

BABY'S FACE MASS OF SORES

Ears Looked as if They Would Drop Off—Body Entirely Covered with Humor—Three Doctors Could Not Cure—Child Grew Worse.

CURED BY CUTICURA IN TWO WEEKS

Mrs. George J. Steese, of 707 Colburn St., Akron, Ohio, tells in the following letter of another of those remarkable cures of torturing, disgusting skin humors daily made by Cuticura Soap, assisted by Cuticura Ointment, after physicians, and all else had failed. "I feel it my duty to parents of other poor suffering babies to tell you what Cuticura has done for my little daughter. She broke out all over her body with a humor, and we used everything recommended, but without results. I called in three doctors, they all claimed they could help her, but she continued to grow worse. Her body was a mass of sores, and her little face was eaten away; her ears looked as if they would drop off. Neighbors advised me to get Cuticura Soap and Ointment, and before I had used half of the cake of soap and box of ointment the sores had all healed, and my little one's face and body was as clear as a newborn babe's. I would not be without it again if it cost five dollars, instead of seventy-five cents, which is all it cost us to cure our baby, after spending many dollars on doctors and medicines without any benefit whatever."

SLEEP FOR BABIES

Rest for Mothers.

Instant relief and refreshing sleep for skin-tormented babies, and rest for tired, fretted mothers, in warm baths with Cuticura Soap and gentle anointing with Cuticura Ointment, the great skin cure, and purifier of emollients.

CHURCH DIRECTORY.

Preaching hours at 11 and 7:30.

M. E. CHURCH.

Preaching Sunday morning and evening. Sunday school at 9:45. Epworth league at 6:30. Prayer meeting Thursday evening.—Jas. Moore, pastor.

BAPTIST CHURCH.

Preaching Sunday morning and evening. Sunday school at 10. B. Y. P. U. at 6:30. Prayer meeting Wednesday evening.—J. B. Thompson, pastor.

PRESBYTERIAN CHURCH.

Preaching Sunday morning and evening. Sunday school at 10. Christian Endeavor at 6:30. Prayer meeting Thursday evening.—, pastor.

CHRISTIAN CHURCH.

Preaching Sunday morning and evening. Bible school at 10. Senior Christian Endeavor at 6:30. Bible class and prayer meeting Thursday evening.—, pastor.

EVANGELICAL CHURCH.

Preaching Sunday morning and evening at the Dallas college chapel. Sunday school at 10. Christian Endeavor at 6:30. Prayer meeting Thursday evening.—D. M. Metzger, pastor.

Corvallis and Eastern Railroad.

TIME CARD NO. 24.

No. 2 for Yakima:
Leaves Albany.....12:45 p.m.
Leaves Corvallis.....1:45 p.m.
Arrives Yakima.....6:45 p.m.
No. 1 returning:
Leaves Yakima.....7:15 a.m.
Leaves Corvallis.....11:30 a.m.
Arrives Albany.....12:15 p.m.
No. 3 for Albany-Detroit:
Leaves Albany.....7:30 a.m.
Arrives Detroit.....12:30 p.m.
No. 4 from Detroit:
Leaves Detroit.....1:30 p.m.
Arrives Albany.....6:30 p.m.
No. 5 for Albany:
Leaves Corvallis.....6:30 a.m.
Arrives Albany.....7:10 a.m.
No. 8 for Corvallis:
Leaves Albany for Corvallis.....2:40 p.m.
Arrives Corvallis.....3:20 p.m.
No. 7 for Albany:
Leaves Corvallis.....6:00 p.m.
Arrives Albany.....6:40 p.m.
No. 6 for Corvallis:
Leaves Albany.....9:15 p.m.
Arrives Corvallis.....9:55 p.m.
Train No. 1 arrives in Albany in time to connect with the S. P. southbound train.

Train No. 2 connects with the S. P. train at Corvallis and Albany giving direct service to Newport and adjacent beaches.

Train No. 3 leaves Albany for Detroit 7:30 a.m., arriving there in ample time to reach the Breitenbush hot springs that day.

Train No. 4 leaves Albany and Detroit connects with the Eugene local at Albany, also with local from Corvallis.

Train No. 5 leaves Corvallis at 6:30 a.m., arrives at Albany 7:30 a.m., in time to catch Eugene local to Portland and train to Detroit.

