

FREED OF RHEUMATISM
BY FRUIT TREATMENT.



GEISHA GIRLS AT WESTHOLME

Fine Entertainment In Which
Young Men Take Part of
Ladies

Seldom has there been a more enjoyable entertainment than that given last night at the Westholme Theatre under the auspices of Hill 60 Chapter of the I.O.D.E. There were two distinct parts, the first of which consisted of a Geisha scene in which the singing of choruses and songs from the Geisha Girl was featured. The second part was a screaming farce entitled "The Neighbors" in which a number of young men around town took the parts of ladies and, with the exception of the indistinguishable voices, did their parts well and provided an immense lot of amusement for the large audience.

The first part was under the capable management of Mrs. Darton who also conducted the singing and to her and all those responsible the greatest of credit is due. J. Pinder-Moss directed the play with excellent results.

In the first half the girls did their Japanese parts well, the disguise being so complete in many cases that it was almost impossible to tell who they were. The program follows:

Chorus—"Before our Eyes."

Song and chorus—"Chon Kina," Miss Dalby.

Song—"Star of my Soul," F. Dibb.

Song—"The Amorous Goldfish," Mrs. Bonney.

Chorus—"Japanese March."

Song—"The Jewel of Asia," Miss E. Davies.

Trio—"Jolly Young Jacks," Messrs. Warlock, Nicholls and A. R. Lane.

Song—"A Geisha's Life," Mrs. L. O. Larsen.

Song and chorus—"The Interfering Parrot," Mrs. C. Cullin.

Chorus—"Before our eyes."

Members of the Geisha chorus were: Sopranos: Mrs. Ackroyd, Mrs. A. Bailey, Mrs. Blance, Mrs. Bonney, Miss Davies, Miss Donaldson, Miss Harding, Mrs. Larsen, Mrs. Manson, Miss Marsh.

Contraltos: Mrs. Bodie, Mrs. Cullin, Miss Dalby, Miss Shockley, Mrs. Squires.

Tenors: Messrs. Dibb, Lane, Nichols, Warlock.

Bass:A. Clapperton.

Second Part

The play consisted largely of a conversation among a group of neighbors who were preparing to welcome a little boy who did not come. The leading part was well sustained by Bob Jarrett who with his ironing board, had an immense lot to remember. All the others sustained their respective characters to perfection.

George Mitchell made a wonderful bashful boy while Art Eason as the grandmother could hardly have been improved upon. One laugh followed another and the whole proved most enjoyable.

The characters were:

Grandma—Mrs. Christobel Spankhurst—Art Eason.

Mrs. Diantha Able—Miss Cannette Kellerman—Bob Garrett.

Miss Inez Able—Miss May Murray—Len Bate.

Mrs. Elmira Moran—Miss Norma Talmadge—W. Hamilton.

Mrs. Trot—Mrs. Constant Meaton—W. Mitchell.

Mrs. Carry Ellsworth—Miss Polli Negra—H. Astori.

Ezra Williams—Silent Bill Heart—Harry Welford.

Peter—Mr. Harold Loyde —

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Dr. Thacher's is sold and recommended by Ormes Ltd. in Prince Rupert, and by leading druggists in every city and town.

George Mitchell.

Mrs. J. Manson was convenor of the committee having the entertainment in hand.

Need of Recreation Ground

Written for the Daily News by Alice Nelson in Pattullo Competition

The importance of a central recreation ground for the youth of our city has, of late, been persistently instilling itself into the minds of our most thoughtful citizens. With the long summer evenings before us, thoughts of baseball and other outdoor sports become uppermost in the minds of all, and it is imperative that as part of our duties as

citizens, we focus our attention upon obtaining for them that most desirable of wishes—a suitable playground, without which they are severely handicapped. The Gyro Club has in the past done much to assist the boys, and may be depended upon to give their whole-hearted support to this larger movement.

A desire site at the corner of McBride and Sixth has already been semi-prepared and may, with the proposed addition, be utilized as an ideal recreation

ground at a minimum expense.

The school board has brought this plan before the public and it remains now for the city council to give their deciding vote.

The large majority of the people view the proposal in a very sympathetic manner and may be depended upon to co-operate and give it their substantial support. It is to be hoped that the council will see fit to forward this project and fulfil the aspirations of all those who are keenly interested in the well-being of our younger generation.

There is little to criticize in this article except that it is com-

monplace and shows neither brilliancy or depth of thought.

