



Group of the famous "Perfect 36" singing and dancing chorus in John Cort's famous big musical furore "Flo Flo" at the Grand tonight

## MUSIC AND DRAMA

## AT THE KING GEORGE

"The Glorious Lady" in which Olive Thomas the charming Selznick star is appearing at the King George Theatre Monday and Tuesday paints a vivid picture of English society life and tells the tale of a love that knew no barriers.

The opening "punch" in the play concerns a "point to point" race, the English equivalent of four American steeplechase, in which the principal contenders are the Duke of Loame—Matt Moore in this part is as "it to

the manor born—and Ivis Benson, a charming peasant girl of ancient but plebeian lineage. In this role Miss Thomas has far exceeded any of her previous performances.

Ivis sacrifices her prospects of winning the race to save the Duke who has been thrown from his horse and in so doing is herself injured. During the convalescence the Duke is a constant visitor and soon the flame of love burns brightly in both their hearts. But many obstacles stand between the young people and their

the Duke's mother, a grande dame of the old school, whose god is tradition.

How the barriers of tradition are overthrown and the lovers find ultimate happiness is shown in one of the finest stories of the star's career. Interest is sustained right to the very end when the play finishes with a novel and gripping climax that will be sure to please all who see it.

## "FLO-FLO" TONIGHT

A beautiful corset model whose intentions are vampirish, but whose heart compels her to give up the Oshkosh hero she has ensnared to the girl he loves lends her name to "Flo-Flo" that rhythmical, sparkling musical comedy which John Cort will present at the Grand Opera House tonight.

"Flo-Flo" was one of the few musical comedy attractions that remained an entire season in New York and is claimed to be the most expensively mounted production in America. It comes to this city following a successful Boston run.

Numbering among the fun-making features of Mr. Cort's "war-bride" show are two irresistible funny teams, a beautiful chorus and two interna-

tionally famous eccentric dancers, a cast of stars of established reputation including Hazel Alger, W. J. McCarthy, Carl George, Eddie Lloyd, Augustus Buell, Rher Norton, Elinor McCune, Marie Dantes, Robert Dale, Frank Masters and Frank Hodgins and a wonderful fashion parade which cost the producer thousands of dollars.

SAVE DAD'S LIFE  
GET IT FOR HIM

SAYS IT IS SUICIDE TO CUT CORNS AND TELLS HOW THEY LIFT RIGHT OUT.

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A few drops applied directly upon a tender, aching corn should relieve the soreness instantly, and soon the entire corn, root and all, can be lifted out with the fingers without pain.

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Don't let father die of infection or lockjaw from whitening at his corns, but cut this out and make him try it.

ADVERTISE IN THE JOURNAL

OUR NATIONAL  
ECONOMIC  
PROBLEM.

The following interesting extract from an article by Mr. E. W. Beatty, president of the C. P. R., appeared recently in the Montreal Gazette:

"So much for the manner in which the transportation machinery of the country is carrying out its obligations to the Canadian producer. Other aspects of the transportation problem are less satisfactory. There are many people who look upon Canadian railways as custodians of magic fortunes which cannot be exhausted. That bookkeeping should be as simple and inexorable in its tale of losses and vanished profits to a railway as it may be to a corner grocer, is to these people unthinkable. It apparently does not occur to them that no public is more important than to the Canadian public that the good reputation of its railway securities in the world of thrift and investment should be carefully guarded. To those, however, who understand these things clearly and who view the matter from the standpoint of broad public interest, it is at once apparent that the Canadian public pays a very low rate for the quality of service rendered, and that a time is rapidly approaching when, if Canadian railway securities are not to be made less desirable to investors than almost any other kind of industrial security, railway rates will either have to go up, or railway operating costs go down. Such persons recognize that it is not because the situation of the railways is an easy one that certain companies have been able to show net earnings—very low net earnings compared to the actual cash invested in the industry—but because in the past the shareholders of such companies have been, as they are to-day, courageous persons willing to supply the means for constructive enterprises in which no one but themselves had faith, and because, too, their officers have been skilled, resourceful and loyal business men, assisted by staffs filled with the spirit of pride and devotion to their work. This, indeed, is the thing which has made it possible for Canada's railroads to function successfully during the war without making anything like the demands that foreign roads—less efficient in serving their community, yet earning the same rates and paying the same wages—have made upon their public exchequers. I do not believe that this strain upon the railways and this tendency to weaken the general reputation of Canadian Railway securities should continue. The servant, after all, is worthy of his hire, and railway capital is not less worthy a servant than other forms of capital whose earnings have not been so consistently depressed.