Train No. 8 leaves Albany for Corvallis at 2:40 p.m., after the arrival of S. P. northbound overland.

Train No. 7 leaves Corvallis at 6:00 p.m., arrives at Albany at 6:40 p.m., in time to connect with the local for Eugene and way points.

Train No. 1 leaves Albany for Corvallis at 9:15 p.m., after the arrival of the S. P. local from Portland.

For further information apply to J. C. MAYO, General Passenger Agent, F. Crockett, agent, Albany, H. H. Cronise, agent, Corvallis.

A TRAGEDY OF THE ICE

[Copyright, 1904, by T. C. McClure.]

Our ship, the Tallman, was slowly passing an iceberg a hundred miles off Cape Horn when the captain made out a lot of wreckage lying at the base of the berg and sent four of us off in the yawl to inspect and report. When the berg was reached the mate and two men scrambled on to the ice for a closer look, leaving the boat in my charge. They had reached a shelf above me and 200 feet to the east when, without the slightest warning, the great mass of ice began to split and quake, and down came thousands of tons into the sea. The three men must have met instant death, while the boat was shot to a distance of half a mile as if moved by steam.

Then a fog came up. That was the last I saw of the Tallman. The weather was not severe, and I was warmly clad and did not suffer much during the night. In fact, I slept most of the time, leaving the boat to take care of herself. There were food and water and blankets, and unless the little craft should get into a squeeze I might drift for several days and not be much the worse for it. I awoke at daylight next morning to find the fog still holding and the pack still drifting, and it was not until afternoon that the weather cleared.

When the fog rolled away I was within half a mile of one of the big, great bergs that ever drifted up from the frozen south. It was a mile or more in length, but not over forty feet high—a mighty mass of ice, as blue and as hard as steel itself. Here and there were great rocks showing, and the configuration of the berg hinted that what was now out of water had once been fathoms deep beneath the surface.

I hauled my boat on to the ice and set out to reach the berg and see what sort of shelter it afforded. The pack ice had piled up ten feet high around it. I was all of an hour making that half mile. When I finally reached the berg and made my way up its jagged eastern side it was to find a great hollow in its center like the mouth of a volcano. In the center of this hollow lay a great mass of wreckage, mostly covered with snow, and after a long stare I slid down and began an investigation. No one will ever behold a more curious sight. A space several hundred feet square was covered with broken masts, yards, beams, planks, ropes and other debris. Amid this heap were hundreds of articles belonging to the interior of a ship, such as tables, chairs, crockery and bedding. A few articles had not been damaged, but the greater number had been quite destroyed for further usefulness. There was a sort of midland covering everything, and such articles of clothing as I held up were quite rotten and scattered her about.

Sorrowful, my first thought was to identify the wreck. This I did by finding a life preserver with the name Princess on it. I had not then heard of the loss of the Australian packet, but knew from the fittings that it was the wreck of a fine passenger ship. There were no bodies under or about the wreckage, and during my search of half a day I did not find any money or jewelry or other article of value. Of her cargo only a small portion was at hand, and that was

bales of wool, black with miller. I carried the life preserver and some of the leaven of her rotten log book back to my boat to corroborate the story I should tell if ever rescued, and I debated long whether or not to set fire to the wreckage. I finally decided to do so, that I might get the advantage of the smoke as a signal, and when I finally quit this berg there were a column of black smoke rising straight up to the air that could be seen for fifty miles away.

The weather had grown warmer, and as evening came the pack ice began to separate and long lanes of water to show themselves. I took one of these lanes and went on at the same until finally clear of the field, and then I let the boat slowly drift to the north, believing that in that direction would come later come down in answer to the signal. There were food and water to last me for four days, and the supply of blankets kept me warm, and but for the worry and anxiety I should have almost called it a picnic. Among the whalers of the north and south seas no boat is allowed to leave the ship, even to go half a mile, without food and blankets, and in many cases the alcohol stove is added. It was to this indestructible rule that I owed my life.

On the afternoon of the fourth day, after I had been watching the antics of a school of young whales for an hour, a Scotch whaler hove in sight and came down and picked me up. She had seen the smoke four days and miles away and taken it for a ship on fire, but could not get down sooner on account of the ice. She had just reached the cruising ground, and as it so happened that we did not meet with an American craft I was compelled to serve in her for thirteen months before making port. It was from her captain that I learned of the loss of the Princess, which had taken place quite four years before.

