PRINCE EDWARD TO-DAY-Fri.-Sat

THE WHOLE WIDE COUNTRY FELL IN LOVE WITH JANIE...

AND TODAY JANIE GETS MARRIED

WARNERS BRING THAT GRAND GANG BACK WITH SOME GRAND NEW MEMBERS!

STARRING JOAN LESLIE and ROBERT HUTTON

WITH EDWARD ARNOLD · ANN HARDING · DOROTHY MALONE · HATTIE McDANIEL · DICK ERDMAN AND LOTS MORE!

TWENTIETH ANNIVERSARY

EXTRA ! ! NEWS OF THE DAY —CARTOON — COMEDY

TODAY — CAPITOL — Fri. - Sat.

SHOWS AT 2.30 — 7 and 8.45

NEW SERIAL STARTS TODAY

CHAPTER ONE OF "THE PHANTOM RIDER"

and Last Chapter of "SECRET AGENT X-9"

TONIGHT— EMPIRE— FRI. and SAT

SHOWS AT 7 — 8.45 — MATINEE SAT ONLY 2.30

SPORTS — MUSICAL — CARTOON

KEPT LINE OPEN

When communications bogged down between the town of Florian, in the Greek interior, and the port of Salonika, Annabella (Penny) Penglaze, an Australian Red Cross worker decided to do something about it. Youngest member of a Red Cross team attached as voluntary workers to the United Nations Relief and Rehabilitation Administration, Penny took over as station-master, stoker, guard, engine-driver and dispatch clerk of a broken-down railroad, got the venerable train running and kept it in operation for five weeks until a regular train service was organized. Penny, who hails from Point Piper, New South Wales, found the only train abandoned in a snowbound village because of lack of fuel. She drove her truck to the lignite mines at Vivic, brought back fuel to carry the train to Salonika, and the railroad was in operation.

VARIED VERTEBRAE

Most animals have seven vertebrae but there seems to be no definite standard. Swans have 25, ducks about 16 and the tiny hummingbird 14.

POULTRY

Buying daily live and dressed fowl and chickens.

Also cattle, lambs and sheep.

EASTERN PACKING CO.
SOURIS

Wood Islands—Caribou Service

With the *Prince Nova* and *Charles A. Dunning* now in operation the schedule is as follows:

Leave Wood Islands	7 a.m.	9 a.m.	11 a.m.	1 p.m.	3 p.m.
Leave Caribou	7 a.m.	9 a.m.	11 a.m.	1 p.m.	3 p.m.

Operating Daily including Sundays.
DAYLIGHT SAVING TIME

RATES: Same as 1945.

NORTHUMBERLAND FERRIES LTD.

Georgetown And Vicinity

Mr. Angus McLean spent a few days in Charlottetown this week.

Mr. Sheldon Ross, was a business visitor to the city on Monday.

Mr. and Mrs. Lorne Stevens, visited Charlottetown recently.

Mrs. Florence Jenkins was a visitor to Charlottetown on Monday.

Miss Dot Roach and Miss Frances Fitzgerald were recent visitors to Charlottetown.

Miss Evelyn Chandler, Charlottetown, is spending a vacation here, the guest of Mr. and Mrs. Malcolm MacLean.

Mr. and Mrs Joseph Scully, were visitors to Charlottetown recently and took in the races on Wednesday.

Mrs. Michael Burke, accompanied by her granddaughter, Marion, visited Charlottetown recently.
— Geo.

*Mrs. Lois Milton, Petitcodiac, N.B., accompanied by Mrs. Florence Chappell of Moncton friends of Mrs. Laura Lavers, are vacationing at Linden Lodge, Georgetown.

Mrs. W. B Prowse of Charlottetown who spent two weeks in Georgetown, has returned to her home. While here Mrs. Prowse stayed at Linden Lodge.

James Skinner of Bridgetown and Georgetown, entered the P. E. I Hospital on Tuesday. His many friends wish him a speedy recovery.

Miss Hilda Ross, daughter of Mr. and Mrs. Sheldon Ross, Charlottetown, is spending a few days in Georgetown, the guest of Mr. and Mrs. Sheldon Ross.

Mr. Henry Martell, Richmond Street, is having improvements done on his home, the work being done by Mr. Michael Burke, local carpenter.

