

BLITZ

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Clarence McInnis, Dr. L. J. Duffy, Dr. Frank MacKinnon, P.A. Large, Q.C., A.W. Matheson, Q.C., Vernon Currie, Hon. A.B. MacRae, Gilbert A. Gaudet, Q.C., Derrill F. MacKenzie, John W. Skinner, H.E. Millar, J.A. Carruthers, Robert C. Barwise, J.A. Lawson, J.A. Gormley, A. Eldon MacLean and Peter A. McNeill.

Among the business houses joining the board were: Royal

Securities Corp., Nesbitt, Thomson Co., J.C. Saint and Co., The Bike Shop, Cudmore's Cash Grocery, Shama Bros., Grocery, Miller Bros. Ltd., Williams Floists, Hickey and Nicholson Tohacco Co., Jerry's Flower Shop, Archer and MacDonald, Arc-fast Propane Ltd.

Charlottetown Driving Park and Exhibition Assn., Wright Shoe Co., Albert L. Thom as, Sempie's Pharmacy, Maurice Rock Co., Fashion Shoppe, Queen Street Meat Market, Connie LeClair Building Contractor, Golf Pa-

tele Co. Ltd., Dillon Printing Co., Jenkins Transfer, Laurie Coles and Associates, Burns Jewellers, M and A. Peters;
OTHER MEMBERS
Master Cleaners, K. and R. Burke Electric, Robinson Sup-plies, Matheson and MacMillan, Lounsbury Industry, Stead Pharmacy, Cudmore's Dry Cleaners, Kay's Bros., S e a n, man's Bivouac, R. E. Walsh and Co., Metal Charlottetown, Newton Electric, Industrial Acceptance Corporation, Milton's Old Spain Restaurant, W.G. Harbour Ltd., Martin's Garage, Irving O.I.I. Co., Bevan Bros., Palmer Electric, Michael Bros., Clarke Fruit Co., Warren Maritimes Ltd.



M.A. FARMER - 1951-53



F.J. STOREY - 1953-51



T.E. MCNUTT - 1954-55



E.D. REID - 1953-54

Southport bridge and swinging signs raise comments at early meetings

A check of the minutes of the Board of Trade meetings prior to the turn of the century reveals many items which illuminate conditions of the time. In brief form here are some which caused discussion, and occasionally causal comment.

A request was made of authorities to establish an immigration office in this city to encourage settlers in the province by bringing together would-be buyers of farms and those who had them to sell.

Cryptic remark: "The swinging signs have disappeared from Queen street".

In 1889 a committee was named to investigate "steam

BOARD

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1873 can be fulfilled. This being the fact the people of this country should unite in demanding the explicit performance of that contract at the earliest possible moment in fulfillment of this solemn engagement there should be required an annual outlay of half a million dollars or more for interest on the necessary capital, there should be no hesitation in the matter, but when, as is now believed, in the case, the annual outlay for interest on the cost would not exceed one half that sum, there can be no reasonable excuse for further delay.

"The Canadian people may safely be relied upon when they fully comprehend the matter, not to repudiate their obligations. But whether or not the people of Prince Edward Island have an imperative duty to perform, it is incumbent upon them to show that although they have been patient over this question in the past, the time has now arrived for action, and for the literal fulfillment of the contract."

It was just about a year later, January 15, 1892, that board president Lewis Carvell in his annual report noted that Senator Howland had been delegated by the board to go to London to see Sir Douglas Fox regarding the proposal.

Hired by Gov't
Earlier Sir Douglas was described as "an engineer of eminence and an authority on the reconstruction of tunnels" who had been engaged the previous year by the Dominion government to furnish a report and estimate of cost of such a work under the Northumberland Strait.

The minutes of the annual meeting in 1892 go on to state: "Sir Douglas Fox's report has since been received. It fully establishes the practicability of building the tunnel and gives estimates of cost as follows: for eleven feet diameter \$3,376,000; for sixteen feet diameter \$9,850,000; for eighteen feet diameter \$11,262,500.

The board of trade of the day favored the 11 foot tunnel. It noted money would be saved by the tunnel "such as annual loss incident to the work on the Prince Edward Island Railway the cost of the present winter service in the Strait, and the subsidies now paid other steamers."

communications" between Charlottetown, Pugwash, Talamagouche, Wallace, River John and Bay Verte.

Just five years later a report noted the "Mayflower" was in service between Charlottetown and Pugwash where it connected with trains from Oxford Junction for all points in Nova Scotia and New Brunswick and other parts of Canada and the United States.

The account of the Board of Trade was carried in The Merchants Bank.

Members were feuding with officials over the hours on which the Atlantic Telegraph Company office should be open. They also argued with the telephone company but failed to convince officials the service should operate on Sundays.

The Charlottetown Board of Trade affiliated with the newly organized Maritime Board of Trade in 1896. When the Maritimes board was holding its annual meeting here in 1897 members were warned in advance to reserve their rooms in plenty of time for the September gathering as there would be a shortage of rooms available during Exhibition Week.

In 1896 members held lengthy discussions regarding the cost

and desirability of a bridge to Southport. Two years later Sir Louis Davies wrote the federal government would not pay the total cost of a combined railway and passenger bridge but would share it with the provincial government.

Regarding that "cryptic remark" paragraph, A later discovery of an October 1887 meeting shows a flat statement: "Swinging signs and posts should be removed from the streets. The signs are of no possible advantage to any person, and they give the city the appearance of a third-rate Western town."

A burning question of the last century resulted in an notice of motion that at the following meeting of the board a resolution would be offered to the effect: "Resolved that in the interests of the people of Canada, and more particularly of the Island, this Board regards the proposal of Commercial Union, or unrestricted reciprocity, between Canada and the United States as of the greatest importance and demands our hearty sympathy and co-operation."

The financial statement presented at the 1888 annual meeting had an item of \$31.25 - for five months salary for the secretary.

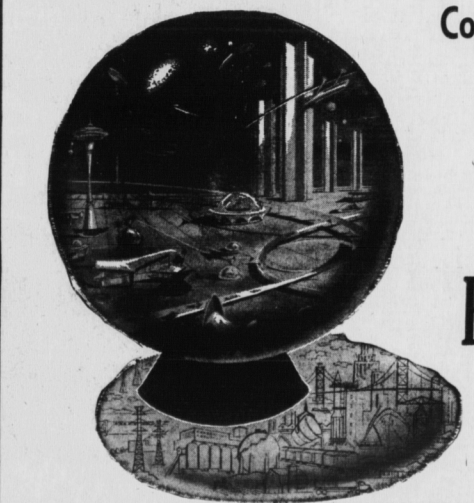
An 1897 meeting noted "that

Mr. Irwin was at present compiling a book advertising the Island and setting forth its advantages to tourists. The meeting recommended that the provincial government purchase 5,000 copies.

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Congratulations and Best Wishes
to the
Charlottetown
BOARD of TRADE
on their
75th Anniversary

Celebrating their Seventy-Fifth Anniversary of public service to the people of Charlottetown and P. E. I. . . . we would like to take this opportunity to wish them every success in the coming years!

Moore & McLeod Ltd.
Best Wishes
to the
BOARD of TRADE
Charlottetown
... on their 75 Anniversary we wish this organization many more years of progressive service to the community.
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ROYAL TRUST CO. **MARITIME CENTRAL AIRWAYS Ltd.** **HUGHES DRUG Co. Ltd.**