

GOOD NEWS! ALL-BRAN MUFFINS FOR BREAKFAST

Homemakers, as the "family dietitians," like to feature Kellogg's All-Bran Muffins on the breakfast menu regularly. They know the extra "bulk" is needed by many for "regular" habits. They're easy to make and make grand eating.

BASIC BRAN MUFFIN RECIPE

- 3 tablespoons shortening
1 cup sugar
1 egg
1 cup Kellogg's All-Bran
1/2 cup milk
1/2 cup flour
1/2 teaspoon salt
1 1/2 teaspoons baking powder

Yield: 8 large muffins (3 inches in diameter) or 12 small muffins (2 1/4 inches in diameter).

For the delicate texture and delicious taste of these muffins use Kellogg's All-Bran and no other kind. All-Bran supplies "bulk" so many diets need, and also the intestinal tonic Vitamin B1.



The Red Shield Campaign

Brigadier H. Chas. Tuttle, the National Campaign Director of the Red Shield War and Home Service Campaign of the Salvation Army, stated in connection with the opening of the great nation-wide Campaign, that a wide-branch organization, under the Chairmanship of the Rt. Hon. Senator Arthur Meighen, P.C., K.C., has been built up in all towns and cities of the Dominion and over four hundred Campaign Committees are now in operation.

This Campaign was launched under the distinguished patronage of the late Lord Tweedsmuir, Baron of Eveshead, P.C., G.C.M.G., G.H., Governor General of Canada.

The confidence of the citizens of the Dominion is shown in the splendid array of national leaders who have endorsed the Campaign, and also the array of business executives numbering approximately 25,000, who are organized to raise the necessary funds to carry on the Army's activities, both at home and overseas. The Salvation Army enters the Campaign hopefully.

- CUMBERLAND SCHOOL
Honour roll Cumberland School, January and February.
Grade VIII:
1. Clifford Hogan,
2. Phillip Hogan,
Grade V:
1. Helen Power,
2. Ellen Quilty,
3. Willard Hogan and Johnny Quilty, equal.
Grade IV:
1. Billy Quilty,
2. Pauline Hogan,
Grade III:
1. Delwin Smith,
Grade I:
1. Kevin Hogan,
Teacher, Alice McManus.

Round Trip BARGAIN FARES TO Montreal Ottawa Toronto North Bay Quebec Three Rivers

From All Stations in PRINCE EDWARD ISLAND -GOING- FRIDAY, MARCH 29th & SATURDAY, MARCH 30th -RETURN LIMIT- Tues., April 2, 1940. Except Toronto and North Bay, Wednesday, April 3, 1940.

In Montreal Windsor ON DOMINION SQUARE J. Alderic Raymond, Vice-President

PAST PRESENT AND FUTURE OF BD. OF TRADE

Multitudinous Activities Reviewed By Mr. R. E. Mutch.

"The past, present and future of the Charlottetown Board of Trade" was the subject of a very interesting address before the Rotary Club yesterday by Mr. R. E. Mutch. Mr. Mutch's remarks followed:

"The work of the Boards of Trade in Canada is such that it commands attention from coast to coast, and to my mind makes a very fitting subject for presentation before such a body as the Charlottetown Rotary Club. The unfortunate circumstance in the case is that the duty was not placed in more capable hands than mine. I shall not attempt, in the short time at my disposal, to try to deal with Board of Trade work except as it concerns us locally. One could spend much time dealing with the work of the larger Boards throughout the Dominion and also with the work of the Canadian Chamber of Commerce, but for the short time at my disposal, I am going to deal mainly with our own Charlottetown Board and, if time permits, the Maritime Board's work and set-up, which, by some unfortunate circumstances, and the work of my would-be friends, I have the honor to head, for the time being.