Mrs. Charles Johnson, accompanied by her daughter, Mrs. Ashley Allen, are spending a few days in Borden, where they are the guests of Mrs. Johnson's daughter, Mrs. William White.

Miss Rosalie Kiggins, Charlottetown, is spending a few days in Georgetown, the guest of Mayor and Mrs. P. L. Boudreault, prior to her departure for Girl Guide camp.

The contract for the painting of the exterior of St. David's United Church and Church Hall has been let to Mr. Joseph Johnson. It is expected that work will commence shortly.

Miss Mildred Donovan, of the Civil Service, Ottawa, arrived in Georgetown on Monday and will spend her vacation with her parents, Mr. and Mrs. Maurice Donovan.

The freighter Elizabete, arrived in Georgetown on Wednesday from England. She will load about 1200 cords of pit props for Bergman & Company, for delivery in the Old Country. The pit props have been assembled in the Georgetown Exhibition Grounds.

Miss Marion Clory, Montreal, is enjoying her vacation at the home of her parents, Mr. and Mrs. Rufus Clory. On her trip home, she was accompanied by her brother Gilbert, who has spent a year and a half in the Schriners' Hospital in Montreal and is now much improved in health.

Rev. J. T. Payne, former rector of Holy Trinity Church here, who is now rector of Cathedral Church, Indianapolis, Indiana, accompanied by Mrs. Charles McEwen, former Georgetonian, now an employee of General Motors, Oshawa, Ontario, motored to Georgetown, arriving here on Monday.

The Rev. Dr. J. Sutherland Bonnell is to deliver a course of lectures in Virginia during the latter part of August. Previous to his departure he will preach at St. David's United Church on August 4th, at 3 p.m. Dr. Bonnell will return to the Highlands for the remainder of his vacation.

A group of interested citizens met in the Council Chambers on Monday night and formulated plans for the building of a proper raft, to be used by the instructors now taking the Red Cross swimming and water safety course in Charlottetown. A large number of children are expected to enroll in the class. The Georgetown branch of the Canadian Legion and the Town Council will jointly sponsor the course.

Mr. and Mrs. Howard Fouchere opened an hotel on Water Street on Tuesday. This is the location formerly known as the MacDonald Hotel and familiarly known to many citizens throughout the Province. Mr. Fouchere only recently received his discharge from the Canadian Army and all wish he and his wife every success in their new undertaking.

Mr. Chester N. Llewellyn recently made a trip by truck to Queensport, N.S., and returned with a truck load of bait, which will be used by the Newfoundland vessel which Mr. Llewellyn has under contract for supplying codfish for his modern canning plant here. Also making the trip was Mr. Chester Walker, who is the operator of Mr. Llewellyn's truck.
G

SONG HITS FEATURED IN COLOR ACTION FILM

Eddie Dean, the screen's newest singing sensation, warbles three choice numbers in "Romance of the West," PRC's all-color feature and Dean's second starring film which comes to the Capitol Theatre today.

The songs are "Indian Dawn" by Zamerick, "Ridin' the Trail to Dreamland" by Sam Franklin and "Love Song of the Waterfall" by Bob Noland, Bernard Barnes, and Carl Winge. The star also interpolates a novelty number, 'Ten Little Indians."

Featured with Dean in "Romance of the West," are Joan Barton and a large cast.

NEW WARNER COMEDY MAKES LOCAL DEBUT AT PRINCE EDWARD

"Janie Gets Married," Warner Bros.' sprightly successor to the original "Janie" who made her initial and refreshing screen appearance a couple of seasons back, makes its local debut at the Prince Edward today with a topnotch cast headed by Joan Leslie in the title role and Robert Hutton as her bewildered bridegroom.

With the same excellent company of veteran supporting players, including Edward Arnold, Ann Harding, Hattie McDaniel, Dick Erdman and others, the new film is concerned with the tribulations encountered by Janie in her first turbulent year of marriage, and the complications which ensue when G. I. buddies (female as well as male) stop off in Hortonville to spend some time with Dick, recently discharged from the Army.

Directed by Vincent Sherman, "Janie Gets Married" wis produced by Alex Gottlieb from an original screenplay by Agnes Christine Johnston. The film's characters are based on those created by Josephine Bentham and Herschel V. Williams, Jr., in their stage play, "Janie", as produced by Brock Pemberton.

