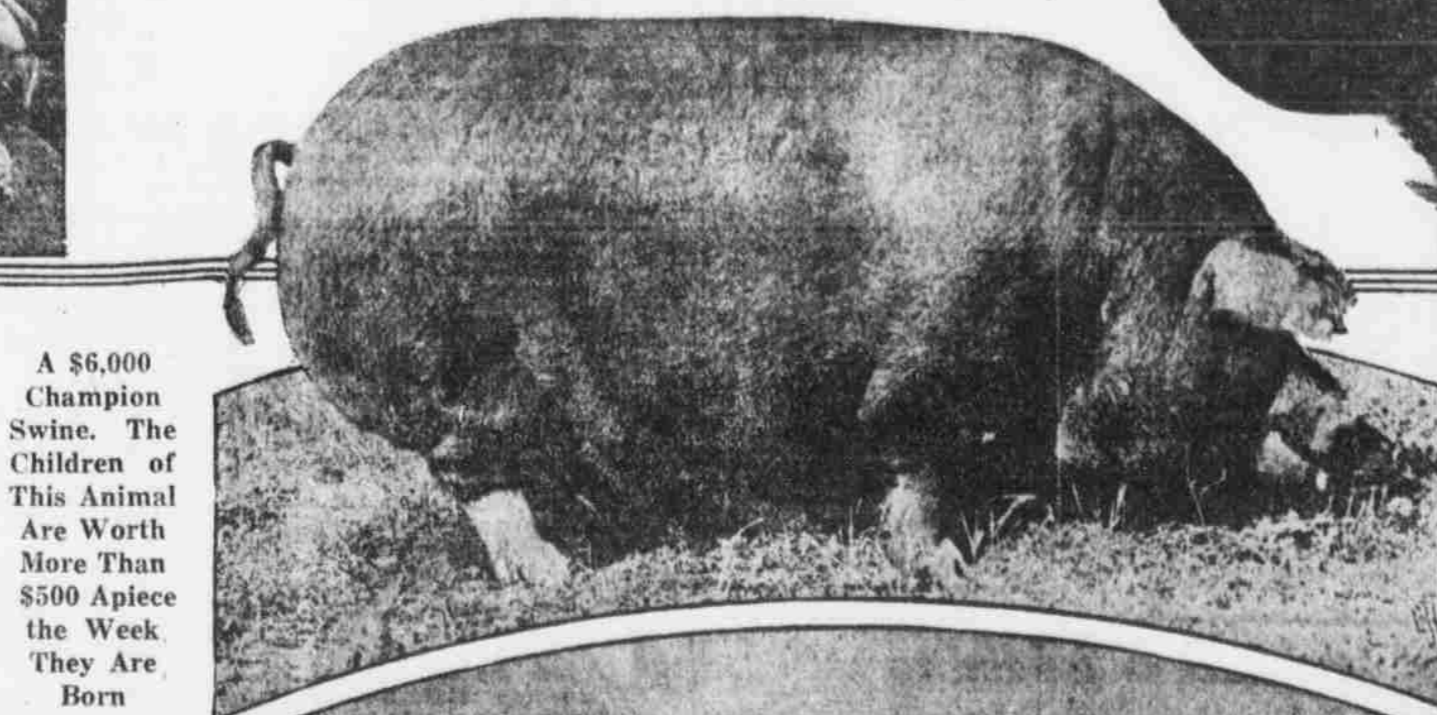


WHY A PIG IS WORTH MORE THAN 50 BABIES

How Students of Economic Values Have Arrived at \$90 as Being What an Infant Is Worth While Prize Hogs Bring \$6,000



Professor Irving Fisher, of Yale, and Other Students of Economics, After a Careful Study Have Arrived at the Sum of \$90 as Representing the Average Value of the Human Infant



A \$6,000 Champion Swine. The Children of This Animal Are Worth More Than \$500 Apiece the Week They Are Born

Is a baby worth as much as a pig? It depends a good deal on the pig. One Berkshire hog was sold the other day, at a "pork fair" in New Brunswick, N. J., for \$1,125. Some prize winning swine have sold as high as \$5,000 to \$6,000.

The "economic value" of a new-born baby (as reckoned by experts in such matters) is about \$90. The amount is so low because the chance is so large that the child will not survive. When it has passed the first year safely it is worth a good deal more money; but nothing like \$1,125. The pig easily beats it in market value.

Eleven hundred and twenty-five dollars is not much for a hog. Prize pigs sometimes fetch two or three times that price. A boar of high farm lineage has been known to sell for \$6,000, as already mentioned. Babies you can get for nothing at any foundling asylum.

