

HOW XMAS IS KEPT

SANTA CLAUS' BIRTHDAY AS CELEBRATED IN TOWN AND COUNTRY

OBSERVED AT WHITE HOUSE

Becoming More of a Children's Day—Elaborate Celebrations in New York and Paris—A Cosmopolitan Institution.

Special to The Globe.

WASHINGTON, Dec. 14.—Last year President Roosevelt celebrated Christmas day by playing Santa Claus in the quiet little village of Oyster Bay, where he was making his home when absent from the capitol at Albany while serving his term as governor of the Empire state.

This year it is scarcely likely that he will find it consistent with the dignity of his office to climb down chimneys and perform other feats which belong to the grand old Christmas character.

The president will probably enjoy a Christmas dinner at the White house in which a few intimate friends will participate and will spend one of the quietest Christmases in his history. A ride or drive in the afternoon, if it be fine, will be more of a relaxation and in the evening there may be some kind of an entertainment gotten up at the White house to amuse the children.

Christmas day is becoming more of a children's day in town than anything else, a fact which was particularly noticeable last year in New York and other large cities.

Large dinner parties, except at country resorts, are the exception rather than the rule, the Christmas table being reserved for private family reunion than for any other purpose.

The Christmas dinner is by no means made a medium for the display of ostentation.

Many of the wealthy who are religiously inclined attend services at the cathedrals and churches in the morning, where some of the services are very elaborate and beautiful, and where the decorations and touch and tone of Christmas which is most gratifying and appropriate.

The singing of the Christmas anthem, rehearsals of which have been carefully held before hand, are made a matter of especial attention in some churches.

Very many quite religious people do not find time to go to church at all on Christmas day, but have elaborate programmes mapped out by which they try to glorify the day by good works rather than by religious observance.

The entire day is spent by some of these people in providing for the needs of others on this festive occasion. Old friends, old servants and less prosperous neighbors are looked up and made happy by the presence of some needed article or articles which the occasion makes it possible to bestow without giving offense.

Many persons who have attended church in the morning go to the theater in the afternoon for relaxation, whilst others enjoy a spin in the park behind an electric motor or a span of fast horses, or, if there is skating in the parks, enjoy the exhilaration of an hour or two on the ice.

The really elaborate celebrations of Christmas must be looked for at the winter resorts, such as Lakewood, Puxcadero or Hemstead in the neighborhood of New York, and other places of similar type throughout the country.

As such resorts rally-ho and other driving parties are the vogue, and occasionally a fox hunt occupies the morning, or it may be out-door or in-door sports, according to the condition of the weather.

Elaborate luncheons are served at these places and the day is finished off with private theatricals and dances. It is at the country house that the spirit of Christmas seems to become particularly rampant. In other quarters the wealthy classes seem to devote themselves more to the happiness of their poorer neighbors—the underworld in fact—than to any special form of celebration calculated to enable their own enjoyment of the day.

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FORTY YEARS AT THE THROTTLE.

Albion B. Smith, the Oldest Engineer in Point of Service in the Northwest.

Forty years is a long time to spend in any one business. Especially is this true when that business is working as a railroad engineer. Few men have been actively employed on an engine for half that long, because the jar and tremble of the engine usually disable a man before he has spent much more than a score of years upon it. But Albion B. Smith, who stands first on the Great Northern's list of engineers, has been on an engine for nearly forty years, and now when he is sixty-three years of age, pulls the throttle on Engine No. 128 on Train No. 11, to Brown's Valley every Monday and Thursday morning. He

keep up a good head of steam required a great deal of labor. Mr. Smith did not fire very long, for his experience in the machine shop stood him well in hand, and he was soon ready to take charge of an engine. He began work as an engineer early in the sixties and has followed that occupation ever since. He ran an engine for the Milwaukee for seven years, and then came to St. Paul to work for the Great Northern, in whose employ he has been ever since. He came here June 1, 1888, and has therefore been nearly thirty-four years in the employ of one company. Of course, in an experience as extended

and such a thing as an airbrake had not even been thought of. But gradually improvements were introduced until the engine became the perfected machine it is today. Mr. Smith's first engine was a little machine that the Milwaukee people had purchased of the Vermont Central. It was a small concern, weighing but fifteen tons, with cylinders 15x18 inches. It was a wood burner, and was able, under good circumstances and with a full head of steam, to make twenty miles an hour. It was named the Suncook, a title which it brought with it when it came West, in memory of a town through which it used to run on the Central. It was built on the old drop-hook pattern, and would carry but 100 pounds of steam. Mr. Smith says that he rather doubts if this little old engine would be able to start one of the large passenger coaches that are in use on the railroads today.

Not only in size, power and speed do the engines of today differ from those of the time when Mr. Smith first became an engineer, but in the way they are handled as well. The speed of the old engine was changed by means of the throttle, which governed the amount of steam that entered the cylinders. Such is not the case of the modern engine. Speed is governed entirely by changing the length of the stroke of the piston. The air brake is also another change in the operation of an engine. In the early sixties the only brake was the one on the tender. A few years later the steam brake was introduced, but it never worked in a manner satisfactory enough to secure its permanent installation. There are a great many other important changes in engines in the last forty years, but most of them would only appeal to an engineer.

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The Christian Alliance, the University Settlement, the Young Men's Christian association and many branches of the Charity Organization society vie with each other in making the day a happy one for the poor and unfortunate.

At the Tombs prison and at Sing Sing, the city and state criminal headquarters of the Empire State, the severity of prison discipline is relaxed. Dainties are showered upon the plates of convicts who will never again enjoy the pleasure of a reunion at Christmastide with their families. Even entertainment was furnished to the inmates at Sing Sing last year, a minstrel show being given in the prison chapel. The same programme will be repeated this year.

