

CHRISTMAS AND ITS TREES

City of Greens as a Festival Decoration.

CURIOUS MIXTURE OF RITES

Symbolism of the Ancients Take on Modern Changes in Progress Through Time's Corridors.

A minister who announced that if his wishes were considered the church would not be decorated with greens at Christmas time, gave two reasons for his objection. The first was that the use of pine trees at this season of the year has spread to an alarming extent and that practically no steps have been taken to repair the ravages. He also intimated that he disapproved of the use of Christmas greens in Christian churches, because it is a pagan custom, derived from the Druids.

He is undoubtedly right in his assertion. But it is hardly a good argument against the practice, as many of our best and cheeriest customs are pagan in origin. Indeed if they are old enough they are sure to be.

The pagans were not so very different from modern Christians in their desire for light and warmth and love and joy. The use of green growing things as significant and symbolic of youthfulness is not limited to any one people or period.

The Hebrews used branches in their feast of tabernacles. The Greeks and Romans—fine old pagans they were, the Greeks with their sculptures and snowy temples, the Romans with their great system of jurisprudence—hung up wreaths of flowers and green leaves at many of their festivals.

It is not strange that many of the early Christians, direct descendants of the pagans, should have retained some of their charming and picturesque customs.

In England, where white-robed Druid priests made solemn pilgrimages to the forest to bring back the sacred mistletoe with its wonder-working power, it is not strange that the generations who have succeeded them should still testify in certain observances to the line of descent.

In America, with its conglomerate people many customs and many ways of observing Christmas and the festival week following may be traced back to the Roman, the Greek, the Druid and the Teuton.

Ancient Ceremonials.

Even before the coming of the Christ-child with his message of joy and good will, the ancient people celebrated in rite and ceremonial the season of the winter solstice.

In December the sun, reaching its southernmost limit, starts to wheel back toward the northern world. Its promise of more light and warmth, of another seedtime, bringing with it harvest and fruition, has always meant much to men laboring in the fields that they may live.

The Romans held their Saturnalia at this period of the winter solstice and the Germans and Scandinavians also observed it.

The Christian customs of this country are a curious mixture of rites borrowed from those ancients who lived and laughed and loved and rejoiced in much the same fashion as do the men and women of today. Human nature, stripped of the accidents of time and place, is essentially the same. The yule log, the Christmas candle, the Christmas carole, the Christmas tree with its symbolism, the legends that have gathered about the time, the cattle that kneel, the stars that dance, Kris Kringle, Santa Claus—they may all be traced back to a remote period when men had little idea of Christianity, though they knew that the coming of the sun was welcome.

Antiquity of the Mistletoe. The mistletoe, beloved to the early Britons. Its gathering at the time of the winter solstice, Christmas time, was a solemn ceremonial accompanied by sacrifices, sometimes human. The people formed in procession with the Druid priests leading, and wended their way into the forests until a stately oak was found.

An altar was raised, and on the trunk of the tree were inscribed the names of their deities. The arch-Druid then climbed the tree, and with a consecrated golden pruning hook cropped the mistletoe, which was divided into small pieces among the people. They carried it to their homes and placed it over their doors as a propitiation and shelter to the sylvan deities during the season of snow and frost.

Because of its Druidical associations the mistletoe has not been introduced into church decoration, but the use of evergreens has long been common.

The tree as a gift bearer is older than Christmas day. The early Egyptians used a palm as the tree on which they hung gifts for friends, and, to Rome, a fir tree was easily illuminated at the festival of the Sigillaria, which followed hard upon the Saturnalia. Roman matrons hung upon its friendly branches little waxen images of mythological personages that were given to the children and were called Sigillaria.

A German legend tells that it was the apostle, Boniface, who gave the people the fir and pine tree to bear to their home and erect as the center of loving rites performed in the warmth and light of the household instead of in the stern coldness of the forest.

Druidical Customs.

The Druidic rites were performed beneath Thor's tree, the oak, on a lonely snow-clothed hill. Beneath it a fire was kindled. White-robed warriors watched little children die under the hammer blow of the high priest. Then came Boniface bearing his cross, symbol of the kindlier religion that was to overcome that of the hammer. Felling the oak, under which the cruel rites were held in cold and silence, he bade them to take from the hill a fir and bear it to the chieftain's hall, where they could celebrate in peace and love the birth night of the White Christ, who came to save and not to sacrifice little children.

