EXPLAINS BILL PERMITTING STATE TO AID IN RAILROAD CONSTRUCTION

"Railroads By the People and For the People" was the subject of an important address delivered by C. E. S. Wood at a meeting of the Oregon-Idaho Development league Tuesday at La Grande. It was a complete explanation of the plan of state railroad construction that was approved by the last state legislature and which may be placed in operation to secure badly needed railroad transportation for Oregon. The address follows:

There is a great deal of misinformation being cast abroad by people who ought to know better concerning the self-help movement for railroads. Why not examine the matter before ignorantly ranting about it? To begin with, there is nothing in the present state constitution prohibiting the state from building railroads; not a syllable. The state has built a railroad—the portage railroad; owns it and is operating it. The state can gridiron itself with railroads if it wants to. The state has the same power to build railroads that it has to build county roads or wagon roads, or canals. So let that point be considered settled. It is not necessary to alter the constitution to enable the state to build railroads. It has that power now.

What the state cannot do is to issue bonds to a greater amount than $50,000. If the state built a railroad today, it would have to tax the people as money was needed. The amendment is designed, among other things, to permit the state to issue bonds to a greater amount than $50,000, for the purpose of railroad construction only. Thus, instead of taxing the people, it is designed to relieve them from taxation. The objections urged are:

What Objections Were.

First—This is a departure from the wisdom of the fathers and opens the door to all the old-time scandals and railroad graft.

Second—It embarks the state in the railroad business with all the evils of mixing business and politics.

Third—It is socialistic.

Fourth—It will "bankrupt the state."

Fifth—The state cannot raise the money against the opposition of the Rockefeller-Harriman crowd.

Sixth—It will drive private capital out of the railroad business in Oregon.

Seventh—Mr. Harriman will parallel the state line and run it.

As to the wisdom of the fathers that is as it may be. To assume that the past held a greater wisdom than the present is to assume that the world progresses backward. Every generation is the best judge of its own particular needs. If by this objection is meant that the door is open to the old time grafting railroad subsidies and state aid to private greed, this only shows the ignorance of the objectors. The present restrictions in the constitution are not touched; on the contrary they are increased under this amendment. Not only can no aid be granted by the state directly or indirectly nor by a railroad district to any one, but a railroad built by a state or a district can never be sold to any private ownership, nor leased except upon a rental securing at least the fixed charges and a sinking fund, and as much other return as possible and on terms guaranteeing impartial service to the public.

Not State Railroads.

In short it is not true that it is a return to state aided railroads. They are to be state or district owned railroads—owned by the people forever—and leased for operation or opened as common highways to all users on regular toll rates, or, if compelled to it, operated by the state. The vast benefit to the people in owning the roadbed is shown by the Western & Atlantic railroad, built by the state of Georgia in 1836, the appreciation in value since the road was built being $12,000,000. Why should not this unearned increment go to the people who cause it rather than to private owners? This road is today leased at a rental of nearly $500,000 net to the state, which income will be greatly increased as soon as the present lease expires. The city of Cincinnati has derived great revenue from the lease of the Cincinnati Southern which it built and owns. A lease is the easiest way to regulate railroad operators. The terms can be laid down in the lease and if not complied with faithfully the lease can be forfeited.

It is not true that it embarks the state in political management of railroads. In the first place the modern drift is away from parties and politics toward business in all things and there is no more reason a commission cannot be constituted on business principles to handle the state railroad interests than that one cannot be created to handle city water or gas or public libraries, but it is not necessary that anything of the kind be done. If a road through central Oregon or to Coos Bay be built, do you suppose Mr. Harriman will not be very glad to lease it? If he doesn't want it, Mr. Hill will be delighted, or if neither wants it, there will be plenty of skilled operators only too glad to lease a road already built. But fancy Mr. Harriman letting it go to Mr. Hill.

Could Collect Tolls.

Or the state could simply take tolls from all comers, just as the Northern Pacific charges the Astoria road for use of its track from Goble to Portland. It is as easy to dispatch 20 trains owned by 20 roads as of one road. But at the worst, it is not so bad to have politics in the state railroads as it is to have railroads in the state politics.

