

THE CHARLOTTETOWN GUARDIAN

SATURDAY, APRIL 8, 1911.

SOMETHING ABOUT OFFICIAL CARS.

The other day in the House of Commons there was a brief discussion over official cars. It came up on a vote of \$2,500 for attendance, cropped up—No. 128. That cost last alterations and repairs for the Governor General's cars. Long ago there was discussion of this subject in either of the Conservative or Liberal Opposition during the Conservative term of power, and the common term was "palace cars" at that time. It was the Liberal Opposition from whom the criticisms came then and quite naturally it is the Conservative Opposition which supplies the criticisms now. In the meantime the number of these cars, as of other cars, has increased. Passenger cars, freight and baggage and sleeping cars, have multiplied. What would you expect?

Even members of Parliament did not know how many official cars there are. Some thought the car used by the Governor General might be used for other purposes. This brought out the explanation from Hon. Mr. Graham: "There are two cars kept for the Governor General and for no other purpose." Then an explanation was asked for and the Minister explained. If you keep cars you must keep them in repair. Last year, with a vote of \$2,500 for these two cars, the outlay was only \$659. They might need the whole vote this year, but probably would not need more than half of it.

Then Mr. Wilson of Lennox wanted to know how many cars there are for members of the Government? Mr. Graham said they had four. One was used almost entirely for Mr. Schriber in his inspection work on the Grand Trunk Pacific. The car Ottawa is used for other purposes when it is desired. Car 139 is used by the Premier and can be used for other purposes. Last year it cost \$1,741. Car 109 is the car the Minister of Railways uses. It cost \$1,266. That means for running the car the entire year. How about other members of the Government? Mr. Graham did not know.

Mr. Crosby inquired whether the Minister of Railways had to pay when he crossed the boundary? The answer was No. The car of the Minister of Railways goes free on any railway in America. He has the same right as is accorded to the president of a railway company by virtue of being the head of the Railway Department. Then another car on a vote of \$2,500 for attendance, cropped up—No. 128. That cost last alterations and repairs for the Governor General's cars. Long ago there was discussion of this subject in either of the Conservative or Liberal Opposition during the Conservative term of power, and the common term was "palace cars" at that time. It was the Liberal Opposition from whom the criticisms came then and quite naturally it is the Conservative Opposition which supplies the criticisms now. In the meantime the number of these cars, as of other cars, has increased. Passenger cars, freight and baggage and sleeping cars, have multiplied. What would you expect?

Then Mr. Armstrong wanted to know how many official cars there are on the Intercolonial Railway? Mr. Graham explained that the cars he had already spoken of belong to the Department of Railways and Canals, and not to the Intercolonial Railway. The officials of the Intercolonial have their own cars the same as the officials of other railways. There are four of these official I. C. R. cars. Then Mr. Wilson wanted to know how many official cars the Railway Commission have? Mr. Graham said they had one. They asked for another last year but did not get it.

Mr. Wilson feared the members of the Government must be greatly crowded if they only had four palace cars and two of these were for the Governor General. Mr. Foster said "they must bunk together." Then Mr. Crosby wanted to know how many official cars there are altogether? Mr. Graham said there were four owned by the Department of Railways and Canals and three owned by the Intercolonial Railway. Mr. Crosby concluded there were seven in all—four in Ottawa and three on the Intercolonial. Thereupon Mr. Lennox gave his opinion: "I think we have twelve—two used by the Governor General, four for the Government, three for the Intercolonial Railway, one for the Railway Commission, one for the Transcontinental Railway Commissioners, and one for the engineer."

This count makes thirteen. But with the remark from an economical though irreverent Opposition member that "another may crop up any time," the money was voted. Careful reading of the above will enable the intelligent Guardian reader to be almost as wise as the average member of Parliament on the subject of official palace cars.

For the Easter Season

The approach of Easter makes it well to announce that we have provided an attractive line of Easter Novelties which are increasing in demand each returning season:

- Chocolate Easter Eggs.
- Baskets of Eggs, Surprise Eggs, Eggs in Cups and Vases, Eggs in Nests, Hens on Nest, Jap Soldiers, Fish, Ducks in Nest, Hard Boiled Eggs (Candy).

Don't forget the children. Prices 5c to \$1.00 each Easter Egg Dyes 5c pkt.

J.G. Jamieson Druggist

Silver Plating

Your worn out knives, forks, spoons, etc., can be re-plated to look as good as new and wear as well or better.

In a few days we expect to make a shipment and will be pleased to enclose any articles you would like done.

G. H. Taylor Jeweler

EIGHT HOUR BILL.

