

PRINCE EDWARD—NOW

Matinee 3 P. M.—16c, 26c, Night 7 & 8.45—26c, 37c, 45c.

George Arliss
A Successful Calamity

He faked
Failure to find real Happiness
What a situation for the
Screen's master, actor! No wonder
critics hail it as "An Inspiration!" Another
hit for the Arliss fans!

GREATEST ARLISS CAST!
Mary Astor, Evelyn Knapp,
Grant Mitchell, David Torrence,
William Janney,
Hardie Albright

SHORT TALKIES
MUSICAL REVUE
AND NEWS WEEKLY

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

SHE WANTED LOVE IN THE WORST WAY AND SHE GOT IT

Plunk

LORETTA YOUNG
NORMAN FOSTER

WINNIE LIGHTNER

She took a chance on a Stranger's Kiss!

She gambled on Love . . . She risked her life for happiness! Do not condemn her! Isn't even a Play Girl entitled to a woman's one supreme sensation?

SHORT SUBJECTS—MUSICAL REVUE—SCENIC

1932 REVIEWED

By E. W. Beatty, K. C., LL.D. Chairman and President, Canadian Pacific Railway

Writing a similar review to this a year ago I gave it as my opinion that the after-war period of adjustment through which this country was going was still short of completion. To my mind that statement still stands, but I would now add to it the positive assertion that unhappy as the past twelve months may have been and as lacking in re-assuring factors as the immediate future may appear to many, 1932 has been a year of definite and constructive progress towards improvement.

We see on every side the effect of long drawn-out world trade depression—a process of economic deflation—grinding slowly forward and leaving behind it a wake of human unhappiness and even ruin in directions where it seemed least likely to be possible. With this constantly before our eyes, and having no clear vision of a definite end to our troubles, we are tempted to despair or to look for remedies to those who preach short cuts to economic security or unground and as surely disastrous as were the extravagant and wasteful methods of conducting national, corporate and individual business which so greatly contributed to the bringing about of present conditions. At the same time we are prone to overlook those evidences of progress which would justify the belief that this transitional period is taking its upward turn to better times than sooner or later will mark its end.

It seems to me that the most important of the several forward moves that have been recorded during the past year is the change that has taken place in the minds of the people of this country. A year ago most of us were in a state of bewildered wonderment as to what had happened, and one thing we were sure of was that it could not last much longer. Since that event after event of an economic nature has forced home upon our people a far sounder realization of the gravity of the situation and the imperative need for mental, physical and economic adjustment to the changed conditions. That was the first step towards rehabilitation that had to be achieved and nothing much could be done until the move in that direction was decisive and effectual. Something along this line had been accomplished by the beginning of 1932, but in the light of what had happened since we can now see how far it fell short of what had to be done. During the past year progress has been most important. Indeed it has gone so far that I conceive it possible that in many directions the point of upturn has either been reached or is near at hand. Business institutions and individuals have been forced to reorganize their affairs until they have brought them to a position where anything in the nature of a recovery in business volume would be handled with directness, economy and efficiency such as would not have been possible in the flamboyant days that preceded this so-called depression.

A year ago I suggested that the movement towards economic re-adjustment would go further, perhaps even into public and governmental institutions, and when I say that I consider this latter phase of the general situation to be at least as important as any other now facing the people of Canada, I speak from a conviction that failure to boldly meet and satisfactorily deal with this matter may easily mean national insolvency and will certainly retard any possible return to a reasonably full measure of prosperity. Nothing that the troubles of the past year have brought into public recognition is so outstanding as is the need for curtailing public expenditure and co-ordinating and co-organizing public activities so that they may be placed upon a basis such as this country of ten million people can well afford. Courageous effort has accomplished real progress along this line but much remains to be done before our national affairs are on a sound economic basis. Taxation must ever be a discourager of trade—and the possibility of increased taxation to carry on the nation's business and most of all to meet interest charges on debts is a disturbing thought at this time. Over the past year, far from having decreased our public indebtedness, we have added to it. The call for assistance to the unemployed and their families, under present circumstances, rightly demands first attention. But no less inevitable are the demands for payment of interest charges on increased national indebtedness that, as a result of in-

dustrial and commercial depression and past disregard of ordinary business principles, could not have been averted. The nation's annual interest bill is mounting steadily and has done so for years, a statement that is equally true of Dominion, Provincial and municipal affairs. It is the corporate and individual taxpayers who have to pay these, and since the Canadian Railway Company pays yearly the country's largest tax bill, I may be allowed to lay particular stress upon this point which I consider calls for earnest study at the present time. It might be mentioned here that the Company's tax bill for the year was almost six million dollars, bringing its total contribution to Canada's tax collections since incorporation to about \$116,000,000. Government bodies have failed to recognize the urgent need for curtailment of expenditure and have made courageous if belated moves towards stemming the tide. This may be accounted as constructive progression in the right direction, and if our people have been brought to give serious consideration to this phase of the national economic situation, it is further evidence that we have set our feet upon the road leading to economic re-establishment.

