

Varying Tastes of Royalty Displayed by Special Christmas Cards

(Special Correspondence.)
LONDON, Dec. 9.—Twenty years ago this Christmas, hosts of the late Queen Victoria's friends received dainty cards containing her majesty's greetings. These cards were prepared by the late Raphael Tuck from designs which were submitted to the queen's selection and approval. Four years later this sensible solution of the problem of remembering their thousands of friends at Christmas time, was adopted by the present rulers of Great Britain, then the Prince and Princess of Wales. It has since become a custom, and the honor of preparing Christmas cards for the German emperor, the czar and czarina of Russia, the king and queen of Italy and the king and queen of Spain has also been conferred upon the firm of Raphael Tuck and Sons.

KING EDWARD'S CARD.

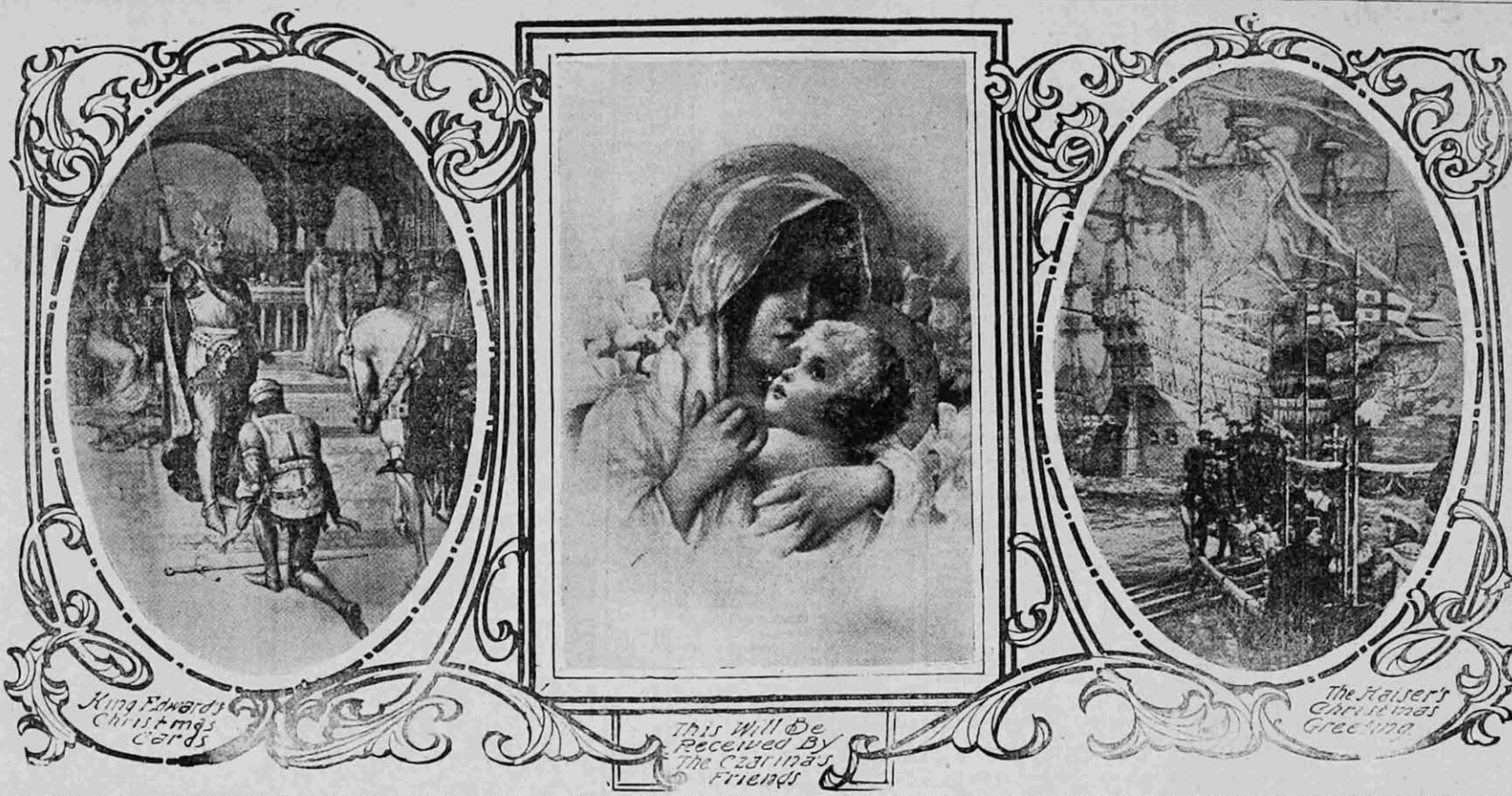
The Christmas card of the English sovereign this year, for instance, has a dignity which is symbolic of the nation. It represents a scene in King Arthur's great hall at the palace of Camelot. A large company of lords and ladies and knights are gathered to witness the ceremony of King Arthur admitting Sir Tristram, one of the best knights and the gentlest to the Fellowship of the Round Table. On the right of the picture, Sir Lancelot, a prominent figure on his white charger, stands sponsor for the kneeling Sir Tristram. The original picture was painted by Howard Davis. Mr. Davis has also painted the queen's card, a beautiful panel representing Queen Philippa pleading with King Edward III for the lives of the citizens of Calais in 1347.

