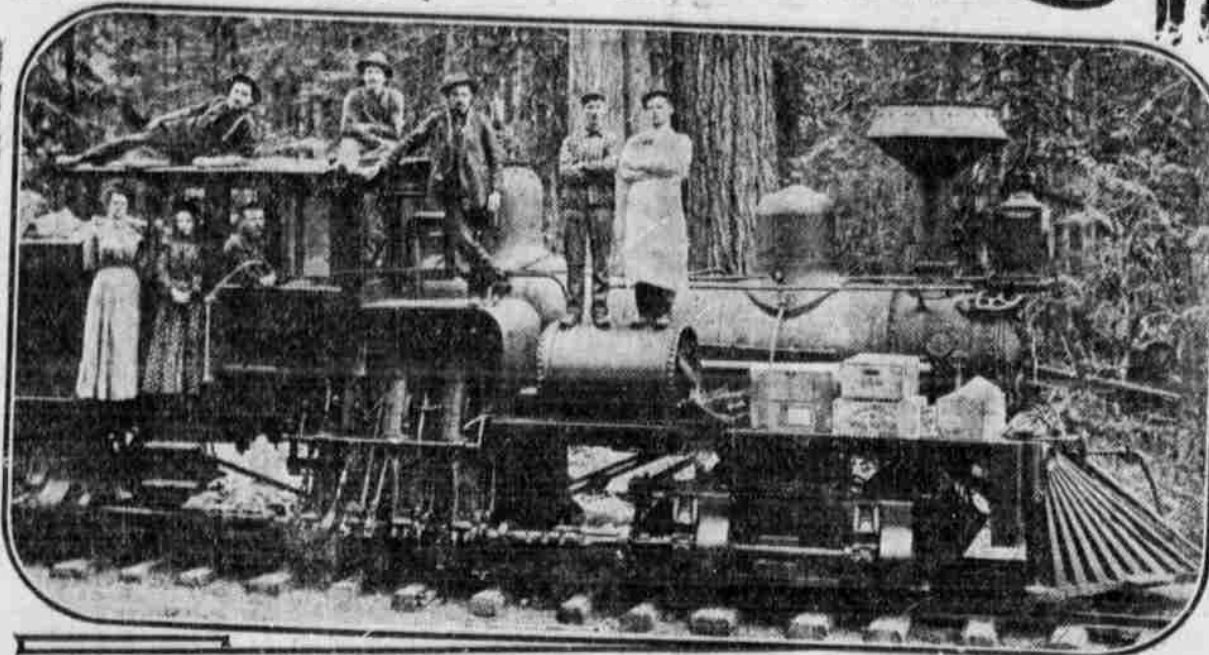


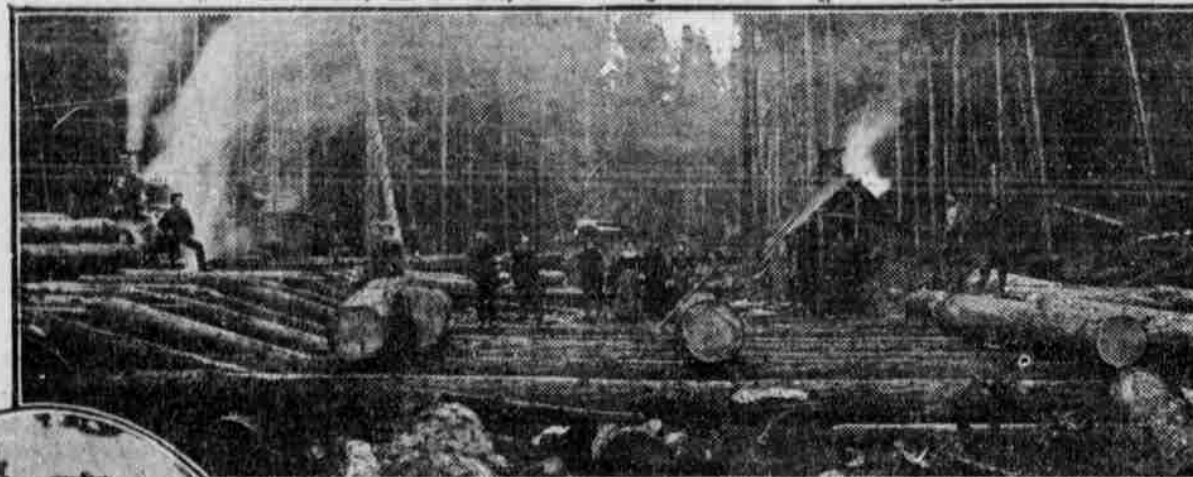
WITH THE LUMBER JACKS IN WINTER



A TYPICAL YOUNG NORTHWESTERN LUMBERJACK
PHOTO BY HILSON FANNEY



A LOGGING LOCOMOTIVE AND CREW



TYPICAL LOADING TERMINAL



TAKING AN INVENTORY OF TREES READY FOR THE LOGGERS



LUMBERMEN ENJOYING A BRIEF RESPIRE FROM THEIR LABORIOUS WORK

WITH the lumber jacks in many sections of the United States the winter is the busy season of the year, the harvest time, as it were, and they work almost as energetically to "get out" the requisite number of logs during the interim of snow and ice as does the farmer to get in his grain ere the autumn rains set in. Only, to be sure, the lumbermen are not menaced by quite the same uncertainty as to weather conditions as is the farmer in autumn, for in many of the northern lumber camps it is almost unheard of for a season to embody less than five months of sledding, that is, five months of continuous snow and ice.

In the logging regions of the Pacific Northwest, of course, where may be found perhaps the greatest of nature's lumber storehouses, the winter does not make the marked difference in conditions that it does in the forests of some other sections of the country. In western Oregon and Washington there is so little snow, and that of such a transient character, that the lumbermen cannot depend upon it as they do elsewhere to help them with their work. But, on the other hand, the Puget Sound and Columbia River country is free from that severe weather which renders it imperative for lumber jacks elsewhere to constantly have a care lest they suffer from frostbitten hands and feet. Similarly in the south, where cypress is king and where much of the logging is done in swamps, the winter prescribes no change of method or equipment



THE LOGGERS AT WORK

for the twentieth century logging crews. In what we might term the traditional seats of the lumber industry, however, winter puts a very different face on the whole matter of getting out the logs and transporting them to the sawmills that transform them into the marketable form known to the average consumer. In Maine, in northern New York and Canada, in Michigan, in Minnesota, Wisconsin and the Dakotas the summer is in one sense a vacation season for the lumber jacks. At least it is an interlude of restricted activity and the lumbermen, unlike some other members of the