## THE OMAHA DAILY BEE

FOUNDED BY EDWARD ROSEWATER. VICTOR ROSEWATER, EDITOR.

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DECEMBER CIRCULATION.

### 54,211

State of Nebraska, County or Douglas, 88.

Dwight Williams, circulation manager of The Bee Publishing company, being duly sworn, says that the average quily circulation for the month of December, 1914, was \$4.211.

DWIGHT WILLIAMS, Circulation Manager.
Subscribed in my presence and sworn to before me, this 2d day of January, 1915.

ROBERT HUNTER, Notary Public.

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

### Thought for the Day Selected by Rev. P. F. Judge

Money is a good servan', but a poor muster Money is a good thing to possess, but a had thing to be possessed by. A wise man should have money in his head, but not in his heart. It you make money your god, it will plague you like the devil. Money usually spoils two generations - one in the getting of it, the other in the spending of it.

Calculations on the cost of the war for six months mount high enough into the billions to assure posterity a screaming load.

The successful sleuth work of the sheriff of Washington county goes to prove that the large cities have no monopoly of Sherfock Holmes

The "litneys" boast of taking in \$36 the first day in Omaha. The street cars take in about \$6,000 a day. The "jitneys" will have to go

It is warth noting that legislators, while eager for the recall of other officeholders, are not prescribing the same medicine for theni-

Although the war bulletin editors invariably put the heaviest losses on the enemy's side, it must not be inferred that the enemy is shooting

The country is on the eve of a new era of prosperity, according to President Wilson, If the smoke lifts.

Governor Clarke's response to the Iowa senate's request for facts about the legislative pie counter carries more barbs than the august solons bargained for.

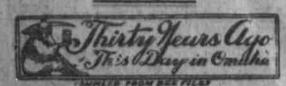
The latest archaeological discovery is a Babylonian law code. We will wager it is no more difficult to understand than some of the laws inscribed on the statute books by our present-day legislators.

The new 140-ton 16-inch gun, which is on the way to Panama, will throw a 2,400-pound shell twenty-one miles. As a canal defender, the mammoth watch dog insures more than ordfnary respect for the laws of the highway.

Municipal philanthropy reaches the borders of absurdity when it provides a home for professignal hoboes. Give them shelter and food in winter and life minus work becomes a joy ride. New York leads the way in capitalising shift-

Suppose all the leaders of capital and labor anguid emulate Young Rockefeller and Mother Jones in the lion and lamb act, what would the caloric uplifters of the oppressed do for a peg to hang a grievance on? The millentum is some miles away.

With the estimates for 1914 based on incomplete returns, the liabilities involved in commercial fallures during twenty-two months of the Wilson administration total \$760,000,000, which is \$119,000,000 more than the total for the four years of President Taft. "The new freedom" does not come up to the advance



Local Engines of Pythias lodges are preparing for reception to John Vanyalkenberg of Fort Mag-In, supreme chancellor of the Knights of as, to whom they will tender a banquet and ball at their ball on Thursday.

Riins Glab, the old standby at Drexet & Munt's marriaking reoms, has been quite ill, but is now on the high road to recovery, to the delight of his

Ewight L. Mondy, the evangelist, will hold a three days' assemblage in Omaha about the middle of March. Delegates from all parts of the state are expecied in he in attenda

Fred Westbrook and C. E. Hacker, the profesant hiereitets are back from a tour of the state. Mr. Al Keating has taken the Omelia agency of the Anheuser-Busch Brewing association for her

Many complaints are helpg poads of sneak thisves carrying off daily papers left by the carriers and it pleased to make an example of the first one

Mrs. A. E. Roo, Williams block, Fifteenth and m, was willing to take several apprentions into Six Months of War.

Today marks the completion of six months of the great European war, and finds the situation more complicated than at the beginning. with the ultimate outcome as much a matter of speculation as ever.

Anyone venturing the opinion the first of August that the first of February following would arrive with no signal advantage of a decisive character scored by either side, would not have commanded much of a hearing. The operations to date, however, have emphasized again and again the approximate equality of the opposing fighting forces. Gains and losses have largely offset one another, and the players have seemingly settled down to the war game as a regular avocation. It is no longer a question of striking an unprepared enemy, because all have completed the transition to a war basis and have reserves and new armies in training to furnish the reinforcements as required.

