

# Board of Trade Officials Review Year's Activities

## SILVER FOXES WANTED

Order just received for 100 full silvers, 200 three quarter silvers. High prices paid as order must be filled.  
W. CHESTER S. MCLURE  
L-94-17-ff.

### PRESIDENT REPORT

The following were included in the reports heard at last night's annual meeting of the Charlottetown Board of Trade.

The following report was submitted by Mr. J. M. Murley, President of the Board, and privilege, as your retiring President, to submit for your consideration the 54th annual report of the Charlottetown Board of Trade.

At a recent meeting of one of the Service Clubs a member of the Board read a paper on "The Activities of the Board of Trade." An analysis of this excellent paper indicates very clearly that during the past year the Board of Trade has made a fine contribution in community service by keeping before the people of this Province, and in fact, the Dominion, the duties and responsibilities incident to our association with the other Provinces in the Confederation of the Dominion.

In the ever changing world of this vast Dominion, it is essential that we be constantly reminded of the "Treaty" or agreement under which this Province is united with the other Provinces of Canada. This agreement makes certain provisions which are flexible to the extent that certain recurrent changes are inevitable.

Ang such other changes as may be incident to or connected with these services which by the B. N. Act, 1897, may appear to be the general Government, and as may be allowed to the other Provinces.

It would appear that the original basic plan of the Board of Trade, as expressed by the other Provinces, including the raising and transporting to a profitable market, without burdening any of the other Provinces, is a vast undertaking which requires not a little time and much money.

Your council, through various committees, has been closely allied with other bodies in discussing with representatives of the Local Government and the Provincial Agricultural Supplies and Production Committees, such matters as bacon prices, milked supplies, costs and other items of mutual interest. The various committees assigned by your council to these activities will present their reports at this meeting.

Recognizing the worth of the Travel Bureau, which incidentally was inaugurated, developed and operated on a voluntary basis by members of this Board for many years, the Provincial Government took over the establishment as a going concern in last year. The Board is pleased to have its public relations as the Island continues to receive through this medium.

When the standing committees of the Board were named for the year it was deemed advisable to appoint a committee to "Promote Tourist Traffic." This committee had in mind the need of a purely City contribution in this direction. There is a vast field for expansion and considerable hard work in this direction, but it will require consideration from the City Council in a reasonable expenditure of money to bring about profitable results.

The "American Tourist Dollar" is the easiest and best dollar for the tourist merchant to get. The tourist business is the most profitable enjoyed by Canada. A man or party on vacation has well defined objectives and it should be our pleasure to cater to these objectives to the very fullest extent, knowing full well that, generally speaking, such a vacation has been earned and supported by the necessary funds to make it possible.

With American funds at a premium, it is not difficult to see the possibilities in this traffic. If one person's suggestion in this report is that we start now and by every means in our power, press our friends and acquaintances in the United States to take their vacation with us on Prince Edward Island; to urge that the utmost publicity be given regarding what we have to offer in the nature of recreation, and that adequate preparation be made to transport these visitors, quickly, efficiently and economically to good places of their own choosing, where an unforgettable holiday may be theirs to enjoy.

We are not well equipped or trained to cater to a large influx of moderately well-to-do tourists. Housing should be checked up, especially with regard to modern conveniences. It is unreasonable to expect parties, including women and children, to be content with conditions as presented at some places after living in the more favorable atmosphere of a city flat or modern home.

This Province is vitally interested in the reports heard at last night's annual meeting of the Charlottetown Board of Trade.

Every county as well as the more intimate friendship of rural friends, who were heretofore much further away than most care to travel in the few hours allotted to recreation in our out-of-door during the summer afternoons and evenings.

These paved highways extend by many weeks the period of time both in the fall and spring, when our farmers may transport the fruits of their labour to the railroad for furtherance to profitable markets.

The success enjoyed by the business man in the city depends to a great extent on the measure of prosperity with which the farmer is blessed. Thus we find that under every circumstances, a healthy financial year for the city merchant indicates an equal measure of prosperity for the vigorous up-and-doing farmer.

For many years this Province enjoyed exclusive features which were all the earmarks of sustained prosperity. The fox business—seed farming—oyster culture, et cetera, all were profitable to an extent that spelled contentment.

While it is true that for the moment the fox business and oyster farming are meeting with comparative success it would appear to be over-optimistic to see anything out of a flurry in these movements, a good side line. The most sustained activity in which there appears to be a profit over a period of years is still the raising of hogs and dairy products.

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Two of our members addressed the Board at quarterly meetings, namely Mr. V. A. Ainsworth on the time Electric Company, and Mr. E. S. Chandler on Electrical Inspection. The council is grateful for the pleasure and profit derived from these addresses.

Mr. Justice Arsenault, whose long time association with the tourist business, traffic and housing as a hobby, has made him an authority on the subject, addressed the members of the Board, bringing a message of deep interest and significance, for which your council is grateful.

