

PRINCE EDWARD — NOW
 MATINEE 3 P. M.—16c, 26c. NIGHT 7 & 8.45—26c, 37c, 45c.
A JUGGERNAUT OF THRILLS
 SKIES AFLAME WITH SEARING MELODRAMA! GAL-
 LANT SAGA OF HOLLYWOOD'S DARING STUNT
 FLIERS — THE NOVELTY OF THE YEAR.



"LADIES OF THE BIG HOUSE" AT CAPITOL

Sylvia Sidney, whose excellent work in "An American Tragedy" won favorable comment from the critics, now has the leading feminine part in "Ladies of the Big House," now playing at the Capitol. This picture is Paramount's screen version of the story by Ernest Booth, life-term convict author at Folsom prison. It is a gripping romantic drama of two persons who have run against the law and present a cross-section of the real drama of life within the quarters of a great prison.

"Ladies of the Big House" follows Miss Sidney's stellar appearance in "Street Scene," a United Artists production for which she was loaned by Paramount.

Miss Sidney gained prominence when Paramount selected her to take the place of Clara Bow in "City Streets," when the red-haired star became ill. She also had the leading role in "An American Tragedy" and "Confessions of a Co-Ed."

"Ladies of the Big House" further Miss Sidney's career as successor to Miss Bow, since "Ladies of the Mob," Booth's first screen story, served as Clara's most dramatic role several years ago.

In "Ladies of the Big House" Miss Sidney has as her leading man, Gene Raymond, who gained screen prominence as Nancy Carroll's leading man in "Personal Maid," following his stage success in "Young Sinners."

The story of "Ladies of the Big House" is a heart-stirring romance of love and regeneration, centers on the two leading characters, unjustly caught in the toils of the law.

"LOST SQUADRON"

Thrill-Packed Air Melodrama

Vibrant with entertainment that quickens the pulse, delights the senses and stimulates film appetite, RKO Radio Pictures' thrilling epic of the air, "The Lost Squadron," opened at the Prince Edward Theatre yesterday.

A bang-up cast of blueblood players support Richard Dix, the star. They are Mary Astor, Erich von Stroheim, Joel McCrea, Dorothy Jordan, Hugh Herbert, Robert Armstrong and Arnold Grey. It is easily Dix's outstanding performance since "Cimarron," presenting him in a virile, fascinating role.

The vigorous, red-blooded characters of the Dix Grace original are etched in sharp relief against a blue background of breath-taking sky scenes, tragedy, romance and glamorous Hollywood, boulevards and gay places and behind the scenes in the mammoth sound stages.

"The Lost Squadron" combines a strong story of movie-making and intimate Hollywood with a glorification of intrepid stunt flyers, who daily risk their lives that theatres may be provided with thrills.

No air picture has ever assembled such an imposing squadron of dare-devils, or has pictured so many hair-raising crashes and catastrophes. Responsible for the loops, spiral spins, banks and thrilling nose dives, were Dick Grace, Art Gobei, Frank Clark, Babe Green and Garland Lincoln—aces all.

Of particular interest is a gala premiere staged at the noted Chinese Theatre on "the boulevard," featuring stars, lights, dazzling gowns, limousines, radio speeches, and the pomp and display of a regular first night movie.

Boards Of Trade

(Continued from Page 1)

of resolutions. Present were Messrs. S. A. MacDonald, G. E. Full, C. E. MacKenzie, R. E. Mutch, C. E. Rogers, P. W. Turner, Samuel Kennedy, Peter Brodie, T. E. MacNutt, S. R. Burke, J. A. Fraser, Mrs. S. J. Rose, Miss MacMillan of the Women's Institutes.

The minutes of executive meeting and the last annual meeting were adopted. The financial statement showed the finances of the organization to be in good condition.

A nominating committee composed of Messrs. C. E. MacKenzie, R. E. Mutch, and Samuel Kennedy was appointed.

A serial letter from the Canadian Chamber of Commerce was read by the Secretary. A motion was made by Mr. R. E. Mutch, seconded by Mr. C. E. MacKenzie, that the President of the Board be appointed voting delegate at the annual meeting of the Canadian Chambers of Commerce to be held at Halifax.

