Wreck survivors tell how tobacco kept them going

When food and water gave out on third day, they smoked until rescued

Perhaps they were only pirates of the sea, and deserved no great charity from the hand of Fate. Nevertheless. they were very much human beings when they found themselves miles out to sea adrift in an open boat.

With two days' supply of food and water, they confidently expected to be rescued in plenty of time. But when the third day passed and no friendly sail appeared on the horizon, it began to look like a case for Davy Jones's locker.

One of the victims, crazy with thirst, suggested that they divide a bottle of iodine and end the agony

quickly.

"The tobacco hasn't given out yet,"
said another. "Let's stick it out a
while longer." And they did.

Late in the afternoon of the fifth day a tramp schooner saw their distress signals and came valiantly to the rescue.

"The only thing that kept us going at all was tobacco," one of the survivorsadmitted when he was safely deposited on dry land

again. "Wesmoked and chewed, and that sort of kept us up." Tobacco is certainly a poor substitute for food and water

-but under the stress of trying circumstances smoking a pipe is a big help. Pipes filled with Edgeworth probably have no more soothing effect than pipes filled with other tobaccos,

how feel that they need Edgeworth to get complete pipe satisfaction. If you have never smoked Edgeworth, send your name and address on a postcard to Larus & Brother Company. They will be glad to send you free samples—generous helpings both of Edgeworth Plug Slice and

Ready-Rubbed. Smoke a few pipefuls and judge for yourself whether or not you wish to become a permanent member of the

Edgeworth Club. Edgeworth is sold in various sizes to suit the needs and means of all purchasers. Both Edgeworth Plug Slice and Ready-Rubbed are packed in small, pocket-size packages, in handsome humidors holding a pound, and also in several handy in-between

For the free samples, kindly addre Larus & Brother Company, 80 South 21st Street, Richmond, Va. If you will also include on your postcard the name and address of your regular tobacco dealer, your courtesy will be appreciated.

To Retail Tobacco Merchants: If your jobber cannot supply you with Edgeworth, Larus & Brother Company will gladly send you prepaid by parcel post a one- or two-dozen carton of any size of Edgeworth Plug Slice or Ready-Rubbed for the same price you would pay the jebber.

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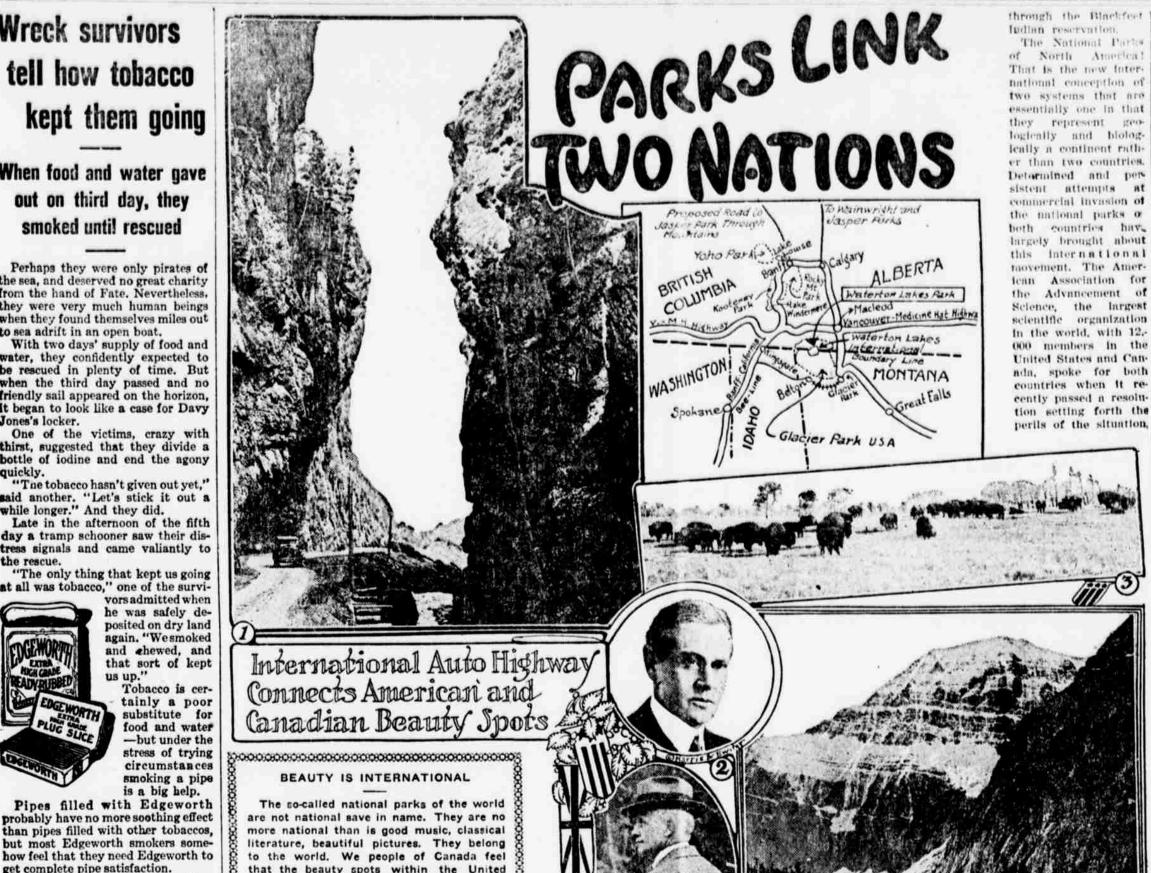
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Is your work wearing you out? Are ou tortured with throbbing backache you tortured with throbbing backache-feel tired, weak and discouraged? Then look to your kidneys! Many occupa-tions tend to weaken the kidneys. Con-locations tend to weaken the kidneys. stant backache, beadaches, dizziness and rheumatic pains are the natural result. You suffer annoying bladder irregularities; feel nervous, irritable and worn out. Don't wait! Use Doan's Kidney Pills. Workers everywhere recommend Doan's. They should help you, too. Ask your neighbor!