The net earnings during the war years, of those companies which showed net earnings, would have been much lower had the Canadian railroads been making expenditures for maintenance which circumstances would have justified, but which conditions prevented during that period. These arrears have now to be made up. During 1913 the Canadian Pacific laid 70,000 tons of steel rail. In place of, say, 2,000,000 ties, worth 44c in 1914, the Canadian Pacific laid 4,434,000 ties at 85c per tie. This sensational advance in the rate of railway wages is well-known. Further advance may be necessary within the very near future, as indicated by discussions in the United States. The price of coal for locomotives was \$3.09 in 1913. Now it is \$4.77. The cost of hauling an average train (freight or passenger) one mile has risen from \$1.64 in 1913 to \$2.484 in 1918. It is higher to-day. The operating expenses of one mile of line in 1915 were \$4.12; in 1918, \$7.046, and to-day they are even greater. On the other hand, railway rates, taking all classes of revenue together, have advanced scarcely 25 per cent. I venture to say no other industry in the Dominion can show such moderation."



Members of the Ladies' Lacrosse Association playing an exhibition game at Paddington, near London, England.

## The Telephone Situation

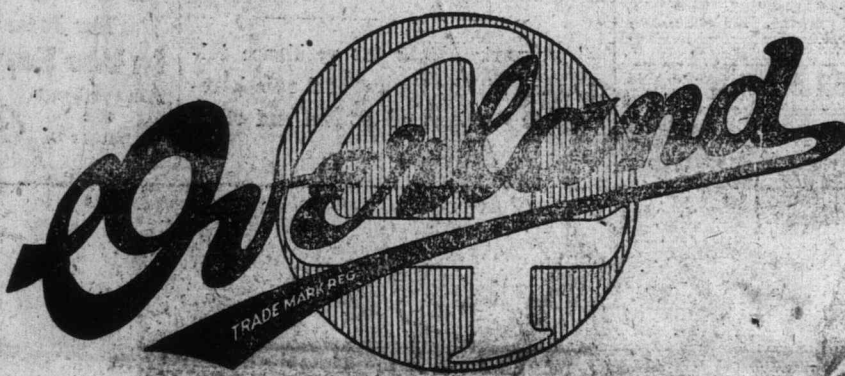
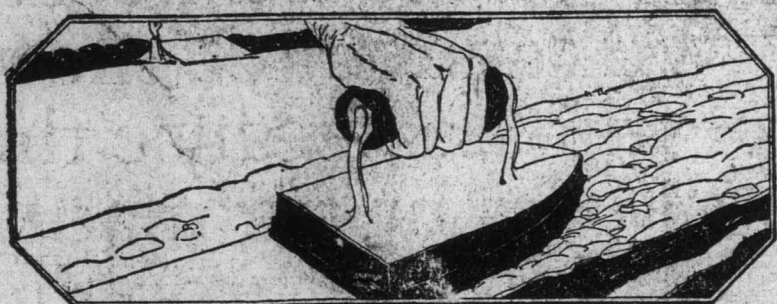
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As Possible

In communities in which telephone development is greatest there is very general use of two-party line service. Four-party service for residence purposes is also widely used.

We are recommending two-party service at this time because of the world shortage of telephone material. We wish to serve as many applicants as possible with the cable and central office facilities available. The general use of two-party service will mean double the number of installations that would be possible if we devoted all our facilities to individual line connections.

Similar conditions of material shortage are being met everywhere. It is one of the inevitable results of the colossal waste of war.

In extending two-party development we are endeavoring to meet a trying situation in a manner that will prove the convenience of telephone connection to the maximum number of applicants.

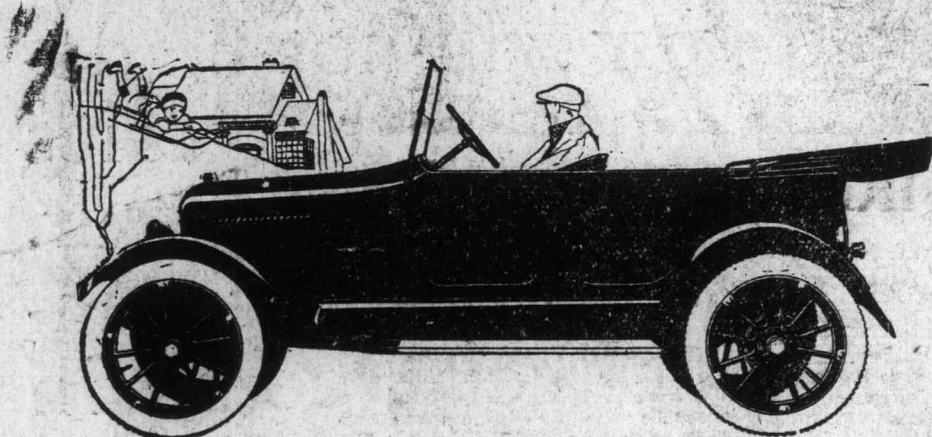
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