Already six months of warfare between the most highly civilized nations of the earth in this twentieth century-enough to make everyone join in the hope, with or without confidence of its early realization, that this will be the last great war.

#### The Street Railway Company's Answer.

One of the officers of the street railway company furnishes an answer "in brief" to The Bee's suggestion that the company pay a little more attention to the murmurs of dissatisfaction among its patrons, and make a still further try at better service to relieve the pressure. We regret to note the tone of this answer, which seems to assume it to be the duty of street car patrons to praise the company for whatever points of superiority its service discloses, and to keep silent about its defects. We are told there are kicks on everybody's business, even the newspapers, and that no one can suit everyone. This observation overlooks the salient feature -that in ordinary business the customer can go elsewhere can buy another newspaper as he prefers-but that to the common everyday mau or woman the only alternative to riding on the street car is to walk.

Without inviting a controversy The Bee wants to remind the street railway people that its suggestions are offered in very moderate language with a view to securing a remedy for evils which they must admit exist, and which are not cured by pointing to other advantages or telling us that conditions are as bad or worse in other cities at the hours of traffic congestion. Let the street railway officials wake up to the fact that no bus line project would get so much as a start in Omaha except for shortcomings of street railway service, which are not imaginary

#### Still a City of Home Owners.

Apartment houses have been a notable feature of building operations in Omaha during the last two years. Some forty buildings of this class have been erected in that time, representing a total investment of \$750,000. No difficulty was experienced in securing tenants for all desirable quarters, proving the existence of a demand for modern living rooms, which investors quickly

In some quarters the multiplying of apartment houses is regarded as marking the transition of Omaha from the separate individual home to the grouping of many ramin one roof. That such concentration is the experience of all large cities is due to congested population, which puts residence property within you can't see it with the naked eye, wait unt.; reasonable distance beyond the means of the average home seeker. Omaha has not reached the threshold of that development, and the drift toward the individual home is as clearly marked now as at any time in the history of the city.

The record or building operations in Omaha for the last year shows a total of 772 dwellings, built at a reported cost of \$1,915,308. The record of 1913 was 774 dwellings, but the aggregate cost was much higher, because the blight war brought building enterprise almost to a standstill in the last four months of 1914. Praciteally all of these dwellings were built by or for home owners. Very few dwellings are built for

The figures point unmistakably to Omaha's unwavering loyalty to the individual . home, standing four-square to all the winds that blow. Apartment homes afford tenants distinct advantages which are seldom obtainable in rented houses. There is a minimum of labor, heat without direct contact with furnace, coal shovel or coal bill, economy in space and household help and freedom from the cares separate houses en-

But granting all the advantages and conveniences claimed for the modern apartment house, no stretch of imagination can make it a home. Like any other rented quarters, it is simply a shelter, providing the conveniences of a home, but the essentials never.

The first essential of a home is ownership. The second embraces elbow room and privacy. Ownership implies stability, industry, independence. The family having acquired a fixed status is imbued with the spirit of its surroundings, stimulates improvement, and reflects its tasto and industry outside and in the home, no matter how unpretentious it may be.

With an abundance of room for expansion on hilltops, hillsides and valleys, there are solid grounds for confidence that the home ownership spirit will flourish and abide in Omaha for many years to come.

Estimates of war cost hitherto published require revision upward. Figures compiled by the London Economist, show that Great Britain's per diem cost rose progressively from \$4,500,000 a day in August to \$9,850,000 per day in December. On this basis of actual present cost the Economist computes Great Britain's outlay for a full year of war at \$3,500,000,000. The figures assure the present British taxpayer and his successore a large load and a long, long road to the part of relief.

Notable as is the achievement of talking across the continent, it is easily overshadowed by the expansion of the telephone as a business and social necessity of modern life. Thirty years ago the telephone was regarded as a toy, A few years ago wireless communication was flouted as a commercial impossibility. Under the pressure of inventive skill the tomorrows are certain to yield the secret of wireless telephony over the oceans.

