

SOME VIEWS OF OPERATORS

AUGUST LETTER OF THEIR ASSOCIATION.

The Sixty-five Per Cent. Contracts May Be Considered in Full Force. Some Criticism of Certain Features of the Contracts—Interesting Discussion of the Labor Question. The Matter of Examining Time Cards—No Change of Moment in the Market—Other Notes.

The August letter of the Anthracite Coal Operators' association says: "The past month has shown a significant change in the situation of the individual operators. Many of the contracts which had been signed and which the railroads have been 'considering' for some months by the latter and delivered to the operators. The sixty-five per cent. contracts which had been considered in full force and all that now is to be completed is the settlement of the various amounts due on the adjustment to the new scale since last November.

"It is to be regretted that the letter has not the facilities to audit the accounts of the various anthracite transporting companies and present a statement showing how much more they have lost through resisting the demands of the operators than if they had acceded to their request in the beginning. Of course, raking up by-gones would not improve the spiritual tone of the rational office, nor possibly increase their own expressed esteem for the individual operators—it would only be interesting to other people.

CONTRACTS CRITICISED. "But there are things in the present which may be of mutual interest. The construction of certain features of these contracts, for instance. Some parts have a suggestion of vague, indistinct mistiness, like an impressionistic painting. From a distance they look fine, this appearance increasing if the eyes are tightly shut. But close inspection reveals lines which are uncertain. In the provision for arriving at the monthly results of sales, it would seem that the individual operators might find the summer of their discontent turned into winter by the glorious frost they will meet when they ask for intelligible averages.

"The contracts say that these general averages shall be determined by a disinterested expert accountant. In order to fulfill this requirement the transporters have selected a gentleman who has had charge of a bureau maintained exclusively by the railroads, and who has had several years active training in doing what his profession demands. An excellent selection, no doubt, but 'disinterested'—or an 'expert accountant'—it amounts almost to an accusation.

"But, dropping this point for the moment, it is a matter of some speculation as to how soon the averages will reach the f. o. b. circular price. True, they have been nearer to it than for many years, but there is still a margin of a valuable number of cents per ton. If the companies are absolutely adhering to circular prices, as they claim and as, indeed, there seems little reason to disbelieve, then where is the trouble? Does it lie in some of those old saws, the 'time limit contracts' with belated deliveries, or is somebody on the 'inside' getting favorable figures? These are matters with which the companies, now that they are in practically full possession of the market, must look after. They have taken such a determined stand that they should not be brought to fall to live up to their announced principles. Of course, the word 'principles' seems out of place when referring to the transporters, but it sounds well—as a courtesy.

THE LABOR SITUATION. "The labor situation in the anthracite regions is still deserving of careful consideration. The action of the Mine Workers' union in taking steps to break up the firemen's strike, while an outward evidence of good faith in carrying out their promise to remain at work until next April, is not conclusive proof that they will do so. Their ability to force the firemen to abandon their contention, together with their various other recent acts, shows a strong effort to increase their power and strength to force issues next April. Any recognition or concessions to this body will be used as a lever to unseat those who have yielded. The energy and vigor of the demanding the utmost vigilance and care from the operators, both individuals and the large companies.

"It is singular that no consistent effort has been made to bring the acts of these labor unions before the courts. The Mine Workers have demanded that men not belonging to their organization shall be refused work at the mines, and those now employed discharged. This same union endeavored to force a bill through the Pennsylvania legislature providing a heavy fine should any employer discharge an employee because he was a member of a labor union. The present law provides amply against such action, and an employer who should dismiss a man because he did not belong to the union would be equally amenable under its provision.

"The officials of the Mine Workers demand, as their privilege, the right to stop a man who is on his way to the place of his employment and ascertain whether or not he is one of their body, with the further privilege of using their persuasive force and argument, even though the laborer appears to his employer or the authorities for protection against this annoyance.

