

ALL NEXT
WEEK!

"DINTY"

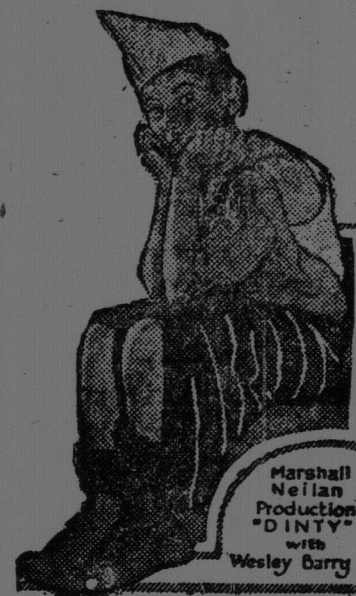
THE GREATEST OF THEM ALL
AT THE **UNIQUE** ALL NEXT WEEK

FOR TWO WEEKS Tens of Thousands Laughed and Cried at the Big New York Strand.

FOR THREE WEEKS Tens of Thousands Laughed and Cried at Allen's Palatial Toronto Theatre.

ALL NEXT WEEK Thousands will Laugh and Cry at the UNIQUE.

\$5.00 WILL BE GIVEN SATURDAY AFTERNOON TO THE CHILD WHO MOST RESEMBLES "DINTY"



FRIDAY **PALACE** SATURDAY

CARMEL MYERS in
"BEAUTIFULLY TRIMMED"
A CROOK PLAY THAT WILL THRILL YOU

WILLIAM DUNCAN AND EDITH JOHNSTON
In the Second Episode of the Whirlwind Serial—"FIGHTING FATE."

THE NEW **Gaiety** DOROTHY PHILLIPS in
"Once To Every Woman"
FRI. and SAT. WILLIAM DUNCAN in "THE SILENT AVENGER."

PERATE ONLY
RAILWAY LINES
THAT WILL PAY

et Rest Rust Until Immigration
Makes Them Profitable

200,000,000 a Year Required
For Deficit and New Equip-
ment—M. P.'s Are Ama-
ble—Expert Board Needed

(Montreal Cor. Financial Post)
Business men here are doing some hard
work on the railway problem these
days. Montreal is not known as an en-

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the quality of
**PURITY ICE
CREAM.**

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the same. Because
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thusiasm public ownership centre, but
the opinions expressed savor little of
condemnation of so much government
control, except as it is believed to ac-
centuate the seriousness of conditions. There
is no glossing over the "horrible exam-
ple" of government control and direction
thus furnished; things are admittedly too
serious for that.

To men accustomed to the "writing
down" of inventories these days in their
own business the writing-down sugges-
tion of T. A. Crear, however, fails to
carry on an appeal. "Suppose we decid-
ed to set a value of \$1,000,000,000 on the
national railways and scrap as a national
loss the other billion dollars, what good
would that do? The government roads
would still be losing \$100,000,000 a year.
This loss as admitted at Ottawa does
not take into consideration one cent of
interest on the national expenditure as
such; the international lost money and
is losing money today, on operation
alone, without counting interest.

All Lines Must Pay.
It is agreed that the roads must be
put in a position to pay their way on
operation at least. That is recognized as
the first essential, whether it is de-
cided finally to continue them under the
government or sell or lease to a private
corporation. Some talk is heard of hand-
ling the whole mileage over to the Cana-
dian Pacific Railway Company to co-or-
dinate, temporarily at least, with their
own lines, and stop the deficit. Another
suggestion made is that an independent
commission be formed, with the C. P.
R. represented, to operate all the lines
in Canada until such time as business
conditions return to normal, and an in-
flux of immigration provides traffic on a
profitable basis for the western lines.

This, however, must be dismissed as a
solution that is obviously impracticable
under political conditions as they influ-
ence all three parties in the country.

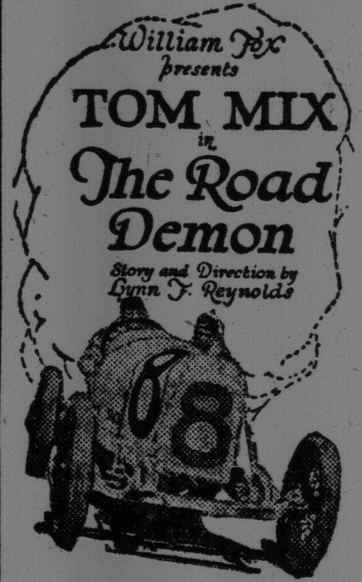
Nor is there any disposition to wait
calmly the inflow of immigration. It
took twenty years of immigration to
make the C. P. R. pay, and it is recog-
nized that the country could hardly
stand the strain one-quarter of that time
under existing railway deficits without a
drastic remedy. Today the deficit is
running about \$100,000,000 a year, and
to operate the roads as first-class rail-
ways would take an annual expenditure
on capital account of \$100,000,000 more,
and the present \$2,000,000,000 invested in
the roads would then have grown to
\$3,000,000,000.