## Street Railway's Answer

PERMIT me to reply briefly to the editorial entitled

"Food For Thought For the Street Railway."
You say that the street railway management can find food for thought if they will listen to the talk indulged in by many passengers on their cars. We are well aware that there is always talk indulged in by some of the passengers on our cars criticising the street railway management. We feel that probably some of the criticism is merited, but that a great deal of it springs from pure ill nature.

You say some very nice things of the street railway service in Omaha, but wind up by saying, "but there is a lurking dissatisfaction which stimulates the hope of relief through another transportation system." You must be aware, that there is a "lurking dissatisfaction" in human nature today, which extends to everything under the son. We kick about the weather, the government, the courts, the newspapers, the railroads and the street railways. this "lurking dissatisfaction" is to be used as a proof of anything, it will have to be admitted that the entire universe is all wrong.

You complain of the amount of street rullway service, and suggest improvement "must come from putting on additional cars or re-arrange the hours to conform with the changing demands." The fact is that street rallway service is measured accurately, and comparative figures for different cities can always be Let's see how Omaha compares with some of the cities which are credited with having good street rallway service. The number of passengers carried per car mile in a few of the cities follows: Columbus, O., 7.46; Cleveland, 7.25; Milwankee, 6.78; Washington D. C., 650; Toledo, 6.18; Seattle, 6.04; Detroit, 6.90; From which it will be seen that Omaha has more street car service in proportion to the number of people carried on the cars than any of the cities

It is true that the cars in Omaha are crowded during the rush period, and it is equally true that the cars in every city of the United States are crowded during the rush hours.

Anyone who can point out a plan which will solve the rush-hour problem, will be a real benefactor Street railway operators have been wrestling with this problem ever since street cars have been operated, and no one has as yet been able to solve it. about two hours out of the twenty-four, four times as many cars could be used to advantage as are necessary during the remaining hours. Where can competent men in sufficient number be found who will be content with two or three hours' wages per day?

You ask further in your editorial, "Is it necessary to compel people to stand at street corners in below zero weather and watch from two to four overloaded cars pass them up without even stopping?" In weather such as we have been having during the last month, It is extremely difficult to keep the cars moving at all. and if you will refer to the columns of the newspapers from other cities, you will find that in many places street car service has at times been entirely abandoned Our organization, by reason of earnest and persistent efforts, has kept the cars moving, and it seems to me that it is utterly unfair to find fault with the fact that they have not moved absolutely on time and with the proper headway between cars. Much of the interruption to service has been due to the fact that wagons and other vehicles use the street car tracks because other portions of the streets are impassable and occasionally these vehicles break down and a gap in service results. Whenever this happens the cars become bunched, and it follows that the first few cars will be overloaded, because people have accumu lated on the street corners and insist on getting on the first car that comes along.

You also ask: "Why should not the street railway timetable he made to fit in better with the timetables of the railroads, so as to carry incoming travelers from the stations to their homes or to the hotels when they arrive?" Throughout the non-rush hours of the every two minutes, and during the rush hours a car passes every minute. Would not this be considered very close connection with incoming trains? Incoming trains, too, especially in bad weather, are frequently late as much as several hours.

You close your editorial by saying, "We say this, however, that if the street railway people have their eyes open, they will at least make a try to give greater atisfaction without waiting for complaints to accumu late into an upheavel." I will reply to this by saying that the operating department of the Omaha & Coun cil Blufis Street Rallway company is working carnestly and faithfully at all times to give satisfaction and to improve the service in every way possible, and all fair minded citizens of Omaha who have occasion to visit other cities appreciate the fact that. Omaha's street car service is not surpassed anywhere in this We realize that the street car service in Omaha, as well as in any other city, is far from perfeet, and we are laboring constantly to make it better, and an occasional word of praise from the newspapers would be more encouraging than constant fault-finding and criticism. Assistant General Manager, Omaha & Council Blufts

Street Railway Company,

### Twice Told Tales

Here's a Taugle, How easy it is to mix up the average business man was demonstrated the other day when the son of a ocal merchant leaned against his father's knee and

nnocently asked; "Daddy, is today tomorrow" "No, my son, of course today lan't tomorrow," answered the father.

But you wald it was," continued the con. When did I ever say today was tomorrow?"

