

Boards of Trade and Problems of Transport

The new Car Ferry Steamer, which will be a great improvement on former transportation services, will eventually have to give place to other and swifter methods, declares President S. A. MacDonald of the Associated Board of Trade, in the following review of our transportation history.

By S. A. MacDONALD

President Associated Board of Trade of Prince Edward Island

-In The Golden Future-

The Boards of Trade have always occupied a leading position in the commercial and business interests of Prince Edward Island.

Since the formation of the first Board of Trade here in the year 1887 they have had as their leading members men who have been prominent in the commercial and professional life of the Province, men who gave ungrudgingly of their time and of their talents in order to make Prince Edward Island a better country to live in.

It is universally admitted that the Boards of Trade or the Chambers of Commerce as they are more familiarly known in other countries have been the pioneers in all forward movements and are in a position to co-operate with Governments and all political parties and to offer the unbiased opinions of business, free from any political influence.

It is this underlying principle which has led Governments to seek the opinions of Boards of Trade on questions of public interest, locally and nationally.

In this Island the matter of transportation has been our great problem, chiefly owing to the fact that we are living on an Island. The non-fulfilment of the terms of Confederation has cost us many millions of dollars. This is evidenced by the remarkable progress made in our province in recent years and this success was only made possible by our improved system of transportation.

As one is reminded of our serious handicaps of the past, our primitive ice-boat service, our inability to transport our products to the markets of the world only at certain periods, our antiquated telegraph, passenger and mail service, is it any wonder that our people resented it all? It was during this period in our history that the Province was robbed of much of the flower of its manhood.

Early Crossings

In the earliest times of the British occupation crossings with boats were made from Wood Islands to Pictou Island, a distance of about 35 miles.

In 1827 the people of Cape Traverse conceived the idea of crossing to Cape Tormentine by ice boats. By this system the passengers were to pay two dollars, and for their personal safety each passenger had to be strapped to the boat and had to assist in hauling the boat and its load of baggage across the ice or pay an additional two dollars. You were allowed the extra luxury of sitting in an open boat from three to four hours with the temperature anywhere from ten to twenty below zero and to enjoy this while you watched your fellow passengers and the crew struggling to transport you for a distance of nine miles.

This system was continued until the Federal Government provided winter steamers, first by the Northern Light which was merely an experiment; but her performance in the ice demonstrated beyond doubt that winter communication was practicable. In 1888 this vessel was replaced by the Stanley and later by the Minto and the Earl Grey.

The service by these ice boats in severe weather had to be resorted to again, as on many occasions the steamers were fast in the ice for weeks at a time. This steamer

service was replaced by the car ferry Prince Edward Island which placed this Province for the first time in a position to compete on almost equal terms with the rest of Canada. Then, with the standardization of the Railroad, we were enabled for the first time in our history to ship our products in bulk lots to their destination.

The results that have been accomplished and the wonderful transformation that has since taken place in this province are now apparent to all. The new and more powerful boat which is now being built is but another link being added to this chain in our system of improved transportation.

Pausing to consider the gradual improvements step by step that have taken place in the transportation service to this province, we are forced to the conclusion that an improved ferry service will not continue to serve the future interests of our people. A new generation is rising in the Maritimes which will demand that Prince Edward Island shall be placed on an equal basis with other sections of the Dominion. It is pleasing to note that even the management of the Canadian National Railways are giving this question their serious consideration and purely from the standpoint of economy, as they realize the still greater opportunity of developing our trade and theirs. It is for this reason that they have been considering the possibilities of either a causeway or a tunnel at the Strait. That it must eventually come is as sure as that night follows day.

Trade Boards Co-operate

While our local Boards of Trade were meeting with success in local centres, it was felt that by co-operating with other boards still greater success could be achieved by the formation of a provincial Associated Board of Trade.

