

Prince Edward TONIGHT

MAE EDWARDS PLAYERS

All New Plays

7 BIG ACTS 7 VAUDEVILLE

NOVELTY ORCHESTRA


PLAY TONIGHT "Her Father's Sin"

TOMORROW "She Got What She Wanted"

Mat. Today-Sat. 2.30 16c. 37c. Night at 8.15-37c. 52c. 80c. Seats Now Selling

CAPITOL TODAY

THE GIRL-SIN COWBOY



REX BELL

swift movement, action and surprises. Rex Bell rides and fights his way through a thrilling western story with a youthful cast of players.

Also "VANISHING RIDER" And OUR GANG Comedy

STRAND

LAST TIME TODAY



BEN HUR

MIGHTIEST OF ALL SCREEN SPECTACLES AT POPULAR PRICES

MATINEE 3.00-16c. 26c. NIGHT 7 & 8.45-16c. 37c.

ORIGINAL MUSIC SCORE BY PRINCE EDWARD ORCHESTRA

STRAND FRI. SAT.

When he robbed banks, he got away with it. But when he stole a lovely lady's heart, Fate had him trapped! That exciting crook picture, with Haines brilliant in a role both funny and dramatic.

"TARZAN" and Comedy



WILLIAM HAINES

in **ALIAS Jimmy Valentine**

The Public Forum

This column is open for the discussion of questions of interest. The editor of the *Charlottetown Guardian* does not necessarily endorse the opinions of correspondents.

SUMGGING AND BOOTLEGGING AT EAST POINT

Sir,—At one time East Point, comprising the settlements North Lake, Lakeville, Elmira, South Lake and Kingsboro, was famed for the temperance of its people. There was, at one time four temperance societies advocating temperance and schooling the people, especially the young, on the evils attending rum drinking. In addition to this, the Churches, continually preached temperance and the Catholics had a great many of their young people pledged.

Now, one would naturally want to know, what good the advocacy and practice of temperance did? Did those temperance men and women, those teachers, preachers and pastors do good by their efforts to warn against rum and point out the blessings of total abstinence? The inscription on the great architect's monument would be appropriate, viz: "If ye seek his monument look around." The young people grew up sober and steady. They that stayed home succeeded. They that went away prospered.

Is it any wonder that the few of those temperance workers that are left and their temperate sons and daughters are horrified to witness the rising of the hideous monster of intemperance, in their midst?

The harbor built at North Lake for the benefit of the industrious fishermen and farmers of the community, has been utilized by the criminal element—those that are in opposition to all that is good, to land rum and hide it in the woods and bushes around. Bootleggers are supplied and the body and soul-destroying drug sold to old and young.

These scoundrels treat the law with contempt, and threaten to burn out the temperate and God-fearing people, if they inform upon them!

What is this but anarchy? Now is it not time that the people last aside party folly and arouse a united band to fight the giant evil that threatens to destroy them?

I am, Sir, etc.,

ABSTAINER.

Annual Report Board of Trade

Retiring President Reviews Activities of the Year in Interesting Address

The following is the address of the retiring president, Mr. S. A. MacLeod, at the annual meeting of the Board of Trade last night.

THE PRESIDENT'S REPORT

The year just closed has been one of more than ordinary activity on the part of the Charlottetown Board of Trade. The usual quarterly meetings were held, also twenty-one council meetings, as well as one meeting re Empire shopping week, and one special meeting of the Transportation Committee and Executive, when Mr. Weatherston and Mr. Clarkin of the Canadian National Railway, Honorable W. M. Lea, Minister of Agriculture, and Mr. W. Boulter, Deputy Minister of Agriculture, were present, and transportation rates were discussed, with the result that several reductions were secured, thereby saving a considerable sum to the people of this Province.

The Board had the pleasure of entertaining at a banquet held at the Victoria Hotel, Mr. A. M. Dollar, President of the Canadian Chamber of Commerce and Mr. W. McL. Clarke, Secretary.

At the last Annual Meeting, the Committee previously acting in the matter of transportation of passengers and mails to and from the Mainland, was re-appointed. Brief was immediately prepared, setting forth our grievances and requesting the continuance of the summer schedule throughout the year, and a brief was forwarded to the Board of Railway Commissioners of Canada, and copies of the brief were forwarded to our Federal Representatives.

