

Charlottetown Harbour

(Continued from Page 1)

which has not the shipping to at least approximately stand on its own feet, does not come under their jurisdiction. That is the theory as developed by Sir Alexander Gibb. It is not strictly correct, of course, because a number of harbours were inherited. But they are all getting on a better basis now.

Mr. Hyndman: "Take Hudson's Bay".

Mr. Dunning: "Of course, there is no work to do there."

Mr. Hyndman: "All over Canada tremendous amounts have been expended in harbour improvements."

Mr. Dunning: "I know, but that is a poor argument. You have got to have something that you can stand on. There must be facts regarding the tonnage, and particularly the type of tonnage, which definitely wants to come here and can't, under present conditions. The more you can produce of that kind of facts, the better chance we have of getting something done. I want to be able to rebut the argument that there is no justification, from the traffic standpoint, for the improvements you are asking for."

Facts Cited

Mr. McLure: "Here is one. In 1934 the National Tours Company of New York were inaugurating their tours, and early in January they got a report on our harbour and docking facilities. That report was very critical to our port, and the Marine Department qualified it by stating that there were plenty of water facilities. No doubt there were; but there were no docking facilities whatsoever for the purpose of those steamers, and the National Tours Company cancelled five trips to this port in July and August of 1934, 1935 and 1936 because they could not come in. That alone meant a loss to this Province in the last three years of over \$600,000."

Mr. Dunning: "How?"

Mr. McLure: "The number of passengers, and their approximate expenditure during a day's visit to the port."

Mr. Dunning: "Most of the calling places of cruise ships are not kept on them. I do not refer to those places where they stay a whole day, or over night, but ports at which they just put in and stay a couple of hours."

Mr. Bourke cited the three visits here of the S.S. North Star, from 10 a.m. till 4 p.m. The taxi drivers alone averaged \$335 in fares collected from the passengers, or over \$800 for the three trips.

Mr. Dunning: "The value to Charlottetown that I see in the cruise ships is in the people who come on them learning something about what the Island has to offer, so that they would want to come back, not on a cruise ship but to stay. There is considerable complaint from other places about the kind of calls these ships make; that they just afford times for drives around the city which does not produce any lasting advantage."

Mr. Bourke: "They go all over the Island in the taxi tours."

Mr. Dunning: "How long did you say they stay?"

Mr. Bourke: "From 10 till 4."

Mr. Dunning: "Not long enough."

Mr. Bourke said the captain of the "North Star" docked at three different wharves, and complained that there is not adequate accommodation. At the railway wharf there is not sufficient water in the west berth.

Mr. Hyndman cited the experience of the steamer "Cornwalls" which arrived here with a cargo of molasses and grounded at half tide, necessitating expensive dry-dock repairs. He also referred to a communication received last July by local shipping agents from a large steamship line in Montreal, asking as to the docking facilities for their type of steamers. A reply had to be forwarded, "hesitating to advise" making this a port of call.

Central Pier Suggested

Mr. Dunning: "The wharves here, except the railway wharf and the government wharf, are privately owned. Dredging around the present slips would be no good. What is it that you want? Is it the proper thing to consider one public wharf? Because I think there is no doubt about it; the government wouldn't consider rebuilding all these private wharves."

Mr. Hyndman: "One central pier, with adequate accommodation, is what we require."

Mr. Dunning: "Stretching out into deeper water?"

Mr. Buntam: "Of construction

that will enable dredging to be done close to the wharf."

Mr. Dunning: "How much accommodation such facilities would have to have in order to deal with your reasonable requirements—that would be the question."

(Mr. Kirkpatrick supplied a plan of the proposed central pier.)

Mr. Dunning: "These private wharves—I suppose the owners would give them to the government? (Laughter)."

Mr. Hyndman: "The private owners of wharves had nothing whatever to do with originating this proposal."

Mr. Dunning: "I don't think it would be to their discredit if they had."

After examining the plan, and discussing an alternative suggestion regarding the construction of the central pier, Mr. Dunning turned to Mr. Kirkpatrick: "Have you got an estimate of this?" he asked.

"Yes, a rough one," was the reply.

Mr. Dunning: "I will take a big breath. What is it?"

Mr. Kirkpatrick: "\$760,000, with steel sheet piling."

Mr. Dunning: "You are choosing a most expensive time to suggest steel sheet piling; it has not been more expensive since the war than it is at present. However, that's just a detail."