The custom of decking a fir tree with glittering toys, gifts and lights at Christmas time came to England by way of Germany in the sixteenth century. Queen Victoria, adopted it enthusiastically because of her German husband, the prince consort.

Long before this the custom was so generally practiced in Germany and Saxony that cutting the trees was prohibited in many places. In others permission to take only poor or superfluous trees had to be obtained from the authorities. Which shows that there really is nothing new under the sun and that Gifford Pinchot was not the discoverer of conservation.

The custom spread from Germany to France and to America. To the children of Denmark, Sweden and Norway Christmas would not seem Christmas without

GOOD ROADS INCREASE SALES

John Willys of Toledo Says Hard, Smooth Roads Best Argument.

FEDERAL AID GREAT FACTOR

Believes Uncle Sam Should Do His Share in Paving the Roads in Good Condition and Maintaining Them.

"Motor car manufacturers are watching with a great deal of satisfaction the advance of the good roads idea throughout the United States," says John N. Willys, president of the Willys-Overland company, Toledo, O. "And when all is said and done, their interest in this work is only natural, for sooner or later their future success will depend, to a great extent, on road improvements. I mean by this that the time will come, and that before many years, when the question of highways will be a mighty important one with manufacturers."

"During the life of the industry, the most serious question has been to supply the people with cars. There has been a demand from almost every walk in life for an automobile, from the high-priced product which is bought almost solely as a sporting proposition, or for the prestige such a possession will give the wealthy owner, to the moderate-priced models which are bought for business purposes or by people of moderate means. Before long, with present tremendous outputs and continually improving selling methods, the present normal demand for automobiles is going to be supplied, and then will the manufacturers have to look for something to keep their product moving. Good roads will do much to solve the problem. Where there are now thousands of people throughout the country who are unwilling to purchase a car because of poor road conditions in a few years, at the present rate of highway improvement, all these thousands will have become converted, dried-in-the-wood motor enthusiasts. In other words, I believe that good, hard, smooth roads, such as are being built in many states, are among the best arguments for the automobile in the minds of many prospective buyers."

"The plan of existing government assistance in the building of roads, as outlined in the activities of the Federal Aid Good Roads association, is one of the greatest factors in the future of the motor car industry."

"The object of the organization is a highly important one. Though the United States has taken a world lead in the manufacture of automobiles, it has been in spite of its highways, rather than because of them. And the sooner these conditions are remedied—and they can be remedied properly only by the enlistment of federal forces—the sooner will the industry take the forward leap that will place it among the foremost commercial activities of the universe. With government assistance in building good roads the United States can greatly increase its lead in the industry and add further glory to its standing in the commercial and manufacturing world. The next convention of the association, which will be held in Washington, March 6 and 7, should be

approach of winter has not served to cut down the demand for motor vehicles, according to returns from the Packard Car company. The new '33, which has been featured for its advantages in cold weather motoring, is being marketed in volume, but still has a large waiting list. Shipments for December will total 25 cars.

Auto School.

A special school of instruction to familiarize technical men in dealers' establishments with the improvements on the new '33 was completed recently at the Packard factory.

Cadillac Wins in Coasting Contest

A Cadillac car, 1913 model, was completely victorious recently in a unique contest at Riverside, Cal., a coasting event in which thirty-two cars, representing twenty-four different makes, were entered and which was watched by 7,000 people. The cars were sent down a grade with proper shut-off, gravity supplying the energy. Besides providing Riverside an attractive holiday and considerable excitement, the contest had its value from the standpoint of motor car demonstration and comparison because, all other things being equal, lack of friction is the factor that enables a car to win such a contest, or, in other words, to "roll" the farthest.

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Motorcycles Help in Spreading the Gospel

Out in Kansas where the towns are small and the distance between towns just the opposite, there are several up-to-date ministers of the gospel who are enthusiastic motorcyclists.

They find that it enables them to do their work much more effectively out in the country; and gives them, besides, a chance to secure some of the recreation that they need.

Rev. J. P. Steves, of Admire, Kan., is one of the men, and he has been a power machine rider since 1906. Besides his charge at Admire, Mr. Steves preaches at another country church. Before he enlisted the Yale in the good work it

meant a long, tiresome journey of several hours whenever he preached at both places on the same Sunday. Now it's merely a ride of an hour.