It was further advocated that a Board of Trade Union of the three Atlantic provinces would be of benefit to the Maritimes, hence the formation of the Maritime Board of Trade which is today an active organization and is supported in part by the Governments of the three provinces. The Maritime Transportation Commission is doing an excellent work in the interests of the Dominion, realizing the need of closer co-operation between the different parts of Canada, then undertook the formation of a Canadian Chamber of Commerce embracing every part of our great Dominion. The formation of a Canadian Chamber of Commerce at this period of our great national development was in keeping with Canada's onward march of progress.

Sixty-three years ago when Canada became a nation the Dominion possessed an area of 662,148 square miles. Today her area covers 3,729,665 square miles, one-third the total size of the British Empire—an area as large as the continent of Europe without Russia, larger by over 100,000 square miles than United States of America.

The federation of Canada will always form a bright page in our provincial history as it was at Charlottetown in 1864 that this great union had its birth at a conference primarily called for a union of the Maritime Provinces.

Prince Street School Ice Meet Gigantic Success

Judging by the enthusiastic remarks and the radiant faces of the fans, a good time must have been had by all at the Forum last evening, the occasion being the annual ice sports, which were viewed by upwards of 2,000 people. The officials, promoters and all those who had anything to do with the event, are to be heartily congratulated on its gigantic success. Each and every event on the splendid and well varied program, was run off in an orderly and efficient manner. The different events were all hotly contested and brought rounds of applause, especially the senior girls open events. Referring to the senior girls open four lap race, it may be mentioned that these same young ladies will make hot competition in this event at tomorrow night's big provincial meet.

Following is the summary:—
Snow-shoe Race, open, (1 lap)
1, Margaret Morrison; 2, Patricia Ritchie; 3, Vivian Partridge.

8 years and under, boys and girls, 1/2 lap
1, Marion Matheson; 2, Olga Love; 3, Verna Hooper.

8 years and under, girls, 1 lap
1, Eileen Higgins; 2, Marion Taylor; 3, Joan Miller.

Kiddie Car Race, Grade 1, 1/4 lap
1, Margaret McIntyre; 2, Norma Larter; 3, Mary Diamond.

8 years and under, boys, 1 lap
1, Frederick Seaman; 2, Wilfred Duncan; 3, Robert Arling.

Team Race, Grade 8, 2 laps
1, Marion Rogers and Florence Ayers; 2, Elinor White and Muriel Burke; 3, Mary O'Neill and Florence Taylor.

Double-runner race, Grade 1, 1/4 lap
1, Mary Walsh; 2, Jackie Hodgson; 3, Freda Blanchard.

9 and 10 years and under, girls, 1 lap
1, Edith Whitlock; 2, Constance Hyndman; 3, Elinor Bagnall.

9 and 10 years and under, boys, 1 lap
1, Horace Carmichael; 2, Charlie Love; 3, Lawrence Brown.

Team race, Grade 2, 1 lap
1, Marion Matheson and Gordon Duncan; 2, Joan Perry and Robert Dickie; 3, Helen Johnston and Clifford Down.

14 years and under, girls, 3 laps
1, Frances Clawson; 2, Edith Hume; 3, Marion Rogers.

Tire Race, 1 lap
1, Rowland Jewell; 2, Lawrence Brown; 3, Hugh Dennis.

11 years and under, girls, 1 lap
1, Myrtle Hillier; 2, Olive McLean; 3, Norma Thorne.

Senior girls, open, 4 laps
1, Gwen Rogers; 2, Marion Rogers; 3, Edith Hume.

12 years and under, 2 laps
1, Sally Hughes; 2, Florence McCallum; 3, Doris Simmonds and Isabel McInnis (tie).

Team race, grades 10 and 4, 2 laps
1, Edith Hill and Lawrence Brown; 2, Marion Owen and Harvey Campbell; 3, Norma Ayers and Clifford Campbell.

Broom Race, grades 9 and 5, 1 lap
1, Frances Clawson and Joyce Stentiford; 2, Gladys Lafferty and Catherine Ramsay; 3, Edith Hume and Ruth Puncher.

Box Sleigh Relay, grades 8, 9 and 10
1, Grade 8—Marion Rogers, Marion Gay, Frances Ayers, Florence Taylor; 2, Grade 9—Frances Clawson, Maisie James, Edith Hume, Ruth Acorn; 3, Grade 10—Mary Owen, Betty Rogers, Gwen Rogers, Edith Hill.