On April 31, 1887, there appeared in the "Daily Examiner" a notice signed by the Mayor of the City, T. Heath Haviland, calling on the merchants, traders and other citizens to meet at 11.00 A. M., on the following day. This notice was the result of a petition signed by twenty-eight of the leading business firms of the city and the purpose of the meeting was to consider the organization of a Board of Trade so that Island interests might send representation to a proposed International Congress of the Boards of Trade of Canada and the United States to discuss existing difficulties in trade matters between the two countries, and suggest satisfactory solutions to such difficulties.

"I should like to be able to take the time to give you a list of those present at this meeting, which was held in the City Council Chamber, but the result was the appointment of a committee consisting of Lewis Carvell, George R. Beer, Geo. McLeod, George Peake, P. McNair, M. L. C., Thomas Kiekham, M. L. C., and John Lefursey, M. P. P., to arrange for the organization of a "Provincial" Board of Trade. The meeting continued for eleven o'clock A. M., until the day was well advanced and adjourned to meet on the morning of April 26, 1887. The Mayor acted as Chairman of the meeting, and B. D. Higgins was secretary.

"The meeting reassembled at 11.15 on the morning of the 26th, and the Mayor again occupied the chair and Mr. Higgins again acted as secretary. Lewis Carvell, Esq., chairman of the committee of seven submitted the report which was read and the matter and pointed out the necessity of making the proposed organization "The Charlottetown Board of Trade." At this point it was decided that applications for membership be received by the committee until the following day when the meeting reassembled at 3.00 P. M.

"Mr. George R. Beer was appointed chairman, and it was reported that one hundred and thirteen persons had signed the application form. Mr. Lewis Carvell was appointed secretary and instructed to take the necessary steps to get a certificate from the Secretary of State and the meeting adjourned to meet again at the call of the secretary, after receipt by him of the registration certificate.

Organization Meeting - "An organization meeting of the Board was called to meet on June 22, 1887, pursuant to notice which was published continuously for eight days in the "Daily Examiner" and the "Daily Patriot." At this meeting Mr. L. C. Owen was called to the chair and the certificate of registration dated May 20, 1887, from the Secretary of State was laid on the table, but as there was not present a majority of the Corporators which was required by law in order that organization be completed, the meeting adjourned to meet on July 4th, and on July 4th it was further adjourned until July 7th when organization was completed with the following officers elected by ballot. This meeting was held in the office of the Prince Edward Island Board of Fire Underwriters:

"President, Lewis Carvell.
"Vice President, George R. Beer.
"Secretary, John McEachern.
"Council, George McLeod, F. T. Newberry, Thomas Handrahan, Lewis Goff, D., Farquharson, L. C. Owen, W. A. Weeks, L. P. Dales.
"On July 19th, bye-laws were adopted and the work was under way in proper order, and has continued from that time until today.

Board for consideration during the fifty-three years of existence would take time which is not available to us, but I wish to mention a few, among which are men to properly first introduced to the public through the efforts of our Board, but before doing so, I wish to refer to some of the matters that had been considered by the Board prior to the end of the year 1887.

DOMINION GIANTS WILT-RESISTANT ASTERS

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"6. New Railway passenger station for Charlottetown. (1891).
"7. New Railway freight station for Charlottetown. (1891).
"8. Meeting on December 26, 1891, to afford the Hon. Senator Howan an opportunity to make some explanation in regard to the report of Sir Douglas Fox on the proposed tunnel under the Northumberland Strait.

"9. Museum. (1894).
"10. Duties on tea, kerosene oil and rope. (1894).
"11. Excursion to Summerside by train on July 19, 1894, at which Mr. M. B. Pilon of the Plant Steamship Line was the guest of the Charlottetown Board, then under the chairmanship of Mr. Patrick Blake. The excursionists were met at the station in Summerside by representatives of the Town Council and other prominent citizens, and were entertained to dinner at the Mawley House, returning to Charlottetown that same evening.

"12. Fire Insurance rates. (1894).
"13. Matter of small debt court. (1895).
"14. Further reference to Telegraph Office hours. (1895) And arrangements made to open office at 8:00 A. M., and remain open at dining hour. (1895).