The Duncan Report

Mr. Dunning: "Mr. Hyndman placed emphasis, in the brief, on the clause of the Duncan Commission report, recommending an immediate survey of Charlottetown harbour with a view to making provision for the necessary wharfage and storage accommodation to meet the needs of the Island."

Mr. Dunning: "That seems very indefinite to me. It is pretty thin. I will make the best out of it, but it is not just the strongest sort of thing."

Mr. McLure: "Their recommendation is pretty strong."

Mr. Dunning: "About making the survey, yes."

Mr. McLure: "We have not had that survey for harbor facilities yet. All we had was the tidal survey."

Messrs. McLeod and Hyndman drew attention to the opportunities for seed potato marketing by steamer, if harbour improvements were provided.

Mr. Dunning: "I think we can get the engineers to make a survey without any trouble; but that is nothing unless you have something to go beyond that. I will see what I can do to arrange for the survey. The next step is something to be worked out."

Mr. McLure: "The third step would be to put in your Estimates for 1938 a million dollars for Charlottetown harbour improvements."

Mr. Dunning: "No, no, we haven't come to that." (Laughter).

The conference, which was held on board Mr. Bourke's launch, concluded with a discussion of the proposed Wood Islands ferry service.

TEXT OF BRIEF

Following is the text of the brief presented to Mr. Dunning by Mr. Hyndman on behalf of the harbour improvement committee of the Charlottetown Board of Trade:

Prince Edward Island is the only Province of the Dominion, but the very fact of it being an Island has made transportation always one of its major problems. For this reason, largely, Prince Edward Island did not enter Confederation in 1867 but held out for better terms, particularly as regards communication with the Mainland railways. When it agreed to join the Union in 1873, a guarantee was given by the Dominion to provide Prince Edward Island with services that are or may be granted to other Provinces of Canada, and including the special guarantee of efficient steam service to be established and maintained between the Island and the Mainland of the Dominion, winter and summer, thus placing the Island in continuous communication with the Intercolonial Railway and the railway system of the Dominion.

The carrying out of this latter guarantee was not by any means fulfilled prior to the establishment of the Car Ferry service between Borden, Prince Edward Island, and Tormentine, New Brunswick, in 1918, some forty-five years after entering the Confederation Pact.

Without any certainty of all year round transport facilities to and from the Mainland, the hope or possibility of any worth while industrial development to cater to Mainland or foreign markets was out of the question, and as a result our economic development was restricted and retarded and the efforts of our agriculturalists and

fishermen were largely confined to products shipped out in the raw state for home and local markets in the neighboring Provinces and States. In the early days, prior to Confederation and since, up to the time of the Great War, a large portion of our exports and imports was carried by sailing vessels and small class coastal steamers. With the decline of the sailing vessel and the inauguration of the Car Ferry service, a great many of our people were carried away with the idea that there would be no great need for water transport in the future, feeling that the new and more up-to-date means of through shipments by rail and ferry would solve all our transportation difficulties. During the war, when most steamships entering our ports were withdrawn for other services, our shipping by water more or less went into the discard. The Car Ferry service, however, made it possible for us to explore new markets that we were formerly deprived of, such as seed potatoes in the Southern States, when large shipments had to be made in the winter months to supply these markets, and as a result, rapid development followed in our potato growing industry for both seed and table stocks. It was soon discovered by our producers and shippers that to cater to and compete in these markets, a large portion of our crop would require to be moved by water transport at a greatly reduced cost. Seeing the possibility for extensive development in this regard, and having in mind that no public expenditure had ever been made to modernize the port of Charlottetown so that we could take advantage of the larger class of freight and passenger ships that were carrying on service to other Maritime ports and in view of the fact that a survey of our harbor had not been made for over fifty years, these matters were stressed before the Duncan Commission.

Harbour Surveys

That Commission brought in certain recommendations as regards port facilities in the Maritimes and this was a recommendation of survey of Charlottetown Harbor, with a view to making provision for the necessary wharfage and storage accommodation to meet the needs of the Island. Although these recommendations were made in 1926, the preliminary survey of Hillsboro Bay, outside the harbor, is only being completed this year. The survey inside the harbor was undertaken in 1935 and completed in 1936.

