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Caution and concentration dictate the initiation of sufficient only of the scheme to prove to us that, in the first place, we can actually secure a big tourist traffic for Newfoundland been given to understand. Obviously, holiday at some convenient and com- ourselves with the heavy carrying fortable country inn or log cabin. My costs of such an undertaking, charges point is that with comparatively little which ,as I have already stated, will outlay on tourist roads, we can have cost the country at least three hundred our house very quickly and very thousand dollars annually. cheaply in order for a large influx of | Before we leave this subject of road

on to Know How She Was ham's cmpound

selves in the risk and in the added exada or the United States for per-Newfoundland and of their sojourn here? Once these questions have een answered, we have a business hasis for our undertaking and for our and extensive road system; because of the variety of its natural attractions; because it can give satisfactory service to tourist motorists and because St. John's City offers such obvious advantages for the establishment of a headquarters hotel to function as a clearing-house for any considerable number of visitors that may There is nothing in my plan to pre-

vent an alternative start being made

able percentage thereof, involve them-

on such an experimental tourist road system in the St. George's section. The atractions of that section for holiday makers are numerous and outstanding. The scenery is delightful should be more favored than others, and the sporting resorts are not only only in so far as the section or sec-Legislative Council many and varied, but are easily actions championed promise to attract cessible. I understand that, to open and cater to tourist traffic more readup this section satisfactorily to motor fly, cheaply and effectively than othtraffic would necessitate the expendi- ers. As soon as the value to Newture of an even smaller sum than foundland of the tourist traffic is eswould have to be expended for the tablished, work can proceed in full same purpose on the Peninsula of swing in less favorably situated secand that, in the next place, that tratfic is actually as lucrative as we have lished excellent hostelries for the ac- from the earnings of sections in to that portion of the speech of the of benefit in connection with the con the way to proceed is to make avail- that, for the most part, the Peninsula originally commenced. able to tourists such large sections of of Avalon does not possess. Then, the country as are already, for the too, to transport tourists and their fore, I have endeavoured to show. The honorable gentleman spoke to observation with deliberation. most part, easily accessible. Such a automobiles from Canada to Port aux that:section is the Peninsula of Avalon, Basques, the gateway to this section, (1) Only profit-producing roads can with its great network of roads, most involves a sea voyage of a little over of them now in excellent condition a hundred miles, whereas a similar for motor traffic and practically all of trip to St. John's is over three hunthem quite as good as are country dred miles in extent. The new steamroads so used in Canada. There is er for the Cabot Strait, too, I believe, no doubt whatever, about the scenic is to be constructed so that she can attractions of these sections or about take automobiles through her hatchtheir outstanding sporting facilities. ways and so obviate the necessity of The Honourable member himself has the risky proceedings of carrying made that fact plain beyond all per- these vehicles on deck. On the other adventure. Such a policy of experi- hand, this section possesses no headmental development would entail the quarters hotel and the provision thereimprovement of existing roads and fore would be more difficult at Port the construction of new ones to make aux Basques than at St. John's. Nor readily accessible, within the very does the St. George's section provide near future, all the outstanding na- facilities for the various supplies and tural attractions of the Southern repairs such as are essential to mot-Shore; of Placentia Bay; of the Sal- oring tourists. But, after all, it is up monier, Colinet and Whitbourne sec- to the Government to decide as botions; and of beautiful and extensive tween the relative merits of the two Conception Bay. I am not persuaded sections I have mentioned. Whichthat very many tourist visitors will ever section is chosen for the expericome here with the idea of undertak- mental purpose should be that and ing extensive motoring tours. Most that only which is best calculated to of them will make the trip for rest prove to us, at the least possible cost, cures at some of our quiet beauty the business and financial advantages spots or to avail of our unrivalled of attracting a large or considerable sporting facilities. Neither class will tourist traffic hitherward. If these adbe keen on long jaunts from the vantages are not material and if those headquarters hotel at St. John's, but profits are not satisfactory, then the will, rather, be anxious to proceed highroads scheme has no real justifithence to residence for the allotted cation, nor can we afford to saddle

