

Keeping the Body in Repair

Nature intended that the body should do its own repairing—and it would do so were it not for the fact that most of us live other than a natural life.

Nature didn't intend that we should wear corsets, tight collars or shoes, nor live in badly ventilated and draughty houses, nor eat and drink some of the things that we do, nor ride in street cars when we should walk.

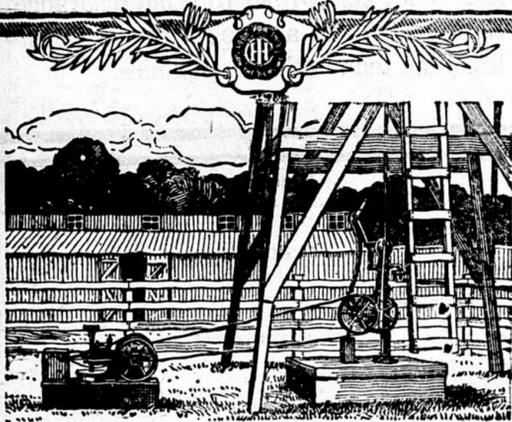
The consequence is that the body when it gets out of order must look for outside help to make the necessary repairs.

For weak stomachs and the indigestion or dyspepsia resulting, and the multitude of diseases following therefrom, no medicine can be more adaptable as a curative agent than DR. PIERCE'S GOLDEN MEDICAL DISCOVERY.

This famous Doctor's prescription has been recommended for over 40 years, and is today just as big a success. Restores a healthy appetite. Cleanses the blood. Strengthens the nerves. Regulates stomach and liver. Demand the original.

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Send 31 one-cent stamps to pay cost of mailing only on a free copy of Dr. Pierce's Common Sense Medical Adviser, 198 pages, clothbound. Address Dr. Pierce, Buffalo, N. Y.



Put the Load Where It Belongs

If you are to make the most of your time and opportunities, you must have efficient tools to work with. You have enough hard, tiresome work without wasting your time and energy at wood-sawing, water-pumping, grindstone-turning and the like. Use an IHC engine to furnish power for such work. In less time, and with far less effort, the wood is sawed, the stock watered, the tools sharpened, all at one-tenth the expense of hand work. Put the load where it belongs. Buy and use an

IHC Oil and Gas Engine

It is the cheapest engine you can buy because it costs less per year of service than others. It is so powerful that it will carry a load ten per cent or more above its rated horse power. Perfect combustion makes it economical.

IHC oil and gas engines operate on gas, gasoline, naphtha, kerosene, distillate, alcohol. Sizes are 1 to 50-horse power. They are built in every approved style; vertical, horizontal, portable, stationary, skidded, air-cooled, and water-cooled. Sawing, pumping, spraying outfits, etc. IHC oil tractors for plowing, threshing, etc., 12 to 60-horse power.

See this engine at the IHC local dealer's place of business and learn what it will do for you. Or write for catalogues.

International Harvester Company of America

Mason City, Ia.

SHORT MESSAGE STICKS TO TARIFF

President Wilson Advises the
Extra Session.

URGENT NEED OF REFORMS

Chief Executive Says Recent Elections Laid a Duty Upon the Democratic Party, Which Must Lighten the Burden of the People—Says It Would Be Unwise to Move Forward Headlong or With Reckless Haste; That Business Must Be Encouraged, Not Destroyed, but That Everything That Has a Semblance of Privilege Must Be Abolished—Promises Special Message Dealing With Needed Banking and Currency Laws.

To the Senate and House of Representatives:

I have called the congress together in extraordinary session because a duty was laid upon the party now in power at the recent elections which it ought to perform promptly in order that the burden carried by the people under existing law may be lightened as soon as possible and in order, also, that the business interests of the country may not be kept too long in suspense as to what the fiscal changes



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PRESIDENT WILSON.

are to be to which they will be required to adjust themselves. It is clear to the whole country that the tariff duties must be altered. They must be changed to meet the radical alteration in the conditions of our economic life which the country has witnessed within the last generation. While the whole face and method of our industrial and commercial life were being changed beyond recognition the tariff schedules have remained what they were before the change began or have moved in the direction they were given when no large circumstance of our industrial development was what it is today. Our task is to square them with the actual facts. The sooner that is done the sooner we shall escape from suffering from the facts and the sooner our men of business will be free to thrive by the law of nature (the nature of free business) instead of by the law of legislation and artificial arrangement.

