

REPORTS READ AT TRADE BOARD MEETING

Comprehensive Review Of Year's Activities At Annual Meeting Of Body

PRESIDENT'S REPORT

Following is the text of the annual report of the retiring President, Mr. Morris:

"On April 26th., of this year, your Board will celebrate its fiftieth birthday. On that day, in 1887, a number of progressive citizens, seeing the need of united action to further promote the interest of the City, its environments and Province as well, formed a Board of Trade. Our first President and Chairman was Mr. Louis Carvell, one of the founders of the successful firm of Carvell Bros., Ltd., of this city, an expert accountant, and a brother to the late Lieutenant Governor J. S. Carvell. He held office as President from 1887 to 1891. We are happy to note one of the chartered members, Mr. G. H. Taylor is still an active member. This Board honored Mr. Taylor by making him an Honorary life member, and we wish him many years of health and happiness.

Continuing down these years of success and achievement, our members carry the torch of progress onward, and around this Board tonight are busy men who attend meeting after meeting, giving their time and energy unstintingly, still building for our future generations.

"This evening, gentlemen, it is my pleasant privilege to report to you the activities of your Board for the year. My intention is to touch lightly on some of the matters, which will be gone into thoroughly by the Chairman of our Committees.

"Sixteen Council meetings, one special meeting, and four quarterly meetings were held. Several delegations met the executive members of our Provincial Legislature.

"A special meeting was sponsored by your Board for the purpose of giving the citizens of Charlottetown and the Rural Districts an opportunity of expressing their views relative to surveying in connection with the proposed bridges across North and West Rivers. At this meeting Councillor E. A. Foster represented his Worship the Mayor, extending a hearty welcome to the visitors.

"We had the privilege of discussing important matters with the Hon. Charles A. Durning, Minister of Finance, and Hon. C. D. Howe, Minister of Transport. The following persons addressed the Board: Mr. R. P. Bower, formerly Acting Canadian Trade Commissioner at Batavia; gave an interesting description of Java; Col. Subbard and Mr. Kilburn of Canadian National Railways discussed improved Railway Service. Mr. J. W. Kerr on Steamship Subsidies.

"The Province was honored by the members of the Canadian Good Roads Association, who held their convention here on Sept. 1st-3rd. All of these delegates returned home, well impressed with our Province, its beauty and hospitality. The Maritime Board of Trade also held its annual meeting in this City. Our energetic member, Dr. J. A. Clark, was the President. Your Board presented several important resolutions. I am pleased to state these resolutions were given special attention.

"On August 29th the Maritime Branch of the Canadian Post Masters held their convention in Charlottetown. Members from New Brunswick and Prince Edward Island attended this convention. Many of these delegates had never visited our Island before.

"Your committee on Transportation was again confronted with complaints regarding poor Railway passenger accommodation. After considerable correspondence, the Hon. C. D. Howe, Minister of Transport, met this Board on August 17th last. Strong arguments were advanced for the need of continuous communication and, at least, as good a passenger car service as the other Provinces enjoy. Mr. Howe replied that the people of Prince Edward Island must patronize the railway, if they want better service. However, improvement matters came under this committee, and were taken up as steamship subsidies, water and freight rates, and auto accommodation on the Ferry 'S. S. Charlottetown'.

"The port of Charlottetown, one of the finest on the Atlantic coast, has been sadly neglected. Shipping has been passing our door for want of proper docking facilities. The Harbour Improvement Committee made every effort to have those in authority give the necessary attention to our demands. We are glad to note that ports like Saint John, and Halifax are being kept up to date. It is to be hoped that with the gradual return of prosperity, our harbour will receive its rightful share of freight and passenger traffic. We cannot expect an improvement until the survey is completed, dry-docks built and our wharves put in proper condition. We feel that our committee has done yeoman work. They are thoroughly familiar with every detail, being active on this committee for several years.

"The different other committees have been quite active. Our membership shows a slight increase and

we feel that there is a wonderful opportunity for the young man in becoming a member of such an international and useful organization. My humble opinion is that no up-to-date community can do without a Board of Trade or a Chamber of Commerce and progressive citizens will find interesting matters to be discussed at our meetings. We, therefore, publicly invite those young men to become more interested in our Board.

