

PRINCE EDWARD TO-DAY "MADAM BLANCH" NEWS AND COMEDY "ACES WILD"

THURS SHOWING 7-8:45

Adventure out-leaping the maddest imaginings... out-thrilling the wildest thrills!

The man-monster of ages past breaks loose in our world today!

With a mighty roar that shook the earth, King Kong, the prehistoric ape, reached into the sky and grasped the roaring battle plane. He crushed it like a paper toy and sent it hurtling in flames into the mob in the street below.

FAY WRAY ROBERT ARMSTRONG BRUCE CABOT

KING KONG

IT LEAPS BEYOND THE FRONTIERS OF IMAGINATION! From an idea conceived by EDGAR WALLACE

A L S O MICKEY MOUSE

CAPITOL TO-DAY "COHENS and KELLYS IN TROUBLE" Also—Music and Travel Films

CAPITOL TOMORROW HUMAN WHIRLWIND

Thrill-Loving Daredevil Hard-Driving

Buck JONES The CALIFORNIA TRAIL Helen Mack Directed by Lambert Hillyer

Mat. 3 Eve. 7-8:45

Annual Presidential Report

President S. A. MacDonald Reviews Conditions At Summerside Meeting.

Following is the address delivered by President S. A. MacDonald, Charlottetown, at the annual meeting of the Associated Boards of Trade at Summerside yesterday:

Summerside, P.E.I. August 29, 1933

It is with pleasure Ladies and Gentlemen, that I welcome you to the Twelfth Annual Convention of the Associated Boards of Trade of Prince Edward Island. It is particularly gratifying to have with us Representatives of the Women's Institutes and other rural organizations from various parts of the Province. Your presence here on this occasion today is particularly appreciated owing to the fact that a great percentage of the time of this convention will be occupied with matters relative to the agricultural pursuits of our Province.

And, Ladies and Gentlemen I trust that it is as pleasing to you, as it is to me to have the privilege of holding our convention in this beautiful and progressive Town of Summerside, this affords a greater opportunity to the people of the Western capital, as well as of Prince County generally, to become more interested in the work of the Boards of Trade, as well as the other organizations represented here.

We have arrived today at what may be termed another mile stone in our provincial history.

With the promise this year of an average crop yield, with the anticipation of a larger average cash return, and the further prospects of much higher prices for potatoes, our largest cash crop. It should go a long way to re-establish public confidence and to relieve the anxiety of the past two years to farmer and business man alike.

There seems to be a spirit of optimism today, that did not exist in recent years, that we have actually turned the corner seems possible.

We are all deeply interested in the policies adopted by our neighbours to the South even though their policy may seem to be in direct opposition to past theories. It must be remembered that the business yard-stick which we applied in the past may not serve us as well in the future.

That the great experiment attempted at Washington may be a success is hoped for by all, as no where else on the Continent would the success of such a policy be so beneficial as in our own province, whose interests are so closely related economically with U.S.A.

Agriculture being our chief industry, higher prices to the farmer would mean all around prosperity. There are those who contend that it does not matter whether the farmer receives \$1 or 50 cents a bushel for his potatoes, provided that the price the farmer pays for his goods is proportionally lower than that which he receives for his products.

It may be well to consider the position of the farmer in particular, since what is true of the effect of price level on the farmer is also

true of the manufacturer, the fisherman and the distributor.

Let us consider the position of the farmer whose annual interest, payment for mortgages or other taxes, such as school, church, provincial and loans, etc., would amount to say 400 a year. It makes an immense difference whether his surplus, over direct living expenses is 300 or 600 a year. With a surplus of 600, he will be able to pay his interest and taxes, and to make some reduction in the principal of his mortgage. With 300 he finds himself deeper in debt at the end of the year, than when he started his work.

This same principal effects all who pay taxes or owe money on mortgages or bonds. When surplus over current expenses is sufficient to meet interest charges, there is every encouragement to make further efforts to improve the farm. When no possible means can make surplus meet debt charges, credit is destroyed, moral weakened, purchasing power reduced, hardship becomes general.

For the government the situation becomes more acute, extra charges for the relief of unemployed, etc., the higher price level brings greater revenue and reduces the call for relief.

It is true that the Boards of Trade during the past few years, have not displayed the same activity as formerly. This is in accordance with the defined policy adopted by them all over the Dominion. The aim has been to discourage rather than encourage the lavish expenditure of public money by governing bodies, this policy of retrenchment was deemed necessary owing to the alarming increases in public debts of municipal, local and federal governments. As a further illustration of this, we might pause briefly to glance at the figures which go to make the financial structure of our own province, from 1906 to the end of 1931 or during a period of 26 years.

