to 16 cents; lemons, 90 to 95 cents a dozen; Florida oranges, 90 to 95 cents."
 D. C. Phillips of Grand Rapids, Mich., is the guest of Mrs. E. M. Gray.
 Among newcomers to Omaha are Misses Sallie and Lillian Allen, who are here from Nebraska City.
 The bricklayers' union in session decided to contradict the statement that they proposed to strike for 25 a day.

Again the Auditorium.
 The Auditorium is with us "again or yet" in the form, this time, of another proposal for the city to take it over and maintain it as a public convention hall and meeting place. The present offer contemplates conveyance to the city for actual outstanding indebtedness with complete annulment of the stockholders' interests. If this offer had been incorporated into the original proposition submitted to a vote, it would undoubtedly have been accepted, although to transform the stock subscriptions into compulsory donations is no more fair to them now than it would have been then. As a business proposition, however, the present new offer is just \$50,000, or 25 per cent, better for the city. The Bee believes that Omaha needs the Auditorium, and that the city should acquire it or provide the necessary guaranty for its maintenance on some equitable basis.

Report on the Colorado Strike.
 The report of the house committee appointed to inquire into the causes and progress of the strike of the coal miners in Colorado comes rather late, as the strike has been settled, but is still of interest because of its statements, criticisms and recommendations. For the most part, the criticism of the committee is directed against the militia of Colorado for its conduct when called into the field. Instead of seeking to establish and preserve law and order, the committee reports, the militia became an active agent of the coal mining companies. It is pointed out that the organized forces of the state should be used to protect all citizens alike, which was not done in Colorado.
 The committee finds that Colorado's mining laws are good, but not obeyed by the mining companies. Employment of private guards, and posting of notices that turn incorporated towns into private preserves, is condemned by the report as certain to provoke trouble. The absentee owners of these mines cannot evade moral responsibility for what is done in their name by managers on the ground.
 In conclusion, regardless of the sanctity of state's rights, so dear to the democratic faith, the committee recommends:
 It should be the duty of the government to assist any states in settling a dispute that is nation-wide in its scope; and if any federal law can be enacted that will help not only Colorado, but any other state that may be similarly situated, it is the duty of congress to speedily put upon the statute books the necessary laws so that such industrial disturbances may forever cease.

Regulating the "Jitney."
 Recognition of the "jitney bus" as a factor in the problem of urban transportation brings with it the necessity of fixing the responsibility of the machine in its dealings with the public. Much of its success is due to the fact that the jitney is not restricted in its operations by conditions that bind the trolley companies, such as fixed routes, for example. Its ability to operate independently gives the jitney a decided advantage in the competition for nickels.
 Los Angeles, where the jitney had its birth, is taking steps for its control, by requiring that operators under license bind themselves to follow established routes, to pay a proper license fee, and to otherwise come under regulations that rightly apply to the control of common carriers. These steps are taken, not for the purpose of limiting the service the jitney may perform for the public, but to assure the public that that service will be performed under safe conditions as far as possible.
 In Omaha the service of the jitney, while plainly appreciated by the public, has not yet reached the stage where it can be considered a serious factor in city life. Yet the possibility of development suggests that we must look ahead to its proper regulation. It will be easier to apply necessary rules now, and will be better for both operators and public.

The Commercial Club's Referendum.
 A straw ballot, or referendum of members of the Commercial club is to be taken for an expression of sentiment on the electric light bill pending in the legislature. The club has a resident membership of over 1,500 representative business and professional men who it is hoped will all respond. The unfortunate part of a referendum of this kind is that it requires those voting to take the measure just as it is drafted, and gives no chance to say whether they would prefer to have it first amended. We have no doubt, for example, that if a straw ballot could be had on divorcing the proposed municipal lighting plant from politics, it would be practically unanimous, with no one against it except the politicians who hope to turn it to their advantage. The same holds true, we believe, for a requirement fixing a maximum price schedule proportioned to meter readings instead of what we have termed the "Chinese puzzle" computation of "the step system" now employed. If the sponsors of the lighting bill would perfect it before its enactment, opposition would be materially lessened, if not altogether eliminated.