The class of wharf now existing in Charlottetown is the same today as accommodated sailing vessels and small coastal steamers over fifty years ago. Large class steamers from 4,000 to 20,000 tons have been desirous of making Charlottetown a port of call for a number of years past, but notwithstanding that we are one of the finest natural harbors on the Atlantic Coast, with such very inadequate docking facilities available, we have been deprived of opportunities of such valuable importance that would prove one of the greatest factors in the development of our port and in bringing to our Province the most desirable class of tourist. Only recently small class ships of about 3,000 tons have had great difficulty in docking and landing cargo here, owing to inadequate water at our present piers. The construction of greater depth wharfage and no individual wharfage is in a position to undertake but a large expenditure necessary to build modern docking facilities. With such modern facilities available, we would be in a position to cater not only to government-owned ships, such as the Lady ships, but to the large class of tourist cruisers. Sir Alexander Gibb, who was chairman of a commission appointed by the Canadian Government to examine into and report on the national ports of Canada, is credited with the following statement: "The port must be developed in advance of its immediate requirements; otherwise, shipping will not be attracted and traffic will not be developed." Less than twelve years ago, both Saint John and Halifax, as ocean terminals, exhibited very little activity, but what a change has taken place at these two Maritime ports in recent years. It has meant the spending of large sums of money and careful study and capable management, in competition with ports of the United States, to achieve the success they are now enjoying. Halifax went after and was successful in having large cruisers from New York to St. Lawrence ports make Halifax a port of call. These magnificent passenger ships from New York, alone, leave a lot of money on the water-front and the wealthy tourists spend large sums at every port of call. With Charlottetown properly equipped, there is nothing whatever to prevent our port participating in this business to a very great extent. Without modern

facilities we are counted out of the picture.

The British Market

With the large markets that have developed in Great Britain for all kinds of Canadian products it would not be long before some of the ocean liners would be calling at Charlottetown to pick up our shipments, and thus save our producers the freight charges to Montreal and other Mainland terminals, which is now a considerable handicap. The same would apply to shipments to and from the West Indies and South America. At the present time there is every indication of a large market developing in South America for Canadian seed potatoes, and these shipments have to be made by the larger class of boat, provided with refrigerated space. First-class water transit would be absolutely essential to get into these markets on a basis that would enable us to compete with shipments from other sources.

As a result of recent economic surveys, it is reported that comprehensive plans are to be launched for the re-organization and de-augmentation of the fishing and agricultural industries, that will insure these two most important industries of Canada a more sound and prosperous condition for the future. Fundamental to the carrying out of any such policy in this Island Province is the assurance of adequate transport facilities by rail and water, so that our producers will not be subjected to obstacles and discriminations, in the way of their progress, as has been the case in the past.

Improvements Needed

In the construction of a modern terminal at Charlottetown, consideration should be given to the necessary provision for safe anchorage for both yachts and seaplanes, with proper landing facilities for now so sadly lacking in our port, there should be included provision for a marine railway, so that coasting steamers, tugs and dredges can be dry-docked and repaired here. About twenty-five years ago, the Dominion Government made a survey—purchased a site and ordered the necessary equipment to proceed with the construction of such dry-docking facilities at the port of Charlottetown. When the Great War broke out this project, however, like many others, was abandoned. The time is now opportune to embody such a project in a program of harbor improvement at Charlottetown, and by doing so not only place our port in the position it has a right to as the capital of a Maritime Province, so that it can take full advantage of its geographical position, but at the same time inaugurate a program of permanent improvement of our port, that is justified from every standpoint, and also implement one of the recommendations of the Duncan Commission.

With such a public works program under way, our serious unemployment problem will be largely taken care of, and when construction work is completed, it will mean a tremendous increase in regular employment on our water-front, both from increased shipping during open navigation, and repair work on vessels during both summer and winter months.

We respectfully urge that a survey of the port be undertaken by officials of the National Harbor Board with a view of having construction work proceeded with, so that the Port of Charlottetown will be placed in a position to cater to the shipping trade without undue delay.

(Signed) J. O. Hyndman, W. Chester, S. McLure, Peter Sinclair, H. C. Bourke, Alfred Pickard, C.L. MacKay.

Charlottetown, P.E.I., Aug. 20, 1937.

