

# These Familiar Faces Span 35 Years of Charlottetown Board of Trade's 75-Year History

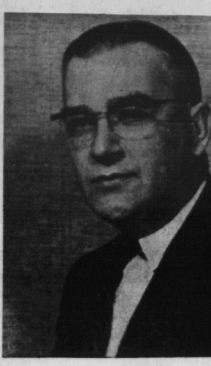


R. L. COTTON — PRESIDENT 1927



W. L. HIGGINS

A WHOLE LIFETIME of service to their community is spanned by the years given to the Charlottetown Board of Trade by the group of five men pictured above. On the left is Robert L. Cotton, the oldest living past president of



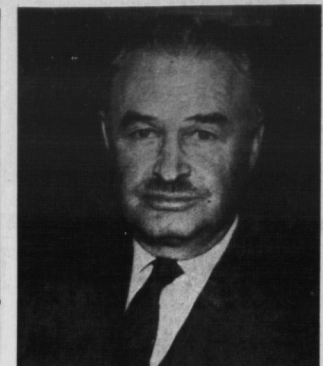
A. W. GAUDET

that office in 1927. On the far right is Wallace L. Higgins who took over the office of secretary for 29 years. In the centre are three men whose record of service as secretary to the Board is outstanding. Next to Mr. Col-



D. I. SINCLAIR

ton is Wallace L. Higgins who joined the Board of Trade 44 years ago in 1918 and held the post until his election as Mayor of this city. These three have maintained the minutes of various Board meetings since the days when



G. G. K. PEAKE — PRESIDENT 1963

it had been in existence only 31 years. Today it is celebrating its 75th birthday. In addition to his service to the local Board Mr. Higgins is also a past president of the Maritime Provinces Board of Trade.

## The Guardian

SECOND SECTION

Charlottetown, Tues. June 5, 1962.

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### BOARD SPEARHEADS CAMPAIGN FOR COMMUNITY IMPROVEMENT

From its inception the Charlottetown Board of Trade has played a major role in spearheading the campaign for projects which it felt were in the interest of Charlottetown in particular and the province generally. Following is a list of some of the more recent projects in which the board was in the forefront initiating and supporting.

The amalgamation of Charlottetown and the Spring Park area.

The acquisition of the ferry Lord Selkirk for the Wood Island to Caribou run and the new ferry for the same run for which tenders will be soon called.

Charlottetown's multi-million dollar Dominion Building.

The new naval barracks for HMCS Queen Charlotte.

The new 7,000-foot runway that now makes the Charlottetown airport

capable of handling big jet aircraft.

Obtaining the services of the province's first town planner.

The establishing in Charlottetown of the plant of Enamel and Heating Products Ltd., with an annual payroll of upwards of \$300,000.

The setting up of a standing retail merchants committee.

Sponsorship of a management-training course in co-operation with the Atlantic Provinces Economic Council.

Continued improvement of facilities and services on the Borden-Tormentine ferry route, including the acquisition of the new \$3,000,000 ferry MV Confederation.

Adequate planning and organization for the 1964 Confederation Centennial.

Retention of the new provincial administration building within city limits.

The first United Appeal to be held in the province.

### Ex-presidents remain active in trade board

A list of presidents of the Charlottetown Board of Trade since its incorporation reads like a roster of the leading businessmen of the last 75 years.

While many of them have long since passed from this scene a large number of past presidents still remain. The oldest, in point of service to the board, is R. L. Cotton who was president for the 1927 term. Next in line is Mr. Justice George J. Tweedy who was president in 1931.

The complete list is as follows:

Lewis Carvell	1887-1901
L. L. Beer	1902
Patrick Blake	1903-1896
Horace Bastard	1897-1899
G. E. Hughes	1900
W. H. Aitken	1901
G. E. Auld	1902
J. A. Messervy	1903
Nelson Rattenbury	1904
Donald Nicholson	1905
W. F. Tadmara	1906-1907
James Paton	1908-1909
W. E. Bentley	1910
E. T. Higgs	1911
Edwin Aitken	1912
R. H. Jenkins	1913
W. S. Stewart	1914
J. O. Hyndman	1915
Alfred Pickard	1916
H. R. Hilsen	1917
H. V. Buntain	1918
R. E. Mutch	1919
Isaac Carter	1920
A. A. Pomeroy	1921
E. H. Beer	1922
P. W. Turner	1923
S. A. MacDonald	1924
J. M. Gordon	1925
W. M. Rowe	1926

(Continued on page 13)

### 'Blitz' added 34 members, 63 firms to board's roll

The tremendous value of ship and practically doubted the number in harmony to achieve desired beneficial results for the community—as exemplified by the Board of Trade—is fully realized apparently by thinking other 28 employing between five businessmen and women of Charlottetown.

Recently the board put on a drive to increase its membership.

Tanlin, H.L. Sear, Dr. K.A. MacEachern, A.J. Haslam, C. R. McQuaid, Lloyd Phillips, Blair MacDonald, Keith Kennedy, H.B. Armstrong, Sterling Beaton, Mrs. Helen Suter, Mrs. R.E. Sutherland, T.S. Edgett, Keith Carmichael, J.E. H. Worth, Thorley Burke, Ralph Carr.