The following were appointed to attend the Maritime Boards of Trade meeting: King's County, J. A. Fraser, East Baltic W. L. Poole, Montague; Queens, Messrs. T. E. McNutt, C. E. MacKenzie; Prince, Messrs. J. LeRoy Holman, S. R. Burke.

Three resolutions were moved, seconded, and adopted with little discussion.

Car Ferry Accounting

One having to do with car ferry accounting is as follows:

Whereas, One of the terms under which this Province entered Confederation is that the Federal Government shall provide efficient Steam Service for the conveyance of mails and passengers, to be established and maintained between the Island and the Mainland of the Dominion, winter and summer, thus placing the Island in continuous communication with the Intercolonial Railway and the railway system of the Dominion.

And Whereas, With the inauguration of the present system whereby this service is provided and operated by the Canadian National Railways;

And Whereas, The operation was never expected, or intended to be self sustaining, and the re-occurring deficits do to swell the losses of the Railway on the Atlantic Region, and stand in the way of our getting proper rates and service;

Therefore Resolved, That the incoming Executive be instructed to go before the Provincial Government, and impress on them the necessity of having the accounting for this service completely el-

minated from the railway accounts, and any deficit on such operation charged against the consolidated revenues of Canada, as it should be, and thus place us, in so far as Railway accounting is concerned, on an equal footing with the other Provinces of Canada.

And Further Resolved, That as this matter affects the whole Atlantic Region that the Governments of the other Maritime Provinces be asked to co-operate toward the same end.

Air Mail Service

The following resolution was moved by Mr. G. E. Full and seconded by Mr. J. E. Birch:

Whereas, The Air Mail service which was rendered to Prince Edward Island last winter was of material assistance to this Province and productive of satisfactory results.

Therefore, be it resolved, that this Associated Boards of Trade at its annual convention express its hearty appreciation to the Post Master General for the service extended and ask for a continuance of this service during the coming winter months.

Elmira Rail Service

The following resolution submitted by the residents of Elmira and vicinity was endorsed:

Whereas, The Elmira station of the Canadian National Railways system has previous to 1931 attained a yearly production of revenue amounting to fifteen thousand dollars.

And whereas, the residents of this district realizing the serious inroads being made on railway revenues by motor truck traffic at a public meeting held at Elmira in July 1931, resolved to continue to ship and received all freight by rail and give no encouragement to the motor truck services, and which resolution has been strictly adhered to.

And whereas, the Canadian National Railways since May 1st, 1932, has reduced the regular train services to Elmira from six trains weekly to two trains weekly which service makes a comparison of revenue at this station, with those of other stations, now unfair, as considerable traffic must be moved to and from Elmira those days on which the railway provides no accommodation.

And whereas, we realize that in the present period of the world wide depression, economy is necessary in all departments of Public Service.

In this case the reduced expense is out of all proportion to the inconvenience and actual loss sustained through lack of transportation for Dairy products and farm produce,

CAPITOL
 NOW PLAYING
 MATINEE 3 P. M. ... 11c, 26c.
 NIGHT 7 & 8.45 ... 26c, 37c.

Torn from her man on their wedding day — by the hand of the law. But Love blazes on, in . . .

"LADIES OF THE BIG HOUSE"
 A Paramount Picture

with SYLVIA SIDNEY
 The "American Tragedy" Girl
 GENE RAYMOND
 WYNNE GIBSON
 And a Dramatic Cast!

SERIAL and CARTOON

consolidated revenues of Canada. He expressed great admiration and praise for the work of the Women's Institutes.

Mr. W. C. S. McClure, after expressing pleasure on the opportunity of being present, stated that requests of the Associated Boards were always given close consideration at Ottawa. He believed that if the matter of ferry rates were pressed it would be cleared up to the satisfaction of all. He spoke optimistically of the future of P. E. I., Canada, and the British Empire as a whole.

Mr. Brewer Robertson extended an invitation to the Associated Boards to hold the next annual convention at Summerside.

Dr. J. A. Clark moved that the invitation be accepted. The motion was seconded by Mr. R. E. Mutch. The motion was adopted.

