THE ANNUAL REPORT OF ASSOCIATED BOARDS OF TRADE

President J. O. Hyndman Reviews the Work of the Past Year, and Deals Exhaustively With the Recommendations of the Duncan Commission

At the annual meeting of the Associated Boards of Trade held at the Experimental Farm yesterday, a very important address was delivered by Mr. J. O. Hyndman, retiring President, who dealt fully and critically with the recommendations of the Duncan Commission.

Mr. Hyndman spoke as follows:—This is our sixth Annual Convention of the Associated Boards of Trade, and the fourth occasion on which I have had the honor to preside.

Since our last Annual Conference, the matter of greatest importance to the Boards of Trade and to every farmer, fisherman, shipper, merchant, hotel proprietor, and in fact, to every citizen of our fair province, was the Report of the Duncan Royal Commission, recommending practically everything this province asked for; and later its adoption and the passing of the necessary legislation by the Parliament of Canada to implement some of the recommendations of said Commission. This legislation, and the anticipation of further adjustments bring us a new outlook and a new conception of Canadian unity.

The Boards of Trade, and especially the Associated Boards, were greatly concerned as regards the findings of the Commission, owing to the part they had been privileged to play as Provincial Organization. In this regard it may not be out of place to give a brief review. These facts in fairness to the Boards of Trade I feel should be more generally known.

In the years 1922 and 1923 there was a feeling of discontent growing fast in the Maritimes, owing to the "hard times" prevailing, while the other provinces, or partners of Canada, were prospering. Shippers of products and manufactured goods were aware of the fact that there were certain discriminations prevailing against them in traffic rates and facilities, as well as in the development of foreign ports, at the expense of the Maritimes. A Conference was called in Moncton in the Fall of 1923, of the Maritime Boards of Trade, at which the three Provincial Premiers were in attendance. This meeting was called largely with a view of considering the advisability of engaging a traffic specialist to make a thorough investigation of transportation matters in the Maritimes. An understanding was arrived at, that if the right man could be secured, the three Provincial Governments would provide and share proportionately the cost of employing such an expert. The result was that Mr. F. C. Cornell, well and favorably known as a traffic specialist, was selected. It did not take long for Mr. Cornell to size up the situation, and when he brought home to the producers, manufacturers and shippers of the Maritimes, the tremendous handicaps that they were endeavoring to exist under, compared to what prevailed in Central and Western Canada, the movement for "Maritime Rights" was launched.

A Maritime Conference was held in Charlottetown on the 4th and 5th of November, 1925, and an All-Canada Conference representative of the Boards of Trade from every Province of the Dominion was held in Winnipeg on the 16th, 17th and 18th of November, 1925. To the initiative and enterprise of Mr. A. M. Belding, and his associates of Saint John, N. B., must be given very largely the credit for the All-Canada Conference. Mr. Belding made a trip across the Dominion to interest Canadians in the Maritime problems, from the national standpoint, and from the Winnipeg Conference there has developed the Canadian Chamber of Commerce or the Dominion Board of Trade. At the Winnipeg Conference the following Resolution was passed, and later presented by a deputation to the Government at Ottawa:

Economic Situation in the Maritime Provinces.

"WHEREAS, the statements made to this Conference of Boards of Trade and Chambers of Commerce of Canada by representatives of New Brunswick, Nova Scotia and Prince Edward Island, reveal a serious economic situation in those provinces.

AND WHEREAS, this serious situation is a menace to the welfare of the Dominion of Canada as a whole, and therefore, a matter of concern to all Canadians.

THEREFORE BE IT RESOLVED, that this Conference urge the Dominion Government to immediately take such steps as may be necessary and justifiable by the circumstances, as will remedy the economic disabilities which now prevent the Maritime Provinces from realizing those advantages which, under Confederation and the subsequent development of the Dominion of Canada should have accrued to them.

It will therefore be seen that as a result of persistent agitation by the Boards of Trade and followed up in the Dominion Parliament, the Royal Commission was appointed in 1926 to investigate Maritime claims.