Open race for boys, 3 laps
1, Horace Carmichael; 2, Charlie Russell; 3, Billie Rogers.

13 years and under, 3 laps
1, Marion Rogers; 2, Francis Ayers; 3, Patricia Worth.

Baseball match between the American Beauties of Grade 10 and the Shamrocks of Grade 9.
The players in fancy costumes of green and pink, with veiled faces and a false face looking behind, presented a pleasing and comical spectacle. The Shamrocks were at bat first, and many scores were made. When the American Beauties went to bat, three base hits and home runs were the order of the night.

Ball Game
Starter—J. A. MacMillan.
Judges—L. Campbell, J. Gordon, R. MacDonald.
Referee—James Herrell.
Scorer—L. Lowther.
Announcer—E. F. Acorn.

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Approval. The Franco-Italian accord does not agree with the terms of the London Treaty, which limits the United States, Great Britain and Japan to 52,700 tons of submarines and enforces on them a building holiday until 1936 on capital ships. It limits France and Italy, however, to a definite figure for the next five years. Previously these nations had no limit on their auxiliary sea armaments having failed to sign the London Pact.

It was Britain's fear of a building race, apparently imminent, that caused this Government's spectacular mediation which ended in the Paris accord recently. Under the present agreement France and Italy agree to build no more than 143 surface ships before 1936, including two battle cruisers apiece, of 23,333 tons each. In addition they will build 37,000 tons of submarines, roughly about 60 new submarines, making a total of some 200 new warships. Many of these will be replacements. The major point of significance in the pact is that it was indicated:—1—It prevents an imminent naval race. 2—It effects a Franco-Italian reconciliation, possibly leading to settlement of dangerous post war colonial and other political difficulties. 3—It gives hope for full cooperation of France and Italy in next year's world arms parity. 4—It paves the way for Aristide Briand's pan-Europe federation. 5—It may lengthen the life of Fascism by relieving financial tension over armament budgets. 6—It may alter France and Italy's counter alliance with other European nations.

The annex of the memorandum stipulated that up to December 31, 1936, France and Italy agree to build no cruisers with guns above 6.1 inch calibre, with the exception of the 1931 programs of each country. The 1931 cruiser building schedules will be permitted. France and Italy accept I. E. I. of the London treaty as far as it applies to the British Empire, the United States and Japan. Part I. I. I. of the London Pact limits the auxiliary ships of the three powers—cruisers, destroyers and submarines. It also contains the famous "escalator" or safeguarding clause, providing that any of the three powers, if it deems in security menaced by building on the part of a non signatory, may increase its tonnage beyond the treaty limit giving due notice to the other signatories.

LIVERPOOL, England, March 11.—The Cunard Steamship Company announced today a reduction of ten percent in the salaries of all its more than 11,000 employees in Great Britain, Canada and the United States, and afloat, effective May 1.

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RENEWS FRIENDSHIP WITH AIRMAN

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Looking 'Em Over

(By "Tee")
The Big Ice Meet

Tomorrow's Provincial Indoor Skating championships, the final ice meet of the season, is due for a welcome that no ice event ever received in Charlottetown. The list of entries are so large that the management is forced to start the meet at 2 o'clock tomorrow afternoon, continuing at 7 o'clock in the evening. All the schools and colleges in the city are represented, including Summerside, Montague, Victoria, Hunter River, Crapaud, Georgetown, in fact every worth while centre on the island will have their entries on the mark when the starter's gun barks. To date about three hundred entries have been received by promoter, Bill Gillespie, who expects a great many more today and tomorrow. Never in the history of ice meets in this Province, has the interest been so great as at the present time, so much so that upwards of 4,000 people are expected to view the spectacle.

Cup On Display
The beautiful cup donated by Moore and McLeod's for the all-round point winner at tomorrow's Provincial Ice meet is now on display in the donor's window, Queen street. The Mayor Prowse Trophy, to be awarded to the school or college winning the highest aggregate point score and also the individual medals to be awarded the various winners, arrived in the city last night and will be on display today in Prowse Bros. window.

