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YOUNG HUNTER IS KILLED

(By Canadian Press)

NEW GLASGOW, N. S. Nov. 2.—Edward R. Foster, nineteen year old Thorburn boy, was almost instantly killed yesterday when a shotgun in the hands of his younger brother George was accidentally discharged, the load piercing Edward's chest. The brothers, with Frank Fleet, were on a hunting trip to Sutherland River, and had stopped by the roadside to rest. It was when George was rising to his feet that the trigger caught in some manner. A passing motorist rushed the boy to Thorburn, but he was dead when the doctor's office was reached.

Herrings were so plentiful at Grimby, England, on a recent Saturday that many fishermen had to take their catches back to sea and dump them overboard.

To help the nation, the widow of Admiral of the Fleet Sir Henry Bradwardine Jackson has notified

Canal Project Is Indorsed By Boards Of Trade

Continued from page 1

of the problem. Afterwards we will by correspondence get together all the figures necessary for us to form our opinion.

Hydro Scheme Not Connected

"The projects which have been submitted to us by the engineers of the Railway and Canal Department do not have any hydro power scheme connected with the canal. In Halifax, however, Mr. Johnston of the Nova Scotia Hydro Commission submitted to us a tidal power scheme which he considered could use power at a cheap rate. This power scheme is not in any way connected with the canal and does not require the existence of the canal. So that if it was found, after further study, that this project is a feasible and economical one, there is nothing to prevent the Province of Nova Scotia from going ahead with it no matter what our report might be to the Government on the Chignecto Canal proposal.

"I thank you, gentlemen for coming here today, and I wish to say that we have been very pleased to come to Charlottetown. In fact, we rearranged our schedule so as to have the pleasure of spending our week-end here, and we do not regret it."

The Commission leaves this morning for Moncton, where it will hold an afternoon session. From Moncton it goes to Newcastle, Chatham, Bathurst and Campbellton, where the last meeting of the present phase of the hearings will be held on Thursday. A good deal of information will subsequently be received by mail. If it is considered necessary the Commission may then visit shippers at various points, such as Montreal, Three Rivers, and Quebec. It has been suggested that a visit should also be made to Boston.

Asked as to the probable date of the completion of the inquiry and the submission of the report, Mr. George W. Yates, secretary to the Commission, said he expected the report would be ready for the next session of Parliament, which meets in January. This will depend, however, on the progress made.

"For example," he added smiling, "we discovered this morning that

the British government that she will relinquish her pension of \$1,500 a year.

you have a new canal project for Prince Edward Island."

The Commissioners and party were unofficially welcomed by Premier Stewart, members of the Provincial Government and other prominent citizens, including the council members of the Charlottetown Board of Trade, who were present in a body at the hearing. Others present included Senator McArthur, Senator Sinclair, and Messrs. W. Chester S. McLaure, M. P., and J. H. Myers, M. P.

Opening the sitting at 10.30 a.m., the chairman said the Commission was honored in being privileged to hold its meeting in the Confederation Chamber. It has visited various parts of the Maritime Provinces, going through the commercial and industrial centres for the purpose of securing information bearing upon the advisability or infeasibility of building the Chignecto Canal. The purpose of the sitting in Charlottetown was to secure such information as it may be wished to give.

The secretary then read the Order-in-Council appointing the Commission and the schedule of questions sent out to Boards of Trade and other bodies, bearing upon the possible advantages of the proposed canal.

OFFERS SUPPORT

Welcoming the Commission as president of the Charlottetown Board of Trade, Mr. George J. Tweedy said:

"As President of and on behalf of the Charlottetown Board of Trade I wish to extend to you a very hearty welcome. The Board hopes that you may be deeply impressed with the trading possibilities of this Province and that you may carry away an lasting impression of your visit.

"Since receiving notice of your coming here the Board has been in-

defatigable in its endeavour to supply you with definite information which might assist you in determining the possibilities of this Canal.

"The Board has not sufficient data to give you any information as to the cost of this Canal. Therefore, any suggestions made by the Board are subject to the cost of this canal being reasonable and the engineering difficulties being surmountable.

"There is one matter which the Board would like to impress upon you, however, and that is this: In some of the reports of your sittings it was mentioned that there was a possibility of hydro development. If this is so then it would yield untold benefit to this Province. We have practically no water power here and with a supply available at say Amherst, the advantages to be derived therefrom would be enormous.

