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**Auto-Intoxication EXPLAINED**

BY SAMUEL HAMILTON, M.D.

A French physiologist described man as a "digestive tube with arrangements for locomotion and guidance." It is commonly said that most people "dig their graves with their teeth." The disastrous effects of constipation have always been well known. It is easily understood how serious are the troubles which are caused by stagnation of decayed matter in the large intestines—poison reabsorbed and taken into the circulation—this is called auto-intoxication. It is apparent, therefore, that the first necessity is to cleanse the intestines thoroughly.

The best method for cleansing the whole intestinal tract and urging the liver into activity is to take as much outdoor exercise as possible, drink hot water before meals, and take a pleasant laxative, vegetable pill occasionally. Such a one is made up of May-apple, leaves of aloe, root of jalap; made into a sugar-coated pill that gives tone to the bowels. This was first made and sold by druggists nearly fifty years ago, as Dr. Pierce's Pleasant Pellets. The cost is twenty-five cents. Such simple means will prevent auto-intoxication. People are realizing that the kidneys, just as do the bowels, need to be flushed occasionally. The kidneys are an eliminative organ and are constantly working, separating the poisons from the blood. Uric acid backs up into the system, causing rheumatism, neuralgia, dropsy and many other serious disturbances.

This can be avoided by stimulating the kidneys to increased action, and because of its tonic effect on these organs I would advise any one to get Anuric (double strength), which is to be had nowadays for sixty cents, at almost any drug store, and take it three times a day. Also drink hot water before meals.

## DIFFUSE MANUFACTURING PLANTS TO COUNTRY

Commissioner McChord, of Interstate Commerce Commission Discusses Problem.

The following analysis of after-the-war problems, first printed in the Washington Post, with constructive suggestions for their solution, prepared by C. C. McChord, of Kentucky, a brother of John M. McChord, valuation attorney with the southern division having headquarters here, a member of the interstate commerce commission, member of the railroad wage commission, and recently appointed by the president one of the umpires of the national war labor board.

The article in part follows: "It was Macaulay or some other essayist, who wrote some seventy-five years ago that the new form of government in America was on trial. He was of opinion that no good government could be maintained long-endure. He declared that the supreme test would come when there were more mouths to eat breakfasts than breakfasts to supply them, and that in such a crisis the autocratic power of the government would be found necessary. The test of this prophecy may be at hand, though in a somewhat modified form. In any event, just at this time the thought is sufficient to give us pause to take an accurate stock of our resources, and to see what we are looking forward to a reorganization of industrial, social and economic conditions in this country and throughout the world when a treaty of peace has been signed that will bring the war to an end. Vast armies and navies are then to be demobilized and the soldiers and sailors of which they are comprised, returned as quickly as possible to peaceful pursuits. The absorption into productive industries of four million men or more drilled in the arts of war must in some way be accomplished. At the same time millions of employes in great numbers, engaged in producing the necessities of war, will have to be diverted to the production of things needed in times of peace. The problem is how this may be done in a satisfactory manner to the workers, and at the same time shall not lead to an interim of stagnation of production and business. In other words, the changes must, if possible, be brought about so as to secure for the future the greatest good to the greatest number.

The transition from a war to a peace basis must not be left to chance. Comprehensive reconstruction should be formulated at once and the perfection thereof entered upon with as much earnestness and vigor as we entered upon the business of stamping out of autocratic military despotism as represented by the rulers of the German people.

An institution in this country engaged in the manufacture of munitions of war employed a total of 6,500 persons previous to the year 1914. In January 1, 1918, this concern had more than 60,000 employes upon its payroll. This is representative of many similar industries, and comparable increases have been experienced in all manufacturing concerns engaged in producing the necessities of war, and this embraces nearly all industries in the country. The iron and steel mills have been running night and day for the past two years, with largely increased capacity. At the same time wages until today the rate of pay for artisans of every kind is on a higher scale than ever known.

Some idea of the amount of these increases may be gained from a showing of the aggregate payments by representative manufacturing establishments reporting to the department of labor of the United States. For a week in April, 1917, 670 institutions reported an aggregate payment of \$16,228,190, and for a week in April, 1918, the same institutions reported \$20,412,347.

Will Not Consent to Reductions.

