

THE MARKETS

Continued from page 3

5 to 6c. Oake No. 1, 7 to 7 1/2c. No. 2 5 to 6c. Horse hair, Farmer or pedler stock slightly weaker, Farmer pedler stock 36 to 38c.

RAW FURS.

Spring Muskrats are coming in freely and are being purchased at current prices, although the foreign market shows a weaker tendency in this article.

THE TURF

HORSE NOTES.

The Charlottetown Driving Park is being prepared for the races June 3rd and will be open for training in about a week.

Alfred Webster of Marie has a King Dodds colt which gives promise of being fast. It is good individually, too, and although not three years old is big and strong.

King Dodds, the handsome standard bred stallion formerly owned by Dodd Weaver of Picou is now in the stud in Souris.

Frank Beales, it is rumored, has received a very flattering offer for his stallion George Cresceus 2-24. "Cresceus" is a grand game trotter and his mark is no indication of his speed as at the time he made it last fall he was severely handicapped by a severe strain caused by a defective flooring in his stall.

Hammond Kelly cleaned up things in Amherst with his fine Todd stallion Mayor Todd. He was the only standard bred entry from this province and he won two firsts and the championship, a grand showing

among good fields of horses. The Park Roadway will be the scene of some lively "bursts of speed" from now on. The speedway is just fine, having been put in condition by one of the local horsemen. It will be the training path for the Charlottetown horses that start on June 3rd.

June 3rd is only five weeks off, so don't fail to get your entry ready. The classes are: 2.24 trot, 2.30 pace and 2.19 trot and pace. Make up your mind if you have an eligible candidate to start and help out the sport.

The Rexall Girl is reported doing excellently with her new owner at Johnston's River. "Jack" had her out for a spin the other night and the neighbors thought it was an "automobile," but it was merely the "Girl" tearing off a fast eighth.

Horsemen will regret the departure of D. O'Brien for the West. Before going he sold Perfection, by all conceded to be one of our handiest stallions, to P. S. Brown. Mr. Brown will have Perfection and Lord Dalmaney Jr. both in the stud at his stables.

The breeding season is now in full swing. People are recognizing the value of early breeding and as a result the month of May will be an exceptionally busy one for the stallions.

A party who recently returned from the United States on a quest for speed says it is harder to get that commodity there than on P. E. I. Anything promising is so high priced as to be prohibitive in our country. Some very unpromising candidates looked at were priced at figures ridiculously out of proportion to their worth.

The statement has been made and cannot be successfully refuted "that our province raises more speed in proportion to its size than any part of the world." Nowhere will you find so many horses capable of showing a

Nervous Diseases In The Spring

Cured by Toning the Blood And Strengthening the Nerves.

It is the opinion of the best medicine authorities, after long observation, that nervous diseases are more common and more serious in the spring than at any other time of the year. Vital changes in the system, after long winter months, may cause much more trouble than the familiar spring weakness and weariness from which most people suffer as the result of indoor life, in poorly ventilated and often overheated buildings. Official records prove that in April and May neuralgia, St. Vitus dance, epilepsy and other forms of nervous troubles are at their worst, and that then, more than any other time, a blood-making, nerve-restoring tonic is needed.

The antiquated custom of taking purgatives in the spring is useless, for the system really needs strengthening, while purgatives only gallop through the bowels, leaving you weaker. Dr. Williams' Pink Pills are the best medicine, for they actually make the new, rich, red blood that feeds the starved nerves, and thus cure the many forms of nervous disorders. They cure also such other forms of spring troubles as headaches, poor appetite, weakness in the limbs, as well as remove unsightly pimples and eruptions. In fact they unfailingly bring new health and strength to weak, tired, and depressed men, women and children.

Sold by all medicine dealers or by mail at 50 cents a box or six boxes for \$2.50 from The Dr. Williams' Medicine Co., Brickville, Ont.

That pain in the back is caused by diseased kidneys. Get on the right road to health by using Rexall Kidney Pills, a preparation that is fully guaranteed by us. Money back if dissatisfied. Price a box 50c, three boxes for \$1.25, six boxes for \$2.50. The McKinnon Drug Co, corner Great George and Kent Streets. 5-21rdrf

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Keeps Shoes New The Shine Will Last - AND - Make your Shoes Last. Awarded the Gold Medal at Halifax Exhibition.

A fifty clip hitched to a wagon.