"Two of the members of our Board, Mr. Nelson Rattenbury the grand young merchant trader of this Province and Mr. W. F. Tidmarsh, one of the greatest fish experts in this Province, have prepared briefs to be submitted here today. These briefs have been submitted to and received the approval of the Council of the Board.

"In conclusion may I assure you of the whole-hearted support and cooperation of The Charlottetown Board of Trade. If during your sittings here or the compilation of your report there is anything the Board can do, feel quite free to call upon it at any time."

FISHERIES BRIEF

Submitted by Mr. W. F. Tidmarsh, Chairman of the Fisheries Committee, Charlottetown Board of Trade.

To "The Chignecto Canal Commission."

Gentlemen:

This Brief relates to the fisheries of Prince Edward Island.

The statistics given below are taken from those compiled by the Dominion Bureau of Statistics, for the year 1929, the latest official statistics available.

The total value of the fisheries of Prince Edward Island was \$1,297,135.00. The principal exportable items may be classified as follows:

Table with 2 columns: Item, Value. Includes Cod, Lobsters, Hake, Haddock, Mackerel, Oysters, Smelts.

The lobster fishery is the only branch of our Island fisheries that is fully developed. This fishery at one time was rapidly declining, through intensive fishing, and it is gratifying to learn that not only has this decline been arrested, by wise legislation and a more strict enforcement of the close season, but during the last five consecutive years there has been a considerable increase in the catch.

The capital invested in the Provincial fisheries aggregate \$905,125, and 554 males and 648 females are employed in the industry with an aggregate yearly wage of \$93,598.00

The Gulf of St. Lawrence has an area of approximately 80,000 square miles and in its waters may be found, in large quantities, practically all the genera of the quatic family indigenous to northern latitudes. The geographical position of

Prince Edward Island places it in an unique position to take advantage of these prolific fisheries. That it has not done so before is due to several causes:

The lack of technical knowledge in curing and preparing the product for market and lack of cheap and efficient transportation facilities has been the chief factors in retarding the development of this important industry.

It is gratifying to know that the former disabilities are receiving the attention of the Fishery Department. Scientific instructors are now employed to educate the fishing population and fish curers, in improving the products and substantial progress is being made.

The Chignecto Canal would open up an entirely new avenue of commerce. It would bring the Southern markets 290 miles nearer to us than they are at present. It would afford cheap water borne freight and with more satisfactory trade relations with the United States, which we hope will eventually in the near future, could not fail to give a distinct impetus to the development of our natural products.

Supplementary

Express charges on fish from Charlottetown to the following points in the United States: New York City, \$3.60 per hundred gross weight.

Boston, Mass., \$3.35 per hundred gross weight. In the case of live lobsters where large quantities of ice is used in packing the rates would be at least 4 1/2 cents per pound.

The Chignecto Canal would greatly assist the live lobster industry. Auxiliary schooners of 50 to 60 tons could be successfully used for this purpose.

Shipments of fish from Prince Edward Island to United States in 1930 were as follows: Smelts 1,778,000 lbs. Live lobsters 1,600,000 lbs. Cod 3,312,000 lbs. Mackerel 529,000 lbs. Other fish estimated 1,000,000 lbs. 7,219,000 lbs.

Mr. Tidmarsh further stated, in reply to questions, that in the late lobster fishing season from Aug.

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16th to Oct. 16th, about 75 per cent. of the catch is marketed fresh and speedy water transport to Boston would be an asset not only to Prince Edward Island but to New Brunswick fishermen as well.

Live lobsters are shipped direct from Tormentine. Schooner shipments through the proposed canal, Mr. Tidmarsh believed, would reach Boston in sufficient time. Lobsters should live two and a half and even three days provided they are in prime condition. Live lobsters are usually sold in advance to large concerns. In reply to further questions by the chairman, Mr. Tidmarsh explained the method of shipping and keeping fresh lobsters in pound.

Commissioner Robb asked how long an auxiliary schooner would take to make the trip to Boston through the proposed canal. The question was referred to Capt. T. G. Taylor, Charlottetown, who was present. Capt. Taylor replied "about two days."

PRODUCE SHIPPING

The following brief was then submitted by Mr. Nelson Rattenbury: Charlottetown, P. E. I. October 31st, 1931

The Royal Chignecto Canal Commission:— Gentlemen:—

We beg to submit the following: In Schedule A, Point 3, your Royal Commission inquiring into the economical details of the proposed Chignecto Canal, ask:

How would the construction of the proposed canal affect the trade of Prince Edward Island? What would be the probable saving of freight?

