



Freckles Barry and Clara Horton in Marshall Neilan's "Penrod"
At Westholme Theatre Wednesday and Thursday.

MINISTER OF AGRICULTURE SAYS PRINCE RUPERT WILL GET FAIR DEAL IN FUTURE

(Continued from Page 1.)

the boats were owned by the government.

Mr. Stork also dwelt on the desirability of developing passenger traffic to the Orient. This might be worked up if they went about the right way. The desirability of replacing the costly telegraph service between Prince Rupert and the north by wireless stations was also mentioned. This would give a better service with speed, Alice Arm, Whitehorse, Inuvik, Coala and other places, and the cost of maintaining would be

Next week he intended to show the finest farming land in the country. He hoped he would come often and bring the other ministers.

Mr. Motherwell
Mr. Motherwell, in replying, said he had looked forward with pleasant anticipation to this visit. He realized the necessity of getting acquainted with Canada before he could take an intelligent part in the administration. He was happy in Canada but much of his information in regard to the country had been secured second hand. He hoped there would be reciprocal intermingling. There was a string of provinces each with its own requirements, its own peculiarities and its own ambitions. Unless there was a sympathetic understanding proper administration was difficult.

When Mr. Stork had drawn his attention to the present unsatisfactory condition in this district, he had recognized that agriculture must be developed as well as other industries in order that the production might provide traffic for the railway. He was satisfied there was ample room for two ports on the Pacific seaboard of Canada. He remembered when the C.P.R. had no port either on the Atlantic or the Pacific. In the early eighties the C.P.R. was unable to pay its wage bill on Saturday night and this condition continued for years. Any transcontinental line must have Oriental connections as well as connections with the Atlantic.

Railway and People

The Canadian National Railway is our property, no matter what may be our ideas about government ownership," said the speaker. "Our first consideration now is to make it successful. There is a shortcoming, it is that the country is too large for the population. We have the always and the shipping ports on double the present population and the outstanding question is how to get the population, and to keep it. If the country hopes to develop it must develop its national highways and the ocean ports. To do this successfully we must have people to develop the lands."

Sir Wilfrid Laurier had said the last century was the century of the United States and this century was Canada's. If it had not been for contingencies such as the defeat of the reciprocity pact and the Great War the country could have been able to live up to its trunk line facilities. At the time there were misgivings about the possibility of support. One railway and now there are some who thought it would be difficult to support two. The government had started on an aggressive immigration policy and personally he thought the carrier of the late Sir Wilfrid Laurier in that respect was good enough for him. Every class, with the possible exception of the

Doukhobors, had done well, and after two, or three generations they, as well as the rest, would be good citizens.

Foreign Settlers

Mr. Motherwell went on to tell of the settlement of Austrian and Poles in the neighborhood of where he lived. They had started under severe handicaps, much more severe than themselves, but today they had a better town than themselves. They had good farms although not quite so large. They had families of ten or twelve each and cars, telephones and all modern facilities. They had contributed of their substance to the war and also of their men, yet they had been in the country but thirty years. If some people had had their way these Austrians and Poles would have been excluded.

Friendly Relations

Mr. Motherwell refused to discuss the Oriental question except to say that Oriental trade was very important to Prince Rupert and if they were going to trade with the Orient there must be friendly relations. Also from the standpoint of the Empire it was desirable. Britain wished to be friendly with Japan. What they wanted was an honest agreement with the Oriental countries and to see that its provisions were carried out. They must remember that other people than themselves had a place in the society of nations. They could never develop Canada if they took the stand that they would encourage none but Anglo Saxons to come here. A great deal of the work Anglo-Saxons refused to do.

Mr. Motherwell then went on to tell of the Okanagan possibilities, of the beautiful gardens at Victoria, of the unused docks at Victoria and of the wonderful country generally which he had found on this coast. It was the most prosperous prodigality he had ever seen. The climate was wonderful asset.

Need of Elevator

Coming to Prince Rupert he mentioned the lack of terminal facilities and the desirability of installing them. It had been found necessary to consolidate the roads and a new board of directors was being formed and they would have an eye single to the whole scheme. This was necessary to success.