A historic incident in Temple Gardens is the subject of the Christmas card chosen by the Prince of Wales. Its title is "The Roses of York and Lancaster."

It was a felicitous idea to select for representation on the Princess of Wales's card a little boy—Alfred the Great—reading to his mother, Queen Osburga.

KAISER'S NAUTICAL CHOICE.

Singularly appropriate, too, is the subject for the German emperor's Christmas greeting to his friends—Henry VIII embarking on the Great Harry in Dover harbor, May 31, 1520, on his visit to Francis I of France, the meeting which became famous as



that of the "Field of the Cloth of Gold." Though the Great Harry in the pictorial representation is far more fantastic than the smug appearance of the Kaiser's warships, yet one easily can correlate them. Anything nautical has always hit the Kaiser hard. Yachting as a fashionable pastime was almost unknown in Germany before the Kaiser ascended the throne, but during his reign he has made it one of the most popular of national amusements.

William was a little shaver when with his younger brother, Henry, he had his first sail. The two little princes were staying with their mother, the Empress Frederick, then crown princess of Germany, at a watering place on one of the Frisian islands. A German yachtsman, a rare creature in those days, happened to be cruising in the vicinity and the crown princess asked him to take the boys for a sail. They were delighted with their experience.

"When I grow up to be a big man I'm going to have lots of yachts and big ones, too," Wilhelm said to his mother when they returned. The emperor has realized the crown prince's wish. It is not for the sake of yachting alone that he goes in for the sport; his object

is to foster a nautical spirit among his people and thereby arouse a feeling which will support his ambitious scheme to create a navy that will surpass England's.

ITALY'S SELECTION.

One of the most charming of the royal Christmas cards is that selected by the king and queen of Italy. The artist is Harriet Bennett. Painted in delicate tones the picture represents a mother holding a child close to her breast. The heads of angels with their wings tucked snugly beneath their little chins are hovering above the mother.

The queen was delighted with the painting and to mark her appreciation of it she presented to Adolph Tuck, manager of the art company, a gold cigarette case on the outside of which is the royal monogram in blue enamel, surrounded by tiny diamonds and rubies.

The king and queen of Italy both

possess that child-like simplicity which is the most characteristic and the most lovable of Italian traits. During one season, accompanied by only a chess-fur, the king and queen explored the whole of Piedmont.

"Don't you think," asked King Victor Emmanuel of Queen Elena, "that other sovereigns would be afraid to go about as we do, without any escort and in places we hardly know?"

"They certainly would," the queen replied, "and I feel sorry for them on that account, for they miss what we most enjoy."

It is an unusual thing for the king of Italy to be arrested for fast driving in places where he is unknown. "Show me your license," exclaimed one official who had succeeded in stopping the royal car. The king flashed out a newly minted five lire piece and held it in his outstretched palm head up. "The fellow in the next town would not let you off under ten francs," said the official, his frown giving way to smiles, "but—"

"Tut! tut! man," broke in the king, "there must be something wrong with your eyesight. Don't you notice any resemblance?"

The representative of Italian law finally came to.

The Christmas card of the Empress Alexandra of Russia has a beauty that is poignant. It represents a dark haired Madonna with a rather sad face shielding her child, who gazes at her in helpless adoration. Though the czarina is a high-souled, liberal-minded, generous, loving woman of the most refined tastes, no one can adequately describe the profound depths of the unhappiness of this imperial woman. Day and night she broods over the condition of Russia and over the isolation of the imperial family. Often she starts up from the gloomy reveries which have grown habitual to her in a sudden gust of fear that assassins who have so often chosen the rulers of Russia as their victims might be at hand. At other times she storms into the nursery to make sure that her beloved children are all alive. She realizes with dread clearness of comprehension that death hovers over her husband and her family, so that every morning she cannot know whether she will be able to clasp them in her arms at evening.