As for my own craft, she gave me up as lost with the three others, and so reported to owner and friends, and when I finally made the home port again it was to find a gravestone erected in my memory and my coming back alive as among the miracles.

M. QUAD.

OUR COUNTRY ROADS

THEIR IMPROVEMENT TOO EXPENSIVE FOR THE FARMERS ALONE.

A State and National Proposition

States C. F. Miller of Kansas—Good

Highways of the West—Wide

Wheels on Vehicles.

At the Kansas good roads convention C. F. Miller, secretary of the Southern Kansas Good Roads association, delivered an interesting address on highway improvement. He said in part: We, as Americans, are justly proud of our great railway and electric lines for America today leads the world in her great modern lines of transportation. But when it comes to our common highways and country roads no one will deny that they are not in keeping with the progress of our modern institutions and development nor to be compared with the highway systems of our sister nations.

This is the one great problem affecting our commercial, industrial and social welfare today that is not in keeping with the movement of the wheels of progress in other lines of national development. The bad and deplorable condition of our common highways is admitted and undisputed by all. It is no longer a question for argument. The people want good roads. It is simply a question of ways and means.

Our present system of road laws and roadmaking is inadequate. We depend almost wholly on the farmers for our roads. It is too great a burden to be borne by any one class when all derive benefits alike from good roads. It is a state and national proposition, and the great and important question before us is to arouse the people to a realization of their responsibility to favor and work for legislation that will secure state and national aid. This is the only solution to this great question. And now I want to speak of a seeming misunderstanding of this good



A ROUGH TRIP TO MARKET.

roads question in the minds of some people who are inclined to oppose it because they think that good roads are advocated, when the macadamizing of all roads, main roads, crossroads and all, and on account of the expense they naturally oppose it. This is a mistake, for good roads can be made out of dirt as well as other material, and of necessity dirt roads or improved dirt roads will continue to be used for many years to come on crossroads and the less traveled roads. The good roads movement is only in favor of hard roads on the main thoroughfares and heavy traveled roads, where dirt roads would not stand the travel in other words, the construction of roads adapted to the needs of the travel over them.

In my judgment, I think that the ideal country road is a hard road center, with dirt road driveway on either side. This presents advantages for both wet and dry weather, and when ever practicable and possible, by substituting wide outside of the trenches, I should favor the construction of good roads in this way.

The subject of good roads is a very important question and one that is truly worthy of our effort and careful study. There are many important features to be brought out in a discussion of this question, one of which I am pleased to present as "wheels of progress" in this movement. I refer to the use of wide tire wheels. They are road-makers instead of road-breakers. Already a number of the eastern and central states have enacted legislation favoring the use of wide tire wheels.

England, France and Germany have all recognized the benefits of wide tires as road maintainers and prohibit the hauling of heavy loads without the use of them, the width to be in proportion to the tonnage. Six inch tires are very common in France, and the government is encouraging the use of wagons built with the rear axle extending wider than the front wheels, for the purpose of giving greater rolling surface.

In this way two feet or more is rolled by the travel of the wagon, and it has been proved that very heavy loads can be hauled without injury to the roads. It has also been demonstrated by tests that the draft of wide tires is equal to if not less than the narrow tire on hard roads, making their use a double advantage to good roads.

Some one asks, "If wide tires are such a good thing, can't they be used to improve our present bad roads?" Wide tires, although useful, are not practicable on bad roads, especially in mud and rut, on account of the increased draft. Under such conditions, where the narrow tire cuts through the mud, the wide tires will carry it, making heavier draft. I speak from practical experience, being a dealer in the implement and wagon trade and having observed closely the progress of the wide tire movement in our community, and believe that the use of wide tires should be advocated along with the building of good roads and that favorable legislation should be enacted in Kansas for the encouragement of the use of same, for narrow tires and poor roads are surely the greatest enemies of good roads.

FRUIT PIES.

How to Make Them in Deep and Flat Dishes.

In spite of the elaborate desserts invented to tempt the palate there is nothing that can ever quite take the place of good fruit pies. In summer, when fruit is abundant and cheap, it is better to use fresh fruit. Besides, all fruit has more or less acid which adapts it for hot weather.