community, welcome the passing of the long, bright days and the advent of the Ice King. The explanation of this state of affairs is found, of course, in the fact that snow and ice afford the material for the ideal arteries of communication in the lumber regions. The felled trees may be conveyed to market more quickly and more economically over snow roads and ice trails than by any other method known to the industry. Indeed, there are lumber regions where without these factors—and their sequel, the "big thaw" in the spring—it would be virtually impracticable to get the timber to market at an expense that would justify operations.

The snow and ice, important as is their aid, are not the only influences that are now tending to make the lumbermen concentrate their activities in the fall and winter. Of late years a constantly increasing number of our lumbermen have been brought to see the wisdom of adopting what is known as conservative lumbering—that is, lumbering which treats a forest as a working capital whose purpose is to produce successive crops and which calls for work in the woods that will leave the standing trees and young growth as nearly unharmed as possible. Well, the minute a man becomes a convert to conservative lumbering he is certain to become an advocate of the cold season as the proper time for carrying on all the operations of lumbering.

To make this point clear it may be pointed out that the difference between practical work under ordinary methods of lumbering and under conservative lumbering is principally in the selection of the trees to cut, in the felling of these trees, and in the first part of their journey from the stump to the mill. It is an established fact that the amount of harm done to a forest by the cutting depends considerably upon the season of the year when the work in the woods is carried on. Much less damage will result to the young growth

and to the trees left standing if the lumbering is done after the growing season is over instead of being allowed to go on in the spring and summer while the bark is loose and the leaves and twigs are tender. Moreover, if there be a heavy blanket of snow on the ground, a tree, after it has been felled with ax or saw, stands a chance of crashing to earth with less damage than it would sustain at another season of the year. The tree trunk that falls on a bed of snow is not likely to split or to break as