Partisan Politics at Lincoln.
 The democrats now assembled at Lincoln seem to have eyes fixed on something that lies beyond the immediate business that concerns them as legislators. Instead of giving their attention to the framing of statutory laws for Nebraska, they are busy with the politics of the future and more intent on the campaign of 1916 than on the bill calendar of 1915.
 On no other grounds is it possible to account for the suddenly manifested determination to settle the controversies along party lines, without regard to the merits of the questions involved. Refusal to permit proper discussion of the Lanigan resolution in the house indicates a purpose to make political capital if possible out of the disagreement between the Railway commission and the attorney general. This, in itself, is but a tempest in a tea-pot, but is being magnified into a veritable tornado of partisan fury by the democrats.
 The best interests of the people of Nebraska call for co-operation of all their officers, and are not served by the purlined partisan zeal now being exhibited at the capital.
 Free speech is a glorious institution, the cornerstone of the temple of liberty. It is the calorific darling of democracy, and every true democrat will sacrifice in its defense the last puff in his lungs. On one condition, however, that party opponents are excluded from the conversation.

Zeppelin and His Airship.
 R. H. McMechen in Everybody's.
Ancestry of the Family.
 The steadfast and obstinacy of north German blood blended in Count Zeppelin with French dash and enthusiasm. His name, ending in tin, like Kueselin and Herlin, belongs to the northern part of the county. Zeppelin, a village in Mecklenburg, was founded in 1185 by Hugo de Zeppelin, and nearby are the ruins of a castle where the ancient Counts von Zeppelin held sway. His noble ancestry, by the way, has been no inconsiderable asset to Count Zeppelin. In Germany, none but a man of birth would have dared wage the fight he made against public opinion. His natural bent for engineering probably descended from his ancestors. For a while he was a student of rank and scientific attainment, who came to the city of Constance from Geneva, when Joseph of Austria offered crown grants to Swiss manufacturers. He received the whole "island" of the Dominion monks, a peninsula separated from the city by a canal, and he turned its deserted convent into a combination home and cotton factory. It was here, on July 8, 1882, that the future "air count," Ferdinand von Zeppelin, was born.
Zeppelin in America.
 In 1883 Zeppelin entered the war school at Ludwigsburg, and later the army, with a short interval at the University of Tubingen and two years as an ambassador from Wurtemberg to Berlin. Then the restless, high-spirited young French-German decided to try for adventures in America.
 Intending to investigate military conditions in the civil war, he obtained leave to serve as a second lieutenant under several Union generals. He had General Grant's permit to move freely within the federal lines; but that was not enough. Out of pure romance and venturosome he fought confederates, exposing himself recklessly. Of course, he ascended in a captive balloon with "Professor" Lowe, the army's aeronaut, and after the war he started out, with two Russian officers and Indian guides, on an expedition to discover the source of the Mississippi. The party almost starved.
 Now follows a series of exploits which the count regards as mere foolhardiness. But the same wild daring that made him risk life needlessly was to find expression later in his airship ventures.
 He swam the Niagara rapids simply to get a more idealistic view of the falls. He has preserved that idealistic view of the falls. He has preserved that idealistic view of the falls. He has preserved that idealistic view of the falls.
His Famous Cavalry Raid.
 Next he found himself on the "southern side" in the conflict between the north and south German states. While scouting near Aschaffenburg he was suddenly cut off from the southern shore of the swollen Main river. Instead of finding a ford, which he could easily have done, he swam his horse through the torrent—and was almost drowned. But he got immediate information of the enemy to his commander.
 Now an incident even more characteristic: During the army maneuvers preparatory to the Franco-German war, Zeppelin was riding with a kinaman from Mecklenburg, when they were halted by a wide ditch of mire. In spite of protests, the count, out of sheer devilry, jumped the horse, missed the bank, and might have perished, if he had not vaulted over the horse's head, dragging the reins in his hand. Then he got a firm foothold and held up the horse by the bridle until aid arrived.
 When the war actually broke out, Zeppelin performed a feat that made his name famous with every German schoolboy. General von Obernitz picked the young daredevil to command a desperate scouting expedition to get vital news of the French mobilization during the slow massing of the independent German states. With a handful of officers and men, young Zeppelin invaded the heart of Alsace.
 Two regiments of French cavalry—a troop for every man in Zeppelin's command—went after him, and surprised his patrol in a lonely fortress at the edge of a dense forest. The count alone escaped. He, two officers and the mule, held in the hopeless defense, but the count stole out at the rear, and, snatching a French officer's horse from the hands of an old woman, he rode full tilt into the forest.
 He concealed the animal in a thicket and, climbing a tree, hid there while the French pursuit was on. He was tracked for days through the forest. A French officer, accidently surprised him, and Zeppelin fought off his horse and killed him. Then, the pursuit not finding him, he made his way, enduring many hardships back to the frontier, with invaluable information for his general.

