

ANNUAL MEETING OF THE ASSOCIATED BOARDS OF TRADE

(Continued From Page 2)

Therefore be it Resolved by this meeting of the Associated Boards of Trade that nothing short of a certain sections or districts which re-annulment of the present railway schedule during the entire year will meet our requirements and that the incoming Executive be instructed to press upon the parties that this service be provided in future.

Resolution re Standardize Gauge Murray Harbor Branch, C. N. R.

That the C. N. R. be requested to replace mixed trains on the Island road by a faster and more up-to-date type of express, such as oil, electric or gasoline.

Resolution re Hotels.

Whereas greatly increased attention has been directed in the past two or three years to Prince Edward Island as a summer tourist resort, and its unique and outstanding advantages for holiday purposes are being more fully and more widely recognized.

And whereas technical difficulties and the seasonal nature of the business tend to prevent the operation by local companies of hotels sufficiently elaborate and adequately staffed to establish the province as a great tourist centre.

And whereas the Canadian National Railways hotel system now extends from coast to coast and has involved a great capital expenditure largely entered into with the idea of developing railway passenger traffic, in which Prince Edward Island has no share.

And whereas no other of the great transportation or hotel systems have connections with the Province of Prince Edward Island.

Therefore be it Resolved that this conference of the Associated Boards of Trade and other business interests would impress upon the management of the Canadian National Railways, the Minister of Railways and our Federal representatives, the suitability of Prince Edward Island as the site for a Canadian National Summer Tourist Hotel, and the desirability of making the necessary appropriation for the construction thereof at the earliest possible date.

After considerable effort and agitation on the part of your committees the requests contained in three of these resolutions were secured for the benefit of the entire province.

First—A sum of \$1,000,000 has been placed in the federal estimates for new ferry. This is a matter of outstanding importance to all the business interests of this province and to its future prosperity.

Secondly—The Local Government realizing the importance of a traffic specialist to the farmers and to the fishermen of this province have consented to join with Nova Scotia and New Brunswick in carrying on this important work.

Messrs R. E. Mutch and Wilfred Bouler have been appointed to act as the representatives from this province.

Thirdly—Negotiations are taking place with the management of the C. N. R. whereby the mail and passenger service to this province is to be still further improved this autumn. A public announcement will be made concerning this matter in a short time.

The Department of Agriculture have secured for a term of years the property adjoining the present Experimental Station, thus making many valuable acres now available for experimental and research work in the interests of our farmers.

A new potato warehouse was built at Summerside and considerable improvements are being made there this year by enlarged shipping facilities.

Georgetown has had a new potato warehouse built there last season.

The important matters still remain to be dealt with, namely: A summer tourist hotel and the standardizing of the Murray Harbour Railroad.

These two questions must continue to receive the attention of this organization, even although as yet nothing definite has been done with regard to them.

It will be seen that the agenda work as laid down at the last annual meeting has been very successfully carried out.

The last few years have been ones of considerable prosperity in this province. Evidences of this may be seen on every hand and one travels over the Island. But at the same time one can-

scarcely under table stock is 20,000 acres, making a grand total of 52,500 acres.

Dairying

While rapid advances have been made in the above industry, dairying has not fallen behind as many would suppose.

A study of the report of the Superintendent of Dairying as submitted at their last annual meeting shows the total quantity of cheese manufactured was 347,425 pounds less than last year, but there was an increase of 486,413 pounds in the amount of butter produced. The gross value of butter produced in 1927 was \$742,655; of cheese \$309,681, making a total of \$1,052,336 against 972,133 for 1926, an increase of \$79,203.

Our dairymen are to be congratulated on the fact that this cheese graded second highest in Canada; being only 3-4 of one per cent lower than that of the big sister province of Ontario; while our butter was graded 98.1 per cent, being the highest of any province in the Dominion.

It is difficult to ascertain the exact value of the principal crops, such as wheat, oats, barley, buckwheat, mixed grain, potatoes, turnips and hay, as they are not marketed in the same places. It is estimated that the total value of these crops for 1927 was \$14,000,000, equal to about \$1,000 for every occupied farm in the province.

Fox Industry

It is estimated that 4,500 foxes were sent out of the province in 1927 and that the total income was about \$4,000,000 and it is gratifying to note that at the Royal Winter Fair held in Toronto last winter, Prince Edward Island again carried off the majority of the prizes.