The construction is fairly good. Some of the articles have not been anything like as well written yet have been much more valuable contribution to the subjects with which they have dealt. Something more than faultless construction is needed in editorial writing.—Editor,

KEPT ON WALKING

"I'm walking for my health," announced the wayfarer, as a sort of preliminary.

"Well, it ain't healthy for tramps around here," was the unsympathetic comeback.—The Pittsburgh Post.

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PORTLAND CANAL RAILWAY AGAIN

Victoria Despatch Says It Will Again be Operated Soon.

VICTORIA.—April 15.—Operation of a railway long in disuse is expected to result during 1924 through mining activity in the Portland Canal district. In 1919, Sir Donald Mann, with others who examined that part of British Columbia, had a vision of a railway traversing the rich mineral area at the head of Portland Canal, on toward the northeast and finally tapping the rich grain fields of the Prairies, and having its terminus at Stewart, at the head of Portland Canal.

Sir Donald built some fifteen miles of this line, making it a standard-gauge heavy steel railway, and equipped it with locomotives and combination passenger and freight cars. The line functioned at a great loss for a short time and then was practically abandoned.

Refused to Sell Steel

During the war years, when the price of steel, especially steel rails of heavy kind, was so high, the Canadian railway king of the time could have sold the rails of his line, which was known as the Portland Canal & Northeastern, for almost as much as the enterprise had cost him. On his return to the camp in 1918, he referred to this, and predicted that the day was not far distant when "Mann's railroad," as some of the associates used to refer to the enterprise, would be needed.

In a modest way the line has always served a certain transportation need of the district. During the years when there were practically no mining or other development going on, there were still many optimistic prospectors living there who annually went into the hills to do their assessment work. The line during those years was in charge of a sort of watchman, Charley Baker, an Englishman, who, for a time operated probably the most unique railway system in the world.

Haul by Dog Team

Baker was the owner of a team of stout dogs. The railway is almost perfectly level and with few curves. Baker maintained a fairly regular service up and down the valley with a shore worker pulled by his dog team.

Again in 1918 when the Algonquin syndicate, backed by Belgian capital, was doing some exploration work on the Fitzgerald property on Goose Creek, the line was put into operation. W. A. Meloche, a mining engineer, making a deal with Sir Donald Mann for a short lease of the line, which he equipped with a gasoline engine and used to transport supplies up the valley and carry passengers.

During 1923, mining activity up Bear River Valley, traversed by the railway, experienced a considerable revival and this promises to be so extensive during 1924 that it is expected the railway will be operated again in some way or other.

CITY ENGINEER TO STUDY SURFACING METHODS IN SOUTH

The city engineer is to go to Vancouver to study methods for the repairing of the macadamized streets in Section One; it was decided by the city council last night on recommendation of the Board of Works.

Collart was of the opinion that if trouble on the streets was remedied immediately it arose it would not become serious. That

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BRITISH MINISTER'S SON IS IN CANADA

Works on Canadian National and Likes Country Very Well

LONDON, April 15.—Captain A. J. Thomas, son of Hon. J. H. Thomas, British colonial secretary, is an employee of the Canadian National railways in Canada. After a year's residence in the Dominion he has written an enthusiastic article for the Daily Herald urging British young men to emigrate to the only country offering real opportunities for a career.

He gives fair warning, however, that hard work is necessary, but pointed out the splendid educational opportunities, emphasizing the chance of energetic young men to work themselves through the universities, and draws a vivid contrast between chances for success in Canada and in England.

COCKER NOMINATED FOR OMINECA RIDING

Samuel Cocker, former Conservative candidate for Prince George, was nominated last week by Conservatives in convention at Burns Lake to contest the Omineca constituency. He is a well known farmer of Vanderhoof.

Conservative officers elected for the central association are as follows:

President—G. E. Imeson.
Secretary—W. McKay Tufts.
Executive—Messrs. MacMillan, Reid, Kimball, Pabenat, Mitchell, McGregor, McRae, Smith and Murray.

A resolution was passed expressing confidence in W. J. Bowser as leader.

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Winter Service S.S. PRINCE GEORGE Sails from Prince Rupert

For VANCOUVER, VICTORIA, SEATTLE, Intermediate Points Friday, 10.00 a.m.
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For VANCOUVER, VICTORIA, Alert Bay, and Swanson Bay, Saturday Noon.
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