"15. Matter of organization of a Maritime Board of Trade. (1895). Hon. David Laird was appointed to attend a meeting to be held in Halifax at which the matter was considered, but not having been authorized on the matter of joining, he reported on return at a meeting on October 9, 1895, that the Charlottetown Board was not committed to participate unless it wished.

"16. Resolution passed on January 8, 1896, that the recommendation of the Council be agreed to and we affiliate with the Maritime Board of Trade.
"17. Telephone Company shortcoming. (1896).
"18. Mail service difficulties. (1896).

"19. Three short hauls handicap under which our people are obliged to carry on this matter were introduced to the Board by Mr. Nelson Rattenbury on January 15, 1896.
"20. Express rates. (1896).
"21. Cold Storage facilities. (1896).

"22. Bridge over the Hillsborough River matter, introduced by Mr. James Paton on October 14, (1896).
"23. Branch Railway to Murray Harbor, introduced by Mr. L. L. Beer, October 26, (1896).
"24. Subsidy to Trans-Atlantic steamship service. (1896).

"25. Tariff reform. (1897).
"26. Entertainment of Maritime Board of Trade. (1897).
"27. Second winter steamer. (1898).

"28. Increased pumping equipment in the City Water Works Pumping Station. (1898).
"29. Delegation to Ottawa to press upon the Federal Government demands already made on behalf of the Board. (1898).
"30. Reduced passenger railway fares to encourage tourist travel.

"31. Delegation to International Commercial Congress at Washington, D. C., U. S. A., (1900).
"32. The president's report for 1900 presented at the annual meeting, presiding President G. E. Hughes, who was the delegate, as one I should like to have time to read to the meeting.
"33. Exhibitions. (1902).
"34. Taxation. (1902).

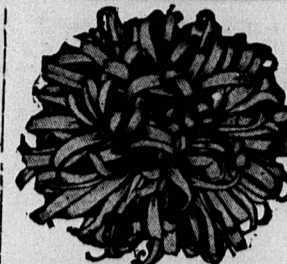
"35. Opposition in matter of guarantee of Bonds of the Dominion Packing Company for \$150,000 by our local government. (1903).
"36. Buoy Service for Prince Edward Island. (1903).
"37. Accommodation at Railway Wharf including matter of dredging. (1903).
"38. Need of inspection of boilers in factories and on board steamships. (1903).
"39. Special train service to connect with winter steamers to carry mails and passengers (1903).

BRINGING UP FATHER

"In looking through the records of the period, I found one expression that struck me as particularly suitable in describing the Board of Trade. It read as follows: 'The Board should be viewed as a vehicle which, being in motion, can be used at any moment.' This vehicle is now in the hands of members upon whom must rest the responsibility of making it serve the best interests of the community. True then, and just as true today.

"Several other matters were before the Board prior to the end of December, 1887, but they are of today of minor importance, and have all been adjusted. One that I might be permitted to single out, referred to the condition of the sidewalks on Queen, Grafton, Richmond and Water streets.

"The necessity of a law to prevent 'Preferential Assignments' (1900).
"3. Adoption of Standard Time by the Prince Edward Island Railway to avoid existing confusion between local and standard time. The records show that this request was refused by the acting minister of Railways during 1890, but the ultimate outcome we all know.
"4. A tunnel across the Strait of Northumberland. (1890).
"5. Delays to mails because steamship 'Stanley' unready to take up service at close of navigation. (1891).



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Ice Boats Shortage

"40. Protest against the shortage of Ice Boats resulting in the non-delivery of mainland papers during the recent tie up in steamer service. (1903).
"41. Matter of exemption from taxation of the Dominion Packing Company Limited. (1903).
"42. Matter of subsidy for Trans Canada Railway and need of seeing that freight and passenger terminals be maintained in Canada both summer and winter. (1903).
"43. Horace Hazard, President of the Maritime Board of Trade for current year was delegate to 5th session Congress of Chamber of Commerce of the Empire held in Montreal in April, 1903.