Mr. W. A. Stewart on behalf of the Government, extended greetings. He referred to the comprehensive address of the president, and with regret to the illness of Premier Stewart, who was unable to attend the meeting.

Moved that the secretary be instructed to forward a copy of this resolution to the Associated Boards of Trade, with the request that they take action with support of this resolution at the Annual Meeting on August 18th, 1932.

Evening Session

A large number of delegates enjoyed a sumptuous dinner at the Canadian National Hotel last evening. Following which Mr. C. R. Rogers proposed the toast to the King.

Mr. S. A. MacDonald then read his report. The adoption of the President's address was moved by Mr. C. R. Rogers, and was seconded by Mr. Brewer Robertson.

Mr. G. E. Full outlined briefly the content of the resolutions passed at the afternoon session.

His Worship Mayor Stewart, spoke at some length, expressing his pleasure on being present, and welcomed the visitors to the City. He was glad to see the Associated Boards of Trade in good shape, and believed the Boards deserved great praise for the securing of the Canadian National Hotel. The president had delivered a very interesting address. The speaker stressed the need of harmony between city and rural dwellers in the Province. His Worship referred to the great evolution in transportation in the present age. P. E. I. and the Maritimes have very great advantages over other provinces in a variety of natural resources. Sea bathing is a particularly valuable asset. The tourist traffic is a most valuable one, although the speaker did not believe that the traffic had increased much during the last 25 years. An increased number of cars ferried did not indicate an increase in the traffic. The dust nuisance was a great drawback. He believed all budgets should be balanced in this Province or credit would be ruined. He hoped that the Board of Trade members would take a more active interest in politics—not party politics.

Mr. John H. Myers, M.P., was next called upon. After expressing pleasure on being present, he complimented Mr. MacDonald and his Worship Mayor Stewart on their addresses. He stressed the necessity for economy. He believed that if shipping were active in Elmira in the Fall, the railway would not see the people suffer. Canada was not alone in her railway troubles. England's four railway companies were on the verge of bankruptcy, due to motor bus competition. Canada was in a more happy condition as the heavy commodities can be moved in no other way than by rail. The success of the railway depends on the union of the railway and motor bus, Mr. Myers believed. Mr. Myers and Mr. McLure had taken up the matter of the charging of the ferry debt to the

President's Address

The following address was delivered by Mr. S. A. MacDonald the President:

Today we pass the eleventh Mile Stone in the history of the Associated Boards of Trade of Prince Edward Island.

We meet at a time when it would appear as if the trade machinery of the world were out of gear, at a time when old standards cannot be applied to present day conditions.

At no period in our history have we been faced with greater problems than we are today. It would almost appear as if we had to begin all over again, so as to adapt ourselves to the standard of a new era.

Owing to the present day circumstances, we might for a brief moment glance beyond our own Province to the economic conference at Ottawa, where the greatest statesmen of the British Empire are now assembled, in the hope that they might find a way out of our economic troubles. Some of you may wonder why Canada should be chosen as the place to hold such an important Conference. If you first think for a moment, of Canada's geographical position, it will be seen that we are situated at the centre of balance midships of the Empire, such as, between the Pacific and the Atlantic, she not only forms a bridge between Australia, New Zealand and the old country, but is the centre of the Empire. Therefore, it is but natural that the Dominion of Canada, should be chosen as the most logical Empire to hold this great Empire Economic Conference.

At the opening meeting of the Conference, it would seem the main idea the delegates tried to express was, not how much we are to receive but how much we are prepared to give in order to still further increase Empire Trade, and if this spirit continues to dominate, it may lead to better things, as the Right Hon. Stanley Baldwin, chairman of the United Kingdom delegation, so clearly states: "That however great our resources, we cannot isolate ourselves from the world, no nation or group of nations, however wealthy or prosperous, can maintain prosperity in a world where depression and impoverishment reign."

Let us therefore, aim at lowering rather than raising the barriers of trade.