The appointment of a parliamentary
committee of investigation carries little
comfort. What could a group of ama-
teurs do with a difficult railway prob-
lem? It is asked. Putting the question
on a non-party basis so far as parliament
is concerned would not help the railway
problem materially, however it might re-
lieve the embarrassment of the govern-
ment.

The following solution is offered by
one of the best trained business minds
in Canada. His line of reasoning runs
somewhat along these lines:

The only hope for the national lines
is to disregard everything except the
question as to whether the various sec-

UNIQUE
TODAY



COMING
ALL NEXT WEEK
"DINTY"
MARSHAL NEILAN'S
SPEED BURST DRAMA
The Special Picture that is
Causing a Riot Everywhere.
DON'T MISS IT.

tions pay or not. Those that do, and
only these should be continued in oper-
ation; the rest should be stopped. There
is useless duplication all over the coun-
try, east and west alike, although prob-
ably more non-paying sections in the
west as a result of duplication. He in-
stances three trains out of Winnipeg
every night for Edmonton, Canadian
Northern, Grand Trunk Pacific, and C.
P. R., where there is only enough traf-
fic to make one road pay. Now the only
man who can judge whether a road is or
can be made to pay is an expert rail-
way man, which calls for the appoint-
ment of a board of these from Canada if
really independent men can be found, if
not from the United States. These
should be called in to report at once, and
the government should act on their re-
commendations regardless of political
pressure brought to bear from various
localities to retain a service where it can-
not possibly pay its way. A survey of
the mileage convinces him that ninety-
five per cent. of the people of Canada
would not suffer any injustice, and I

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Comedy Blackface
Dancing Novelty.

GRACE and
HALLIE DOEBERS
A Dainty Revue-ette of
Vocal and Dancing Gems.

HAL and FRANCIS
Novelty Comedy Skit—"Town and Country."

FLOTTOM BROS.
Comedy Acrobatic
Whirl.

Serial Drama
BRIDE 13

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Big Special Week-End Feature
Paramount Pictures Present

"HELIOTROPE"

A thrilling and appealing drama of a father's
love and sacrifice for his daughter's happiness.

Matinee, 10c. Evening, 15c.
Also Mack Sennett Comedy

4-9.

EMPRESS THEATRE, West End

BRIDE 13—Episode 2—The Pirate's Fangs
HE'S WITH US AGAIN

Hoot Gibson in "THE DRIFTIN' KID"

ALSO ANOTHER OLD FRIEND

HAROLD LLOYD in

"BUMPING INTO BROADWAY"

MUTT and JEFF—MATINEE SATURDAY 2 P.M.

would have reasonable accommodation
by other lines. The sections that are
discarded could await the incoming of a
stream of immigration that would in
time make their operation profitable.
Meanwhile it would be cheaper to let
them rust than to run them at a loss.
This might mean the surrender to rust
of thousands of miles; it is the only
method, in his opinion, for tackling the
problem effectively, tackling it as a pri-
vate firm would be compelled to tackle it.

Proof of the Egg.
(Pearson's Weekly.)
The woman who was doing her mar-
keting was difficult to please. She had
overhauled every conceivable item in the
shop and insisted on getting the best in stock
at a penny a pound cheaper than the
market price, and now it was a ques-
tion of eggs.

"Are you quite sure these eggs are
fresh?" she asked.
"They are, madam."
"You will guarantee them?"
"I will, madam."
"But how am I to know that you
know they are fresh?"
"My dear lady," replied the exhausted
shopman, with incisive emphasis, "if
you will kindly step to the telephone and
ring up our farm, you will hear the hens
that laid them still cackling. I'm afraid
I can't say any more than that."

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food, only the best ingre-
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**CHARLES
RAY**

in 'A
Village Sleuth'

(A Paramount Picture)

Folks thought he was only a
hired man, but—sh-h-h-h—he
was a detective! Really! Even
better than Nick Carter! Dis-
guises, revolver, bull's eye lan-
tern, everything. And when
that rich man disappeared, and
a big jewel theft baffled them
smart city sleuths, and queer
things happened in that Home
for Nervous Women—



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FAIRY
OPPERETTA

"Beauty And
The Beast"

TODAY—4 and
8 p. m.

SAT. MAT. — 2
and 4

Sat. Eve. At 8 Only

Second Chapter **Son of Tarzan** Our New
Serial

AFTERNOON, 15c FOR ALL

NIGHT, 15c-25c

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MUTT AND JEFF—THE TAILOR CAN'T SLIP ANYTHING OVER ON JEFF

-By "BUD" FISHER