The railway situation remains place as Canada's most imperative domestic problem. A year ago we ventured to hope that its early solution was fore-shadowed by the appointment of a competent tribunal to probe into its causes and complexities, and to present an efficacious solution. In formulating that hope we did not foresee that the proposed solution would be based upon what the Commission thought the people of Canada would be willing to accept rather than upon the stern necessities of the case. Nor was it then apparent that conditions that had brought about the immediate need for effective relief for a situation that threatened national bankruptcy would become still more aggravated as business offering for the railroads continued to show drastic and unprecedented decline. That is what has happened. The decrease in freight car loadings which began in 1930 has continued almost uninterrupted. In 1931 up to the end of the first week of December, 558,359 less freight cars had been loaded on all Canadian Railways than for the same period of the previous year. During the same period this year 376,016 less cars were loaded than in 1931. The decline in passenger business has been relatively the same. The resultant effect upon railway earnings has been naturally disastrous. For the first ten months of 1931 Canadian Pacific gross revenue declined 22.1 per cent as compared with that of 1930. For the first ten months of this year now closing there was a further decline of 15.4 per cent. The decline continues and there certainly appears to be no evidence in sight that for many years we shall see them entirely eliminated and our earnings back where they were in 1928. It is true that the railways have effected drastic economies. As compared with 1931, Canadian Pacific operating costs for the first ten months of this year were 15.3 per cent lower, and we expect that in this regard throughout the coming year. Here again the past twelve months have been a period of substantial progress.

Having the best hope in the world I hesitate to prophesy any great increase in gross earnings and it is my deeply considered conviction that if the railways over the next ten or fifteen years are to live anywhere within their income, economies will have to go very much further indeed than has yet been considered by a great number of our people, who it is only fair to state, have not had even a fair opportunity of informing themselves upon the situation. For years we have been impelled towards large capital expenditures, and at the same time competitive transportation agencies have been built up and maintained out of public funds. The Deputy Minister of Public Works for Ontario recently stated that the total cost of highways in Canada was \$617,323,000 while the preliminary report of the Dominion Bureau of Statistics puts the total expenditure for road construction for 1931 at \$66,250,000. Both of these amounts reflect more than anything else the advent of motorized road traffic. According to the Department of Railways and Canals Canada's total investment in Canals at March 31st, 1931 was \$236,216,461. For approximately eight months of the year they compete with the railways and they are still free, their users contributing nothing to either operating costs or interest charges. Keeping these facts in view and having in mind the probable course of economic events over the next few years, the urgency of the need for fundamental change in our railway policy should be clearly apparent. With some feeling of relief I turn from our own railway prob-

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lem to the more general economic situation. It is fundamentally a world conditions with which we are faced. Dark and uncertain as the outlook may appear to the casual observer, I still think that in this wider field the year has not been without important developments leading towards trade stabilization, and encouragement. In the matter of international war debts there have been measurable advances, particularly over the past months. World-wide discussion of the subject and the action of the debtor nations have tended to clear the air and to bring the whole matter nearer a focal point where, I believe, common sense views and a reasonable spirit looking towards just compromise may be expected to assert themselves. Among those whose interest, lie in the direction of a resumption of international trade actively the conviction grows that the first step to be taken is the settlement of this much vexed question. Since there is no phase of industrial or commercial activity unaffected by international trade relations the urge towards settlement steadily becomes more wide-spread.

Another factor which I believe will prove to be a constructive influence of far reaching importance is the coming World Trade Conference. Pious hopes might foresee a very general scaling down of tariff barriers that would go far towards encouraging the movement of commodities. If the conference only starts a general movement in that direction it will have been well worth while. An outstanding event of our year was the Imperial Trade Conference at Ottawa in July. It has already proved to have been helpful and its agreements are reflected in increased inter-dominion movements of various products. Its full effect upon Canadian trade has yet to be experienced. There exists also the very real probability that it will influence among other nations a willingness to meet on a common ground of trade encouragement.