Let it be remembered that Great Britain occupies a rather delicate position with regards to Empire trade, particularly with reference to the extension of further trade preferences, when it is learned, that 70 per cent of her trade is with nations outside the Empire, and only 30 per cent of her total trade is

Activities of the Board

During the past year as well as former years, the Boards have kept a watchful eye on all matters for the Provincial good, but ever mindful of the fact that the present is not an opportune time for the needless expenditure of public moneys.

The business dealt with at the last annual meeting was followed up during the year.

At our last annual convention, one of the matters discussed and adopted was a resolution pressing the Federal Government to change the present system of bookkeeping of the Car Ferry, and the carrying out of the recommendations made by the Duncan Commission which, in effect reads as follows (quoting from the Royal Duncan Commission):

"We further recommend that: so far as the ferry boat service is concerned, it should not be run as a part of the railway operations, but should be run by the railway administration under separate account for the department. We feel that by its association with railway accounts, this service would

not get the attention it should receive.

A copy of the resolution adopted at our last convention, was forwarded to all our Provincial and Federal representatives, in the Commons and Senate. It was also passed by the Maritime Board of Trade which met in Halifax on November 25th, 1931.

The Maritime Board sent a letter to every member of the Senate and Commons in the Maritime Provinces, requesting that this change in the accounting system be made without further delay, as this request did not require any financial outlay, we are at a loss to know who is to blame for the neglect, as the demand is a most reasonable one, the present accounting system is most unfair, and is often applied in a manner that is most injurious to this province. It would appear to be as reasonable to charge the province of Ontario with the 135 million spent on the Welland Canal, and the millions of dollars spent on the other great canal systems built there, by funds from the Federal treasury, as to charge Prince Edward Island with the costs of the Car Ferry.

with her own people.

The British Empire includes some 450 millions of people, and it is well to remember that three out of every four are Indians. The population of the whole world outside of the Empire is 1400 millions, while the white population of the Dominions, including the Irish Free State is only 22 millions, there lies the crux of the whole situation, as 70 per cent of Britain's trade is with the 1400 millions outside the Empire.

The present attitude of the Boards of Trade, is to discourage lavish expenditures of public moneys, or only such as are essential to public needs. It will be noted by recent press despatches, that the Canadian Chamber of Commerce, is undertaking a special enquiry into the costs of government, increasing taxation and economy in expenditures. A survey is being made with this view in the different provinces. This subject will be prominently featured at the convention to be held in Halifax next month. It deals with a question that is in many ways the most fundamental and serious problem before us. Reduced to its simplest terms the problem is this; with commodity prices as a whole fallen 35 per cent since 1929, and the prices of farm products by 50 per cent, how is the great mass of debts incurred before 1929 to be paid or supported. This includes loans incurred on farm mortgages the bank loans to individuals and business firms, the larger debts incurred by cities, provinces, railroads and industrial corporations, at this time the debt is unsupportable at the present level of prices.

Canadian Railway Problems

How are we going to solve our great railway problem. The Bureau of Statistics at Ottawa last week, gave the following startling figures. Charging the Canadian National Railways with an annual deficit for the past nine years, or since 1923 of 50 million dollars a year, or a total of \$464,420,998 in nine years. The deficits in the year 1929 is shown as \$46,810,318 and the deficit of 1930 is given as \$73,735,692, an increase in the total debt of the road from \$1,822,840,488 in 1922 to \$2,640,248,799 in 1931 a growth of 100 millions in ten years.

It is stated that the total debt to the Canadian people by the Canadian National Railways is \$2,655,000, or more than one half of our national debt which is \$3,700,000,000.

The total cost of the war to Canada which is given in public figures is \$1,995,000,000. Compare those figures, immense as they are with the cost of the railways, it only is found to be about two thirds of the cost of the national railroads.

From the above figures it would appear that Canada has built unnecessary railway mileage, and an unwise duplication and competition, which has gradually led us to the present situation. It is claimed that Canada has today a smaller population per mile of railway, than that possessed by any other country in the world. For example in Great Britain, the population per mile of railway is 2000, in France 1200, in Germany 1700, in the United States 500, in Canada but 250. Add to this the competition of private automobiles, motor trucks, and motor buses, a development of recent years, and the cause is not hard to understand.