Previous to the annual meeting of the Maritime Board, held in Moncton, N. B., in October, Lt. Col. G. Elliott, Full was appointed to the Provincial Government to represent the Province on the Executive of the Maritime Transportation Commission and Lt. Col. J. Rogers was elected Vice-President of the Board for Prince Edward Island at that meeting. Congratulations are in order and now duly tendered.

There is also the question of greater rates on the Car Ferry which practically prohibits inter-provincial trucking.

The whole matter of Prince Edward Island transportation as dealt with by the Rowell-Sirois Commission is being considered by a special committee of this Board. — There is no comment is offered at this time.

justify our recommending the report, nevertheless it is felt that its adoption should be conditional upon the preservation of the rights of this Province granted under the confederation pact and care should be taken to see that the disadvantages of the various Provinces are not outweighed by the advantages. With this thought in mind it should be our duty to ascertain in what way implementation of the report will effect the benefit of the other Provinces in particular.

It is the opinion of this Committee that the principal of pooling the debts of the various Provinces is sound provided this plan can be carried through on a basis which will be fair and equitable to all.

Common Business Sense  
If however the Provincial debts are to be taken over by the Dominion and the only common business sense to assume that no fresh borrowings will be permitted without the consent of the Federal Government, which Commission should be non-provisional, the control of the Civil Service of Canada, it would seem to us that so long as humanity is what it is, there will be the tendency to enter into fresh commitments soon after the old debts are extinguished.

It is common knowledge that during the real estate boom in Western Canada, the only common business sense to assume that no fresh borrowings will be permitted without the consent of the Federal Government, which Commission should be non-provisional, the control of the Civil Service of Canada, it would seem to us that so long as humanity is what it is, there will be the tendency to enter into fresh commitments soon after the old debts are extinguished.

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Banker since 1817, one hundred and twenty-three years ago, to Governments—Dominion, Provincial, Municipal—the Bank of Montreal has given them the special forms of banking service they require.

Among the people employed by these governments are thousands of our customers, who keep their surplus funds in our savings department, borrow for personal or home improvement needs, or make use of our services in a score of other ways.

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## BANK OF MONTREAL

"A BANK WHERE SMALL ACCOUNTS ARE WELCOME"  
Charlottetown Branch: A. I. B. BELCHER, Manager  
MODERN, EXPERIENCED BANKING SERVICE... the Outcome of 123 Years' Successful Operation

Committee: J. W. Jones, M.L.A., Lt. Col. G. Elliott, Full, W. R. Aiken, G.M. Avard, C. M. Cox, J. A. Clark.

The following report was submitted by Dr. J. A. Clark: Your Agricultural Committee has worked with the Provincial Supply Commission in connection with a number of matters that have referred to it. Representations were made in an effort to secure reduced freight rates on western feeds for the Maritime Provinces, and in the spring, while no reduction was secured at that time, reports are current that the matter is still under consideration. A definite offer has been made to the Maritime Provinces whereby farmers here would receive certain feeds from the west at the present freight rate, and in return, the Dominion and Provincial Governments would absorb the difference between the Montreal and the Maritime rates on a 50-50 basis.

Surprise and disappointment is expressed on every hand at the recent fixing of a maximum price for butter. The farmers of this province have been asked to accept a price for their butter, which is less than the actual cost of production. The farmers of this province have been asked to accept a price for their butter, which is less than the actual cost of production.

Many matters are being subordinated to war requirements and the Wood Islands Ferry may be considered in this category. Apparently no information is available as to when this service will be inaugurated.

The public daily train service from the mainland still continues to be a major problem. After the amendments by the Duncan Commission this service was extended to January, but has now slipped back until it is again being operated during the heavy traffic months and we have no through rail connection for passengers from limited points on the coast to the Ocean Limited for the greater part of the year.

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been deprived of taking advantage of such valuable opportunities that would have proved the greatest factors in the development of our port. In recent years ships of over 400 tons have had great difficulty in docking and loading cargo here, owing to inadequate water at our present ancient piers.

View to Future  
We refer to these matters now with a view to the future. Most of the other provinces today are making every possible effort to secure industries that are and will be moving to Canada from Great Britain and other European countries, and there are, no doubt, certain classes of industry that could be induced to locate in Prince Edward Island. On making a survey, however, and finding out the situation as at present, it is not being able to take advantage of water transport, it would no doubt be the deciding factor against their locating here.

With modern docking facilities available we would be in a position to cater, not only to government vessels, but to the trade of the West Indies and South American trade, but to ocean liners, and there is bound to be a large trade which could be induced to locate in Prince Edward Island. On making a survey, however, and finding out the situation as at present, it is not being able to take advantage of water transport, it would no doubt be the deciding factor against their locating here.