The Boards of Trade had been living in hopes and preparing for just such an opportunity, and took a prominent part in presenting the necessary evidence, and in establishing the true situation before the Commission. The objectives we had so long striven for were now on the eve of equitable consideration and treatment by an independent Commission, provided our claims were justified and satisfactorily proven, and I feel confident in stating if it had not been for the strenuous persistent work and co-operation of the Boards of Trade throughout the Maritime Provinces over a period of several years, there would have been no traffic expert on the job nor a Royal Commission appointed.

In analyzing the report of the Royal Commission, I consider the matters of outstanding importance to this province, aside from the recommendation for increased subsidy, the following:

1.—Recommendation on freight rates
2.—Transportation
3.—Fisheries
4.—Technical Education
5.—Tourist Traffic
6.—Migration and Colonization

I desire to make a brief comment on each subject.

Section No. 11 of the Report deals with the very important matter of Freight Rates, and from which I quote the following:

"We recommend, therefore, that an immediate reduction of 20 per cent. (so that 192 will become approximately 155), be made on all rates charged on traffic which both originates and terminates at stations in the Atlantic Division of the Canadian National Railways (including export and import traffic, by sea, from and to that Division), and that the same reduction be also applied to the Atlantic Division proportion of the through rates on all traffic which originates at stations in the Atlantic Division (excluding import traffic by sea,) and is destined to points outside the Atlantic Division."

This recommendation is of vital importance and should give a new stimulus to all industrial life in the Maritimes if faithfully interpreted and carried out.

New Tariffs of the Canadian National Railways were put into effect on the 1st of July, 1927, purporting to grant the 20 per cent. reduction as provided for in the Maritime Freight Rates Act, known as Bill No. 224. The interpretation placed on this Act by the management of the Canadian National Railways, is not satisfactory to the shippers of this province or the other Maritimes. Whether such differences in opinions expressed on the subject are the result of hasty legislation or what, I am not in a position to say. Several Conferences have been held with both the Canadian National and Canadian Pacific Railway Companies, and as questions of a highly technical nature were involved, it necessitated the employing of a Transportation Specialist. The Associated Boards of Trade acting in conjunction with the Provincial Government consequently engaged Mr. Cornell. The many questions and problems that have since developed in this regard, as well as from our experience of the past, emphasizes the desirability of this Annual Conference giving serious consideration to the appointment of a permanent Traffic Expert. Every individual case of discrimination or grievance under the Maritime Freight Act will require to be brought before the Board of Railway Commissioners as arbiters, as provided for in Bill No. 224. To my mind such an appointment is of outstanding importance to the whole agricultural, industrial and commercial life of our province.

Section No. 14 of the Report, deals specifically with Transportation for Prince Edward Island. This has always been the big problem for the Boards of Trade in this province, and in fact, it was on account of the desperate conditions prevailing in 1921, that all the Local Boards were persuaded to come together in that year to form a Provincial Organization, known as the Associated Boards. For some years now we have had affiliated with us the Central Farmers' Institute, and also support and co-operation of other leading agricultural associations, and with united forces our efforts have been very greatly facilitated in obtaining desired results.

From the above section of the report on "Transportation" I quote the following:

"There are two features of Transportation as it affects Prince Edward Island, that call for special mention:

(a) Prince Edward Island Railway.—The Railway administration admitted that there was substantial foundation for much of the complaint we heard in Prince Edward Island with regard to the railway service there. It appears that in view of the character of the roadbed and the succession of heavy curves and heavy grades, the difficulties which Railway operations incur, and the inconvenience which the public suffers, cannot be quickly and substantially lessened without a measure of capital expenditure. Such improvements as the railway administration could effect, if they had to be undertaken out of the revenue appropriated to the Atlantic Division each year for mainetnance, would take a long time to complete.

We recommend that the railway administration should be asked to make a survey of what is required in this connection and that the department should make capital provision for the improvements to be undertaken within the shortest possible time.

We heard considerable complaint also with reference to the train service between Moncton and the Island, but the railway administration stated in evidence that they would make arrangements for the improvement of this service.

