

PHASES OF INDUSTRIAL GROWTH IN THE STATE OF OREGON

FARM AND RANGE, WINE AND WATER

What the Year's Outlook Is Promising in Lines of Industry.

PROGRESS OF IRRIGATION

Yield of Field and Orchard, Wool Clip and Cattle Industry. New Methods of Agriculture. Talk of Hop Situation.

It is intended on this page to present a current account of the industries of Oregon. The word is used in a wide sense. Since Oregon is, first of all, an agricultural and pastoral state, the products of farm, orchard and range, their conditions, prospects and possibilities, must be practically handled. Many of the farmers are successful by reason of adapting to Oregon soils, methods of culture, rotation of crops, varieties of seeds and relations of plant to animal life, if not actually new here, yet heretofore only experimentally used. The reasons and conditions of their success should be known and commented on. On the other hand antique and obsolete methods are still in occasional use. Contrast between existing and incoming ways may, by actual records, be emphasized. The same is true of orchard and range. This year will see the best specimens of all stock in the United States gathered for competition at the Fair. Many of the animals will be Oregon bred. Judging from past experience the latter will not fear comparison with foreign-bred stock. Much of the success will be due to improved ways of feeding. Forage and feed crops specially interest the stockraisers, and notes on these subjects must be gathered.

So with the orchard. Friends and enemies of the fruit-raiser—his customary and their occasional visits must be chronicled. Valuable experiences are often discussed at the farmers' institutes, held at various points over the state, and must be taken note of.

As one of the matters of interest to the farmers, good roads construction, their cost and value must be watched and reported.

The data of harvest and crops, of wool and mohair, records of stock sales and values, will be recorded, and the movement of markets and, so far as possible, to ascertain them, the causes for fluctuations studied and discussed. So the intention is made plain that whatever is of more than passing interest to the man who makes his living from the land shall not escape notice.

Irrigation in Oregon is vital to the growth of the eastern and southern portions of the state. Fresh projects, and extensions of existing enterprises, must be described. Details will be obtained and supplied as far as possible of Government irrigation works, their inception and progress.

Mining and minerals require notice. Prospecting is going on in every district. Transportation in all its branches is a burning question at present, and is being brought to bear by chambers of commerce, in Portland and throughout the state, on the management of the great trunk lines now in process of construction, in favor of much-needed extensions. Independent projects are contemplative. So the time appears to be at hand when the suspending question of transportation affairs over so large a portion of the state will pass for good. That the monopoly of the Harriman system will be challenged seems very probable. The report of the transportation committee of the Portland Chamber of Commerce published on Saturday of last week is a document to be read and pondered by many.

An important meeting of the Willamette Valley Development League was held in Salem a few days ago. Its transactions will receive fuller notice under its appropriate heading. Many new industries are being introduced in Oregon. Effort will be made to keep track of them, and attract attention to work of so great benefit to the state.

WOOL AND MOHAIR CLIP

VALUE OF SHEEP AND GOATS IN CLEARING LANDS.

More Mills to Utilize the Oregon Product Would Be Desirable and Profitable.

The wool clip for the season of 1905 is reported at more than 16,000,000 pounds. At prices ranging from 25 cents up to 35 cents a pound for Willamette Valley wools, and 20 to 25 cents for Eastern Oregon wools, sheepmen must be getting rich. Each year now the ranges for sheep are being narrowed by the incoming of the Dawn and Cotswold sheep in the Willamette Valley, indeed in Western Oregon generally, is developing fast. So neither the total output of the state, nor the total return from wool, are liable to decrease. Most of this year's wool has gone to Boston houses, though the demand for Oregon mills has risen and is rising.

Scouring plants have been put in operation at The Dalles and at Pendleton, with the object of saving the shipment East of over 60 per cent weight in dirt, sand and grease. The basic fact is that from Shaniko, the present southern terminus of the Columbia Southern Railroad, is \$1.88 for wool in the grease, and \$1.25 for the same wool after it has been cleaned. It is estimated to ship 15,000,000 pounds of wool to the East, and to pay out more than \$3,000,000 annually for clothing and supplies for the same. It is estimated that more Oregon woolen mills and clothing factories would be both desirable and paying investments. Heavy demand has grown in Eastern markets for Eastern Oregon sheep. Three hundred and fifty carloads have been shipped from Shaniko at prices amounting to about \$2,000,000.

