

Report On Egg and Poultry Business

Following are the reports presented at the annual meeting of the Prince Edward Island Co-operative Egg and Poultry Association held yesterday at Prince of Wales College.
MANAGER'S REPORT
To the Directors, delegates and members of the P. E. I. Co-operative Egg and Poultry Association:

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...with a consequent reduction in value as our Canadian markets do not as yet absorb the same grades of live poultry as formerly exported.
Dressed poultry handlings again show a large gain, our volume increasing almost 100 per cent, the percentage of millfed birds being approximately 65 per cent, of all chickens handled.
It is very gratifying to your directors and the management to note this hearty response to our request at the last annual meeting that members market their poultry through the association and that they finish birds promptly before sending to market.
The community hatchery was operated at a slight profit, but when we consider that the objective is not for direct profit alone, we realize the splendid increases in volume of eggs and poultry and particularly the vast improvement in the quality of our flocks as indicated by the high percentage of top grade poultry, that our objective is being attained.
The poultry we were sold to members as previously on a cost plus basis and many members are taking advantage of this extra service rendered, thereby increasing their profits and improving their flocks. It is to be hoped that more members will avail themselves of these advantages as only eight carlots were disposed of, this should be increased to at least fifty cars.
Your directorate wish to thank all members for their splendid efforts, and especially those circle managers who have so ably demonstrated, to the results to be obtained by painstaking attention to the details of their duties. We wish to thank all who have in any way contributed to this our largest business year.
The prospect of a quality product is our direct line of communication to success, add to this personal responsibility and united effort, and we have the very essence of co-operative success.
In closing we wish to impress upon all members that they should realize that their interest in this association is becoming more valuable as time rolls on.
Signed for the Board of Directors, J. R. Mann, President.

Alleged Firing

(Continued from Page 3)
may have been twenty and there may have been ten. The second time the other car passed was at the bottom of Haslam's Hill. They slowed down the second time. I was a little riled up. I will admit. I was going to get the man that did the shooting and the car stopped behind and they asked the trouble. I said there were a couple of crazy men that were trying to shoot me up. Sheriff McDonald and Platts were in the car behind. I did not know them at the time. I went up and got hold of Keir Mann by the coat lapel and said, "What are you trying to pull off?" He said he was a prohibition officer. I asked him what right he had to hold me up on the King's highway, as I was not obstructing the highway or doing anything wrong. Mann didn't say anything more to that. There was also Cecil Miller in the first car.
Mr. Johnston: "Did he come out of that car too?"
Witness: "O yes, with a vengeance."
Witness did not know how much the car was damaged at the time. Mr McDonald pointed out that the rear tire on the right hand side was flattened. Witness was not sure whether his car was searched or not. There was no liquor in the car. He could not find a car jack so he got Clinton to go to the handiest house for one. Everett Haslam, Haslam's Hill, came down with a jack and helped to change the tire. Witness showed injured tire to Haslam. There were two holes, just below the rim. The prohibition officers had left before that time. When witness started the car they discovered they had another flat tire on the left hand front side. They changed on the top of the hill. A car came along on its way from Charlottetown to S'ide. There were boys and girls in it. Witness knew them all to see them. The left tire also was found to be "shot up." They came to Charlottetown and left the tires at Whitlock's repair shop. There were also marks on the body of the car from the shots fired. Witness had the car two years. It had cost him \$3,800. There are still to be seen bullet marks on the back. Clinton's position in the car was opposite to that of witness in the front seat. Witness was driving. The car if sold today would not realize \$800. The repairs that day cost about \$250 at Summerside. Details as to the injury to the car were given. Witness was sure that the two defendants, Keir Mann and Cecil Miller, were in the other car when the shots were fired.