(b) Prince Edward Island Car Ferry.—The terms and conditions upon which Prince Edward Island was admitted into Confederation in 1873, contained the following provision: "Efficient steam service for the conveyance of mails and passengers 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 present Car Ferry affords a much improved service compared with that which the Island formerly enjoyed, but in recent years traffic and freight have considerably increased, and will continue to increase, particularly at certain seasons of the year. When the present ferry steamer was constructed, it was not contemplated that there would be motor car traffic to be taken care of, and the arrangements at the piers are, from the point of view of this traffic, very unsatisfactory. There have been many complaints by visitors and tourists. During the winter there are frequent calls made upon the present ferry steamer, by reason of other craft getting into difficulties and the steamer requiring to proceed to their aid; and at times when the ferry steamer is undergoing overhaul, the boat taking its place is unsuited for the purpose. Altogether the ferry boat service is unsatisfactory. The railway administration admitted that there was need for supplemental provision being made in the form either of a second car ferry boat or a special freight boat. We recommend that the matter be gone into from the point of view of placing at the disposal of the Island such satisfactory means of communications as will ensure as regular and complete a service as can reasonably be made. We further recommend that so far as the ferry boat service is concerned, it should not be run as part of the railway operations, but should be run by the railway administration under separate account for the department. We feel that, by reason of its association with railway accounts, this service does not get the attention it should receive."

It was gratifying to the Boards of Trade, after presentation of their case before the Royal Commission, to obtain some very quick results in connection with various improvements that had been agitated for several years. The Commission held their sitting in Charlottetown on the 6th and 7th of August, 1926. The Railway management evidently appreciated the justness of our claims for improved service, locally as well as from Sackville, New Brunswick, and on the 17th of August, 1926, your President was notified by Mr. Appleton, the General Manager at Moncton, that the train service for the Island Division to be made effective for the Fall of 1926 would include a much improved service between Charlottetown, Summerside and Tignish, also that the double daily passenger train service between Moncton, Sackville, Charlottetown and Summerside would be continued until January 2nd. This was indeed gratifying news, not only to our citizens generally, but especially to the travelling public.

A matter that the Boards of Trade have stressed on different occasions, but most emphatically so before the Royal Commission, was the need of passenger cars being brought through to the Island, so that passengers would not require to make frequent changes between Moncton and the Island. It was, therefore, some satisfaction to see a start in this direction during the present tourist season, with Pullmans coming through, without change, attached to the late train. The many happy expressions of delight from tourists with this advanced service must be as gratifying to the management of the Canadian National Railways as it is to the proprietors of hotels and all citizens of our province. During the summer also, we have had two ferry boats operating almost continually, except for the interval while the Ferry "Prince Edward Island" was absent for annual overhaul, and this tended greatly to relieve congestion at the ferry.

It is, therefore, fitting that we should express our appreciation to the management of the Canadian National Railways, that they have made a sincere attempt to carry out temporarily, at least, the recommendations of the Royal Commission as above reviewed, and with as little delay as possible with the facilities at hand. The Duncan Report specifies, however, that the Auxiliary Ferry steamer "Scotia" is unsuited for the purpose, and which endorses the opinion expressed repeatedly by the Associated Boards of Trade. The increase in traffic demands that no time be lost in taking the necessary steps to provide a new modern Car Ferry, as only such can carry out the recommendations of the Royal Commission "of placing at the disposal of the Island such satisfactory means of communication as will ensure as regular and complete a service as can reasonably be made."

The Boards of Trade interpret that recommendation to mean, the most modern Ferry boat procurable that will maintain a complete service summer and winter without interruption, except as a result of most extraordinary ice or weather conditions; in other words, that the double daily passenger service will be maintained all the year around, and our future requirements will be adequately taken care of in increased tonnage that may be anticipated with the removal of the economic handicaps of adverse transportation costs and facilities that have prevailed in the past, curtailing production and development of our natural resources. This is bound to have a tendency to largely increase prosperity and the stimulation of industry and is, therefore, not unreasonable that we urge on the Dominion Government and Railway authorities, as well as our members in Parliament, that no time should be lost in providing for this Agricultural Province, the necessary facilities and equipment of which we have been so long deprived, in full and immediate compliance with the recommendations of the Royal Commission and the Legislation that has been enacted by the Dominion Parliament to implement same.