Birth of His Balloon Idea.
 At the siege of Paris, as he lay in the trenches, the count's imagination was quickened by the sight of French mail balloons leaving the beleaguered city and sailing safely over the German lines. Right then his mind began working on the possibilities of aerial navigation. By 1890 his inventions were well planned. But in this year, the count—now a major-general—was abruptly dismissed by the government. He had paid too much attention to the closest study of aeronautics. What had airships to do with a major-general of cavalry?
 Zeppelin was greatly chagrined, but he now devoted his entire study of the airship. And his brother, Eberhard, became as much a part of the count's dream and work as Wilbur Wright was of his brother, Orville's. At 32 years, in the face of general astonishment that a general of cavalry should take up work so apart from military humdrum, Count Zeppelin embarked on his inventive career as boldly as he had undertaken his great cavalry ride.
 Zeppelin built a long, thin, light aluminum sheath, as tight as steel, and was driven against air currents—instead of the unruly balloon that swags and bulges when it is driven at anything like high speed against a gusty wind. But, nevertheless, he used the balloon to lift and support him—he stowed many inflated balloons inside his aerial "submarine" where they are arranged like peas in a pod. They displaced sufficient of the air to outweigh completely the sheath and cargo, and each bag is maintained independent of the others, like a vessel's water-tight compartments. If one compartment bursts, or if it is perforated by a war missile, the others prevent a sudden descent until ballast can be thrown overboard to restore the craft's buoyancy. Hidden away in the hull, safe from sun, cold and wind, these bags of chambers retain gas for long periods, thus insuring the craft's endurance for great distances.
Makes a Flying Monster.
 All of the airship's other features followed so naturally that today it seems incredible that any intelligent engineer should have overlooked them. On the sides of the hull, all propellers, rudders and fins are rigidly attached. They point the hull to go up or down, guide it to right or left. Two gondolas, each equipped with a motor, are suspended under the sheath, so placed as to balance the weight. All these arrangements give a wonderfully steady airship.
 Yet this practical ship was, to most on-lookers and other sensible people, like the red flag to a bull. They might have listened if the count had offered a small craft—a type now proven entirely impracticable. But his conception—the colossal, suggestive of the half-flying, half-swimming monsters of a prehistoric age—was so entirely outside of the conventional that engineering societies rose and called the scheme insane.
 A private commission assembled in Berlin and ridiculed the monstrous contrivance. Then for three years more Zeppelin worked without a ray of encouragement, begging various societies for aid in demonstrating his project. At last the German government was persuaded to appoint a committee to examine Zeppelin's plans. Engineers who have since inspected these drawings and data say that they are wonderfully clear and simple. Yet the commission only partly approved, and refused to recommend aid by the state. At this crisis, after insistent pleading the German Society of Engineers finally endorsed the scheme. The count was enabled to form a stock company, with resources of \$50,000, he himself contributing one-half.

So the first airship was built—in a floating house on Lake Constance. The craft rested on a pontoon floor that could be towed out of the house, thus preventing collision with its walls. This first Zeppelin was crude and weak, its motors and its steering devices quite experimental. Naturally enough it was smashed. And after the makeshift rudders had been repaired, its gas-cells leaked away all the costly buoyancy which had been transported to the lake in steel bottles. Yet—at the last minute—the airship had risen and been steered perfectly! Count Zeppelin's scientific principle was vindicated.

The Bee's Letter Box
Here's a Pen Pointer.
GIBSON, Neb., March 1.—To the Editor of The Bee: I see in The Bee "American Legion" is being organized. I have recently arrived from the west and would suggest that all convicts in our penitentiaries be drilled in the manual of arms and in case of urgent need that they be sent to the front, giving them a chance to redeem themselves on the field of battle. There is a vast army of good fighters held prisoners who would be glad of this opportunity to make good. W. L. RANDALL.