It is certain that workmen who have had opportunity to enjoy life as the result of adequate pay are not going to consent to, if they can avoid it, any reduction in their wages, unless there are compensating benefits. It is equally certain that the era of extremely high prices for the necessities of life will not continue during times of peace. The great class of non-producers represented by clerks in offices and stores, salaried men in every calling, employes of public utilities and the like, cannot long continue to pay ever increasing living costs except they, too, receive further material increases in their rates of pay.

The readiness with which is to take place after the business in hand is disposed of, is world wide in extent. International relationships must be re-established on new bases; foreign commerce must be fostered and encouraged; and national solidarity as the consistent policy of over 100 years of our national life is to be abandoned, and an entry into the great family of nations accomplished. All this calls for the exercise of the wisest diplomacy and statesmanship.

There are some conditions peculiar to our own country that call for immediate action if they are to be made consistent with that adjustment which shall permit of progress in a way of broader and better national life.

**Need Greater Industrial Diffusion.**

What is needed in this country is a wider diffusion of manufacturing industries and the local supply of the necessities of life. Products of our factories are distributed throughout the land, but under circumstances of such economic waste as to deprive a large number of our people of the benefits of manufacturing many elements have been compelled to confine factories to limited territories or particular cities. There has always been a desire upon the part of our people to locate the factories near the region of supply. As our middle western and border southern states began to be developed after the Civil war, the constant effort of the smaller cities and towns was to secure the location of various kinds of factories. A town of 1,000 population or more in the states of Ohio, Indiana, Illinois, Michigan, Wisconsin, Iowa, Missouri, Kentucky, Virginia and West Virginia that secure manufacturing industries. During that period, by the payment of large bonuses, or offers of free taxes, coal and water, many of them secured the location of factories that gave promise of affording a distribution of the surplus to neighboring towns. Many of these factories proved to be failures, and a ride over the country today discloses crumbling buildings and smoke stacks in many towns and villages as grim monuments of the dead hopes of their projectors. Not all of these were properly located, many of them were the result of the dreams of some inventor who cut a short cut to wealth, but most of them should have survived, and would have done so except that influences were at work that made success impossible. Among the chief of these was the fact that the railroad factors of certain manufacturing centers in the way of facilities and rates.

**Must Relocate Industries.**

Many good people have organized societies, and have expended large sums of money in philanthropic efforts to induce immigrants and others to shun the haunts of their fellows in

crowded cities, and seek homes in the south and west where conditions are wholesome. In this they have met with a measure of success and thriving communities composed of different nationalities may be found scattered over the land. At the same time, however, our cities have continued to increase in population, and living conditions there have not improved as a consequence.

There are many considerations that dictate a relocation of our manufacturing industries. In the first place it costs more to do business in a city than in the country. Land values and costs of construction plants, taxes, etc., constitute charges that must be met from earnings. It costs more to live in a city than in the country. A lower wage payment in the country than in the city would enable the workman to secure more comforts of life, to clothe his family better, and educate them more adequately. If the factory is located near the raw product, there is saving in transportation costs which is reflected in net earnings.

An economic change has been taking place in this country, particularly during the last decade, the importance of which is not generally realized. Consumers seem to be making the effort, so far as possible, to eliminate the middle man. The notion seems to be growing that there is no necessity to pay the charges of middlemen to handle goods on their way from the factory to the ultimate consumer. The desire upon the part of the consumer to secure his needed articles as cheaply as possible is responsible for the great mail order houses of the country that are doing a large and increasing business. Our boundless resources, many of them still in a state of experiment, have led us to the belief that the springs from which flow our supplies are inexhaustible, and that the plentiful stores will flow on uninterruptedly forever. It is not this time, has not the hour struck, that should be taken to action to secure the full measure of benefit that may come from nature's bounty spread around us in every hand.

In very recent years there has been here and there a man whose vision has been broad enough to see what is the public interest, and who has attempted to meet it. One concern has in recent years by co-operation with residents of hundreds of flour mills at country points in the middle west and south, which supply consumers in the region round about each mill with flour, meal and feed. Another man owns in his own right many branch houses for distribution of groceries, merchandise and general household necessities. He ships to the branch houses in carload lots and distributes to his customers in auto trucks. He is doing a large and thriving business. Both of these institutions are representatives of a class that have recently come into existence.

