

**Good Health Makes a Happy Home**

Good health makes housework easy. Bad health takes all happiness out of it. Hosts of women drag along in daily misery, back aching, worried, "blue," tired, because they don't know what ails them.

These same troubles come with weak kidneys, and if the kidney action is distressingly disordered, there should be no doubt that the kidneys need help.

Get a box of Doan's Kidney Pills. They have helped thousands of discouraged women.

**A South Dakota Case**

Mrs. Adelle M. Glidden, 329 Main St., Brookings, S. D., says: "I had severe pains across the small of my back often extending into my hips. These spells were caused by kidney complaint. Finally I began taking Doan's Kidney Pills and six boxes rid me of every symptom of kidney trouble. My health is now very good."

Get Doan's at Any Store, 50c a Box  
**DOAN'S KIDNEY PILLS**  
FOSTER-MILBURN CO., BUFFALO, N. Y.

**TO KILL RATS, MICE AND COCKROACHES**  
ALWAYS USE  
**STEARNS' ELECTRIC PASTE**  
U. S. Government Buys It  
SOLD EVERYWHERE—25c and \$1.00

**Make the Liver Do its Duty**

Nine times in ten when the liver is right the stomach and bowels are right. **CARTER'S LITTLE LIVER PILLS** gently but firmly compel a lazy liver to do its duty.

Cures Constipation, Indigestion, Sick Headache, and Distress After Eating.

**SMALL PILL. SMALL DOSE. SMALL PRICE.**  
Genuine must bear Signature



*Beentwood*

**His Clutch Slipped.**

Harold, aged four, was trudging the distance of many blocks with his father to Sunday school, and the long tramp was almost too much for him. The father, glancing back, noticed the small boy's fatigue and, slackening his pace, asked:

"Am I walking too fast, son?"

"No," returned the small boy, puffing and panting breathlessly, "it's me, papa."—Christian Herald.

**Conscientious Scruples.**

"A man doesn't necessarily have to smoke to enjoy a smoking jacket."

"No, but a smoking jacket is like a golf suit. A man feels that he ought to have some valid excuse for wearing it."

Miss Nellie Cushman was the first white woman to cross the American line into the Klondike.

**Cure that cold—Do it today.**

**HILL'S CASCARA QUININE**

The old family remedy—in tablet form—safe, sure, easy to take. No opiates—no unpleasant after effects. Cures colds in 24 hours—Crisp in 3 days. Money back if it fails. Get the genuine box with Red Top and Mr. Hill's picture on it—25 cents. At Any Drug Store

**BLACK LEG** LOSSES SURELY PREVENTED BY CUTTER'S BLACKLED PILLS

Low priced, reliable, preferred by men, because they protect where other venereal pills do not.

Write for booklet and testimonials.  
10-dose pkg. Blackleg Pills, \$1.00  
50-dose pkg. Blackleg Pills, \$4.00

Use any injector, but Cutter's is simplest and strongest. The superior quality of Cutter's is due to the fact that it is made in a clean, modern plant, and is free from all poisons.

The Cutter Laboratory, Berkeley, Cal., or Chicago, Ill.

**PARKER'S HAIR BALSAM**

A toilet preparation of merit. Stops itching scalp. Restores Color and Beauty to Gray or Faded Hair. 50c and \$1.00 at Druggists.

**'ROUGH ON RAYS'** cures Rats, Lice, Fleas, Bugs, etc. in the outdoors. 10c and 50c.

**Sioux City Directory**

"Hub of the Northwest."

**FOR BEST SERVICE SHIP RICE BROTHERS**

Live Stock Commission Merchants at  
**SIoux CITY, Chicago or Kansas City**

**RUPTURE CURED in a few days.** Without pain or a surgical operation. No pay until cured. Write  
D. L. WHAY, 208 1/2 2nd St., Chicago, Ill.

**CANCER**

And Tumors successfully treated (removed) without knife or pain. All work guaranteed. Come, or write for free Sanatorium book. Dr. WILLIAMS SANATORIUM, 203 University Ave., Minneapolis, Minn.