Fisheries

Catch of fish in the Province of Prince Edward Island up to and including the 31st day of July, 1928.

Smelts	\$39,629
Herring	\$7,243
Mackerel	12,632
Cod	27,172
Hake	3,129
Haddock	700
Clams	25
Quahaugs	2,485
Tom Cod	3,702
Salmon	560
C. e. fish	216
Crabs	95
Scallops	465
Lobsters sold in shell	63,120
Lobsters canned	612,811
Lobsters (Tomalley)	9,732
Total value	\$33,786

The values quoted above cover prices paid at boatside. This compares with the total valuation of \$1,191,694.00, being a decrease in the year's receipts of \$557,908.

Auto Owners

The very large increase in the number of cars registered here this season is very pleasing. The total number to date is 6,977, being in excess of 1,000 over the corresponding period of last season. The approximate revenue to the province from this source is \$100,000.

In further summing up the resources of the province the following facts will be of interest: Live stock represents a total value of \$8,500,000; with an annual revenue of \$7,200,000. This value is made up of: Horses \$2,850,000; cattle \$1,576,000; sheep \$3,665,000; poultry \$89,000. The revenue from each in 1927 was as follows: Horses \$200,000; cattle \$75,000; sheep \$400,000; swine \$625,000. The agricultural per capita wealth compared with that of the Maritime provinces is as follows: Prince Edward Island \$330; New Brunswick \$150; Nova Scotia \$135; Prince Edward Island's per capita being greater than the province of Ontario.

Canadian Chamber of Commerce

On April 20 last the president and secretary paid our province a visit and were entertained at a suitable banquet at the Victoria Hotel.

The third annual meeting of the Chamber was held in June last in the city of Quebec, it being the largest yet held. There were in attendance 350 delegates, representing every section of the Dominion. One could not fail to gain inspiration from the spirit of optimism expressed by all the leaders of industry.

To attempt to give an outline of all that transpired there time will not permit. Suffice it to say that the Quebec Boards of Trade and themselves were entertained in the manner in which all the details of that great convention were so successfully carried out.

It was my privilege to accompany there the President of the Charlottetown Board of Trade. He took a close interest in the proceedings and acted on some of the important committees. We were honoured in having the convention addressed among others by such outstanding Canadians as Mr. Beatty, the President of the C. P. R.; The Hon. Mr. Malcolm, Minister of Trade and Commerce; The Hon. Premier of Quebec; C. H. Cahoon, Esq., K.C. of Montreal; E. A. Mott, Esq., General Manager of the Cocksbutt Flow Co., Ltd., and Dr. D. M. Marvin, Economist, Royal Bank of Canada.

Among those who dealt with special subjects were Col. F. M. Cosgrove of C. R. Barr, K.C., on the diversified exports of the Prairies and C. H. Carlisle, President of Goodyear Rubber Co., the Hon. Charles McCreac, Minister of Mines of the Government of Ontario, the Hon. Antoine Leger, Provincial Secretary, Province of New Brunswick; Hon. P. C. Black, Minister of Highways of the Government of Nova Scotia.

In surveying conditions in the province past and present, few of us fully realize the change that has taken place in conditions here. While the population has not increased in numbers, our trade has doubled and redoubled. How many among us are aware of the fact that in the last ten years the export and import trade of the province has increased 300 per cent, and that within the last five years there was a further increase of 100 per cent. To give an instance of the increased provincial activity there is the little village of Albany, where five years ago the average car loadings were two a year, whereas last year it loaded five hundred cars. Because of this tremendously increased production which is general throughout the province because the day of the small schooners and other small craft calling at the various ports, and carrying away our products is now almost a thing of the past there has arisen a

hitherto almost undreamed of transportation difficulty, that of congestion. Nearly all our exports and our imports have now to be ferried at Borden and their quantity has rendered the service there not only costly but difficult. And not only that, but considered at the time of the introduction of the car ferry, consequently this new traffic problem has become one of great difficulty and is becoming a most serious handicap to the development of our tourist traffic.

Let us not overlook the constitutional grounds made available by the terms of union, and that Prince Edward Island did not enter the Confederation until six years after the other provinces, and then only on special conditions, one of these special conditions provided for the maintenance of an efficient steam service for the convenience of the mails and passengers between the Island and the mainland, winter and summer.