Q. Since that time you went to sea?
A. I started to go to sea at twelve years.
Q. Is that about the time you left following the sea, when you settled down on this farm.
A. Yes.
Q. When you followed the sea at first I suppose you were a sailor; then you became a mate and later a captain?
A. Yes.
Q. And finally, in addition to being a captain and master, you owned ships, didn't you?
A. Yes.
Q. How many ships have you owned at different times?
A. It would be hard for me to tell. I imagine fifty or sixty.
Q. How many at any one particular time? Would you have several?
A. On no. I might have owned two at once.
Q. After you left following the sea did you still continue to own any of the ships?
A. I did, I think, for one year. I sold my last vessel to a Newfoundland party. They have the record over at the Customs office. I couldn't be exact as to the time.
Q. Approximately when would that be?
A. About two years ago, I should think.
Q. So that since two years ago you haven't owned any ships?
A. No sir.
Q. By owning ships you understand that I mean also owning shares, you have no shares in any ships?
A. No.
Q. Nor have had since two years ago?
A. Well, I wouldn't exactly say about two years, but you can get the date at the Customs. Since I sold the "Duncan" I haven't owned any ships.
Q. Nor any shares?
A. No.
Q. And that is around two years ago?
A. Yes.
Q. So that on the 13th of May, 1929, you owned neither ship nor shares?
A. No sir.
Q. Did you and McKay go out in a boat that night at Sea View.
A. No.
Q. When you owned these ships did you do some trading?
A. Oh yes. You have to do that in order to keep them going. They have to pay their way, you know.
Q. How did you find your ships to pay? Very well?
A. Wonderfully good, yes.
Q. What sort of cargoes did your ships carry?
A. Oh, different cargoes.
Q. Cargoes of liquor?
A. Yes, we had lots of them.
Q. As a matter of fact, wasn't that the business of your ships?
A. Not at all times, no.
Q. Well, most of the time?
A. Oh no, you are wrong there.
Q. Up to the time you left the sea, two and a half years ago, when you bought this farm, did you do the sailing yourself.
A. Yes. I came back from sea one month before I bought the farm.
Q. Up to that time you were a sailor yourself?
A. Yes.
Q. And when you were sailing these ships yourself did you have cargoes of liquor?
A. Yes, sometimes.
Q. I suggest that it was a general thing.
A. That would be your suggestion, but it wouldn't be mine.
Q. I suggest it was a general thing.
A. I don't suggest that at all.
Q. Was it the usual thing for you to carry a cargo of liquor?
A. No, not at all.
Q. Were you in the liquor business then?
A. In which way.
Q. Did you buy these cargoes of liquor outright or were you merely carrying them as freight?
A. We generally carried them on freight.
Q. By generally you mean that you didn't always do it?
A. No. I have been interested once or twice in cargoes. But clear of that it was on freight.
Q. Once or twice only?
A. That is all.
Q. Not more than twice?
A. No sir, not to my knowledge; in fact never.
Q. Not more than twice have you ever been interested in a cargo of liquor?
A. Not to own a portion or part of it.
Q. Did you give evidence before a Customs Commission probe?
A. Yes sir.
Q. Did you tell them that you were in the business of carrying liquor, or rum running?
A. No sir. The Commission asked me if I had my vessel chartered I said yes. They asked me what was the name. I said he gave his name to me as Kelley but he looked to me like a Jew, and the man said it was a great send-off for a Scotchman. That is all I said.
Q. You say, on your oath, that that is all you said?
A. To the best of my knowledge,