Fisheries

"The Board of Trade, for many years, has been working on the improvement and the development of the Fishing industry of Prince Edward Island. As you know, we have a committee devoted to this work. During the year a number of fishermen petitioned your Board for support in their endeavor to obtain assistance to enable them to market and cure their fish. We gladly gave our support, as we have done in the past, realizing the wonderful opportunity lying dormant at our very door. We understand both the Provincial and Federal Governments have come to the aid of our fishermen in order that they may purchase supplies and we hope that increased aid will be given this industry. Fresh fish will be put up at very little cost and shipped to foreign markets, if facilities were near at hand. Distance to ready markets has been lessened by up-to-date transportation and permanent highways.

"During the year we lost one of our esteemed members in the person of Mr. Robert N. McNeill, who was an active member of this Board for quite a number of years.

"The day following our last annual meeting, this Province suffered a great loss in the death of its then Premier, the Hon. Walter M. Lea. Your Board felt his loss keenly. He was ever ready to listen to our requests; was never too busy to grant an interview; ever obliging and sympathetic.

"The Province of Prince Edward Island is, in no small measure, enjoying the general return to normalcy. Increased prices are offered for many of our farm products. There is a demand for lobsters and other sea foods. Fox pelts are bringing reasonably good prices. Building has been active in and around Charlottetown. The Rustico-Hunter River highway has been completed, bringing the people of that district closer to our markets.

"This should give us every reason to look forward with assurance to a sound prosperity for 1937.

"In conclusion I offer my sincere thanks to all of the members who assisted me as your President, most especially the members of our Council and different committees and last, but not least, our valued and popular Secretary, Mr. W. L. Higgins. I wish also to thank the press for its co-operation at all times.

INDUSTRIAL REPORT

The following was the report of the industrial committee under the chairmanship of Mr. Nelson Rattenbury:

Mr. President: As Chairman of your Industrial Committee I beg to report as follows:

At our annual meeting in 1935 answering inquiries from the St. John Board of Trade we dealt in some detail on our trade relations with Newfoundland. We recommended that the Dominion Government appoint a trade Commissioner in that colony. On our recommendation, endorsed by the Maritime Board, a commissioner has been appointed.

The Commissioner will visit this Province in the near future to consult with our Board, shippers, and others interested in improved trade relations with Newfoundland. That colony is a buyer of most of the farm products of which we have a surplus. In a recent year Newfoundland imported barreled salt pork in value \$753,000, and cattle, butter, cheese, hay, oats, potatoes, eggs and vegetables in value over a million dollars.

We formerly did an active business in barreled pork. Selling in carload quantities to the lumber companies in the Maritime Provinces, Quebec, and Eastern Ontario. It may be that our producers cannot compete for the barreled pork business in Newfoundland. Information as to the quality, cost to consumers, freight rates on barreled pork and other farm products would be of interest to our shippers.

There are over a hundred thousand consumers at the stations on the Newfoundland railway and the farmers at our railway stations have the products these consumers need, but the excessive freight rates prevent business. Continuous haul rates from stations on the Island railway to stations on the Newfoundland railway on the same basis as continuous hauls on the Canadian National Railway would facilitate the movement of produce. This arrangement would reduce transportation charges approximately one half.

The Industrial Use of Cull and Surplus Potatoes

Potato growing is one of our leading industries. Our soil and climate are adapted to the production of this crop.

It is discouraging to our farmers that prices fluctuate from year

to year. Some years there is no demand for our surplus at any price. An effort might be made to stabilize the industry. To make potatoes growing in this Province a sane and profitable business.

In Germany which, for its acreage, is the largest potato producing country in the world, there are six thousand factories turning the stock food, in a highly concentrated form. This is the main purpose of the industry and the alcohol for motor fuel produced is in Germany used upon as a by-product. The potato industry here is stabilized, travellers in Germany remark on the fine appearance of the live stock in that country.

The Irish Free State has one factory on the German model at Cork. Four more are about to be in operation. The output of alcohol will reach one million five hundred thousand gallons yearly.

Subsidies have been granted by the Dominion Government toward the construction and equipment of cold storage warehouses in all the Provinces. The total yearly bill is over two million dollars, this to help the dairy industry.

