

Drama Festival Friday 3.30 and 8.30 p. m. Buy TICKETS In ADVANCE

The Central Guardian
This column is reserved for news of local interest...

Lieut. Col. Full Elected President Of Trade Board

(Continued from page 1)

Following newly elected members: Messrs. R. W. Beckett, Frederic A. Large, John A. C. Gordon, N. W. Higgins, A. L. Wright, and W. T. Rogers.

PRESIDENT'S REPORT

It is my privilege tonight to present to you for your consideration, the fifty-first annual report of the activities of the Charlottetown Board of Trade.

"Our meeting tonight marks the termination of another year of this Board's work and it has been in many respects a most satisfactory one. In it we have the pleasure to witness the commencement and progress towards realization of several of the Board's objectives...

Farms and Fisheries

"Your Board is sorry to see that the agricultural and fishing industries have not prospered as they should have during the past year. As on these two depend the welfare of the Province, every effort should be made on their behalf...

"During the past year, your Board, to some extent, took an active interest in matters pertaining to our air services. The air-mail service is still functioning satisfactorily, but we have fallen behind in modern air port facilities...

Transport Bill

"Your Board took an active interest in the Transport Bill which was introduced at the last session of the Federal Parliament...

Post Office Plans Changed

"Your Board is pleased to note the completion of the Victoria Park Boulevard by the municipal authorities and other undertakings which add much to our City. During the past year, the Board interested itself in the proposed enlargement of the Post Office Building...

"As in the past the transportation problem has occupied a great deal of the Board's time and attention. We are pleased to report that our endeavours have not been in vain and most important results are materializing from the effort put forth. Three main objectives under this heading were pressed for: Firstly, improved transportation facilities between Borden and Charlottetown; secondly, harbour and port improvements at Charlottetown; and thirdly, the inauguration of a ferry service between Wood Islands and Caribou.

Car Ferry Transportation

"For several years the Board has been advocating the need, and this Province's right, for more adequate ferry services between the Borden and Tormentine. In the past the service there has not been sufficient in the summer season, when the tourist traffic is heavy. Various representations were made

at practically the same number, although we have had quite a number of new members, several of the older and non-active members, on our regret, have retired from the Board, and we have lost three members by removal from the Province. I wish to express personally and on behalf of the Board my thanks to our Secretary the Vice-President, members of the Council, and the different committees for their services and co-operation at all times, and to the press for the space and attention given to our various reports. In relinquishing my office as President of the Board, I would like to make an appeal to all merchants and tradesmen of this City and to the citizens at large for more support and interest on their part in the activities that the Board undertakes. Much has been already done, but there is still much to accomplish, and this cannot be done unless our citizens untied lend a hand and support the Board as they should. "To the incoming Council I would like to suggest that some means be taken during their term of office to interest more the younger members in the work of the Board, and that all undertakings, the details thereto and discussions thereon, be more fully shared by the Board at large, than handled only by the Council. Respectfully submitted, R. R. BELL, President.

Harbour Improvements

"For several years the recommendations of the Duncan Commission as to harbour improvements at Charlottetown were allowed to lie dormant, but it is gratifying indeed to note the progress that is being now made due to the efforts of this Board. We feel that this Province has suffered a great deal in the past due to the fact that the port of Charlottetown has not been kept up to the standard required in the shipping world today, and as enjoyed by the ports of Halifax and St. John. Our farmers have been greatly handicapped in the marketing of their products, and our tourist traffic with its substantial benefits to the public at large, greatly hampered. Due to our persistent efforts improvements in our harbour and our port facilities are now under way and in sight. The survey of Hillsboro Bay and our harbour has been completed and plans have been prepared showing what is necessary to standardize the port itself. An official of the Transport Department dealing with ports and harbours has recently visited us and we are most hopeful of the outcome of our representations to him. During the past year, Charlottetown was made a port of call for the "North Star" of the Clarke Steamship Lines. We extend a hearty welcome to this line. Although only a comparatively small tourist steamship, this is a step in the right direction and we feel that as soon as our port facilities are made adequate to handle modern size passenger and freight boats, Charlottetown will be a regular port of call for many lines. Our demands for the harbour improvement and port facilities were also presented to the Maritime Board of Trade, and a strong resolution was passed by that body. "Your Board is most gratified to see that tenders have been called for the Wood Islands to Caribou Ferry. We believe that a ferry at this point will be very beneficial to the Province. Your Board, in conjunction with the Southern King's Board of Trade, whom we welcome this year as another active member of the Board of Trade in this Province, have after due and studied consideration pressed for this service. Its inauguration in 1939 should prove a boon to the farmers of this Province in making available by motor truck, a ready market for their produce, and we feel our important tourist trade will be increased materially. The advantages of this ferry service will not only inure to the benefit of this Province alone but should also prove a distinct asset to our neighbouring Province of Nova Scotia in the exchange of the products of its mines, forests and fisheries.