**APPENDICITIS**

If you have been troubled with this disease, write for valuable Book of Information FREE  
A. C. BARNES, DEPT. W-2, 212 N. Dearborn St., Chicago

**THE BASIS OF CANADA'S RICHES**

A Theme Discussed by the Wall Street Journal.

In speaking of Canada a short time ago the Wall Street Journal made the statement that "The basis of Canada's riches is the fertility of the soil, and no freak of warfare can injure that while her grain will increase in demand as the population of the world grows. As an investment field Canada is worthy of consideration." These words are well worthy of attention, especially coming from such a source as this eminent financial journal. With a land area exceeding that of the United States and with tillable acreage under cultivation, the wealth of Canada's future can scarcely be estimated, while the wealth today is such as to bring her most prominently before the world.

During the past year thousands of farmers in Western Canada sold their crops for more than the total cost of their land. Lands at from \$15 to \$30 an acre produced crops worth \$40 to \$75 an acre. Stock raising and dairying were equally profitable.

The year 1915 saw most wonderful crops and magnificent yields over the entire country, and many farmers wiped out indebtedness that had hung over them long before they came to the country, and the year 1916 put them in a condition of absolute independence. A report to hand verified by a high official might seem marvelous, were the particulars not well known, and where are not other cases that would seem almost as phenomenal. This is a southern Alberta story: A farmer wished to rent an adjoining farm on which a loan company held a mortgage. The applicant said he wanted the first ten bushels of wheat, after which he would divide, giving the loan company one-third. After threshing he paid into the bank at Calgary \$16 per acre for every acre cultivated, to the credit of the loan company, as their share or their third of the crop. Sixteen dollars per acre rent. His two-thirds was \$32 and in addition the first ten bushels of wheat. Land on this same security can be purchased for from \$16 to \$30 per acre. Wonderful yields are reported from all parts of this district. Recently 4,640 acres of a ranch were sold to an Illinois farmer; 300 acres of wheat in 1916 produced a yield that averaged 42 1/2 bushels of wheat per acre. George Richard, formerly of Providence, R. I., on a southern Alberta farm got 2,652 bushels of wheat from a 50-acre field, or over 40 bushels per acre, and from a 50-acre field of oats got a return of 76 bushels per acre and still had some sheaves left over for feeding.

A report just issued by the Alberta government gives the yield of wheat in the showing of 1916 as 28 bushels per acre; 45 bushels of oats and 30 bushels of barley.

Travelers through Alberta's wheat belt have had revealed to them scenes of agricultural productivity unapproached in any other part of the world.

Alberta farms, selected with even moderate discretion, have raised men to independence and affluence with records of wonderful development unsurpassed amongst the phenomenal industrial success of which Canada well may boast.

Many almost incredible yields have been reported by reliable authorities, wheat exceeding 70 bushels per acre and oats 145 bushels.

Numerous records show that the cost of farms has been more than repaid by this year's crop. In one instance, land purchased for \$3,200 produced wheat which was sold for a little over \$10,000.

During the year 1917 there will be an immense amount of labor required to take care of the crop in Manitoba, Saskatchewan and Alberta.

One of the problems which Western Canada has to face every year is the securing of an adequate supply of labor to handle the harvesting and threshing of its big crops. This problem, indeed, is always present in any country that has a big agricultural production; in the case of Western Canada it is enhanced by the comparative sparsity of population and the long distance from industrial districts, which can be expected to offer a surplus of labor.

In Western Canada the present difficulties are increased by the war. A very large number of Western Canada's small population have enlisted for service with the Canadian forces in Europe, and at the present time there is generally speaking no surplus of labor for the ordinary channels of industry, to say nothing of the abnormal demands of harvest time. The situation, however, has to some extent been met by the action of the Canadian militia department, who have released all such men who are still in training in the western military camps and who desire to engage in harvest work for a period of generally one month.

The actual number of men engaged in 1916 in harvest work was between forty and fifty thousand. Wages were higher than usual, running from \$2.50 to \$4.00 a day with board, and from \$35 to \$60 a month.—Advertisement.