The President's Peculiar Ideas.
YORK, Neb., March 2.—To the Editor of The Bee: Can you tell me where the president got his information that caused him to say, "The republican party had not had a new idea in thirty years." What does he mean by new idea? He can not say there has not been much good, wholesome legislation passed, for the records prove it, nor can he mean they put good ideas into law without first having the idea. That would be unthinkable. So it must be we differ on the meaning of the word "new."
 Then he says that the business of the country has been checked for the last twenty years. We are led to wonder where he got that notion. The records in every line of business refute it. That is, if we can agree on what the word "check" means. But I will be frank to admit that there are lots of differences. That is only an honest difference of opinion. Yet there are cases in which there is more than difference of opinion in them. We do not wish to be understood as raising any questions of veracity. His own statements made during his campaign were taken by the reporter and then compiled in book form by him and named "The New Freedom." The heading of the first chapter is, "The Old Order Changeth." In his description of the old order he does not say that there are signs or results that give one grounds for fear or for suspicion, but says boldly, "We know that something intervenes between the people of the United States and the control of their own affairs at Washington. Our government has been for the last few years under the control of heads of great allied corporations with special interests." Seems to me he is more of a prophet than historian. In giving his remedy he said that "publicity was the cure, for the legislation in favor of special interests was the result of cabals behind closed doors," and that "it is in the committee rooms that legislation desired by the interests is framed and brought forth."
 We have a right to take these campaign statements as promises, for he was denouncing what he said was the old order and was promising a new freedom should he be given control. What has been done with those professions? The three most important bills before congress for the last eighteen months have been taken to caucus again and again by his party and because a few of his party differed from the majority on one bill or both the wisdom (or lack of it) and the caucus rule they were using to put it over, they were held up to scorn and rebuked by their own party, but the few republicans who saw the bill as the majority did were lauded as men of conviction because they were not bound by party rule. Funny, isn't it? Then see what the president says in his Jackson day speech (as given in the February Commoner): "Democrats who will not play on the team should get off the team." No party whip in that.
 About thirteen years ago a western paper in a very bitter editorial on the president and congress, said that the west needed the canal worst of all in order to keep freight rates down; then said, "but the canal will never be built while the old republican party was in power, as it was owned by the railroads, which would not stand for that sure competition." The records show that the republicans did build it. The records also show that the democrats repealed the law that gave the competition the country wanted and did it by the caucus route, and if the visible signs in 1912 would warrant his statements, what could he say of the present? Then after giving away our chance for shipping in peace and safety, he tries to force through congress a bill for the government to subscribe 51 per cent of the capital for a shipping corporation, the government to make good the losses with no limit placed on that part of it.
 Now I am against the far too prevalent custom of filings and unfounded accusations against public men, but I have simply quoted his own words and cited facts of record. But why should the democrats blame the republicans for using the caucus, which they have not done for years, while the democrats are making an increased use of it to further their own ends. Having failed to find their new ideas, I retire.

Russia and Prohibition.
OMAHA, March 2.—To the Editor of The Bee: The Lincoln Journal a few days ago published an eulogy on prohibition in Russia, dwelling upon its now splendid financial condition, and that it should serve as an example in all other civilized nations, urging them to also get on the "wet" wagon. The Journal, however, is not quite sure that it can entirely rely upon the density of its readers, and therefore takes the precaution to add for the benefit of the more sophisticated: "If only half of the stories we read as coming from Russia are true," and furthermore refers to the correspondent of the Saturday Evening Post, who has been sent specially to Petrograd to investigate Russia's financial condition under prohibition. Then after thus cunningly leaving a loophole for retreat, it goes on to say that Russia's minister of finance is reported as having said laughingly, "Oh, pah! a whole milliard of rubles in revenue has been abandoned; no other people would have dared to adopt prohibition during such a serious war, but we find all the money we need, (mainly borrowed from France an England), and in the coal districts, although 90 per cent of the men are serving in the army, we produce 30 per cent more coal, because all of the remaining are sober; three has been reduced to 50 per cent; arrests 50 per cent, etc."
 Not having seen any contradiction of these statements, I will endeavor to point out briefly what Russia's finances really are; that they have been in a deplorable condition is pretty generally known.
 The revenues of the Russian government rose between 1902 and 1912 68 per cent, amounting to \$1,417,000,000 rubles (not quite 50 cents). Upon the revenue the national budget was based, but collapsed already at the beginning of the war, because the greater part of this revenue was derived from the alcohol monopoly (\$285,000,000) and from the state railways (\$285,000,000). Which revenues were eliminated through prohibition and the transported of the army. At the present time 20 per cent of the entire income of the government is being used for the army; 17 1/2 per cent for interest on loans, while