Under the heading of Transportation it is also necessary to refer to the Murray Harbor Branch Railway. This is the only branch in the province still operating on the old narrow gauge system. This Branch is intended to serve one of the most important agricultural and fishing centres of our province. With inadequate and inferior transportation facilities, that large section of the province is deprived from participating to the full extent in the prosperity prevailing. The production of Seed Potatoes is greatly curtailed owing to the extra handling required in shipping, as well as the greater risk from frost in the late fall and winter months, as mainland cars are not available for producers residing in the vicinity of these narrow gauge tracks. In fact, the Murray Harbor section has been particularly handicapped as regards both freight and passenger service. The Boards of Trade have stood as a unit in urging the standardization of the other sections of the railroad throughout the province, and it is their imperative duty to stand by and co-operate with our fellow citizens of the Murray Harbor section until they are supplied with as efficient service as any other part of the Island Division. It is self-evident that when one section of the province suffers, the whole economic structure is affected, just the same as when the Maritimes suffered from handicaps or discrimination, the whole Dominion was affected, though it did take a long time and strenuous effort to awaken the nation to this fact.

Under section No. 33 of the Report "Fisheries Organization" is dealt with, and from which I quote the following:

"Between the various interests in the fishing industry in the Maritimes there is a conflict of view on the question of closed seasons and conservation, particularly in regard to lobster fishing, and on the question also of replanting oyster beds. As things are, it is alleged, political influence is often exercised for the prolongation of seasons without due regard to proper conservation. We recommend that the Deputy Minister should take the whole subject into immediate consideration and that after consulting with scientists, fishermen and fish merchants, appropriate and definite regulations should be framed.

From the evidence we received, we formed the opinion that there is need for much educational work to be done in respect to fisheries, similar in some respects to that carried on by the Department of Agriculture. Such education should include demonstrations at convenient centres in improved methods of curing and canning fish, with particular reference to salting and the relative value of the various grades of salt, instructions in methods of marketing, and emphasis on the food value of the product."

It is gratifying to note from recent Ottawa despatches that a special Commission will be appointed to investigate all phases of the fishing industry in the Maritimes, and it is to be hoped, at least, that some practical measures can be advanced to revive and develop the valuable oyster industry, for which this province in the past held such a splendid reputation of producing the finest oysters in the world.

It has been said at times, that the Boards of Trade might take a greater interest in our fishing industry. I am sure any of the Local Boards, as well as this Provincial organization, would gladly co-operate in any way possible in promoting the interests of this great industry. I would take the liberty of suggesting that there is one particular phase that some united effort might obtain a desirable adjustment, and that is, to have the lobster fishing season open about two weeks later in the spring. It is the almost invariable experience that from either storm or ice on the coasts, that a tremendous economic loss is repeated annually, not only from the fishing gear destroyed but from overhead maintenance while fishermen and employees are unable to operate.

From section 35 of the Report on "Technical Education" I quote an extract as follows:

"In Prince Edward Island there are no large industries which would justify the establishment of an institution for Technical Education. As agriculture is their principal interest, the Provincial Government suggested that the Technical Education legislation should be given a broad application in their case, and that Agricultural Education should be deemed to be covered by the term 'Technical Education.' We recommend this suggestion to the favorable notice of the Department."

This is a most valuable concession for this Agricultural Province. The Associated Boards have been urging for some years that Agricultural Education should be given special attention, and elevated to its proper level by inaugurating a Chair of Agriculture in Prince of Wales College to work in conjunction with the Experimental Farm. A resolution in this regard was adopted at our last annual conference, and I would suggest that it would be very opportune to reaffirm that resolution at this meeting, for presentation to the new Government.