Our potato farmers might appeal to the Dominion Government for some assistance to start a factory, say in each county, to stabilize the potato industry in our Province.

At the last annual meeting of the P. E. I. Women's Institutes held in Charlottetown an interesting report on Island Industries was submitted by Mrs. A. A. Alley. She said in part, "if we can buy any article of home manufacture at a reasonable cost it is our duty to buy it in preference to any import."

The article, it is our duty to trade with our merchants in preference to those of any other country. Next we should encourage our merchant to place home products on the market when it is possible," and in this connection she recommends as a new industry a fruit and vegetable canning factory. Within two or three years our Board suggested to one of the large Ontario canning companies the building of a branch factory here. No action was taken.

This industry carried on, for the most part, in the Central Provinces, reported an output in 1930 of forty three million dollars, with a capital investment of forty six million dollars, and what is of much interest to our farmers, provided farmers near the factories with an enormously extended market. The output is nearly all consumed in the Dominion and averages approximately 50 cents per head of the population. The population of the Maritime Provinces and Newfoundland is one and a quarter million, so that our consumption of canned goods is approximately \$25,000,000 yearly. We can supply the raw material in this Province, and the pack here would be near Maritime and Newfoundland markets.

No local factory could meet the competition of this powerful organization.

The Companies are on friendly terms with the government. They have tariff protection of 2 cents per pound on corn, beans, tomatoes, and peas, and on all other vegetables 27 1-2 per cent, and would, it is thought, be disposed to consider favourably the recommendations of the Government.

We respectfully recommend that our Minister of Agriculture and the Dominion Minister of Agriculture meet the Executive of the Canadian organization for a friendly discussion of the question of branch canning factories in this Province.

Nelson Rattenbury Chairman.

HARBOUR IMPROVEMENTS

The following report was submitted by Mr. J. O. Hyndman, Chairman of the Harbour Improvement Committee.

Your committee is pleased to report that some further progress has been made during the past season in their efforts for improvements at the port of Charlottetown.

From a report recently received from Mr. R. J. Fraser, Hydrographer of the Surveys and Engineering Branch at Ottawa, we quote the following:

"With regard to the charting of Charlottetown Harbour I can inform you that this was practically completed in the summer of 1935 with the exception of a portion of Hillsborough River above the railway bridge. As a result of this preliminary chart, known as the 'process print or black-and-white edition' was published in May, 1936. Last season the work of sounding and charting the Hillsborough River was completed and when the preliminary edition of this chart has become exhausted a coloured, lithographed edition will then be issued. With regard to Hillsborough Bay, it is expected that the charting of this will be finished during the coming summer and a new chart will then be published as the result of the completed work."

Now that the surveys of the harbour and Hillsborough Bay are about completed, your committee feel that the time has arrived for united action, in order to obtain modern facilities at the Port of Charlottetown. With the depression past and greatly improved financial conditions prevailing, large expenditures for necessary public works are being provided, the latest announcement being that many more millions are to be spent during the coming summer for improvements and additional facilities at the Port of Montreal. When you consider that this province has no railway competition, such as other provinces enjoy, we are sure entitled to have our facilities for water transport brought up to standard, in order to accommodate the larger type of freight and passenger boats now employed. With such

modern facilities installed to meet our requirements, it would greatly benefit not only the producers and shippers of our province, but also the tourist business, which traffic benefits trade in general. In addition it would add greatly to the opportunities at our port for the labouring man to earn a living.

Your committee would again like to point out that at the annual meeting of the Maritime Board of Trade held in Halifax on the 20th of November 1935, a resolution that had been passed at the Council of this Board, dealing with the question of harbour improvements at Charlottetown, was unanimously endorsed by the Maritime Board.

In addition to modern docking and warehouse facilities, your committee has also advocated the construction here of a dry dock, so that the port can cater to the necessary annual overhauling as well as general repairs to government and other vessels and dredges. This would create very considerable activity on our waterfront and be an important acquisition to our port.

During the visit of Hon. C. D. Howe, Minister of Transport, to the province in August last, at a conference held in the Confederation Chamber, the need for improved harbour and dry dock facilities was brought to the attention of the honourable minister and it was urged that early action be taken to implement the Duncan Commission recommendation in this respect.

