

extent that the managers sent a man out to look over the prospect—and that agent was paralyzed with astonishment at what he saw. He hastened back and reported, and in a few weeks thousands of settlers were collecting bones and hauling them to railroad points. These bones were ricked up along the sidetracks awaiting cars for shipment east, and these ricks were astonishingly large.

Perhaps the very last shipment of bones from a Nebraska point was made from Wallace as late as 1887. Wallace is on the "high line" of the Burlington from Holdrege, Neb., through Julesburg, Colo., to Denver. The "high line" tapped the last remaining portion of Nebraska that had not been scoured for bones, and of this section Wallace was the natural shipping point. In the fall of 1887 the writer went through Wallace, and it was then and there he saw a rick of bones that amazed him, but which was, according to an "old settler," just "nothin' compared t' what we have had when there was plenty o' bones in this section." But still it was "some bones," for all that. This rick was about fifty feet wide at the base and twenty feet high at the apex, and the writer, whose leg measurement is thirty-two inches took just 228 long steps in walking from one end to the other.

"O, I guess we've shipped seven or eight hundred carloads o' them infernal bones out o' here," said the station agent when queried on the subject. "I'm mighty glad that we've seen about the last of them. It makes profitable freight, I suppose, but, don't you know, the sight o' so many glistening bones, reflecting the rays o' the moon on a clear night, is too darned ghastly to suit me."

"I should think they would be rather nasty to handle—sort o' smelly and all that sort of thing."

"Not a bit of it," replied the station agent. "So far as cleanliness is concerned they are the cleanest kind o' freight. And there isn't a bit of odor about them. Why, those bones have been bleaching in the sun and washing clean in the rains for years on end. They were picked clean by coyotes before the flesh on 'em had grown cold—and all the meat a coyote leaves on a bone wouldn't smell a bit. No, sir; it isn't the odor, nor it isn't the uncleanness that sets me against 'em, for they haven't a bit of either—it's just the ghastliness of the whole thing. Ugh! It makes my flesh creep just to talk about them, let alone handling them."

"Has the work of collecting them been profitable to the settlers?"

"I guess it has—they have hauled 'em in here for twenty and thirty miles around, just like they would corn, if they had any corn to haul. I believe the price has ranged from \$3.50 to \$6 a ton—the lower price being paid when bones were plenty and near at hand, and the higher price as the bones grew scarce and the haul long. While the men folks are at work breaking sod or cultivating their crops, the women folks and the kids are collecting the bones. On Saturday the wagon is filled full o' bones and the family perches on top and drives to town. The bones are weighed just like grain, and the buyer pays by check. I guess the wives of these settlers don't call it 'pin money.' I wouldn't—I'd call it 'bone money.'"

"What will the railroad haul out when the bone industry is dead?"

"O, as the bones get scarcer the corn gets more plentiful, so I reckon the road will have a return haul, all right."

During the time mentioned above unpolished buffalo horns could have been bought by the thousands of pairs at from five to ten cents per pair. Today they would bring from two to three dollars per pair pol-

ished, or half that amount unpolished. But there are no more buffalo bones upon the plains of Nebraska and Kansas. They have fertilized the enfeebled soil of the less fertile east, and this is the only good, so far as any one knows, that grew out of the cruel and useless slaughter of these noble beasts during the decade between 1870 and 1880.

NOTHING IN A NAME

President Nicholas Brown, for whom Brown University was named, was fond of quizzing small boys. One day while walking in the streets of Providence, he came upon a little fellow who attracted his notice.

"How do you do, my boy?" said the president. "What is your name?"

"My name is Harry, sir," replied the child.

"Harry, is it?" returned President Brown. "And did you know the evil one is often called Old Harry?"

"Why, no, sir," answered the boy. "I thought he was called Old Nick."

—San Francisco Star.

A PROTEST

Papa was about to apply the strap. "Father," said Willie firmly, "unless that instrument has been properly sterilized I desire to protest."

This gave the old man a pause.

"Moreover," continued Willie, "the germs that might be released by the violent impact of leather upon a porous textile fabric, but lately exposed to the dust of the streets, would be apt to affect you deleteriously."

As the strap fell from a nerveless hand Willie sloped.—San Francisco Star.

ECONOMY

A refreshing example of true democracy is shown in Indiana, where Governor Marshall, whom the democrats elected last November, has "set down" on a proposition to erect a \$160,000 executive mansion. Governor Marshall declares that a house costing \$12,000 to \$20,000 is plenty good enough for him, and more in keeping with the gubernatorial salary. If we had more Marshalls in Washington there would be less gilt and glitter, and better government, in the national capitol.—Liberal Enterprise.