BOSTON, April 7.—The 8 hour bill, which makes it illegal for owners of factories and mercantile establishments to work more than 8 hours a day, was passed by the House yesterday and now goes to the Senate.

Twice before a similar Bill has been acted upon favorably by the Legislature, only to be vetoed by Governor Draper.

Of interest to ladies is the fact that we have stocked several odors of the Harmony Perfumes and sachets made in Boston. You have only to see these perfumes to fall in love with them. Sold only by the bulk. Price 75c an ounce. The MacKinnon Drug Co., Cor. Gt. Geo. & Kt. Sts. drft.

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For Women

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No obligation to buy is suggested in this; come and see and try them on.

You can get, at our store, the "Best Shoes," made, and they are not highly priced. Once we get a chance to prove this to you, we'll keep you as a customer. Remember, the attraction is in the shoes we sell as well as in their quality and our service.

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SOME TUNNEL TALK IN PARLIAMENT.

A few days ago in the House of Commons in committee of supply there was a good deal of talk about winter steamers in general and the Earl Grey in particular, in which discussion Mr. Warburton and Mr. Fraser of the Island contingent took part. Both these gentlemen spoke in warm praise of the Earl Grey and of her commander, Captain Brown, and of the splendid work done in the past two winters by the new boat. There was some criticism of the cost of the steamer—but the general conclusion was that the Earl Grey is well worth the half million dollars she cost.

Two of the speakers, Mr. Crosby of Halifax and Mr. Fraser of King's, P. E. Island, referred to the Tunnel. Mr. Crosby is thus reported in Hansard:

"I say that this country cannot give too good a service to Prince Edward Island, because the better the service for Prince Edward Island, the better for the Island, and the better for all Canada. For my part I would be very glad to see the tunnel built if it is feasible, and I think some effort should be made in that direction."

Mr. Fraser is thus reported: "It is the opinion of a great many people that if we had another ship we would have the best service we could get next to getting the Tunnel, and I hope we will get that also in the course of time. This is a young country, and when the Tunnel was first spoken of it was looked upon as a mighty project. I was reading in a newspaper tonight an account of the completion of a Tunnel nine miles long in Switzerland at a cost of only \$20,000,000. If we could demonstrate to the Minister of Public Works that we could get the Tunnel built for \$20,000,000 I do not think there is a member in this House who would oppose it. But, at the present time we are only asking that a survey be made to ascertain what the cost will be."

Mr. Daniel. How long will the Tunnel be? Mr. Fraser. "About nine miles, and, as I say, I was reading in the newspapers only tonight about a Tunnel which they finished recently in Switzerland nine miles long at a cost of \$20,000,000."

Now Mr. Fraser was too generous by a mile in estimating the length of the Prince Edward Island Tunnel at about nine miles, and by many millions in placing the cost at \$20,000,000. He should have stated that the estimated cost as given by Sir Douglas Fox, years ago when tunneling was in its infancy was under ten millions. The Alpine Tunnel nine miles long recently completed is a much larger affair, and hence more costly per mile, a double track affair. None the less we are glad to find members of Parliament from Souris and Halifax joining in support of Mr. Richards of Prince County, in putting forward the Tunnel project and asking that a survey be made without delay. Many in Prince Edward Island will be grateful to Mr. Crosby for his good words in that behalf.

The powers that be at Ottawa, who may have been led by bad advisers to think that the people of this Province are indifferent to the appointment of a Supreme Court Judge and a Senator, should read the strong expression of opinion by the people's representatives in the Legislature in regard to these matters.

The plan for a sanatorium for the prevention and cure of tuberculosis presented by Mr. Tidmarsh at Thursday evening's meeting seems an excellent and practicable one both as to the institution and the provisions for its support and maintenance. Such an establishment as is proposed might save many valuable lives and would be an incalculable boon to the community.

Millions starving in China! And we in Canada have bread enough and to spare! Help the famine fund along. It is hinted that the country districts of the Province have so far done better than the City, but doubtless these conditions may yet be changed. Our citizens are not unmindful of the poor and needy whether at home or abroad.

Guns! Guns! Surprising values at Brace, McKay & Co., Summerside. Ask to see the \$15.00 Gun. 4-4442w.

KINAROS & GOLDZILIAN APTLY DESCRIBED

These Two High Bred Trotting Horses Are Owned By T. Gordon Ives, Montague, And The Descriptive Article Below Should Be Read By All Horsemen.



KINAROS 38,086.

Bay stallion, trotter, 16 hands, weighing about 1200 pounds. Bred on the Allan Stock Farm, Pittsfield, Mass.