An alternative schedule was proposed by the Railway Management, whereby what is practically the inward summer schedule would be continued during the winter months, as far as Borden.

Mails and passengers, however, coming by the late boat, remain in Borden over night, and reach Charlottetown at 10.30 a. m. the following morning. The cost of operating the service asked for by our Board was the reason given by the Railway for the alternative service suggested.

The Board of Railway Commissioners agreed that the Railway's suggested alternative schedule be given a trial which service is now in operation since January 7th, and while this service permits mails and passengers by the late boat to reach Charlottetown and other island points, many hours earlier than they would under the old winter schedule, the service, nevertheless, possesses many obvious advantages and is not the service which we asked for, or to which we are entitled, and has never been officially approved by our Board.

At the Annual Meeting of the Experimental Farm was discussed, and we are glad to say, that through the efforts of our Federal Representatives, this has been accomplished. On February 15th, I had a Conference with Officials of the Canadian National Railways, re shortage of protected cars for the shipment of potatoes, with the result that the supply was much implemented, and the service for the balance of the Season was very satisfactory.

On February 7th, Mr. Justice Arsenault, President of the Publicity Association and I had an interview with the Canadian National Railway Officials at Montreal, with reference to the Pullman Car Service to this Province, resulting in the service being again operated during the summer season to the great convenience of the travelling public.

At a meeting of the Council, held in January, Hon. J. E. Sinclair, M.

F. Mr. R. H. Jenkins, M.P., and Hon. J. F. McIntyre, M.L.A., were present. The pressing need for a second Car Ferry, the Standardizing of the Murray Harbour Railway, were taken up. We are pleased to say that at the last Session of Parliament, the sum of one million dollars was voted towards the construction of a new Car Ferry steamer, and the Council of your Board has since been active in pressing for the building of a steamer most suitable to our requirements, at the earliest possible date.

We understand that surveys have been made on the Murray Harbour Branch, preparatory to the Standardization of this line and it is confidently hoped and expected that work will be proceeded with at an early date.

As regards loading facilities at the Railway wharf, we regret that owing to the destruction by fire of the old frost proof warehouse, considerable delay was caused to the work of extending the dock and building warehouse on the East side thereof, and it is still unfinished. Immediately after the fire, your Council held several meetings with our Federal Representatives, and a contract was let for a new building to take the place of the one destroyed by fire, this building to be completed by the fifteenth of October, but owing to the late arrival of material, due to a hurricane at the port of shipment, we are sorry to say that it was not completed in time to be of any use during the fall season. It is, however, now completed, and is much more stable than the one destroyed, and should be of much benefit to the City and Province, providing there is a better understanding and co-operation between the Longshore men and the Steam Ship agents.

During the month of April, Empire shopping week was held and in connection therewith, your Board, in conjunction with the Department of Education of this Province, conducted an "Essay Contest" in which great interest was taken, there being between sixty and seventy Essays received, and three prizes were presented by your Board.

The annual Meeting of the Associated Boards was held at Charlottetown, and delegates were entertained at the Experimental Farm, and were addressed by Mr. Wm. Birks, President of the Canadian Chamber of Commerce, and Mr. Clark, Secretary.

I had the honor to represent this Board at the Annual Meeting of the Canadian Chamber of Commerce in Quebec City on June 7th, 8th, and 9th. The attendance was large, representing every Province in Canada. Many subjects of importance were discussed and resolutions passed. Some of the outstanding men of Canada were present and spoke at the different banquets and luncheons. It was an education and pleasure to hear and meet these gentlemen, from all parts of the Dominion.

Mr. S. A. MacDonald, President of the Associated Boards of Prince Edward Island, also attended, and was the speaker at the luncheon on the opening day and was given a splendid hearing, and afterwards complimented by the meeting and in the Press.

We are glad to report that the services of Mr. F. C. Cornell, Traffic Expert, has been retained for the purpose of assisting us in the Maritime Transportation conditions and the implementing of the Duncan Report along these lines. This was made possible by the Governments of the three Maritime Provinces in contributing sufficient funds.

