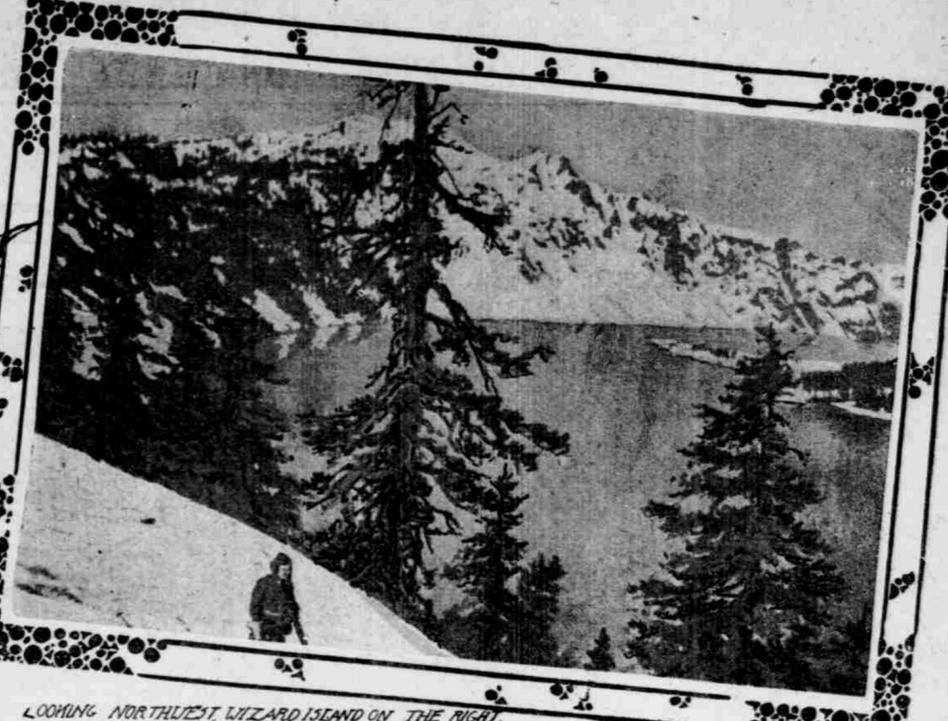


# CRATER LAKE BEAUTIFIED BY SNOW DRIFTS

One of Oregon's Wonders at a Season Inaccessible to All But the Venturesome.



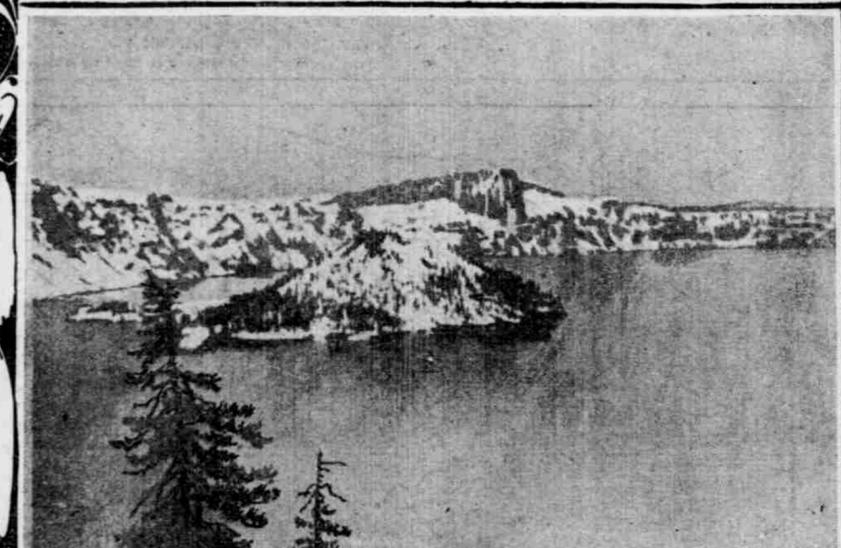
LOOKING NORTH EAST ACROSS DANGER BAY CLOUD CAP IN THE DISTANCE THE ROCKY RIM IS ALONG THE SOUTHERN SHORE