The people are more and more alert to watch their interests. The time is past to frighten ignorance with Socialism. Public schools and city waterworks have been called Socialistic. Every effort of the people to correct the tyranny of private capital by assuming something of the power which belongs to the people is branded Socialism by the wolf over the carcass, who, by his snarl, would frighten disturbers away. People are no longer to be so easily frightened from their rights. If this movement be Socialistic, then the interstate commerce act, the state railroad commission, the regulation of rates, the state construction and ownership of the Erie canal, state universities, state control of animals and orchards to prevent disease, state board of health, insane asylums, etc., are all Socialistic. If by Socialism be meant a step taken by the people to free themselves from plutocratic tyranny or to unite in an object of public welfare—what is the objection to it? No. The cry of "Socialism" is not argument. It is an appeal to prejudice and ignorance. It is the advice of the robber to the robbed: "Stand still and let me rob you in silence, for that man you would call to help you is a Socialist."

Cannot Bankrupt State.

It will bankrupt the state. How? That is a large job and should be made plain. This great undeveloped state is to be bankrupted by being developed. To fill eastern Oregon, for example (which is as large as the state of Maine), with people will bankrupt the state? To raise 10,000,000 acres in Malheur and Harney counties alone from grazing land at $2.50 per acre to agricultural land at $20 per acre will bankrupt the state? To put into wheat 1,000,000 acres now in bunch grass and all tributary to Portland, will bankrupt the state?

To build up a great city at Coos bay, fill eastern Oregon with cities like Spokane, Walla Walla and Yakima, all tributary to Portland, will bankrupt the state? The people who charge blindly that this movement will bankrupt the state have a great responsibility to answer for. The railroad is the only highway economically possible today. It fills the waste places with immigrants. It changes the cattle range into fruitful fields. It replaces the herder's shack with flourishing towns. Compare eastern Washington with eastern Oregon and ask what has done it. Railroads! And what has brought railroads to eastern Washington? Competition!

Fertile Country Waits.

Eastern Oregon is as fair, as fertile, as resourceful as eastern Washington, yet it lies today almost as it did when it was Indian country. Why? Compare the alfalfa fields, grain fields and orchards of eastern Washington with the sagebrush of eastern Oregon, and then talk of bankrupting the state by a line to develop this greater half of the state. For local consumption wheat has been raised in Harney valley 60 bushels to the acre, and barley 80 bushels without irrigation. Yet except for local consumption these acres must be left to the cowboy till a railroad pours the tribute into the lap of Portland.

Has Mr. Harriman's investment in Oregon railroads bankrupted him? Imagine the great trunk line through central Oregon. Imagine the growth of that region and of Portland and Coos bay and other coast ports. Imagine the appreciation in value of that roadbed alone as the country grows, and then talk of bankrupting the state. Has the appreciation of the western and Atlantic to $12,000,000 bankrupted the state of Georgia? Does the growth of the city of Portland bankrupt the franchise holders in its streets?

One Chance to Lose.

The people of the state of Oregon could afford to build this road and lose every dollar in it for the sake of having the railroad, but will they lose? Does Mr. Harriman lose? It is true that for a year or two there might be a deficit till the country filled up. That is to be expected and that is the risk a road developing new country is expected to take. Mr. Hill takes it. Mr. Harriman will not—not in Oregon. His declared policy is no more new construction. Yet he can spend money in still further developing Washington and in building a trunk line through Mexico. The long profits for two or three years would be as nothing compared to the heavy volume of business when the country was settled, and how eager immigrants are for western lands may be judged from the rush at every land opening made by the government or by irrigation companies. It is thought by capable judges that what with the timber and stock traffic already existing there would be a paying business by the time the road was ready—but the expectation of a profit from the day of operation is a most petty consideration compared with the reclamation and development work to be done by this great highway.

Portage Road Not Criterion.

Some critics point to the portage railroad and say that is run at a loss. So will the Panama canal be. It is never expected to pay even a fraction on its cost, but the mind that cannot see the value of a link in transportation taken in connection with the whole or the mind which cannot see the difference between the portage railroad and a great trunk line through the heart of this state is a mind really not worth considering. That this great artery of traffic will bankrupt the state is one of those large sounding assertions which cannot be demonstrated. Indeed every analogy is to the contrary, the railroads in Oregon and Washington piling up heavy profits, the development of Washington as compared with Oregon prove the contrary.

We are told: "Get a corporation of Oregon capitalists and build your own road as Harriman builds his." And in the same breath we are told that the state cannot get the money in opposition to the Rockefeller-Harriman group of money lords.

Well, if the state cannot sell bonds against such opposition, what could an Oregon corporation of Oregon men do?