I do not think that in this review I have erred on the side of pessimism, even when discussing the railway situation. On the subject of Canada's ultimate future I am as great an optimist as ever I was, and I have a lively hope that even now the turn has come and that forces which are not fully evident are working towards a general business improvement. There are factors like our largely increased production of gold, the establishment in Canada of many branch factories from other countries and the opening of Empire markets for new goods, all of which

will have important results when the flow of trade begins to assume a normal aspect. Another most encouraging factor is reflected in an announcement from Ottawa that for the twelve months ending November 30 the country had a balance of exports over imports of over \$17,000,000. It is true that our total foreign trade has suffered a severe decline, but the fact that the balance is on the export side is evidence that, as far as that trade is concerned, we are beginning to again live within our means. Having in view world conditions and the far reaching complexity of our own problems, I cannot believe that the return to what will prove a normal state of affairs will be a swift process. But long before it is clearly discernible the slack of unemployment will begin to be taken up and the worst of our troubles will have receded into the background. General prosperity will develop and become permanent only so fast as we are able to adjust ourselves to the new conditions prevailing. I cannot think it well that the recovery should come with a rush since the temptation to forget the lessons we have learned would be too strong. For one thing, I do not hesitate to say that if within three years we found ourselves again in such a period of economic inflation as we experienced about 1928, and if we had not then definitely settled the railway problem on sound and permanent economic lines, we would again be swept off our feet by a flood of competition and competitive extravaganzas. This, I think applies with equal force to all forms of business. Referring a year ago to the Royal Commission on railways, I urged that the people of Canada should meet its suggested solutions for our problem with earnest consideration of their economic value unblinded by political color or preconceived prejudices. The question is now more than ever a matter of urgent public discussion and will continue so for many months. I think it well to stress the fact that it cannot satisfactorily be dealt with in a way to save the country from disaster unless it be considered as an economic question and settled in accordance with the economic truth that transportation agencies are no different from any other form of industrial institution in that they must be both allowed and required to pay their way. Any other attempted solution of the difficulty would be ineffectual, and it is the inescapable obligation of the people of Canada to apply this test to whatever proposals for settlement of the problem may come forward.

Arliss Magnificent In "A Successful Calamity"

George Arliss carries on the Warner Bros. record of hit after hit with a magnificent portrayal in his latest Warner Bros. picture, "A Successful Calamity." There is no doubt in the mind of any member of the audience which saw the first performance of "A Successful Calamity" as to the picture's hit qualities. Comments overheard after the showing and during the showing indicate that Arliss has once more captured the fancy of Prince Edward Theatre patrons yesterday.

The picture, which opened last night, tells the story of a multi-millionaire, hailed by the President as one of the world's greatest financial wizards, who could not keep his family at home until he told them he lost his money during a year's trip abroad in the interests of the nation. The test brings out the real stuff his children and wife are made of, and brings the story to a happy ending.

Throughout the picture, Arliss is the dominating feature. His delivery of lines is perfect in the Arlissian manner. He runs the gamut of human emotion with ease and equal skill in performance. He is superb as a dramatist, delightful as a comedian. He is marvelous in his ability to transpose reality to the screen. In short, "A Successful Calamity" is the expected and perfect Arliss entertainment, representing the highest type of human drama the screen can offer.

store, which served as setting for many sequences.

The uproarious comedy which lightens its sequences from store-clerks, big and little bosses, floorwalkers, irate lady customers, detectives and all the hodge-podge of a huge sales emporium. Loretta plays the part of an ambitious clerk who intends to make fortune and fame by her own efforts, unaided by anyone. She does not intend to take the risks of marriage, or the responsibilities of motherhood. How she uses her feminine prerogative of changing her mind when the right youth comes along, their hopes and intimacies, constitute the story.

Winnie Lightner, Guy Kibbee, Norman Foster and many other screen favorites are in the large cast, including James Elton, Edward Van Sloan, Dorothy Burgess, Polly Walters, Mae Madison, Noel Madison and Flora Finch.

Scientist Amazed At Recent Discovery

BELGRADE, Jan. 2.—Ochrid, the great inland lake on the Albanian frontier, will be the scene of a congress of biologists from all over the world next spring, scientists having discovered at the place unique forms of marine life which have aroused world-wide interest. Ochrid has been christened "the lake of living fossils" in consequence of the discovery.

German and Yugoslav scientists working at Ochrid this year revealed the presence in the lake of fishes, crustaceans and lug-worms identical with preglacial forms of marine life, 500,000 years old, whose fossil remains have been found in the vicinity.

It is now believed that Ochrid is a hitherto undiscovered reservoir where "extinct" pre-glacial forms of life still survive.

CENTRAL GUARDIAN

HAVE YOUR BATTERY stored at Mallet's battery service and insure proper care for the winter. 6833-12-2-fw-1mth.