that is all they asked me.
Q. Didn't you tell them you were in the liquor business?
A. No sir.
Q. That is your oath?
A. Listen.—
Q. I will not listen either.
Q. Did you or did you not swear before the Commission.—
A. Whatever my evidence is it was the truth and nothing but the truth. I don't remember it now. You are trying to ball me up, is that the idea? You don't get away with that stuff with me.
(The witness was cautioned by the Court to confine himself to answering the questions.)
Q. Is that your answer? My question was did you or did you not go before the Customs Commission and swear that you were in the liquor business?
A. I am on my oath.
Q. Never mind that. Will you be quiet and answer the question.
A. I am quiet, I won't swear one way or the other.
Q. You followed the sea for a good many years, and you have been in some tight corners, I suppose?
A. Good corners and bad.
Q. I mean you have seen all kinds of life, and you have had to handle all kinds of men?
A. Exactly.
Q. Naturally, as your counsel asked you how many shots were fired and whether you were scared, you told him, "Well, we just had to take things as we found them."
A. Oh yes, I wouldn't like to say I was scared.
Q. A man like you wouldn't be scared of a few shots?
A. No. Even if I was scared.—
Q. But you wouldn't be scared on this occasion?
A. I am never scared. I don't know the meaning of it.
Q. You were not in fear of bodily harm?
A. Well, the only thing I was scared of was that they might hurt the other fellow. For my part I was not scared. I wouldn't like to be a coward.
Cross-examined as to his direct evidence, witness said he drove through Kensington at about twelve miles an hour and at about twenty-five miles through Springfield. They did not notice the lights until they got the sound of the horn. Then they took the side of the road. The first shot was fired on the down-grade beyond the Roman Catholic Church.
The inspectors swung their car angle ways across the road. Witness described his recollection of the manner in which this was done, and went through a lengthy cross examination on this point, also with regard to the marks on the car.
After the first shooting, he said, Clinton kept "an eye to the rear," to see if the officers were coming. Witness was driving. He slowed down when the officers came behind him the second time. After they blew their horn witness gave them the road. Then he heard them shooting again. The shots fanned witness' car "like wildfire." He maintained that at least 10 shots were fired, probably 18 or 20, counting "both scraps." He could not say who was doing the firing. He saw no gun. After the officers had passed him they fired one shot. Witness had to hold up because of his flat tire. When he stopped he jumped out of the car. Witness went right up to them. He didn't mind the guns. He thought they were "too yellow to shoot straight anyway." Witness asked: "What are you trying to pull off, is it highway robbery or what?" He (Mann) said he was a prohibition officer and had told Dick's to slow up. But no such request had been made.
Mr. Campbell: "You didn't hear him?"
Witness:—"He never sung out to me at all. He might have whispered it in his hat."
"You wouldn't deny that he did tell you to slow up?"
"No, but I didn't hear him."
Witness did not know that they were officers at the time. He asked them to help him jack up his car but they didn't stop. Clinton was there all the time; he remembered the officers called Clinton something which he would not like to have addressed to him. Witness and Clinton were sober at the time; they had not had a drink.
Q.—How do you know that Clinton did not have a drink?
A.—He might have smuggled a drink.
Q.—Where would you be when he might have smuggled a drink.
A.—That would be up in Summerside. We were there four or five hours before we started.
Haslam's Hill was described by witness as being six or seven miles from Kensington. At Summerside where the car was repaired a piece of metal resembling a bullet was found embedded in the transmission gear. The car was repaired at Pope's garage.
Witness had never been "searched" before the occasion of the alleged shooting. He had been "searched" several times since.
Mr. Campbell:—"You rather take pride in the fact that you operate

within the law, Mr. Dicks?
Witness:—"I don't know where you get that stuff, Mr. Campbell.
" That you have always done a legitimate business?"
" Yes; never done anything else, sir."
Mr. Johnston—Any business that you have done in the liquor business has been done where?
Witness:—"On the high seas."
" You claim that revenue and customs laws do not apply there."
" No sir."
" That is what you pride yourself in?"
" Yes sir, that is the only thing we do pride ourselves in."
Sheriff McDonald, witness said, told him that the customs officers had nothing to do with the shooting. It was the prohibition officers that did the shooting. All four officers were in plain clothes. They didn't exhibit any badges.
Mr. Campbell:—"You say you were searched since this action."
Witness:—"I have been held up."
" Where?"
" Different occasions. I have bought that property at Dalvey and on two or three occasions, Leo Bradley and Mr. Platts held me up; perhaps half a dozen times, to look through my car."
" Did they ever find anything?"
" Oh no."
" Had you been out in a boat when they searched you?"
" Not to my knowledge."
" You told your counsel that you went down to Jack "Tom" McKay's for a feed of lobsters."
" Not altogether for a feed of lobsters. We had a feed after we got down."
Mr. Johnston:—"Had you premises ever been searched for liquor?"
Witness:—"No sir, unless it was done since I came here."