IN MEMORIAM

MR. JOHN NORTON

At the Prince Edward Island Hospital on June 21st., John Norton, after an illness of about four weeks, passed from this world to his Eternal home in Heaven. He was the second son of the late James Norton and his wife Margaret Taylor, and was born about fifty one years ago at Annandale where he lived all his life. John was a man who possessed many sterling qualities of Character. His was a nature, kind and generous to a fault, an indulgent husband, a loving father, who made pals with his children. He enjoyed the simple and best things of life and sought not riches for the sake of being rich. He possessed broad acres and a comfortable home, which was his kingdom where dwelt his loyal loving wife and children, and after an absence was always glad to return home, to which he would welcome the coming, and spread the parting guest.

He was thoroughly honest, honorable, upright and trust-worthy in all his dealings with his fellow men.

He had many friends, no enemies and was ever willing to lend a helping hand to a neighbor, or in work for the good of the community in which he lived. He was a regular attendant at church and set an example for his children to follow.

Twice he was Maritime delegate to the Sheep Breeders, Association at Toronto, and it was on business connected with his last trip there that he met with the accident which was believed to have caused his death. On June 23rd., a beautiful day a large number of people came to say their last goodbye to one whom the community respected. He was carried to his last resting place in the cemetery near the church at Annandale, by six of his life-long friends and neighbors. Services were conducted by his pastor, Rev. D.M. MacLeod.

Those who grieve for him are his wife, (nee Emily Undertray), daughter Margaret, Mrs. L. Graham, Jr., Ottawa; sons Howard, Gerald and John also little daughter Eleanor, all at home. There are also left to mourn two brothers and three sisters.

His kindly, pleasant smile will be missed by all who knew him, but it is in the home where he was best loved, he will be most missed, and the vacant place can never be filled. He has left a torch inscribed with honor, industry and integrity for his sons to carry forward.

(Patriot Please copy)

SMOOTH TRAVELLING

The musk ox has the tail of a sheep, kidneys of a goat, spleen of a donkey, bones of an ox ribs of a bison and hoofs of a caribou.

TRANSPORTATION BOARD

Continued From Page 1

within the Board's jurisdiction. It reviews the history of the ferry service up to the present at considerable length.

"From the time the railways took over the operation until 1933," says the brief, "the operating accounts of the Prince Edward Island car ferry and terminals were incorporated in the accounts of the Canadian Government Railways. Since 1933 the operating accounts have been kept separately in compliance with Order-in-Council P.C. 904, dated May 16, 1933 (Exhibit No. 2). Moreover, since 1938 operating deficits are covered by direct Dominion appropriations.

"The separate accounting is the result of the investigation of the Royal Commission on Maritime Claims which found to the effect that the service at the time of their investigation (1926) was inadequate and unsatisfactory, and recommended, among other things, that "so far as the ferry boat service is concerned, it should not be run as part of the railway operations but should be run by the railway administration under separate account for the department. We feel that, by reason of its association with railway accounts, this service does not get the attention it should receive." Reference was also made in the Report to the need for improved facilities to match the requirements of the increasing motor car traffic."

Charges On Car Ferry

The brief continues:

"Subsequent to the passing of the Maritime Freight Rates Act the Board of Transport Commissioners were requested for a ruling as to the application of the Act to charges on automobiles, sightseeing automobiles, and automobile trucks for transport on the P.E.I. Ferry." At that time the Canadian National Railways took the stand that "a ferry is not a railway, nor a line of railway. A simple movement on the ferry without a rail movement on either side is not a movement upon or over Eastern Lines, and is consequently not a preferred movement." But for sections 358 and 2 (32) of the Railway Act, and Section 4, s.s. 2 of the Maritime Freight Rates Act this Board would be in agreement with that stand.

"However, at this point it should be made perfectly clear that this Board does not admit that the power entrusted to the Canadian National Railways to establish rates on all traffic on the 'P.E.I. Ferry' is constitutionally correct nor is it admitted that constitutionally the Board has jurisdiction over the rates on all traffic on the Ferry. There is nothing in the Railway Act which gives the Board of Transport Commissioners the jurisdiction to determine the reasonableness of charges on an interprovincial ferry which a railway does not "own, charters, uses, maintains or works, or is a party to any arrangement for using, maintaining or working for carrying traffic by sea or by inland water between ports or places" in Canada.

