

Rheumatism Left Him As If By Magic!

Had Suffered
Over 50 Years!

Now 83 Years,
Yet a Big
Surprise
To Friends

Regains
Strength
Goes Out
Fishing
Back to
Business
Laughs at
"URIC
ACID"

How the
"Inner
Mysteries"
Reveals Startling
Facts Overlooked
By Doctors and
Scientists For Centuries



"I am eighty-three years old and I doctored for rheumatism ever since I came out of the army over fifty years ago" writes J. B. Ashelman. "Like many others, I spent money freely for so-called 'cures', and I have read about 'Uric Acid' until I could almost taste it. I could not sleep nights or walk without pain; my hands were so sore and stiff I could not hold a pen. But now, as if by magic, I am again in active business and can walk with ease or write all day with comfort. Friends are surprised at the change."

HOW IT HAPPENED

Mr. Ashelman is only one of thousands who suffered for years, owing to the general belief in the old, false theory that "Uric Acid" causes rheumatism. This erroneous belief induced him and legions of unfortunate men and women to take wrong treatments. You might just as well attempt to put out a fire with oil as to try and get rid of your rheumatism, neuritis and like complaints, by taking treatments supposed to drive Uric Acid out of your blood and body. Many physicians and scientists now know that Uric Acid never did, never can and never will cause rheumatism; that it is a natural and necessary constituent of the blood; that it is found in every new-born babe; and that without it we could not live!

These statements may seem strange to some folks who have all along been led to believe in the old "Uric Acid" humbug. It took Mr. Ashelman fifty years to find out this truth. He learned how to get rid of the true cause of his rheumatism, other disorders, and recover his strength from "The Inner Mysteries," a remarkable book now being distributed free by an authority who devoted over twenty years to the scientific study of this particular trouble.

NOTE: If any reader of The Commoner wishes the book that reveals these facts regarding the true cause and cure of rheumatism, facts that were overlooked by doctors and scientists for centuries past, simply send a post card or letter to H. P. Clearwater, No. 1272-G Street, Hallowell, Maine, and it will be sent by return mail without any charge whatever. Cut out this notice lest you forget! If not a sufferer yourself hand this good news to some afflicted friend.

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Government Ownership is Certain Result of Strikes

(By Walter Clark, Chief Justice of North Carolina.)

Whatever the result of the great strike in the coal mines and on the railroads in 1922—whether it is a compromise or is a defeat for either side, it will not be a finality. On one side there will be still ranged the power of the vast masses of wealth, the real owners (for the minority stockholders do not count), who are conscious of their unlimited power, and determined to use it; and on the other side are arrayed the millions of men with wives and children dependent on them, who know that they are absolutely in the power of these great corporations who can fix their wages, and therefore their conditions of living, at will.

In this condition a renewal of the battle from time to time is inevitable.

It is self evident that whoever owns or controls the consolidated coal mines, water powers and railroads—the fuel, the lights and the transportation of a country is the master of its people. When these were owned by small and competitive corporations the injury sustained from them was the building up of great aggregations of capital. But today the small body of "Associated Railway Executives" and "Associated Coal Operators" representing a still smaller body of great bankers, control this vast power and either government must take over the ownership of this great power or that power can govern the country.

When, as Henry Ford has shown, the coal mine owners are concealing their hoarding coal to force 300 per cent profit the whole nation must act in self-defense. It is more than a just protection of miners or any theory of government. It is whether a people shall freeze or factories stop at the bidding of profiteers.

It is a misconception to call such strikes as this a contest between Capital and Labor. This has been a notable episode in the age-old and world-wide contest whether Autocracy or men shall control the conditions of life. Formerly and in other countries Plutocracy was embodied in the monarch, supported by the nobility, an army and state church. With us Plutocracy has none of these supports but relies upon its well known methods of shaping public opinion and making itself the real government by the selection and control of officials, and through them shaping or construing laws for its own purposes. Opposed to Plutocracy is the interest of all the people, of which Labor is only a small part, yet Labor alone is bearing the brunt of this great fight for civilization and the rights of all men against the invisible empire of aggregated wealth, which is as ruthless, and possessed by the same spirit, as when it was visibly embodied in a monarch and sustained by nobility and army and the terrors of the church.

In this strike of 1922, if the five brotherhoods—the engineers, etc.—had joined in the strike not a wheel would have turned on a railroad between the two great oceans. Many cities would have been out of food in a few days. Business of all kinds would have been at a standstill. The railroad unions were masters, if the brotherhoods had struck, as they may choose to do in another strike.

The right to strike against the private owners of railroads is sacred. Men cannot be forced to work unless we repeal the XIII Amendment and maintain a standing army of millions to enforce peonage. Laborers have

a right to strike and to peacefully picket. They cannot resort to violence against person or property. Hence the strenuous effort of union leaders to prevent all violence and of some corporation agents to provoke strikers to acts of violence.

It seems clear, therefore, that as to the ultimate effort of the strike there can be but one result, and that is government ownership of all railroads, telegraphs, telephones, coal mines, water powers and all other public utilities. Aside from the merits of the controversy, it is impossible that the great public and the business interests of the country can abide the uncertainties which will attend a renewal of such strikes. In all other countries, most, if not all, public utilities have passed into public ownership, and the same must occur here; and this being so, the sooner it is done, the better.

England, the last country to do this, has owned the telegraphs since 1870, and took over the railroads in 1914, and has practically owned them ever since.

When this country made ready to enter the world war it was apparent to all men that the transportation system of this country under private ownership could not possibly function efficiently. It was clear that the pecuniary demands of "the Executives" of the various systems, the opportunities for profiteering and the certainty of strikes by employees in protest against mismanagement would cause an inevitable and total collapse of the whole system of private ownership.

To meet this, the government was forced to take immediate control of the railroad system of the entire country. The former railroad executives organized a unionwide propaganda to decry the success of government operation. This was for the two-fold purposes of securing the return of the railroads to private ownership, and immense profits which were obtained after the war, based upon allegations of the inefficiency of government operation. The same reasons, however, which required government ownership to obtain the proper functioning of our transportation system during the war required its continuance for proper and efficient operation after its close.

At the close of the war every engine was put in force by the financial interests to educate the public into a wide-spread belief that government operation of the railroad system of the country had been inefficient. The truth was that without it the railroad system could not have operated at all.

But such was the effect of the

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