Is this province forever to be satisfied with a ferry service as its only means of trade communication with the outside world, or would we look forward to the day when an endless steel rail will bind us in a direct line with all parts of the continent. Transportation will forever be our great drawback as long as we have at the Straits this winter problem of navigation with its handicaps and shortcomings.

There were many, no doubt, in our own province, when last season I advocated as the only solution to our problem, a tunnel to the mainland, had not fully considered this question from the point of view of the new conditions, and who supposed that discussing such an undertaking might seriously interfere with our getting a second ferry. But no so; a second ferry is for the time being an absolute necessity. It is but another evidence of the increased demands made on this service.

The Borden-Tormentine service today is costing Canada an annual amount in excess of what the interest on the capital cost of the tunnel would be; while the economic loss to the province is almost beyond calculation.

A few more \$1,000,000 grants will only help to convince the government of this, and in the meantime we are only battling with the ice as in the past as the only means of transportation. Give Prince Edward Island a chance to still further develop her resources and her tourist traffic as she should, and then a new area will be ushered in, and our transportation difficulties will be at an end. This question has lately been given public prominence by her leading journals in Canada and in some of the large papers in the United States as well. The Halifax Herald on July 24, 1927, speaking editorially, says: "The proposed tunnel is an objective of the Islands people. Perhaps it may be called their great objective in matters of this kind, and it is their right to seek the advancement of their proposals. The paper goes on to commend a car-ferry with a direct rail communication and to say that the car ferry will do for all time this is not progressive. It would be as well to say that the Dartmouth-Halifax ferry is adequate to meet the needs of this growing community. It goes on to say: 'If the tunnel project was feasible years ago, it is more feasible now and more necessary today.'"

The Halifax Herald in its issue of June 9th last again referred to a tunnel to Prince Edward Island by saying: "There is nothing visionary about this project."

"We are living in a world of new things and the Island tunnel question is now new, at all. It is a question of engineering and money. And so important has the Island traffic become, and so important the problem, that this tunnel proposal will have to be taken up at some time seriously and effectively."

"Prince Edward Island is not asking the impossible, and the people, for these facilities, should have the best support of the Maritime people."

The St. John Times-Telegraph in a recent editorial on a tunnel to Prince Edward Island states: "The eventuality by the authorities will come to the point where, as a mere matter of business economy they must act and the quicker they make up their minds the better, for as the years go by with increasing trade the various ferry costs will continue to pile up. Before many years putting the costs of financing a tunnel very much in eclipse."

It further states: "One of two winter seasons such as we have had in the past, when more than the one crossing of the ferry a day was frequently impossible would soon demonstrate to the most sceptical, the great economy necessary of this work. Conditions have changed in the matter of freight traffic, and it is now essential to be able to place the valuable potato crop of Prince Edward Island in the right time in order to produce the real profits to the producers, this was almost impossible during last winter when we had the most favourable conditions which this province has experienced in many years, and with two boats running, each making a trip per day, the potato producers of this province would be under tremendous loss which would be entirely eliminated by a tunnel, which would allow a whole train load could pass at short intervals during any day in the year."

In conclusion this journal sums up the situation by saying: "Why not spend some money on a proposition that will prove a great boon to a province which has already struggled under a handicap and is prospering nevertheless, not only would it prove a boon to Prince Edward Island, but it would prove of immense benefit to the Maritimes generally and indeed to the whole Dominion."

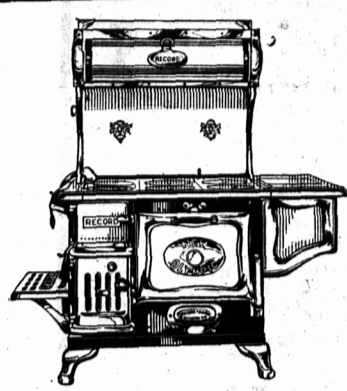
The Canadian Journal of Commerce in its issue of June 1st comments on the transport facilities of our province, by saying two car-ferries are not better than one when the Strait is blocked with ice.

After summing up the annual costs which exceed \$90,000 it refers to a tunnel as the solution of our difficulties.