ECONOMIC ARGUMENTS

The following communication from Mr. Hemming on "The Charlottetown Harbour, the keynote of the economic welfare of Prince Edward Island" was also presented to Mr. Dunning:

"I take it that, in its relationship with the several Provinces of the Dominion, the one outstanding object of the Federal Government is so to collaborate with the governments of the Provinces that each of them shall, as nearly as possible, be self supporting, and not be compelled constantly to appeal to Ottawa for financial assistance.

"Canada as a whole is expected today, and rightly so, to see the Western Provinces through their present troubles, which, however, could have been averted had reforestation and irrigation kept pace with the breaking of the hard grass-rooted surface of the prairies.

"The fact that no one can be blamed for this lack of foresight does not relieve the people of Can-

ada from the present serious responsibility.

Similarly, although fortunately to a far lighter degree, the requirements of Prince Edward Island have never been given the serious consideration to which they have been entitled.

"Ever since Prince Edward Island entered Confederation, a drifting process has been permitted, with the result that the population today is materially lower than it was forty years ago, and, after raising their children to an age when they had to start upon their life's work, no fewer than 65,000 of them have been compelled to migrate to the Mainland, giving their splendid brains and brawn to the other Provinces and, to a considerable extent, to the United States, and causing in dollars and cents a loss to the people of this Island of at least \$175,000,000. Had these young people remained at home, married and raised families, the population of the Province would today be between 300,000 and 400,000 instead of about 90,000 as at present."

"During the past five years of the depression this migrating process has been greatly relieved because of the lack of positions obtainable elsewhere; but this in abundance in that unemployment has reached very heavy proportions all over the Island, both rural and urban. In fact, the time has now arrived when a thorough stock-taking of Island conditions has become an absolute necessity.

"It seems never to have been realized that, economically, this Province differs radically from all other Provinces in that, apart from agriculture and the fisheries, there are no natural resources of any kind to provide raw materials for manufacturing industries, the lack of which has caused the emigration referred to above. There are no forests, oil, coal, lime, gypsum or even building stone, and not a single mineral such as gold, silver, copper, lead, tin, iron, etc. Fortunately the soil and climate of the Province are such that the abundance of farm products of the highest quality can be produced, while the ocean surrounding the Island is rich in fish of different kinds. Notwithstanding these facts our farmers and fishermen are suffering keenly, mainly and basically because of the lack of markets for their products.

"Canada is not the natural market of this Island. The other Provinces can do without everything that is produced in Prince Edward Island, except possibly a few Malpeque oysters; and on top of that fact, the railway freight charges westward into Canada are so heavy that it is not possible to obtain even the prime costs for what our farmers and fishermen produce, after allowing for a living wage for the people of the Province. I say this advisedly, for the majority of our farmers are penniless, not yeomen, while many of our fishermen are existing on the bare line of subsistence.

"Our one and only hope lies in selling the Great Britain, and in that we are handicapped because we have no facilities for ocean shipping. The cost of freight to Halifax and St. John puts the Island products out of competition with the exportations from both Canada and the United States; e.g. the lighter canned goods per hundred pounds from Charlottetown to Halifax is about double of that charged on similar goods from Aymer, Ontario to Liverpool. For these untoward conditions there is only one remedy, viz., that the Charlottetown harbour be deepened and equipped with a dock so that ocean liners can make this city a regular port of call.

"I realize that in the past it has been felt that the volume of exports from the Island would not be coming to the port, and that, no doubt, was the case for many years; but now that we are assured of a preferred market throughout the British Empire, the whole situation has been reversed, and it has become simply a question of preparing our fruits, vegetables, fish and parts of animals in such form and in such quality as will render them saleable in other countries. This can be done quite readily by the institution of two separate canneries, one for fish and the other for fruits and vegetables, etc.

"This question of instituting canneries has received serious consideration by the people of the Island during the past two or three years and is today meeting with almost universal approval. There appears to be no doubt that there is a very large market for goods canned and otherwise processed in the outside world, provided their quality and price are right; and there are many reasons to believe that the very best goods can be put up on this Island, but the freight embargo must be raised, and the only way in which that can be done is by giving the Island direct ocean communication.

"In a few years, with the great markets of the world opened up to treated."

The Central Guardian

CONFEDERATION LIFE INSURANCE L-6798-7-12-212

MR. LLOYD HENDERSON will assist Rev. Mr. Goodwill at Church Hill Sacrament on Sunday, August 22nd. L-1719-8-21-11.