LOOKING NORTHWEST WIZARD ISLAND ON THE RIGHT THE WATCHMAN AND GLACIER PEAK IN THE DISTANCE



VIEW FROM THE ROAD LOOKING ACROSS ANNA CREEK VALLEY IS 15 FEET DEEP



LOOKING NORTH ACROSS WIZARD ISLAND ILLAO ILLAO ROCK IN THE DISTANCE

CRATER LAKE, Oregon's most attractive natural wonder, is always beautiful, but never more so than in the Spring or Fall, when the cliffs and peaks are partly covered with glistening snow. The accompanying pictures were taken by State Engineer John H. Lewis, in the month of June, after the snow had partly melted. Mr. Lewis went to the lake by way of the road from Klamath Falls, and the road within several miles of the lake being hidden by snow, he found his way by studying the topography of the country as shown by a map issued by the United States geological survey. At the rim of the crater a companion of Mr. Lewis stepped out toward the edge to get a better view when glancing behind him he observed a long crack in the snow. He had scarcely stepped back across the crack when the bank upon which he had been standing broke

loose and the mass, weighing thousands of tons, went thundering down the 300-foot cliff into the lake. The views shown here were taken from near the campground on the southern border of the lake.

## THREE MINUTE MUSINGS

Plan to Eliminate the Superfluous Giving of Christmas Presents.

BILL NYE once proposed an international system of letter introductions. His theory was something like this: Suppose William Brown was going to Brazil. He would go to the bureau and get his letter of introduction to the agent in Brazil, who would be instructed by private letter whether it would be safe to trust Bill for his groceries or whether he paid for his share of the drinks. Thus everyone would be happy and no harm done. Bill Nye wrote some sample letters, but the trouble seems to have been that he did not syndicate his idea and form a corporation and sell stock to the clerks and widows.

Now, I have an idea, but I do not wish anyone to be alarmed over that fact, even if an idea is one of the worst symptoms of impending degeneracy. According to Lombroso and Nordau, having an idea is pretty near as good a sign of degeneracy as having big ears or an unsymmetrical head.

However, to proceed. One of the great secrets of modern business success is the ability to eliminate superfluous effort, to concentrate and organize the forces at your hand. One of Victor Hugo's delightful anecdotes of American life was the one of the manager of a great commercial house who was able to save the firm several barrels of ink each year by instructing the clerks not to dot their 'i's or cross their 't's in all the correspondence of the firm.

This elimination of superfluous effort is most clearly shown in the clearing-house system of the city banks. Instead of lugging the coin around from bank to bank to liquidate the various checks, all checks are taken to one place and after balancing up each account, only the balance is paid in coin.

Now, my idea is to have something like this to eliminate the superfluous giving of Christmas presents. There is nothing so sacred at the present time but what it is allowable to get up a revised edition and make it conform to twentieth century methods, so at the risk of being considered sacrilegious, I am going to tackle the Christmas problem.

We all know what an extra burden of work the Christmas season brings on everyone. The housewife commences on her sofa pillow some time in October, and from then up to the very last day it is work all the time. Then there are the clerks in the stores and in the Postoffices, and the expressmen, and in fact, a little of the extra burden touches every one of us. This plan would stop all this, and is as follows: Establish a large central clearing-house for Christmas presents at Washington, D. C. Put some of the bureau chiefs of the Pension Department in charge of it, and let one of their first duties be to get up a nice system of blanks to be used by the clearing-house. The reason that I suggest the use of pension chiefs for this work is because they have had so much experience along this same line. The blanks should go into minute personal details, for after the system got to working smoothly the data would

prove a great mine for Carroll D. Wright. He could undoubtedly deduce from them that women with moles on the side of their nose gave looking-glasses oftener than any other present; or that anaemic young men had a predilection for bullet-proof vests. Anyway, I can guarantee that Carroll would make something out of the data.

After the blanks were arranged and printed they should be sent to every citizen of the United States by the first of September. Then he or she, as the case might be, would set down and fill it out. Suppose Almira Jones, of Corvallis, has one before her. She is planning to send a volume of Will Carleton's poems to Cousin Sue back in Indiana, and to Aunt Ann a set of dollies. But Sue is planning to send Almira one of E. P. Roe's novels, and so when all the reports get in, the clerks note that Almira and Sue's intended presents balance each other in value, and they are promptly notified of the fact, and thus save both on postage and initial cost by not sending either.