As pointed out in our report last year, the building of modern docking facilities here will mean an expenditure of large amount of money for labour and materials which should help greatly in solving our unemployment problem.

If we all take an enthusiastic interest and co-operate with our Federal representative it will ensure the early completion of this important undertaking so vital to our port and province.

Your committee, therefore, express the hope that the recommendations contained in section 18 of the Duncan Report will be commensurate to fulfilment in the year 1937.

Fisheries Report

Mr. President and Gentlemen: Your Committee on Fisheries beg to submit the following report on the fisheries of Prince Edward Island for the year 1936.

The lobster fishery, which is the most important branch of the Provincial fisheries, shows a decline of 6 1/2% from the previous year, with a landed value of \$570,306 an increase over the previous year of \$81,337. During the last four years this fishery shows a decline of 49%. To arrest this decline drastic measures should be enacted and rigidly enforced for its protection and possible reversion to its former state of productiveness.

The Cod, Hake and Haddock fishery show an increase of 2,536,500 lbs., with a landed value of \$56,397, an increase over the previous year of \$9,340. The low price for this class of fish shows little, if any, improvement. After cost of equipment and gasoline is deducted, the fishermen have very little left for their labor.

Oysters. This fishery shows a rather alarming decline of 949,800 lbs. from the landed quantity in 1935. The chief cause of this decline is due to falling off of the catch in the East River area, which in 1935 yielded between three and four thousand barrels, in 1936 only 104 barrels, the beds having become overfished. Scientific investigation by the Department of Fisheries to discover the cause is now in progress. Cultivation of oysters by individual and co-operative efforts is progressing favourably. A number of new leases were issued last year. This branch of the industry appears to be in a healthy condition, and capable of extensive expansion.

The Smelt fishery showed an increase over the previous year, both in quantity and value. All other branches of the fisheries are in a normal condition.

The total value of the Provincial fisheries for 1936, was \$732,955, an increase over the previous year of \$89,203.

This Board has for some years past, advocated Government financial assistance to fishermen to replace equipment. It is gratifying to know that an initial move has been made in this direction. Last year a Federal grant of \$25,000 was obtained which was supplemented by a similar amount by the Provincial Government, which appointed a Committee to administer the fund. Our information is that the Committee has discharged its duties in a very efficient and satisfactory manner. In addition to rendering assistance to deserving fishermen to restore equipment, it has investigated and discovered large Scallop beds between East Point and Murray Harbor, and next year fishermen will be encouraged to operate in the Scallop fishery. Arrangements, we understand, have been made with the Fisheries Department to supply a competent person to devote full time to instructing our fishermen in scientific methods of curing and preparing fish for market, and it is possible, in the near future small curing plants may be built in fishing centres.

We note with satisfaction that an organization known as the Adult Education League of Prince Edward Island is now functioning in the province. From recent reports it appears that, at the present time, its efforts are chiefly directed to the farming population. We hope that in the near future it may be able to extend its educational efforts to the fishing population, where adult education is urgently needed. Adult education has brought such remarkable beneficial results to the fishing population in many fishing sections in Nova Scotia, should be made avail-

able to our fishing population to acquaint them with the technique, necessary for the solution of their problems.

Respectfully submitted,
W. F. TIDMARSH
Chairman

BOARD OF TRADE AIR SERVICE

Mr. R. L. Cotton chairman of the Air Transportation Committee, reported:

On the daily air service between Charlottetown and Moncton only one and a half round trips were missed during the regular schedule during the whole of the year 1936. This a remarkable record—better than the best heretofore—and demonstrates very decisively our freedom from fog and hurricanes and the general suitability of this area for safe and regular flying. And that without any of the accepted radio and other aids to aerial navigation. Ours is a preferred coastal area for air transportation.

The operating company, its local manager, Mr. Walter Fowler and its other officers were here to be congratulated and thanked. There was again an increase in the number of passengers and in the weight of mail carried. More mail is carried between Moncton and Charlottetown and Summerside than on any other air mail service in Canada.

