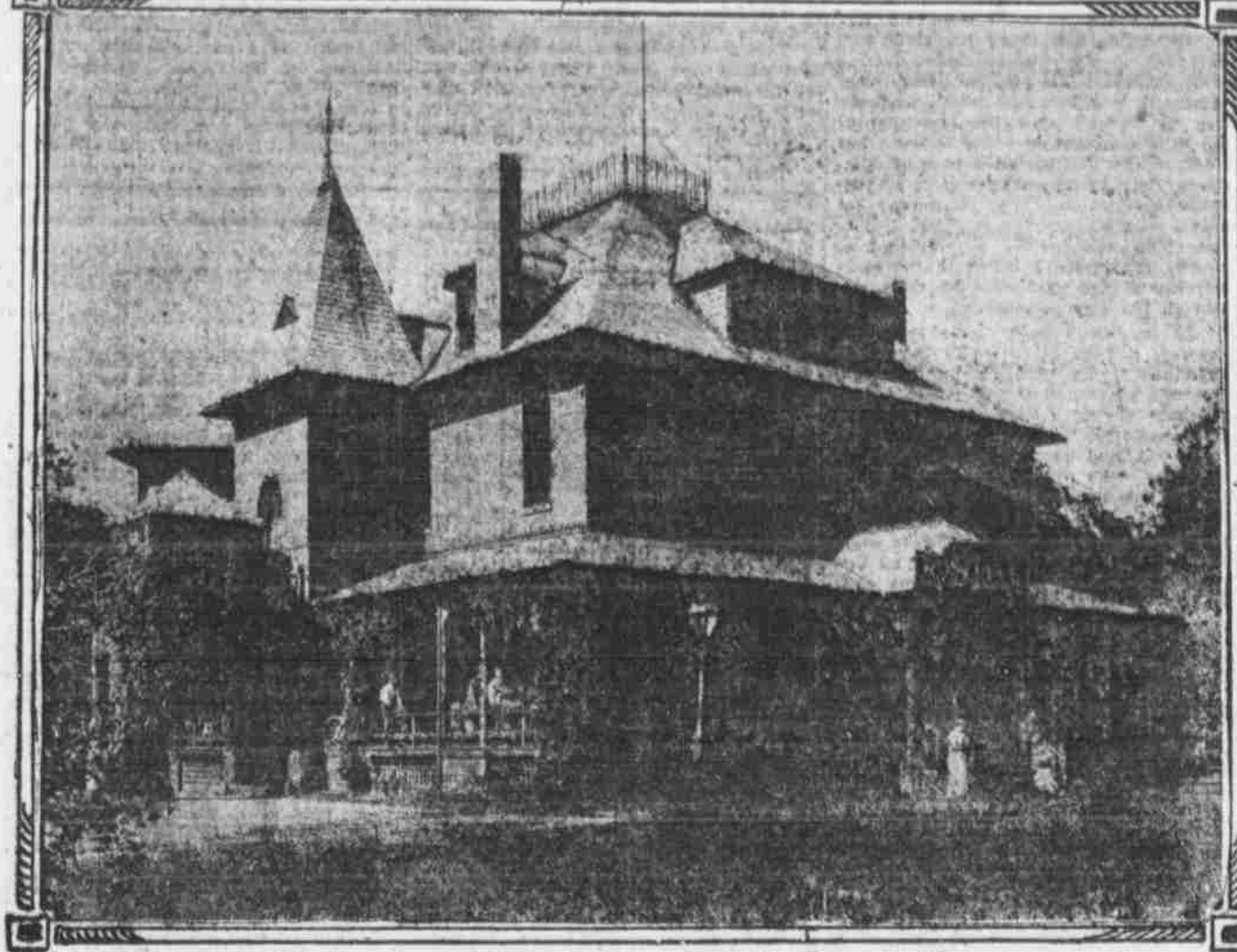


"Roszelle" Sanitarium A Happy Haven for Invalids



"Roszelle" Sanitarium and Rest Home.

