

Need Little Cost In Modernization

Many home owners, and others who have been contemplating buying an old

house out of which to make a home, have considered following the advice to modernize which is being so freely offered these days, but after looking over the house in question have given up in despair because of a number of details that they have been unable to settle.

And often they have been afraid of the cost. Of course there is always a limit to the amount one has saved for the purpose, or would be justified in borrowing under even so generous a plan as the present home improvement legislation provides. Every modernization project must be made to conform to that limitation, so many people decide that they

cannot do what they would wish, and give up what seems a hopeless dream. Such people can give up plying themselves, for there is always a way to modernize without great expense if only the properly trained expert in such matters is brought in to plan the project for the most improvement with the least expense.

Almost unlimited are the remodeling possibilities of every old home. What is needed is the trained eye of the experienced man who can see the hidden good points and possibilities in the home, which often are overlooked by those most familiar with the place.

There is nothing magical in these transformations that can be planned. It is largely a matter of training which permits the experts to visualize the completed job, in other words, architectural ingenuity.

The most astonishing improvements are often carried out with an expenditure that is surprisingly modest. Sometimes it is as simple as replacing an unsightly porch with a modern terrace; perhaps a nondescript doorway is re-

(Cont. on page 10)

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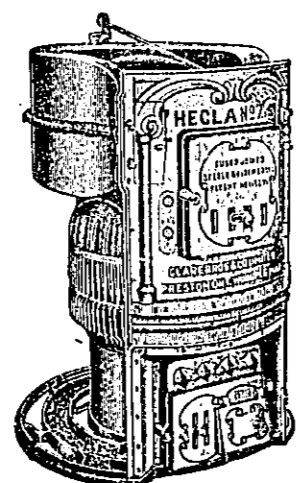
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PEEKING INTO THE OLD CURIOSITY SHOP

Let us go a peeking into the past to ascertain just who invented the automobile. I realize that the task is as difficult as that of discovering the name of the person or group of persons who would be worthy of receiving credit for having invented the automobile.

Automobiles have grown up in the past half century through the labors of some two million engineers, tinkers, scientists and inventors, with the result that with the new 1937 "stream-lined" car represents more than 100,000 patents granted to inventors in the United States alone.

The middle of the last century found both the United States and Europe progressing well in railroad and hungry for more power and greater speed. Keen inventors in England, France, Germany, Austria and the United States were playing with the idea of an automobile road vehicle, in particular a steam-powered carriage.

But there were great problems in the way, largely in the matter of weight, for the roads would not stand up under the weight of steam locomotives plus the necessary fuel and water.

As early as 1875, according to recent discoveries, Siegfried Narhus, an Austrian inventor, drove a carriage propelled by a benzine engine in Vienna. In 1885 Gottlieb Daimler and Karl Benz of Germany developed successful gasoline-propelled vehicles.

But little or nothing was known of such developments in Canada or the United States. Some novel ideas were, however, coming to the fore in the United States, in particular the proposal of F. H. Mey, of Buffalo, N.Y., who obtained a patent in 1870 for a "two-power velocipede," a three-wheeled vehicle propelled by two dogs walking in a treadmill.

At this stage of affairs, the patent application of George Selden, of Rochester, N.Y., for a "Benzine Buggy" or "road locomotive," was filed. His claim was very broad, providing for "the combination of a liquid hydrocarbon engine of the compression type, with a carriage."

Upon this patent might have been raised the whole structure of the automobile industry for Selden might have been able to build a workable road carriage, according to his own specifications, had he tried. But the fact remains he didn't.

This task was left to a whole corps of followers, patentees who devised or improved detail after detail until today's model has everything from a self-starter to "tire armour for slippery pavement." Many of these things were first used in the horse and buggy days. Knee-action, for instance, can probably be traced to the "spring-axle" patented by James and John McTurk in 1897. It contains a clear statement of the fundamentals of knee-action, but was intended for horse-drawn carriages.

And so we can now agree with the elder Oliver Wendell Holmes that "We are omnibuses driven by our ancestors." We do sit, as it were, upon the shoulders of our fathers, "encircled and upheld by their arms."

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EDMONTON NEWS

By Miss Jean Cohen

Rev. and Mrs. J. Dorskin have as their visitor Mrs. Dorskin's sister, Miss Becky Finkelstein, of Ottawa, during the month of June.

Mr. and Mrs. M. Shoctor announce the engagement of their only daughter, Eva, to Mr. Alex Gorasht, of Calgary, Alta. The wedding to take place during the month of July.

Miss Ida Baltzan, bride-elect of Edmonton, is a visitor in Calgary, the guest of Mr. and Mrs. A. S. Horowitz.

Mrs. H. Morton and daughter left by train for Toronto, Ont., where they will holiday for the next month.

Mrs. E. G. Bernstein is leaving the city for Calgary as a delegate to attend the Liberal convention to be held there June 3 and 4.

Miss Betty Koretz and Miss Minnie Jacob, of Winnipeg, are visitors in the city, guests of Mr. and Mrs. James Brody.

Mrs. Ralph Rosenberg is visiting in Calgary, Alta.

BILU JUDEANS HOLD ORATORICAL CONTEST

The Bilu Young Judean club held their closing meeting in the form of an elimination contest to decide the orator to represent the club at the tenth annual Western Convention in Vancouver, July 31.

Eugene Peckel, president of the club, was chairman. The contestants were: Misses Florence Goldman, Queenie Wershof, Della Olyan and Harry Weitz. Judges for the afternoon were L. Pakarsky, Max Freedman and Melvin Friedman. The decision of the judges went to Miss Queenie Wershof, eldest daughter of Dr. and Mrs. E. Wershof, whose topic was "Aliyah."

The yearly reports on the Bilu Judeans and the Junior Kadimah Judeans were heard.

EDMONTON JR. HADASSAH HOLDS CLOSING FUNCTION

The Edmonton Chapter of Junior Hadassah held their closing affair in the form of a banquet at the Corona

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Hotel Abunday, May 31.
Miss Tryna Newhouse, president, acted as chairman. Mrs. A. W. Miller, advisor, and Mrs. J. Chmelitsky, president of the Senior Hadassah, were guests.
Miss Newhouse spoke on the work of Hadassah that had gone and what the future held.
Reports were read from the various executives, including:
(Cont. on page 10)

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