Clinton's Evidence
Arthur Clinton, Charlottetown, corroborated the previous witness' statement as to the circumstances leading up to the alleged shooting. He accompanied Capt. Dicks to Summerside and on return they called at McKay's lobster factory as Sea View. They remained there for some time, and had supper. They left about midnight. When the officers stopped in front of the Dicks car in the first place, Capt. Dicks went into the ditch and witness "closed his eyes." Afterwards he had to close his eyes again when the shots were fired.
Mr. Johnston:—"You were scared if the captain wasn't?"
Witness:—"Indeed I was."
Witness described seeing the lights of the officers' car following them. They (the officers) were blowing continuously all the way. When the Dicks car slowed down, the officers car passed. There was "quite a bit of racket" from the bullets. Witness described the scene between Dicks and the prohibition officers when both cars had stopped.
The inspectors didn't have much to say except that they were officers of the law. Witness then secured a Jack from Mr. Haslam and they shifted the tires and proceeded home as described in Dick's evidence. Witness was not intoxicated at the time. He had had two drinks that day in Summerside.
Mr. Johnston:—"I am not going to ask you where you got the liquor; that is not my business."
Capt. Dicks, witness said, was not with him when he got the drinks.
Witness heard nothing outside of the horn being blown when the first shots were fired. He did not hear them asking Dicks to stop.
Cross examined by Mr. McGuigan, witness said he had been in bad health for the past twelve months. He had worked periodically for Capt. Dicks after the alleged shooting in May. Before that he had been a motor mechanic for eight years. He had not been in the liquor business. In July last he was fined \$300 in the city Police Court for having liquor in his possession.
Mr. McGuigan:—"Was that fine paid?"
Witness:—"Yes."
" Who paid it?"
" I paid it myself."
" Where did you get the money?"
Plaintiff's counsel objected to the question.
The Court:—"Witness may answer if he likes."
Mr. McGuigan:—"Did you have the money yourself?"
Witness:—"Yes."
" Where did you get the money?"
" I had the money myself."
" You were not working?"
" No sir."
" How did you come to get it?"
" I always had it."
" Do you mean to tell me that you had that much money saved up?"
" Yes."
" That is your oath?"
" Yes."
" You were not in any business besides doing odd jobs?"
" No sir."
" Were you in the Police Court a gain on Aug. 27th?"
" Yes."
" What were you up for?"
" For obstructing Mr. Hayward."
" That is the prohibition inspector?"
" Yes."

What happened to you that time?
" I was sentenced to ten days in jail."
" Did you serve the time?"
" I did."
" On the date that this happened, what were you doing?"
" I wasn't working."
" Where were you?"
" In the city."
" Where did Capt. Dicks find you?"
" At the barber shop."
" What did he say to you?"
" He was going to Summerside and asked me to go for a drive."
" Had you been in the habit of going with Capt. Dicks for a drive?"
" No sir."
" That was the first time you did it?"
" Yes."
" Did he say what he was going to do?"
" No."
" Did he say what time he was going to be back?"
" No sir. He just said he was going to Summerside."
Continuing, witness said they left Charlottetown about noon. They remained in Summerside until between seven and eight o'clock. He would swear positively he only had two drinks. He was in the habit of taking a drink; he got full sometimes. On return from Summerside Capt. Dicks said they would stop at the lobster factory at Sea View. It was getting dark when they arrived there. They left about midnight. Neither witness nor Capt. Dicks went in a boat that night. Dicks and McKay had some business; they were in another room with witness in the same building.
Witness maintained they went very slow through Kensington. He saw no light until five or seven miles out of Kensington. The first thing he heard was the horn blowing. There was considerable cross examination on the details of the passing of the prohibition officers' car and the alleged firing of life shots. Witness heard something strike the car, but could not swear that it was a shot. On the second occasion, on which the cars stopped, witness said after Mann threw him in the gutter he (witness) caught up the car crank.
Mr. McGuigan:—"Weren't you lying drunk on the road, as a matter of fact?"
Witness:—"No, Mr. Mann put me on the road."
Everett Haslam testified to being called about 2 o'clock on the morning in question by Clinton, the last witness, for the loan of a jack. He went down to Capt. Dicks' car and helped to change a tire. He noticed a hole in the side of the right rear tire, near the rim. Clinton was sober, he said. Cross examined, witness said he had heard no shots.
Dennis Peters and Frederick Blaquiere, Summerside, substantiated the previous witness' statement of a hole on the side near the rim, of one of the tires of Capt. Dicks' car. The hole did not look like a blow-out. They had passed Capt. Dicks' car stopped on the road on their way back to Summerside after attending a dance at Charlottetown. There were two boys and four girls in the party. Peters and Blaquiere both got out and Capt. Dicks went over to the girls and told them that someone had tried to shoot him. They did not look to see if there was a second hole, or other injuries to the car.
Clarisse Perry, Summerside, one of the party was also called and referred to meeting Capt. Dicks on the road as described.
Edgar Whitlock, Charlottetown, vulcanizer, repaired Capt. Dicks' car after the alleged shooting. Taking the tires apart, he found a round hole near the rim, which might possibly be caused by a bullet. The hole was not a blow-out. The hole only showed in one place. There was no sign of any bullet in the tire. The other tire had two holes, one in the tread and one in the side. These also were round holes, which might have been caused by a bullet.
Cross-examined by Mr. McGuigan, witness said it was not always possible to know what caused punctures. He had never seen a bullet hole in a tire before. He had never seen a puncture so near the rim, though he had seen blowouts in that position.
Maurice Martin, employer at Central Garage, Summerside, remembered checking up Capt. Dicks' car in May last. The car was in good shape when turned out. He examined the car later of its return, and described dents which he found. The dent at the back, witness said, might have been made by the end of a walking stick or a bullet.
Defendants' Case
In opening for the defence, Mr. Campbell said the case was a very simple one. The evidence of the officers of the law would show that in the two pursuing cars there were neither guns, pistols nor bullets. Counsel asked that the jury give due consideration to the demeanour of the officers on the stand and the nature of the evidence. Officers Miller and Mann at that time were Prohibition Officers and the defendants claim that under the provisions

