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"A MIDSUMMER NIGHT'S DREAM"
 THE PLAYERS:
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 Victor Jory • Mickey Rooney
 Directed by Max Reinhardt and William Dieterle

SPONSORED BY: Y. M. C. A.
MONDAY - TUESDAY - WEDNESDAY
 DAILY 3.15 - 7.00 - 9.00 P. M.
MATINEE Prince Edward EVENING
 16c-27c 27c-33c-38c



Scout News and Notices
1ST MONTAGUE
 Mr. A. Hume, Scoutmaster of the Montague Troop, sends in an excellent report of their past year's activities. In addition to their regular meetings, this Troop erected a very fine pumphouse at Camp De Roma, which was greatly appreciated.

Mr. Hume attended the Gilwell Camp at Sussex, N. B. and later took the entire Troop to Camp for seven days, where Gilwell training was put into practice.

Three special lectures were given to the Troop during the year, one on "Citizenship" by Mayor L. H. Coffin, "Things Boys should know about Electricity" by E. K. Clements, and "The Ten Scout Laws" by S. S. Hession.

ZION WOLF CUBS
 The hike and supper planned for Monday were cancelled owing to rain. However, the regular meeting was held as usual.

The Pack is having a skate at the Forum on Saturday, January 23.

6TH CHARLOTTETOWN
 At the meeting on Friday, two Cubs, namely Andy Weatherie and Louis Arsenault, were welcomed into the Troop, having gone up from the Cub Pack. Both the Cubs and the Scouts were present for this going up ceremony.

A meeting of the Parents followed the regular meeting of the Troop, to discuss general group management and the raising of funds. They decided to put on a card party on Tuesday, January 28th.

Ten new recruits have been recently taken into the Troop, making a total now of twenty-six.

ALBERTON
 The report from the Alberton Troop shows that during the past year they held thirty-four Troop meetings and five week-end Camps, and at Christmas time were Santa Pals to ninety-one children. The financial report of this Troop also shows they are running their affairs in a business-like manner and have a balance of \$163.34 on hand.

1ST CHARLOTTETOWN PACK
 The first Charlottetown Pack now consists of twenty-one Cubs, divided into four sexes. The Reds, Whites, Greys and Browns. Thirty-six meetings were held during the past year.

This pack has been active in Test passing during the year, twenty have passed the Tenderpad tests and four have qualified for their First Star.

NEW EXECUTIVE SECRETARY
 The Provincial Council is pleased to announce that a full time Executive Secretary, in the person of F. Douglas Henderson, Bridgewater, N. S., has been recently appointed. Mr. Henderson will commence his duties February 1st. He comes to us highly recommended and knows a great many of our Leaders.

2ND CHARLOTTETOWN PACK
 The banner for the Best Hunters in the Pack during December went to the Tawny Wolves with Jack Morris as Sixer. They Grey Wolves with Bill Sherran as Sixer were a very close second, while the Red Wolves with George Worth as Sixer and the White Wolves with George Patalakis as Sixer, were not far behind.

On Monday evening, January 18th an investiture ceremony was held at Pack Headquarters, St. Peter's Cathedral Hall, at which the following were invested as Wolf Cubs: Harry Shama, Philip Perry, Johnny Reid and Keith Huestis. At this meeting Miss Lois MacLean, a Girl Guide in the 1st Charlottetown Company, who has been assisting at Pack meetings for the past three months, was presented with the Cub Instructor's Badge.

On Thursday evening, January 21st, a number of Cubs took part in the Lantern slide "Dance" at the Cathedral Hall, performing "The Dance of Shere Kahn's Death".

Eleven Cubs in this Pack have their uniforms and the others expect to get theirs very soon. Those with uniforms are: Robert Acorn, Harold Santry, Emilio Tahweel, Jack Morris, Ronnie MacLean, Jimmie Palmer, George Patalakis, Bill Sherran, Hughie Simpson, George Worth, Jimmy Kays.

the way from producer to market. The standardization of the product, and the planned control of marketing, these orderly processes were in a large degree dependent upon the railway which at every turn proved admirably adapted to the business. "It makes the policing of packing regulations easy," he said, "its refrigerator cars keep the produce in condition. Indeed it insures you against damage and loss of market."

"It was by intelligent cooperation with the railways and producers that the fruit and vegetable wholesalers could get best results."

"By such means you will be continuing the policy which has been so successful in the past," Mr. Fairweather concluded, "namely, that the highest net returns come from the orderly marketing of the best possible product."

BURNS
Anniversary Celebration
PRINCE OF WALES COLLEGE AUDITORIUM
Monday, January 25th, at 8p.m.