Will not this prove a boon to humanity? As soon as I can get some of the finer details worked out, I will try to get Thomas Lawson to underwrite it for a couple of millions and it ought to beat Amalgamated as a producer. MARCUS W. ROBBINS, Grant's Pass, Or.

## COSSACK ONLY A COWARD

No Virtues Shown by Race in Japanese War or Present Crisis.

Originally the Cossacks were bandits and they seem to have retained all the worst qualities of that disreputable class and to have lost all trace of the rough kindness which sometimes characterized brigands in reality as well as in romance, says the Philadelphia Record.

They have by no means always supported the Czar, but often fought against them, and it was not until 1814 that they gave up their brigandage and became a kind of irregular horsemen, who, in return for a grant of land and freedom from taxation, came out to fight when called upon and brought their own horses, arms and equipment. Nothing about them resembles the smart cavalry of other European countries, for both they and their ponies are small and insignificant, and neither is properly groomed.

Their reputation as fighters was earned chiefly during the Napoleonic wars, when the French cavalry repeatedly charged them without effect. Under the conditions of modern warfare they have proved useless, and since they have been brigaded with the regular cavalry, they have lost their chief source of strength—their irregular method of fighting. In the war against Japan they were a lamentable failure. On no occasion did they live up to their reputation or possess the single virtue—courage. During the present crisis the Cossacks have only proved themselves to be bullies and cowards of the lowest kind. They respect neither age nor sex, but destroy their unfortunate victims as relentlessly as a hungry tiger kills an antelope. They appear to obey the orders of their officers and observe some discipline in behavior if not in appearance, but when once set upon their deadly task, they do not appear to be checked until they are finished.

## AUTOMOBILE THAT TRAVELS ON ICE The "Pneumoslito" Makes Twenty Miles an Hour, Irrespective of Wind.

SKATES and ice yachts will not furnish a monopoly, this year, of the exciting joy that comes from rapid flight over the ice. The "motor iceboat," a new contrivance, means a sport added to those that make for the pleasures of winter. It is a development of the auto, the motor-boat and similar devices which man has lately been adapting for his business and his diversion. It was tried last year and succeeded. The inventor discovered means of improving and correcting his model, and this year has a craft that will act with all the certainty of an automobile.

The scientific name of the ice motor-boat is the "pneumoslito." J. Bruce Macduff, of Brooklyn, invented it, and the trials that proved its capacity were made on a lake at Long Island. The motor-boat makes one think a little of an ice yacht, save that the latter is dependent entirely on the wind for its power, while the "pneumoslito" is operated by a motor, and is always ready for its lightning flight, no matter what the climatic conditions may be. This means that it not only has great qualifications for a pleasure craft, but has

valuable possibilities from a business standpoint. A machine that can go bowling over the ice at a rate of 20 miles an hour and with virtual immunity from breakdowns or delays of any kind is an attractive business proposition, and that is the least that can be claimed for the "pneumoslito." New Yorkers who saw the tests of the ice motor-boat marveled not only at its speed, but at the graceful, easy way it glided over the ice. There was no more jarring than there would have been on the best-equipped of modern railway cars. The motor-boat skimmed over the ice like a great bird.

How the Motor Works. The motor-boat looks like a sewing machine mounted on a platform, the latter being upheld by four sets of runners. The platform is 12 feet in length by four in width, and is made of stout wooden slats. Its runners are virtually front ones are arranged as to respond to the steering gear, very much as the giant coasting sled, dear to the heart of every country boy, who had a small sled in front, which he could turn in such a manner as to guide the big sled in any direction he wished. The steersman sits astride a narrow

plank seat, which runs from the propeller and motor to the front end of the craft. In order to protect him from the fury of the winter blast, there is a wind shield in front which can cover the operator completely or be brought only to the knees. The apparatus which steers the motor boat is very similar to that of an automobile. The levers for controlling the sparking plug, the mixture and clutch, are readily within his reach, and with a handle similar to that of a bicycle he can in an instant whirl the fast flying machine in any direction. The propeller is four feet in diameter. It looks even bigger, this queer wheel, and connects with the motor by a sprocket wheel and chain.