WEARY

She—What do you want?
He—A pennorth o' pudden.
She—Plain or plum?
He—Plain.
She—Hot or cold?
He—Hot.
She—Have it 'ere, or take it wiv yer?
He—'Ere.
She—Fork or fingers?
He (wearily)—O blow yer pudden! Gimme 'am!—The Bystander.

THE NEED OF STRENGTH

I long to reach the heights sublime
To taste the sweetness of success;
I pray to have the strength to climb,
To claim the joy of worthiness;
But if I may not play a part
Such as the greatly gifted can,
Lord, let me have the strength of heart
To bear my burden like a man.

I long to be among the few
Whom sorrow ever passes by,
To share the blessings given to
The ones for whom proud banners fly;
But if I must pursue my way
Among the ones that humbly strive
Lord, let me have the strength, I pray,
To bravely keep my hopes alive.
—S. E. Kiser in Chicago Record-Herald.

Other Cream Separators Merely Discarded or Abandoned De Laval Inventions

It is interesting and instructive to know that nearly, if not quite, every cream separator that has ever been made, and certainly all that are being made at this time, are merely copies or imitations of some type of construction originally invented or developed by the De Laval Company, and either not used by it because of something more practical or else discarded and abandoned in the course of De Laval progress and utilization of later improvements.

As earlier patents have expired some of their features have one after another been taken up by different imitators, so that at all times, as is the case today, every cream separator made in the United States or elsewhere in the world, utilizes some type of construction originally owned and developed by the De Laval Company, though some of them have never been commercially used by the De Laval Company because of their inferiority to other types of construction used by it.

All cream separator inventions by others have been of immaterial details or variations, upon which patents have been taken, if at all, more for the sake of the name than by reason of any real value or usefulness attaching to them.

But the De Laval Company has always been forging ahead, with its many years of experience and the best of experts and mechanics the whole world affords in its employ, so that before any expiring patent might permit the use of any feature of construction by imitators the De Laval Company had already gone so much beyond that type of construction that it was then old and out-of-date in the modern De Laval machines.

The first practical continuous flow centrifugal Cream Separator was the invention of Dr. Gustaf de Laval in 1878, the American patent application being filed July 31, 1879, and issuing as Letters Patent No. 247,804 October 4, 1881.

This was the original Cream Separator—of the "Hollow" or empty bowl type—and it has been followed from year to year by the various steps of cream separator improvement and development, all De Laval made or owned inventions, the American patent applications being filed and letters patent issued as follows:

The original hand Cream Separator of the "Bevel Gear" type; application filed October 2, 1886, issuing as Letters Patent No. 356,990 February 1, 1887.

The original hand Cream Separator of the "Spur Gear" type; application filed January 17, 1887, issuing as Letters Patent No. 368,328 August 16, 1887.

The original Steam Turbine-driven Cream Separator; application filed December 8, 1886, issuing as Letters Patent No. 379,690, March 20, 1888.

The original "Tubular" shaped "hollow" bowl Cream Separator; application filed April 19, 1886, issuing as Letters Patent No. 372,788 November 8, 1887.

The original "Disc" bowl Cream Separator; application filed May 12, 1890, issuing as Letters Patent No. 432,719 July 22, 1890.

The original vertical "Blade" Cream Separator bowl, covered likewise by application filed May 12, 1890, issuing as Letters Patent No. 432,719 July 22, 1890.

The original "Bottom Feed" Cream Separator bowl; application filed July 24, 1889, issuing as Letters Patent No. 445,066 January 20, 1891.

The original series of "Star" or "Pineapple Cone" shaped cylinders Cream Separator bowl; application filed August 24, 1893, issuing as Letters Patent No. 521,722 June 19, 1894.

The original "Curved" or "Converging Disc" type of Cream Separator bowl; application filed January 18, 1905, issuing as Letters Patent No. 892,999 July 14, 1908.

The original "Split-Wing" Tubular Shaft Cream Separator bowl; application filed April 29, 1898, issuing as Letters Patent No. 640,358 January 2, 1900—which invention, with a number of later improvements, is the type of bowl construction used in the De Laval machines of today, still covered by protecting patents which prevent its appropriation by would-be competitors.

The patents thus enumerated are but a few of the more important of the more than 500 original Cream-Separator patents owned, controlled and developed by the De Laval Company during its thirty years of creation and development of the Cream Separator industry throughout the world. They are recited because they show in the most illustrative and conclusive manner possible De Laval originality and leadership from 1878 to the present day.

In addition to these patent-protected features, the De Laval machines have within two years been mechanically re-designed and re-constructed in every part, from top to bottom, so that the new 1908-1909 line of De Laval machines are today, even more than at any past period, fully ten years in advance of any other cream separator made.

These are the Rock-of-Gibraltar-like facts against which the mere "word claims" of would-be competitors fade away like the mists of night before the rays of the morning sun.

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