State Has Whip Hand.

The fact is the power of the state is the only power which can successfully combat the Rockefeller-Harriman power. Mr. Harriman's corporations control all the passes; a private corporation could be held up for years. The state can simply condemn and take. Mr. Harriman's make believe occupation of strategic points. The bonds of the private corporation seeking to invade Mr. Harriman's territory would be black balled in the money market. The bonds of the state of Oregon or of a railroad district would sell readily in any market of the world because back of them would be a political power stronger than Mr. Harriman, and buyers know it. Mr. Harriman markets his bonds for new railroads not on his personal credit but on the credit of the new enterprise. If he began building new lines in Oregon the real strength of the bonds would not be Mr. Harriman's credit or personality, for he may die, but back of the bonds would be the resources of Oregon and the people of Oregon. Cannot the people of Oregon raise money on the same basis? What is paying interest on Mr. Harriman's bonds today, and running expenses, and dividends to stockholders? Oregon and the people of Oregon. Cannot they do as well for themselves?

As to Private Capital.

We are also told in the same breath that this movement will drive private capital out of Oregon and that Mr. Harriman will ruin the state road by paralleling it. Certainly both these things cannot happen. If Mr. Harriman parallels the state road the state will be in luck—it will have two roads instead of one—and if either is to lose it will not be the road controlled by the people themselves. If private capital refuses to build roads in the state the state will at least have stepped into Mr. Harriman's shoes and will succeed to that monopoly of railroading in this state which he has so long enjoyed. In our opinion it would be a great step in advance to have the state owning these great monopolistic highways and leasing them to operators on strict terms, securing impartial service to the public, or running them as common highways, open to all trains of all roads, under the dispatching system of the state, and at a per ton per mile toll, the only just charge for the service of transportation.

Answer Must Be Practical.

There comes to every generation a practical question to be answered in a practical way. Oregon is without railroad development. Eastern Oregon is the greatest undeveloped tract in the United States. Oregon is the state most neglected by railroads. It is girdled by one monopolistic system which occupies the passes only to hold them, and will neither build nor let others build. It takes Oregon profits to further develop Oregon's sister state, Washington, already well supplied—and does this to punish a rival for entering Portland. Oregon is in the position of a serf working to rivet faster his own fetters. If Coos bay and eastern Oregon were deserts there might be some excuse, but they are full of resources and latent wealth, potential with cities waiting the iron wands to arise.

It is no answer to this situation to talk vaguely of bugaboos and say do nothing, but sit and wait till the overlord in his good pleasure chooses to come to your relief. That is the logic of the Oregonian's position—wait, wait, and still wait. And while one waits Washington forges ahead and, backed by Spokane and the eastern domain, Seattle grows. While we wait, the Harriman system (which through the Southern Pacific has 10 interests in San Francisco to one in Portland), is building from the south. What building it does is ever from the south, and Portland will wake up from its paralyzing pipe dream and the treacherous soothings of the great sachem, to find its own empire developed from the south and pouring its tribute by way of the Klamath into the coffers of San Francisco.

Word in Conclusion.

In conclusion, the state can build railroads now; no change in the constitution is necessary. There is no intention to grant state aid to private persons or corporations. The plan is for the state or railroad districts to be created like irrigation districts (or like the Port of Portland)—to build and own the railroads necessary for the development of the state and lease or operate as may seem best.

These roads cannot be sold to private corporations. The amendment is to permit bonds to be issued and finance the road just as Mr. Harriman does, or just as the Port of Portland does, instead of taxing the taxpayer.

If this isn't a good plan, will the Oregonian or some one else, please construct one? What is wanted is relief from a humiliating and intolerable situation. What is wanted is a remedy not words, and what is not wanted is the disgraceful advice humiliating to an independent, self-reliant people, to sit helplessly until Mr. Harriman chooses to grant them highways in their own state.

The greater development of a greater Portland, the overtaking of Washington and California, the blossoming of a greater Oregon, lie in the answer. Which is it to be? Help ourselves or roll our eyes like a sacrificial calf at Mr. Harriman and wait? A remedy is wanted, not carping criticism. We are the children of today. The future belongs to us and let the dead past be buried by the dead.

Not Personal Matter.