Public Benton and Lincoln are the counties raising the largest number of goats. It is astonishing that more men engaged in clearing upland do not utilize the American goat. It is a most useful animal in clearing machine which not only does the

HOP REPORTS CONFLICT

CROPS WILL BE SMALLER THAN LAST YEAR.

Some Observations on the Question of Pooling and Factors Determining Market Prices.

The reports from the lowland hopyards are conflicting. It was hoped that the bright hot weather of the past two weeks would stop the increase both of hop acreage and of hop price. Spraying was used, but not to the full extent desired, as many owners were not prepared for this work. Comparison of the reports from many districts compels the belief that the crop will be decidedly smaller than that of last year. Hops are beginning to bloom. Picking will begin in six or seven weeks' time. A strong effort is under way from headquarters in Salem to collect all hop-growers into one strong combine. Considerable progress has been made, but not enough to predict success. It seems proved that these growers who used their

own judgment last season in making sales, when the market showed a good figure have done better than those who pooled their product, held on, and are in many instances holding their own.

In the first place, the range of hop-growing land in Oregon is very wide, and so wide that no common conditions will apply to all.

The general, or world's market, has also been proved. Wherever subsoil drainage is provided, and many new yards have been recently planted, or existing yards enlarged. So that, simply from an Oregon point of view, it is more and more difficult to maintain such similarity of conditions that growers generally will agree to enter a pool.

The state of Oregon, though an important, is not a determining factor in setting the common price. Thus, in short, it is difficult to induce the views of those who are endeavoring to secure common action among all growers in selling or holding. Last year, without combination, sales ranged between \$2 and \$2 1/2 cents a pound, and good money was made by all who

took advantage of those prices. It is questionable policy to undertake a pooling operation of any article as widely grown, and marketed in as many centers as is the case with hops. From the Yakima yards in Washington the promise is of an average crop totaling there to about 2,000 bales, while probably 300 bales of last year's crop are still unsold.

DISCUSS RAILWAY PROBLEM

Development League Members Pass Resolutions.

The actual business of the meeting of the Development League of the Willamette Valley, held last week at Salem, centered in the relation of the people to the roads. The meeting passed resolutions of which the preamble stands in plain accord with the report of the Chamber of Commerce committee, now attracting so much attention. The compact between the great corporations parceling out these Pacific States and allotting Oregon to the Harriman system is stated as a basic fact which should govern the attitude of the people.

WAST DEVELOPMENT WORK IN ARID LANDS.

What a Complete System of Canals for Eastern and Southern Oregon Means.

Little is known outside the irrigable area in Middle Eastern Oregon of the progress, both in extending the canals and in the actual increase of population, which is given out a few days back by Colonel Judson, the industrial agent of the O. R. & N. Co., on his return from a trip into Eastern Washington. What he there says of the progress of the irrigation project is applicable to immense areas of Eastern Oregon, where irrigation is not available, and railroads have not yet penetrated.

PROGRESS OF IRRIGATION

Great progress is being made in irrigation enterprises generally. In reference to the long delays interposed in framing and commencing Government irrigation in the Malheur, it may turn out that Oregon will be the first to be benefited by one of the very few railroad outlets towards the East escaping destruction by the proposed irrigation dams on the Malheur River.

The following detailed description of a new irrigation enterprise at Wallula, Eastern Washington, from the pen of A. R. Knapton, one of the best-known Western writers on irrigation, will be read with interest.

Wallula, Wash., is now coming into prominence as one of the districts where irrigation will work its miracle of enterprise and agricultural development. A new irrigation canal is now nearly completed from which water will be taken to some 15,000 acres of land, as rich as can be found in any state in this Union, and while much of the neighborhood lands in many states is more or less tainted with alkali, I am free to say that this land under the Columbia Canal company's ditch is absolutely free from every trace of taint.

The main line of the canal is now complete for a distance of about 12 miles, and as cut-off gates have been put in three miles apart, it is therefore ready to turn water on land between the dam and the town of Wallula. Just as the town, last named, at a distance of about one-half mile, the company is building a tunnel which will connect with the main portion of the canal, which runs north in the direction of Two Rivers; for the present the terminal point will be near the latter town, making the main canal line some 18 miles in length. Early in June last, I made a careful examination of the canal, dam, gate, cut-off, tunnel, and concrete walls, and judging by more than 350 canal systems that I have seen in the last four years, it stands in my estimation as one among a dozen of the very best and most thorough canal systems that I have seen.