One of the most important subjects dealt with in the Duncan Report, comes under Section No. 36, "Tourist Traffic." I will quote an extract as follows:

"We take the opportunity of saying that it did occur to us that the Provincial Governments themselves could do more than they have done to encourage Tourist Traffic, in view of the natural attractiveness of these provinces for holiday travel. The improved road conditions should help considerably in this direction. The Dominion Bureau of Statistics has, at our request, prepared the following special statement of amounts expended by tourists for hotel accommodation alone, for the years 1924 and 1925 in the various Provinces of the Dominion:—

	1924.	1925
B. Columbia ..	$ 649,235	$ 743,820
Alberta	306,295	366,471
Saskatchewan .	88,636	99,605
Manitoba	59,195	78,177
Ontario	10,467,889	11,001,282
Quebec	7,757,536	8,503,785
N. Brunswick..	112,493	132,165
Nova Scotia...	963,977	1,045,261
P. E. Island ..	18,880	22,295
	$20,424,136	$21,992,861

The tourist trade is today Canada's third greatest industry. It is estimated that the tourist outlay in the Dominion in 1926 was over two hundred million dollars. We have in Prince Edward Island, all the possibilities for making it the finest and most popular "Summer Resort" in Eastern Canada. These opportunities have lain dormant to a large extent for the reason that we have been deprived of the opportunity to participate, owing to the failure in the past to implement the terms of Confederation, to supply us with adequate and modern transportation facilities. Now that these handicaps are being removed, and the service we confidently expect will be brought fully up to date with the least possible delay, an entirely new situation is created and a new opportunity presents itself. Prince Edward Island stands for the first time in the position of reasonable expectation of realizing its destiny as the "Tourist Paradise" of the Atlantic. Are we alive to what that means to the future prosperity of Island citizens? You have only to read of the wonderful development of the tourist traffic in British Columbia and other Canadian centres in recent years, to realize its immense possibility. If you study the figures as above quoted from the Duncan Commission Report, you will see that in 1925 the hotels in Canada received over twenty-one million dollars from tourists, but in Prince Edward Island our hotels received the meagre sum of twenty-two thousand dollars. You may well ask the reason why? To secure and hold a large share of wealthy tourists, as well as those of moderate means, we not only require first-class transportation facilities, which should include a more economic method of handling automobiles as regards time and space, such as an elevated drive-way at the Ferry terminals to the upper deck of the new Ferry boat, but we also require a modern Summer Hotel, with sufficient capacity to make this Island a popular convention centre. Improved transportation is on the way but we must keep on pressing until it is complete. The Canadian National Railway Management has already been approached by the Boards of Trade with a view to establishing a modern summer hotel and a fully equipped resort in this province. Your Executive are unanimous in the opinion that such is not only absolutely necessary, but that Prince Edward Island, a partner of Canada, has a right to participate in the millions of dollars that have been and are being expended in other parts of Canada for hotels, golf courses, etc., to attract tourists and create traffic for the railways. No wonder the Atlantic Division of the railways does not show greater earnings, when all Dominion expenditure for tourist traffic in the past, (with the exception of an insignificant sum at Pictou in the last year or two) has been for the benefit of Central and Western Canada, except that the United States Atlantic Resorts have been boosted and promoted at the expense of the Maritimes. We are not objecting to the development of other Canadian summer resorts, but merely demanding an equitable distribution of these expenditures. Such a proposition when carried out would ensure a tremendous expansion in the flow of tourist trade. It would be a guarantee that the excellent transportation services found on the mainland would be extended and maintained here as well. And further, the extensive advertising not only from newspapers and magazines but satisfied tourists would result, so that our Garden Province would become so well and favorably known all over the Continent, that attention would be attracted to our Island products and industries in general. It would mean, at least, one thousand tourists coming to our Island for every hundred that come now. It would mean that our miles and miles of unsurpassed sea shores and surf bathing, now going largely to waste, would be alive with men, women and children from the big centres of Canada and the United States enjoying the most bracing climate in the world and consuming the finest of food products from land and sea, thus creating an enlarged home market and giving a great amount of new employment. It would also mean that many wealthy tourists would be so enraptured with Prince Edward Island that many palatial summer homes would be erected here, creating further industry and employment. Therefore, let us all take a united stand for a Canadian National Summer Resort in Prince Edward Island, and every local hotel, business house, farmer, rancher and fisherman will participate in increased prosperity, when this objective is realized.