would otherwise be the case when the forest monarch comes down on rocky, uneven ground. After all, however, it is in the various stages of the transportation of the logs that the snow and ice yield the greatest aid. First of all it simplifies the operation of skidding or dragging the log lengths from the depths of the forest. This work was formerly done by horses, mules or oxen, and is yet to some extent, but for the most part the modern donkey engine has supplanted all other forms of energy for skidding. Supposedly the skidding operation is designed only to get the logs out of the forest depths where no log-carrying vehicle could be operated without infinite trouble and damage to the standing timber. However, when the Snow King is in command it sometimes happens that a similar method may be employed for moving the logs to the railway or storage yard, perhaps a mile or two distant, where the logs are held to await the spring freshets or are loaded aboard railroad cars that convey them to the mills. For this long-distance log trailing there is employed a more powerful type of engine than the donkey above referred to and a stronger wire cable is supplied. The pathway for the logs is an icy boulevard—kept in condition by "flooding" as circumstances require—and this becomes so smooth from the polishing process afforded by the passage of the logs that it is practicable to transport at each operation not merely a single log but whole "strings" of logs attached end to end by means of stout chains.

At some lumber camps it is the practice to employ giant sleds to carry the logs on the first stage of their journey from the forest to the saw mill. Of course snow is requisite to the satisfactory operation of these sleds, but when a "path" has been worn for the sled runners along the icy roads the vehicles traverse the line thus furrowed with a facility suggestive of that with which a locomotive glides along the steel rails. There is, of course, a minimum of resistance to the progress of a sled along such a glazed surface and in many instances log loads of almost incredible weight are thus transported over the glistening surface. A "new wrinkle" that characterizes winter practice in some of the up-to-date logging districts consists of what might be denominated an ice automobile for log carrying. Powerful traction engines have been used for some time past on the Pacific Coast to draw trains of log-laden trucks out of the forest, but this new form of commercial motor vehicle goes even these

marvels one better. In principle, the ice automobile is not very different from the ordinary commercial motors which are now employed for delivery work in every city. However, the self-propelled adjunct of winter logging is provided with sharp teeth which it sinks into the snow or ice as it progresses, thus insuring steady progress with no slipping or sliding on the smooth surfaces.

But because the winter finds the lumber jacks very busy in a temperature that ranges as low as 20 to 40 degrees below zero it must not be supposed that they do not find time and opportunity for plenty of fun in the isolated camps where they spend the season. A logging camp may be anywhere from five to twenty-five miles from the nearest store and postoffice, but the "jacks" are kept liberally supplied with fresh butter, fresh meat, smoking and chewing tobacco, etc. A graphophone or phonograph is an almost inevitable adjunct of the isolated logging camp and the lumbermen manage in one way and another to get records of the latest song "hits" from time to time.

The average logging camp has two main structures—the bunk house where the loggers sleep in bunks arranged in tiers, and the cook shanty where the food is cooked and served. To call this eating hall a shanty is, however, something of a misnomer, since the word is likely to suggest a modest hut, whereas the cook shanty of an up-to-date logging camp must be large enough to accommodate a crude dining table perhaps 40 feet in length. The cooking in a logging camp is usually done by a man and wife (almost invariably German), who hire out as professional cooks and who have the help of two masculine assistants. They work over a range that is 10 feet long and on top of which stands a coffee urn that holds as much as a barrel; a meat boiler that holds 100 pounds of pork or beef, and a can in which there can be boiled at one time more than a bushel of potatoes. Below are the ovens where are baked some 10 to 15 square feet of biscuits every day. In some camps heavy stoneware is provided for use on the table, but at a majority of logging establishments each of the 50 to 150 men is simply allowed a spoon, plate, and cup of tin and a knife and fork of steel.

PRAISE WORTH WHILE.

"A society woman paid you a handsome compliment the other day, Mr. Druggsly."
"Ah, indeed! May I ask who the lady was?"
"Certainly. It was Mrs. Whoopindyke. She said you sold the best dog soap in town."

EXTREMELY POLITE.

"You ought to call on Dr. Pullem, he's the best dentist in town."
"One of those so-called 'painless' dentists, eh?"
"No; but he always says, 'I beg your pardon,' before pulling a tooth."

REVENGE.

Official (to barber condemned to death)—In an hour's time now, my poor man, you must prepare for your doom. Have you any last dying wish?
Condemned Barber (savagely)—Yes. I'd like to shave the crown prosecutor!—London Opinion.