How Tariff Has Grown.

We have seen tariff legislation wander very far afield in our day—very far indeed from the field in which our prosperity might have had a normal growth and stimulation. No one who looks the facts squarely in the face or knows anything that lies beneath the surface of action can fail to perceive the principles upon which recent tariff legislation has been based. We long ago passed beyond the modest notion of "protecting" the industries of the country and moved boldly forward to the idea that they were entitled to the direct patronage of the government. For a long time—a time so long that the men now active in public policy hardly remember the conditions that preceded it—we have sought in our tariff schedules to give each group of manufacturers or producers what they themselves thought that they needed in order to maintain a practically exclusive market as against the rest of the world. Consciously or unconsciously we have built up a set of privileges and exemptions from competition behind which it was easy by any, even the crudest, forms of combination to organize monopoly. Until at last nothing is normal, nothing is obliged to stand the tests of efficiency and economy. In our world of big business, but everything thrives by concerted arrangement. Only new principles of action will save us from a final hard crystallization of monopoly and a complete loss of the influences that quicken enterprise and keep independent energy alive.

Must Abolish Privileges.

It is plain what those principles must be. We must abolish everything that bears even the semblance of privilege or of any kind of artificial advantage and put our business men and pro-

ducers under the stimulation of a constant necessity to be efficient, economical and enterprising, masters of competitive supremacy, better workers and merchants than any in the world. Aside from the duties laid upon articles which we do not and probably cannot produce, therefore, and the duties laid upon luxuries and merely for the sake of the revenues they yield, the object of the tariff duties henceforth laid must be effective competition, the whetting of American wits by contest with the wits of the rest of the world.

It would be unwise to move toward this end headlong, with reckless haste or with strokes that cut at the very roots of what has grown up among us by long process and at our own invitation. It does not alter a thing to upset it and break it and deprive it of a chance to change. It destroys it. We must make changes in our fiscal laws, in our fiscal system, whose object is development, a more free and wholesome development, not revolution or upset or confusion. We must build up trade, especially foreign trade. We need the outlet and the enlarged field of energy more than we ever did before. We must build up industry as well and must adopt freedom in the place of artificial stimulation only so far as it will build, not pull down. In dealing with the tariff the method by which this may be done will be a matter of judgment, exercised item by item. To some not accustomed to the excitements and responsibilities of greater freedom our methods may in some respects and at some points seem heroic, but remedies may be heroic and yet be remedies. It is our business to make sure that they are genuine remedies. Our object is clear. If our motive is above just challenge and only an occasional error of judgment is chargeable against us we shall be fortunate.

Thorough, but Moderate.

We are called upon to render the country a great service in more matters than one. Our responsibility should be met, and our methods should be thorough, as thorough as moderate and well considered, based upon the facts as they are, and not worked out as if we were beginners. We are to deal with the facts of our own day, with the facts of no other, and to make laws which square with those facts. It is best—indeed, it is necessary—to begin with the tariff. I will urge nothing upon you now at the opening of your session which can obscure that first object or divert our energies from that clearly defined duty. At a later time I may take the liberty of calling your attention to reforms which should press close upon the heels of the tariff changes, if not accompany them, of which the chief is the reform of our banking and currency laws, but just now I refrain. For the present I put these matters on one side and think only of this one thing—the changes in our fiscal system which may best serve to open once more the free channels of prosperity to a great people whom we would serve to the utmost and throughout both rank and file.

WOODROW WILSON.

The White House, April 8, 1913.

INTEREST IN THE SESSION.

For the First Time in Many Years Democrats Control.

Elements in the extra session of congress are unusual. President Wilson has called the great body together at a time when his party has absolute control of every branch of the government relating to legislation.

This has not been the case before in twenty years. During that period of long ago when the Democrats were in power President Cleveland called an extra session, but the conditions were vastly different from now.