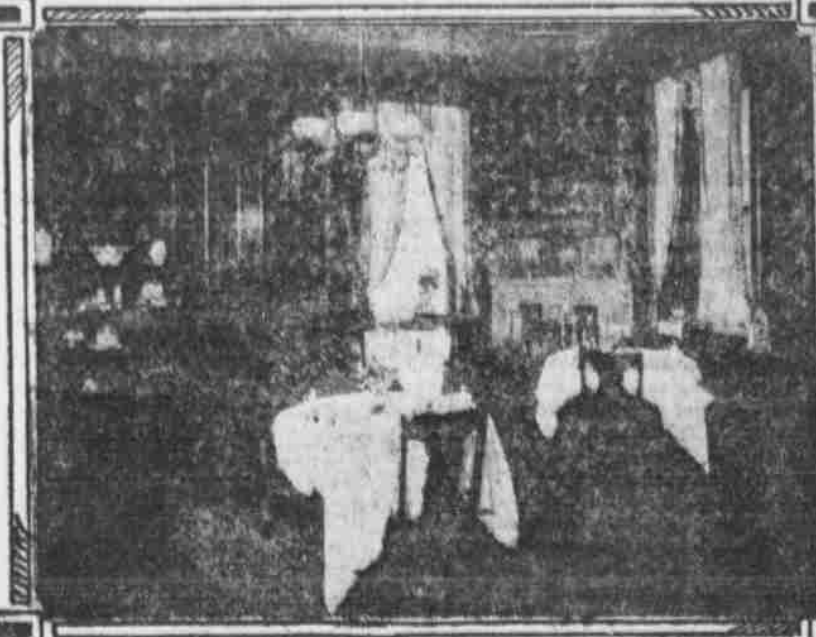
WHEN Mrs. J. R. Musick, whose professional career in Omaha extends over a period of fourteen years, in which time she has gained the personal friendship of many of the city's best people, opened the elaborate Poppleton home on Sherman avenue as an up-to-date sanitarium and rest home she did more than start a commercial project. She laid the foundation for an institution which is destined to become a haven for invalids from all over the United States. For the "Roszelle" Sanitarium and Rest Home, as it is called, is different from the ordinary sanitarium, hospital or like place for the care of the sick and feeble.

Cuisine is Excellent. Nothing is more important to an institution of this kind than its cuisine. No better could be provided than that found at the "Roszelle." The best that the market affords is served at the table of this institution, and the food is prepared by experts who are especially trained for the work. The high-grade food served is in keeping with the high standard of the place itself and the patrons it caters to. The library and music room is a happy note in the lives of those who make the "Roszelle" their home. This is a feature seldom found in a sanitarium and its presence means much to those who are denied many of the pleasures of the strong. Happiness is the watchword in this home and every attention is paid to the mental state of guests, as well as to their physical condition. Another important feature of the "Roszelle" is its individual heating plant, which distributes an even and comfortable heat to every room in the building. Single room, double room or ward accommodation may be had, according to the need of patrons. There are thousands of homes in this country which contain dear ones who are helpless, either through permanent disability or temporary illness, and it is these homes that the "Roszelle" Sanitarium

and Rest Home should inherit. For the strain and worry upon the well, as upon the afflicted, may be eliminated by sending the latter to this home, where it is the duty and pleasure of those in charge to look after every comfort of its guests. And it would be economy for most cases to do this, because of the equipment to handle the cases. Many physicians in this city have already sent patients here and they have been high in their praises for the treatment accorded their patients. Patients coming in may select their own physician and his orders are carefully carried out. Everything is beautiful and comfortable around this establishment and it is little wonder patients are as well and happy. Nothing is left undone in the provision for the guests' comfort and invariably it is with regret that those who can leave take their departure. **Especially Good for Permanents.** This is an especially good home for permanent cases of invalidism. Everything is here to make them forget their misfortune, and everything is done for their happiness every day. Also this home caters to those who are feeble and infirm, those afflicted with the different forms of paralysis, non-operative cases, nervous people needing rest and care,