Several months ago, the Canadian Chamber of Commerce, which has set up a Bureau for the compilation and dissemination of information in respect to the increased costs of government and taxation in Canada, asked that the Charlottetown Board appoint a committee to gather local data, etc., along that line and assist in the formation of a public opinion that would lead to a reversal of the increasing expenditures so particularly noticeable since the war.

A committee consisting of Messrs. A. W. Hyndman, J. J. Morris, R. E. Mitch, R. L. Cotton, with the undersigned as chairman, was named. The Canadian Chamber asked that tabulations be made showing the comparative revenues and also the expenditures of the provincial and civic governments in the years 1905, 1914, 1922, 1931; the years chosen for comparison for the Federal Government and all the other Provinces.

Your committee have assembled the figures for the Province according to the forms provided, and some work has been done in respect to the statement of civic revenues and expenditures.

Among the figures compiled for the Canadian Chamber are the following:

Revenue of Province	
1905	\$ 313,445.02
1914	625,555.19
1922	723,379.94
1931	1,239,570.52

Expenditure of Province	
1905	350,561.99
1914	514,982.72
1922	893,142.87
1931	1,868,600.77

Debt of Province	
1905	771,583.35
1914	934,119.59
1922	1,397,060.78
1931	3,332,241.71

Paid for Interest and Sinking Funds	
1905	34,770.23
1914	60,374.18
1922	104,970.59
1931	220,950.38

There may be those among us who may say that the Boards of Trade activities are somewhat responsible for part of this increased indebtedness. Consequently, it must be remembered that the functions of the Boards of Trade are to cooperate with governments rather than dictate their policies.

In our own province owing to our insular position, the efforts of the Boards of Trade have always been directed largely to Federal rather than to local activities.

I cannot explain to you the functions of the Boards of Trade more clearly than by quoting the recent words of His Majesty King George who in addressing the associated Chambers of Commerce of Great Britain, stated the struggle between nations is one of trade, and it is to the Chambers of Commerce the ears and eyes of our national system, that we must turn for help and guidance. It is the Chambers who collect and freely distribute information stimulating the home

manufacturer, towards meeting the wants of the consumer, who watch over and protect their local interests and bring their knowledge and experience and counsel to a solution of the vast and complex problems of national trade.

The President of the U.S.A. states recently that a great Chamber of Commerce embodies the civic interests of a great community. Always a great Chamber of Commerce will represent the interests of the people as a whole. It is greater than any group, greater than any man in it and greater than the sum total of its members.

We think that the people of Prince Edward Island will agree that many of the necessary improvements in our transportation difficulties can be traced largely to the efforts of our Boards of Trade.

It is only recently that we have had the fulfillment of one more recommendation of the Duncan Commission, a claim which has been pressed by the Board of Trade for many years, namely the transferring of the annual costs for the operation of the Car Ferry services, from the accounts of the railway dept. to that of the consolidated revenues of the Dominion. Only a few weeks ago was this concession granted.

It is true that many in our Province did not seem to grasp the significance of this change in the accounting system, and who believe that it mattered little to which of the departmental heads those costs were charged. But those of us who for years past have been advocating improved transportation and who were always met with the same answer "The existing high costs of this service to the province" can best realize how humiliating it was, to be met with statements of this nature "knowing as we did that those costs should never have appeared as a direct charge to this province or to this division of the Canadian National Railways."

Now that we have had this barrier removed, let us press with all our energies to have one of the greatest obstacles to the further development of our Province removed, namely the excessive costs of the transportation for automobiles and passengers to and from this province. It is true that we have had a temporary reduction this season, but notwithstanding the reduction made, the present charge is today one of our greatest handicaps, one that no other province of the Dominion would tolerate.

Col. Wilfred Bovey of McGill University, one of Canada's outstanding men, spent several weeks in the Province this summer. On his return to Montreal he made the following statement which appeared in a Canadian Press dispatch on July 12th. He described the ferry charges for automobiles and passengers to and from P.E.I. as being absolutely ridiculous, and he further stated that it was the one drawback to Prince Edward Island, a land which he described as the fairest summer resort in the world.

The many reasons to be advanced for the removal of those onerous charges are apparent to all.