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The Parisian celebration is gay in proportion as that of Berlin is somewhat somber. The kaiser sets the pace in Berlin, and is quite strict about the religious observance of the day, a cue which is naturally followed more or less by the loyal citizens of the Emperor Wilhelm.

Paris is never gayier than at the Christmas season, although the giddy capital takes its piety homoeopathically. There is no gayier scene in Europe than the boulevards on Christmas eve. The sidewalks are crowded with little kiosks or booths, where all kinds of neckwear are sold, and the cafes are thronged with jolly crowds, the air being redolent of undiluted enjoyment.

The lights of Christmas cheer burn almost as brightly in that Paris of the North, St. Petersburg, where even the moulic tips his vodka bottle a little more frequently in honor of the occasion. Christmas in fact is one of the most cosmopolitan institutions under the sun. May its shadow never grow less.

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Considering its three guaranteed wells, its valuable Spindle Top property, and its diversified holdings in outside territory, together with its small capitalization, its perfect facilities for handling its oil (made with one of the best companies in the South), makes this company a much-talked-about business proposition.

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Copies of above letters are on file in this office and doubters are at liberty to call for certified copies or call in person and inspect any of them. This offer is organized for the purpose of acquiring oil properties and the sale of oil.

Capitalized at \$300,000—one hundred thousand dollars in the treasury for development work. Company now at work in Beaumont oil field. Shares now selling at 10 cents each. No less than 100 shares issued. Amount and time on this extraordinary offer limited. This offer should not be compared with any business offering ever presented in the Northwest—time will demonstrate facts, as past progress has already told our readers.



ALBION SMITH, The Oldest Railway Engineer in Point of Service in the Northwest.

makes this trip out one day and returns the next, making a weekly run of 816 miles.

Mr. Smith was born in New York, but when he was but a child his parents moved to Wisconsin. Here young Smith grew to manhood, spending his boyhood days upon the farm. When he was twenty years of age he entered the railroad shops at Prairie du Chien to learn the trade of a machinist. He spent three years of his life in this shop, making in the meantime a careful study of the construction and mechanical operation of the steam engine. He investigated the matter so thoroughly that when he once secured a position upon a locomotive he had but little to learn about its operation.

In those days there was a great demand for trainmen, especially men who were able to manage an engine, and as shop work was not entirely congenial to Mr. Smith he made application for a position as a fireman. After his application had been filed he did not have long to wait before he received his appointment and began the work which has since been his occupation.

The first active work that Mr. Smith did on an engine was to fire between Milwaukee and La Crosse on what is now the Chicago, Milwaukee & St. Paul railroad. That was in the days when cordwood was used instead of coal, and to

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Beaumont New Oil News.

What the General Manager of the Hoag-Swain Syndicate says about the United States Fuel Company:

R. Oliver, President. E. J. Marshall, Vice Pres. W. L. Murphy, Cashier. W. T. Campbell, 2nd Vice Pres.

THE CITIZENS NATIONAL BANK OF BEAUMONT. CAPITAL..... \$100,000. Beaumont, Texas, Dec. 16th, 1901.

LOUIS J. WILDE, 1414 Endicott Arcade, St. Paul, Minn. Dear Sir: Your wells are going down very well, so the driller informs me. Mr. Sturm is a very good driller and should bring you in first-class wells. I understand he has contracted for three for you. Your property is the best producing territory in the field, and I congratulate you on securing same.

(Signed) W. T. CAMPBELL, Yours truly, W. T. CAMPBELL.

A TEXAS SUBSCRIBER KNOWS BEST.

Established 1884. FRANK DUNN, BROKER AND COLLATERAL BANKER. Operating Capital, \$250,000. 1000 Congress Ave., Near Main St., Houston, Texas, Dec. 14th, 1901.

United States Fuel Oil Co., St. Paul, Minn. Gentlemen:—I have looked into your proposition thoroughly, and have decided to purchase five thousand (\$5,000) shares at 10c per share, being non-assessable, fully paid. I see no reason, with the continuation of your able management, and with your holdings and contracts and shipping facilities, why you cannot make money for your shareholders as well as for yourselves.

Your Company appeals to me as the best thing in the field, on account of its small capitalization and valuable holdings in the actual producing oil field, also like the manner in which you are going ahead and getting your company to the front. I have spoken to several friends, whom you will hear from shortly. They may not take a great deal of stock, but will buy some; you know everybody here is loaded up on oil stock.

Yours truly, FRANK DUNN.

What Hon. John T. Dickinson, ex-secretary of the World's Fair and former president of the Chicago Coliseum, says about the United States Fuel Oil Company:

Chicago, December, 12th, 1901. United States Fuel Oil Co., St. Paul, Minn. Gentlemen: I have carefully investigated your Company through my Texas friends, and believe it to be one of the very best oil investments in the market. Should be pleased to meet your representative here in Chicago with a view of taking a larger interest and associating myself with your board as I formerly talked of doing very truly.

(Signed) JNO. T. DICKINSON.

R. G. GRAY & CO., Real Estate and Loan, Houston, Tex., Dec. 16th, 1901. MR. JAMES T. MANNING, Secy., United States Fuel Oil Co., St. Paul, Minn.

Dear Sir: We know of no company in the field which offers such bona fide inducements to shareholders as your new company. With its sure wells and small capitalization it is a certainty that its stockholders' money is being expended in actual developments, and is not going into the pockets of promoters. We cheerfully recommend it to our friends.