Harbour Improvement COMMITTEE'S REPORT

The following report was presented by Mr. J. O. Hyndman, chairman of the Harbour Improvement Committee: Since our last annual meeting, your Harbour Improvement Committee has been kept quite active following up, at every opportunity, the efforts started a few years ago for needed improvements at this port. Your Committee are gratified to be able to report that considerable progress has been made. The survey and charting inside the harbour started in 1935 was completed in 1936 and a new chart is now available. The survey of Hillsboro Bay which commenced in 1937 and was completed in 1937 and the new chart for the outer approaches to the harbour will be available in the Spring of 1938, according to advice received from the chief of the Hydrographic Service at Ottawa.

While your Committee held quite a number of meetings and conferences during the year, they had one special meeting in May with the Council of the Board, when it was unanimously decided that a united effort should be made to bring about the desired results. Your Committee felt much encouraged and have been working strenuously ever since. During the visit of Hon. C. A. Dunning to our Province in August last, your Committee arranged for an inspection of the water-front and presented a brief outline of the port requirements. These representations were most sympathetically received by Hon. Mr. Dunning.

Lack Of Facilities

During the past Summer, the Steamship "North Star", operated by the Clarke Steamship Company, made several calls at this port with a large number of passengers. This ship, which is only of moderate size, experienced very considerable difficulty in docking. As a result of these visits of the "North Star", however, our citizens were given some idea of the importance of having the larger class of ships calling here. A lot of money is spent in the Province, not only by the passengers, but in purchasing supplies for the ships. In addition to this, it means more work and much needed employment on the water-front. Other lines of tourist ships, two or three times the size of the "North Star", have been desirous of making Charlottetown a port of call for a number of years past, but owing to lack of necessary docking facilities, this port and the Province have been deprived of the opportunity to participate in this very desirable tourist traffic.

In view of the fact that this Province exports a large quantity of products to the West Indies by sailing vessel, but since the sailing vessel has largely disappeared and has been superseded by the steam and motor ship, we have lost that market to producers in other centres, that enjoy modern shipping facilities. The West Indies and South America hold out probably the greatest prospects for a potential market for this Province. With adequate docking facilities there is no reason why the Canadian National Steamships should not make Charlottetown a regular port of call, as they pass our door to and from Montreal and the West Indies, which would make it feasible for our producers and manufacturers to develop this market on an equal footing with those of the other Provinces.

Last Spring the Steamship "Cornwallis" of the Canadian National line called at this port on her way to Montreal and a shipment of molasses here and grounded at half-tide about twenty feet from the head of the dock, causing quite a list and making it difficult to unload. The "Cornwallis" is much smaller than the Lady ships and other line ships that are desirous of calling here. Last Summer the Furness Line also inquired about ships calling at Charlottetown to land cargo and had to be advised against doing so. It is quite evident there is not much hope of any port development until adequate docking facilities are available, so that shipping can be invited to the port, rather than discouraged from coming.