That which gives the machine its distinctive feature is the arrangement and equipment of the blades, by which the motor boat is carried skimming over the ice. These blades are enclosed by a flat rim of their own width, riveted to them. The outer rim, the shape of the blades and the pitch of the screw, are features on which Mr. Macduff put his most careful work, and to this construction he owes the success of the machine. Not a particle of power is lost, and the arrangement so lessens the friction that even in going over rough places the action of the motor differs hardly appreciably from its

conduct when navigating the smoothest of ice. There is no jerking motion either when stopping or starting. At the beginning of a run the motor is set in motion, the clutch thrown in, and the propeller begins to revolve at a slow speed. The sled opens up gradually, and gaining in speed almost unappreciably, is soon flying over the ice at a lightning gait, but there is nothing in its motions to tell the passenger the difference between top speed and an ordinary gait.

The motor which Mr. Macduff uses is operated by gasoline, but this is not imperative. To his model most any kind of power could be adapted with equal success. There is nothing that a skilled chauffeur cannot do with the "pneumoslito." He can put it through all the gyrations that are possible to the accomplished skater. He can steer in circles and figures, run against and across the wind, slow up to let off passengers or freight, and discharge his cargo without coming to a full stop. More remarkable still, he can go just as fast against the wind as with it, the power of the motor being so great that the opposition of a strong current of air makes no difference whatever.

The steel bearings are so perfectly adjusted and so free of friction that it makes no difference in the speed of the

ice motor boat whether one, two or three men are riding. It goes along at just the same rate of speed. The success of the "pneumoslito" will result in many adaptations. Already the inventor is experimenting with skeletons of racing, cabin vehicles for pleasure, with steering turret added for military or postal purposes. Such an auto is also going to have possibilities for use in arctic exploration.

## SAVING UP THE GOLD DUST

Precautions Taken in the Manufacturing Jeweler's Shop.

Washing machines seem all right enough in a laundry, but they would scarcely be looked for in the establishment of a manufacturing jeweler. Yet they play an important part in such a plant. In a washing machine are washed daily all the aprons and all the blouses worn by the workers employed in the manufacture of articles of gold. Then the water, in which these things have been washed is piped to a room where the gold contained in it is extracted and saved.

Particles of gold adhere to the hands and faces of the workers in the precious metal, and even get into their hair. Twice a day all the operatives wash their hands and faces and the water, like that from the washing machine, is piped to the extracting-room. Here there is installed a big filter, with its filtering section made of canvas and resembling outwardly the pleated section of a giant square converter, as it would look partly drawn out. All the water from the washing machine and from the wash bowls in the factory is forced through this filter, and at regular intervals the filtering section is taken out and the gold removed from it.

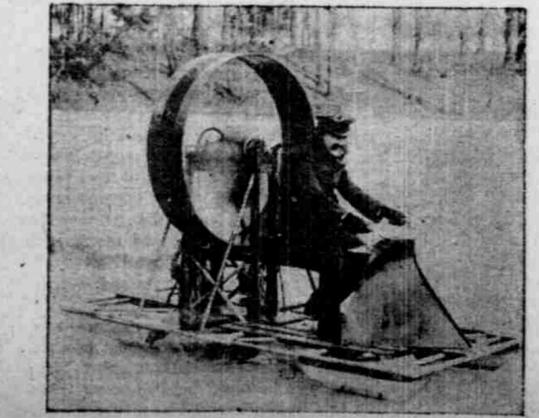
All the floors in the factory are covered with tar paper, which catches and holds all the gold particles that fall upon it. From time to time a new paper covering is laid on the floors, the old being burned for the gold contained in it. By these means there are saved in a factory annually thousands of dollars' worth of gold, which, without such precautions, would inevitably be lost.—New York Sun.

## Pompador and Wealth.

Aitchison Globe. The higher a woman's pompador, the less money she has in her pocketbook. The wad is in the history of the woman who has her hair combed down so tightly that she looks as if she had been scalped.



Slightest touch is all that is needed to stop or start ice auto.



Chauffeur guiding his boat over the ice at a tremendous speed.