AS TO RESTRICTION. "And these Mine Workers have recently passed resolutions that they will prevent the mines from working enough time to provide surplus production of coal. They wish to restrict stocks of coal. They wish to restrict production in order that, as they ingeniously admit, the operators will never have a surplus with which to supply the public when these union officials order a strike. But when the operators find that the market does not require the output from full working time, and shut down for a few days, then the miners complain bitterly of a 'trust' which grinds and oppresses them, orders their going and coming and generally interferes with their liberties. It is heads I win, tails you lose. The miners want restriction when it pleases them, and object

to the owner of the property restricting when he cannot sell the product. It is an attempt at a trust, the very thing they are crying against. And a trust of appalling character. A body of men wholly unfamiliar with the methods and intricacies of transporting and marketing coal, a body absolutely irresponsible as such, incapable of being successfully sued for the recovery of damages it might occasion; a body which in a moment of hysterical excitement would not hesitate to destroy property at will—these people want to be 'recognized,' to be given the powers they are incapable of handling, given control—and in return they offer fair promises whose fulfillment must depend upon the chance mood of any of their various members.

"Whoever may be the earnest intent and purpose of any of the officials of this labor trust, it can never be accomplished until the union becomes an incorporated and responsible body, capable of entering into a contract and giving the same assurance of its fulfillment as it demands from the outside. The present situation is full of dangers. The agreement, so-called, which is to last until April is, in reality, a truce.

"The danger into which these labor unions are leading the country at large cannot be exaggerated. In Europe, with the partial exception of Germany, their power, unrestricted by legislation, has thrown a blight over progress, of which the producers and manufacturers of the United States are now reaping profits.

THE MARKET. "There has been no change of moment in anthracite market conditions. Purchasing has not been as active in proportion as during the previous month, but prices have been maintained fairly at all points. "Buyers still hold firm stocks of coal on which they are realizing the monthly advance in price, and are consequently, buying only enough to fill the current demand. It is to be expected that this will continue until September or October, when the fixed winter price will have been reached and the demand for immediate consumption increases sufficiently to absorb the larger part of the stocks in hand.

"The labor situation is still unsettled, and there are possibilities of further difficulties, though they may be averted until next April. The companies are, however, carrying ample reserves of stocks to provide against emergencies.

Big Increase in Coal Exports. Coal exportations from the United States during the fiscal year just ended, as shown by the treasury bureau of statistics, amounted to \$22,317,496, against \$19,592,818 in the fiscal year 1900, \$12,661,028 in 1899, \$11,068,642 in 1898, \$10,646,662 in 1896, and \$8,391,026 in 1891.

"This is the value of coal exportations from the United States has doubled since 1897 and nearly tripled in the decade. These figures relate to values. Measured by quantity the increase has been even greater, the exports in 1901 being 7,576,149 tons, against 2,399,039 tons in 1891, thus making the total increase of 1901 in quantity more than three times as much as in 1891.

"The United States now stands third in the list of coal exporting countries of the world. The coal export figures of the principal countries of the world in 1900 show that while Belgium slightly exceeded the United States in the total number of tons exported, her imports were more than one-half as great as her exports, making her net exportation of coal much less than that of the United States. The figures of coal exports during 1900 recently published by the British government, a copy of which has just reached the bureau of statistics, show that the coal exports of the three principal coal exporting countries—the United States, Germany and the United Kingdom—in 1900 were: United States, 7,576,149 tons; Germany, 13,655,000 tons; and United Kingdom, 58,485,000 tons. While the growth of the coal exports from the United States shows a large percentage of increase, these figures of the exportation of coal from Germany and the United Kingdom show that the field occupied by these countries is still much larger than that which the United States now supplies.

In growth of both exports and production, however, the United States had made much more rapid advance than any other country. The total quantity of coal produced in the United Kingdom was in 1897, 157,183,000 tons; in 1900, 225,181,000 tons; while in the United States the production was, in 1886, 109,694,000, and in 1900, 245,422,000. Thus the United Kingdom since 1886 has increased her production but about 50 per cent., while the United States has increased hers nearly 150 per cent.