PROGRAMME

Pipe Selections 105th Highlanders Pipe Band
 Gillie Calum Josephine Leightizer
 Vocal Selection—"My Laddie" Mrs. Nell MacLean
 Step Dance Etta LeClair
 Male Solo — to be announced.
 A Wee Bit o' Nonsense Jed Maddigan
 Vocal Selection—Selected Mrs. Arthur Roper
 Highland Fling Bella MacEachern

"The Skipper's Entanglement"
ONE ACT PLAY

Presented by Special Arrangement Samuel French Canada, Ltd.
 Captain Hamish MacFadyen Mr. Fulton Adams
 George Martin Mr. Menton Whitlock
 Donald MacVey Mr. Roy MacGillivray
 Mrs. Ross Mrs. Arthur Henry
 Martha MacVey Mrs. Roy Smallman
 Emily MacAdam Miss Mary Sinclair

Sailors Hornpipe Josephine Leightizer
 Pipe Selections Pipe Major Burke
 Step Dance Victoria MacInnis

GRAND FINALE

Piano Accompanist Miss Lillian MacKenzie, Mus. Bac.
 Violin Accompanist Mr. George Chappell

Summary Of Evidence In Assault Case

A summary of evidence heard in the case the King vs. William Munn, charged with assaulting a police officer, follows:

The case arose out of the alleged assault of John L. Beaton, bailiff, in the execution of a civil document duly executed by the court of Queen's County.

The jury after more than two hours' deliberation reported a disagreement, six to six, and were discharged by presiding Judge A. C. Saunders. The case was put at the foot of the docket and yesterday the Attorney General announced that it would not come up again at this term of Supreme Court.

The first witness called by the Crown was John L. Beaton who testified that he was a bailiff and that he had received his appointment from the Sheriff of Queen's County, John B. MacFadyen. He was given by the Sheriff a court execution signed by the County Court clerk. It concerned a judgment recovered against Florence Taylor on August 25, 1936. In September he was directed by the sheriff to levy the goods and chattels of Florence Taylor. Shortly after he was given the execution the witness said he saw a car, registered in Florence Taylor's name, in front of the Sheriff's sales room, William Munn was in the car. The witness got in the car and showed the execution to Munn, who stepped on the gas and refused to listen. Munn drove down to his yard on King Street east. There was a young man in the back seat of the car but as soon as they arrived in the yard he jumped out and went out the gangway. The witness did not know the man.

When he stopped in the yard Munn said "get to hell out of the car or I'll set the dogs on you" the witness testified. Munn then grabbed hold of him to put him out but couldn't and then Munn kicked him three or four times on the shins and pulled at him, Beaton told. Munn then jumped out of the car and opened a door, let two dogs out of a building and ran out the gangway and closed the gate so the witness couldn't back the car out.

One dog that was left out was an Airedale and the other just an ordinary dog; both were good sized dogs. The witness stayed in the car while the dogs ran around the car and when the dogs went back into the barn he jumped out and ran down the alleyway and over the gate into the street. He couldn't get the car out and his only chance to get out was when the dogs went into the barn, the witness said. He tried the gate and it was locked. He couldn't open it.

Cross examined by Mr. J. O. Campbell the witness said he had been born in Quincy, Mass., and had come to the province with his parents, who were British subjects, at the age of four or five. He had sworn allegiance to King George V when he joined the militia in 1920. He swore allegiance to King Edward VII and George VI.

Through an omission the witness was not sworn when first examined and was sworn after re-examination by the Crown. Defence counsel cross examined briefly.

John B. MacFadyen, High Sheriff for Queen's County, testified that he had appointed Beaton bailiff. It was not the practice for the Sheriff to sign country court executions on the day of the month of the year on which they were received, the Sheriff said. The defence counsel had claimed that because the execution in question was not signed by the Sheriff it was not valid. He had entered it in his book on the day he had received it from the clerk of the County Court the witness said.

That concluded the evidence for the Crown.

Defence
 William Munn, Charlottetown, the accused, testified he owned the car mentioned at the trial. Last summer the car was registered in

was nothing else to do but try it in Supreme Court.

It was largely a matter for the jury to decide who was actually telling the truth. The ownership of the car did not make any difference providing the officer went to levy on the car believing it was the property of Mrs. Taylor. Even if it was the property of the accused he would never be justified in assaulting the bailiff.

The important thing to do was to consider if the accused did as John L. Beaton said. If he did then unquestionably he was guilty. His Lordship then referred to the evidence.

So far as the question of the appointment of the bailiff was concerned His Lordship told the jury that there was no doubt but that he was duly appointed and acting with a valid document in the discharge of his duties.

If there was any reasonable doubt in the minds of the jury the accused must get the benefit of that doubt the trial Judge concluded.

IN MEMORIAM.