His parishioners, of course, are scattered all over the country, and it was well-nigh impossible for him at one time to make the rounds oftener than once or twice a year. Now he is able to do much better, and at much less expense.

Recently, too, Mr. Steves managed to save the day for a fellow-minister who was stranded in Admire—with a congregation waiting for him some miles off. The train, as usual, was hours late; but Steves and the Yale made the distance on schedule time.

Rev. Messrs. C. E. Huff of Oronoke, and R. J. Mattimby, of Miltondale, are also staunch believers in the utility of the Yale in the soul-saving field.

Big Truck Nearly Ready

The new five-ton Packard truck is nearly ready and shipments will start in a few days. The addition of this model to the Packard line gives a range of capacity to meet practically all requirements of heavy duty machines.

Key to the Situation—See Advertising.

HUPMOBILE EXECUTIVES ARE BANQUETED IN PARIS

C. D. Hastings, general manager of the Hupp Motor Car company; E. A. Nelson, consulting engineer, and C. H. Dunlap, expert manager, who went abroad to study foreign business and inspect the Hupmobile European agencies, found a great surprise awaiting them when they arrived in Paris to attend the Automobile show. John L. Poole, European export manager for the Hupmobile, had arranged in honor of the Detroiters a great banquet for the day of their arrival, at which all the Hupmobile dealers in Europe gathered.

Not only were the guests from Detroit greatly pleased with the function, but they were also greatly impressed with the enthusiasm of Hupmobile dealers and the prosperity indicated in their reports. The banquet revealed much evidence of the wide swath the Hupmobile is cutting in Europe and also provided substantial reasons for the foreign manufacturers' perturbation over the dominance of the American car of medium price.

meanwhile, the Hupmobile is being sold in a number of countries, and it is well-nigh impossible for him at one time to make the rounds oftener than once or twice a year. Now he is able to do much better, and at much less expense.

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Stevens-Duryea

Nearly a Quarter-Century of Leadership

The Old Leadership and what it means

The leadership of the Stevens-Duryea of nearly a quarter-century is recognized in two ways: First, by the loyalty of the Stevens-Duryea owners; second, through imitation by other manufacturers, who, one after another, have adopted the principles first put into practice by the Stevens-Duryea.

Three Point Support of Unit Power Plant: Perfect alignment is absolutely necessary for the proper operation of machinery. In the Stevens-Duryea, the motor clutch and transmission are housed in one case, in such a way that they cannot help being in perfect alignment—that is the Unit Power Plant. The flexible Three Point Support of this Power Plant automatically keeps the whole mechanism in alignment. This reduces friction and wear on bearings, strain on mechanism, and delivers more power to the rear wheels.

The Three Point Support also prevents lurch and sway of the engine from being communicated to passengers, thus saving them from a very common cause of strain.

Multiple Disc Dry Plate Clutch: This clutch takes hold smoothly and evenly without racking the transmission and rear axle mechanism, prevents undue wear on tires, and always lets go positively. This means greater safety and comfort of passengers.

Taper Square Joint: The strongest and most positive form of connection between parts of the driving mechanism—a square end tapering into a taper square hole. No keys; no weak shaft.

Six-cylinder Motor: The Stevens-Duryea Company has, for eight years, consistently used the six-cylinder motor. It is today the accepted type of motor for the fine car—most enjoyable to passengers; smoothest application of power, with consequent reduced wear on tires.

The principal results of these vital principles are: greater comfort and safety of passengers; more power delivered to the rear wheels; less strain on mechanism; less wear on tires, and, for these reasons, greater value of the car when resold.

The New Leadership and what it means

First, an adherence to the fundamental principles proved by years of experience and their imitation by makers of other fine cars. But, in our search of greater enjoyment for motorists, and greater pride in their car in every respect, we have built an entirely new car, with a new idea of active power, a new quietness, a new idea of motoring enjoyment, and a new idea of beauty.

Active Power: Model C-Six has a larger motor with abundance of power. But that is not all. Wheel-power is what you want—not merely engine-power. The Three Point Support of the Unit Power Plant reduces the power-loss to a minimum and power is conserved through the finest adjustment and machining. Thus the greatest possible amount of active power is delivered to the rear wheels.

This means going many more miles a day with greater ease than has ever before been possible in any car of any power.