"44. Matter of new ferry service at Capes. (1903).
"45. Original proposal which Board opposed was a subsidized service to be provided by a private company.
"46. Subsidized steamship service to Cape Breton. (1904).
"47. Press service. (1904).
"48. Meeting called by President Rattenbury on May 27, 1904, to consider formation of a Tourist and Improvement Association.
"49. Request for parlor car to run through from Boston to Point De Chene during tourist season. (1904).
"50. Replacing of Bell Buoy on Fitzroy Shoals with gas buoy. (1904).

"51. Matter of renewal of contract with Charlottetown Steam Navigation Company. (1904).
"52. Matter of issuing trading stamps by certain local retail stores. (1905).
"53. Meeting in Charlottetown with Tariff Commission called in response to telegram from Hon. W. S. Fielding. (1906).
"54. Request for study by Federal Government officials of our oyster fisheries with a view to development along p.o.p.e.r. lines. (1906).

"55. Matter of tolls on Hillsborough Bridge. (1906).
"56. Matter of warpage charge at Charlottetown on freight forwarded by government steamer which is being charged when shipments moved through ports of Georgetown or Summerside. (1906).
"57. Proposal for production of denatured alcohol in Prince Edward Island. (1906).
"58. Proposal for establishing Marconi Stations within the Province. (1907).

"59. Further efforts made towards having a small grain elevator erected on the Railway Wharf. (1907).
"60. Approval of new type of "Bill of Lading." (1907).
"61. Question of withdrawal of subsidy to Three Rivers Steamship Company, and eliminating Charlottetown as a port of call. (1907).
"62. Improvement of our storage facilities for Charlottetown, and cold storage transportation. (1910).
"63. Construction of railway car shops and standardizing Island Railway. (1911).
"64. Marine Slip for Charlottetown. (1912).
"65. Chemical engine for Charlottetown Fire Station. (1913).
"66. Matter of repeal of the Act prohibiting the running of autos. (1912).
"67. Aerial transportation. (1918).
"68. Matter of embargo on autos crossing to Province, proposed by C.N.R. (1918).

"69. You will have to trust to your own memories as to the matters that have had the attention of our local Board since 1918, but you are all pretty familiar with the work that has been done—the many matters that have had our attention and the efficient manner in which the business of the Board has been handled—the many advantages secured for our City and Province as a result of the efforts of the Board as an organization through which the ideas of our members were brought to the attention of the proper authorities.

Present Set-Up "Since organization in 1887, the Board has had a total of only seven Secretaries, and during the period from 1899 to 1940 inclusive, a period of forty-two years, we have had forty different Presidents. From organization until 1899 there were four different Presidents, each holding office from one to five years, but since 1910 no person has occupied the President's seat for more than one year.

"The officers for the present year are as follows:
"President—J. M. Murley.
"Vice President—D. F. Archibald.
"Sec'y-Treasurer—W. L. Higgins.
"Life members of Council—Dr. J. A. Clark, E. T. Higgs, J. O. Hyndman, S. A. McLeod, W. F. Tidmarsh, and R. E. Mutch.

"Elected members of Council: V. A. Answorth, R. R. Bell, C. N. Bissett, W. S. Grant, F. W. Hyndman, J. G. MacDonald, S. P. Paol, Jr., K. S. Rogers.
"Membership at the end of 1939 was 131, each member paying \$5.00 for the purpose of meeting the expenses in connection with the work of the Board.

"Before I close my remarks on the work of the Board, I wish to say that only when one has spent years in watching the way things have been handled can one fully appreciate the efforts that have been spent on the many problems that have been brought before the Board and the countless hours of effort of the numberless committees

that have handled the varied problems. In going through the minute books of both the Council meetings and the regular Board meetings, I was struck by the almost unvaried unanimous decisions which were reached on subjects that even under normal conditions might be considered political.

(Continued on page 3, Col 6)



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