PROMINENT PEOPLE

STRONG MAN OF FRANCE



Raymond Poincaré, the new prime minister, is one of the most interesting figures in the French republic. In him are combined all that one understands by French culture, dignity and charm of manner, added to a reputation of stern integrity that is nationwide.

This is the third time that the French Academy has supplied the third republic with a prime minister. The first was the duke of Broglie in 1873, and the second was M. de Freycinet in 1890.

Poincaré comes to power with ripe ideas on the subject of government. He once expressed the triple wish, which may be taken as the key to his attitude, that deputies would legislate without attempting to govern, that ministers would govern on their own responsibility and that justice should know no politics.

The new premier's versatility is to a considerable degree a matter of family influence, for his father, uncle, elder brother and cousin have all been distinguished in science and literature, and, as was said by Lavisse when Poincaré was introduced into the academy, they might be said to constitute a little family university all by themselves.

In his private and domestic life, the new premier is anything but a recluse. He has a fine house near the famous Bois de Boulogne, where he entertains largely, but his family, his friends, his books and his works of art occupy the greatest place in his affection and his attention. He does not miss many first night performances at the theater. He is fond of racing.

BIG LIFE INSURANCE POLICIES

The largest amount of life insurance held by any woman in the world is now carried by Mrs. Charles Netcher, head of a Chicago department store.

Mrs. Netcher has just taken out a life insurance policy for \$200,000, which raises her total insurance to \$1,200,000, more than that of any other person in Chicago, it was announced.

Mrs. Netcher has followed a platform of her husband, who, when he died in 1904, was insured for \$500,000.

After the death of her husband, Mrs. Netcher assumed control of the store and has conducted the business ever since, building it up and constantly increasing her holdings in real estate as the profits from her business increased.

She soon became what is known in insurance circles as "a good risk." When she decided to take out large policies on her life the various companies extended to her the usual rights allowed business men. And, according to the Chicago executive representative of a big eastern company, who has written her insurance, it is uncommon for a woman to be allowed the same rights as a man in the writing of large policies.

"Women are usually limited in the amount of insurance they are allowed to take out," he said. "However, we regard Mrs. Netcher as an extraordinary business woman and one who is important enough to carry the largest insurance in Chicago."

Mrs. Netcher's policies are with three companies. All the policies are of the straight life variety.

As to the reasons for the insurance, Mrs. Netcher says they are simple. She is the head of a great business, she has many holdings, and besides she has four children whom she loves.



WIFE OF LEADING SOCIALIST



The Hon. Victor Berger of Milwaukee is the first Socialist in congress and his wife deserves attention as an educator and reformer. Since her arrival in Washington, when Mr. Berger took his seat in April, she has been busy studying social conditions at the capital as if she were a member of the house committee for the District. She visits the schools and learns their needs, and many a Washington pupil will have her to thank for some needed improvement. In appearance, Mrs. Berger is a typical German-American woman, of the type one imagines in a comfortable home, busy superintending the children and presiding over a breakfast table. Yet there is another side to her character. She is an earnest reformer, who has taken such an active part in political work in Milwaukee that she has been elected a member of the board of education, and has helped to put into execution such ideas as penny luncheons, teaching in the schools, and giving girls lessons in dress-making and millinery. Most of the children of the public schools have to drop their studies at fourteen or sixteen, in order to learn a trade; and Mrs. Berger believes that it should be made possible for them to complete later in life the education which early work prevented. Before her marriage, she taught in the Milwaukee schools, and is, therefore, perfectly conversant with the matters in which improvement is needed.—Family Magazine.

ABDUL HAMID STILL ALIVE

Abdul Hamid is alive! The former sultan is in Salonica and has not been secretly conveyed to Constantinople.

Those are the replies to two recently circulated reports which have told of the former sultan's demise and of his having been spirited away during the night to the capital. The latter report was merely founded upon the passage of a train full of munitions, concerning which quite special precautions were taken.

If you want to set yourself a difficult task it is in going to Salonica and trying there to find out some details concerning the physical condition and mode of life of the deposed sultan, who for so many years was the political chess player who kept the diplomatists of Europe busy, and who was so skilled in the game that he usually saw 20 moves ahead, while the ambassadors at Constantinople saw but two or three.

Abdul Hamid in his confinement as the prisoner of his people is enveloped in much the same mystery as he was in Yildiz Kiosk at Constantinople, and rumors and reports unlimited circulate concerning him—most of them inventions, a very few approaching the truth.