The chief industries of this Province are the primary industries, Agriculture and the Fisheries. Eighty-four per cent. of our production is agriculture. Our largest field crops are potatoes and turnips. Our friable soil, and our cool and equable climate, are favorable for the production of these crops, and root crops generally. This was noted by our earlier settlers. In 1771, the Governor of the Colony, in his report to the Colonial Office in London, gave two instances:

"One farmer, near Charlottetown, from planting of six bushels of potatoes, had raised from them two hundred bushels, and another from a planting of three bushels, had raised one hundred and fifty bushels."

The Governor continues:—"I never met with, or heard of, such increase of potatoes; and as to garden stuffs, there is no country that produces better." In short, My Lord, the Island will be, in a short time, the 'GARDEN OF AMERICA.'"

In the five year period 1910-1914, previous to our car-ferry service, our average yearly production of potatoes was six million bushels, and the average price 28c per bushel, and total value \$1,691,000. The average yearly crop in Nova Scotia, 1910-1914, was six and one quarter million bushels. The average price 48c. per bushel, total value \$3,000,000. We note from these figures, the results of inadequate transportation. In the five years, 1910-1914, our crop of potatoes, because of our transportation difficulties was reduced in value each year one million dollars and upwards, considering the value of the Nova Scotia crop. This does not cover the shrinkage in value of our other surplus exports.

The annual report of our Department of Agriculture for 1930 gives our potato crop as nine and a quarter million bushels, and a total value of \$3,617,000.00, an increase of two million dollars over the yearly crop of the 1910-1914 period. The New Brunswick crop, 1930, was also nine and a quarter million bushels, and the total value \$3,617,000.00 same as the Island crop.

It is satisfactory that the car-ferry service, has so far improved transportation conditions that Island farmers realize now as much for this product as their Mainland neighbors; but for the bulky and heavy products we have to market, potatoes, turnips and other root crops, rail transportation is much too costly. This is evident if we compare rail and water rates.

The rail rate on potatoes from our Province to Montreal is 18 cents per bushel, sixty pounds. To Boston, inside—30 1/2c. per bus. To Boston, outside—32 1/2c. per bus. To New York, inside—40c. per bus. To New York, outside—43c. per bus.

The highest ocean rate on wheat per bushel also sixty pounds, from New York to Liverpool, in the years 1911-1914 was 7 1/4c. per bushel, and the lowest rate, 4c. per bushel. The rates from Montreal to Liverpool were practically the same. Our rail rate to Boston is 23c. to 25c. per bushel in excess of the ocean rate, at that time, from Montreal or New York to Liverpool. It may be that, from a Railway standpoint, the rates charged on our products are not unreasonable. That does not alter the fact that we cannot afford to pay these rates and that it is essential we secure water transportation for our bulky products, to the end that we can compete in the consuming markets. With the same objective, the necessity of water transportation.

New enterprises have been undertaken, or are under consideration for improving water communication. We have the new and deeper Welland ship canal, costing up to March last, one hundred and thirteen million dollars; also the deepening of the St. Lawrence channel between Montreal and Quebec. Of the seventeen and a half million tons of Canal traffic in 1927, 70 per cent. was agricultural products.

For a quarter of a century the Maine crop of potatoes, — this year estimated at fifty million bushels, — has been moved by rail. It is now announced that ten million bushels of that crop is to be transported from seaports in Maine by steamers of the Munson Line, for New York, Philadelphia, and Baltimore delivery, to supply the great Atlantic and Pacific Tea Company's chain of stores.

In reference to the inquiry as to the saving of freight to our Province if the canal was opened. An answer cannot be given unless we can make some calculation as to the increased production when consuming markets are reached by these bulky commodities at reasonable freight charges. The car-ferry has given us a better service than we had in 1910-1914, and for that reason our production of potatoes has increased from six to nine and a half million bushels. With more intensive cultivation, and a larger acreage under crop, we could produce 18 million bushels of potatoes, and with a larger acreage under crop, and more intensive cultivation, 15 million bushels of turnips. Deducting from this aggregate production of 38 million bushels, requirements for seed and home consumption, we could still have 20 million bushels and upwards of these root vegetables for export; and if, of this quantity, 15 million bushels moved through the canal, and the saving of freight was 8c. per bushel, our producers would be gainers by \$640,000.00. To market this crop during the 200 days yearly that these products are merchantable, 75,000 bushels daily, winter and summer, should move through the canal. Engineers could advise, if a short section of the southern entrance to the canal could be open for winter navigation, and could also advise the cost of a spur line of railway to link that section of the canal up with the Canadian National Railway system. A winter port there, the rail distance being so short, would be almost of equal advantage as a winter port in our own Province.