Does not the public demand which these institutions seek to meet point the way to a solution, in part, of the reconstruction problem that now confronts us? If wage scales are to be paid down toward to meet conditions in times of peace, the wider diffusion of factories presents an alluring way out. What the workman desires, and what he has a right to demand, is opportunity to live in comfort. Reduction in the rate of his daily wage means, as he now sees it, lessened opportunity to secure to himself and his family those necessities which go to make comfort in daily life. In most any country town of 1,000 or more in the middle west or the south there is opportunity to live better and enjoy more of the real comforts of life on materially lower wages, than even an approach to the same state of livelihood can be secured in any congested manufacturing center.

The following table gives the number of towns, as shown by the census of 1910, under 5,000 population in the states named, where industries might be located and where every opportunity would be afforded employes to make the most of life under ideal conditions:

|               |                |                |                |
|---------------|----------------|----------------|----------------|
| Line          | 1,000 to 1,999 | 2,000 to 2,999 | 3,000 to 5,000 |
| Illinois      | 3,800          | 179            | 79             |
| Michigan      | 2,480          | 108            | 29             |
| Wisconsin     | 2,480          | 70             | 21             |
| Iowa          | 2,070          | 82             | 35             |
| Nebraska      | 1,510          | 83             | 17             |
| Kansas        | 2,110          | 67             | 25             |
| Missouri      | 4,250          | 91             | 36             |
| Kentucky      | 5,280          | 52             | 14             |
| Virginia      | 5,160          | 41             | 12             |
| West Virginia | 3,800          | 44             | 9              |

In the country there is pure air and sunlight. The surroundings are clean, sanitary and moral. In such an atmosphere a workman can easily rear a family of sturdy boys and girls, and live a life of peace and happiness. Impossible in the crowded and unwholesome conditions of congested centers. In the country he is afforded opportunity to buy products of the soil first handed for his table at reasonable prices, and the admirable schools and religious institutions now in existence everywhere insure to his children every chance to lay the foundation of good citizenship.

Prior to about the year 1880 our inland waterways had an important part in transporting the commerce of the nation. Within a decade from 1880 many boat lines disappeared from all rivers and today only an insignificant percentage of freight tonnage is transported by water anywhere in the country. The boats were either absorbed by railroads, and their operations abandoned, or carriers made rates for freight so low to competitive boat line points as to be business unprofitable to the boat line. Spasmodic efforts to rehabilitate water transportation have been made from time to time in recent years by individuals or communities, but they have not met with success because of continued opposition of railroad interests. There is none now why our rivers, on which the federal government has expended millions of dollars, should not be brought into transportation service.

Should Equalize Freight Rates.

Thoughtful study should now be given to the equalization of rates for freight transportation, and as to whether higher rates should be levied for longer distances over the same line or route, the shorter being included within the longer distance, and whether combination of rates and transit privileges that now unduly favor certain jobbing and junction points should be canceled and reasonable through rates established. Transportation by boat on our rivers and coast lines should be encouraged to relieve rail carriers at congested lines taken under federal control to divert traffic from congested north Atlantic ports to those of the south and on the Gulf of Mexico. Facilities should be made and facilities provided, so that each part of the United States from Galveston, Tex., to Bangor, Me., should be economically transported conditions. Relatively the same facilities should be furnished the fact that ships can load a day as the one that ships ten or more carloads. The opportunity to do a manufacturing business at a profit should be afforded at any point in the country. The supply of raw material, and the possible field of consumption will dictate the location.

There are other matters which may be necessary to consider in connection with the possible reconstruction here indicated. One of them is the opportunity for manufacturing to industrial enterprises. In the past many factories have been located in already congested districts at the best of those who furnished the priced land was disposed of and costly buildings erected which enhanced the value of vacant adjacent lands. Interlocking directors of banks, railroads and factories have doubtless influenced the formation and perpetuation of conditions prevalent. This matter is now largely behind us and should present no insuperable barrier in the future to the wider distribution of manufacturing establishments.

A new era is at hand. The carriers of the century for the future are to serve the public interests. The dictates of selfishness and private greed that have for so long a time controlled the policy and management of our great transportation systems no longer constitute the guide for action. In a time like this when readjustment of industrial and economic conditions is imperative, the railroads must do their part to the end that there may be decided progress on the highway that leads to equality of opportunity for all, and to ultimate national greatness and individual contentment.

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