NOTHING BETTER than a good Watch for a New Year's Gift. Liberal discounts all this week. E. W. Taylor, Jeweler, 142 Richmond St. 7428-12-3-11.

SHIPPING TURNIPS.—Large quantities of turnips are being loaded at York Station, Mr. M. Jay the popular buyer having charge of the business.

WAS FINED.—A motorist, whose license had been cancelled, appeared before Magistrate MacKinnon a few days ago and was fined \$50 and costs. The Mounted Police prosecuted the case.

L. O. B. A. MEETING.—The annual meeting of the Clyde L. O. B. A. No. 930 Clyde River was held on November 24th and the following officers were elected for the ensuing year: W. M. Sister Katherine Scott; D. M. Sister Lulu MacKinnon; Chaplain, Sister Christina MacLean, (re-elected); Recording Secretary, Sister Mary MacPhail, (re-elected); Financial Secretary, Sister Helen MacPhee; Treasurer, Sister Doris MacNeil, (re-elected); Director of Ceremonies, Sister Lilian Murray, (re-elected); 1st Lec., Sister Lydia Murray; 2nd Lec., Sister Kathleen Darrach; Guardian, Brother Colin MacPhail; 1st Comm. woman, Sister Charlotte Murray, (re-elected); Inner Guard, Sister Mary Moore, (re-elected); Outer Guard, Brother Heber MacLean, (re-elected); Auditors, Brother John Murray and Sister Mary MacPhail, meetings to be held 2nd and 4th Tuesday in month.

PERSONALS

Mr. Alfred Watts, Grand Tracade, was a recent visitor to York.

Mrs. West, York, spent Friday in the city.

Mr. Henry Peters is visiting in Charlottetown, the guest of Mr. William Dolron and Henry Dolron.

Mr. Albert E. Mellish is spending the holiday season at Union Road, Lot 51.

Mr. Simon Power, Pleasant Grove spent Friday in the City on business.

Mrs. Strickland, York, has entered the P. E. I. Hospital for treatment.

The friends of Miss Elisa Vesey, York, will be pleased to learn she has recovered from her recent indisposition.

Mr. and Mrs. Henry Dolron and two children, Leo and Florence, have returned to Charlottetown after attending the latter's mother's funeral, Mrs. Leon Peters of Martin.

MRS. LEON PETERS

There passed peacefully away on Saturday, Dec. 24th in Martin, Lot 23, Mrs. Leon Peters in her 63rd year.

Mrs. Peters who was a daughter of the late Mr. and Mrs. Peter LeClair, had been in ailing health for four years but was able to go around with help until ten months ago when she was confined to her bed, where she gradually weakened until the end came on the above mentioned date. She bore her great sufferings and afflictions with patience and was never known to complain.

She will not only be missed in her home where she was a most dutiful and kind wife and mother but also in her community where she was always ready to give a helping hand.

She was a most devout member of the Roman Catholic Church and she died fortified and strengthened by the last rites of the Holy Church.

Her funeral took place, Monday, Dec. 26th from her home to St. Ann's cemetery where a large number of neighbors and friends gathered to pay their last respect to a good old friend.

The services were performed at the church and grave by her pastor, Rev. W. V. McDonald, who visited her frequently during her long illness and also administered the last rites.

The pallbearers were: Frank Peters, Stanislaus Dolron, Reuben Gallant, Dolph LeClair, John Gallant, Zachariah Doucette. There are left to mourn besides her sorrowing husband, two daughters, Cicely, (Mrs. William Dolron) and Angelina (Mrs. Henry Dolron), both of Charlottetown, and four sons, Frances of the Civil Service Dept., Ottawa, Ont., Alfred, of Hull, Quebec, Jerry and Henry at home, also one brother, Mathias of Martin. Four children predeceased her in their infancy.

May her soul rest in peace.

IN MEMORIAM

MR. CHARLES ACORN

During the closing month of the passing year, Dec. 12, 1932, Mr. Charles Acorn, one of the highly esteemed and much respected residents of Millview, P.E.I., answered the imperial summons and passed away to join the many friends who had gone before to that Eden of rest and felicity. "Life—the childhood of immortality," as one defined it, ended and the eternal life of an unending experience realized.

Mr. Acorn was born in Village Green almost 90 years ago, a son of the late John Acorn and Jane

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| Planed Spruce Boards | | \$1.75 per 100 ft. and up |
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| Planed 1x3 Spruce Strapping | | 75c per 100 ft. Lined |
| Planed 2x4 Spruce Studding | | \$1.30 per 100 ft. Lined |
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