We had the pleasure of a visit from Mr. Cornell in September and at that time he gave us some very useful information regarding freight rates and the very large increase of shipments

to and from Prince Edward Island.

On October 24th, your Board had a conference with Mr. Appleton, Mr. Tompkins and Mr. Barker of the Canadian National Railway in reference to the plans of the New Car Ferry and the information gathered was to the effect that the new boat would be about the same size and carrying capacity, as the Car Ferry Prince Edward Island, and we were of the opinion that a larger boat was necessary to take care of our ever increasing traffic.

Later a committee was appointed from this Board, and the Summerside Board was asked to co-operate with our Committee and the matter was later taken up by the Associated Boards and also the Maritime Board and resolutions were passed demanding a larger boat and better docking facilities.

Annual Meeting of the Maritime Board of Trade.

The Annual Meeting of the Maritime Board was held at Halifax on November 21st. Mr. J. O. Hyndman and Mr. Paton, representing the Charlottetown Board of Trade, and Mr. R. E. Mutch representing the Associated Board of Trade were present.

This was the largest and most successful Conference in the history of the Maritime Board. Many important matters of vital interest to the trade and future prosperity of the Atlantic Provinces were dealt with. Those having a direct bearing to our Province were the following:

1. New Car-ferry and additional docking facilities.
2. Further extension by Canadian National Railways of summer resort lodges, such as that established in Prince Edward Island during the Maritimes and to include Prince Edward Island.
3. The fishing industry to be assisted and stimulated by extension of railway facilities to isolated fishing centres.
4. Steamship facilities between St. John and Cuba to develop a regular and steady outlet for potatoes from the Maritimes.
5. Reduction in freight rates.
6. Implementation of the Duncan Report in its entirety.

A very significant statement in the address of retiring President Turnbull read as follows: "If our Provinces are to continue as a dumping ground for the surplus goods of the more densely populated portions of Canada to the detriment of our own producers, we can never prosper, and there is only one way in which the adverse conditions can be rectified and that is by virtue of reduced freight rates and more flexible transportation conveniences."

The matter of greatest importance, however, to this Province was the unanimous endorsement of the Island's demands for adequate ferry service, connecting the Island and Mainland railways as specified in the resolution adopted by the Associated Boards of Trade. The Maritime Board have since actively followed the matter up, and have also solicited the cooperation and influence of the Canadian Chamber of Commerce in pressing the case at Ottawa as a national economic necessity. We are very grateful for the splendid support thus given by our sister Provinces.

Railway Improvements.

The work of filling in the area between the Hillsboro Bridge and the Railway Wharf has been continued throughout the year and when this work is completed the Railway Yard will be greatly increased in size.

Many new sidings were constructed during the year, and some of the old ones lengthened to provide accommodations for an increased number of freight cars. The railway yards at Borden and Georgetown were greatly enlarged and a new storage siding with a capacity of thirty-one cars was built at Mt. Stewart.

A large quantity of gravel was imported from the Mainland and placed on the Kensington, Borden and Souris subdivisions.

New paving tracks were constructed at Kensington, Northam, Suffolk, and Morell with a capacity at each place for 32 cars.

Many other improvements were made at various places.

Freight and Tourist Traffic The Prince Edward Island Division

of the Canadian National Railway report that there has been a substantial increase in the traffic, both in automobile and freight to and from this Province.

The first eleven months of the year 1928, there were ferried from Tormentine to Borden 12,080 cars of freight and for the whole of 1927 11,110 cars showing an increase for the eleven months of 970 cars over the whole of the previous year.

During the same period 9,196 cars of freight were ferried from Borden to Tormentine, an increase of 889 over the whole of the year 1927. The number of automobiles ferried from Tormentine to Borden during the first eleven months of 1928 was 3,332 an increase of 843 over the twelve months of 1927. In addition to these figures, 850 autos crossed by the Hillsboro in 1928 and 700 in 1927, showing an increase of 250 autos for the year.

The hotels also report that the number of tourists accommodated during 1928 was considerably in excess of the number in 1927.

These figures prove that our freight and tourist traffic is increasing in a very satisfactory manner and when the second car ferry is placed on the Borden to Tormentine route, and other improvements in transportation have been made, we will have much better facilities for handling this increased traffic.

