

CHARLOTTETOWN FORUM

ANOTHER

MAMMOTH DANCE

THURSDAY, AUGUST 27th

LARGEST DANCE FLOOR in the PROVINCE

Come and Enjoy Yourself.

DIXON'S ORCHESTRA, 9 to 1 Admission 50 cents

ASS'D BOARDS

(Continued from Page 1)

by this service is provided and operated by the Canadian National Railways.

And whereas:—The operation was never expected, or intended to be self sustaining, and the re-occurring deficits go to swell the losses of the Railway on the Atlantic Region, and stand in the way of our getting proper rates and service.

Therefore resolved:—That the incoming Executive be instructed to go before the Provincial Government, and impress on them the necessity of having the accounting for this service completely eliminated from the railway accounts, and any deficit on such operation charged against the consolidated revenues of Canada, and it should be, and thus place us, in so far as Railway accounting is concerned, on an equal footing with the other Provinces of Canada.

And Further Resolved:—That as this matter affects the whole Atlantic Region that the Governments of the other Maritime Provinces be asked to co-operate toward the same end.

Moved by Mr. R. E. Mutch and seconded by Mr. N. Rattenbury. Senator Sinclair stated that he agreed entirely with the resolution. It was necessary, he thought, that the deficit be taken care of by the Department of Railways and Canals. The Senator believed the tourist business to be very important. When Canada and the world would get out of depression, those problems would be given consideration.

Mr. R. E. Mutch believed that it was necessary to get the burden of the operating of the ferry from the shoulders of the railway to the Dominion Government. What stands in the way of changing the accounting system was a mystery, though railway officials had often expressed the desire that such a change should be made.

If it could be shown to the other Provinces that the deficits occurring in the Atlantic Region were standing in the way of improvements of the co-operation of Nova Scotia and New Brunswick might be expected.

Hon. A. E. MacLean also expressed himself as favorable to the resolution.

Mr. C. R. Rogers believed that the matter might well be considered at the approaching interprovincial

Conference for the settlement of Maritime Claims.

PERMANENT HIGHWAYS

Whereas:—The increase in our motor traffic, the development of our tourist business and the need for providing the most efficient and economic avenues of local transportation for our farmers and fishermen, require that our Highway shall be improved and permanent Highways be provided.

Therefore be it resolved:—That the Executive of the Board be requested to press upon the proper authorities the necessity for the immediate inauguration of a policy of general highway improvement to embrace the construction of a central permanent highway.

Moved by Mr. C. R. Rogers and seconded by C. E. MacKenzie.

AIR MAIL

Whereas:—The Air Mail service which was rendered to Prince Edward Island last winter was of material assistance to this Province and productive of satisfactory results.

Therefore be it resolved:—That this Associated Boards of Trade at its annual convention express its hearty appreciation to the Post Master General for the service extended and ask for the continuance of this service during the coming winter months.

Moved by Mr. G. Elliott Full and seconded by Mr. J. E. Birch.

CAR FERRY RATES

Resolved that the Associated Boards of Trade support the action of other organizations in asking for a reduction in auto rates on the new car ferry feeling assured that a lower rate will increase the traffic and thereby assist to bring a larger number of tourists to this province.

Moved by J. E. Birch seconded by B. R. Holman.

Mr. J. E. Birch considered the resolution most important, as at the present time the ferry transportation rates were almost prohibitive. A reduced rate would be of great assistance.

Mr. Justice Arsenault stated that the greatest percentage of tourists coming to the Island were visitors who had no relatives in the Province. The home comers was not to be despised as most were pretty good spenders. There had been no advertising of the Province done

except by the C. N. R., and by the Tourists Association but in the case of the latter the work had been hampered by the lack of funds. If anything could be done to increase the Association's revenue no other organization could spend it to better advantage.

SUNDAY SERVICE

Resolved:—That the Associated Boards of Trade express their appreciation to the Canadian National Railways for the Sunday service now given between Prince Edward Island and the Mainland.

Moved by Mr. G. Elliott Full and seconded by Mr. S. Kennedy.

C. N. R. FACILITIES

Resolved:—That the Associated Boards of Trade in annual session assembled express its hearty appreciation to the Canadian National Railways for the excellent Hotel accommodation provided in the Province and extend all best wishes for the successful operation of the Canadian National Hotel.

And Further Resolved:—That this Board express grateful appreciation for the new car ferry recently put into service and which will undoubtedly add much to the transportation service rendered by the Canadian National Railways and to the prosperity of the Province in general.

Moved by Mr. S. Kennedy and seconded by Mr. J. P. Crockett.

AUTO TRAFFIC CONTROL

Resolved:—That the Executive of the Associated Boards of Trade be authorized to bring to the attention of the Provincial Government the necessity for more strict control of auto traffic with the necessary attention to the speed of trucks, the condition of automobile lights and general road discipline and the necessity of a thorough examination of applicants for licenses.