Furthermore the painting of white

calla lilies on the border of the czarina's Christmas card is a delicate tribute to her purity. During the 14 years of her life at the Russian court the czarina has resolutely opposed the immoral tendencies prevalent in the imperial circles. Her own life has been blameless and she has excluded from her own circle all those women who could be identified as participants in scandalous affairs. Although she could not overcome the customs and traditions of centuries, nevertheless her influence on the imperial court is keenly manifest.

Discounting the anecdotes related of them if one wanted to prove that royal personages were beautifully human, their selection of this year's Christmas cards would be sufficient.

STANDARD EVEN HIGHER.

By general consent the word perfection was applied to the Christmas cards chosen last year, but by comparison with the new collection just out their artistic standard was inferior. After all, however, this is quite in keeping with the traditions of the Tucks, who year by year break records in their special work. The word finds has yet to be written.

It was in the year 1886 that Raphael Tuck planted the tiny acorn destined to become the sturdy oak, when he laid the foundation of the firm that still bears his name. In 1881 he retired and his three sons, Adolph, Gustave and Herman, assumed the reins of the firm's government.

A staff of highly trained artists is in the regular employ of the firm and when Christmas cards were first supplied to royalty, many specimens of these art productions were submitted in order to give some scope for the exercise of the royal judgments. Now, however, after many years of experience in catering to the various tastes of their patrons, the Tucks can determine at the outset what paintings finally will be selected. In fact, King Edward has such implicit faith in the judgment of the Tucks that he seldom sees his Christmas cards until the twentieth of December.

This year's cards of King Edward and those of the Prince of Wales are monochromes; while those of the other royal personages are in color. The original paintings are in the personal possession, and in order to obtain permission to reproduce from them for the public, the Tucks have to petition the crown months ahead of the time at which the cards are issued.

WALTER ROLLINS.

NEW BIG LINERS LOOK LIKE HALF BUILT SKYSCRAPERS

(Special Correspondence.)

LONDON, Dec. 8.—No one who walked through the great shipyards of Harland & Wolff on the Queen's Island, Belfast, and saw the frame work of the new White Star liners, Olympic and Titanic which are under construction there, would imagine for a moment that the confused mass of iron frames and girders in the two big ships would grow in less than a year into two floating palaces of the Atlantic. They resemble now nothing more than the half completed steel frames of two skyscrapers.

The progress made with the construction of the first vessel, the Olympic, is, of course, the more notable, the vessel being more than half framed, and the after body decks up to the upper deck plating. Amidships and forward, the lower deck beams are being placed in position.

Some idea of the immensity of the work involved in the construction of such a leviathan as the Olympic may be gained by a few statistics. The ship is in the ship's double bottom alone weigh 270 tons. They number about 500,000, and the largest is 14 inches in diameter. The heaviest plate weighs 44 tons, and is 36 feet long. The stern frame, which is already in position, weighs 70 tons; the rudder 100 tons; and the boss arms 73½ tons aft and 45 tons forward. The largest beam used tops 4 tons, and measures 92 feet.

HERE'S THE Most Significant Announcement Ever Made in the Automobile World

Overland Model 38 For 1910

A casual perusal of these specifications will bear out the full truthfulness of the headlines.

Wheel Base—102 inches.

Tread—64 inches.

Seating Capacity—Two, three or four.

Rear Seat Combinations extra.

Body—Roadster.

Motor—Four cylinder, cast singly, 34x45 inches.

Horsepower—Twenty-five.

Transmission—Planetary, two speeds forward, one reverse.

Clutch—Multiple disc.

Ignition—Remy magneto.

Carburetor—Schubler float feed.

Brakes—Internal and external on rear wheels.

Springs—13x36 inches, semi-elliptic and 14x36 inches, full elliptic, front and rear, respectively.

Steering Gear—Worm and segment, adjustable.

Front Axle—Drop-forged I section.

Rear Axle—Semi-floating.

Wheels—Artillery.

Tires—32x4 inches.

Frame—Pressed steel.