"Yesterday," answered the son. Well, it was: today was tomorrow yesterday, but today in today, just as yesterday was today yesterday, but is yesterday today, and tomorrow will be today tomorrow, which makes today yesterday and tomorrow all at once. Now run along and play," and the father collapsed into his chair with a sigh of relief.

A Motive Mistake, Francis Oulmet, at a luncheon at Paillard's in Paris,

began a toast on golf with a golf story. A half dozen golfers," he said. "were returning in the smoker from a victorious match, and in their jubilation a small sliver pocket flask was being passed from hand to hand,

"A clergyman, so the flask went by him, smiled represchfully and said: "Do you know, gentlemen. I have never tasted a drop of whisky in all my life?"

Well, said one of the golfers, mistaking the motive of the clergyman's remark-'well, ye aln't goin' te begin now, neither." "-St. Louis Globe-Democrat.

One on the Missionary. A prison missionary was insisting to one of the guards that there is some good in everybody. prove it, she sought out the prison demon and found m stroking a huge toment. "There." said the woman, "a man who will pet a cat certainly has some love in his heart."

"Do you love that cat?" the woman asked the

"Yes," he replied, still stroking the animal, "you bet I do; anybody who burts that cut will do it over isad body-he bit the warden the morning."toverybody's Magazine.

Hard Work.

A. J. Drexel, who is a volunteer in the automobile service of the British army, wrote in a recent letter to Philadelphia: "As Kitchener said, or didn't say to Cobb, our

trenches stretch like a gray enake from Switzerland to the see. And what hard work our young soldiers have let me tell you, dirette these trenches! "I cam a young soldier in a half finished trench lay down his shovel the other day and light his pipe.

"Here, want did you lay down that shovel for" "To cool it, sir.' said the young soluter." "-Philadelphia Telegraph.



About the Consolidation Vote. OMAHA, Jan. 30 .- To the Editor of The Bee: I wish to commend and to thank you for your legically-reasoned editorial on "Greater Omaha Consolidation."
To assert, as has recently been done

by some of the opponents of consolidation, that Omaha is morally and in interest one community (and this no one who has any knowledge of facts will deny), and then to declare that when it omes to a question of congolidation we ought to divide ourselves into a group of small constituencies, and let each one of these decide for itself, is illogical and

Some years ago, easily within the memory of a majority of the people of this nation' today, there was a certain move ment on the part of a few of our states to withdraw from the union. They desired the question as to whether they should withdraw or not to be left entirely with themselves. Lincoln tried to show them that the very soil of these atates, the federal posts and postoflifices and numerous federal improvements had been bought and paid for by ALL the people of ALL the union, and that for a few to withdraw, necessarily taking with them these properties, would be an act of grand larceny. His reasoning had no effect upon them, and so he had to use the army and navy of the federal government to compel them to recognize principles of common honesty and justice. Should that question have been decided by each division of the union to suit itself? Would those who are demanding that the question of consolidation be left to each of these communities to decide for itself be so abaurd as to say that if certain sections of Omaha desired to separate themselves from this city the question should be left for decision to the voters of that section? Hardly. So I declare that if this com munity is morally one and one in com mon interest and hope, the question of whether it should be so in legal fact, is one that must be decided by the voters of the entire community and not to vote of each separate and distinct arbitrary division of it. This is just as true with respect to bringing them together in legal terms as it would be in holding them together by legal form supported by "force" if necessary.

Let those who are opposing as they term it, be consistent. Let them say to the legislature not to pass any more "ferce" laws. If they did so and if the legislature obeyed, it would have to adjourn, for it passes no act at all which is not force, and the governor is enjoined to use the state militia. if medessary, to enforce it. Those who are the loudest in demand-

ing that this matter be left to a refendum of the people, would be the first to oppose such a referendum if it included all the people of the community. Brass bands and noise upon reasonable en have the opposite effect from that intended. After the noisy session last Thursday, one of the senators who had been indifferent came to me, saying, "Well, I am ready to vote." I said, "Did this noise convince you?" He answered, "Yes. It convinced me that now is the time for consolidation of Omaha and her suburbs. It appears to me that Omaha is surrounded by towns, awayed by people whose stock in trade seems to be to slur Omay, and to cultivate a spirit of antagonism and jealousy against the proudest city of this state. It is time to take from such people the opportunity to do that."