"Our membership has remained at practically the same number, although we have had quite a number of new members, several of the older and non-active members, on our regret, have retired from the Board, and we have lost three members by removal from the Province. I wish to express personally and on behalf of the Board my thanks to our Secretary the Vice-President, members of the Council, and the different committees for their services and co-operation at all times, and to the press for the space and attention given to our various reports. In relinquishing my office as President of the Board, I would like to make an appeal to all merchants and tradesmen of this City and to the citizens at large for more support and interest on their part in the activities that the Board undertakes. Much has been already done, but there is still much to accomplish, and this cannot be done unless our citizens untied lend a hand and support the Board as they should. "To the incoming Council I would like to suggest that some means be taken during their term of office to interest more the younger members in the work of the Board, and that all undertakings, the details thereto and discussions thereon, be more fully shared by the Board at large, than handled only by the Council. Respectfully submitted, R. R. BELL, President.

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During the past two or three years a large market has opened up in South America for seed potatoes. The Province of New Brunswick, in 1937 exported approximately one million bushels of seed. If Prince Edward Island is to participate, to any great extent in this market, we must have up-to-date facilities that will make it possible for shippers to bring the larger and more modern class of ship to our port and to receive prompt dispatch. During the past season the few small seed shipments made from this province to Montreal and other mainland terminals, which is now a very considerable handicap. With the large markets that have developed in Great Britain for all kinds of Canadian products, it would not be long before some of the ocean liners would be calling at Charlottetown to pick up our shipments, and thus save our producers the freight charges to Montreal and other mainland terminals, which is now a very considerable handicap. A port must keep abreast of the times if it is to function properly and develop for the good of the country and to the advantage of the people it serves, just as it is necessary for the steamship lines, the railroad, the merchant and the manufacturer to persistently keep up-to-date and improving to meet the times if they are to stay in business. Prince Edward Island has made marked improvements in recent years in many ways, but most certainly not in port facilities, comparable with the other ports of Canada. Sir Alexander Gibbs, who was chairman of a Commission appointed by the Canadian Government to examine into and report on the national ports of the Dominion, 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."

At the annual meeting of the Maritime Board of Trade held at Moncton on the 12th October last, a resolution was submitted by the Charlottetown Board and passed, endorsing the request for needed improvements at the port of Charlottetown. Your Committee appreciated greatly the unanimous support thus given to our requirements by the Maritime organization, which should prove most helpful. On the 15th December last, a conference was held, in this city, with Mr. R. O. Campney, chairman of the National Harbours Board of Ottawa. An inspection was made of the water-front and the proposed improvements discussed from every angle, and all data asked for was supplied. Since the visits of both Hon. Mr. Dunning and Mr. Campney, your Committee has had the opportunity to be fully understood and appreciated as a justifiable public works proposition, so that construction work can start at the opening of navigation. This would insure employment for a large number of men for many months. In connection with the conferences arranged with Hon. Mr. Dunning and Mr. Campney, your Committee desire to acknowledge the co-operation and assistance rendered by Mr. Peter Sinclair, M.P., also to acknowledge the assistance from the Press in keeping the project in the limelight as of vital importance to the port and the Province. In view of the present world conditions and the need to conform to the utmost economy in Government expenditures, it may perhaps be a recent observation in a "Financial Post", of Toronto, with reference to present recession in business activities in the United States and its probable reaction in Canada, as follows: "Will the new American depression hit Canada? If so, when and how hard? We catch all Uncle Sam's diseases, Canada's Minister of Finance, Dunning, recently observed. "But he added, There is what is known in business as a time lag and it is this lag which gives us a chance to see the anti-cyclical and apply it before the disease gets too far into our economic fabric. There is no evidence that the deplorable business conditions across the border are being reflected in our economy. I am quite sure that the country of 130 million people on a country of 11 million scattered throughout such a vast country as ours. The conclusion of Bankers as to the most probable 'antidote' Mr. Dunning might have available for application to Canadian business to forestall or mitigate recession, is a major public works and housing campaign, in which the spending of millions of dollars would have a generally expansive effect on the whole business structure." It would, therefore, seem that this may be the opportune time for Charlottetown to secure the necessary docking facilities to meet the needs of the Island producers and shippers in opening up new markets, which are of such vital importance to our future development and prosperity. We should never overlook the fact that Prince Edward Island entered the British North American Confederation under an agreement conferred with the Dominion Government, which agreement obligates the Dominion to provide Prince Edward Island with services that are or may be granted to other Provinces in Canada. Respectfully submitted, J. O. HYNDMAN, Chairman. Harbour Improvement Committee