The question of good roads is bound up with the question of Tourist traffic. With the increase in motor traffic each year the need is becoming more and more apparent that our main highways must be made water and dust proof, as far as possible, by a sufficient coating of gravel. Not only is this necessary for automobile traffic but for heavy hauling of products in spring and fall months, during the wet weather, it would prove the best possible investment for the farmer and trader. We, therefore, cannot afford to lose any further time if we are to maintain and develop our present prosperity. At our last annual meeting a resolution was unanimously passed asking the Government to adopt such a modern road policy, and I would suggest that this resolution be reaffirmed today and presented in due course to the new Government.

The last subject I will deal with in connection with the Duncan Report is "Migration and Colonization" under Section No. 29. I will quote the following extract:

"The feature of agricultural life that was most prominently brought to our notice was the loss of farm population in the Maritime Provinces and the lack of immigration. There can be no doubt that the exodus from the farms of the Maritime Provinces, particularly of young people, has been considerable. The movement, however, has been facilitated, not only because of the "lure of the West" but as much by the state of stagnation into which agriculture has settled in the Maritimes. It seems to us that the exodus has been more the result of that stagnation than the cause. The great possibilities of agricultural development within the Maritimes themselves have not been realized, and the reaction has been that young people have been allowed to become the victims of a growing feeling that there is little hope of much prosperity generally in the Provinces. The problem is, in large measure, a psychological one, and it seems to us that it can only be corrected by a greater sense of prospect being developed. That prospect can itself best be developed by a more vigorous concentration on such a basic industry as agriculture and particularly on production, marketing and distribution. There is undoubtedly need for closer co-operation between the Federal and Provincial Governments on the question of Maritime Province Colonization. We believe that the Federal Authorities are anxious to co-operate, but we are not satisfied that the Provincial Governments have made a complete enough or comprehensive enough survey of their possibilities for absorbing settlers. This is a matter on which co-operation between the three Provinces could be developed with considerable advantage, and we recommend that the Federal authorities should take the matter up with the Governments of the three provinces, with a view to a plan being devised for much more active advertisement abroad of the attractions and advantages of the Maritime Provinces. The provinces should be active participants, at their cost, in any plans devised, so that they can be satisfied that the right kind of effort and method is being followed. We believe that the great possibilities of agricultural development within the Maritime Provinces have not been appreciated and understood as they should, and that by vigorous organization farm settlement is possible on a very much more extensive scale than the Provincial Authorities themselves have so far had in mind."

The principal requirement now is to awaken our own people from the inertia produced by many years discouragement and stagnation in industry as a result of various discriminations that have prevailed to the detriment of the Maritimes.

There should be no further cause for the boys and girls to leave Prince Edward Island in order to make a living, if they are given the necessary encouragement and opportunity to participate in our prosperity at home. Agriculture is fast coming into its own in Prince Edward Island, for those who love the farm and are adapting themselves to scientific and modern methods of production and marketing. When you consider how the life blood has been sapped out of this Province by the luring away of our young people every year to Western Canada and to the United States industrial centres, is it not time that we began to deal seriously with the question of Migration and Colonization?

If you will refer to Section No. 3 of the Duncan Report, under the heading "Readjustment of 1907" you will find that this Province has a smaller percentage of citizens between the ages of 20 and 44 than any other province, and at the same time you will find that we have a higher percentage of older people between the ages of 45 and 69 than any other province. In many sections of our province you will find the parents left on the homestead alone, the young people having migrated, and a condition obtains here that needs serious consideration, as to what affect this ecenomic anaemia is going to have on the future progress and development of our Province if an effort is not made to replenish this exodus which has been going on year after year. We will never receive our fair share of Dominion Immigration until we go after it in thorough earnest and dister it in thorough earnest and disterplay a more businesslike spirit of co-operation to the desired end.