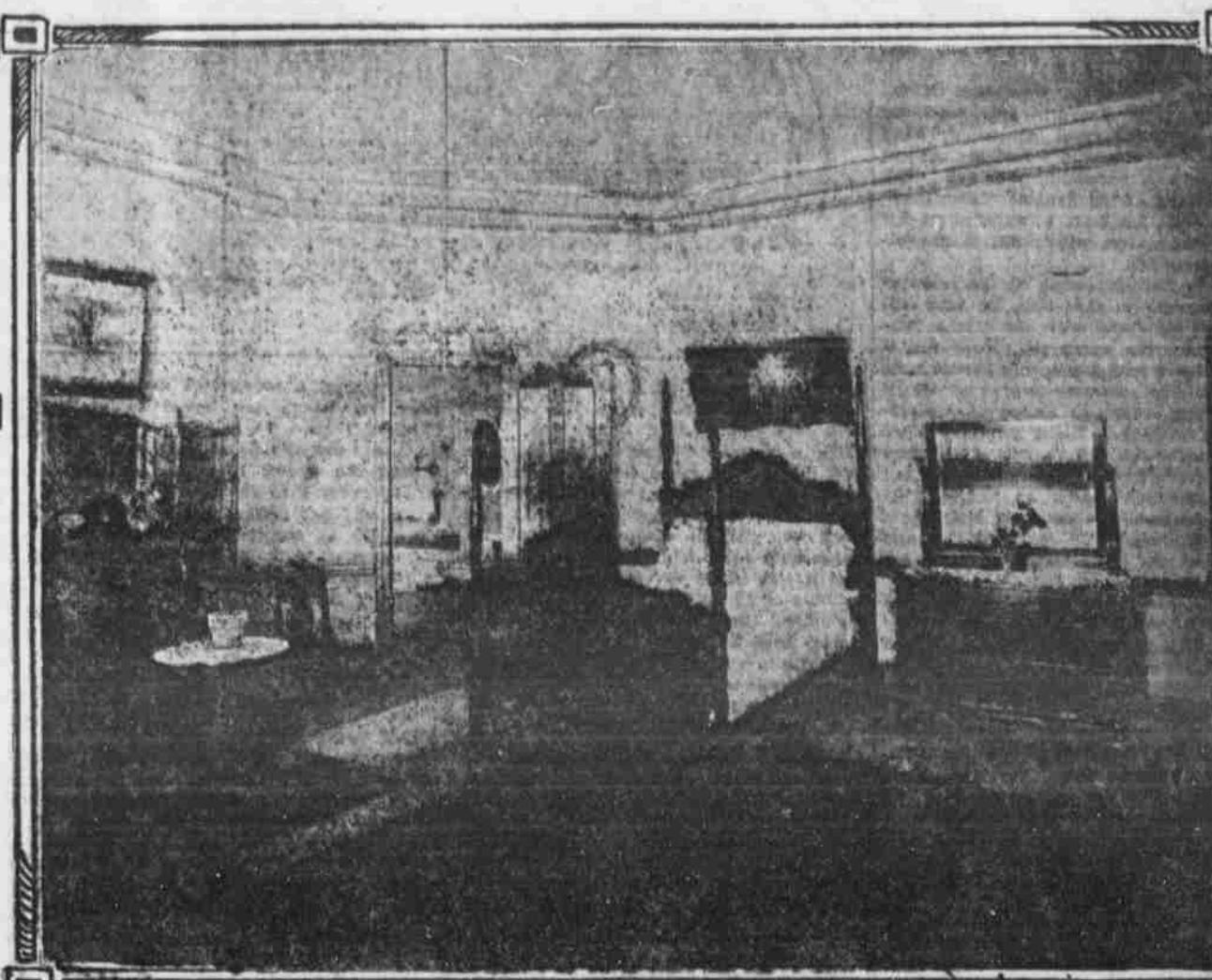
Music Room and Library



Corner of Dining Room.



Mrs. J.R. Musick



One of the Bed Rooms.

CROSS ALASKA IN A TRUCK

Army Officers Make Nine-Day Dash Over Wind-Swept Mountains.

SET NORTH RECORD WITH WHITE

In Order to Do It Party Had to Blast Boulders, Cut Through Dense Forests and Plow Through Quicksands and Snow.

United States army engineers have just completed a remarkable expedition in a White truck, driving half way across Alaska to a point within two degrees of the Arctic circle, the farthest northern point ever attained by a motor vehicle and officially confirmed.

Fording scores of glacial streams, running through canyons and crevasses of solid ice from 300 to 1000 feet in depth, crossing the Alaska and Chugach mountain ranges on steep and icy trails over unused passes, blasting their way through forests and giant boulders, the party drove for Valdez to Fairbanks and return, a distance of 830 miles in nineteen days. Thrilling experiences with snowslides, washouts and quicksands were reported by the party.

Although the trip was primarily to determine the possibility and practicability of motor transportation in Alaska, the engineers mapped out a route which reduces by at least one month the time required to reach the larger interior towns, particularly those on the upper Yukon and the headquarters of the Tanana River.

The fact that a standard truck of a design already employed in the army successfully carried its rated load over the entire route in both directions, will undoubtedly give earnest impetus to the road construction actually being carried on by the Alaska board of road commissioners along the trail of the military telegraph line. Laboring under the difficulties of a short season and the greater difficulty of transporting supplies, the road commission has worked wonders in a wilderness. The expedition was typical of Uncle

Sam's method of getting important information. A White 1,500-pound truck had been shipped to the Alaska road commissioners early in the summer. It was delivered in Valdez in July 28 and two days later it was started on the trail to Fairbanks, there to be joined by Lieutenant Colonel Richardson, president of the board of road commissioners, and other engineers.