The engineering and construction work reflects great credit on the chief engineer, H. I. Phillips, under whose supervision the canal and dam are being built.

How the Dam Was Built. The dam is supported with stone and solid concrete foundations and side-walls. The lower gates are supported with steel bracing and the canal entrance screened by iron rods to keep out all silt matter and debris so that it can in no way enter the main waterway. The dam is so built that all silt, such as sand, logs, will pass over the dam and never come in contact with the canal house and its solid walls.

Concrete Wall. Just below the dam, and for several hundred feet, is a solid concrete wall, which is so strong that it will resist all the force of any high water that may come along. For a distance of 200 feet immediately below the dam is a heavy plank-sided trestle in so that the interior is filled with stone and crushed rock. The entire line, from one end to the other, shows the workmanship of a master builder, and that it was built to give the farmers permanent and good service, and I would naturally conclude that it cost a lot of money to do this work, yet not a dollar has been needlessly expended, for with less outlay it would have left something undone that ought to have been done in this line of thorough work.

I have seen many canals in a dozen Western states that were built for speculation, and were workmanship poor and shoddy, and it was a relief to see this canal built on lines of honesty and integrity so that it will stand for at least a century, and at least last after this generation is dead and gone.

The organization of the Government Irrigation works at Kincaid Lake is proceeding at last. This immense operation



STRAWBERRY FIELD NEAR HOOD RIVER, OR.

will soon be in progress. Its value to Oregon is impossible to estimate. There also the advent of railroad must precede full development.

Lake County and the whole tract through Harney County to the eastern boundary of the state are unknown to the great majority of Oregonians. It will be a revelation to those who visit these lands. From the cattle industry, there are carried on in great proportions, proper fruit will be raised which cannot be hidden. Until better informed, this district is supposed to suffer from a climate of extreme severity in winter. That it is brighter, drier and somewhat colder than on the western side of the Cascades is not disputed. But long-continued cold spells are practically unknown. On the fine farms bordering the lakes, all crops grown in Oregon prosper. Fruit is raised to perfection.

Great progress is being made in irrigation enterprises generally. In reference to the long delays interposed in framing and commencing Government irrigation in the Malheur, it may turn out that Oregon will be the first to be benefited by one of the very few railroad outlets towards the East escaping destruction by the proposed irrigation dams on the Malheur River.

The following detailed description of a new irrigation enterprise at Wallula, Eastern Washington, from the pen of A. R. Knapton, one of the best-known Western writers on irrigation, will be read with interest.

Wallula, Wash., is now coming into prominence as one of the districts where irrigation will work its miracle of enterprise and agricultural development. A new irrigation canal is now nearly completed from which water will be taken to some 15,000 acres of land, as rich as can be found in any state in this Union, and while much of the neighborhood lands in many states is more or less tainted with alkali, I am free to say that this land under the Columbia Canal company's ditch is absolutely free from every trace of taint.

The main line of the canal is now complete for a distance of about 12 miles, and as cut-off gates have been put in three miles apart, it is therefore ready to turn water on land between the dam and the town of Wallula. Just as the town, last named, at a distance of about one-half mile, the company is building a tunnel which will connect with the main portion of the canal, which runs north in the direction of Two Rivers; for the present the terminal point will be near the latter town, making the main canal line some 18 miles in length. Early in June last, I made a careful examination of the canal, dam, gate, cut-off, tunnel, and concrete walls, and judging by more than 350 canal systems that I have seen in the last four years, it stands in my estimation as one among a dozen of the very best and most thorough canal systems that I have seen.

The engineering and construction work reflects great credit on the chief engineer, H. I. Phillips, under whose supervision the canal and dam are being built.

How the Dam Was Built. The dam is supported with stone and solid concrete foundations and side-walls. The lower gates are supported with steel bracing and the canal entrance screened by iron rods to keep out all silt matter and debris so that it can in no way enter the main waterway. The dam is so built that all silt, such as sand, logs, will pass over the dam and never come in contact with the canal house and its solid walls.