In this regard I can heartily record a most significant event that occurred last Fall, and which is evidence that large and important interests are being attracted to our shores. I refer to the visit of the Governor of Hudson's Bay Company, Mr. Charles V. Sale, and two of his co-directors, Col. J. H. Stanley of London, England, and Mr. George W. Allen, of Winnipeg, the latter gentleman being also chairman of the Canadian Board of Directors of the Company.

The Hudson's Bay Company have not only become directly interested in fur farming in this Province, but have also made an enquiry and survey into the possibilities of placing desirable settlers in this Province, through the medium of their subsidiary, the Hudson's Bay Overseas Settlement Company of London, Eng. Your President had the privilege and honor of co-operating with these gentlemen who have exhibited a most sincere desire to be of service to our Province, provided we are willing and ready to co-operate with the necessary machinery.

The Duncan Royal Commission in concluding the report of their investigation make the following observation: "The Maritime Provinces by reason of their traditions and the virility of their people can readily become active participants in the future welfare of the Dominion—if they are relieved of the disabilities under which they have been suffering and are enabled to approach their problems with renewed vigor."

As my term of office is now drawing to a close, I would like to refer briefly to some of our accomplishments as well as objectives that still require urgent attention.

While the Boards of Trade have concentrated chiefly on improved transportation and reduced freight and express rates, they have also been able to render a service at critical times to shippers in securing of necessary refrigerator cars.

Efforts have also been made, with a great deal of success, to foster a better spirit of good-will and fellowship between the citizens of town and country.

An effort has also been made to stimulate greater interest in our health problems, with the hope of swinging public opinion in line as to the necessity of dealing with this vital question in a more efficient manner through the establishment of a Health Department. A Resolution was passed in this regard at our last annual meeting, and I would strongly urge that same be reaffirmed today for presentation to the new Government.

We have taken advantage of many opportunities to give publicity to our Province. In the matter of the Hand Book on "Prince Edward Island and its Resources," published this year, the Boards of Trade have urged the need of this on the Department of the Interior at Ottawa for several years. We were glad to co-operate in assembling material and finally in the distribution of the Book. Without doubt, this is the best advertising that has ever been published, in book form, about the resources of Prince Edward Island. Our grateful thanks have already been conveyed to the officials responsible at Ottawa, but I gladly take this opportunity of publicly expressing the thanks and appreciation of the Boards of Trade.

After considerable study of trade conditions, the Boards of Trade have endeavored to promote a "trade at home" policy. They have advocated improved store service, lower prices and a buying-at-home endeavor, wherever possible, as an economic necessity. We have advocated that Island products be given the preference and that everything possible be done to encourage and develop home industry, and especially as regards the growing of more wheat, in order that the farmers may keep in circulation at home, upwards of one million dollars now sent away for flour. The further result would be more wholesome flour and increased employment at numerous grist mills, contributing to the general prosperity. There is much to be done here as yet, and especially among our hotels where an exceptional opportunity offers to advertize our Province by featuring on their menus Island products, and in serving all fresh foods in season, rather than canned or preserved foods.

The Boards of Trade initiated and pressed for reduced Parcel Post rates and the creating of the whole Province as one Twenty Mile Zone. Our efforts in this regard were successful and the concession thus granted by the Postmaster General is of very great benefit to the buying public and our local mercantile houses.

The Boards of Trade have also been urging action to control noxious weeds in this Province. In some sections it has become a serious menace to the surrounding districts as well as a blight on the scenic beauty of this Garden Province. In Ontario every occupant of land and every owner of unoccupied land is required to destroy all noxious weeds before their seeds ripen. A survey of the situation here was made last year by an official from the Division of Botany, Ottawa, and a report since published. It is important, however, that this matter be followed up in the economic interest of our farmers and the Province generally.