The cost of coal has meantime increased much more rapidly in the United Kingdom than in the United States. The value of the 157 million tons of coal mined in the United Kingdom in 1886 is put by the statement of the British government above referred to at 38 million pounds sterling, and of the 225 million tons mined in 1900 is put at 121 million sterling. Thus, while the quantity mined in the United Kingdom has increased but 50 per cent., from 1886 to 1900, the value has meantime increased over 200 per cent. On the other hand, the value of the 100 million tons of coal mined in the United States in 1886 was, according to the same authority, 32 million pounds sterling, and that of the 245 million tons mined in 1900, 67 million sterling. Thus, in the United States, while the quantity increased about 150 per cent., and the value of the coal mined increased but a little over 100 per cent.

The relative increase in the cost of coal in the United Kingdom and the United States is shown in an even more striking form in the statement of the British government above referred to by a table which gives the price per ton of coal in the United Kingdom and United States in 1885 and 1900, respectively. It shows that the price in the United Kingdom advanced from 3 shillings per ton to 10s. 9d., from 1885 to 1900, while in the United States it fell from 6s. to 5s. 84d. per ton in the same time. Another table in the same statement shows the relative value per ton of coal produced taken at the pit's mouth in the United States, United Kingdom, Germany, France and Belgium, in 1889, to be as follows:



of money by calling here at the right time. The public is invited to call here before buying. N. B.—There is but one Guernsey Hall in the city of Scranton. Guernsey Hall is located near the Central Post Office Building. 314-316 WASHINGTON AVENUE, SCRANTON, PA. J. W. GUERNSEY, Proprietor.

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Guernsey Hall is well known as the most liberal Music House to deal with. Prices are always low, terms easy and goods equal if not superior to any in the market. Every instrument is thoroughly guaranteed.

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FITLEY'S Fall Opening of Melton Skirtings and Tourist Suitings

These popular clothes, at present in such great demand, are displayed here in new lines of heavy, medium and light weights, for

Outing Suits and Walking Skirts. In complete assortment of new mixtures and solid colors in the new fall shades. We handle only the most reliable qualities, and on these cannot be undersold, as we buy direct from the best cloth-maker of the country.

At \$1.00 Heavy Weight Meltons. The kind that require no lining. All wool and 56 inches wide, the very best value offered at this price. Shown in Oxford, Brown, Blue and Grey mixtures.

At \$1.50 Fine Melton Suitings. Extra heavy quality and fine grade of Melton, a superior cloth and a very fast seller. Comes in black, solid colors and mixtures.

At 75c Tourist Suitings. An unusual cloth value at this money. All wool, 56 inches wide, medium heavy weight; in Oxford, Grey, Brown and Blue mixtures.

Pan-American Suitings. The biggest money value ever shown. All wool, 56 inches wide; in Brown and Grey mixtures. Just imagine, an entire suit pattern costs only \$2.50.

510-512 Lackawanna Ave

Isaac Gould, colored, of Pittston, has been appointed assistant mine foreman at No. 19 shaft of the Pennsylvania Coal company. He is the first colored man to hold so important a position in the anthracite region.

Hayward Brothers and the Waterfield company, of Massachusetts, makers of patent car seats, have taken action in the United States Circuit court to restrain the Lackawanna Railroad company from using their patents, infringing their rights. The action is directed against the company, its president, W. H. Treadwell, and W. H. Whalen, the purchasing agent.

James Mulhaly, state president of the Stationary Firemen's union, is making a trip through this part of Pennsylvania and advising all the locals not to affiliate themselves with the United Mine Workers. The latter, however, have strong hopes that before the close of the year all the firemen in the coal region will belong to their organization.—Hazleton Plain-Speaker.