First, that no other Province of the Dominion is handicapped in a similar manner.

Second, that one of the chief reasons advanced for confederation was that all customs and other barriers be removed, thus affording a free exchange of the commodities, etc., of one province with the other.

Third, that we entered Confederation on the understanding that there would be a continuous communication winter and summer with the mainland of the Dominion.

Fourth, that we are entitled to a free and uninterrupted highway connecting with the other provinces of Canada and that the car ferry being the main connecting link for motor traffic with these provinces, it should therefore naturally be considered as a Bridge and it should be looked upon as so many miles of highway, and no charge of any nature should be made.

It is true that there are toll bridges in Canada, but they are operated by the provinces interested and the charges are levied by said province, and that in no instance is there a charge levied by the Federal government for communication by motor or passenger when travelling between one province of the Dominion and another, or a charge such as is now being levied on the people of Prince Edward Island, a charge that is termed today as our greatest drawback.

Sixth, that the great canal systems serving the centres of Canada at a cost of hundreds of millions to the Dominion are being operated by Canada and no charge of any nature is levied on shipping and passenger boats, and further that this free passage of shipping and passenger is permitted in direct competition with Canada's own privately owned railroads.

Prince Edward Island, in addition to the removal of the ferry charges, is now confronted with a new problem, one that must be faced with energy and promptitude. It is a condition that has come upon us, owing to existing economic condi-

tions, prevailing chiefly in the U.S.A. but also in our own country.

The problem is this, that many former Islanders have within recent years returned to their native land, and moreover the same conditions that lead those former residents of our province to return home, is now keeping our young manhood here also, and what are we as a province prepared to do, to meet this new condition.

It is true that Prince Edward Island should support a much larger population than we have. There seems to be an opportunity now to re-occupy many of the vacant farms throughout the province, and for more intensive methods of farming generally. I have discussed this subject with some members of the local government, who are alive to the situation, which is a matter of first importance to this Island, as it is a well established fact that a young man who is willing to work, can make as good a livelihood here as anywhere else in the world. It would seem opportune that when public relief is granted that first consideration should be extended along this line. An effort should be made to assist and encourage these people to establish homes and cultivate properties which are at present lying idle.

Agriculture is the very life-blood of our province, and we should not spare ourselves to develop it and to increase our population with these former Islanders, who are now in the province, and who are willing and anxious to cast their lot in their native land once more.

CROPS

The acreage of the different field crops varies but little from year to year—except last year there was a decrease in potato acreage of about five thousand acres. Coupled with the decreased acreage was a decided decrease in the yield, consequently the amount of potatoes marketed from last year's crop was much below the average quantity annually marketed during the past six years. The price was much above the price of the 1931 crop. The outlook for this year, from an acreage similar to last year does not indicate a yield in excess of last year's crop, but due to a light yield in the United States and Canada, it is estimated that this year's potato crop will be the lowest of the last 25 years on the Atlantic sea-board. The price anticipated, if realized, will mean profitable returns to our farmers.

Taken as a whole the poultry industry has been of considerable benefit to our farmers, as it supplied a steady source of revenue at times when there was little else to market.

The outlook for 1933 is not particularly a bright one, nevertheless, it is essential that our farmers give serious consideration to the future prospects of poultry, rather than give way to the tendency to drop out of it. With careful attention to details of management of flocks, plant and equipment, they can still convert grains, etc. into eggs and poultry at better returns than selling the raw materials.

Sheep and Swine Industry

With reference to the Sheep and Swine industry in the Province it may be said that conditions are more hopeful than at any time during the past couple of years. In 1931 prices paid for hogs and lambs declined to a considerable extent below that prevailing for a number of years, but the real slump in value did not overtake the industry until 1932. Returns for commercial turnover during the past year was probably the lowest on record for over a quarter of a century, hogs being sold as low as 3 1-4 dollars per cwt, live weight, and lambs at 3 cents per lb. The natural tendency therefore under such circumstances was towards an alarming liquidation of breeding stock. It was not uncommon to note many valuable brood sows on the various stock yards and at local abattoirs on days during which Hogs were delivered and placed on the market at from 1 to 2 cents per lb.

Since the first of March of this year an improvement in conditions has been observed. The demand is keener, prices have advanced and appear steadier and at the present hogs are selling at better than 60 per lb. weighed off cars at packing plants. Taking into consideration the selling price and feed values, it would appear as if Hog production show sufficient promise of profit to commend it to the agriculturist, practising mixed farming. If the present ratio of cost of production to marketing value can be maintained it is not such a gamble to engage in, as the experience of the past couple of years would indicate.