So, permit me to add, that consolidation of these towns into one would wipe out merely arbitrary boundary lines. That it would put the mere Carupter of community harmony out of business. That it would mean that instead of a number of divided little communities, cultivating an antagonism. a jealousy, a spirit of bitterness against this splendid city, we would have one united, harus city, with one sim, one purpose and one hope L. J. QUINBY.

Dr. Wheeler and Annexation.

SOUTH OMAHA, Neb., Jan. 29,-To the Editor of The Bee: While I do not care to enter into any discussion of the annexation question, I will say that I am in favor of consolidation of Omaha and South Omaha, but not by forcible measures as now pending before the legislature at Lincoln. As far as I can see and learn about the only people who are against it are officeholders and seekers. As anyone who visited the city hall yesterday would have learned. But what I wish to say is that I have

known Dr. Robert L. Wheeler for a good many years and I' learned for the first time through a letter in The Bee that at one time he was for annexation. I have heard the doctor express himself any number of times on the question and first, last and all the time he has been against it-not because his son has held any position which the city might give him, but because he is and always has been one of the most ardent South Omaha boosters you could find anywhere -a man who never falls to say a good word for the "best lown in the state" when he had a chance.

Dr. Wheeler needs no word of apology for anything he has ever said or did in South Omaha nor in all his years as a resident of the city and pastor of the First Presbyterian church has be ever had to sign himself as an "annexationist" or any other nom de plume when writing any article for publication as did the "tax payer" in his article.

M N. Tweifth. PRANK P. HART. No King for Nebranka.

TILDEN, Neb., Jan. B.-To the Editor of The Bee: Accepting the article in your paper of the 28th inst, as the meaning of the words "Short Ballot," permit me to ask why this plan of government is suggested. Is the voter of Nebraska to be emasculated? Are not the people of this state as well qualified to elect a secretary of state as Governor Morehead is to appoint a judge of the supreme court. All appointments under such a law would simply be made to favorites. Instead of the government drifting toward autocracy as such a measure would surely bring about we need more democracy. It would make a governor as important as a king in the affairs of state. Appointed officers in Nebraska are no more efficient than those elected by the people. The facts are that the federal and state execurives have now too much power in the matter of making appointments. Such a measure would be productive of evil instead of good. No system could be determined on that would rob the electorate of its manhood as this wholesale surrendering of the rights of the people to select

The lora that a governor is to become a king of Nebraska may not be repugment to some, but the great majority of the people will be found opposing this peaceful passing from independence to ation of one man. The selection of officers by governors would not insure

better men, because there are better men elected to state office every year than most our governors have been since the old days. A governor is no more qualified to select an efficer than are all the voters. Such an innovation would sweep rings and cliques into power more than has been witnessed before.

The Power Behind the Throne,

OMAHA, Jan. 29 .- To the Editor of The Bee: Your Fullerton, Neb., contributor calls the Hitchcock bill a "sentinental" measure, and in criticizing cortain charges made against England's treatment of this country during the revolutionary war, says of German

They forget that that war was un-popular in England, and that it was forced upon England by a German king. Will you not please refer him to Sir William Arthur, who has told us tin and again that England's government the most perfect in the world; that it responds instantaneously to public opinion; that the king is only a figure head, and that its parliament (or representative government) is all powerful? so it would seem hardly fair to blame it, all on George the Third. It would be just as unfair to blame England's moral support of the confederacy on Queen Victoria. The power behind the throne in England, and also behind Parliament, is commercial interest and the pound sterling; our alleged dollar diplomacy is but a circumstance to it.

J. L. MEYER.

## Women's Activities

Miss Esculine Warwick Bushnell of La Grange, Ill., is the great grandplece of the inventor of the submarine boat, and because of the relationship was chosen to christen on January 20 next, the largest boat of this kind in the American navy. On the launching to take place in Seattle.

It has been suggested that women's names be given to schools in New York. and among the names that have been mentioned for them are those of Louisa M. Alcott, Grace Darling, Charlotte Bronte, Jane Walsh Carlyle, Maria Mitchell and Florence Nightingale. Three of these are American and three English.