It is to be hoped, therefore, that the special commission recently appointed to investigate railway conditions in Canada may be able to form a plan more constructive than any we have yet had. In the face of these facts and figures, is it any wonder that we question the wisdom of government operations of either a private or a public enterprise.

Hillsboro Bridge

A wonderful improvement has been made in the traffic accommodation on the Hillsboro bridge by widening the distance at the rails so that it makes travel by auto and carriage much less dangerous than it has been in the past.

Air Mail

Due largely to our efforts, we were enabled to have re-established during the winter season, our mail by air to and from the Province. This service was fully appreciated and will no doubt in the natural progress of time, be further extended to passengers as well.

Elmira Branch Railway

Early in the season the railway management reduced the train service on the Elmira Branch to only one train a week. The matter was brought to the attention of our Board and on proper representation being made to Mr. Appleton, man-

HERE'S A NEW PICTURE AND ANOTHER \$250. IN CASH FOR TITLES!
 (Old Chum Picture Title Contest No. 8)



Contest Winners Have Received \$1750. in Cash to Date!
 \$700 in First Prizes • \$280 in Second Prizes • \$70 in Third Prizes and \$700 in Prizes of \$2 each

YOU MAY WIN THIS TIME!

WINNERS OF CONTEST No. 8
 1st PRIZE—\$100—W. H. MOORE, 377 Hunter Building, Ottawa, Ontario
 2nd PRIZE—\$40—H. B. JEFFERIES, 14 Durent Avenue, Toronto, Ontario
 3rd PRIZE—\$10—JAMES W. ROBINSON, 880 Barrington St., Halifax, N.S.
 Cheques for \$2 each have also been mailed to 50 other winners.

THESE ARE THE CONDITIONS OF ENTRY IN THIS CONTEST

Cut this advertisement from the paper—write a title of not more than five words in the blank space in the frame, indicated by the black arrow—remove a label from a package of Old Chum coarse cut or Old Chum fine cut cigarettes and attach it to your entry—sign below and mail to Old Chum Picture Title Contest, P.O. Box 1720, Montreal, P. Q., on or before August 26th, 1932. Names of the winners of 1st, 2nd, and 3rd Prizes will be published in the announcement of another Old Chum Picture Title Contest, in about one month's time.

No correspondence will be entered into with any contestant.

Imperial Tobacco Company of Canada, Limited.

Murray Harbor Branch

The reduction made in both the train and postal service in this line has been the cause of considerable dissatisfaction, more especially as it affects all that portion of the province south of the Hillsboro.

While we fully appreciate the difficulties under which the railway management are operating at the present time. It must be realized, that a reasonable public service is due the residents of this thriving centre of the Province.

It would be well for the Board of Trade to lend their further assistance in this connection to the residents of Elmira and Murray Harbor districts.

Fox Industry

This industry like many others was affected by world conditions and prices, but notwithstanding the present prices, there appears to be a promising future for this industry, particularly for the better grade of pelts, and it is doubtful if it does not offer as good prospects as any commodity the farmer can grow. During the present year 23,131 adult foxes, and 53,887 pups, were inspected, this report shows that Prince Edward Island still leads all the other provinces of the Dominion in the number of adult and pup foxes.

Egg Production

In this industry while there was a drastic cut in the market value, the production was larger, an increase of 5,819 doz. eggs were handled in 1931 over the previous year. The gross turnover for the year was \$301,704 dollars which is a remarkable showing considering the low price of eggs.

Dairy Industry

It is pleasant to note that Prince Edward Island butter has again led the whole Dominion with an average score of 9.296.

It has always been contended that dairying is the backbone of the Province. During the past year the quality of production was well maintained. A total of 5,287 boxes of cheese was graded, and 3,034 boxes of butter. It was further shown that the dairy industry has increased from 15 per cent to 20 per cent of a farm's income during the past few years, and despite that other items of income have decreased dairying has increased.

Potato Industry

This industry has been of the first importance to the province for the past number of years, and has been our largest cash crop, besides giving employment to a large number of people, it was of material benefit to the transportation companies as well, so that all classes have benefited by it. Consequently the pres-

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