The Lackawanna railroad and the city of Newark, N. J., practically have agreed on the terms of the contracts under which the elimination of grade crossings by the Lackawanna in that city is to be effected. The only item which has not yet been agreed upon is the amount to be borne by the city toward the cost of the work. The engineers of the Lackawanna are now engaged in making the necessary final surveys and plans.—New York Times.

A Valuable Work. An encyclopedia that comes out every month is the latest novelty. It is a publication which no man of affairs, no one who would keep abreast of the times, can do without. It is entitled "The Current Encyclopedia" and is published by The Modern Research society, 153 La Salle street, Chicago. This society was organized by a corps of distinguished specialists for the purpose of furnishing reliable information and has a complete index. The encyclopedia is a monthly record of human progress. It has a regular contributors over fifty noted authorities. It furnishes the latest information on history, literature, science, education, art, etc. Each issue is arranged alphabetically and has a complete index. The great advantage to the busy man is obvious. He has the latest information conveniently classified and indexed for quick reference. The great defect of costly encyclopedias is that they quickly get out of date on many subjects. This work renews its youth month by month. The numbers are beautifully printed and illustrated. The work merits the highest success. Sample pages will be sent on application.

The Knights Templar, Louisville, Ky. On account of the triennial convocation August 27 to 31 inclusive, ticket agents of the "Lackawanna railroad" will sell round trip tickets to Louisville, Ky., at rate of one fare for the round trip. Tickets will be on sale good going August 22 to 25 inclusive, and good for return until September 2 inclusive, except by depositing tickets with joint agent at Louisville on or before September 2 return limit will be extended to leave Louisville not later than September 16 on payment of 50 cents. Stop off at Buffalo to visit the Pan-American will be permitted on the return trip on payment of one dollar extra and depositing ticket with joint agent, providing passenger reaches destination within the final return limit. The Grand Commandery of Knights Templar of New Jersey have arranged for a special train to leave Scranton at 10 a. m. August 25, reaching Scranton at 1:30 p. m., and a cordial invitation has been offered to all local R. T. Knights and their friends to join them at Scranton.

RAILROAD TIME TABLES. Delaware, Lackawanna and Western. In Effect Aug. 11, 1901. Trains leave Scranton for New York—At 1:40, 3:15, 5:00 and 6:00 a. m. For New York and Philadelphia—7:30 and 10:05 a. m., and 12:49 and 3:45 p. m. For Tohickon—At 6:30 p. m. For Buffalo—1:15, 6:22 and 9:00 a. m.; 1:29, 3:52, 7:05 and 11:35 p. m. For Binghamton and Oswego—10:20 a. m., and 3:10 p. m. For Oswego, Syracuse and Utica—1:45 and 6:22 a. m.; 1:50 and 4:25 p. m. For Scranton and Utica—Train at 6:22 a. m., daily, except Sunday. For Montrose—9:00 a. m.; 1:05 and 7:05 p. m. Nicholson accommodation, 4:00 and 8:15 p. m. Bloomsburg Division—For Northumberland, at 6:45 and 10:05 a. m.; 1:30 and 4:30 p. m. For Plymouth at 8:10 a. m., 8:25 and 9:05 p. m. Sunday Train—For New York, 1:40, 3:00, 5:55 and 10:05 a. m.; 3:25, 4:45 and 5:00 p. m. For Buffalo—1:15 and 6:22 a. m.; 1:50, 3:52, 7:05 and 11:35 p. m. For Binghamton and way stations—9:00 and 10:20 a. m., Bloomsburg division—Leave Scranton, 10:05 a. m., and 6:10 p. m.