A Nebraska Case

B. F. Eller, city arshall. Adams Avenue, Harvard, Nebr., says: "My back bothered me

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that the beauty spots within the United States that have been designated as national parks belong to us as they belong to you. They are but placed within the keeping of the people of the States. We feel and we hope that the people of the United States feel, that the beauty spots of Canada that have been designated as national parks are as much your parks as they are our parks, that they are merely placed within our keeping for the use of all. Beauty is international, regardless of the form in which it is expressed, and national parks are but the natural beauty spots of the world preserved for the people of the world .- J. B. Harkin, Commissioner, Canadian National Parks Branch, Department of Interior,

By JOHN DICKINSON SHERMAN



OMPLETION of the Banff-Windermere motor highway across the central Canadian Rockies sharply emphasizes the fact that the national parks movement is just about the livest non-political issue of the times in Canada as well as in the United States. An increasingly international aspect is its latest development. On both sides of the most remarkable frontier in the world it

is agreed that national parks are national only in name; that natural scenic beauty is international; that there are no barriers between parks save those placed by nature; that larger development of roads should give the people of the North American continent easy access to the most splendid recreation region of the globe.

It is a credible prediction that the near future will see a system of national parks from Mount McKinley in Alaska to Grand Canyon in Arizona ander a working international agreement that will make it "a unique continental exposition of inestimable value to science and to the popular education of future generations," as well as a vast scenic playground for the people.

The immediate effect of the opening of the 104mile, two-way Banff-Windermere highway, making passage by automobile possible through the central Canadian Rockies, is that it completes a 500mile circuit of Rocky Mountains, Yoho, Kootenay and Waterton Lakes National parks in Canada and connects this circuit with the National Parkto-Park highway in the United States-a gigantic motor way that circles 6,000 miles through nine scenic western states and touches Mount Rainier, Crater Lake, Lassen Volcanic, Yosemite, General Grant, Sequola, Grand Canyon, Zion, Mesa Verde, Rocky Mountain, Yellowstone and Glacier National parks.

The Canadians call the highway from Banff to Lake Windermere and on to the international line at Kingsgate the Banff-California Bee-Line highway because it keeps right on across a corner of daho to Spokane and Portland and thence south to San Francisco and Los Angeles, a distance of 1,931 miles. They call the other half of the "Grand Circle tour" the Banff-Grand Canyon road; this crosses the International line at Peskan. Mont., just to the east of Waterton Lakes and Glacier National parks. The formal opening of the Banff-Windermere highway this summer at the point where it crosses the Kootenay river was an international affair of considerable pomp and ceremony. Old Glory was much in evidence. The band played the national airs. A notable assemblage was in attendance. Dr. King, Dominion minister of public works, welcomed the guests, J. Ross Eakin, superintendent of Glacier National park, was the official representative of Secretary Hubert Work of the United States Department of the Interior. The speech-making emphasized the international importance of the occasion. Then the lieutenant governors of Alberta and British Columbia, Dr. R. G. Brett and Walter C. Nichol, cut the red, white and blue ribbon across the road and automobiles started east and west amid

Several motor highway projects on either side of the international line are important in this connection. One is a nearly-completed road that will connect Buffalo park at Wainwright, Alberta. by way of Edmonton with Jasper, largest and farthest north of the Canadian national parks. It is being built on 300 miles of abandoned roadbed of the Canadian Northern, from which the government tore the rails in the World war to send to France.