The New Quietness—an important element of motoring enjoyment. An infinite number of improvements in design and manufacture have made model C-Six by far the quietest car we have ever seen.

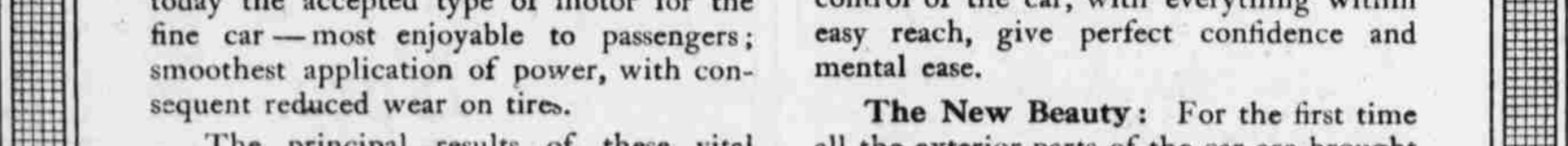
The New Motoring Enjoyment: The motorist rests easily and care-free in Model C-Six. The new springs dampen any recoil effect; the Three Point Support does its work; the wealth of depth of upholstery, the patented adjustable rear seat, the ample room, the rail upholstered for its entire length, and the perfect equipment—all keep the passenger in perfect physical ease. The easy steering and control of the car, with everything within easy reach, give perfect confidence and mental ease.

The New Beauty: For the first time all the exterior parts of the car are brought together in one artistic unit, with graceful lines flowing from the radiator to the rear of the car. This entirely new creation is so distinctive, extremely beautiful and sound that it compels admiration.

Confident in the continued leadership exercised by the maker of this car, the Stevens-Duryea owner can always go about his motoring feeling that he has just the right car—the most advanced, the handsomest, and in every way the best creation in the motor-car world.

HOUSER & HOWES, 2102 Farnam Street

Stevens-Duryea Company Chicopee Falls Mass "Pioneer Builders of American Sixes"



Model C-Six Seven Passengers \$4750

Arrangements Made to Make Auto Show Greater Than Ever

Directors of the Omaha Auto show, which will be held early in February, met Thursday morning in the Powell Supply company's building to discuss the arrangement of exhibiting space, and to consider applications for membership in the association of two new companies, Houser and Howes agents for the Stevens-Duryea, and the Paige Nebraska company who sell the Paige-Detroit line.

After carefully considering the shows of past years it was found that decorating had received the least attention of any one thing and light be classed as the only mediocre part of the entire show. By a unanimous vote it was decided to spend a considerable sum on decorations this year to make them more elaborate than anything before seen in the city. Clarke Powell, secretary and treasurer of the show association, spent the entire month of November in eastern cities visiting various departments of the automobile trade, where he secured a fund of valuable ideas for this branch of the exhibition. As to the form which the decorating scheme will take Mr. Powell already has his own plans, which as yet he is not ready to make public.

There will be thirty-eight exhibitors this year as compared to thirty-one last. There will be eight sections on the stage and many more allotments in the basement than last year. Mr. Powell has been at work on a plan dividing the Auditorium into sections, each of which will be larger than last year. So with a great decoration scheme, more exhibitors, more exhibits and more space together with the year's improvements in the automobile's grid, a splendid, bigger and better display than ever is all that can result.

Motors Still in Demand.

Approach of winter has not served to cut down the demand for motor vehicles, according to returns from the Packard Car company. The new '33, which has been featured for its advantages in cold weather motoring, is being marketed in volume, but still has a large waiting list. Shipments for December will total 25 cars.

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Now connected with the best repair shop and service station in the city of Omaha



White Trucks and White Pleasure Cars

are now permanently located at 2416-18 Farnam street, in connection with the Independent Auto Repair Co.

You can now buy the Best Truck and receive the best service at a minimum cost.

Every merchant should start the new year right by placing his order for at least one **White delivery wagon.**

White trucks are made in 4 sizes; 1/2, 1 1/2, 3 and 5 ton capacities—ranging in price from \$2,100 to \$4,500. A demonstration will prove their adaptability to your business.

H. PELTON 2416-18 Farnam St. Phone Douglas 3301
Lincoln Representative—Mockett Auto Co.
Council Bluffs—City Garage.

The clothes you find at BROWNING, KING & CO'S. are more than "just clothes," for they will "dress you"—\$15.00 UP.
Browning, King & Co.