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GOT ACQUAINTED WITH ROAD DIAMOND WORN BY CARLOTTA

Writer Took Harriman's Advice and Studied the Erie Line Before Writing About It.

Some 15 years ago John E. Carabier, as a financial writer for the Wall Street News Bureau, was assigned to cover the office and affairs of the late E. H. Harriman. He once boldly beard Mr. Harriman upon what financing was in store for the Erie railroad.

"What do you know about the Erie?" snapped the great financier. "Everything," assured the youthful aspirant for information, adding: "Why, Mr. Harriman, I have ridden over it—to Patterson, N. J., and Nyack, N. Y."

"What!" roared Mr. Harriman. "You go at once to President Underwood of the Erie, tell him I sent you, and get transportation to cover the entire system. Then you go out and learn something about the Erie. Come and see me when you return and I will answer your questions."

Mr. Carabier Erie-ed for a fortnight, and after again seeing Mr. Harriman wrote an Erie article that was well worth reading.

"Maximilian Stone," With Unhappy History, Is Now on Exhibition at New York.

A great greenish-white diamond, known as the "Maximilian stone," is on exhibition for the first time in this country at New York. Like all large gems, this stone has a history which is not happy. It was found in Brazil about 1850 and in its rough state weighed nearly 50 carats. Ferdinand Joseph Maximilian, then archduke of Austria, traveled extensively in South America. While he was in Brazil he bought the diamond, it is said, for a price approximating \$375,000.

The jewel today is in the same condition as it was when worn by the Empress Marie Charlotte in Maximilian's short reign in Mexico.

When Maximilian was executed a commission was designated to sell the diamond along with other gems that had been part of the gorgeous court. The stone was bought by an American. As part of his estate the diamond is again to be sold.

That's the Kind. Self-determination may be the theory on which new nations are founded, but just plain determination is the only thing that ever enabled one of them to get anywhere.—Boston Transcript.

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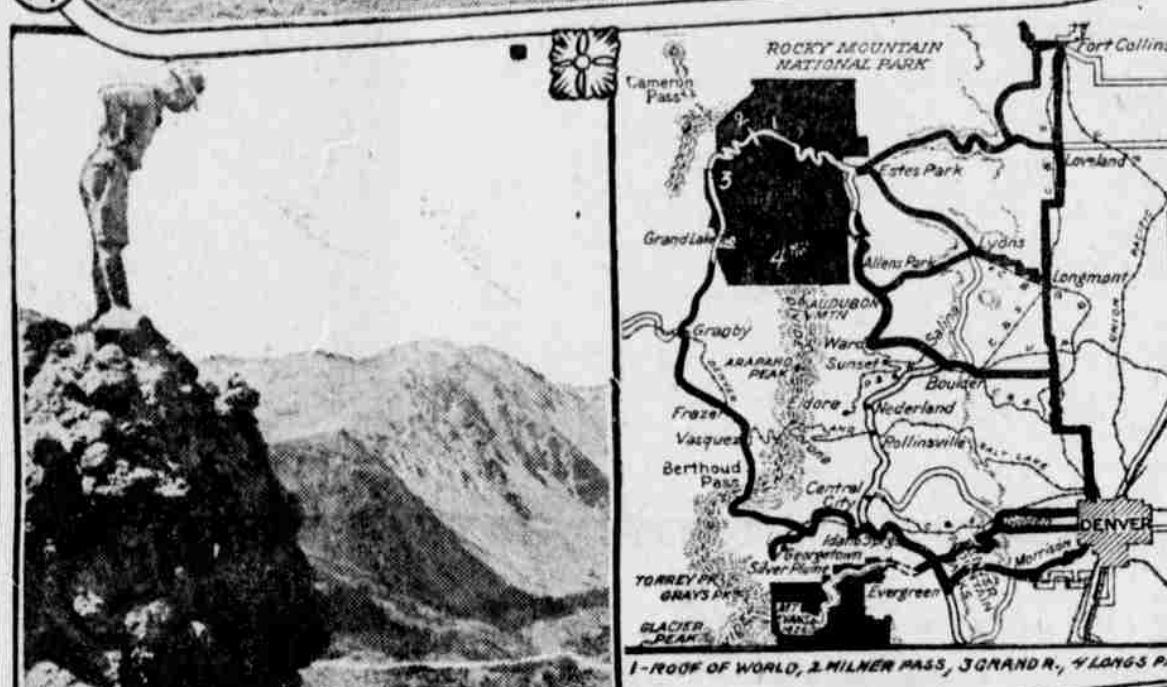
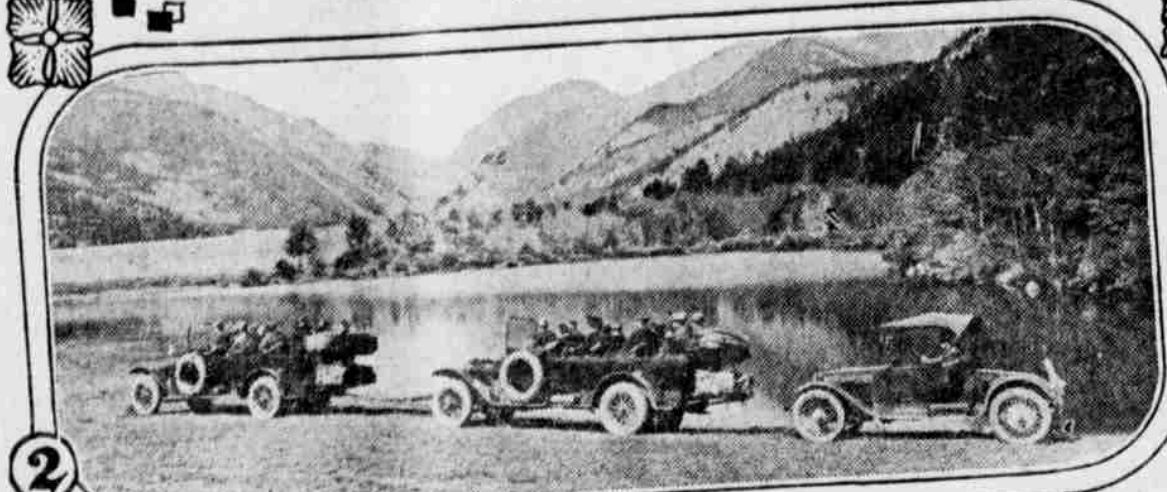
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Fall River Road in Rocky Mountain National Park, 11,797 Feet Up in the Air