Did Not Forget Girls
A large fancy box of chocolates, donated by a local representative of a well known firm, is to be awarded to the girl making the highest point aggregate. Hop to it girls, Lent is almost half over.

All times made by the winners in the different events will be officially clocked and will be recorded as such. Therefore, quite a number of Provincial skating champions will be crowned Friday night.

Got The Ranger "Goal"
Do you know that in eight games, the Leafs have played the New York Rangers in the last two years, the Rangers have won but one? In two others—one last year and one this year—the Rangers have managed to get a tie. In 1929-30, the scores were 4-3, 7-6, 5-1 and 3-3, while this season the scores were 4-2, 1-1, and 5-2.

The consensus of selections by sports editors in the National Hockey League cities—13 in Canada, and 24 in the United States—has been released by the Canadian Press and shows that two players who were the unanimous choice for either the first or second all-star hockey teams, these were Eddie Shore and Howie Morenz, with the former winning by a substantial margin. Shore received 34 votes for the first team, and three votes for the second, while Morenz received 29 for the first team and nine for the second.

For the first team, the players receiving the greatest number of votes were: Goal, Gardiner (Chicago); right defence, Shore (Boston); left defence, Clancy (Toronto); centre, Morenz (Canadiens); right wing, Cook (New York Rangers); and left wing, A. Joliat (Canadiens).

Those selected on the alternate team were: Goal, Thompson (Boston); right defence, S. Mantha (Canadiens); left defence, Johnson (New York Rangers); centre, Bouchard (New York Rangers); right wing, Clapper (Boston); and left wing, P. Cook (New York Rangers).

Well Done Amherst!

A Halifax Exchange says: Highest praise is due the Amherst team for gaining their place in the Maritime finals. Through the enterprise of a number of hockey admirers in the town, the team was gathered together, taking a place in the Central League, with Springhill, Sackville, Moncton Athletics and Fort Elgin. They were not members of the principal leagues in the two Provinces, but they battled their way to the championships of the various sections until they made themselves recognized as one of the leading teams. They had lost but one game in their league, and defeated the Summerside Crystals, champions of Prince Edward Island, with the right to meet Bathurst for the New Brunswick title. Even then they were not generally regarded as having a chance of winning from Bathurst, but it was then they made the public regard their abilities, as they captured the first game and placed them in the front rank in winning the honors from the team that was generally looked upon as a contender for the Maritime title. They had also brought about the unusual happening of having a team from the Province winning the championship of the two sister Provinces, in the series in which they were eligible, they not being members of a Nova Scotia League. Such persistency, as well as their skill, show their worth and the fact that they are all Nova Scotians has greatly added to the pleasure of their victory. Well done Amherst!

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CANADA
Continued from page 1

ly afterward Mr. Justice Lyman F. Duff, who is Administrator of Canada in the absence of a Governor General; Prime Minister R. B. Bennett and Hon. O. H. Cahoon, Secretary of State, will board the ship and pay their respects to the Earl and Countess of Bessborough. The King's representative in Canada will leave the ship about 11 o'clock and will receive an official welcome on the pier from Dominion and Provincial officers, members of the Supreme Court of Canada and representatives of the military and naval forces will be present. There will be the usual guards of honor and a salvo of nineteen guns will boom out the Vice Regal salute.

The swearing in ceremonies will be conducted in the Nova Scotia Legislature at noon, to be followed by a luncheon given by the Dominion Government. Lieut. Governor Stanfield of Nova Scotia will be the host at a dinner in the evening and the Governor General and Countess Bessborough will entrain for Ottawa at 10 p. m. Prime Minister Bennett and Premier Harrington of Nova Scotia will lead in the official welcome immediately after the Governor General leaves the ship. The Mayor of Halifax is expected also to take a part.