Loaded with Supplies. The truck left Valdez with a load of supplies and a quantity of mail for camps along the military telegraph line. Considerable mail was carried to points where none had been received in over a year. In order that the trip might reveal average conditions, the truck was not especially equipped, except in the matter of fuel and road tools. Food was carried for use only in the desolate regions where there are no "road houses" or settlements.

Leaving Valdez in a drizzling rain, they crossed the delta of the Valdez glacier and almost immediately entered Keystone canyon, fourteen miles long, whose walls of ice and rock rise nearly 1,000 feet above the river, a typical glacial stream. The entire region is volcanic, showing great outcroppings of mineral, with rock of weird formations and varied colors. Great ledges of iron ore gave a reddish tinge to the walls. The surface was covered with a thin blanket of volcanic ash. The trail leads along narrow cliff-trails, blasted out of solid rock and running almost at the foot of a number of beautiful cascades.

After spending the night at a settlement known as Workman's, they resumed the journey through the canyon and commence the real ascent on the trail over the Chugach mountains, with a steady climb of twenty-five and a half miles to the summit at Thompson's pass, an elevation of 3,000 feet. While the temperature was decidedly lower at the summit, the danger of melting snow and ice was not entirely abated and the truck ran into snowslides at four different points. Fortunately none was of great proportion, and the crew escaped with nothing worse than the extra work of digging themselves out. The descent from the summit was found to be much sharper

Crossing Alaska in Automobiles



Trails were rough.

than the ascent, and the truck rapidly descended into another delta region and forded half a dozen glacier streams before they reached a camp at Beaver Dam.

Trails Were Rough. The next three days were spent on trails that have been opened in the last three years by the Alaska Road commission in the deltas of the Copper and Gulkana rivers. Corduroy trails, built of scrub timber, extremely rough and narrow at best, prevented the party from making rapid headway. For many miles the trail passed through dense scrub and beds of Alaska moss into which heavy objects would sink three feet or more. Much time was lost on the banks of treacherous streams, fed by melting glaciers and churned by huge boulders, whose exact location could be determined only by wading out into the stream before attempting to cross with the truck. The Copper river valley, though walled in by mountains and glaciers, was found to be rich in vegetation, and the natives, chiefly Indians, were abundantly supplied with many vegetables. Floral growth equally surprised the members of the party. The whole side of one mountain was covered with a crimson growth which the Indians call fire flowers.

From Beaver Dam north, the engineers experienced the greatest difficulties of their trip. Following the Copper River valley to the fork of the Gulkana they traversed a vast area of delta land where tractive conditions were worse than the

region they had just left. The military trail, passing through a low and marshy country, was alternately covered with ice and glacier mud. In the worst places the wheels were wrapped with stout rope and the truck had no difficulty in pulling through, but it was operated on low gear during the entire afternoon. To pass through several timber tracts it was necessary to cut down scores of trees and blast out stumps, rocks and ice.

steel cable and wound the wheels the same as they had previously done with rope. This expedient proved highly successful in giving traction for the climb, but did not eliminate skidding. While climbing cautiously through one of the passes, along the edge of a steep precipice, the bank gave way under the weight of the truck and the entire outfit had a narrow escape from sliding off into a violent glacier stream.

Grades Were Steep. At several points the grades were so steep and the turns so sharp that it was necessary to maneuver with the reverse gear to make the turns. No trouble was experienced in keeping the engine cool. In fact the cooling water did not boil at any time on the entire trip, despite long pulls on low gear.

The descent from the summit presented no difficulties other than the necessity for frequent inspection of the trail for considerable distances before driving ahead. After a long spell of cautious and skillful driving they dropped down into the valley of the Delta river and camped all night on the Guncreek flats, which were composed almost entirely of glacier mud and quicksand.

Leaving the flats there was a marked change in the character of the country. Flats and marshes were succeeded by giant boulders, subjecting the truck to fearful tests of distortion. Rain added to their discomfort. The military trail to the Tanana river passes a place known as Donnelly and here the crew found evidence of real road work. A clay and gravel surface with a fairly good foundation began at Donnelly and lasted for ninety miles over a rugged country with many stiff climbs and scarcely any snow or ice. While the surface was soft, it was easily negotiated by the truck. The grades and deep mud proved to be the engineers that the truck was powerful enough to meet any emergency.

Periled Across Rivers.