Delaware and Hudson. In Effect June 9, 1901. Trains leave Scranton for New York at 6:30, 8:00, 9:30, 10:30 a. m., 12:00, 1:30, 2:45, 3:30, 4:45, 5:30, 7:05, 11:20 p. m.; 1:16 a. m. For New York and Philadelphia—Leave Scranton, 6:30, 10:15 a. m.; 2:41 and 3:25 p. m. For Wilkes-Barre—4:15, 7:45, 8:45, 9:35, 10:41 and 11:20 p. m. For Hazleton, 1:10, 2:10, 3:10, 4:10, 5:10, 6:10, 7:10, 8:10, 9:10, 10:10, 11:10 p. m. For Pottsville, 8:55 a. m., 1:10 p. m. For Reading, Lehigh and Harrisburg, via Allentown, 8:55 a. m. and 1:10 p. m. Sunday, 1:15 p. m. For Pottsville, 8:55 a. m., 1:10 p. m. For Mountain Park, 8:55 a. m., 1:10 and 4:00 p. m. For Baltimore and Washington and points en route, 8:55 a. m., 1:10 p. m. For Long Beach, Ocean Grove, etc., at 8:55 p. m. For Reading, Lehigh and Harrisburg, via Allentown, 8:55 a. m. and 1:10 p. m. Sunday, 1:15 p. m. For Pottsville, 8:55 a. m., 1:10 p. m. For Mountain Park, 8:55 a. m., 1:10 and 4:00 p. m.

Central Railroad of New Jersey. Station on New York—Foot of Liberty street, N. R. and South Ferry. TIME TABLE IN EFFECT JUNE 30, 1901. Trains leave Scranton for New York, Newark, Elizabeth, Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk and White Haven, at 8:35 a. m., 1:10 p. m., 3:10 p. m., 5:10 p. m., 7:10 p. m., 9:10 p. m., 11:10 p. m. For Pittston and Wilkes-Barre, 8:55 a. m., 1:10 and 4:00 p. m. Sunday, 2:15 p. m. For Baltimore and Washington and points en route, 8:55 a. m., 1:10 p. m. For Long Beach, Ocean Grove, etc., at 8:55 p. m. For Reading, Lehigh and Harrisburg, via Allentown, 8:55 a. m. and 1:10 p. m. Sunday, 1:15 p. m. For Pottsville, 8:55 a. m., 1:10 p. m. For Mountain Park, 8:55 a. m., 1:10 and 4:00 p. m.

Lehigh Valley Railroad. In Effect June 2, 1901. Trains leave Scranton for Philadelphia and New York via D. & H. R. R., at 6:45 and 9:28 a. m., and 2:18, 4:27 (Black Diamond Express), and 11:30 p. m. Sunday, 8:15, 8:27 p. m. For White Haven, Hazleton, and principal points in the coal region, via D. & H. R. R., 6:45, 9:28 and 4:27 p. m. For Pottsville, 6:45 a. m., 2:18 p. m. For Bethlehem, Easton, Reading, Harrisburg and principal intermediate stations, via D. & H. R. R., 6:45, 9:28 a. m., 2:18, 4:27 (Black Diamond Express), 11:30 p. m. Sunday, 8:15, 8:27 p. m. For Tunkhannock, Toxanda, Elmira, Bkava, Geneva and principal intermediate stations, via D. & H. R. R., 6:45, 9:28 a. m., and 4:00 p. m. For Geneva, Rochester, Buffalo, Niagara Falls, Chicago and all points north, via D. & H. R. R., 7:45, 11:20 a. m., 1:15, 3:30 (Black Diamond Express), 7:45, 10:15, 11:30 p. m. Sunday, 8:15, 8:27 p. m. Pullman parlor and sleeping car Lehigh Valley parlor cars, on a train between Wilkes-Barre and New York, Philadelphia, Buffalo and Scranton, 8:30 a. m., 1:10 p. m. ROLLIN H. WILBUR, Gen. Supt., 26 Cortland street, New York. CHARLES S. LEWIS, Gen. Pass. Agt., 26 Cortland street, New York. NON-RESIDENT DIV. PAS. AGT., South Bethlehem, Pa. Ticket agents and Pullman reservations apply to 200 Lackawanna avenue, Scranton, Pa.