AGRICULTURE

The prices of all agricultural products, with the single exception of potatoes have experienced a satisfactory advance during the past year.

The price of pork, while averaging a satisfactory figure throughout the year, showed a marked decline toward the end of the year. This was caused to a large extent by an excessive surplus during the heaviest producing months. This condition could be partly avoided by the farmers marketing their pork more evenly throughout the year.

Lamb's sold as high as 17 cents per pound which is a new record for this Province.

Good beef cattle have been sold as high as ten cents per pound on the hoof, which is the highest price received for beef since the war years.

Chickens, turkeys, geese and ducks were all disposed of at high prices. The price of eggs was well maintained throughout the year, and production showed an increase over the previous year.

Hay was a good average crop and turnips were above the average. Grain and root crops were exceptionally good this year.

Cattle, especially dairy cattle were in great demand and a large number was exported.

There was an increase in quantity of butter and cheese produced and Prince Edward Island enjoyed the distinction of producing the highest quality butter in Canada this year and her cheese came second in quality.

Island exhibitions of cattle, sheep and swine were very successful at outside fairs.

The great danger in Agriculture today is in the great tendency to decrease the number of live stock, but regardless of what other activity farmers are engaged in, it will be to their own interests to maintain, not only the quality of the livestock, on their farms, but also the quantity as stock is the basis of all good farming.

The Department of Agriculture reports the estimated value of the various field crops for the past year as follows: Hay and clover \$3,727,580; turnips \$937,260; potatoes, \$2,965,000; mixed grains \$318,339; oats, \$2,871,083; barley \$130,510 and buckwheat \$85,150.

The value of livestock on the Island at the present time is cattle \$6,000,000; horses \$2,475,000; hogs, \$900,000; sheep and lambs \$400,000.

POTATOES

The yield of potatoes this year was estimated at 10,850,000 bushels valued at \$2,713,500. This is probably the largest yield on record for this Province.

The total number of carloads of potatoes ferried from Borden to Tormentine up to November 30th, was 4,336 or about 3,393,750 bushels. During the fall over 1,212,000 bushels have been shipped from Georgetown, Summerside and Charlottetown by steamer.

There have been 5,145,750 bushels of potatoes shipped this year from these ports by steamers and from Borden by rail.

We have in addition to these shipments, to take into account the shipments to Newfoundland by steamers and to other points by schooners, so that we are safe in saying that the potato exports this year will be in excess of 5,200,000 bushels.

DAIRY PRODUCTS

Milk is being used more extensively now than it has been in the past, and it is of a better quality. Vast quantities of ice cream have been consumed during the past year and although it is very difficult to obtain a correct value for this commodity, it is safe to say that they would, if they could be obtained, add considerably to the figures already mentioned.

EGG AND POULTRY PRODUCTION

A brief outline of the egg and poultry business for the year 1928 shows that both prices and production have been very satisfactory.

The Egg and Poultry Association handled 1,200,000 dozen eggs for export, and other dealers exported 1,800,000 dozen. Add to this the 1,800,000 dozen eggs consumed at home and it gives us a total production of 4,000,000 dozen eggs for the year 1928. These eggs were valued at 30 cents per dozen, showing a value of \$1,200,000. In addition to the above figures 50,000 dozens valued at 32 cents per dozen or \$16,000 were exported, making a total value of \$1,216,000 for the eggs produced on Prince Edward Island during 1928.

During the year 1928, we exported 9 cars of live poultry valued at \$21,500. Live geese to the value of \$8,000, 650,000 dressed poultry at 30 cents per pound or \$21,500. In addition to this it is estimated that the home consumption of poultry amounted to 600,000 pounds at 30 cents or \$180,000.

Total value of poultry production for the year was \$422,300. Add to this the value of eggs exported and only and we have the grand total of \$1,638,300 as the value of our egg and poultry business for the past year.

FOXES

Our fox breeders were very fortunate this year in securing satisfactory prices for their live foxes and the demand has been very keen from European buyers, due principally to the high quality and good reputation of our foxes. The value of the marketed skins and live foxes has been estimated by one of our chief exporters to be between \$4,000,000 and \$5,000,000.