"However, it is submitted that the fact that the Canadian National Railways manage and operate the P.E.I. Car Ferry the 'tolls, tariffs and joint tariffs on traffic' carried by the railway on that car ferry are subject to the provisions of the Railway Act under Section 358, if they are so deemed by the Board.

"It is also submitted that if the P.E.I. Ferry was managed and operated by the Department of Transport the charges of only the traffic carried by the railway on the car ferry would be subject to the jurisdiction of the Board of Transport Commissioners, as it is patent that the provisions of the Railway Act respecting 'tolls, tariffs and joint tariffs' could be deemed applicable to no other traffic. This Board respectfully requests the Board of Transport Commissioners, in its judgment in this case, to rule as to its jurisdiction respecting charges on traffic other than railway traffic in the event the ferry was operated by a Department of the Dominion Government.

"This Board of Trade agrees with that part of the Board's interpretation of Section 4, s.s. 2, of the Maritime Freight Rates Act, as contained in a letter to the Transportation Commission of the Maritime Board of Trade, dated June 23, 1930, to the effect that 'traffic moving over the car ferries shall be treated as all-rail movements which admittedly are preferred under the Act.'

"It follows, therefore, that all substituted tariffs in respect to 'preferred movements' were required to be reduced approximately twenty per cent. under the Act (Section 3 (b)). In addition, new rates—competitive and otherwise—established from time to time to meet new industrial and changing conditions, are required also to reflect the provisions of the Act. It is submitted that the publication of the charges on trucks, etc., in passenger tariffs (effective July 4, 1930), pursuant to requests for the application of the Act to such charges, did not nullify the force of the Act thereon. A ruling is also presented on this point."

The brief goes on to deal at length with truck rates and charges. Several pages of figures were submitted in this connection.

Hon. Horace Wright

Hon. Horace Wright, M.L., was the first witness called on behalf of the Summerside Board. He gave his experience in shipping produce from his farm at Bedeque to Yarmouth, N.S. He had engaged a truck for this purpose and took back a load of Nova Scotia apples. The truck charges going and coming on the car ferry amounted to something over fifty dollars. In addition there was the cost of hauling from Yarmouth.

"I have always felt as a farmer," Mr. Wright said, "that we should enjoy the very same privileges as any other farmers in Canada. In Nova Scotia and New Brunswick the farmers can load up their trucks and go to the centres and sell their produce for a much higher rate than we can get in this Province. We should be placed in the same position under the terms of Confederation."

Mr. Dysart, C. N. R. counsel: "Did you investigate the possibility of shipping this produce by rail?"

Mr. Wright: "No, I didn't."

Mr. Dysart: "Would you be surprised to know that you could have shipped it cheaper by rail?"

Mr. Wright: "I am quite sure now that I could."

Mr. Dysart: "Could you tell me what would happen if the rates were reduced?"

Mr. Wright: "It would increase the traffic tremendously."

Mr. Dysart: "What would be your reaction as a member of the Provincial Government and a farmer, if, as a result of the decrease in the truck rates and the resulting increase in the number of trucks which had to be handled, the rail service on the car ferry was restricted?"

Mr. Wright: "We have rights as a Province under the British North America Act, and the Federal Government is under obligation to carry our produce. If this ferry is not sufficient it is our right to expect the Government to give us another ferry."

Mr. Dysart: "I am not quarreling with you regarding the rights of the Province, but I suggest that our duty is operation of the railway. If as a result of an increase in truck traffic the number of railway cars that could be handled were decreased, would that be of benefit to the Province?"

Mr. Wright: "That question shouldn't be taken into consideration at all, because if the car ferry were unable to handle the business offered, then it would be up to the Government to give us another."

Mr. Dysart: "I don't quarrel with you at all on that, but under the circumstances that exist here, if that situation pertains, would you say it would be in the public interest that these rates should be reduced?"

Mr. Wright: "We are expecting a new car ferry very shortly, with increased accommodation both for automobiles, trucks and railway cars. We also have our old ferry which would be available; so I really do not think that the question asked is very pertinent."

A National Highway

The Chairman: "You claim that the people of the Island have the right to ship out and bring in their produce by such means of transportation as may be available; which includes railway shipment, motor trucks, and of course air transport. It is not enough to provide adequate means of transportation by rail alone?"