Mr. Harriman's name has been used for convenience, but this is not a matter for personalities. Mr. Harriman represents only a policy and that policy is not, as we conceive it, favorable to the development of this state. Indeed, we suggest that the interests of the people of a state and the private capitalists who furnish transportation are radically opposed. The people want as much highway as possible. The private owner wants a monopoly, and as little expenditure as possible. The people want the lowest possible rates. The private owner wants the highest possible rates. These conflicts have already forced the state and the nation to take a hand in railroad affairs. Shall the people fail to help themselves? That is the question. What is the remedy? That is the question.

NINE PERISH IN TENEMENT FIRE

Ex-Baseball Player Catches and Saves Five Babies Flung From Windows.

(United Press Leased Wire.)

New York, April 30.—Nine persons were killed, six are missing, whose fate will not be known until the debris is cleared away, and 14 are in hospitals, as results of a fire that destroyed a tenement at 27 Spring street, in the heart of the Italian quarter early today.

But for the fact that the tenement was situated near a police station the death list would have been three times as large. The fire was discovered by Police Sergeant O'Rierdan and Officer Kirkland and they promptly went to the rescue of the inmates, after turning in an alarm.

Five babies were saved and two were killed when their mothers threw them from upper story windows into the arms of Officer Brossner, a former baseball player. Discovering a frantic mother, with her babe in her arms, about to jump from a third story window, Officer Brossner shouted to her to throw the child to him. She obeyed and he caught the little one. Seeing the success of the attempt, six other mothers followed the example of the first and the children came hurtling through the air in rapid succession. Two of them were killed by the fall, one slipping through the officer's hands and another striking his helmet and bouncing to the pavement. The skulls of both children were fractured.

After catching the babies, Brossner joined Officer White in a dash through the flames and smoke which filled the narrow corridors of the tenement. Rushing up the stairways they found 31 panic stricken Italians huddled in one room farthest from the flames. Taking command of the situation the officers succeeded in passing all of the occupants of the room down to policemen and firemen below.

Search of the ruins revealed the body of a man, about 25 years of age.

There appears no doubt that the fire was of incendiary origin. Jacob Bruk and Adolph Weis, who conducted a grocery store on the street floor of the building, recently received a threatening letter which demanded $1000. Monday a second letter was received by the grocers but they paid little attention to it. Both letters have been turned over to the police and it is hoped the handwriting may prove a clue to the identity of the perpetrator of the outrage.

A kerosene can found in the ruins of the building leads the police to believe that the stairways were saturated with oil by the incendiary. The fire burned most fiercely in the stairways and halls and it was this fact tha prevented many from escaping.

Important Question Settled.

From the Philadelphia Inquirer.

The government has just made public an announcement which is of unusual local importance because it is due to the diplomatic labors of our own Charlemagne Tower. He proved conclusively to the German government that Impomoea batata, Convolvulus batata, Batata edulis and Solanum tuberosum are not identical but wholly different species. This discovery will remove a load from many anxious hearts, although it is to be feared that the diplomatic situation is not wholly satisfactory.

BANQUET HELD BY BOOSTERS

Peninsula's Best Citizens Gather at St. Johns Commercial Club.

"Peninsula, Peninsula,
Here we go, watch us grow—
Peninsula."

Forty business men whose interests center on that one spot, the peninsula, sat down to a banquet at the St. Johns Commercial club last night, at which but one subject was talked of, and that, the peninsula.

Some disappointment was felt because the two most prominent invited guests, Mayor Harry Lane of Portland and Mayor J. F. Hendricks of St. Johns, were not able to attend. Lloyd B. Wickersham of the United Railways, who had been booked to talk upon "Railroads," was also unable to attend. A letter was read from Mayor Lane, telling of his enforced absence, while Mayor Hendricks' absence was explained by George J. Perkins.

A seven course banquet was served the guests and from the time they first sat down till the last guest left, the affair was a big success. There was only one topic really, although all the speakers were billed for separate ones, as each and every one of them dwelt at length on the advantages to come to the peninsula.

Will G. Steel, the president of the Peninsula Development league, under whose auspices the banquet was given, was the toastmaster for the occasion and gave the opening address of the evening. It was upon the "Oregon Country."

"Gentlemen, we live in the greatest prospective country in the world," he said. "According to the last official estimate we have in this Oregon country nearly 15 per cent of the actual power of the United States. While Pennsylvania's great maker of power, anthracite coal, is some day bound to give out, none but the hand of God can ever destroy the millions of horsepower which go to waste every day in the rivers of the Oregon country. We have here a territory capable of holding all the people in all the New England states, New York, New Jersey, Pennsylvania, Delaware, Maryland and Virginia; and some day, gentlemen, we will have as many.