The truck was carried across the Tanana river on a ferry to the town of McCarthy and then driven along the bank of the Tanana to Munson's. On the ninth day, after covering 330 miles from Valdez, it reached the northern end of the journey at the town of Fairbanks, which is situated on the Tanana. This is a branch of the Yukon and Fairbanks is the extreme point of navigation, 3 degrees from the Arctic circle.

Three days were spent in Fairbanks preparatory to the return trip. The truck was again loaded with supplies and mail. Colonel Richardson took personal charge on the return trip and was accompanied by Superintendent Ingraham, Lieutenants Egeron and Steef, Thomas H. Parramore, Jr., and Homer Jones. The total load for the return trip was 2,100 pounds in excess of the capacity of the truck. Leaving Fairbanks on August 8 again in a downpour of rain, they retraced their route as closely as surface and weather conditions would permit. When they reached the Guncreek flats they found that the steady rain of three days had made the glacier mud very sloppy and wiped out the trail for considerable distances. Quicksand was also a constant menace. Despite the use of much brush and timber the danger could not be entirely avoided and the truck settled deep enough to lose traction. Similar conditions existed throughout the entire dash through the Gulkana and Copper river deltas.

At Sheep Creek, just before re-entering the Keystone canyon, they were compelled to cut a swath in the woods for 500 yards to avoid a bad washout caused by the torrent of a melting glacier. A bridge, twelve feet above the water when the truck crossed it on the outbound trip, had been completely carried away and it was necessary to cut through the woods to a suitable fording place. Adding to their difficulties were swarms of mosquitoes, large and surprisingly enough, equally large swarms of mosquitoes, compelling the entire party to wear nets over their heads.

Cut Road Through Woods.

When they reached the Keystone canyon the trail had been washed away in many places. Thousands of tons of rock and ice had been dislodged and, in falling, had carried away bulkheads of solid stone supporting the trail. This forced the crew to fill in great gulches with stones before they could proceed.

At the finish of the trip on August 19 the truck was again placed on the trail to carry supplies and mail to road camps and settlements in the vicinity of Valdez. Colonel Richardson said he believed that the road work contemplated by the Alaska commissioners will make it possible to go from Valdez to Fairbanks in four days next summer.

The Persistent and Judicious Use of Newspaper Advertising is the Road to Business Success.

WATCH THE KID MUNCHING

Writer Hides a Girl Note How Her Intended Eats a Peach and Then Decides.

"If you want to know the character of the man you intend to marry, watch him eat a peach," is the advice tendered to fiancées in the Paris Figaro by Elie Dautrin, a well known French writer.

To girls in love he gives the warning: "You should watch carefully at the table the young man on whom your whole future will depend. If he bends over his knife and fork and finish his roast in three gulps, beware! He is not the man who will be able to submit to tender sympathy, and he is careless if he eats without enjoying what is put before him and cannot tell you the menu the minute after. He will never appreciate the hats you wear, nor the style of your dresses, and you will look pretty for nothing."

"If he is immoderately fond of sweets, he is of a nervous disposition and will sag. If he chews and roasts he prefers, he will be muscular and placid. If he is a bread-eater at times, he is fond of the country. If a lover of fine old wine, he has the soul of a landed proprietor. The best test of your future husband is to watch him at the moment of dessert. See how he handles a peach. Does he take it distractedly or like a man in a hurry? Does he swallow it hastily? Then you say to yourself, 'He is not the husband for me.' But if he takes it slowly, tenderly like a connoisseur who appreciates what he eats; if he does not swallow it at once but peels it with the air of an artist and treats it with devotion, then don't hesitate to marry him quickly as you can."—New York Times.

Remarkable Home Treatment For All Foot Troubles

This information will be welcome by the thousands of victims of daily foot torture. Don't waste time. Get it at once. No matter how many patent medicines you have tried in vain this treatment, which was formerly known only to doctors, will do the work. Dissolve two tablespoonfuls of Calocide compound in a basin of warm water. Soak the feet full fifteen minutes, gently rubbing the sore parts. The effects are marvelous. All pain goes instantly and the feet feel simply delightful. Corns and callouses can be peeled right off; bunions, aching feet, sweaty smelly feet, get immediate relief. Use this treatment a week and your foot troubles will be a thing of the past. Calocide works through the pores and removes the cause. Get a twenty-five cent box from any druggist, usually enough to cure the worst feet.

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French Heel Cramp
Compound Callouses
SWEATY OFFENSIVE FEET
Ingrown Nails
TENDER ACHING FEET

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