MRS. JAMES SHAW
 North Winsloe, P. E. I., lost one of his oldest inhabitants when on Nov. 29th, Mrs. James Shaw, passed to her eternal reward. The deceased was born in Winsloe 70 years ago and practically all her life was spent in that place. She had been ill all through the summer, twice entering the Prince Edward Island Hospital for treatment, to all of which she failed to respond, as we hoped, for in spite of all that medical skill and human hands could do she fell on sleep, leaving behind cherished memories.

The deceased was a motherly lady and a kind neighbor, ever ready to do all in her power to help those who were in need. She was intensely loyal to her church and its services. Rain or shine she was always in her accustomed place. The church stood for a great deal in her life and she endeavored to make her life count in the church she loved.

She leaves to mourn her passing, besides a sorrowing husband, five sons and three daughters: John H. at Winchester, Mass.; Arnet D. at North Winsloe, P. E. I.; Hooper R., Sask.; Edward O., East Royalty, P. E. I. and Leigh Stanley, also of Saskatchewan. Three daughters, Mrs. (Pansy) Chas. Flaherty, Winchester, Mass.; Mrs. (Jennie) John McLure, Charlottetown, and Mrs. (Nettie) Benjamin Rogers, St. John, N. B. There are also surviving four brothers, John Nichol, Murray Harbor, P. E. I., Hammond of White Sands, P. E. I., William and Oliver in the New England States.

The funeral which was held on Wednesday, Dec. 2nd, was largely attended, the church in which deceased worshiped being filled to capacity, and was conducted by her Pastor, Rev. Thos. Palethorpe, assisted by the Rev. T. A. Wilson of Covehead. Interment was made in the cemetery adjoining the church.

The pall bearers were: Messrs. Benjamin Smith, Albert Cudmore, Lemuel Cudmore, Philip Chandler, Wilburn Younker and Albert Shaw.

CYRUS N. KENNEDY
 There passed away at his home in Kingsboro, P. E. I., on December 9th an old and highly respected citizen in the person of Cyrus N. Kennedy, aged 82 years.

He was the son of Donald and Catherine (Stewart) Kennedy who immigrated with their parents from Perthshire, Scotland, to Kingsboro, in 1808.

Mr. Kennedy made Kingsboro, where he was born, the centre of his activities. He not only devoted his life to farming but took a keen interest in horses, which

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 the New
SPRING 1937 MURRAY SHOES
 A Delight to the Eye. A Satisfaction to the Foot.
 All Wearers of this Splendid Shoe are invited to Call Today or Early Next Week for a "Peep" at the New "MURRAY"
WRIGHT SHOE COMPANY

interest became one of his hobbies. The community and its development also received from him its due attention.

He united with the East Point Baptist Church during the great revival of 1874, under the efficient leadership of the late Rev. D. G. MacDonald, and during the pastorate of the late Rev. John Shaw. He was a faithful and devoted member, regular in attendance at the House of God on Lord's Day until failing health intervened three years ago. Prior to this time he never knew what it was to be sick, and as a consequence took his enforced rest of six weeks from active service rather hard, and just as soon as he felt sufficiently able to resume his work entered into it with too much energy until nature reminded him of his physical limitations and on October 7th medical aid was sought. A week later he entered the P. E. I. Hospital to undergo an operation, returning to his home on Oct. 28th very much improved in health.

Those more enlightened as to the true nature of his recovery well know that his apparent recovery was only temporary, although not looking for his exodus quite so soon.

Three weeks prior to his death his suffering accompanied by weakness increased, although his mind was clear and his interest in the farm and current events remained as usual until two days before his death when he lapsed into a state of coma from which he never rallied passing on to that "Bourn from whence no traveller returns". He bore his sufferings with marked patience and Christian fortitude. This terminated a long and active career.

He could relate many interesting stories of pioneer hardships and privation and draw vivid contrasts between then and now. A story well worth hearing but more worthy of our esteem and emulation.

He was always grateful for what was done for him, whether by doctor, nurse, friend, pastor, or those who spoke in appreciative terms of the service given him by the doctors and nurses in the P. E. I. Hospital, especially his own private nurse, whose care and attention could not be surpassed.

In his own home he received the best care and attention that a beloved wife and devoted son could give. Great as all that service was it could not retain or prolong life's span, so on Wednesday afternoon of December 9th he passed on leaving a vacancy in the home hard to fill and a heart sorrow that nothing but God's comforting grace can heal.

Four brothers and three sisters predeceased him several years ago, namely Daniel, Freeman, Ezra J. K. and one brother dying in infancy, Christiana A. (Mrs. James Cameron) Southlake; Jessie, (Mrs. Edward Stewart) Kingsboro, and Mary J. (Mrs. Albert Holbrook) Randolph, Mass.