Another matter of most urgent importance to Island shippers, that the Boards of Trade have been pressing for is a Government Wireless Telegraph Station. The former station situated at Cape Bear has been closed now for five or six years, and shipping to and from this Province has been placed at a great disadvantage. There is, however, another serious phase of this question, and that is, in connection with the Car Ferry Steamer "Prince Edward Island." While that ferry steamer has a complete wireless telegraph apparatus installed, she has no telegraph operator. You can imagine what a serious situation might develop in event of an accident to the boat, where lives are at stake, and no opportunity of sending a call for assistance. With a wireless station located here, it would not only serve the whole shipping interests of the Province, but also the Car Ferry, as a means of communication with the Island and Mainland. It would also tend to have steamships passing up and down the Gulf make the Island a port of call. The argument has been advanced that there is not sufficient traffic to warrant the expense. The Government has established many wireless stations throughout Central and Northern Canada which are reported as not being on a paying basis. Wireless stations can be regarded somewhat in a class with lighthouses, and not being expected to produce revenue, but as a safeguard and security to shippers and shipping, and the travelling public.

One other matter that should be kept prominently to the fore is the need of a Statistical Bureau. This has been urged now for the past two years, and the lack of same was brought home to us very forcibly during the sitting of the Duncan Commission. Facts assembled relative to our Island's production, trade and commerce, would be of incalculable value. In the study of the economic situation today, if we are to keep pace with the outside world, we should base our conclusions only on carefully collected ascertained facts, if they are to have value. In this Jubilee Year, we are reminded that sixty years ago, the most noted of our forefathers from the Eastern Provinces, met and laid the foundation for a nation. Trade, Finance, Transportation and Parliamentary representation; these questions were considered and fundamental principles definitely decided upon. They were all thoughtfully weighed and balanced. The Leaders of that body were profound thinkers and students of History, and their principle genius was directed to the adoption of laws and conditions calculated to develop a people of strong moral character. This was a responsibility entailing endless work and sacrifice, but they met it nobly and "Providence being their guide they built better than they knew."

Many of us, I fear, live from day to day and find our time fully occupied with the common task. Something out of the ordinary is required to turn us from the even tenor of our ways. This, though, does not relieve us of our neglected responsibilities; individual responsibilities that cannot be delegated. One can no more get away from them than they can get away from themselves. We cannot do better than our forefathers in placing foremost in our resolutions a determination to infuse into the youth of our community a spirit of strict honesty, industry, moderation and fair play. Those granted the gift of leadership should identify themselves with organizations having these general ideas for their purpose. All of us can work wonders by example.

In conclusion I want to say that I have endeavored to the best of my ability during my term of office, to take advantage of the opportunities that offered, to further the interests of our Province. If I have met with success, it has been largely on account of the splendid support and co-operation I received, at all times, from the various Boards of Trade, Farmers' and Women's Institutes, Potato Growers' Association, as well as from various Government departments. In my opinion the time has arrived for the employment of a permanent paid secretary to carry on the detail work of this Provincial Organization, as this voluntary service entails too much sacrifice of time and energy for any business man who has important interests of his own requiring close personal attention. The work, however, has been a great pleasure to me, and I now welcome retirement, after having served four years as your President, during which time I feel some worth-while results have been accomplished that not only justify the existence of the Prince Edward Island Associated Boards of Trade, but should ensure the heartiest support for its future operations.

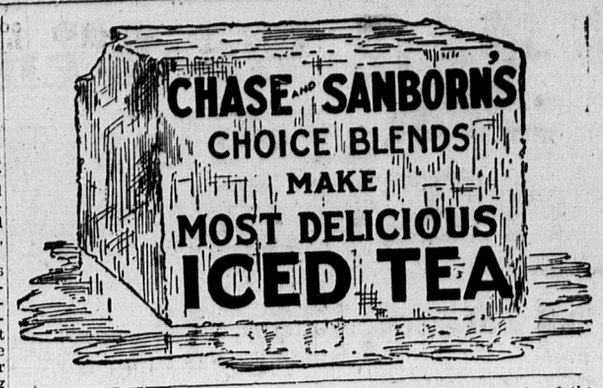
Respectfully submitted,

J. O. HYNDMAN,
President.

Charlottetown, P.E.I.,
25th August, 1927.

Patient—"What can I do for insomnia, doctor?"

Doctor—"Every evening keep repeating to yourself, "I'm a night watchman."



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