Mrs. Ida S. McBride of Indianapolis, national president of the Woman's Relief Corps, auxiliary to the Grand Army of the Republic, in an address recently, says that through the corps for the last year was expended \$111,721.16 for relief, \$11,321.98 for Memorial day, and \$30,555 turned over to posts. There are thirtyeight departments; number of corps, 2,759; number of members, 160,801, and total amount expended for relief, Memorial day and turned over to posts since organization, \$4,428,064.52. The total number of persons assisted last Was 24,041.

SAID IN FUN.

"I follow the medical profession," re-marked the newcomer proudly.
"Surgeon?" we asked politely, just to make conversation.
"Undertaker," he replied sententiously, though gravely.—Philadelphia Ledger.

"If I had my way," said the determined-looking woman, "I'd have every man who tried to flirt with a good-looking woman arrested."
"But suppose the woman wasn't good looking?" looking?"
"Then I'd have him cent to an in-sane asylum."—Washington Star.

"When the police dogs get to work, the most daring of the bibulous fratemity will hesitate to do one accustomed thing." "What is that""—Baltimore Amer-

"See America firet!" "didactically quoted the professor.
"I have already done so," replied J. Fuller Gloom. "I was born here."—Judge. Chump-Were you ever at an afternoon tea?

Grump-No, but once I was in a place where sixteen phonographs played simultaneously.—Harvard Lampoon.

"What are you reading about?"
"The ruins of Pompeil."
"When was it bombarded?"—Louisville
Courier-Journal.

Boreleigh (at 11:40)-Do you know I always thought you had a retiring disposition"

Miss Weereigh (stifling a yawn)—Not exactly, Mr. Boreleigh; but I must confess to a disposition to retire.—Boston Transcript.

"How's the baby?" asked the neighbor of the new father.

"Fine!" said the proud parent.

"Don't you find that a baby brightens up a household wonderfully?" pursued the friend.

"Yes," said the parent, with a sigh; "we have the gas going most of the night now."—New York Globe.

#### OUR NEW SLOGAN

Strickland Gillian in Judge. When first the pilgrim papes landed— On that much-thronged Mayflower

handed—
And on the Plymouth Rock were stranged,
Then came to us the first foreboding
Of this sweet phrase we're now unloading
On all the earth—ambition goading —
Maiden America! Later-how could Virginia Dare?-The first white girl was born somewhere Amid the dark-red farms down there Where rolls the rapid Rapidan—That region settled by Queen Anne—There was the first (there she began!)

Maid in America!

Now that the war is on abroad, With scarcely any who applaud. Nyhlie every foreign tummy's gnawed-Since Europe's commerce stripped And filled her tradesmen all with fears, We, in the whole world's eager ears, May din "America!"

This, then, the slogan to the end— The slogan sung by foe and friend— That round this ball we gladly send— The blaconed sign of peace and thrift That shines through battle-smud drift—
That shall remain when war clouds lift—
"Made in Americal"

Ruth was won by Beatrice Parker, 1316 So. 12th St., with 595 pictures.

# Mildred Is Next



The snow will surely melt when she comes out with her beaming countenance and beautiful spring gowns, all pink and white. She has great rolls of waxen curls, big blue eyes and oh dear me, when you see her dainty little feet and pink shoes and stockings, you'll just want to eat her up.

Mildred wil be given free to the little girl under 12 years of age that brings or mails us the largest number of doll's pictures cut out of the Daily and Sunday Bee before 4 p. m., Saturday, February 6,

Mildred's picture will be in The Bee every day this week. Cut them out and ask your friends to save the pictures in the paper for you, too. See how many pictures of Mildred you can get, and be sure to turn them in to The Bee office before 4:00 p. m. Saturday, February 6.

You can see "Mildred" at The Bee Office

The skates for this week were won by Leoland Shipman, 1255 So. 13th St., with 431 pictures.

# More Skates

for our Busy Bee Boys



Barney & Berry, American Club, Nickel Plated, Temperad Weided Steel Blades. Black to file. This picture of one of the Skates will be in The Bee every day this week.

Cut them all out and ask your friends to save the pic tures in their paper for you, too. See how many pictures you can get and bring them to The Bee office next Satur-

The Skates wil be given Free to the boy that sends us the most pictures before 4 P. M. Saturday, February 6.