Among the latter were W. D.

people of that day also had to wait for a feasibility report. Minutes of meetings of the board back in the late years of the last century tell much of the story which is remembered so well by so many people still living.

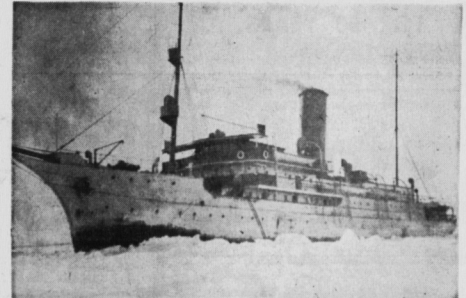
"The winter strait service is bad enough at its best, but when to this is added inexcusable delays it is unendurable."

This was the official view of the Charlottetown Board of Trade in January 1891 as it plumped solidly for the building of a tunnel at an estimated cost of \$12 million.

Here it was that the Board of that day had to say:

"The great loss which this province suffers annually through its isolation in winter is difficult to estimate, but its

## Reciprocity issue set stage for organization of trade bd.



COMMUNICATIONS FIGHT ON SINCE ICEBREAKER STANLEY

### Board backed tunnel for link to mainland

The greatest drawback to the development of the province in the past has admittedly been poor communications with the mainland, especially during winter months.

Back in the last century Islanders were heartened by the arrival of the new ice-breaker S.S. Stanley, but it was not long before complaints were being heard.

Because of this the Charlottetown Board of Trade that day actively interested itself in the problem and strongly endorsed and supported the building of a tunnel under the Strait. But they had their share of troubles with this just as this generation has had its with the proposed causeway and the

existence is beyond question. By the early closing of the strait, the island people are prevented from taking advantage of the markets abroad at a time when good prices prevail. With free access to these markets at all times the average prices obtained by the Prince Edward Island farmers and shippers would generally be largely in excess of those enjoyed under present circumstances.

"That which the trade and commerce of this province most needs at the present time is a tunnel across the Strait of Northumberland. It is now believed that the contract between Prince Edward Island and the Dominion under which this province became part of Canada is difficult to estimate, but its

of the early days regularly advertised meetings had to be adjourned for lack of a quorum; and this despite the fact that there were 113 signatures on the certificate. Minutes of the early meetings frequently listed fewer than seven present. This was particularly noticeable in the month of July each year when apparently it was as difficult then as now to maintain interest during the summer.

However, there has always been a hard core of enthusiasts to hold the board together even during the lean years and occasional membership drives have given them a feeling of security in the numbers of new members obtained.

Down through the years the local board has devoted the time and energy of its members to a countless procession of projects, some of them small even by local standards and others which loomed large on the provincial horizon.

Such efforts included sustained drives to get the railway to build a new passenger station, a suggested site was on the corner of Water and Great George streets—run its lines along the waterfront to give access to the wharves unloading ships.

The need for a bridge across the Hillsborough River was also noted to replace the existing ferry service. Today there is a new combined bridge and causeway to replace the one which Board members of another era fought so successfully.

Transportation has always been one matter on which the board has consistently sought to improve things for the Island as a whole. From early complaints regarding the lack of knowledge of the movements of the first real ice-breaker, SS Stanley, to a fight before conditions with connection with the modern service at Borden and Wood Islands, the Board of Trade has never relaxed its efforts.

In the present time it is actively engaged in the continuing obtaining of additional ferry service from other points and supporting efforts to get the Confederation Causeway started as a means of eliminating future winter tie-ups.

BYLAWS AVAILABLE

It was during the local gathering that L.H. Davies expressed the hope "that some efforts will now be taken to reorganize the old Board of Trade." Later in the meeting Hon. David Laird asked if the constitution and by-laws "of our old Chamber of Commerce" were available.

Finally, on July 7 of that year, a meeting of the incorporators (those who signed the certificate of incorporation) was held and officers and council members elected.

There were 60 members present at the meeting.

In these days organization of a Board of Trade was a serious matter and the certificate of association had to be sent to the Secretary of State at Ottawa according to the statutes of Canada.

It is interesting to note just how serious a matter the signing of such a certificate actually was. All members of the Board became members for life and could be sued in the courts for failure to pay their annual dues. They could resign from the board but only if all their obligations to it had first been met.

FW PRESENT

List all organizations the enthusiasm of members waned

### Congratulations and Best Wishes

### BOARD OF TRADE

ON THEIR

### 75<sup>TH</sup>

### Anniversary

A Team Working Together



## MANY, MANY THANKS

### to The Charlottetown Board of Trade

Having regard to your object "To advance the commercial, industrial and civic interests of the City of Charlottetown in particular and of the Province of Prince Edward Island generally."

All we at City Hall can say is that throughout your 75 years you have served your City and Province well and have ever been directly associated with our continued progress and development.

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## CITY OF CHARLOTTETOWN

John J. Butler      City Councillor      Walter J. Cox      Deputy Mayor      A. Walthen Gaudet      Mayor

**ATRESS MISSING**

LAS PALMAS, Canary Islands (AP) — Maritime authorities here announced that British actress Olivia Irving, 27, was reported missing by the captain of the liner Aragon when the ship reached here from Buenos Aires. Miss Irving was said to have been on her way to Las Palmas for a long stay.