In conclusion I wish to extend my thanks to the members of Government, of Trade, the Export and Import trade of the province and Federal representatives and Senators, Mr. W. U. Appleton, General Manager of Atlantic Region, C.N.R., T. B. Grady, the capable and obliging Superintendent of the C. N. R. here, to other railway officials and all others whose advice, counsel, and co-operation have been of valuable assistance during the busy months we have had. I have been of the head and not of the heart.

S. A. McDONALD, President Prince Edward Island Associated Boards of Trade.

SOME OF THE MANY "RECORD" RANGES to be shown this year at the Charlottetown Exhibition, August 20th - 24th. CHOOSE A "RECORD" and get the best.

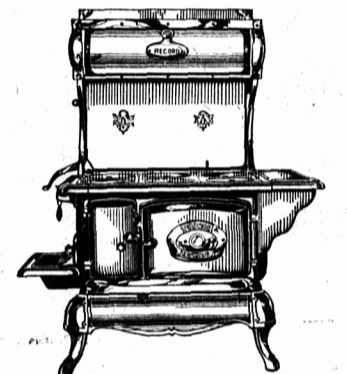
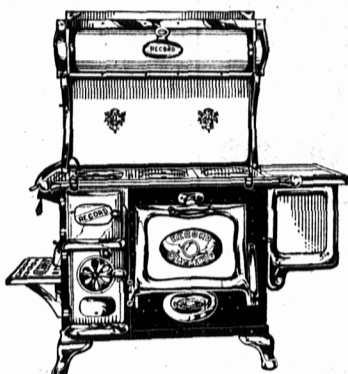


The "Record" Olympic Canada's Best Steel Range

The Record Olympic is our heaviest, strongest and most efficient range; built like a battleship, with weight and strength combined. The RECORD OLYMPIC is fitted with improved warming closet, polished top, extra heavy copper reservoir, broiler lift, thermometer and hearth. Butas wood or coal. Price, fitted as \$105.00 shown

The New Record Olympic Range "Built First to Last"

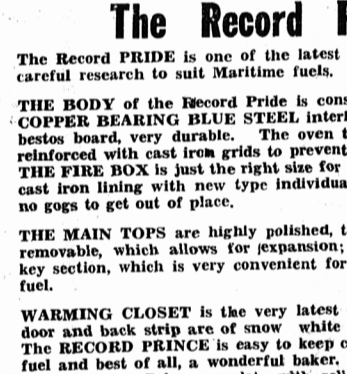
The New Olympic Range is so constructed as to give years of lasting satisfaction. Equipped with all the most modern features easy to keep clean, economical on fuel and a wonderful baker. For real value the NEW OLYMPIC is unsurpassed. Price complete with \$90.00 reservoir, tile back closet and polished top



The "Record" Prince Edward Cast Iron Range

The PRINCE EDWARD Cast Iron Range is the most beautiful and efficient cast iron range on the market. Full nickel trimmed, with English tile back closet, invisible pipe, polished top. The Prince Edward appeals to the housewife because of its cleanliness and simplicity. In it you will find every modern improvement. It is pleasing in appearance and absolutely reliable. Burns wood or coal. Price \$84.00 fitted with plain black doors and tile closet

Price, fitted with tile back closet and full nickel trimmed \$89.00



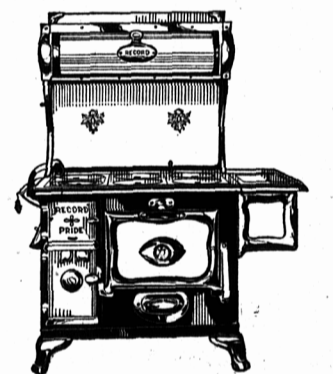
The Record Pride

The Record PRIDE is one of the latest designs, built after careful research to suit Maritime needs.

THE BODY of the Record Pride is constructed of heavy COPPER BEARING BLUE STEEL interlined with hard asbestos board, very durable. The oven top and bottom are reinforced with cast iron grids to prevent warping. THE FIRE BOX is just the right size for wood or coal, heat cast iron lining with new type individual triangular grates, no gogs to get out of place.

THE MAIN TOPS are highly polished, the key plates are removable, which allows for expansion; fitted with broiler key section, which is very convenient for broiling or feeding fuel.