Volume of marketable surplus will undoubtedly be lower than the average for the past few years, due to the decrease in breeding stock and also to the large number of sucker pigs that have been shipped out of the Province during the past four or five months. It is estimated that upwards of 15,000 baby pigs were exported, which might well have been brought to maturity in this Province with financial advantage to our farmers.

This is an alarming situation particularly in view of the fact that one of the largest packing plants of the Dominion, who are operating a packing plant in the Maritimes, makes the startling statement that they have to go outside of the Provinces for not less than 85 percent of their hog requirements.

At the present time the tendency is towards increasing our production and the idea has much to commend it.

FISHERIES

The total catch of Cod, Herring, Lobsters and Mackerel in the province of Prince Edward Island, between the 1st of April and the 31st of July, 1932 and 1933.

Cod	
1932	2,103,600 lbs.
1933	2,384,400 lbs.
Increase of 280,800 lbs.	

Herring	
1932	4,343,900 lbs.
1933	5,008,800 lbs.
Increase of 664,900 lbs.	

Lobsters	
1932	9,711,100 lbs.
1933	7,869,500 lbs.
Decrease of 1,841,600 lbs.	

Mackerel	
1932	208,700 lbs.
1933	417,100 lbs.
Increase of 208,400 lbs.	

Other fisheries about the same as last year.

Egg and Poultry

We shall have to refer in particular to the operations of 1932, which is the latest available, and goes to show the value of this industry to the province.

The poultry industry in this Province has been maintained at the

approximate level of 1931.

There was, however, a considerable falling off in volume of both eggs and poultry sent to market.

The decline in quantities marketed was due in a large measure, to the decrease in value of these products. Poultrymen found it to be more advantageous to consume products than to attempt to market them.

The marketing of eggs in shell amounted to approximately two million dozens, with a value of \$300,000.00. Dressed poultry also showed a decrease in volume sent to market, as prices were considerably below former years and producers consumed large quantities, others failed to properly finish their poultry and sold it as canning stock.

In view of the decrease in value of other meat products, it was to be expected that poultry meats would also decline. The prices received during the marketing season of 1932 were more profitable to producers, than that received for pork, beef or lamb.

The value of eggs and poultry marketed this year was approximately \$700,000.00.

Cooperative Marketing of poultry products was carried on by the P.E.I. Co-operative Egg & Poultry Association. A volume of approximately one million dozens of eggs, and two hundred thousand pounds of dressed poultry were marketed for its members, an average price of 13 1-2 cents being returned for eggs, whilst milked chickens over five pounds average, returned 15c per pound. Selected turkeys also brought 15c. per pound for selected weights.

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Women's Institutes

It is pleasing to note that during periods of depression the activities by the various agricultural organizations and particularly by the Women's Institutes, the latter society have increased the number of their Institutes to 267, have added 17 new branches during the year, thus increasing their membership to 4,000, and the sum of \$14,000 was spent by them in such worthy causes as improving schools, aiding school fairs, improving public halls, public grounds, and in making the home and the settlement, a more attractive centre in which to live.

Air Mail Service

Last season we enjoyed the benefits of Air Mail to the province, the only criticism offered to this service, was the delay of several weeks between the date the late (air service) was cancelled and the date the air service was established. We trust that in the event of the second train being cancelled this season, that the air mail will be re-established on the same date.

In conclusion ladies and gentlemen permit me once more to express my great pleasure at meeting so many of the representatives, men and women of the province, and who are today so deeply interested in its present and future welfare.

To the various organizations represented here allow me to express to you my sincere congratulations and to commend you on your courage, determination and ability for the success that has marked your efforts during such a trying period. This ability and the thought that I should like to express is very clearly portrayed in the following poem that I found on my desk a few days ago.

Full many a race is lost
Ere even a step is run,
And many a coward falls
Ere even his work's begun.
Think big, and your deeds will grow.
Think small, and you'll fall behind.
Think that you can, and you will,
It's all in the state of mind.

I wish to thank the officers and all Board of Trade members, and local organizations, especially the members of the local government and our Federal representatives for their hearty co-operation in all our efforts with particular reference in securing for us the change in the accounting system of the ferry. We all realize the truth of the well recognized principle, that more can be accomplished by united than by individual effort.