Individually, he is a horse of grand finish, plenty of good flat bone, and substance set on good feet. He has a kind, gentle, intelligent disposition, and is well made with deep, strong shoulders, stout back, very strong loins and stifles. He is a big, strong, ambitious trotter, with abundance of speed, stepping quarters in 35 seconds last season without any training, and a beautiful road horse, and will undoubtedly sire good roadsters as "like begets like."

Kamaros 2,102, a great race horse, who was burned to death when only six years old. Kinaros 38,086 was his only foal.

Kamaros 2,102 is the fastest trotting son of the great Kremlin 2,072, now leading brood mare sire in America.

Dam of Kamaros 2,102 was Mesquite (3) 2,291.

Dam of Kamaros 2,102, Karad (3) 2,224, Karad, Kanala, and Bazette (3) (all colts never trained) and sister to Malvollo 2,174, a sire, Monetta (tr) 2,164, Malice (tr) 2,194, and Manfred (tr) 2,254.

Mesquite (3) 2,291, was by Lancalet 2,23, a sire in both America and Europe. Sire of over 20, and of the dams of 7, in 2,15, etc., he by Messenger Duroc 106, and from the great brood mare Green Mountain Maid, a mother of trotters. She is credited with 2,19 standard performers in the first 300 standard performers in the first and second generations alone. He was by the great race winning sire Abdallah 15, great grand sire of Crescus 2,021.

Second dam was Ruzina, dam of Unknown 2,211, (a sire, and a sire of producing dams), Ruzulka (dam of Kushan 2,181), a great race horse, and sire of Miss Kushan 2,231. Ruzina is grand dam of 7. She was full sister to Nutwood 2,182, (the world's champion brood mare sire), Pistachio 2,214 a sire and by Belmont 64, who is credited with over 300 standard performers in the first and second generations alone. He was by the great race winning sire Abdallah 15, great grand sire of Crescus 2,021.

Third dam was Miss Russel, dam of Maud S. 2,082, Selavonic 2,094, Rustique 2,181, Cora Belmont 2,241, by Russia 2,228, Lady Russel, Nutborne (tr) 2,264, Ruzina, Lord Russel 4677, (sire of Kremlin 2,072).

Mambrino Russel a sire, C. P. R. a sire, Nutwood 2,182 champion brood mare sire of the world, (the only stallion that ever stood at a service fee of \$1,000), sire of 2 in 2,10, the dams of 18 in 2,10, his sons have sired 1695, daughters, 350, he is so far ahead of any other sire, that ever lived, as a brood mare sire, that a comparison would almost seem odious. (This was undoubtedly due to the influence of the blood of his dam, the great brood mare Miss Russel.) Pistachio 2,214 sire of the dams of Belvisia (3) 2,12, McQuillan 2,171, Cochato 2,111, Bosum 2,051, all the sons and daughters of Miss Russel except a gelding, Maud S. (that died with her first foal) are producers of speed, as are their descendants, so that now Miss Russel is the greatest of all brood mares having descendants in the 2,10 list in the 1st, 2nd, 3rd, 4th, 5th and 6th generations and in the 2,30 list in the 7th generation; also a record held by no other mare and no other mare can ever reach her in that respect as her descendants march steadily on into the 2,10 list year after year.

Kinaros 38,086 has 4 crosses of the Miss Russel blood so why should he not be a great brood mare sire?

Miss Russel was by Pilot Jr., 12, sire of 8 of 6 sons that have sired 42, or 17 dams of 40, and of 40 daughters, whose descendants in the standard list number over 10,000 of which over 400 are in the 2,10 list or over 90 per cent. of all the 2,10 trotters. Fourth dam of Kinaros 38,086, was Sally Russel by Boston.

Fifth dam Maria Russel by Thornston's Rattler. Sixth dam, Miss Shepard, by Stock Holder. Seventh dam, Mirindia, by Topallant. Eighth dam, by Imported Diamond. Ninth dam by Medly. Tenth dam by Juniper. Kinaros 38,086, traces to Miss Russel 4 times, Mambrino Chief 11, 3 times; Pilot Jr. 12, 4 times; American Star 14, twice; Kremlin, 2,072, twice; Hambletonian 10, 8 times; Abdallah 1, 12 times; Green Mountain Maid, once; Abdallah 15, twice. He will undoubtedly prove to be a Nutwood to P. E. Island, as there never was a stallion brought here, with such a license to produce brood mares, along with a speed inheritance second to none. And with all he has the size, style, and action of a show ring horse. That his colts will be endowed with these qualities, is already assured, by the colts he has produced.