A new company promoted by Maritime men and capital has recently begun the operation of additional services in the Maritime Provinces. As no mail is carried on its routes flights are only made when passengers offer. Its scheduled routes include St. John-Moncton-Halifax; Halifax-New Glasgow-Charlottetown, and service to Sydney will begin when conditions permit landing with skis. Its plane from Halifax to St. John makes connection at Moncton with the through service from Charlottetown so that it is now possible to get through from Charlottetown to St. John in about two hours.

Particularly of late the newspapers and magazines are continually carrying feature articles informing everybody of the wonderful strides being made in Canada and throughout the world in air transportation. Active preparations are being made for the establishment this year of the trans-Canada mail and passenger service and large expenditures are being made by the federal government at a chain of airports and landing fields right across the continent from Moncton to Vancouver.

Charlottetown might well, as a community, be more active in this regard in maintaining the early and excellent start which it made in the establishment of air services. Connection with the two through trains on the mainland could be made at very little additional cost that involved in the one round trip a day connecting with Ocean Limited and would provide a further speeding up of business correspondence, particularly so for areas east and south of Charlottetown and west of Summerside, and make great time savings possible for those travellers to whom time is valuable. Proper docking, mooring and other facilities for sea planes must eventually be provided here, and improved landing facilities are required to make possible the landing here of such planes as will be used in the trans-Canada service. The same such facilities are provided, the better, Charlottetown would seem to have been especially fitted by nature as the site of Canada's principal base for the military and naval air services centered on its eastern coast.

As an aid to the operation of the Magdalen Islands air service this year a radio station has been established on one of the Government-owned wintering in Charlottetown. This will enable the local airport to keep close touch with weather and landing conditions at the Magdalen and so mitigate somewhat the hazards attendant upon that run. This year the first landing has been made at the Magdalen by a plane fitted with wheels.

ROBERT L. COTTON
Chairman.

TRANSPORTATION COMMITTEE

The following was the report of the Transportation Committee:

Mr. President and members of the Charlottetown Board of Trade, I beg to submit the report of the Transportation Committee of this Board for the year 1936.

The year through which we have just passed has been a busy one for your Committee and I feel that your Committee has handled its work and duties to the very best of its abilities. Of course, this is a matter for you to judge, but your Committee is satisfied that some results, beneficial to this Province, have been returned for the efforts expended.

Early in the year your Committee took under advisement the necessity of the continuance of a subsidized steamship service between this port and the ports of New England, Montreal and the West Indies. On February 3rd, 1936, a resolution was prepared by your Committee and duly passed by this Board in regard to said service and was followed by a personal presentation of our case to the Premier and Government of this Province. Due to the subsidy granted and enjoyed to the year 1935 being discontinued by the Federal Government, your Committee were obliged to redouble their efforts in pressing for a suitable service, and the matter was further taken up with our Federal Representatives—the proper Departments at Ottawa, with Mr. J. W. Kerr, Inspector of Steamship Subventions who visited here on May 13th, 1936, and with Hon. W. H. Dennis, Minister of Agriculture for this Province. We are happy to report that a subsidy, was finally

granted and this Province is, right up to the present time, enjoying a steamship service to the New England markets. Your Committee is informed that this service as operated by the S. S. Farnorth is enjoying a large trade especially in the export of turnips and potatoes. This should augur well for the continuance of this service during 1937 and your Committee would suggest that a service should be urged for 1937, to commence in the early summer so that the tourist business would be encouraged and taken care of.

Your Committee throughout the year were also actively engaged in matters dealing with our Railway transportation problems. On May 4th, 1936, your Committee presented to this Board a resolution asking the Dominion Government to implement in full the recommendations of the Duncan Commission in reference to Railway services. This resolution was duly passed by this Board and forwarded to the proper authorities. On the same date your Committee fully presented to Colonel Stewart of the staff of the Board of Railway Commissioners an outline of the improvements requested. Your Committee were pleased to have the opportunity of meeting the Hon. Mr. Howe, Minister of Transport who visited here on August 17th, 1936. Advantage was taken of this occasion, and your Committee presented its case for improved services to him, especially along the lines of a speeded up service between Charlottetown and Moncton.

Following Mr. Howe's visit, your Committee prepared a resolution dealing with the Railway services in general, which resolution was duly approved by this Board, and presented and passed by the Maritime Board of Trade at its Annual Meeting here in September.