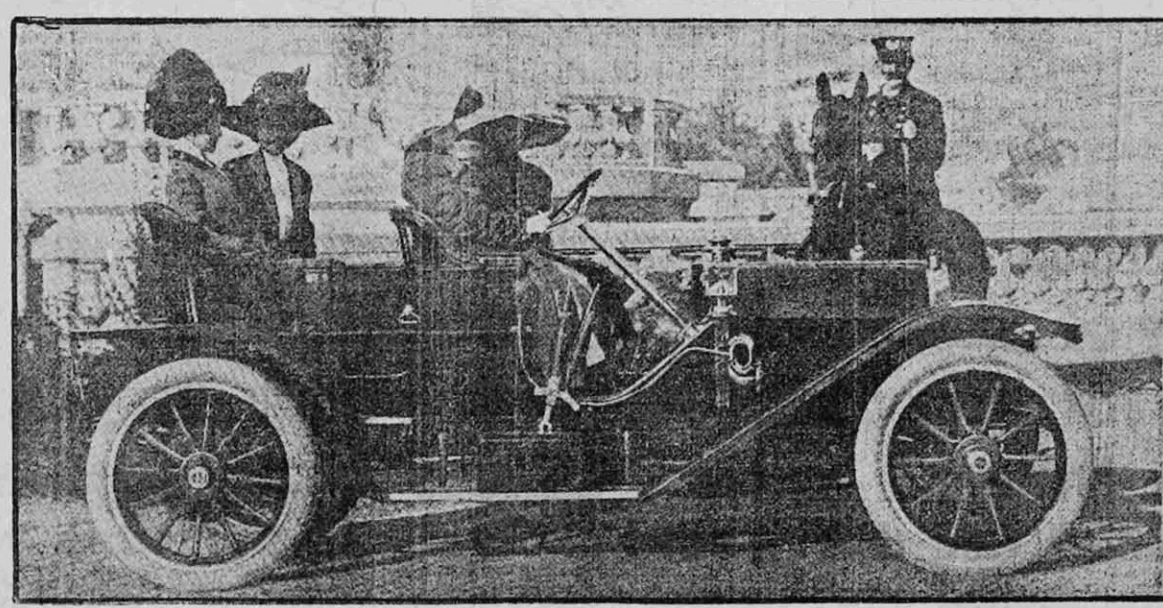
Lamps—Two gas, three oil.

Trimming—Black leather.

Color—Finish, dark blue throughout.

Price—\$1,000.

Toy Tonneau \$100 extra.



One Thousand Dollars Fully Equipped

We have said in the display headlines of this announcement, that this is the most significant announcement that has ever been made in the automobile world.

We want the reader particularly to be impressed with this statement.

It is not a mere high-sounding or extravagant phrase. It's the literal truth, as you'll be amply convinced if you compare the specifications with the best car you know of at \$1,000, \$1,500 or even \$2,000. You cannot find anything like or near the Overland at anything like the price; and you cannot get a better car of 25 H.P. at any price.

This car, wherever shown, is conceded the most astounding automobile value of the era.

- MODEL 40.**
Forty horsepower; Planetary transmission, two speeds forward, one reverse. Roadster body. Single or double bucket seats extra. Two, three or four passenger. Price, \$1,250.
- MODEL 41.**
Forty horsepower; Planetary transmission, two speeds forward, one reverse. Close coupled body, or five passenger touring, four or five passenger. Price, \$1,400.
- MODEL 42.**
Forty horsepower; Sliding gear transmission, three speeds forward, one reverse. Close coupled body, or five passenger touring, four or five passenger. Price, \$1,500.

THE "OVERLAND" The First Real Car for \$1,000.00 Including Full Equipment—Lamps, Generator, Horn, Magneto

When we say that the Overland, Model 38, 25 H. P. car, at \$1,000, is the first "real automobile" ever offered at that price, we mean precisely that and no less.

We mean by "real automobile" a car that embodies in its makeup everything that is acknowledged the world over by the makers of the highest priced cars, the very latest and most approved practice in design, material, workmanship, style and finish. It is a low priced car, but distinctly, it is not a cheap car—it could not be a better made car if the price were twice what we ask.

We are absolutely certain that it is the first car built to sell for less than \$1,500, that contains all the latest and best features of the world's best in construction.

It has produced a veritable sensation wherever and whenever shown, and from the way in which the sales everywhere have gobbled up the product, it is perfectly evident there won't be enough to go around. There are hundreds of ways the manufacturers might have skimmed and saved. There are many ways in which they might have reduced the cost of production—but the men back of the Overland began with their standard set high on a pinnacle of "quality"—

determined to make the car good all through first and the price afterwards.