police and prisons require 105,000,000 rubles. To meet this situation taxes were raised from 5 to 10 per cent. How would the taxpayers in Nebraska like an increase of taxation which would necessarily "follow prohibition? Now, since Russia's industries are almost entirely paralyzed, the increase of 10 per cent in taxation yields scarcely any additional revenue, compelling the government to make fresh loans, contributing the fact that the Russian paper ruble has already declined 18 per cent, being worth only 96 kopeks in gold (1 ruble, 100 kopeks), surely an indication of the miserable financial condition of the Russian government. These are facts, and yet the prohibition correspondent, the Russian minister of finance and the Lincoln Journal would have us believe that Russia by the adoption of prohibition strengthened its finances. And as to the patriotism of the dry soldiers, they seem to show a particular willingness to be taken prisoners, so as to go where things are not entirely dry. That the prisons in Russia are empty is not due to a moral improvement, but simply to the fact that the prisoners have nearly all been put into the army, and the reason why there are less fires is that fact that all incendiaries have gone the same way, which would also explain the wholesale destruction of fire property in East Prussia, which the Russians invaded for awhile. No gentlemen of the water wagon, prohibition has neither improved Russia financially nor morally, no more than it improves Maine, Kansas or other flowers of the prohibition woe. "By their fruits ye shall know them."
 DR. H. GERHARD.

CHEERY CHAFF.
 Patience—I see a doctor has come out and stated that the tango produces insanity.
 Patience—Well, I know a lot of girls who are crazy about it.—Yonkers Statesman.
 "Here's Jack taking Maude out for automobile rides, and will always be viting her to supper, and she accepts

the attentions of both. Why doesn't she divorce the one or the other?"
 "I believe she claims she is maintaining a strict neutrality."—Baltimore American.
 "I always pay as I go," remarked the careful individual.
 "Lots of fellows do that who don't save enough to pay their way back." added the mere man.—Judge.
 "Customer (looking at auto)—What! the lamps not included in the advertised price of the machine. But the lamps are shown in the illustration.
 Salesman—My dear sir, go is a very beautiful woman, but we're not giving a lady with each car.—Boston Transcript.
 Kansas women need not tell ages when replying to a vote.
 Mrs. Bacon—Well, who on earth ever supposed that they would?—Yonkers Statesman.
 Mary Bert—Thank goodness, I have a perfect complexion.
 Kitty Katt—But you carry a harefoot just for luck?—Judge.

CLOUDS.
 I had a friend when I was down.
 And everything seemed rotten.
 And all the blessings I had known,
 Had long since been forgotten.
 When crops were bad and eggs were scarce,
 And pigs got in the clover,
 Who came and leaned against my fence
 And cheerfully looked over.
 And with a smile full of glee,
 And while I was agonizing,
 Regaled me with the maxim terse,
 In tone exasperating,
 "Remember that behind the clouds
 The sun is always shining,
 And clouds of life as well as sky
 Have each their silver lining."
 Oh, then I had a fierce desire
 To settle upon a missile,
 And end his exhortation.
 With the stopping of his whistle,
 But with a smile I said,
 "All platitudes eschewing,
 That all depends upon the point
 From which you do your viewing.
 And also it depends upon
 The way the cloud's inclining.
 'Tis doubtful's true, my clouds to you
 May have a silver lining.
 But silver linings do not show
 To those directly under,
 They may be there; I do not know,
 To me they look like thunder."
 OMAHA. DAVID

THE LANPHER HAT

Stamped with the approval of good dressers

TONIGHT, for Instance

Right after dinner you may be in shape to tackle a big, strong cigar.

But following that, you should delight your smoker's taste with the genial flavors of a milder cigar—a "modulated" Havana—the Tom Moore.

Men who have learned the trick of temperate smoking always come back for Moore.

TOM MOORE CIGAR 10¢
LITTLE TOM 5¢

Best & Russell Cigar Co., 612 S. 16th St., Omaha, Distributor

You can have your choice of either a Boy's or Girl's Wheel

it is a famous

WORLD MOTOR BIKE

It has a 20-inch frame with Coaster Brake, Motor Bike Handle Bars, Eagle Diamond Saddle, Motor Bike Pedals, Motor Bike Grip, Luggage Carrier Holder, Folding Stand, Front and Rear Wheel Guards, Truss Frame and Front Fork.

This picture of the bicycle will be in The Bee every day. Cut them all out and ask your friends to save the pictures in their paper for you, too. See how many pictures you can get and bring them to The Bee office, Saturday, March 6th.

The bicycle will be given free to the boy or girl that send us the most pictures before 4 p. m. Saturday, March 6th.

Subscribers can help the children in the contest by asking for picture certificates when they pay their subscription. We give a certificate good for 100 pictures for every dollar paid.

Payments should be made to our authorized carrier or agent, or sent direct to us by mail.

Some little boy or girl will be happy next week riding this Bicycle.

Are you the lucky one? You have until 4 p. m., March 6 to try for it.