The extra session under President Wilson is remarkable because the lawmakers to a large extent are men of comparatively recent rise to prominence. Because of the fact that the Democratic party is providing a chance from Republican rule for the first time in sixteen years great interest is centered upon the doings of congress.

Virtually a new generation of legislators has sprung up. With but a very few exceptions there are no men who figured in congressional doings of twenty years ago who are sharing the responsibilities of the body now.

Of only one thing has the public been absolutely certain, and that is that the tariff would be first and foremost among the subjects for work by the legislators, and that revision downward would be the purpose. The legislators themselves have not known just how the revision is to be managed, and it has been well understood that they would not all be pleased over all the details of the ultimate changes. The subject has been thrashed over so often and earnestly that its intricacies have become feared.

The ways and means committee, which has had the task of drafting the tentative form of the new tariff measure, has been unable to announce completion of its work in advance of the extra session, but the probability is that the measure will be taken up schedule by schedule.

The public has been led to expect that after the tariff is disposed of congress will consider currency, the income tax, Philippine independence and the Panama tolls questions.

Much publicity has been given to the proposed national income tax. The tax will probably apply only to incomes of over \$5,000 annually. Certain members of congress hold that this sort of levy would be confined to but a comparatively small proportion of the public and that the revenue would not be sufficient. They argue that an inheritance tax should be added to insure the needed revenue.

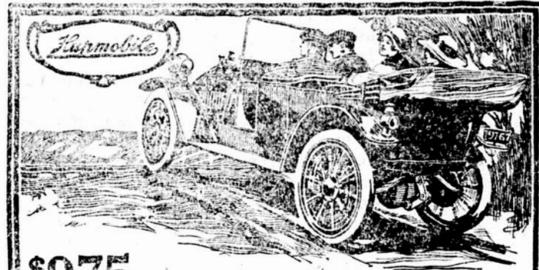


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F. O. B. Detroit, including equipment of windshield, mohair top with envelope, jiffy curtains, quick detachable rims, gas headlights, Prest-O-Lite tank, oil lamps, tools and horn. Three speeds forward and reverse, sliding gears. Four-cylinder motor, 34-inch bore and 5 1/2-inch stroke, Bosch magneto, 196-inch wheel base, 32 x 3 1/2-inch tires. Standard color, black. Trimmings, black and nickel. "32" Roadster, fully equipped, \$975 f. o. b. Detroit. "20" H. P. Runabout, fully equipped, \$750 f. o. b. Detroit.

An Axle Built to Stand the Strain

The rear axle of an automobile carries most of the load and drives the car.

Its work is most severe; and it is also subjected to the strains of traveling over rough roads.

So it must be strong enough to carry the weight, drive the car and resist the shocks of rough going.

In this particular the Hupmobile again stands head and shoulders above the average car.

Its rear axle is of the full-floating type—a type you rarely find except

on cars much higher in price.

In this type, the casing or housing of the axle carries the load; the axle shafts drive the car.

Each part has its own work to do. Neither is forced to carry the weight and drive the car as well.

And the axle is so strong and sturdy that it needs no support of truss rods, and reach rods, as most axles do.

Because of its exceptionally rugged axle construction, in conjunction with its other superiorities, the Hupmobile stands up notably well in country use.

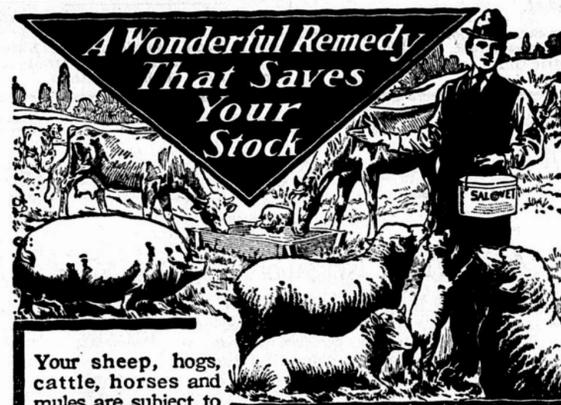
Its owners know that they have nothing to fear from rough and rutty roads, because the Hupmobile axle will carry them through.

Won't you afford us a chance to demonstrate the easy riding qualities of this car?

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JULY 9-15, 1913

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