this class of traffic and can take the ronting, it will be well to note careminimum rather than the maximum fully the lessons taught us by our exof financial risk in satisfying oursel- perience with railroad operation. ves as to the profit, or otherwise, of While the eastern and western seccontinuing to spend on the programme tions of the railway earn satisfactorsums of money very large in the ag- ily, the central section does not, and gregate. Hundreds of thousands of the cost of operating, maintaining, tourists visit Canada annually. But and keeping open this non-productive then, Canada is next door to the Un- portion eats up the profits earned by ited States. The trip northward can the other two. The same remarks apbe made by motor car and costs only ply to certain of the branch railroads, running expenses and the price of some of which are dividend-produchotel accommodation en route. Will ers, while others have constantly these same tourists, or any consider- sunk money on operation ever since their first opening to traffic. This is a fact so well recognized that, in respect to the trunk line, it has been suggested that the central section be cut out, particularly during the winter season. I am not here concerned with possible remedies for an actual railroad condition, but with the lessons such a condition has for the pres-

ent generation of ambitious bighread

A cross-country road can never be an absolutely profitable asset to Newfoundland, until a great deal more than mere roadbuilding has been undertaken. The traveller who undertakes an extensive motor car tour first assures himself that, along his route, he is sure of facilities for obtaining rest and food for his party, and repairs and supplies for his conveyance when they become necessary. In Newfoundland these conditions can be met only by the provision, de novo, of expensive hotel and garage equipment and during the long period of pre paration the highroad cannot be expected to attract to itself sufficient paying traffic to affect its financial osition materially. This also is a consideration that should induce the framers of the government's highroads policy to concede the correctness of my contention that. during the experimental period construction to encourage tourist traffic should encentrate on the eastern and western sections of the country-on the east mainly, because that section is

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than a remedy and a relief. ance of the roads themselves."

cial returns.

the profitable desirability of con- traffic program.

Avalon. Moreover, at the main sport- tions and costs of outlay and of this highroads policy, I beg to call Commission of persons certain

of two million dollars on con- arena of politics, in the narrow sense Engineer. Under all the circumstanand reconstruction of the word, into the atmosphere of ces, it is doubtful if his position will non-partisanship; out of parochial- be more than that of a more figure-(2) That that undertaking calls for ism into Nationalism; and to expend head. How can it be otherwise? the provision of at least, three money for the construction and The government engineer is at preshundred thousand dollars per maintenance of highroals upon the ent charged with a multitude of dutyear, to meet interest charges principle that the aim is to build and ies in connection with public works. and cost of operation and up- repair public utilities, not to divide It is difficult to conceive how he can (3) That if the roads cannot be made supporters; and, furthermore, to do for this additional and great underto pay their own way, the total this with regard to the needs of the taking, involving such a large expenannual charges must be met out Colony as a whole, not dividing the diture of the public funds. Moreover, of current revenue and the un- money by districts, as local improve- I have yet to learn where and when dertaking will thus constitute a ments, or pro rata of the population the Government Engineer has proven

not afford sufficient finan- honorable gentleman will-readily and foundland who have as good a workeagerly say: Amen! It is a most ing knowledge of road construction (5) That the only traffic of outside worthy ambition and, if it can be materials and conditions as he. My origin available is the tourist speedily realised, the highest interests point is that the undertaking is so traffic, and that we are by no of our people will be advanced by big and so expensive that Newfoundneans certain that sufficient of leaps and bounds. So desirable is land should obtain a man who, in the means certain that sufficient of leaps and bounds. So desirable is land should obtain a man who, in the that traffic of a paying nature the state of affairs advocated by the first place, can devote all his time can be ensured this country to Honorable the Leader of the Governcan be ensured this country to Honorable, the Leader of the Govern- to this great public duty and who, in meet the financial needs of the ment that every honorable gentleman the next place, knows the subject of proposed new highroads system. will examine the enacting measure road building from Alpha to Omega-(6) That the whole field should be with the utmost care, contrasting the through wide and general experience, explored and financed cautiously probable effect of its provisions with particularly under climatic and other by experimenting with the re- the high standard that the honorable conditions such as prevail in Newturns from tourist roads, mainly gentleman has himself set up for his foundland. on the Peninsula of Avalon. own attainment, and rejecting or The Commission provided for in the (7) That, from time to time, as the amending sections that appear to Bill before us is, or quite conceivably