Moved by Mr. J. P. Crockett, and seconded by Mr. L. A. Murray.

President's Address

Following is the report of the President, Mr. S. A. McDonald:

It is my pleasure again, ladies and gentlemen, to welcome you here at this annual meeting of the Associated Boards of Trade of P. E. Island. There is a special significance attached to our gathering this year; for today marks the tenth anniversary of the origin of this organization and it seems fit and proper that the opportunity should now be taken for a scrutinizing of the activities and accomplishments of the first decade of our history. Not only this, but also a consideration of what our attitude and aim shall be for the years to come.

The first Board of Trade in this Island was founded in 1887 in Charlottetown. This was soon followed by the appearance of others in the different towns of the province. Ten years ago it was realized that greater good and better provincial co-operation could be attained by the formation of a united organization which would extend its sphere past local problems and deal with subjects concerning the entire province.

Since that day questions of increasing importance have been dealt with yearly, and I think it can be truly said that no partisan attitude, no partiality has ever influenced any action of this Board, except for an honest prejudice to always do what has seemed right and best for the prosperity of the people.

It must be remembered that no small part of the success which has attended our projects of latter years has been due to the hearty support and loyal co-operation of the Women's Institutes and Farmers' organizations which represent the province as a whole. It is only through a continuance of this whole-hearted co-operation for the public good, that we can hope to deal with those new problems which confront us now.

Since our last annual convention a severe re-adjustment of the whole economic structure has been experienced and a drastic cut has occurred in the prices of nearly all products. Fortunately however there has been as well as reduction in the prices of all manufactured goods, which tends to keep the

purchasing power of the dollar on a more equitable basis.

The Depression

We have heard a great deal these late years, urging us to spend more money so as to bring world conditions back to normal. I am one of those, who is old fashioned enough to believe, that this end will be attained rather by the saner methods of saving and living within our means than by mortgaging the future for our present comfort. Unfortunately the world today is reaping the bitter fruits of the former doctrine, which has left in its trail a wreckage of individuals, municipalities, corporations, governments and nations; all alike, the victims of this policy of inflation, of over expansion, of trying to defeat the laws of supply and demand.

One of the dangers that confronts us today has been aptly described by a well-known speaker who recently said there is too much government in business and too little business in government. The American Chamber of Commerce, an organization that is considered the largest business bureau in the world, speaks in no uncertain terms, when it states that the best service that a government can render a nation is not to interfere with private enterprise. In support of this contention it cites such outstanding failures as the coffee situation in Brazil, the rubber industry in Great Britain, the silk industry in China and Japan, and Cuba with its sugar problem. They also refer to the recent "farm relief legislation" in the U. S. A., and the wheat pool in western Canada as further proofs of their belief.

The futility of trying to fix commodity prices at an artificial level irrespective of the law of supply and demand has been the subject of considerable comment in recent months. No such efforts have been a success. It is not possible to repeal the law of supply and demand, of cause and effect, or of action and reaction. Value is a matter of opinion, an act of Parliament has small jurisdiction over what men think. When the consumer buys a product it goes out of the market and disappears, when private or public agents buy merely to fix an arbitrary price the product is still in the market, every consumer knows it, and waits for results, and the holding for higher price only makes matters worse.

However, despite the havoc which has been wrought elsewhere, the train of ruin has really left but a small trace on this fair province. Indeed one finds that considerable benefits and improvements have come upon us in the past twelve months. Of these the most outstanding have been the erection of the C. N. R. hotel, and the placing of a new ice-breaking steamer on the Borden-Tormentine route.