The Canadian National Express Company reports that about 5,000 live foxes have been shipped abroad, as compared with 4,246 in 1927. There has not been a single known casualty in all these shipments and some of them were shipped to Japan, Germany and Norway were the best European customers this year, but shipments have also been made to Sweden, Scotland, Czechoslovakia, Bavaria, Finland, France, Holland and Japan.

FISHERIES

The report of the Marine and Fisheries Department for the year 1928 is very satisfactory, and indications point to a slight increase in the value of the catch over the previous year. The value of this year's catch at boat side up to and including November 30th, as reported by the Inspector of Fisheries, Mr. S. A. Gallant was \$1,097,761. The market value will increase this total by from ten to fifteen per cent. The total value of the catch at boat side for the year 1927 was \$1,191,894 or 93.933 more than the first eleven months of 1928.

Lobsters brought in the greatest revenue of any variety of fish with a total boat side value of \$794,365. The value of the oysters fished this year was \$30,602 and we are glad to be able to state that the Federal Government is taking steps to have the oyster beds improved and will doubtless result in a much larger yield in the future years.

Prince Edward Island produces oysters equal in quality to those of any other

part of the world and it will indeed be a great thing for this Province when this industry is brought back to its rightful place as one of the important revenue producers of the Island.

PUBLIC WORKS

The Dominion Department of Public Works in this Province spent a large sum of money on potato warehouses at Charlottetown and other parts of the Province, and rebuilt a number of wharves and breakwaters and did considerable dredging to improve shipping facilities.

GENERAL CONDITIONS AND PROSPECTS

Wholesale and retail merchants report that business for the year has been very satisfactory.

The banks have also had a very successful year.

Considerable building was done in Charlottetown during the year; most of the buildings erected were private dwellings and apartment houses.

Some streets were paved, and quite a number of concrete sidewalks were laid.

The following manufacturers report a successful year's business: Bruce Stewart and Co., Ltd., manufacturers of Marine Engines, etc. Davis and Fraser, who do a large meat packing and cold storage business and W. S. Fraser and Co., who manufacture all kinds of canned goods, Charlottetown Can Co., manufacturers of tin cans, and two concerns who manufacture fox biscuits.

Looking back over the experiences of the past, it seems that the prospects for the future were never brighter than they are at the present time, and prospects are that the year 1929 will be a banner one for the people of Prince Edward Island.

DEATH OF PROMINENT MEMBERS OF THE BOARD

During the past year, death took from our ranks several of our valued members, among them Mr. W. H. Aitken, a life member and past president of the Council, and Mr. J. A. McPhee, a past President of the Board, both these gentlemen have been associated with us for many years and both were ready at all times to do anything in their power to further the interests of this Association or anything else which they considered would help to improve conditions in the Province.

Before concluding, I would like to thank the members of the Council for the very efficient and constant support given me throughout the year, to the Vice President Mr. H. F. McPhee, for his valuable assistance and sound advice, to Secretary Higgins for prompt and accurate discharge of his duties.

Death of Mrs. John MacNally

The death took place at the residence of her son, Mr. Philip MacNally, of Summerside, on Sunday morning of Mrs. MacNally, widow of the late Mr. John MacNally of Summerside, after only a brief illness, at the age of 84 years. Mrs. MacNally was born at Indian River but went with her parents to live at Tignish when quite a child, but most of her life was spent in Egmont Bay, coming to Summerside about sixteen years ago. The deceased was well known for her many kind actions and good works among the sick. She was a devoted wife and mother and a consistent member of her church.

There are left to mourn their loss six sons and one daughter, namely:—Messrs. John J. and Philip of Summerside; Dr. D. A. and Mr. A. F. of Framingham, Mass.; Dr. E. J. and Mrs. Frank Croken, of Springfield, Mass.; and Mr. Joseph E. of Sidney, N. S.; also two sisters, Miss Agnes Dillon, of Winnipeg, Man., and Miss Cecily Dillon, of California, to whom the sincere sympathy of the community is extended. The funeral takes place this morning at nine o'clock from the residence of her son, Mr. Philip MacNally, to St. Paul's church and cemetery, Rev. Urban Gillis officiating.

Minard's Liniment for the Grippe & Flu

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