England's royal flying corps has a mechanical section in which are several woman drivers who wear khaki.

When a periodical drinker begins to get loaded he should come to a full stop.

**KAISER REVIEWING TROOPS IN VERDUN REGION**



This British official photograph taken on the western front shows a group that may be found all along the western front of British soldiers killed in action. Each cross has the name and address of the soldier, with the words "Killed in action," and the address.

**SOME EFFECTS OF WORLD WAR ON CANAL TRADE**

**Far More South and Central American Than United States Vessels Go Through.**

**CHILE AND PERU FORTUNATE**

The Numerous Sailings Are Making This Waterway a Much Traveled Tourist Route—Opportunity Big for American to See West Coast.

Panama.—South and Central American steamers are far more numerous than United States vessels as regular users of the canal at this time. This fact, with the fact that Chilean and Peruvian steamers make the Atlantic rather than the Pacific terminal their Canal port, is one of the greatest surprises of Canal operation and most marked results of the European war's effect upon canal traffic.

Chilean and Peruvian ships will practically have the canal to themselves if the closing of the ports of the British West Indies at night, just announced as a war measure against German naval raiders, tends to take English and allied shipping away from the Canal as effectively as high freight rates to Europe have taken United States vessels away from the waterway built for their special benefit.

Berthing at the same pier, or at one immediately adjacent, to that of the regular passenger and freight steamers coming to the Atlantic terminal of the Canal from New York and Europe, the fine Peruvian and Chilean steamers now making regular weekly and scheduled trips through the Canal afford convenient and quick transfer of passengers and freight for even such far places as Buenos Aires and its nearby cities on the East coast.

Popular Tourist Route.

This opportunity to see the Andes and the Canal is making the isthmus a much traveled tourist route. Increasing numbers of people bound from Argentina, notably Buenos Aires, for the United States are making the voyage by way of the Canal. They go to Valparaiso by way of the Transandean railway and embark there for the Isthmus on one of the two regular lines of steamers plying between Chile and the Atlantic terminus of the canal. The voyage to the Pacific entrance of the Canal is about fifteen days. At the Isthmus close connection is made with ships running to the United States, which are at sea from five to eight days.

Steamship service to the west coast of South and Central America from the Atlantic entrance of the Canal is now almost as continuous as the steamship service through the Canal to other parts of the world is limited and irregular.

The Chilean line, known as the South American Steamship Company, maintains approximately a weekly service between Cristobal, the Canal port at the Atlantic entrance, and west coast ports as far south as Cristobal.

The Peruvian Steamship and Dock company of Callao maintains a weekly service between Cristobal and Ecuadorian and Peruvian ports. These Peruvian ships, built in Europe before the war and in every way up to the requirements of first-class passenger liners, make their principal calls at Guayaquil and Paita. With sailings each way about once a week, the Peruvian boats will make freight and passenger transfers whether it is possible and practical for an enterprising and thoroughly up-to-the-minute management to do so, and at the same time keep close to its published schedule. Chilean line steamers are also first class in the present use of the traveling world.

Manv Other Lines.

The Pacific Steam Navigation company, an English company, operates steamers from Cristobal as far south as Valparaiso and Coronel and as far north as San Jose de Guatemala, calling at all principal ports. For the Central American ports north of the Canal this company's steamers leave monthly. For Panama and Ecuadorian ports as far south as Guayaquil the Pacific Steam Navigation steamers leave the Canal every three weeks.

The Columbia Maritime Steamship

company, limited, maintains a steamship service twice a month between the Canal and Buenaventura.

The Pacific Mail Steamship company operates a ship about every nine days from the Atlantic entrance of the Canal to San Francisco. These ships call at all the principal central American ports passed on each voyage.

Between the Atlantic coast of the United States and the Pacific coast of South America there is the heaviest canal traffic—at present principally nitrates. The Merchants' line, operated by W. R. Grace & Co., has a steamer each way every two weeks, touching at the ports of Ecuador, Peru and Chile.

The West Coast line (Wessels, Duval & Co.) maintains regular steamers between New York, Chile and Peru with a vessel each way about every third week.