Mr. Howard Willetts, of White Plains; a "gentleman farmer," provides bathtubs for his pigs. He can afford to do so, considering the fact that his piglings commonly sell at \$500 apiece.

In point of economic value, one of Mr. Willetts' piglings is equal to at least five young babies. A \$6,000 hog is worth more than fifty babies.

How the Pig's Extra Value Is Computed.

One naturally asks, what is it that makes a pig (at all events, some pigs) so much more precious than a baby?

The prize pig, slaughtered, would fetch, or course, only the ordinary price of pork. Its value, alive, lies in its usefulness to the breeder, in other words, in its power to transmit to its progeny certain desirable attributes.

The ordinary farm hog, full-grown, is worth only \$8. But the superpig is a very different animal. It grows faster; it attains much larger size; and it furnishes much more and better meat. Also, and not least important, the sow produces nearly twice as many young.

The superpig, at eight months, is expected to weigh 250 pounds. It is a "quick fatterer"; in shape it is clean-cut; its meat is delicately "marbled" with fat, contributing lusciousness to the flavor. It has relatively small bones, and so yields a high percentage of muscle tissue and lard.

The ordinary farm sow produces one litter a year (sometimes two), with four piglings to a litter. The supersow can be counted on to produce two litters annually, with seven piglings to a litter.

Fourteen pigs a year, at \$500 a pig, amounts to \$7,000 a year. Very few babies can be counted on to produce that income—especially girl babies. So the girl pig and the girl baby have very different prospects as money getters. The girl pigling is a good investment at \$500, but the girl baby is a doubtful bargain at \$90.

The ultimate aim of the pig-breeders is to improve the whole race of hogs in the United States. It is a matter of no small importance, because ours is the great pig-raising country. Germany, though standing easily first in this respect among European nations, possesses only about half as many pigs as we have. According to Government figures, there are to-day on our farms about 66,000,000 pigs.

The Government is greatly interested in pig uplift, and is trying to encourage the farmers to pay more attention to breeding, with a view to producing hogs that will grow fast and propagate their species more rapidly. Quality of meat should also be considered. The cry for



A "Gentleman Farmer's" Farm Buildings and Piggery. This is a Sample of the Elaborate Farm Buildings On Some of the American Country Estates Where the Little Pigs Have Every Comfort, Are Surrounded by the Most Sanitary Equipment, and Are Provided with Individual Bath Tubs

"better babies" finds an echo in a cry for better piglings.

Another thing to be thought of is that as time goes on the pig must inevitably displace other animals to a great extent as a source of meat supply. Beef and mutton (not to mention veal) will steadily rise in price, and folks of ordinary means will be able to afford less and less of those already-expensive luxuries. They will fall back on pork.

Pork is dear enough to-day, goodness knows; but the supply of it can be indefinitely increased, because pigs can be bred rapidly and raised almost anywhere, whereas available areas for the pasturing of cattle and sheep are steadily growing smaller.

Furthermore, pigs can be fed largely on refuse materials; and 84 per cent of the hog's carcass is utilizable as food, whereas only 75 per cent of the beef animal and 54 per cent of the sheep is meat.

It is for these reasons (say the experts) that in China the pig is the only four-footed animal that survives as a meat-producer. A like condition of affairs seem to be destined eventually to arrive in our own country. At all events, a generation or two hence, beef, mutton and poultry may be expected to be so high in price as to be purchasable only by the very well-to-do.

American mothers, after learning that a pig may be worth \$1,125, will perhaps be a little shocked to learn that the value of the average American baby is just \$90.

That is the decision of Professor Irving Fisher, of Yale University, one of the most distinguished of American economists. He has made an exhaustive study of the subject. He does not, of course, allow any sentimental or moral value to the baby. He estimates simply its material value to the community and takes into consideration its prospects of long life, of good and bad health, of entering upon a useful calling, and also of becoming a burden to society. Taking all these things into consideration, this high authority finds that the value of the average baby is only \$90.

It is obvious that, considered from this

purely economic point of view, some babies must have a much greater value, and therefore it follows that the very low average must be due to the fact that most babies are worth little or nothing. It would be reasonable to argue that the baby John D. Rockefeller was worth many millions to the community. Some people might object that little John D.'s vast earning potentiality was more valuable to himself than to other people.

Leaving that delicate point aside it remains unquestionable that the baby Thomas A. Edison and many other great inventors and producers were of immense economic value to society. That some babies are valuable is certain.

The enormous difference in value between a fine pig and the average baby, as judged by Professor Fisher, can only be explained by the fact that there is a great neglect of baby life and of the average baby's possibilities.

There has been a great difference of opinion among judges and jurors in estimating the value of a baby's life, even in cases where the person sued for damages was guilty of negligence.