Cross Examination

Cross examined by Mr. Campbell, witness repeated that he was a farmer and fox rancher.
Q. I notice your counsel called you "Captain" Dicks.
A. That is a habit they all have around here.
Q. You used to go to sea, some?
A. Yes.
Q. How many acres of land did you say you have at Royalty?
A. Supposed to have forty, more or less.
Q. Do you go in for potatoes on that farm?
A. We raised around 1,000 bushels and 4,000 bushels of turnips this year. We go in for cattle. We have also eight horses at the present time.
Q. You do some fox raising?
A. Yes, we have twenty-two pairs at present.
Q. When did you buy that farm?
A. It will be three years on the 10th of September coming.
Q. Had you done any farming before that?
A. Not since I was a very small boy, about twelve years of age.
Anthony J. Drexel on disambiguating from the Majestic was asked what he thought of the situation in Wall Street.
" I have retired, thank goodness," he said, "and all I know is that these storms and crashes are bad for the street. They give it a bad name.
" I heard in the smoking-room a story about a farm hand who looked up from his newspaper and said:
" Terrible stock crash. Wot's this here Wall Street game of stocks and shares anyway?"
" Well it's like this," said another farm hand. "You give me a nickel, and I buy a nickel cigar on tick. I smoke the cigar, you watch me. I'm a director, you see, and you're a shareholder. I take all the risks."

Auditors' Report

Jas. J. Leichter, Secretary-Treasurer.
AUDITORS' REPORT
To J. R. Mann, Esquire, President, and the Directors of the Prince Edward Island Co-operative Egg and Poultry Association:
Gentlemen: I beg to report having made a monthly audit of the cash, bank account, books and vouchers in the office of the Prince Edward Island Co-operative Egg and Poultry Association, and find them all correct, and in full.
I have also audited the statements of profit and loss account, assets and liabilities, and inventory accounts for the year ending 31st of December 1930 and find them all correct.
The clerical work of the office by the staff has been kept up to date in a most efficient and satisfactory manner.
The profit and loss statement showing a net gain of \$46,446.41 for the year is a wonderful showing, and speaks for itself of the business ability and foresight of the Manager, George Leichter, and the Secretary, James Leichter, especially in days of such grave trade depression, and uncertainty of the markets.
Yours faithfully,
R. V. Longworth, Auditor.