From Europe to the Pacific coast of South America the East Asiatic company has a line from Copenhagen by way of Gothenburg, Christiania to Valparaiso and intermediate ports, with a vessel touching at the Canal every two weeks.

The Johnson line plies between Swedish and other Scandinavian ports and the west coast as far as Valparaiso, with a steamer each way about every sixty days.

The Booth line has a number of vessels in service between Great Britain and the west coast of South America. Departures have not been regular, and the vessels in this service were regular Brazil traders, tramping during the war on account of interrupted trade in their usual area.

The Pacific Steam Navigation company frequently has a vessel direct from Great Britain to Peru and Chile. The principal service to Europe of this company is rendered by transfer at the Atlantic entrance of the Canal to the Royal Mail Steam Packet company and other Atlantic carriers.

From Europe to the west coast of North America the East Asiatic company has a service between Scandi-

**SANDAL FAD IN NEW YORK**



The sandal fad has reached New York from the Pacific coast. New York women will shortly do all their tugging in sandals, according to report. The sandal, in addition to its comfort, is a solution of the problem of the high cost of leather. The picture shows a Los Angeles girl wearing this type of old Grecian footwear.

**CROPS WORTH NINE BILLIONS**

Washington.—Almost \$9,000,000,000 was the aggregate value of all crops of the country last year. In an estimate announced by the department of agriculture, the exact value was set at \$8,934,587,000. That was an increase of \$2,165,989,000 over the value of 1915 crops and \$2,867,206,000 over the average of the years 1910 to 1914.

Texas held its lead as first state in value of its crops, but Illinois as second state in 1915 was displaced by Iowa last year.

navian ports and San Francisco, operating a vessel each way about every fourth week. The Johnson line also has a vessel over this line each way every sixty days. The Harrison-Direct line has a service between Great Britain and the West coast as far north as Puget Sound, with a vessel each way approximately every month. The Maple Leaf line sends its steamers from New York to Vancouver, to return to Europe by way of California ports, every five weeks.

To Japan, Siberia, China and the Philippine islands the traffic through the canal from the Atlantic coast of the United States during recent months has exceeded in tonnage the cargoes one way on any other of the routes named, with the exception of the shipments from the West coast of South America to the United States.

The principal lines operating in this service are the American and Oriental line, the Barber line, Shewan Tomes & Co. and Alfred Holt & Co. Between these companies a vessel comes to the Canal about once every ten days from New York. The American and Manchurian company (known also as the Ellerman & Bucknall) has a vessel at the Canal about once in three weeks. The Nippon Yusen Kaisha, Kaisha has a fine vessel at the Canal approximately every two weeks in each direction. Messrs. Norton, Lily & Co. have ships in this at Eastern service at the Canal at irregular intervals, but approximately once a month.

To Australia.

To Australia and New Zealand the United States and Australia line operates a vessel between New York and New Zealand and Australia about once a month. The Ellerman lines have a service from New York to the same ports, but with irregular leaving dates.

The Luckenbach line also has a service between New York and Australia. The Federal Steam Navigation company, a New Zealand corporation, has a vessel between New York and New Zealand every six weeks. In addition to these boats the American-Australian and the Commonwealth and Dominion lines serve the same trade area with a vessel about every fourth week.

That there is no United States coastwise trade through the Canal, the World's correspondence from here has made as clear as that even for sailing vessels the Canal makes the voyage between the east and west coasts of the United States one that is very cheap. Prior to the high freight rates which the European war has caused the American-Hawaiian company was shipping Hawaiian and West coast products to New York and other Eastern cities at a great profit. The American-Hawaiian ships have found it not profitable to abandon this coastwise traffic to carry nitrates to and general freight from Europe.

**NO CONTRACT PRISON LABOR**

Trustees of Indiana Reform Places Decide to Help Inmates to Make Money.

Indianapolis, Ind.—The contract labor system in Indiana prisons will be abolished. The trustees of the institutions have decided that at the expiration of the present contracts a new form of employment will be instituted.