"But, gentlemen, when you think of all the people that are bound to come to this great Oregon country eventually, do not lose sight of the fact that this peninsula is to be the outlet for the resources of all this great territory. We are to be residents of the greatest railroad and shipping center of the world. Here the resources of the great Oregon country are to find their outlet toward the orient where most of the people of the world live today. Gentlemen, let us not forget the importance which surrounds this league, that of developing or rather laying the foundation for the greatest city in the world."

C. C. Colt, the manager of the Union Meat company, who has charge of the building of the new Swift plant on the peninsula, was the next speaker. His topic was "Industries."

"We are to be neighbors in a few weeks, and accordingly I want to get acquainted with you," he began. "Now that obstructions have been removed from the path of building a car line to our plant, we expect the work to go forward rapidly. It was only after a great deal of thought that the peninsula was accepted by our company as a site for what will be one of the greatest packing plants in the country, but since then we have been more than pleased with our choice. I have heard any number of people, all of whom were sure that the peninsula would some day be the greatest manufacturing center of the country, and I can assure you we are going to do all in our power to make it such.

Councilman W. T. Vaughn spoke on "The Peninsula," and in doing so assured Mr. Colt that the peninsula intended within five years to use all the output of the packing plant itself.

"You should have added four more stories and several more acres to your plant and grounds," said Mr. Vaughn, "for we fully intend using all its output right here on the peninsula."

W. J. Peddicord read an interesting paper on "District Improvements," in which he set forth the various improvements necessary on the peninsula and told of the probable cost.

J. P. Kavanaugh followed with a talk on "District Assessments," in which he showed how the improvements suggested by Mr. Peddicord could be made.

George J. Perkins addressed the banquet on the "Free Ferry," and Seneca C. Beach gave a summary of the evening's talks, pointing out the advantages of the peninsula and assuring the guests of the prosperity ahead of them.

HOLLAND REJOICES OVER ARRIVAL OF A WEE PRINCESS

(United Press Leased Wire.)

The Hague, April 30.—A bulletin issued at noon today states that Queen Wilhelmina of Holland is resting easy following the birth of her daughter and that no complications are expected. There is great rejoicing over the birth of the heir, as it prevents the possibility of the passage of the reigning dynasty to a German house, an event greatly feared by the Dutch.

LITTLE CABANNE BOY WILL INHERIT $200,000

(United Press Leased Wire.)

San Francisco, April 30.—James Shepard Cabanne III, who played so conspicuous a part in the transcontinental flight of his stepfather, Broughton Brandenberg, is heir to a fortune of $200,000, according to a statement made by Brandenberg today.

The fortune, it is said, is the remnant of the great Chenier estate, left by the mother of James Shepard Cabanne I. The lad will come into possession of the money when he becomes of age.

Brandenberg received a letter from his wife last night stating that Attorney Garesche of St. Louis had given his opinion that her chances to secure custody of her son were bright. Mrs. Cabanne-Brandenberg will go to St. Louis next month to be present at the divorce hearing and will make every effort to regain possession of the boy. It is stated here that Attorney Jacob Meyer, retained by Brandenberg, may go to St. Louis to aid in the fight.

Information Wanted.

Major James Calvin Hemphill, editor of the News and Courier, Charleston, S. C., wishes to procure a recipe for making old fashioned lye hominy. So many Yankee notions have invaded Charleston that the major is no longer able to secure his favorite fodder. Persons sending the desired information to Major Hemphill at the above address will be suitably rewarded with his sincere thanks. All other papers please copy and help the major out. He is hungry for hominy.

BEWARE PNEUMONIA

According to mortality statistics, pneumonia is one of the most frequent and fatal diseases to which humanity is subject. Its action is so rapid that its victim is often in a precarious condition before realizing that anything more serious is the matter than a severe cold.

This is one of the dangers that may follow neglect of a cough or cold, and is therefore the best of reasons why one should check a cold at the start. A simple, inexpensive and effective remedy, that will usually break a cold overnight, is the mixture of one half ounce of Virgin Oil of Pine compound pure, with two ounces of Glycerine and a half pint of good Whiskey. Take a teaspoonful every four hours. It is claimed this mixture will cure any cough that is curable, and provides a sufficient quantity to last the average family an entire year. The ingredients can be purchased at the Skidmore Drug Co., or any first class pharmacy.