The English make fine pies, deep and thick, most often without an under-crust. For such pies put a small tin cup inverted in the middle of the pie dish, fill with berries or sliced fruit all around it, sweeten, cover with the paste and bake. When the pie is cut the juice will be found to have gathered in the cup and none boiled over and wasted. The crust is also drier and more flaky.

Pies baked with under crusts are apt to be soggy at the bottom and the juice to run out and cause an unpleasant odor. A tart or pie without under crust has the filling laid flat and then strips of the pastry laid in cross bars over the surface. Small fruit are best for tarts, but apples that have been solid and mashed make good tarts. All berries should be washed, dried and sugared and laid in raw. Peaches, apricots, plums and cherries should have the pits taken out. Pitted sour cherries make a delicious pie.

Custard, marmalade and lemon pie would have a mercurial spread on top and be put two minutes in a moderate oven to set. Whipped cream is an addition to all open pies.

The crust is the part on which the success of the pie depends. Just as much pure lard—tried out at home, if possible, as there is four is required. Mix these with a little salt and ice water and set the dough on the ice all night. Roll it out the next day quite thin and bake well. Knead it enough to make it hold together. Paint the outer crust with the beaten yolk of an egg to give it a rich color. All very juicy fruits should be baked in deep tins without bottom crusts. The result will be unmarked delight to those who eat and a triumph for the cook.

How to Make a Turkish Pilaf.

To two quarts of strained tomatoes add water, onion and pepper and let boil. In the meantime wash one-half pound of the large Carolina rice until the water runs off clear and put that and one-quarter of a pound of butter in a spider while wet and keep stirring it until the rice begins to swell and take a golden color. Then turn it into the boiling tomato water, cover it closely and set it on a moderately hot part of the range for twenty-five minutes. It must not be stirred nor allowed to burn, but no water need be added if the proportions are observed. When done put two ounces of butter in the spider and allow it to become golden. Turn the rice out into a mound on a platter and pour the melted butter over it. If directions are carefully followed every kernel of rice will be separate from the rest and the pilaf tasty and good.

How to Renovate Furniture.

To renovate pieces of furniture the old varnish must be removed. To do this pour boiling water, to which a little piece of washing soda has been added, over the piece of furniture and after it is dry wipe it with a piece of flannel which has been wet in either turpentine or naphtha. The next day it will have to be sandedpaper. To take the dye evenly the whole surface should be wet just before the color is applied with clear hot water. Most housekeepers prefer a white enamel to any colored stain. When white is used the piece of furniture which you are renovating must be left perfectly dry. Give it two coats of white varnish, then rub it down with sandpaper and after this oil it with a soft silk cloth and rub until there is a high polish.

How to Make Smelling Salts.

Every one knows that smelling salts are most refreshing when one is suffering from headache, but not every one knows that they may be easily made at home. Take one gill of liquid ammonia, a quarter of a dram each of rosemary and English lavender, eight drops each of bergamot and cloves. Put into a stoppered bottle and shake vigorously until well mixed. Fill the smelling bottle with asbestos or sponge cuttings and pour the mixture over them, taking care not to put in more than the sponge will retain, else the ammonia will run out and stain fabrics when the bottle is inverted.

CONDENSED STORIES.

Why a New York Schoolboy's Eye Was Unserviceable.

Mr. Maxwell, superintendent of schools in New York city, recently told this story on his staff:

While visiting a school in Brooklyn he noticed that one of the boys had something the matter with one eye. He asked the boy to read first



THE BOY WAS ASKED TO READ.

with one eye closed, then the other. This test brought out the fact that the boy was blind in one eye.

Mr. Maxwell told the boy to go right home and not to come to school until he had been to see an oculist.

Early next morning the boy was back in his place.

"Have you been to an oculist?" asked his teacher.

"No, ma'am," was the response.

"But didn't the gentleman who was here yesterday tell you not to come back until you had found out about your eye?"

"Me mudder says there's nothin' the matter with me eye."

"But you can't see with your left eye."

"Please, teacher, me mudder says it's a glass eye."—New York Times.

Booth's Derringer.

The derringer pistol used by John Wilkes Booth in assassinating President Lincoln is in a safe in the office of the judge advocate general of the army in Washington, having been in the custody of the judge advocate general since the trial of the conspirators. This has been brought out by the recent sale in Philadelphia of a pistol with which the crime was said to have been committed. The purchaser wrote on to the war department and learned that he had been victimized.

A Canine Criminal.