Under the new system proposed, as much of the product as possible of the inmates of the prisons will be used at other state institutions. The surplus will be sold in the open market. Farm facilities will be increased at all penal institutions. It is probable, too, that the prisoners will be paid small wages for their work, the money to be moved for them or to be used in supporting their families.

**FRUIT LAXATIVE FOR SICK CHILD**

"California Syrup of Figs" can't harm tender stomach, liver and bowels.

Every mother realizes, after giving her children "California Syrup of Figs" that this is their ideal laxative, because they love its pleasant taste and it thoroughly cleanses the tender little stomach, liver and bowels without griping.

When cross, irritable, feverish, or breath is bad, stomach sour, look at the tongue, mother! If coated, give a teaspoonful of this harmless "fruit laxative," and in a few hours all the foul, constipated waste, sour bile and undigested food passes out of the bowels, and you have a well, playful child again. When its little system is full of cold, throat sore, has stomach-ache, diarrhoea, indigestion, colic—remember, a good "inside cleaning" should always be the first treatment given.

Millions of mothers keep "California Syrup of Figs" handy; they know a teaspoonful today saves a sick child tomorrow. Ask at the store for a 50-cent bottle of "California Syrup of Figs," which has directions for babies, children of all ages and grown-ups printed on the bottle. Adv.

In Vienna a girl can be insured against being an old maid.

Dr. Pierce's Pleasant Pellets are the original little liver pills put up 40 years ago. They regulate liver and bowels.—Adv.

More than 13,000 workmen are employed in and about the mines of Arizona.

**FOR PIMPLY FACES**

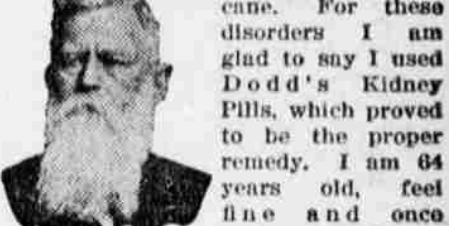
Cuticura Is Best—Samples Free by Mail to Anyone Anywhere.

An easy, speedy way to remove pimples and blackheads. Smear the affected surfaces with Cuticura Ointment. Wash off in five minutes with Cuticura Soap and hot water, bathing some minutes. Repeat night and morning. No better toilet preparations exist. Free sample each by mail with Book. Address postpaid, Cuticura, Dept. L, Boston. Sold everywhere.—Adv.

Wanted information. Father—When I was a small boy I was left an orphan. Tommy—What did you do with it?

**GAVE HIS CANE AWAY**

Mr. S. P. Benton, Kerrville, Texas, writes: "For several years prior to 1906 I suffered from kidney and rheumatic troubles. Was bent over and forced to use a cane. For these disorders I am glad to say I used DODD'S Kidney Pills, which proved to be the proper remedy. I am 64 years old, feel fine and once again stand as straight as an arrow. DODD'S Kidney Pills deserve great credit." Be sure and get "DODD'S," the name with the three D's for diseased, disordered, deranged kidneys; just as Mr. Benton did. No similarly named article will do.—Adv.



Life is a succession of lessons which must be lived to be understood.—Emerson.

**CLIMBED STAIRS ON HER HANDS**

Too Ill to Walk Upright. Operation Advised. Saved by Lydia E. Pinkham's Vegetable Compound.

This woman now raises chickens and does manual labor. Read her story: Richmond, Ind.—"For two years I was so sick and weak with troubles from my age that when going up stairs I had to go very slowly with my hands on the steps, then sit down at the top to rest. The doctor said he thought I should have an operation, and my friends thought I would not live to move into our new house. My daughter asked me to try Lydia E. Pinkham's Vegetable Compound as she had taken it with good results. I did so, my weakness disappeared, I gained in strength, moved into our new home, did all kinds of garden work, shoveled dirt, did building and cement work, and raised hundreds of chickens and ducks. I cannot say enough in praise of Lydia E. Pinkham's Vegetable Compound and if these facts are useful you may publish them for the benefit of other women."—Mrs. M. O. JOHNSON, Route D, Box 190, Richmond, Ind.



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