(Canadian Press)
OTTAWA, Ont., March 11.—Details of the ceremony attendant upon the arrival in Halifax, N. S. of the Earl of Bessborough, Canada's new Governor General, were announced here today by Thomas Mulvey, Under Secretary of State. Accompanied by the Countess of Bessborough and his suite, Canada's 14th Governor General, will land in the historic Nova Scotia port on April 4 on the "Duchess

Anxious to find new sources of revenue without increasing direct taxation, Chancellor of the Exchequer Philip Snowden has turned his attention to the increase in land values, particularly in the London area. In this connection, the Daily Herald asserts that huge fortunes are being made daily by the sale of farming and wasteland in outer London for building purposes at prices ranging from twice to ten times the original value of the land. The Herald asserts that there has been a profit of \$500,000,000 in the site values, but it is doubtful if this figure is correct, possibly it is too high. There have also been substantial increases in Central London and in the west end, where sites are changing hands at eight times the price fetched five years ago. Meanwhile, the rents charged throughout the country are a matter of much scandal, and it is being suggested that Labor's slogan at the next general election should not be "Bread versus People" but "Landlords versus People."

SAINTS AND MCGILL TIE
MONTREAL, March 11.—McGill nothing, St. Francois nothing. Thirty minutes overtime draw in first game for Quebec Championship.

Western Guardian
—FERTILIZER agents wanted for Murray Harbor Line. Apply to Guardian Office, Charlottetown. 3874-3-12-31

BIRTHS
MACDONALD—At the City Hospital, March 11th, to Mr. and Mrs. Owen McDonald, (nee Mac Coy), a son.

MACLEAN—At the P. E. I. Hospital, March 11th, to Mr. and Mrs. J. Gordon MacLean, North Wiltshire, a

Central Guardian

WATCH THE SENIOR SPEEDSTERS in the Mile Open at the Big Meet at the Forum tomorrow night. 3873-3-12

GIVEN SHELTER—Three men, claiming to be unemployed from the Mainland, were given protection last evening at the Police Station, as they could find no other shelter.

THE GIRLS' HALF MILE OPEN event will be hotly contested tomorrow night at the first big Provincial Ice Meet. 3873-3-12

HERE ON OFFICIAL BUSINESS—Major Wilkinson and Mr. J. H. Dyer, of Ordinance Dept., Halifax, N. S., are in Charlottetown on official business. They leave for Montague this afternoon accompanied by Mr. Charles Stewart, Ordinance caretaker of this city. They will proceed to Summerside on Friday.

WHO WILL WIN the all-round Trophy at tomorrow night's Big Ice meet? 3873-3-12

FERRY SERVICE RESUMED—After ferry service had been suspended for 54 hours due to the ice blockade which kept the "Prince Edward Island" within a few hundred yards of Tormentine, the Car Ferry ploughed its way through the ice pack and docked at Borden at 8 o'clock yesterday morning. The south-west wind removed the blockade, and the ferry was able to make her other trips, although several hours behind schedule.

THE MAYOR PROWSE TROPHY is a dandy—What school will win it at the Provincial Ice Meet tomorrow night? 3873-3-12

C. N. R. VETS. ENTERTAINED—A trip across Canada" was the subject of an interesting illustrated lecture put on in the C.N.R. Recreation Hall before the C.N.R. Veteran's Club by Mr. R. A. Pendleton, Y.M.C.A. Secretary. As the scenes were thrown on the screen, each was explained by Mr. Pendleton. Another meeting of the veterans is being held this afternoon.

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CLASIFIED ADS
FOUND—SUM OF MONEY. APPLY 174 Hillsboro St. 3893-3-11

FOR SALE—NEW SEWING MACHINE, cabinet style. Apply this office. 3893-3-11-21

EXPERIENCED MAN WANTS work on farm. Apply George Brown, Easter Hotel, Charlottetown.

21 Stowaways
(Canadian Press)
ST. JOHNS, Nfld., March 11.—When the sealing ships sailed from this port Monday they carried to the grounds no less than twenty one stow aways, according to reports reaching here today. Twelve stole trips on the Thetis, four on the Onega, two each on the Inogenes and Viking, and one on the Neptune.

Pontiff Will Broadcast Apl. 4
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