Many other matters dealing with our transportation problems have been dealt with by your Committee and recommendations have been made. I would refer to such matters as increased auto-able accommodation between Bord'n and Tormentine, a Pullman service between here and Moncton, the making available of salvage equipment at this Port, the necessity for spring being made in the early Spring to the car-ferry Charlottetown, the desirability of having passenger steamship lines make Charlottetown a port of call, and also other local subjects brought to our notice.

Your Committee would like to point out that in the matter of Railway Services, certain improvements were made following the presentation of our case to the Hon. Mr. Howe. Additional crossings were made by the car-ferry Charlottetown, and for a time an early crossing at seven o'clock in the morning, and we are now enjoying a Pullman service on three days a week.

Your Committee have not perhaps been successful in all their undertakings, but we feel that good progress has been made and the efforts put forth will bear fruit at a later date.

Submitted on behalf of the Transportation Committee.

R. R. BELL
Chairman.

AGRICULTURE REPORT

To the President, Charlottetown Board of Trade:

The past season was favorable for most Agricultural crops in this Province. The hay crop was the most abundant in many years, about 20 per cent above average, and the large percentage of clover in the hay and pastures greatly added to its nutritive value. Heavy crops of clover are not only valuable the year in which they are harvested, but they add greatly to the fertility of the land by the amount of nitrogen gathered and of humus produced and stored in the land for future crops.

Oats and barley, and mixed grain gave yields above average. Potatoes were a fair crop and where well sprayed, were suitable for shipping with a comparatively large percentage of marketable potatoes. The root crop was very heavy, much above the average yield, and the quality was excellent. Wheat, injured by insects and disease, was about the only crop below average in yield.

Marketing conditions and prices have been well maintained. I feel safe in saying Agriculture has had a successful year.

The Field Days and Ploughing Demonstrations at the Charlottetown Experimental Station and at the Illustration Stations throughout the Province, were more largely attended than ever before. Interest in Agricultural experiment and research work, and in practical demonstrations is rapidly increasing. Many study clubs have been organized in the Province and the Women's Institutes have asked for material on agricultural subjects to be studied at their regular meetings.

The past season was very favorable for live stock and increases were reported in animal products. A number of outstanding sires were brought to the Province. The freedom from disease, indicated by the last test completed by the Health of Animals Branch, continues the Island as a Restricted Area.

J. A. CLARK,
Chairman Agricultural Comm'tee.

TOO LATE TO CLASIFY

"I don't see how football players ever get clean!"

"Silly, what do you suppose the scrub teams are for?"

WANTED IMMEDIATELY EXPERIENCED MAID FOR GENERAL HOUSEWORK.

Apply H. C. Guard-2-2215-14-31, nois Light, Heat and Power Com-

Annual Meeting The Central Guardian

(Continued from page 1)

many occasions been of great service. Mr. Higgs congratulated the veteran member on his excellent report as chairman of the industrial committee.

Major McNutt, member of the civic improvement committee, gave an impromptu report in the absence of the committee chairman, Lt.-Col. G. E. Full.

Major McNutt congratulated the city for the fine breakwater at Victoria Park and the improvement project at Government Pond.

He recommended an ash walk along the south side of Brighton Road from Byers' Corner as far out as the hospital at least and perhaps as far as the shore. It would be a project which would be 100 per cent labor, he said.

The improvement of Dead Man's Pond in Victoria Park, the planting of a row of trees along the north side of the park roadway, that greater attention be paid to Hillsboro Square, and that more rigid building regulations be enacted were suggestions made by Major McNutt. He also suggested the possibility of bringing more manufacturers to the city to provide much needed employment for the people should be considered.

And finally for the sake of the children, the most valuable asset to any place, there should be less hypocrisy in the liquor law of the province, Major McNutt declared.

Mr. A. Belcher, reporting as chairman of the entertainment committee, said that the most important activity of his committee was the entertainment of the Maritime Board of Trade.