Photos by Mile High Photo Co. X Denver Tourist Bureau

BY JOHN DICKINSON SHERMAN.
MOTORING on the Roof of the World—that is what the visitors to the Rocky Mountain National park are doing this summer. For the famous Fall River road over the Continental Divide is open at last. This wonderful climb up 11,797 feet into the turquoise blue of the Colorado sky and for several miles runs high above timberline—and sometimes far above the clouds.

The completion of this automobile highway through Rocky Mountain is of national interest and importance. Since the most popular of all the national parks (1920 attendance: 240,000 visitors; 50,562 private automobiles) was established in 1915 it has been visited by 761,141 people and 145,812 private automobiles from every nook and cranny of the United States. Hitherto only the able-bodied have been privileged to cross through the park—on foot or horseback. Now anyone who can stand the altitude can make the trip by car in comfort.

The opening of this road has therefore been awaited with impatience by the army of national park tourists (1,058,455 in 1920).

The Fall River road is three roads in one: It establishes connection between Estes park and Grand lake, the east and west entrances to Rocky Mountain. It completes a scenic automobile high-

way circuit of approximately 236 miles which begins at Denver. It puts the east and west slopes of northern Colorado in touch.

This automobile highway circuit out of Denver is sensationally scenic. Its varying elevations suggest its scenic possibilities: Denver, 5,000 feet; Estes park, 7,500; Roof of the World, 11,797; Milner pass, 10,700; Grand river, 9,000; Grand lake, 8,375; Granby, 8,013; Berthoud pass, 11,250. Thus the motorist circles from the irrigated plains through the foothills to the wilderness cloud-lands where grow the Alpine flowers beside the everlasting snow and back to the plains, crossing the Continental Divide twice and enjoying the peaks, lakes, streams and forests of both slopes. Globe-trotters declare that this Denver circle route is a world-beater. Some day Mount Evans (14,200), with its magnificent scenic environment, will be added to the Rocky Mountain National park and an automobile road built to its summit.

The Fall River road is the crowning touch of this scenic circle. Its route is shown in white across the black of Rocky Mountain. The numerical mark: 1, Roof of the World; 2, Milner Pass; 3, Grand river; 4, Longs peak (14,255). The photographs reproduced give hints of the scenic glories.

No. 2 shows cars skirting Sheep Lake in Horse-shoe park, about seven miles from Estes park and near the beginning of the climb up Fall River canyon, the lowest notch in the skyline.

No. 3 is taken from one of the six or more hair-pin turns that enable cars to climb up Fall River canyon to the Roof of the World on a reasonable grade. The view is back (south) toward Estes park, from an elevation of 9,500 feet.

No. 1 is the Roof of the World, about 18 miles from Estes park. Here for nearly three miles the road runs almost level at an elevation of more than two miles over a carpet of Alpine flowers. Here is a panoramic view of a hundred miles.

No. 4 shows a visitor looking down into the "crater" of Specimen mountain (12,482). The Fall River road, visible in the background, now drops past the Poudre lakes and through Milner pass (the Continental Divide) to Grand river, five miles away and 28 miles from Estes park. Here the road turns abruptly to the south and runs for 12 miles along the Grand river to Grand lake.

No. 5 shows a glimpse of Grand lake, big and blue and deep, surrounded by mountains, with its hotels and summer homes and its yacht club, 40 miles by the Fall River road from Estes park.

No. 6 means trout—in Fall river, in Grand river, in Grand lake and nearly everywhere along the road.

As the visitor speeds along he makes his own motion-pictures—ever-changing combinations of scenic beauty.