While great disappointment was felt by many of our citizens who were most anxious to see this long-delayed harbor project carried out for our port, still after it was deemed necessary to cut out the work with similar projects elsewhere as a war necessity, the action was readily accepted without protest; and it was presumed at the time that this was being done consistently throughout the Dominion. In view of the fact that the project was not carried out, our producers will be left in the same old rut, and conditions will go from bad to worse. If we will not make an effort to help ourselves, we must expect others to bestir themselves on our behalf. Sir Alexander Gibb, who was chairman of a Commission appointed by the Government to examine into and report on the National Ports of Canada is credited with the following statement:

"The Port must be developed in advance of its immediate requirements; otherwise, shipping will not be attracted and traffic will not be developed."

Who would have anticipated 20 years ago that such heavy traffic would develop on the Car Ferry? Nor that there would be such strides made in the automobile and motor vehicle industry, and that so many dollars invested? Most business men, as well as the farmers themselves, realize the serious situation of our agriculture and the need of agricultural industry. With hundreds of farms uncultivated and many more with the old folks left at home eking out a meagre existence, we must have to be done sooner or later, to replenish many of these farms with new blood. How could we honestly induce desirable immigrants to come here, and then find out that our farmers are at such a great disadvantage and shut out of the market by their front door through prohibitive truck rates on the Government Ferry, let alone the cost of shipping to or from foreign markets by water transport?

Water Shipment  
On Saturday night, January 4th, some of our members may have heard Mr. Roland Alexander, McEachern speaking over the National and Canadian Broadcasting Systems from Buenos Aires. Mr. McEachern is a Canadian from Toronto and has been in South America for some time, in an effort to promote trade between Canada and the United States. He is a former member of the Board of Trade, and Mr. McEachern stated that his trade with the United States has increased 50 per cent. Here is a potential market for many of the products of Prince Edward Island, but the only way we could ever develop our export trade would be by direct water shipment by large modern equipped ships, making Charlottetown a port of call.

Lack of transportation facilities, the heavy cost of transport, and the development of our problems regarding the progress of Prince Edward Island. If improvements are to be made in this province, then adequate transportation by rail, water and motor truck must be made available, so that our products can be transported to the other provinces. New construction will develop for trade by water from the Lakes via the St. Lawrence Waterways and to United States points in the immediate fu-

ture, and we do not want to be deprived of taking advantage of same. We are entitled, to such facilities under the terms of Confederation, which guaranteed that we were to be supplied with services as supplied to the other provinces of the Dominion. As already stated, the Duncan Commission in their report made recommendation for these improvements in 1929, over fourteen years ago. It is the general opinion today that the cutting out of the contract for improvements to the Railway Wharf was brought to this point, was not consistent, when you see the many Public Works being carried on in the other provinces of Canada, such as the National Railway Terminal which was condemned by leading papers in Montreal, as well as in the other parts of Canada.

Many Works  
Many construction works are being carried on in the other Maritime provinces—at Halifax, Truro, New Glasgow, Moncton, Campbellton and Edmundston. A leading official of the Canadian National Railway recently stated that they were short of harbor accommodation in the Maritimes.

A large portion of the material for the improvements to the Railway Wharf was brought to this port and left for months exposed to the weather, when the contract was cancelled. Between depreciation and the cost of transport of material from this port, it would no doubt have cost a long way in paying for the labour to do the construction work.

Due to the cancellation, or postponement, on account of the war, of the Harbour Improvement Contract, the work of your committee during the past year has not been extensive. This report is more or less a summary given to you of this project of the most importance to the whole of this province, may be said to be the most important to conclusion at the first opportune time.

TOURIST COMMITTEE  
The following report was read by Mr. T. W. L. Prowse, meeting when the regular committee was appointed, it was thought that a new one should be formed to deal with this promotion as it was deemed a matter of great importance. Your committee thought that the City Council should be approached with the subject in view of doing more advertising in the city of Charlottetown and its advantage to the tourist business, and it was decided that a Board of Trade would assist in every way we could. On account of the extra expenditures by the city in the matter of advertising, it was an inappropriate time to ask the city for money to help in this work, but would advise that the chairman of the Board of Trade, in an impressive on the City Council the need of some substantial contribution that every year through the Board of Trade to advertise the advantages of spending a holiday in Charlottetown, the coming summer, pointing out all the advantages, such as hotels, recreation, boating, swimming, golf, tennis, etc.

While your committee has not been very active, nevertheless the chairman has kept in close contact with you relative to this important branch of the Board of Trade.

The Service Clubs of our city have been very active in their community life and their work has gone far and wide over the Maritimes and New England States and has been successful in advertising Charlottetown as an active and up-to-date community.

Let us in all our advertising and general conversation with visitors, press the wonderful advantages that this beautiful province has to offer for holiday seekers.

There is no plan in the immediate future to have a community for a Knicker — our want only Boosters!  
The following report of the Committee on Industrial Development for 1940, was read by Lt. Col. K. S. Rogers: The year nineteen hundred and forty saw little or no progress in industrial development for Charlottetown and Prince Edward Island. Nothing of permanent nature was established and existing industries apparently made little or no extension of their usual activities, being

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