As a farmer Mr. Motherwell said it would be in the interest of Canada to have an elevator at the terminus of their own road if another was to be built. It seemed the logical place. They already had one at Vancouver. The grain from the country from Saskatchewan to the Peace River should come to the coast by this route. Often there was great congestion and it was difficult to get out the grain. For that reason the farmers were deeply interested in a western route.

Coal Bunkers

To build coal bunkers would go without saying. They were necessary. Facilities here were improving. Already the train service had been improved. Mr. Stork had been insistent in regard to the needs of Prince Rupert both in season and out. An assembly dock would doubtless come. This was a Pacific port in the making and what was needed, he saw, was facilities. The first year of the government was necessarily devoted to national stock taking. There was no magic way of paying debts. The Canadian National Railway would undoubtedly take up the passenger business and develop their merchantile marine, beginning first with the carrying of merchandises.

Movies and Movie People

Devoted to the doings and sayings of those who entertain the public.

PICTURES FOR WEEK AT LOCAL THEATRE

Monday and Tuesday: "Isobel" of "The Trail's End," a north country play.
Wednesday and Thursday: "Penrod," the great story for boys and girls and bald heads.
Friday and Saturday: "The Four Horsemen of the Apocalypse," from the famous novel of that name.

ISOBEL IS STORY OF THE NORTHLAND

Taken From Famous Novel and Adapted to Screen

One of the interesting events for lovers of the photoplay of the season is occurring at the Westholme Theatre, where James Oliver Curwood's latest story of the Northland, "Isobel," or "The Trail's End," opens tonight. Of all the Curwood stories, it has been acknowledged that none has the breadth and human appeal of his famous novel, "Isobel" from which this interesting epic of a Northland romance was adapted. Those who have read this volume

will find that the photoplay version adheres closely to the lines of action and character portrayal as laid down by the author. Edwin Carewe, in fact, has been said to have given photoplay fans their first real glimpse of Curwood; in other words, he has retained the full power of the author's sweeping character portrayals and his tense and exciting climaxes.

When presented for the first time at the Hotel Astor Grand Ball Room in New York recently, reviewers declared it was the greatest story of the Northwest ever filmed. It comes to this city after repeating its successful New York premiere in other large cities of the country.

Jack Pickford is gone to the Bakerfield stock country to get ranch pictures for his story of race-track life "Garrison's Finish."

I once went to the movies
And sat me through the play.
I watched the people come and go
And then I heard them say.

Yes we are movie people
We flit before your gaze
We do some very clever tricks
Our antics sure amaze.

But if you saw us movie folk
When acting out the scenes
You'd never like us half as well
When seen as kings and queens.

Little Bobby, son of an ardent motorist had been taken to the movies by his speed-fan father. One of the features of the program was "Aesop's Film Fables." On reaching home, Bobby piped out:

"Say, Dad, do you remember 'The Hare and the Tortoise' movie fable?"

"Yes, Sonny," answered his father, "you liked it, eh?"

"Sure thing!" responded Bobby, "but why wasn't the hare pinched for speeding?"

PENROD COMING THIS WEEK LOCAL THEATRE

Every Boy and Girl in Town Will
Want to See This Play

"Penrod" is coming. That is enough for most boys. Freckles Barry is the leading boy in the play and there are a lot of other boy stars in it.

In order to make a picturization of Booth Tarkington's famous "Penrod" that would conform to his ideals of the tale in screen form, Marshall Neilan was compelled to "corner" the child market in Hollywood.

Practically every youngster of screen note who was in the film center of the west at the time the picture was made was summoned