WARNING CLOSET is the very latest design. Back, drop door and back strip are of snow white porcelain enamel. THE RECORD PRIDE is easy to keep clean, economical on fuel and best of all, a wonderful baker. Truly a charm in any kitchen. Price, complete with solid copper \$69.00 reservoir, closet and hearth



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Summerside, P. E. Island

MALPEQUE

Mr and Mrs Clyde Auld, who are at present, guests at Dr. J. W. and Mrs. Keir, are being heartily congratulated, on the arrival of a baby girl, on Tuesday morning, August 14.

Mrs. Harry Hodgson who has spent a month at the home of Mr. and Mrs. Arch. Woodside leaves on Tuesday afternoon for Ch'lowen en route to her home in Chicago, Illinois.

Dr Pearl Hoggood who has been spending her holiday, the guest of her parents Mr. and Mrs. Hume Hoggood leaves by motor car Tuesday on return to her work in Dartmouth.

Miss Mildred Crafer is visiting her Aunt Mrs. Fred Bennett, Stanley.

Mr. and Mrs. G. W. Ramsay and family, accompanied by Miss Maude Dutton, of Cambridge, Mass., motor to Alberton on Tuesday morning, returning in the evening.

Mr. Niel D. Ramsay Hamilton, who has been seriously ill, is reported, slightly improved. His many friends hope for his complete recovery.

The following persons were received

ent guests at Mr. and Mrs. L. D. MacNutt's:—
Rev. James Sherran, D. D.; Mrs. Ruth, Saskatoon; Mrs. Fred Andrews, St. Andrews, N. B.; Mr. and Mrs. W. A. Huestis, Charlottetown; Miss Davida Baker and Mr. Allison Huestis, Charlottetown.

The following were guests at Mr. and Mrs. Arch. Woodside's on Sunday, August 12.—Mr. and Mrs. Milton Carter and little son Allison, Charlottetown; Mr. and Mrs. Lincoln Harvey, New York, U. S. A.; Mr. and Mrs. H. S. Harvey and Miss Audrey Harvey, Mr. and Mrs. Clifford Rogers and son, Wendall; Mr. and Mrs. Brenton Clark and two children, Pantain and Leith, all of Linkletter.

The annual Thank Offering of Darnley and Sea View Auxiliary of the W. M. S. was held on Monday evening, August 13, and was an evening of interest and profit. To the members and their friends, Mr. H. L. Donald presided and the address on Foreign Missions by Rev. E. Lockhart of Antigonish, N. S., was highly appreciated. The Mission Band girls assisted by giving the following numbers: Missionary Exercise by the girls of the Band; Reading by Phyllis Hickey, and a solo by Laura Pickering. The vote of thanks, moved by Mrs. Peter MacNutt, Darnley, seconded by Mrs. Colin Donald, Sea View, and con-

veyed by the chairman, was expressive of the appreciation of the audience.

Mr. and Mrs. Uley Matthews and two children, Miss Ruth and Mr. John Andrews, of Pittsburg, are visiting at Mr. and Mrs. Neil Matthews', Baltic.

Mr. George Robinson, Summerside, motored to Mr. James Donald's on Wednesday afternoon, returning in the evening.

Mr. and Mrs. Stanley Donald, Moncton, and Miss Addie Ellis, West Roxbury, Mass., are guests of Mrs. Thomas Donald, Baltic.

Mr. and Mrs. Johnson Bernard, Baltic, and Mr. and Mrs. Edwin Donald and two children, Sea View motored to Alberton on Wednesday morning, returning in the evening, and were the guests of Mr. Leslie Profit.

Mrs. Ellis Glover, of Boston, Mass. is at present spending a holiday with her cousin, Mrs. Johnson Bernard, Baltic.

The many friends of Miss Barbara MacDonald, of New York, formerly of Peter MacNutt & Son, are glad to meet her again. At present Miss MacDonald is the guest of Miss Hilda Cameron, Indian River,

Just Arrived

Several carloads containing the following Feeds—

- CORNMEAL
- CRACKED CORN
- OIL CAKE MEAL
- SCHUMACHER FEED
- DAIRY RATION
- COW CHOW
- BEEF PULP
- FEED WHEAT
- BRAN—SHORTS
- DAIRY MIDDINGS
- ROLLED OATS
- AND OATMEAL

All of which we are selling at lowest prices.

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