Another road is nearing completion from Lake Louise to Field in Rocky Mountains. This runs on an old roadbed of the Canadian Pacific across the Continental Divide. In time it will be carried through to Golden on the Columbia river.

A proposed Canadian scenic highway through the heart of the Central Canadian Rockies runs directly from Banff to Jasper park, 125 miles in an air line, connecting at the base of Mount Robson at the headwaters of the Fraser with the Buffalo-Jasper road just mentioned.

Three road projects in and about Glacier in the United States have international interest. The National Park service has begun construction on the Transmountain road across the Continental Divide from St. Mary's lake to Lake McDonald. Its completion will bridge the last gap in the National Park-to-Park highway by uniting the east entrance (Glacier Park) and the west entrance (Bulton) of Glacier. It also supplements the All-Canadian circle by a United States-Canadian circle much smaller than the Grand Circle tour. The second is the road being built by Montana to parallel the Great Northern along the southern boundary of Glacier, closing the present gap between through east and west highways at this point.

The third project is the improvement by the United States government of the Babb International Boundary road along the east side of Glacier. In accordance with a decision by the comptroller general that the entire cost of a state aid project through an Indian reservation may be paid from the funds apportioned to the states under the federal highway act the Montana state highway commission has submitted as a federal aid project the improvement of this road

NO INTERNATIONAL LINE

The tremendous and increasing tourist travel of the last few years is proof of the appeal to the people of the North American continent of their national parks. The United States and Canada stand together in making more contented peoples by getting the public into the great outdoor scenic exhibits with which both countries are supremely blessed. We live in peace and friendship on the most remarkable political frontier in all the world. But in scenic beauty there is no international boundary line at all, no barriers save those placed by nature. The extension of our National Park-to-Park highway across the border by the opening of such splendld connecting links as the Banff-Windermere highway will be followed, I sincerely hope, by the larger development of national park roads in both countries until the two peoples are given easy access to the finest scenic attractions of the globe-Stephen T. Mather, Director, National Park Service, Department of Interior, United States.

the importance of an "unique continental expost tion" and requesting "the people and the congress of the United States and the people and the parliament of the Dominion of Canada to secure such amendments of existing law and the enactment of such new laws as will give to all units in the international parks system complete con servation alike."

The international parks system idea has found much favor in both countries. The friendliest co-operation exists between Stephen T. Mather, | 35-Cent "Danderine" Does Wonders for director of the National Park service of the United States (photograph No 2), and Commissioner J. B. Harkin of the Canadian National parks (photograph No. 4). In the United States the idea has been generally accepted by the "National Parks Army of Defense," which has approximately 4,000,000 members in affiliated nationwide organizations. The National Parks associaation, a leader in this army, is promoting it.

"I thoroughly approve an international parks system along the line and for the purpose set forth by the A. A. A. S.," said Mrs. John D. Sherman of the General Federation of Woman's clubs-they call her the "National Park lady" in Washington, "The general federation is energetically active in promoting national parks as 'National Museums of Native America' and in bringing about legislation for their complete conservation. Its national council at its last meeting passed a resolution similar in effect to that of the A. A. A. S."

In Canada organization is well under way. The Alpine Club of Canada, which has twenty branches, issued a general invitation to a meeting in the fall at Lake Louise at which was organized the National Parks Association for Canada, with directors representing the Dominion from Montreal to Vancouver. Affiliation with organizations of many kinds is proceeding rapidly.

Here is a situation which shows the need of concerted international action for the protection of national parks against commercial invasion; A bill will presumably be introduced in the Sixtyeighth congress for the damming of Lower St. Mary's lake, just outside Glacier. This will raise the level of Upper St. Mary's lake, just inside Glacier, one of the most famous beauty spots of Glacier, and destroy much of its beauty. Threefourth's of the flow is to go to the Milk river irrigation project of Canada. Two years ago the international joint commission was induced by irrigationists to recommend this project, but neither government cared to act in the face of popular protest. The bill per se stands no chance. But the Canadian irrigationists are planning to dam the Canadian end of Waterton lake, which lies across the international line. This would spoil the part of the lake in Glacler. An "exchange of water" has been arranged to further the two projects, all of the St. Mary's lake flow to stay in the United States in return for all the flow to Canada from the Waterton lake dam, Glacler park is protected by law; Waterton Lakes park is not. Ingenuity and persistence like that can only be met by concerted international action.

As to the pictures: No. 1 shows the Red Gates of Sinclair canyon on the Banff-Windermere highway in Kootenay. No. 5 is a view of Mount Edith Cavell in Jasper. No. 3 gives a glimpse of the buffalo herd in Buffalo park, near Wainwright, a fenced inclosure of 158 square miles. The herd, established in 1907, has increased mightily. In November 2,000 animals were killed. leaving 5,000.

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