Concrete Wall. Just below the dam, and for several hundred feet, is a solid concrete wall, which is so strong that it will resist all the force of any high water that may come along. For a distance of 200 feet immediately below the dam is a heavy plank-sided trestle in so that the interior is filled with stone and crushed rock. The entire line, from one end to the other, shows the workmanship of a master builder, and that it was built to give the farmers permanent and good service, and I would naturally conclude that it cost a lot of money to do this work, yet not a dollar has been needlessly expended, for with less outlay it would have left something undone that ought to have been done in this line of thorough work.

I have seen many canals in a dozen Western states that were built for speculation, and were workmanship poor and shoddy, and it was a relief to see this canal built on lines of honesty and integrity so that it will stand for at least a century, and at least last after this generation is dead and gone.

The organization of the Government Irrigation works at Kincaid Lake is proceeding at last. This immense operation

will soon be in progress. Its value to Oregon is impossible to estimate. There also the advent of railroad must precede full development.

Lake County and the whole tract through Harney County to the eastern boundary of the state are unknown to the great majority of Oregonians. It will be a revelation to those who visit these lands. From the cattle industry, there are carried on in great proportions, proper fruit will be raised which cannot be hidden. Until better informed, this district is supposed to suffer from a climate of extreme severity in winter. That it is brighter, drier and somewhat colder than on the western side of the Cascades is not disputed. But long-continued cold spells are practically unknown. On the fine farms bordering the lakes, all crops grown in Oregon prosper. Fruit is raised to perfection.

Great progress is being made in irrigation enterprises generally. In reference to the long delays interposed in framing and commencing Government irrigation in the Malheur, it may turn out that Oregon will be the first to be benefited by one of the very few railroad outlets towards the East escaping destruction by the proposed irrigation dams on the Malheur River.

The following detailed description of a new irrigation enterprise at Wallula, Eastern Washington, from the pen of A. R. Knapton, one of the best-known Western writers on irrigation, will be read with interest.

Wallula, Wash., is now coming into prominence as one of the districts where irrigation will work its miracle of enterprise and agricultural development. A new irrigation canal is now nearly completed from which water will be taken to some 15,000 acres of land, as rich as can be found in any state in this Union, and while much of the neighborhood lands in many states is more or less tainted with alkali, I am free to say that this land under the Columbia Canal company's ditch is absolutely free from every trace of taint.

The main line of the canal is now complete for a distance of about 12 miles, and as cut-off gates have been put in three miles apart, it is therefore ready to turn water on land between the dam and the town of Wallula. Just as the town, last named, at a distance of about one-half mile, the company is building a tunnel which will connect with the main portion of the canal, which runs north in the direction of Two Rivers; for the present the terminal point will be near the latter town, making the main canal line some 18 miles in length. Early in June last, I made a careful examination of the canal, dam, gate, cut-off, tunnel, and concrete walls, and judging by more than 350 canal systems that I have seen in the last four years, it stands in my estimation as one among a dozen of the very best and most thorough canal systems that I have seen.

The engineering and construction work reflects great credit on the chief engineer, H. I. Phillips, under whose supervision the canal and dam are being built.

How the Dam Was Built. The dam is supported with stone and solid concrete foundations and side-walls. The lower gates are supported with steel bracing and the canal entrance screened by iron rods to keep out all silt matter and debris so that it can in no way enter the main waterway. The dam is so built that all silt, such as sand, logs, will pass over the dam and never come in contact with the canal house and its solid walls.

Concrete Wall. Just below the dam, and for several hundred feet, is a solid concrete wall, which is so strong that it will resist all the force of any high water that may come along. For a distance of 200 feet immediately below the dam is a heavy plank-sided trestle in so that the interior is filled with stone and crushed rock. The entire line, from one end to the other, shows the workmanship of a master builder, and that it was built to give the farmers permanent and good service, and I would naturally conclude that it cost a lot of money to do this work, yet not a dollar has been needlessly expended, for with less outlay it would have left something undone that ought to have been done in this line of thorough work.

I have seen many canals in a dozen Western states that were built for speculation, and were workmanship poor and shoddy, and it was a relief to see this canal built on lines of honesty and integrity so that it will stand for at least a century, and at least last after this generation is dead and gone.

The organization of the Government Irrigation works at Kincaid Lake is proceeding at last. This immense operation

PRICES OF CATTLE ARE LOW

HAVE NOT RECOVERED FROM FALL OF THREE YEARS AGO.