Maritime Support

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ISLAND PRODUCTS WEEK AT RIX'S

- Blueberries 2 tins --- 25c
Cauiflower 2 tins --- 21c
Round Beets 2 tins --- 21c
Wax Beans 2 tins --- 21c
Lobster Paste 2 tins --- 17c

Chicken Sprea 2 tins --- 15c

- Island Pork and Beans Quart --- 2 tins 17c
Island Pork and Beans 2 1-2s --- 2 tins 27c
Island Chicken Boneless 1-2s tin 24c
Kold Pak. Strawberries 1 pt. --- 27c
Kold Pak. Blueberries 1 qt. --- 19c
Island Clams --- 2 tins --- 23c

Island Quahaugs 2 for 23c



It's Thrifty to Buy at RIX'S GROCERY

- Island Oatmeal 10 lbs. --- 49c
Island Chicken 1 lb. talls --- 37c
Island Blended Brahmin Tea 1 lb 55c
Island Diamond Twist 3 figs for 25c
Island Diamond Potash 2 tins --- 21c
Morses Ginger Ale 1 c-s 24 Bot's \$1.00

Island Lobster 1-2 lb. tin 31c
RIX'S GROCERY LONGWORTH AVE. - QUEEN ST. LONGWORTH 1021-1022 - QUEEN ST. 1601-1602

We'll be perfectly frank: We want new customers! We want to get acquainted with folks who are interested in getting Full Value for their dollars... folks who like fine foods—and want them at a thrifty Price. So come in, if this means you—and get acquainted!

- Island Carrots 10 lb. --- 19c
Island Cheese 1 lb. --- 21c
Island Oatmeal 10 lbs. --- 49c
Island Chicken 1 lb. talls --- 37c
Island Blended Brahmin Tea 1 lb 55c
Island Diamond Twist 3 figs for 25c
Island Diamond Potash 2 tins --- 21c
Morses Ginger Ale 1 c-s 24 Bot's \$1.00

Island Lobster 1-2 lb. tin 31c

INDUSTRIAL COMMITTEE REPORT

Following was the report of the Industrial Committee prepared by Mr. Nelson Rattenbury, chairman and read by Mr. R. D. Quigley, committee member: In the industrial report 1937, reference was made to the vegetable canning business and the benefit to our farmers if this industry was carried on in this province. In the Central Provinces, for the most part, the pack of canned vegetables was an increase over the 1936 pack of one and a half million cases.

The farmers of the Central Provinces have from the canning business an enormous local market open to them. In 1935 the Canadian Canneries, Ltd., built a branch canning factory at Middleton, Nova Scotia. This factory gives employment to 170 employees. The press at that time reported as follows: "active in industry in the Annapolis Valley was H. E. Pyke, head of the Pyke Bros., of Halifax, distributors for the Canning Company, in Nova Scotia. Mr. Pyke had consulted with the executives of the Company on this subject several times at the head office in Hamilton. Finally decision had been made to locate one of the links in Canadian Canneries chain of factories in the Annapolis Valley. It is possible that if our Minister of Agriculture had a conference with the executives of the Canadian Canneries, at Hamilton, the Company might be induced to establish one of their chain of factories here, if as conditions are in this province, the company decided it was practicable. It is interesting to note that Home Canneries have been established in the last few years in Bisset, who is undoubtedly absent) their report for the year 1937. Very few matters have been referred to our committee, but such as were submitted received careful consideration, information was secured and a formal resolution presented to the next Council meeting which was passed and forwarded to the authorities to be dealt with. Agricultural conditions in Prince Edward Island were most varied in 1937. April and the first week in May were very favorable in Southern and Central sections of the province. Growth was very rapid and soil worked easier and better seed beds were obtained than at any later date. Early roots and many cereals were sown and these all produced abundant crops. The heaviest clover and hay crops in years were produced in the sections mentioned. The Western section of the Province did not fare so well. Clover was winter killed in most sections. The land did not dry out so that spring work could be started before the wet spell in May arrived. Four weeks of showery weather in May and early June greatly delayed spring planting and low areas could not be sown. This was followed by one of the hottest and driest summer seasons recorded. July and August had a precipitation of only 2.9 inches of rain, or less than half the normal rainfall. While this was very favorable for haymaking and early harvest it was disastrous to early varieties of potatoes. Rust, blights and other pests were very numerous and took a much higher toll than is