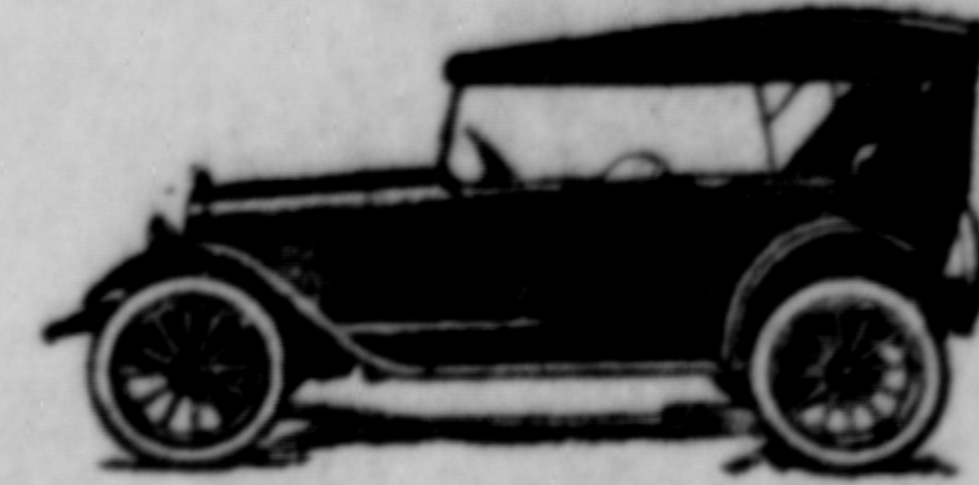


Scene from "Penrod" opening here Wednesday.

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CHEVROLET

PACIFIC CARTAGE,
Agents

the scenes which show Daddy Skinner in jail, I have experienced a genuine sense of depression. At night when the work is over I go home feeling sad, wondering what will happen to lift this disgrace. In spite of myself, I am moody. I find that I have to say over and over, 'Mary, don't be foolish. It's only the play.'

The Actor Spirit

"But is it the play? Sometimes I wonder. Perhaps it is something deeper—something in the subconscious mind which comes as the result of living a dual personality, for the player who is sincere actually lives two lives—the one which is his own and also the one he is portraying. It is a sort of Dr. Jekyll and Mr. Hyde condition in real life, and certainly there must come times when every actor and actress who takes his or her work seriously has difficulty in throwing off the make-believe identity, I know that I have experienced this difficulty before, in connection with characters that I have lived with the same earnestness which I have assumed in depicting this lovable little ragamuffin, Tess of the Storm Country.

The Man in the Moon SAYS—

WHAT we want to see is the local coal merchants advising Prince Rupert people to lay in their coal supply before the roads get blocked with the stream of grain coming from the prairies to this port. We shall not heed the warning but we should like to be warned.

HAZELTON may not be headquarters for river navigation any more but it has now blossomed out as headquarters of air navigation.

WHAT people like about religion as practised in Prince Rupert is that it does not interfere with the innocent, honest enjoyment of the people.

AND there is just as much religion of the right sort here as there is in holy Toronto.

IN some communities it is a sin to dress in old clothes on Sunday. In others fishing is taboo. Think of it!

IN many communities Sunday has reverted into a glorified dress parade.

THE only irreligious people are those who see the world going to the dogs and what they need most is a dose of sedlitz powder before breakfast mornings.

THE police were recently asked to arrest a bolshevik and they found on investigation that the

bewhiskered was only a citizen just returned from a fishing trip.

OPERATING a gas boat would be all right if it weren't for the rocks and the repairs.

A MAN who went boating On out of doors doting Took a sail in a launch on the water

But soon he was paying. The bills and was saying Things not fit for the ears of his daughter.

JACK SPRATT Lost the hat That covered his old bald dome; He got it back Did lucky Jack A want ad brought it home.

THAT want ad. was inserted in the Daily Clues in the classified columns that everybody reads.

R. K. Neill, formerly manager of the Premier mine, passed through the city southbound last night. He is returning to Seattle after having spent a month in the Stewart district.

A. B. Trites, of Fernie, who has extensive mining interests at Stewart, returned south last night after having spent a week in the camp.

Mr. and Mrs. W. McIlreavy and family sailed last night for Seattle. They are going to take up their future residence in the south.

Miss Jessie G. Scott and Miss Lily A. Scott sailed last evening for Victoria. They will be away a year and will spend the winter in California. They have leased their house on Borden Street to City Engineer F. J. Whittaker.

Mr. and Mrs. Vernon Casley returned last night to Los Angeles after having spent several weeks in the city on business.

George J. Young, Western editor of the Engineering and Mining Journal, returned on the Prince Rupert last night to San Francisco. Mr. Young has been in the district a fortnight visiting various mining camps.

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