tinuing the application of this Still keeping in mind the standard great deal of hostile criticism hurled policy, it should be influenced in that the Honorable the Leader of the at such bodies in the past. Possibly, its section of road routes and Government has set up for attainment if outport road boards had had the scenes of construction only as in the initiation and completion of encouragement of good salaries, such developments prove that the sec- this ambitious highroads scheme, I as are to attach to the too of Com-

nullify the whole effect and intention (8) That less-favorably situated of the Bill as they have been stated areas be served last and that the to us by the honorable gentleman. I costs and charges of their facili-ties be met from the proceeds of Commission of four members, headed when these proceeds constitute now constituted, that clause is exa surplus over their own costs, tremely objectionable. It makes no Before concluding my discussion of provision for the inclusion in the commodation of tourists, something which tourist traffic exploitation was honorable, the Leader of the Govern-struction, operation and maintenance ment, in which the broad general of the proposed new high roads or re-On broad general principles, there- principle of the measure is outlined, constructed highways. I make that

> It is true that the provision is "It is intended . . . to lift the made that the chairman of the Comjustify the proposed expenditure construction of highroads out of the mission shall vest in the Government public money as graft for partisan conscientiously assume responsibility burden on the people, rather without regard to the relative import- himself an expert road builder. I ven-4) That traffic of local origin can- That is an ideal to which every numbers of unofficial citizens in New-

> government satisfies itself as to menace the success of the whole could only be, in practice, a glorified road board. Now, we have heard a tions of country so served will venture the opinion that the very missioners under the Act, they could readily and immediately constireadily and immediately consti- epening sections of the Highroads have obtained and would have obtaintures. Aud, even then, we could scarcely expect perfection from the be shouldered on the new Commission is one for experts and for experts ability as road construction engineer and capable of assuming the chief brunt of the administrative work. With him should be associated another engineer for continual oversight of construction operations, the two constituting an active and advisory board on the practical end of constructio

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undertakings of men without engineer. work. A third member of the Com- taking, both to ensure satisfactory body, charged with such high and ing knowledge or experience; desti- mission should possess a knowledge of operation of resorts and to induce cer- erous duties, should have a longer and titute of acquaintance with either the tourist movements and demands and tain big hotel companies to direct firmer tenure of office. They show relative value of road construction ma- be capable of taking care of the Gov- much of their tourist traffic to these have more independence of action terials or modern methods of road ernment's publicity requirements, when shores. The fourth member of the They should be something more than building or improvement. The job to construction has been mostly super- Commission should be a Newfound- "a glorified road board." seded by administration. He should, lander who has a complete knowledge One danger to be most sedulous indeed, be on the job in that respect of engineering conditions in this coun- avoided is that of allowing any change only The Commission should consist from the time of his appointment, try, both as to road construction and of the scheme, or any considerable

> Such a Commission should be allowed greater freedom of action than is provided for in the measure before us. As the bill now reads they are to function only as civil servants, to take their instructions from the Governor-in-Council and to be appointed for a period of two years only. That strikes me as objectionable. Such a



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see similar men operation of S The first-ment ission to enga in the constr ough municipalit The intentions of sures are doubt ack! bad, bold poli t to profit by the l-intentioned a ans and undertak se. Frankly, I this rown wide open irge portions of most favored" poli Sections 22 and 2 estation along t ted highroad and groves that m further supply

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