MANY HAPPY RETURNS—Congratulations were yesterday extended to an esteemed citizen, Mr. Henry C. Lowe, who was celebrating his 88th birthday.

ISLANDER SAFE—Mrs. C. W. Williams of this city has received a cable from her brother, Mr. Carl P. Fletcher in Shanghai stating that he was in no danger. When Mr. Fletcher was home a few years ago he related some very interesting experiences he had in Shanghai.

P.W.C. SCHOLARSHIP RESULT CORRECTED—In connection with the P. W. C. entrance examination results, Miss Sandy Brehaut has been advised that due to an error in checking the marks in English 51 was credited to her instead of 79—the totals of students 62 and 63 have been misplaced. This puts Miss Brehaut first for the Charlottetown (Queens' County) scholarship and third on the past list for the whole province.

RETURNS FROM FEDERATION—Miss Margaret Huntley teacher, Cross Roads School, has returned from Toronto where she attended the Canadian Teacher's Federation. About thirty-five delegates from different provinces of Canada met at this centre to discuss various problems. While in Toronto the delegates were entertained at a dinner and sight seeing drive by Ontario Teacher's Council, a symphony concert, a dinner given by the city of Toronto when Mayor Robins presided. At this dinner Miss Huntley responded to the toast given to the city of Toronto. At the final of the convention the delegates were taken on a trip to Niagara Falls, and shown through Queenston Power House, entertained at a dinner at "The Refectory" where Mr. W. Howe, Commissioner of Public Works, presided and enjoyed various privileges at Niagara guests of the Ontario government.

Personals

Messrs Ledwell Boswell, Boyce White, Wallace Moose and James Warren were among those spending the week at the Fair.

Mr. S. A. MacLeod, who returned recently from an enjoyable motor trip to Cape Breton, reports good progress being made in highway improvement.

Mr. and Mrs. Harold MacGregor of Milton, Mass., are summering at their bungalow on Mitchell River. Mr. MacGregor is a former native of Charlottetown and is now connected with The Boston Globe.

Miss Frances Harris of Dartmouth, N. S., who has spent the past fortnight the guest of Mr. and Mrs. John Andrew Belmont Lodge, returned home by plane yesterday.

Mrs. Frank Mehan left yesterday morning on return to Montreal after visiting her sisters Mrs. James Carmuth and Mrs. Wallace MacPherson.

Miss Marie Paquet of the staff of the P. E. I. Co-Operative, C'ty, has returned from an enjoyable holiday with her parents, Mr. and Mrs. William Paquet, Souris.

Mr. and Mrs. Edward S. Chandler, Park Terrace, have as their guests Mr. S. G. Pulfifer, Miss Blanche Pulfifer and Cecil Pulfifer of Middle Musquodoboit, N. S. Also Misses Lilla Campbell of Newark, N. J., and Luella Bates of Boston.

Sunday School Assn. Meeting

On Tuesday, August 17th, in Sea View Hall, the final Sunday School Association meeting of the Archdiocese of Prince Edward Island, took place.

Reviewing the meetings of the summer the Reverend B. Fream as Chairman spoke of the encouragement and practical methods

in the producing and commercial life of the Island would be so realized that the Province would become self supporting to a degree that would relieve the Dominion Government of financial assistance now required to an extent many times greater than the first cost of doing for the Charlottetown harbour what has already been done, at an enormous outlay, for twelve or thirteen other harbors throughout the Dominion. We ask only that we be treated as all the other Provinces have long since been

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in teaching which had been gained.

An urgent appeal was made to members to send suggestions for further Sunday School study to the secretary before the re-opening of next year's season.

The ladies of Sea View prepared a most delightful and almost overwhelming supper for their guests. A vote of thanks on behalf of the members was given by Miss Daisy Adams and heartily seconded by the Reverend E. R. G. Bridgewater.

The slate of officers was read as follows:—

Honorary President, The Rt. Rev. J. Haddeney.

President, Mrs. John Munn.

Honorary Vice-President, The Ven. Arch. C. deW. White.

Vice-President, Ross MacKenzie.

Chairman, Resident Priest in the parish where the meeting is held.

Vice-Chairman, Mrs. E. V. Bell.

Secretary-Treasurer, Mrs. A. H. Hart-Davies.

Senior Superintendent, Mr. J. A. Murphy.

Intermediate Superintendent, Mrs. E. R. G. Bridgewater.

Junior Superintendent, Mrs. A. H. Hart-Davies.