A woman was arrested in Paris for shoplifting not long ago, and it was noticed that she carried a bright looking King Charles spaniel on her arm. The police happened to examine the pup rather carefully and were surprised to find that it was trained to help the woman at her trade. The dog was schooled to snatch a piece of lace in its mouth and then hide its head under the woman's arm.

Buying Drinking Water.

A New York paper is responsible for the statement that there is scarcely a family in that city which does not buy spring water for drinking purposes and estimates the value of the total consumption throughout the country of "potable waters other than those supplied by municipalities" at \$10,000,000.

OFFENSIVE CATARRH

I suffered for a long time with a bad case of Catarrh, and took a great deal of medicine without any benefit. I had a continual headache, my cheeks had grown purple, my nose was always stopped up, my breath had a sickening and disgusting odor, and I coughed incessantly. I heard of your S. S. S. and wrote you I commenced to use it, and after taking several bottles I was cured and have never since had the slightest symptom of the disease. MISS MARY L. STORM, Cor. 7th & Felix Sts., St. Joseph, Mo.

Wheeling, W. Va., May 29, 1903.

I had Nasal Catarrh for years for which I used S. S. S. with very gratifying results. I tried local applications for some time, and getting no permanent relief I came to the conclusion that the seat of the trouble was in the blood. Knowing S. S. S. to be a good blood medicine I began its use, and after using it for some little while it did away entirely with the offensive mucus in the nostrils, and I did not have to hawk and spit, especially in the morning, to dislodge the catarrhal matter.

1627 South St. FRED H. PRESSY.

The filthy secretions and foul mucus that are continually dropping back into the throat, find their way into the stomach, and are absorbed into the blood. Catarrh then becomes constitutional, and the only way to get rid of it is through the blood. Write us if you have Catarrh, and our physicians will advise you without charge.

The Swift Specific Company, Atlanta, Ga.

Ayer's Pills

Act directly on the liver. They cure constipation, biliousness, sick-headache. Sold for 60 years. J. C. Ayer & Co., Lowell, Mass.

Want your moustache or beard a beautiful brown or rich black? Use BUCKINGHAM'S DYE

900 DROPS
CASTORIA
A Vegetable Preparation for Assimilating the Food and Regulating the Stomach and Bowels of INFANTS & CHILDREN.
Promotes Digestion, Cheerfulness and Rest. Contains neither Opium, Morphine nor Mineral. NOT NARCOTIC.
Perfect Remedy for Constipation, Sour Stomach, Diarrhoea, Worms, Convulsions, Feverishness and LOSS OF SLEEP.
Fac-Simile Signature of *Dr. J. C. Ayer*
NEW YORK.
At 60 CENTS and 35 DROPS—35 CENTS.
EXACT COPY OF WRAPPER.

CASTORIA
For Infants and Children.
The Kind You Have Always Bought
Bears the Signature of *Dr. J. C. Ayer*
In Use For Over Thirty Years
CASTORIA
THE CENTAUR COMPANY, NEW YORK CITY.

Chicago's Railways.

Chicago's north and west railway systems were appraised for taxation purposes by experts at \$27,000,000 and stocked and bonded by the owners for \$117,000,000. This \$90,000,000 difference represented the value of municipal franchises given to them—that is, the use of the streets, privileges which the city would now be glad to recover so as to get the advantage of them herself. But, though she practically gave them away, the chance of her getting them back for nothing is as slim as the prospect of her catching up with New York in the matter of population.—New York Tribune.

How the Sun Rotates.

Studies at the Yerkes observatory have determined the varying periods of the solar rotation in zones 5 degrees wide from the equator to latitude 35 degrees. Within 5 degrees of the equator on either side the period of rotation is a trifle more than twenty-four and a half days. The length of the period gradually increases toward the poles, becoming about twenty-five and a quarter days between latitude 15 degrees and latitude 30 degrees and nearly twenty-five and a third days between latitude 30 degrees and latitude 35 degrees.

BRIGHT'S DISEASE.

The largest sum ever paid for a prescription changed hands in San Francisco, August 30, 1901. The transfer involved in coin and stock \$112,500, and was paid by a party of business men for a specific for Bright's disease and diabetes, hitherto incurable diseases.