Labor Day, Pan-American, Buffalo, N. Y., September 2, 1901. Ticket agents of the "Lackawanna railroad" will sell five-day coach excursion tickets to Buffalo and return, tickets on sale good going August 31 and September 1 and returning within five days from and including date of sale, at \$6 for the round trip. Children between the ages of 5 and 12 one-half of the adult rate.

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RAILROAD TIME TABLES PENNSYLVANIA RAILROAD Schedule in Effect June 2, 1901. Trains leave Scranton: 6:45 a. m., week days, through vestibule train from Wilkes-Barre. Pullman buffet parlor car and coaches to Philadelphia, via Pottsville; stops at principal intermediate stations. Also connects for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and for Pittsburg and the West. 9:38 a. m., week days, for: Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburg and the West. 2:18 p. m., week days, (Sundays, 1:58 p. m.), for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburg and the West. 3:33 p. m., week days; through vestibule train from Wilkes-Barre. Pullman buffet parlor car and coaches to Philadelphia, via Pottsville. Stops at principal intermediate stations. 4:27 p. m., week days, for Hazleton, Sunbury, Harrisburg, Philadelphia and Pittsburg.

New York, Ontario and Western Time Table in Effect Sunday, June 25, 1901. NORTH-BOND. Trains. Leave Scranton, 7:00 a. m., 11:00 a. m., 3:00 p. m., 6:00 p. m. Arrive Carleton Place, 6:40 p. m. SOUTH-BOND. Leave Carleton Place, 7:00 a. m., 11:00 a. m., 3:00 p. m., 6:00 p. m. Arrive Scranton, 7:40 a. m., 11:40 a. m., 3:40 p. m., 6:40 p. m. SUNDAWY ONLY. NORTH-BOND. Leave Scranton, 7:00 a. m., 11:00 a. m., 3:00 p. m., 6:00 p. m. Arrive Carleton Place, 6:40 p. m. SOUTH-BOND. Leave Carleton Place, 7:00 a. m., 11:00 a. m., 3:00 p. m., 6:00 p. m. Arrive Scranton, 7:40 a. m., 11:40 a. m., 3:40 p. m., 6:40 p. m. TRAINS NO. 1, on week days, and on Sundays, make main line connections for New York, Erie, Utica, Ontario, Oswego and intermediate points. Trains Nos. 3 and 4 make Wallon, Delhi, Hamden and Sidney connections. For further information, consult ticket agents. J. P. ANDERSON, G. P. A., New York. J. E. WELSH, T. P. A., Scranton.

Erie Railroad, Wyoming Division. Trains for Hawley and intermediate points leave Scranton as follows: No. 2, 1:10 a. m.; No. 4, 8:50 a. m.; No. 10, 11:20 a. m.; No. 8, 5:30 p. m.; No. 3 and 6 through trains for New York. Arrivals—No. 1, 8:15 a. m.; No. 3, 10:30 a. m.; No. 5, 2:15 p. m.; No. 7, 9:15 p. m. Leave—No. 4 and 7 are through trains from New York. SUNDAY TRAINS. Departures—No. 21, 12:15 p. m.; No. 22, 2 p. m. Arrivals—No. 21, 12:15 p. m.; No. 22, 2 p. m.

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STRONG AGAIN. You who once possessed sturdy physique and steady nerves, but now have insufficient physical force to properly attend to ordinary duties, you who have a sense of "infirmness" after the slightest exertion, you who are "tired, languid and old in spirit" at an age when you should be full of physical fire, you who may feel that your life is a struggle, there is a scientific means of redeeming all the precious powers which seem to be entirely lost. Sexine Pills. Have cured thousands such as you. Don't experiment with your health or money. We will take the risk. If it does not cure you, your money is returned. For years we have been curing men on these satisfactory terms. \$1.00 per box, 6 for \$5.00 mailed in plain packages. Book free. Address: PEAL MEDICINE CO., Cleveland, Ohio.

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