Delegates to the Diocesan Mission Board, The Reverend E. R. G. Bridgewater, and Mr. Gerald Hooper.

The large supper-group divided into three smaller groups led by the superintendents of the departments mentioned above. The members left again for their various parishes feeling certain that no greater task or privilege could be theirs than to have a small share in the all-important classes for the training of the young in the steps of the Master.—S.

Scout News and Notices

BE PREPARED

Vacation time for Scouts is closing. Our Scoutmasters are already preparing for late summer and fall Scout meetings. This year is to be a real active Scout year on Prince Edward Island. The interest taken by some of the Scoutmasters in New Troops are to be formed in the city. The Community Row Crew is again "chins up and smiling". The Gilwellians (three number) are home ready for host to goodness Scouting. The report from Camp Chief Combs them is one hundred percent. Watch their dust.

HIKES

Corn boils and week-end hikes are indulged in, and for the Troop who have not already gone out a word from the wise is sufficient.

Girl Guide News

6th and 7th Charlottetown Companies

"Next year we want two weeks camping" was heard from all sides of the camps at Brudenell last Saturday morning when the Guides were preparing to go home.

The camp was divided into five patrols with the following Patrol Leaders: Joyce Ritchie, Eileen Higgins, Dorothy Leard, Gladys Bevan and Marion Taylor.

Joyce Ritchie's patrol won the most points and was given prizes. However, there was very close competition and it was not until after the final inspection on Saturday that the winners felt sure of their position.

The following tests were passed by a number of Guides: firelighting, bed-making, hiking and stalking.

Five girls were ready to pass their swimmers test, but the tide was not favorable the last day. However, Miss Worthy has kindly consented to take this test next week.

Joyce Ritchie, Eileen Higgins, Marion Taylor, Gladys Bevan and Joan Gordon are the Guides who will try for this badge.

Many who could swim very little improved greatly and will likely be ready for swimming towards next year.

A shore supper on Brudenell Island was quite a jolly time. One of the outstanding events of camp was breakfast on Saturday morning. The Patrol Leaders were in charge, the entire camp hiked along the shore to a sheltered cove where breakfast was cooked on outdoor fires and heartily enjoyed by Guides and Guiders.

The Guiders of the 6th and 7th Companies are very grateful to the members of the staff who, though not connected with Guiding contributed greatly to the success of the camp.

Mrs. Arthur Roper, song leader. Miss Mildred Thompson, Nurse. Miss Mary McDonald, Handcraft, also to Mrs. Arthur Duvar who was Quarter-Master.

Miss Avis Higgins, Company Leader, was assistant Quarter-Master. Miss Muriel Weeks, assistant Commandant and Mrs. Harry Cadmore, Commandant.

That Body of Yours

By James W. Barton, M.D.

VALUE OF THE ABDOMINAL SUPPORT

One of the things that happen to thin individuals is a drooping of the abdominal organs due to the fact that there is no fat between the organs to hold them in their proper positions. It is not unusual therefore to find the stomach, the lower end of which should be about 3 inches above the navel, umbilicus, right down at bottom of abdomen, the upper side about level with the hip bones.

This means, of course, a long climb upwards for the food to reach the small intestine, and with both intestines down with the stomach there is considerable delay and interference with its proper or complete digestion of food.

When an individual decides to get rid of some of his or her excess fat, simply eating less starch and fat foods will give results, but trying to increase fat in or on the body is much more difficult.

However while trying to put fat on and in the body between the organs, it has been found that the stomach is lifted up by the abdominal organs are lifted with it. It is for this reason that many physicians in past years have advised these patients with protruding of the stomach—to wear abdominal belts. Unfortunately, the physicians do not always advise which type of belt is suitable for individual cases, with the result that a belt that would be of help if correctly fitted is thrown away by the disappointed patient.

Dr. W. Kaufmann, Berlin, states that abdominal supports have not been used as much as they should. All the abdominal organs, including the stomach, can be lifted and drawn backward toward the back bone (to which they are attached) by a specially designed abdominal support. In thin persons the support should have a special pad inside—individuals a brace made of steel and leather, lessening the curve in the small of the back and a pad (also of steel and leather) lifting abdomen up in front gives splendid results.

Another advantage of a support is that the individual doesn't tire as readily, does more work, gets about and sees more, and is therefore healthier and happier.

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