Big Packing House at Baker City Promises Revolution in Industry in Eastern Oregon.

From some cause or causes yet undisclosed the prices of cattle in Oregon have recovered from the sudden fall of three years ago. How much the manipulation of prices by the beef trust in the Eastern stock markets had to do with the present situation is not discussed but never solved. But it is safe to say that from one of the most profitable to one of the least profitable businesses in Oregon, the cattle business has declined.

The following record of a recent sale at Baker City indicates some improvement: "One of the largest purchases of cattle made in this vicinity for some time is that just closed in which the Baker City Packing Company takes over all the fat cows and 3-year-old steers of the Hindman and Dyrke and that of Odell and Fernald at Hurley, a total number of 500 head.

"The cattle brought \$20 and \$25 a head. A. Phillips, of the Baker City Packing Company, was the buyer and the cattle are destined to the Puget Sound market.

"The parties selling felt that they got a good price considering the market."

Even better prices were obtained for four years ago similar cattle would probably have returned \$30 and \$45, instead of \$20 and \$25 a head.

As the cattle industry in this vicinity should set an example to other stock raisers, the Baker City Packing Company should receive attention and commendation. Cutting out of the description so much as refers to the business is necessary of the preparations made for the legitimate packing industry follows:

"Before snow flies again there will be in operation in Baker City a large packing-house.

"This will be the result of the recent incorporation of the Baker City Packing Company, which has secured the services of Baker City meat markets and several markets in outside territory.

J. D. Clemmer, who is a well-known packing man here, has taken charge as manager of the new company which needs to the wisdom of Phillips, Brown & Geddes and several other firms here, and in Sumpter.

The wholesale store on Front street in the old establishment in the block between Washington and Court is now in first-class condition and every department is in good running order. The rendering room and smokehouse in the rear of the first floor, remodeled since the fire, have ample capacity to take care of the entire trade. On this same floor and in connection is a large cold storage plant where hams, beef, mutton, and as many sheep and hogs dressed can be taken care of at one time.

In the basement are the furnaces, cooling tanks, pickling tanks, etc., the Summer cooling-room, two modern cold storage rooms and a large storage room for lard, bacon and hams. This department is in charge of John Schuit, who is the stock butcher in Wallula, Oregon, and the Oregon Railroad & Navigation Company, and will work its full capacity. The department handles about two tons of bacon, two tons of hams and from one half to a ton of lard each week, manufactured in the plant and bearing the brand of the Baker City Packing Company.

"The company is the largest shipper of livestock in this portion of the inland Empire. Handling about a trainload of live stock out of Eastern Oregon and Southern Idaho. Land has been secured on the outskirts of the city on which the company will erect a large packing-house, this fall, if possible, sufficient in capacity to take care of all the hogs raised in Eastern Oregon and other stock in proportion. This is one of the industries that has long been demanded and the Baker City Packing Company is endeavoring to see if the farmers and stock men of the county will support it by raising sufficient hogs, properly fed and cured, to supply a packing-house."

TIMBER FOR PAPER-MAKING

Value of Pine and Fir for This Purpose to Be Tested.

Many inquiries have been recently made as to the adaptability of Oregon timber for paper-making. The supply of the great paper mills on the Fox River and at other points in the Pacific Northwest is at an end. Agents have been sent out to examine the woods of the Pacific Northwest, and experiments are stated to be in progress to utilize some of the valuable timber trees there found. The balsam and cottonwood of the Willamette and its tributary streams have been long used. The use of the fir, spruce and varieties of conifers will give large supplies if found satisfactory. Attention is now being given to the bull pine and experiments are being made and the results will be watched with interest.

CHECK IMMIGRATION EVILS

Examination and Inspection Shown Last for Year.

Leslie's Weekly. No system, however effectively administered, can perfectly sift and separate at the gateway of the country all of the defectives from the good. Therefore, the examination and inspection should continue beyond the immigration station. The laws should be amended so as to empower the immigration authorities to compulsorily deport any alien immigrant to the port from whence he came whenever he became a public charge, and in the discretion of the courts before or after serving sentence, when he becomes a criminal during the period of probation to continue until he becomes a full-fledged citizen of the United States. Existing laws now authorize such deportation, but limit the time of his exercise to one or two years after arrival. Nearly all European countries exercise this right, and there is no moral or treaty obligation which will prevent us from doing the same.