In preparing this formula it is essential to use only the best quality of Glycerine and Whiskey with the genuine Virgin Oil of Pine compound pure. The latter preparation is a combination of the active principles of the Pine and Santalwood trees, carefully compounded to retain the healing, health-giving properties for which these trees are justly famous. In order to insure its purity and freshness it is securely sealed in a round wooden case. The genuine Virgin Oil of Pine compound pure is prepared only in the laboratories of the Leach Chemical Co., Cincinnati, O.

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Diseases of long standing permanently cured. No poisonous drugs used in our remedies. We use only herbs of the highest curative qualities known only to eminent Chinese medical men. We are successful when others fail.

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REALLY DEVELOPS THE BUST, ARMS AND NECK

An increase of six inches is not unusual after a month's treatment.

Go to any druggist and get separately two ounces of glycerine, three ounces of rosewater, one ounce tincture cadomene compound (not cardamom) and 5 cents' worth of borax. Mix the glycerine and tincture cadomene, shake and let stand two hours. Then add rosewater and a teaspoonful of borax. Apply morning and night, rubbing until absorbed; then wash with hot water and soap; dry thoroughly. Continue a few weeks and beautiful development rewards the effort.

Why Overheat Yourself?

Much of your summer pleasure depends upon having a cool and comfortable kitchen. Why not be prepared for hot days before they come.

Ask your dealer to show the New Perfection Wick Blue Flame Oil Cook-Stove. It's a wonder.

Does the work of your big range in every particular; but has this great advantage over it, that it never heats the kitchen.

The *CABINET TOP* is *another* feature of the

New Perfection Wick Blue Flame Oil Cook-Stove

Has a spacious top shelf for holding dishes and for keeping food warm after it is cooked. Also has drop shelves for holding small utensils, and is fitted with racks for towels. No other stove approaches the "New Perfection" in convenience, comfort and simplicity.

Made in three sizes. Can be had with or without Cabinet Top. At your dealer's, or write our nearest agency.

The Rayo Lamp is a center draft lamp of great illuminating power. Suitable for living room, dining room or parlor. Free from all objectionable features—a splendid family lamp. If not with your dealer, write our nearest agency.

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I want to impress it upon every weak man that I can make him strong, healthy, full of vitality, alert and free from every taint of disease and weakness. I have limited my specialty in practice to only a few of the more important disorders, so that I could KNOW these thoroughly. My experience along this one path for 25 years qualifies me to say positively that such troubles as Spermatorrhoea, Hydrocele, Varicose Veins, Specific Blood Poison, Weakness, Contracted Disorders and Reflex Ailments, can be cured perfectly and permanently.

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Dosing the system with powerful stimulants and tonics in an effort to restore the functional vitality can have but one final result. The condition is rendered worse than before. General Nervous Depression is merely an indication of a low form of inflammation in the prostate gland, and this inflammation is but aggravated by stimulating remedies that excite temporary activity. I employ the only scientific and fully effective treatment which effects a permanent cure by restoring the prostate gland to a sound and healthy state. I obtain complete results in every case I treat.

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QUICKEST TIME
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S. S. S. heals Sores and Ulcers in the very simplest way. It just goes right down into the blood and removes the cause, and the place is bound to heal because the impurities and morbid matters which have been the means of keeping the ulcer open are no longer absorbed from the blood. External applications of salves, lotions, plasters, etc., can never produce a cure because they do not reach the source of the trouble. At best they can only allay pain or reduce inflammation; such treatment is working on symptoms and not reaching the cause. Every nutritive corpuscle in the blood is weakened or infected, they cannot nourish the fibrous tissue around the place, but instead they constantly discharge into the flesh around the sore a quantity of impure, germ-laden matter which gradually eats into the surrounding healthy tissue and causes the ulcer to enlarge. Since impure blood is responsible for Sores and Ulcers, a medicine that can purify the blood is the only hope of a cure. S. S. S. has long been recognized as the greatest of all blood purifiers, possessing the qualities necessary to remove every impurity from the blood. While curing the sore or ulcer S. S. S. brings about a healthy condition of the flesh by supplying it with rich, healthy blood, and thus makes the cure permanent and lasting. Book on Sores and Ulcers and any medical advice free to all who write.

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