THE PRESS

How soon we would disappear from the picture, were it not for our friends of the Press, with whom we have fought shoulder to shoulder for many years, during our days of prosperity as well as adversity. They have always been our ambassadors to broadcast and to support our policies, in the matter of improved transportation and all our other efforts, having for its object the improvement of P.E.I.

would warrant.

The following years may show that effect of this practice more than can be observed at the present time. The price prospects point towards higher values than prevailed last year, and this fact together with better returns for wool may serve to arrest the tendency towards retrogression in Provincial sheep husbandry. It is estimated that our sale of lambs is 25,000 and of hogs 20,000.

No. of Motor Cars Ferried to and from Borden

The number of motor cars ferried from Tormentine to Borden from May 1st to Aug. 7th, this year as compared with 1932 is:

Borden to Tormentine	
Month	1932 1931
May	208 196
June	498 511
July	945 1,000
Aug. 1st to 7th	259 281
Totals	1,910 1,943

Tormentine to Borden:

Month	1932 1931
May	309 281
June	616 563
July	1,182 1,241
Aug. 1st to 7th	335 331
Totals	2,442 2,400

which is approximately the same number as in 1932 and it might go to show that we had almost as many tourists as in former years.

Our tourist trade is one that is of first importance to our province as it is claimed that in 1932 the tourist trade was Canada's largest single industry, yielding a revenue of over 300 million dollars. With our improved hotel accommodation we should look for increased numbers each year, and let us not overlook the fact that the present ferry charges are a big factor in retarding the natural increase that should be expected.

The Number of Motor Cars Registered

It is a surprise to many to learn that there are as many automobiles registered in this province this year as last. Number of autos registered are 5,946 being the same as last year, the number of trucks are 628 being only 50 less than in 1932.

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Baptist Young Peoples Convention

The Maritime Baptist Young People's Convention will meet in the city of Fredericton Sept. 1-3. This is the third annual gathering of the Baptist Young People of the Maritimes who two years ago formed themselves into the Maritime Baptist Young People's Convention. The Organization is promoted by the Baptist Board of Religious Education and is given leadership by the Board's Field Secretary, Rev. A. Gibson, who for some years has been making a large contribution to Sunday School and Young People's Work. To this gathering will come Young People from all parts of the Maritime Provinces.

The sessions open on Friday afternoon with an address by the President Rev. J. A. R. Tingley. The Jemseg S. Y. P. U. will demonstrate a Society in action; and this will be followed by a discussion of problems vital to Y. P. work under the leadership of Miss Marguerite Baird, Rev. E. S. Gregg and Rev. H. E. Allaby. The Session on Saturday morning will be devoted

to a discussion of program building and Bible readings under the respective leadership of Rev. A. Gibson and Rev. F. H. Sinnott. Business will be dealt with at the afternoon session. In the evening three addresses on the Convention Theme of "Serving Christ" will be given by Miss Fernetta Barchard, Mr. Edison MacDonald and Mr. Angus Cameron.

On Sunday afternoon the Y. P. Convention and the General Convention are uniting for a Y. P. Rally. At this session a Pageant is to be presented by the B. Y. P. U. of Highfield Street Baptist Church, Moncton. This will bring the sessions of the B. Y. P. U. Convention to a close.

"An outstanding feature of the gathering will be a moonlight sail on the St. John River Friday evening. This will be open to the public and great interest has been manifested in it.

"This year the convention is fortunate in its opportunity to unite with the General Convention for its worship services and thus have the privilege of hearing the outstanding Baptist Preacher, Dr. A. L. MacCrimmon.

"At the session a Constitution will be adopted, a financial objective will be determined and other matters of great importance to Young People's Work in the Maritimes will be considered."

BRUSSELS SPROUTS IN CHEESE

One quart brussels sprouts, one quart water, 1-2 cup shortening, shake of pepper, 2-3 cup grated cheese.

Clean and cook sprouts in salted water, drain thoroughly. Sauté sprouts in heated shortening. When very hot stir in cheese and seasonings, stirring gently till cheese is melted. Serve immediately in hot dish.

Caught in the Rain

If you have gotten some rain drops on the washable silk summer dress, try rubbing them with the hem of the garment or else scratching them lightly with the finger nail. Almost always they will scratch out and save the whole dress from being washed.

Wet Shoes

A novel and good way of drying wet shoes is to turn on an electric light bulb and place it with the shoes. The steady dry heat from the bulb will evaporate the moisture without warping the shoes in any way. Of course, watch it to prevent burning.