They commenced the serious investigation of the specific November 15, 1900. They interviewed scores of the cured and tried it out on its merits by putting over three dozen cases on the treatment and watching them. They also got physicians to name chronic, incurable cases, and administered it with the physicians for judges. Up to August 25th 87 per cent of the test cases were either well or progressing favorably.

There being but thirteen per cent of failures, the parties were satisfied and closed the transaction. The proceedings of the investigating committee and the clinical reports of the test cases were published and will be made free on application. Address John J. Fulton company, 409 Washington street, San Francisco, California.



Regulator Line.

PORTLAND-THE DALLES ROUTE.

Steamers:

Bailey Gatzert
Regulator
Dalles City
Metlak

Connecting at Lyle with the

Columbia River and Northern
Railway Company for
Wahkaleuc, Daly,
Centerville, Coldendale
and other Klickitat valley points.

Steamers leave Portland daily, except Sunday, at 10 a.m., connecting with C. R. & N. train for Goldendale at 5:30 p.m. Train arriving at Goldendale at 7:30 p.m. Steamers arrive The Dalles daily, except Sunday, at 7:30 a.m. C. R. & N. train leaving Goldendale at 8:15 a.m. connects with this steamer for Portland, arriving at Portland at 6 p.m.

For detailed information of tickets, berth reservations, etc., call or write to Alder street wharf, Portland, Or. H. G. CAMPBELL, Manager.

OBTAINING COPYRIGHTS.

How They May Be Secured at Little Expense.

Many persons are hindered from taking out copyrights which might be of great benefit to them on books, plays, songs, maps, engravings, lithographs, photographs and art works because of the fees charged by lawyers. It is very easy to take out a copyright, and it costs but 50 cents or a dollar if a duplicate of it is desired.

The first thing to do is to have two printed title pages of a book or play prepared. These may be typewritten, but must not be sent in handwritten. Two specimens must be prepared exactly alike in all cases except a photograph of a statue, when one is enough. Then write to the librarian of congress, copyright department, Washington, and ask him to please forward you some application blanks for copyright. They will be promptly sent. Read one over several times to be sure of all the places to be filled in, then write in the spaces which are prepared and clearly indicated that you wish a copyright, stating what you wish copyrighted, sign your name in all the designated places, include a postal order for 50 cents and the two copies of whatever you wish copyrighted and address it according to the clear instructions.

In case it is a printed book two copies are sent, but it must be a book printed from type set up in the United States. If the book or play is not yet printed and the title is to be copyrighted two copies of the complete book should be sent when completed.

There is no need of a lawyer to enable any one to obtain a copyright.

How to Cook Rice.

Physicians and others who have eaten rice cooked by a Chinese, a Chinaman or a southern dandy must have remarked the difference between the results obtained by these artists and those of the benighted cooks of the north, says the Medical World. We learn from an authoritative source that the secret lies in the following recipe: The rice should be carefully washed and placed in a kettle of boiling water, which should be set on the back of the range over a low fire, where the rice should simmer slowly until done. Stirring is not only useless, but harmful. If there is any water left it should be drained off carefully and the rice should then stand in a hot place for some time. Nothing should be added during the cooking—no salt, no sugar, milk or butter. If the cooking has been done properly each grain of rice will stand out by itself, plump, dry and beautiful. Served very hot at the table the rice should be reverently treated with cayenne pepper and butter, after which will be revealed to the consumer one of the secrets of the success of the Japanese army.

How to Make a Cleansing Fluid.

The best cleansing fluid to keep on hand for taking out spots is made in this way: Pour a quart of soft water over a quarter of a pound of white castile soap cut fine and let it stand overnight. The next morning pour on the back of the range where it will dissolve, but not boil. When this is accomplished, put four or five quarts of soft water in a large vessel, add to it the dissolved soap and stir thoroughly. Then add one ounce of liquid ammonia, a quarter of an ounce of spirits of wine and an ounce of ether. Shake well and bottle. Always shake before using. A bottle of this should be kept on every washstand ready for use whenever a spot appears on a garment. A "rubber" made of a little roll of soft dark flannel or stockinet, with a loop to hang over the neck of the bottle, will be found a great convenience and saved precious moments usually wasted in looking for something to sponge with.

Growth of the Pig.

The older the pig is the more it costs to sustain it without growth. Instead of the rate of growth increasing with the weight of the animal it diminishes, and every additional pound of growth costs more until the point of profit is reached and loss begins to go on at an increasing ratio.—Farmers Advocate.