How well this policy has succeeded can be testified to in no uncertain way by the thousands who are now driving Overland cars; and you see them wherever you go.

With next year's cars the same policy obtains, as it always will obtain here—make the car first; make it as good as a car can be made all through; make the price afterwards.

The price, minus the Toy Tonneau, is \$1,000, completely equipped.

It does not seem possible in comparison with the prices which others are obliged to get for cars of like size and power, and it is not possible for any other factory with less manufacturing experience, less manufacturing facilities, or less marketing facilities than those possessed by the Overland Company.

Quantity—that is the answer.

The manufacturers are going to build 20,000 cars, one exactly like the other, except possibly as to style of body. Every one of these cars will be running over the streets and roads of our own and other states between now and the time the leaves begin to fall next year.

And mind you, we would have had to ask \$1,500 instead of \$1,000 if the production were 500 cars less

than 20,000. The Overland Automobile Co.'s cost accountants, their material buyers, their engineers and their factory producers, are figuring the production at its maximum and at its minimum.

The motor buying public gets the benefit—the first real automobile for \$1,000.

It is not possible to go into details of construction within the narrow confines of this advertisement—how every part is snapgaged, how every part is inspected and then inspected and tested again, how every cylinder and every bearing and every moving part is ground and polished so that the fit is accurate to the thousandth part of an inch, but we can say a few words about the—

MOTOR—The 25 H. P. motor in the Model 38 Overland, is of the L-head type, with both exhaust and intake valves on one side, positively actuated by cams of generous size. Both intake and exhaust valves are of large diameter in conformity to the latest practice of the world's best makers.

One of the largest foreign factories—a concern which makes automobiles selling all the way from \$5,000 to \$20,000—has just completed a test of motors to determine which is to be preferred from a standpoint of power, fuel consumption, and reliability.

Three cars of large size were run under identical conditions, with the three contrasting types of motor—L-head, T-head and Valve-in-the-Head.

The L-head motor, (the same as the Overland) came off with first honors by a big majority; the T-head came second, and the Valve-in-the-Head type third.

Every motor is fitted with a Remy magneto, which, during the past season, has been pronounced by the drivers who have carried off the most honors in all the big events, absolute ignition perfection.

The carburetor, is unquestionably the most economical in the world; moreover, it is the easiest of adjustment. There is one little button to turn one way or the other to get any desired mixture. A mere turn of the carburetor on the Overland.

The cylinders are cast singly, 84-inch bore and 4½-inch stroke. Note the long stroke—the latest practice the world over.

CLUTCH—Just as an example of the thoroughness with which the manufacturers have built this car, the item of the clutch alone will serve this purpose as well as any. They could easily have adopted the conventional cone clutch, which, of course, is the very cheapest construction, but instead, note that the Overland is fitted with a multiple disc clutch, enabling an easy start without throwing stress or strain on the reciprocating parts; an easy clutch to manipulate; a clutch that needs little or no attention, the type of clutch that is acknowledged by the best makers the world over as the most standard and the most expensive.

TRANSMISSION—The transmission of the Overland is of the planetary type, unquestionably the most simple and most easily operated.

Note also absence of gear shifting levers. It is safe to say that the majority of troubles experienced by owners of new cars and even old experienced drivers, is due to faults in gear-shifting. This is all obviated in the Overland. Simply press your foot on the pedal and the trick is turned. A child, a woman—anyone can do it. No danger of stripping gears; no severe shocks to transmission or engine; everything smooth, silent and sure.

In the building of the Overland the element of safety has been taken into very serious consideration. Study the construction of the running gear thoroughly. You will note the rigid pressed steel frame, reinforced by heavy cross sections; 100 resilient springs, thoroughly and safely anchored; bearings of generous proportions; and wheels made of the very best second growth hickory.

The steering wheel, steering column, steering knuckles and all other parts contributing to the guiding of the car are of generous size, made from the best drop forgings, giving to the driver that confidence which he can scarcely have with many of the makeshift constructions on cars made to sell at a price.

We closed the contract for the Exclusive Agency of the "Overland," Saturday Afternoon, Dec. 11.

COME IN AND LET US TELL YOU ABOUT THIS SUPREME CAR.

Consolidated Wagon & Machine Co. 138-150 So. State

GEO. T. ODELL, General Manager.