usual in this province. We often learn most from our difficulties and 1937 was no exception. Erban, a variety of oats resistant to leaf rust was outstanding in our many trials throughout the province. Some rust resistant wheat varieties: Thatcher, No. R. L. 592 named Coronation during the year, and C. 26-44.7 gave good yields to badly rusted areas. Large and small fruits and vegetables were good crops. Late potatoes recovered in the autumn and they and most pastures were above average and this was reflected in the increased production of both butter and cheese in the province. Your Board has taken more than their usual interest in the production, packaging and transportation

There are five distilleries in Ireland, one hundred and fifty in Holland, three thousand in Germany and large numbers in other European countries manufacturing stock food and alcohol from surplus stock of potatoes. The stock food possibly being more valuable than the alcohol. If this manufacturing industry has had the effect of stabilizing the potato industry in European countries the potato industry in our province might in the same way be stabilized. Our farmers organizations by sending a delegation to Ireland confer with the farmers in the Irish counties where the factories are working, could secure at first hand, information that would be of much interest and possibly of unusual advantage to the potato farmers in this province. N. RATTENBURY Chairman

Turnip Industry

A plant for waxing turnips is now operating in this city. Our opposition in the important turnip industry is from the major commercial areas producing table stock turnips, in central Ontario. Waxed turnips are in demand in both domestic and export markets. Twenty waxing plants are now in operation in Western Canada. It would be of advantage to our province if the duty on turnips as well as on potatoes entering the United States was cancelled under the new treaty arrangements now being negotiated between Canada and our neighbors to the south.

Potato Alcohol

Mr. Maas the manager of the Five Free State Alcohol Distilleries who during the Great War organized the 150 Dutch Distilleries under one syndicate of which he was chairman states in part in an interview given "The Irish Press" that "one factory will be able to deal with about 1200 bushel of potatoes a day. As soon as the farmer has sold off the best of his potatoes in the ordinary market, we will take off his hands the surplus that he could not otherwise dispose of. Any kind of potatoes are good enough for the factory, and when the potato supply falls the factory can produce alcohol from barley oats, sugar beets or in fact anything that contains carbo-hydrates. We will work the full twenty-four hours of the day turning out 600 gallons of 100 per cent pure alcohol each day and 6,000 gallons of centile food. When the five factories are in full swing and working most of the year they will turn out about one million gallons of alcohol and ten million gallons of stock food. We blend 15 per cent alcohol with pot-

The Salvation Army ANNUAL RUMMAGE SALE On Friday, January 21st open at 1 p.m. If you have anything for sale phone 833. LHO17-1-20-24

Trinity United Church THURSDAY, JANUARY 20 7.00—Chaminade Chorus. This might make petrol a little dearer but the blend would be an anti knock fuel that could stand higher compression. The urgent need of our farmers for a stable and dependable potato market which will absorb the culls and will give to the grower the assurance that he will not have to dump the products of his fields because of gut or over production. Stabilizes Prices There are five distilleries in Ireland, one hundred and fifty in Holland, three thousand in Germany and large numbers in other European countries manufacturing stock food and alcohol from surplus stock of potatoes. The stock food possibly being more valuable than the alcohol. If this manufacturing industry has had the effect of stabilizing the potato industry in European countries the potato industry in our province might in the same way be stabilized. Our farmers organizations by sending a delegation to Ireland confer with the farmers in the Irish counties where the factories are working, could secure at first hand, information that would be of much interest and possibly of unusual advantage to the potato farmers in this province. N. RATTENBURY Chairman