Mr. Wright: "No. We consider the ferry a trans-Canada highway. We are expecting that the trans-Canada highway will be continued to this Province."

Mr. Dysart: "That strictly speaking is a question which lies between the Province of Prince Edward Island and the Government of Canada rather than this Board. If the rates are such that they bear unduly upon the people of the Island, then it is the duty of the Provincial Government to get a better arrangement with the Dominion Government."

Mr. J. T. Inman

Mr. J. T. Inman, Central Bedeque, secretary of the P.E.I. Marketing Board, and chairman of the agricultural committee of the Summerside Board of Trade, gave evidence with regard to the advantage of shipping Island produce by truck to mainland points in less than railway car quantities, provided the ferry rates were reduced. He instanced sending a shipment of Island turnips to Campbellton.

One of the Commissioners suggested this might raise the question of competition with the New Brunswick farmers.

The Chairman: "If they can't compete with you, and you hauling all that distance, they should let you grow the turnips."

Mr. LeRoy Holman

Mr. J. LeRoy Holman, chairman of the transportation commission of the Summerside Board of Trade, gave extensive evidence with regard to shipments based on experience of his own and other Summerside firms. He cited lengthy delays in l.c.l freight shipments from Sackville, covering 9, 10, 11 and even 12 days.

"Before the Island joined Confederation," Mr. Holman said, "we had a cheap transportation by water to the best market the Island could wish for — the New England market. Today if our farmers want to market their produce by truck we have the highest rates in all Canada. I don't think the Canadian National Railway management have got the proper sympathy for the farming interests of Prince Edward Island." He quoted a leading railway official as stating recently before the railway committee at Ottawa, that this Island was "lucky" the C.N.R. carried automobiles across to this Province. He contrasted that with the view expressed by the late Sir Henry Thornton on his first visit here as C.N.R. president, that it would be a good business policy to ferry autos because they brought tourists, and that meant increased prosperity for the Island and increased business for the railway.

The Chairman: "But that was tourists; the problem today is trucks."

Mr. Holman maintained that the same principle applied.

Mr. Dysart: "Subsidizing our competitors!"

Mr. Holman: "I don't think subsidies should be mentioned. When the C.N.R. makes a deficit who pays for it?"

Mr. Dysart: "The people of Canada."

Mr. Holman: "Why raise it in the case of Prince Edward Island?" If there is a deficit in other C.N.R. operations we don't hear very much about it."

The Chairman: "There used to be a deficit, and it wasn't all created by the Prince Edward Island ferry either."

Mr. Holman: "I think it should be based on equitable rates that would develop interprovincial trade in Canada."

The Chairman: "Leaving out farmers for a moment, how would the business people of Summerside benefit if the rates on trucks over this ferry were reduced to what you would regard as a reasonable rate?"

Mr. Holman: "It would make our farmers more prosperous and naturally a merchant who is dealing in a prosperous community is going to be more prosperous."

Mr. Holman went on to show how time could be saved by merchants in shipping by truck in certain cases, and instanced delays in handling C.N.R. freight. "The thing that develops trade," he emphasized, "is good service."

"You are quite right," the Chairman commented.

"I think there is too much consideration of economical aspect with regard to the operation of the railway to the detriment of the people to whom they are serving," Mr. Holman said. "We are never going to get anywhere unless this attitude is reversed and full attention is given to developing trade."

The Chairman: "If the rates were lowered on these trucks would that tend to make the farmers prosperous, and if so in what manner?"

Mr. Holman: "Because it would give him access to the markets of the Maritime Provinces. It would develop market gardening which is not a main factor at all in Prince Edward Island at present."

He disagreed with Mr. Dysart's contention that lower truck rates would increase truck traffic to the detriment of railway traffic on the ferry. He instanced the increased truck accommodation on the new car ferry, which should be ready in a few months. Moreover they had the Dominion Government's promise that if one ferry is not sufficient to handle the traffic, another would be provided. Moreover, it would take some time for congestion of truck traffic to develop as a result of lowering the rates. Island farmers would have to develop the market gardening industry, and the increased traffic would necessarily be gradual."

Many farmers, Mr. Holman said, who cannot afford a car, own half-ton trucks. It is unfair for the farmer to be charged $12 for a return trip to the mainland while the passenger car is only charged $3.00.