We attach a printed memorandum of freight movements over the Island and division of the Canadian National Railways for eleven months of 1930.

Our shipments of potatoes by rail were 4,813 cars, equal to 3,609,750 bushels, and 556 cars of turnips, equal to 417,000 bushels. The turnips took the Boston freight rate, 30 1/2c. per bushel, a total freight of approximately \$ 126,145.00

The Railway advises that approximately one-half of the potato shipments took the Montreal, Toronto rates, and the balance the Boston, New York rates.

The Montreal freight on 1,804,875 bushels, or half the shipments at 18c. totals 324,877.50

The Boston, New York rate on the remaining half, 1,804,875 bushels, at an average rate of 36 1/2c. totals 658,779.37

A grand total of \$1,009,801.87

A water rate of 12c. per bushel on the above rail shipments would amount to 483,210.00

The saving therefore on

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ROSS-DRUG-UNITED The MacKinnon Drug Co.

last year's shipments to Island producers would be \$ 628,591.87

In event of the proposed canal being constructed, steamers loading cargo at Montreal, or further west and bound outward through the canal to Boston or other American ports, would make Charlottetown a port of call to take on our shipments. Also steamers inward bound would make this a port of call to carry our produce shipments to Montreal and further west, during navigation. We are also favorably situated for the furtherance of shipments to all Gulf ports, if landed here, and to receive, and re-ship offerings of freight from the Gulf ports, and Gulf fisheries, as there are cold storage facilities.

We would therefore respectfully submit to the Royal Commission, particulars as to this port so that they need not anticipate any difficulty in this regard.

In the port directory, issued by the Department of Marine and Fisheries in 1913-14, the description in that publication of the Charlottetown harbour is, in part, as follows:

"This harbour is in the Hillsboro river, which is practically an estuary, or inlet of the sea, and is one of the finest natural harbours in America. It is capacious, well lighted and buoyed. Vessels drawing 27 feet of water can enter with safety. The anchorage is good all over the harbour.

"The harbour, near the three tides is over one mile wide and carries its depth for four miles from the harbour's mouth. The usual depth of water for anchorage is 30, 40, and nearly 60 feet."

The construction of the Chignecto canal has significance for the shipping interests in one of the world's greatest trading ports. It is known that, while the Cabot Straits are blocked with ice in the spring, impending navigation to and from Montreal; the river, and Northumberland Straits are usually free of ice, and canal traffic unobstructed, thus increasing in the spring several days, and sometimes weeks, open navigation to and from Montreal and the ocean.

Replying to questions, Mr. Rattenbury said the canal would enable potatoes and other products to be shipped by water to Montreal instead of by rail, which would be a considerable advantage.

Mr. Tweedy read a letter from Mr. S. R. Burke, Alberton, addressed to Mr. Rattenbury. Mr. Burke, who was unable to be present as a witness, endorsed the canal proposition from the standpoint of the shipping trade and cited his own experience as a shipper. He stated that express rates on fresh fish have seriously affected shipments from the west end of the Island.

Mr. L. R. Allen, Summerside, referred to the tank boats now used for live lobster shipments. He also suggested the advisability of building a connecting link with the Chignecto canal by cutting a canal from a point at or near Summerside to the Malpeque Bay, thus connecting the northern part of Prince Edward Island with the Northumberland Strait. This would enable local shippers to take full advantage of the scheme, and would permit them to extend their markets further south than heretofore. The Summerside Board of Trade, he said, supported the views of the Char-

lottetown Board in favor of the canal scheme. The distance across the Province at the points indicated by Mr. Allen is about two and one-half miles; it is low lying ground, with a small river on each side.

The Chairman: "Of course that is not a part of the Chignecto Canal proposition."

Mr. Allen: "I realize that, but I am advancing it as a suggested continuation of your project."

Mr. Allen expressed regret that Mr. J. A. Campbell, who had some matters to present on behalf of the Summerside Board of Trade, was not present. The chairman said Mr. Campbell's brief could be forwarded later.

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