Improvements

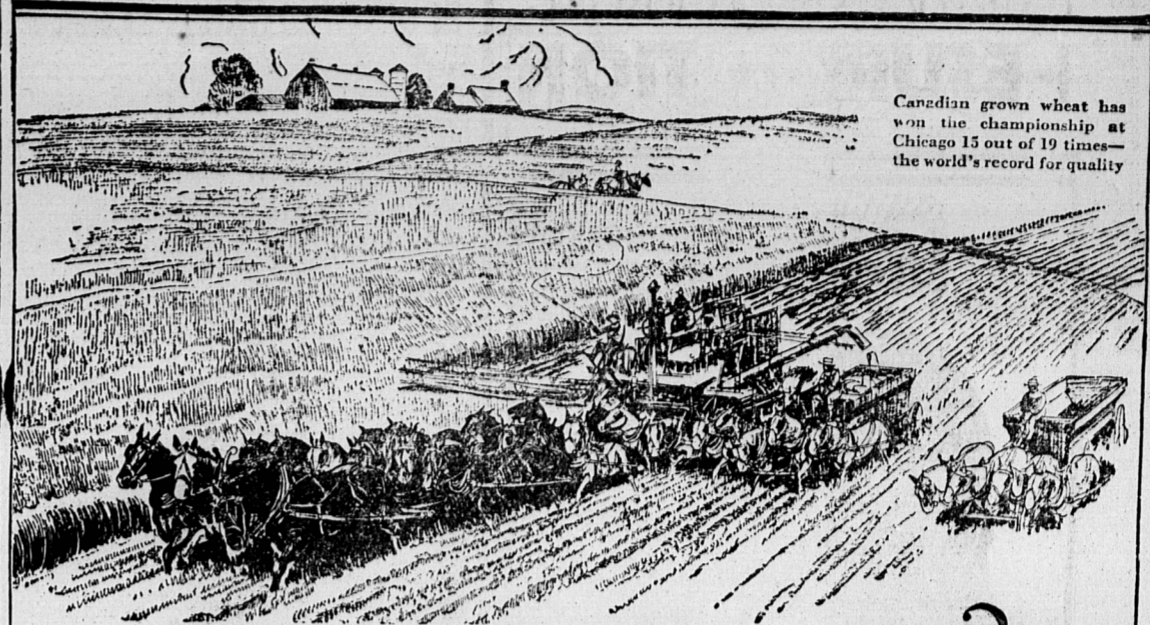
There is no need here to discuss the excellence of the Canadian National Hotel, which is proving a decided attraction to visitors and which compares favourably with those found in much larger cities. Its erection has been a far-sighted move and will offer comfortable, even luxurious accommodation, for many years for the steadily increasing stream of summer visitors. As a result of the consequently increased tourist traffic benefit will accrue to the other hotel owners and to the province generally.

It would be tedious here to describe the details of the new ferry steamer, which has been granted much publicity in the press. It marks another step forward toward the attainment of continuous communication with the mainland which for fifty years has been a constant problem. Though in 1873 daily communication was promised...

It is hard for us, whose memories are so short, to realize the improvements and changes which have occurred in our own time in transportation. Any of us here today can recall the hazardous, intermittent, unsatisfactory and inadequate service formerly accorded this province. If such changes have occurred in our life-time, from small hand-drawn boats to the largest and most powerful steamer ever constructed in Canada, what may we hope for in the next generation. Perhaps there was some truth in the words of Mr. Coverdale, president of Canada Steamships, when at the launching of the S. S. Charlottetown, he said "this craft will perhaps serve the needs of the Islanders until a tunnel is constructed."

Ferry Service

During the past year, recommendations have been made by the Boards of Trade, looking to a re-adjustment of the charges made for the conveyance of automobiles too



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and from Borden. The only concessions made was a change from eight to seven dollars for the return trip. The question now arises, should any charges be made for the conveyance of automobiles too and from this province. Why should the ferry service not be treated as part of the main international highway from the Atlantic to the Pacific?

1st. The Ferry Service and travel by auto to and from this province, is a matter that requires careful study.

2nd. Are the railways justified in making any charge for autos ferried too and from Borden.

3rd. If Prince Edward Island were separated from the mainland by only one mile; it would be connected by a bridge and no charges would be imposed.

4th. The Ferry from Tormentine to Borden should be regarded as an integral part of the highway from the Atlantic to the Pacific. It is now regarded as part of the Canadian National System.

5th. A province should not be handicapped in relation to other provinces by reason of a physical difficulty.

6th. The Canadian National Railway has recognized this principle in its operation of the ferry for railway purposes and the ferry is treated as so many miles of rail.

7th. From an equitable standpoint, the same principle ought to be applied in relation to persons using the highway with cars, and carriages, with the exception that passengers by motor cars could be regarded as passengers by rail and so be charged the regular railway rate for a like distance by rail.

8th. Are motor cars, carrying passengers who pay fare of passengers, under any greater obligation to pay a charge for their transfer than are Pullman or Passenger Cars which perform a like service?

9th. The charge imposed on motor cars crossing the Strait under their own power is in the nature of a tax and is to the prejudice of persons crossing the Strait in this way. To that extent it effects adversely citizens of Prince Edward Island visiting other parts of Canada and persons from other parts of Canada and the United States visiting Prince Edward Island by motor car. It is true the tax is not imposed by Prince Edward Island or New Brunswick, but in effect it is the same as if it was imposed by these provinces.

10th. Supposing at the boundary line between Ontario and Quebec, a tax was imposed on each motor car crossing the border from one

province to the other, how long would this be tolerated?

11th. The interests of the province demand that there should be no impediments placed in the way of free intercourse between the citizens of one province and another. The service between Tormentine and Borden is inter-provincial and international.

12th. One of the reasons given for confederation was, that the custom barriers existing between the different provinces should be let down, in order that there might be free interchange of the commodities of one province with that of the other.