The adaptability of bestowing citizenship indiscriminately after five years' residence is now patently evident for it is only in exceptional instances that judges are commendingly appreciate the responsibility of making citizens. Every immigrant, on landing, should be subjected to a descriptive statement corresponding to the entries of the inspection clerks, which should be required as necessary documentary evidence in the naturalization proceeding. This statement should be recorded in the office of the clerk of the District Court in which the immigrant takes up his residence, and the original records at the immigration station could be drawn upon for verification should loss of document or other cause make this necessary. This process would involve additional clerical machinery and cause some trouble, but the end in view, the guarding of the most vital and essential feature of our citizenship—the purification of naturalization and the better box-is worth the expense and labor involved.

Any one can take Carter's Little Liver Pills they are so very small. No trouble in swallowing. No pain or griping after taking.

ALASKA EXCURSION

Leave Seattle via Pacific Coast Steamship Company's steamers City of Seattle, July 25; August 4; Cottage City, July 29; August 12; Spokane, August 17; calling glaciers, Indian villages, Alaska cities. Special rates. Office, 349 Washington at Pike's Place.

Any one can take Carter's Little Liver Pills they are so very small. No trouble in swallowing. No pain or griping after taking.

Any one can take Carter's Little Liver Pills they are so very small. No trouble in swallowing. No pain or griping after taking.

Any one can take Carter's Little Liver Pills they are so very small. No trouble in swallowing. No pain or griping after taking.

Any one can take Carter's Little Liver Pills they are so very small. No trouble in swallowing. No pain or griping after taking.

Any one can take Carter's Little Liver Pills they are so very small. No trouble in swallowing. No pain or griping after taking.

Any one can take Carter's Little Liver Pills they are so very small. No trouble in swallowing. No pain or griping after taking.

Any one can take Carter's Little Liver Pills they are so very small. No trouble in swallowing. No pain or griping after taking.

Any one can take Carter's Little Liver Pills they are so very small. No trouble in swallowing. No pain or griping after taking.

Any one can take Carter's Little Liver Pills they are so very small. No trouble in swallowing. No pain or griping after taking.

Any one can take Carter's Little Liver Pills they are so very small. No trouble in swallowing. No pain or griping after taking.

Any one can take Carter's Little Liver Pills they are so very small. No trouble in swallowing. No pain or griping after taking.

Any one can take Carter's Little Liver Pills they are so very small. No trouble in swallowing. No pain or griping after taking.

Any one can take Carter's Little Liver Pills they are so very small. No trouble in swallowing. No pain or griping after taking.

Any one can take Carter's Little Liver Pills they are so very small. No trouble in swallowing. No pain or griping after taking.

Any one can take Carter's Little Liver Pills they are so very small. No trouble in swallowing. No pain or griping after taking.

Any one can take Carter's Little Liver Pills they are so very small. No trouble in swallowing. No pain or griping after taking.

Any one can take Carter's Little Liver Pills they are so very small. No trouble in swallowing. No pain or griping after taking.

Any one can take Carter's Little Liver Pills they are so very small. No trouble in swallowing. No pain or griping after taking.

Any one can take Carter's Little Liver Pills they are so very small. No trouble in swallowing. No pain or griping after taking.

Any one can take Carter's Little Liver Pills they are so very small. No trouble in swallowing. No pain or griping after taking.

Any one can take Carter's Little Liver Pills they are so very small. No trouble in swallowing. No pain or griping after taking.

Any one can take Carter's Little Liver Pills they are so very small. No trouble in swallowing. No pain or griping after taking.

Any one can take Carter's Little Liver Pills they are so very small. No trouble in swallowing. No pain or griping after taking.

Any one can take Carter's Little Liver Pills they are so very small. No trouble in swallowing. No pain or griping after taking.

Any one can take Carter's Little Liver Pills they are so very small. No trouble in swallowing. No pain or griping after taking.

Any one can take Carter's Little Liver Pills they are so very small. No trouble in swallowing. No pain or griping after taking.

Any one can take Carter's Little Liver Pills they are so very small. No trouble in swallowing. No pain or griping after taking.

Any one can take Carter's Little Liver Pills they are so very small. No trouble in swallowing. No pain or griping after taking.

Any one can take Carter's Little Liver Pills they are so very small. No trouble in swallowing. No pain or griping after taking.