In the case of baby Bernard Farrell, who was run over by a brewery wagon in front of his home, the jury awarded the mother 6 cents damages. In a well known decision Justice Gummere, of New Jersey, fixed the value of a baby's life at \$1.

Judge Earle, of the New York Court of Appeals, a very high judicial authority, has expressed the legal view of a baby's value in these words:

"The rule of damages in such cases is a difficult one to apply. The 'pecuniary injuries,' for which recovery can only be had, are always difficult of precise proof, uncertain and problematic, and what should be a proper compensation must always, upon such proof as can be made, be left to the judgment of the jury. In estimating the pecuniary value of this child to her next of kin the jury could take into consideration all the probable or even the possible benefits which might result to them from her life, modified, as in their estimation they should be, by the chances of failure and misfortune.

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Prize Winning Hogs Frequently Reach a Money Value of from \$5,000 to \$6,000. These Animals Must Have All the Best Points So That Their Children Will Inherit These Valuable Points. At the \$90 Valuation for a Human Infant the Hog is Worth Considerably More Than Fifty Times as Much as the Baby.



This Mother Hog Has a Group of Children Around Her Which Are Worth \$500 Apiece—a Litter of Pigs of a Total Value of \$2,500 the Week They Were Born, as Compared with This Human Youngster Whose Economic Value Was \$90

There is no rule but their own good sense for their guidance."

A New York attorney, who has defended many damage suits, gave this further explanation of Judge Earle's ruling:

"The amount of damages is, I think, and should be, determined to quite an extent by the social and financial standing of the plaintiff and the financial

standing of the defendant. I think that precedent sustains this. I have often noticed that persons of social standing, education and refinement recover larger damages for the same injury than depraved and degraded people do, or even merely poor people. Juries no doubt take into consideration the station of the parents and the prospects of the child."

Professor Seligman, of Columbia University, another economist, differs from

Professor Fisher and declares that the baby would be worth nearer \$150,000 than \$90. Professor Seligman bases the baby's value on the supposition that he would earn the average American's wages for thirty to forty years. He leaves out of his calculations the probabilities of early death, sickness, laziness, criminality and failure, causes that prevent many average babies from becoming even average men.

When You Go to Sleep on a Train

If you are very tired when you get on a train, and tell the conductor that it is quite likely you will be asleep when the train reaches your destination, and the conductor promises in that event to wake you, can you safely yield to the desire for slumber, relying upon the conductor's promise?

Suppose the conductor forgets all about you and you are carried far beyond your destination, can you hold the company responsible for whatever damages you suffer?

A case has recently been decided in South Carolina by the Supreme Court which will tend to make train conductors—in that State, at any rate—a little more careful in this respect, although the court draws a distinction between a case where a passenger goes to sleep voluntarily and where he is involuntarily overcome by slumber.

In the case in question, Y. S. Gilkerson got on a train of the Atlantic Coast Line Railroad Company at Florence, S. C., to go to Laurens, S. C. It was necessary for him to change cars at Sumter at 4 a. m. According to his testimony, he told the conductor that he was very tired and would probably be asleep when the train arrived at Sumter, and asked the conductor to wake him, which the conductor agreed to do.

When the train arrived at Sumter Gilkerson was sleeping peacefully, and when the train pulled out Gilkerson was still sleeping. The conductor had evidently forgotten all about him. The result was that Gilkerson was carried several miles beyond his destination and had to walk the whole distance back. To make matters worse, Gilkerson had a lot of baggage to carry,

there were several long trestles to cross and it was pitch dark. Gilkerson brought suit, but the court dismissed the case with out over letting it go to the jury. This decision has now been reversed by the Supreme Court, which bases its opinion upon the fact that this was not a case where a "passenger was attempting to convert an ordinary coach into a sleeping apartment, but where he was afraid he would be overcome by sleep involuntarily on account of his physical condition, and therefore sought the assistance of the conductor in order that he might be in a condition to make the necessary change of cars."

This decision is based upon the generally recognized rule of law that it is the duty of a railroad company to assist passengers to alight at their destination. While this duty is generally complied with by causing the train to stop at the destination and announcing the station, yet where the condition of a passenger is such that more is necessary to enable him to alight in safety, the railroad company is bound to do it.

Suppose, for instance, a passenger is blind and deaf and the conductor is notified of his infirmity. In such a case, it would certainly be the conductor's duty to go further than ordinarily in apprising the passenger of the train's arrival at his destination.

In the same way, the South Carolina court now holds, that if a passenger is so sleepy when he gets on a train that, to all practical purposes, he will be both deaf and blind when his station is reached, he may safely rely upon the conductor to awaken him; and if the conductor fails to do so after being requested to do so, the company is liable for damages.