13th. Further, the matter of all costs for the ferry and the operating service at Tormentine and Borden should not appear as a charge to this Province, but they should be charged to the consolidated revenue of the Dominion.

Women's Institutes

It is pleasing to note the continued interest that you display in affairs which pertain not only to your own districts and settlements, but which influence the entire province.

It must be with no small feelings of pride and satisfaction that you view the now completed sanatorium, the erection of which was achieved largely by your efforts, your vision was a true one, and the need of the institution has been amply proven by the number of patients who have already been admitted and treated.

There is, we hope, no possibility of your desisting in your efforts, which might now be directed with great good toward the demonstration and instruction of our people in better habits of hygiene and proper home life? There is undoubtedly a great need here for the exercise of your influence.

Farming

In speaking of farming conditions in the province, one doubts if there is any other portion of the Dominion of Canada, or of the Continent, where living conditions are as good, or where more intelligent methods are followed in the procedures of agriculture, than in our own million acre farm. We have had our periods of depression in the past, but if we profit by them, the future should find us ready to take full advantage of the good times which may be just around the corner.

A brief survey of conditions throughout the province, particularly now when some doubt and

pessimism seems to exist, may not be amiss.

Present indications are that the province is to be favored with one of the largest crops of its history, and even with the lower prices being offered it will not find us in such a bad condition as many would suppose, owing to the fact that our purchases now are costing us far less than they did previously.

Potato Industry

The acreage under potatoes in the province is about the same as last year with an increase in Mountains and a decrease in Cobblers. It is estimated that the yield will be about 30% less than last year.

The state of Maine our keenest competitor in the American market has a much larger acreage than last season, but owing to blight it is anticipated that the yield will be less.

At the annual meeting of the potato growers held on the 19th day of July a very favorable report was presented. It showed a great increase of activity over the previous year, 30% more potatoes were handled than in 1929, a total of 2,400,000 bushels being dealt with, and of these 1,200,000 bushels were certified seed potatoes. The first 6,000 bushels of these netted \$1.28 per bushel, the next 87,000 bushels 88 cents and the next 232,000 bushels, 67 and 2,000 bushels at 51c and the next 200,000 bushels 48c, an average of 64 cents per bushel. Later in the season potatoes were sold at lower prices.

It may be interesting to know that this province has been a large grower of potatoes for many years as may be seen from the following figures:

- In 1871, 3,376 bushels.
- In 1891, 7,071 bushels.
- In 1901, 7,071 bushels.
- In 1901, 4,960 bushels.
- In 1911, 4,203 bushels.
- In 1921, 4,832 bushels.

Butter Leads Dominion

Island butter again last year led the Dominion with a test of 92.951 being 8% over last year. This is a wonderful record and one of which every Islander may well be proud.

Eggs and Poultry

The total number of eggs produced last year was 5,109,000 dozen, which represented an increase of 193,915 dozen over 1929. Of this total number 1,495,000 dozen were handled by the co-operative association. That is only about one

third of the total production, which is the largest annual yield ever recorded in the history of the province.

Three cars of live poultry, valued at \$6,190 were shipped; the price being 15-13c per pound.

Dressed poultry showed an increase of 100% over last year.

Silver Fox Industry

In the later decades of the 19th century before foxes were raised in captivity it was estimated that between 2,000 and 3,000 pelts were placed on the market annually. This is a very small number compared with the quantity now year by year absorbed. For instance, in each of the past two years 100,000 were placed on the market and sold.

Last year there was an increase of 5,000 over 1929. The average price was \$70 as against \$100 the previous year. There were more buyers on the Island last year than at any other time in our history. In 1929 about 5,500 live animals were sold while in 1930 only 500. The estimated value of live animals and pelts sold last year was \$2,925,000 compared with \$3,500,000 in 1929. It is of interest to note that the receipts from the pelts of trapped animals formed only 2% of the total number at the auction sales.

Agriculture, our greatest basic industry, represented a total value during 1930 of \$9,951,000, this was composed of wheat, 447,000 bushels; oats, 6,612,000 bushels; 1,200,000 potatoes, 7,200,000 bushels; hay, 388,500 tons.

Cattle production, 100,000, value \$45,000.

Hogs, 53,981 value \$971,658.

Sheep and Lambs, 87,000 value \$22,000.

Tourist Trade

It is absolutely impossible to over-emphasize the importance of tourist trade to this province. And if I were gifted with eloquence I would attempt to stir our people to the realization of this. Greater and greater efforts must be made to attract here more people each year. There is perhaps no place in the whole Dominion which offers so much beauty, such good beaches as

Continued on page 9

The Friend of All Sufferers—Dr. Thomas' Electric Oil is a valuable remedy to all those who suffer pain. It holds out hope to everyone and realizes it by stilling suffering everywhere. It is a liniment that has the blessing of half a continent. It is on sale everywhere and can be found wherever acquired for.



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