Conditions were very unsatisfactory so far as the arrival of freight shipments were concerned, Mr. Holman said. Nine days for a car to arrive from Halifax to Summerside and 16 or 17 days from St. Stephen was too long. He realized the Railway had been busily engaged during the war years with troop and freight movements for military needs but was convinced conditions could have been greatly improved.

If the truck rates on the Borden-Tormentine route were reduced to reasonable proportions, Mr. Holman believed his firm and many other business interests in the Province could expand their trade with many fishing towns and other urban centres on the mainland.

Mr. Dysart: "If the present car ferry has not enough space to move all freight cars and trucks awaiting ferrying, which, would you say, should be given preference?"

Mr. Holman: "It would all depend on what was in the freight cars."

Other Witnesses

T. Earle Hickey, representing Mr. Wahl, fish packer, Summerside, said his client was forced to import fresh fish from New Brunswick centres to fulfill his orders and that the transportation costs of bringing the fish over by truck were excessive. Between June 8 and 22 of this year the costs per barrel of fish were increased over 61 cents by reason of the truck rates. One load of 37 barrels of fish which had cost $46.25, had a further cost of $42.25 added by transportation charges.

G. F. Cannon, secretary-treasurer of Jenkins Bros., said his firm could not handle fish from the mainland because of the high transportation charges. They would handle them if the rates were reasonable.

Keith MacKinnon said he did no truck service for the past six years over the Borden-Tormentine route. His mainland business was mostly with Halifax and he used the Wood Islands-Caribou service.

Ralph Jenkins said he moved furniture to the mainland via Borden and the rates did not affect him as the customer had to pay them.

Senator Sinclair

Senator J. E. Sinclair did not give evidence before the Board but made a brief statement in which he said that, as far as the Province was concerned, "we cannot allow ourselves to get away from the constitutional position that this Board has no jurisdiction to go any further than the Railway Act and the Maritime Freight Act.

"The rates over the Wood Islands-Caribou route for trucks are so much less than those prevailing over the Borden-Tormentine route that the people in the western section of the Province are clamoring for the establishment of a ferry service between Richibucto or Buctouche and the western part of the Province."

Senator Sinclair maintained that the vehicle deck of the P. E. Island car ferries should be considered a part of the trans-Canada highway and that all rates on freight carried by trucks across the Borden-Tormentine route "should be completely obliterated."

When the original designs for the new car ferry had been made, Senator Sinclair said, no provision had been made for the carrying of heavy trucks upon her decks and had it not been for the alertness of Premier Jones no such provision would have been made. However, at the Premier's insistence, the designs were changed to provide for the accommodation of such trucks. The high rates on trucks carrying freight to and from the mainland on the Borden-Tormentine route were having a restricting effect on the use of trucks over that route, the Senator said. This condition was detrimental to the Province since the use of trucks was on the increase.

Capt. J. A. Heenan, O.B.E., assistant director of trade routes and steamship subsidies, Department of Trade and Commerce, said his Department was greatly interested in the trade and tourist development of P. E. Island as it was in such developments all over Canada. The Wood Islands-Caribou service, Capt. Heenan said, is necessary and because of that fact his Department had increased the subsidy for one boat of the Northumberland Ferries, Ltd., from $26,000 to $37,000.

There had been a transportation problem in P. E. Island before 1916, Capt. Heenan said, but the truck problem had not arisen until the car ferries had gone into service. His Department would like to see the question settled to the satisfaction of the people of P. E. Island.

Superintendent Montgomery

Mr. C. T. Montgomery, superintendent P. E. Island division of the C.N.R., said only the baggage, express, mail, and sleeping cars are switched on to the lower deck of the car ferry at Borden. The automobiles and trucks move over the ramp to the upper deck. Often the carrying of so many trucks forces the railway to leave cars of freight behind, Mr. Montgomery said. Such a practice was a carry-over from the war when the car ferry was obliged to transport numerous military trucks and vehicles. The condition was unsatisfactory because the placing of those trucks under present conditions had to be done by trained railway employees skilled in the art of signalling—men whose services were badly needed for other purposes. Trucks of 8,000 pounds and over had to be placed on flat cars which were needed for freight purposes, Mr. Montgomery said.

The Commission resumes its hearing at 10 o'clock this morning.

"Who'd believe Jim is 50?"

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