Mr. Kennedy was the eighth child of a family of ten, and by coincidence was the eighth death in the family line.

They are left to mourn the loss of a kind and affectionate husband and father, his wife (Ellen Stewart Kennedy), and one son, Earl, both of whom reside at home. Two aged sisters, Ella (Mrs. John McVane) and Margaret, (Mrs. James McVane) Bothwell, P. E. I.

Funeral services were held at his late home and grave on Saturday afternoon at 3.30 p. m. and despite the inclemency of the weather and a most impossibility of the roads, were largely attended. Rev. H. R. Bell officiating at both services.

Appropriate music was fittingly rendered by Mrs. Ethel and Mrs. Selma McLean, Joshua F. MacDonald, Alexander Robertson and H. R. Bell. The hymns sung were "Looking This Way," "In the Sweet By and By," and "Met Me There." Miss Marion Kennedy presided at the organ. The message given was taken from the book of Job, chapter five, verse 26.

After the service at the home the mourners and friends wended their way to the Kingsboro Baptist Cemetery and after striking "Shall we gather at the River" all that was mortal was laid to rest there to await the dawn of resurrection morn when the fallen asleep in Christ shall rise clothed in immortality.

The pall bearers were Messrs. W. W. McLean, J. A. Stewart, H. P. Kennedy, Oswald Stewart, and Alton Robertson.

Motor Trucks and Railway Problems

MONTREAL, Que., Jan. 21.—"The solution of the motor truck and railway problem is much more complicated than appears on the surface, it requires some further treatment than the half-hearted attempts at rate regulation and the issuance of certificates of public convenience and necessity by which the problem has so far been inadequately dealt with. Some deeper and more fundamental is required." This was the view expressed today by Mr. S. W. Fairweather, director of the bureau of economics, Canadian National Railways, in an address before the fruit and vegetable jobbers association here.

"The problem," continued Mr. Fairweather, "lies in adjusting railway highway services and conditions and rates so that the interplay of commerce and industry to each facility the portion of the nation's transport which it is most fitted to perform. The solution is not going to be easy to find, we must proceed one step at a time. Something, however, can be done if there is recognition of the nature of the problem and a willingness to deal with it constructively. Some things are apparent such as provision for adequate and equitable taxation, safety, regulations adequately policed, and a type of rate regulation common to both agencies but not necessarily the same rates for each. For the rest we must expect to have to grope about somewhat."

Measured by the test of expense of transport, no matter where incurred, highway transport undoubtedly had a field of economic usefulness, said the speaker. There was, however, a difference between the true economic sphere of the motor truck and its apparent sphere and this difference represented an economic wastage which must reach very large proportions. Assuming that no highways in Canada had been constructed primarily for motor truck use, he

estimated the economic loss to the country, of the class of railways and motor trucks, as twenty four millions of dollars per year at the present time.

"By this I mean," continued the speaker "that last year it cost Canada twenty four millions of dollars more than it needed have for transportation due to the uncoordinated use of the motor truck, caused by the clash of ideas and it is my opinion that, if the present tendency continues unchecked, this economic loss might quite conceivably reach fifty millions of dollars per year. It is worth while to trace this economic waste through some of its appearances. Often it may appear as a profit, a merchant for instance may get a lower freight rate by truck, figure he has done a good stroke of business, truck manufacturers find their market expanding and profit thereby, oil refineries also receive a benefit as do also those whose interests lie in the construction of highways and pavement. The Trinidad negro may find a fuller dinner pail on account of the increased consumption of asphalt. On the other side of the ledger one naturally thinks of reduced profits to the railway and of reduced employment for railway employees and all those who supply materials for railway use, the coal miner, steel mill worker, lumber man, and so on."

"If that which we were considering was not economic waste, gains by one portion of the community would equal the loss of other portions of the community and because that is the history of our industrial progress which always involves adjustment to changed conditions. In this case, however, we are talking of economic waste so that these gains and losses do not offset each other and where ever an individual profit is seen there must somewhere else be a double measure of loss."

Mr. Fairweather then dealt with the problems involved in the production and marketing of fruits and vegetables, the great degree of success that had been attained was the result of careful planning all

We thank you for these records

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As the Company prospers, so do the Policyholders who are the sole owners and who receive all profits. We look forward to a continuation of the mutually helpful relationships that have marked this Company's fifty-six years of service to the insuring public. You will be interested in a few of the outstanding results of the successful year your Company enjoyed in 1936:

Business In Force (including Deferred Annuities) \$211,194,004
Assets 54,845,907
New Business (including Deferred Annuities) . . . 35,169,802
Total Income 11,210,773
Payments to Policyholders . . . 4,967,180
Surplus Funds 4,724,416

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A MUTUAL COMPANY
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