During the meeting Mr. C. E. McKenzie, as the secretary of the Central Farmers Institute, asked the Board who got the benefit from the \$20,000 subsidy granted the Farnorth on the Charlottetown, Boston, New York service. Although he understood that the turnip freight rate was more than cut in two it did not result in one cent increase to the farmers and he thought that, if the subsidy was to be continued, the farmer should get at least part of the benefit, otherwise they would probably oppose such a subsidy.

Mr. R. L. Cotton asked if it was thought the shippers here got the benefit. He did not think business was conducted in such a way.

Mr. McKenzie said he had heard that the large shippers had been cutting prices and that the saving on freight rates perhaps went that way.

Mr. R. E. Mutch declared that the largest user of the Farnorth was the farmers own co-operative and that they should be able to answer the question.

The required information could not be obtained from that source, Mr. McKenzie replied. Turnips were retailing at five cents a pound in Boston and the farmers here were getting 13 cents a bushel so there was obviously too great a spread somewhere, he declared in conclusion.

Firemen Elect Officers At Annual Meeting

(Continued from page 1)

Company meetings preceded the main meeting. Captain Louis Stewart presided over the meeting of the Chemical and Hose Company which elected the following officers: first lieutenant, H. Cameron; second lieutenant, H. McTague; secretary, Pat Ready. Two new members were accepted into the company, John MacLeod and Bruce Williams.

The Hook and Ladder Company meeting, presided over by Captain H. H. Jewell, elected the following officers: secretary, F. R. MacLaine; lieutenant, Arthur Dover.

The meeting was held in the firemen's quarters of the City Building.

BEAUHARNOIS

(Continued from page 1)

He also awarded the company costs.

Chief Justice Rose dismissed the Company's action against the Attorney-General of Ontario and ruled the Company should pay the Attorney-General's costs.

Ontario's cancellation of power contracts between the Hydro Commission and four Quebec companies was first challenged in the courts by the Ottawa Valley Power Co. Ltd., which was successful in Ontario Appeal Court. The court ruled parts of the Power Commission Act, 1935, were ultra vires the Ontario Legislature. The case now is before the Privy Council.

TO PROTECT PROVINCE

TORONTO, Jan. 13—(CP)—First business of the Ontario Legislature at the coming session will be passage of bills to nullify the effect of any possible decision of the Privy Council holding Ontario liable for payment for power contracted for under the canceled agreements with Quebec companies, Premier Hepburn announced today.

Returning to his office after a week's illness with bronchitis, the Premier commented when a Supreme Court of Ontario judgment ordered the Ontario Hydro Electric Act, 1935, to pay \$373,750 with interest and costs to the Beauharnois Light, Heat and Power Com-

FRACTURES ANKLE—Mrs. R. MacDonald, City, suffered a fractured ankle yesterday when she fell down the basement steps at her home. She was resting comfortably last night.

FUNERAL NOTICE—The funeral of Mrs. Nelson MacEwen will be held today, January 14th, from the home of her father, Mr. Neil Penney, Victoria, to Victoria United Church service starting at 2 p. m.

BELI'S SECOND "DRAGON" HERE—Mr. Walter Fowler, superintendent of the Canadian Airways here, arrived from Montreal yesterday evening with a twin motored "Dragon" plane. The machine, which came from a Western Canada, will be used as a spare on the Charlottetown, Summerside, Moncton service and on the Magdalen mail service. The second "Dragon" is a sister ship of the one now in regular service.

REFLE PRIZES ON DISPLAY—Prowse Bros., Richmond Street, presents an array of attractively decorated trophies and medals representing victories won during the past year in D. C. R. A. and P. R. A. matches by the P. E. I. Highlanders. Included in the collection is the Barlow Cup and miniatures won at the Dominion shoot, Ottawa. This match was open to officers from any unit in Canada. Also the Walker Cup shot for at Ottawa. Local club trophies include the Lt.-Col. D. A. MacKinnon D. S. O., Cup, The Guardian Trophy, the Army and Navy Cup, won by Lt.-Colonel Percy Hooper, the Alfred Pickard Cup won by Lt.-Col. Allan McCabe, the Prowse Bros. gold medal won by Capt. James Coles, M. M. Included in the display are group photographs of the officers and men of the Regiment taken at Aldershot; a picture of Colonel Thompson, O. C., and a picture of His Majesty King George VI and Queen Elizabeth.