He will be at owner's stables until about the 9th day of May, after which he will make a three days' tour over two weeks via Penke's Station. Full particulars will appear later.

J. G. IVES.



GODZILIAN. By Brazilian 20214.

GOLDZILIAN is a 3 year old chestnut stallion with white star and white hind ankle, 16 hands high and weighing about 1150 pounds. He is a big, strong, beautifully made horse like his sire Brazilian who was as near perfect as could be made. This colt was a first prize winner at the Prince County Exhibition 1909 and 1910 from a large field of good colts, and was pronounced by Judge Robertson of Ontario last year as being the best colt he had seen in the Provinces last year.

Goldzilian has size, style, action and the undeniable gameness inherited from his sire Brazilian. He will make a very high class carriage stallion and is also bred to trot fast, being by the iron race horse Brazilian, who was champion two year old, invincible three year old, and still holds the honors for the four year old record of 2:24 1/2 made 18 years ago.

Brazilian was the first stallion to trot three consecutive heats better than 2:20 and when 19 years old trotted 4 miles better than 2:25. He was the greatest race horse and sire of race horses and roadsters that ever came to the Provinces. He is the sire of Lottie P. 2:14; Prince Louis, 2:14; Baby Logan, 2:18; Ozen D. (3) 2:27 (5) 2:19; Lina Belle, 2:19; Pretoria, 2:21; Lina Miller, 2:21 (timed in 2:17); Big Bottom, 2:21; Little Don, 2:22; Honest Dominick, 2:22; Billy C., 2:23 (timed in race in 2:17 last year); Isabel Tarte (4), 2:25; Virginia J., 2:25; Brazilian Jr., 2:25; Brazilian S., 2:26, and the champion three year old last year, Dominion D., 2:26. Brazilian was by Brown Wilkes,

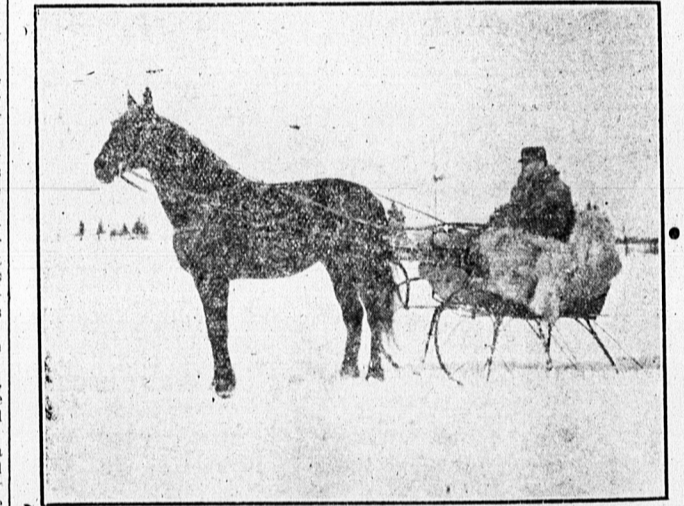
2040, sire of 55, also sires of 49 and dams of 15. Brown Wilkes was by George Wilkes, 519, the greatest progenitor of speed the world has ever seen. His 2,30 performers number nearly 6,000, more than double that of any other horse. Brazilian's dam was the big black beauty, Olive, 2:31 1/2, by Lakeland Abdallah, brother of Harold, sire of Maud S., 2:08 1/2. His second dam was Lady Grey by the great brood-mare sire Mambrino Patchen (58), whose descendants form over 50 per cent. of the 2,10 trotters.

The dam of Goldzilian was a bay mare never trained for speed but a superb road mare, well made and very strongly muscled. She was by Deceiver, a sire of great roadsters, who was from a thoroughbred mare by the imported Anfield and sired by Administrator, 2:29 1/2.

The last named was sire of 16 and of the dams of Derby Princess 2:08 1/2, Orwell Belle (3) 2:30, etc. He was got by Hambletonian 10 (the foundation of trotters) and from Belle by Mambrino Chief 11, a great brood-mare sire.

Goldzilian's second dam was by Island Boy, who was from a mare by Bush Messenger, sire of Old Dean, a horse whose stock is known to every horseman.

His third dam was by the great brood-mare sire Provider, a grandson of the world's champion brood-mare sire, Nutwood, 2:18 1/2. Goldzilian is a very fine young horse and his breeding guarantees that if given the opportunity he will prove himself a great sire. He is a sure foot getter, and will be at owner's stables the entire season.



BRAZILIAN 20214, RACE RECORD 2:19. SIRE OF GOLDZILIAN. 4-847z.

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