Vesta Boy 2.05 1/2 goes under the hammer for the second time in his history on May 1st. When one considers the wonderful record of wins made by him last year it cannot be denied but that he is a big bargain for any man as a race horse. The more races the better for "Vesta."

"Jack" Irving is already working horses on his splendid track at Cape Traverse. The string he is getting ready includes: Cherry Ripe 2.21, Barby Logan 2.18 1/2, Alfred K. Orwell Belle 2.23 1/2, and Shrub 2.39 1/2.

Capt. D. A. McKinnon while in Boston recently had the pleasure of a visit to Hingham Farm, where Jack Leonard is located. Hingham Farm is owned by Millionaire P. B. Bradley. It is a magnificent place with very finest buildings and equipment and a splendid lot of speed prospects. "Jack" is manager and head trainer and will likely make a trip down the Grand Circuit with some of his best horses.

GOOD ROADS

MACADAM ROADS. (Selected.)

The Macadam type of road surfacing is particularly well adapted to main highways connecting centers of population, or where there is moderate travel. It is not an economical form of pavement for the main streets of cities and large towns, and it is usually too expensive for country roads other than the main highways. It resembles closely a gravel road. When a road built of gravel is not quite sufficient to resist successfully the wear and tear of the traffic over it, macadam surfacing may usually be substituted for the gravel with satisfactory results. Sometimes a macadam surface may be used with economy when the conditions are such that a gravel surface would satisfy the demands of traffic but good gravel can not be obtained at reasonable cost.

DIMENSIONS OF THE MACADAM SURFACE

For ordinary country roads, experience has shown that the broken-stone surface need not be more than from 12 to 15 feet wide, if suitable shoulders are built on each side. Twelve feet allows two vehicles to pass each other safely. Fifteen feet is more satisfactory, particularly when motor vehicles are passing each other. If the stone is less than 12 feet wide, there is a likelihood that the edges of the macadam will be sheared off by wheels unless the shoulders are made of especially good material. Whatever may be the width of the stone, the shoulders should be firm enough to permit the occasional passage of wheels over them. Until within comparatively recent years it has been almost universally the practice to build thick macadam roads. Roads less than 8 inches thick were rarely heard of, and often a thickness of at least 12 inches of macadam was thought to be necessary for good results. The more recent practice is to make the macadam surface as thin as possible, yet with sufficient body to stay in place, the theory being that the macadam is only a wearing surface. By lessening the thickness of the macadam much expense may be saved, since the foundation materials are usually less costly than broken stone. The macadam should be hard, smooth, and impervious to water. Much attention must be given to the foundation. It should be composed of porous material free from clay or loam, firm, and sufficiently strong to sustain any load likely to come upon the road at any time of the year. In new work, where no macadam has been laid before, 3 inches of macadam after rolling is the least thickness which is practicable; and, except in unusual cases, a depth greater than 6 inches after rolling is rarely necessary of the foundation is suitable. The ordinary macadam road is usually from 12 to 16 feet wide, with shoulders 3 to 5 feet in width on each side of the broken stone. The thickness of the macadam is usually 6 inches at the centre and 4 inches at the sides, or a uniform depth of 5 inches throughout. The principal qualities which are necessary in road-building stones are hardness and toughness. The cementing values of the stone dust should not be forgotten, but these are not so important as the qualities first mentioned. Often the choice of stone is very limited. It may be that only field stones may be had, or perhaps nothing but inferior ledge stone can be found, except at a prohibitive cost. Trap rock—meaning by the term the diabases, the diorites, and certain other igneous rocks—has long been considered the best material for macadam purposes. Unfortunately, except in certain localities, these stones are not common. Some of the hornblende granites give good results, as do the felsites and some of the harder limestones. The slates, schists, most of the sandstones, the micaceous granites, and the quartzites have but little value as road-surfacing material. Often these stones may be used econo-

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In new work, where no macadam has been laid before, 3 inches of macadam after rolling is the least thickness which is practicable; and, except in unusual cases, a depth greater than 6 inches after rolling is rarely necessary of the foundation is suitable.

The ordinary macadam road is usually from 12 to 16 feet wide, with shoulders 3 to 5 feet in width on each side of the broken stone. The thickness of the macadam is usually 6 inches at the centre and 4 inches at the sides, or a uniform depth of 5 inches throughout.

STONE FOR MACADAM ROADS.

The principal qualities which are necessary in road-building stones are hardness and toughness. The cementing values of the stone dust should not be forgotten, but these are not so important as the qualities first mentioned. Often the choice of stone is very limited. It may be that only field stones may be had, or perhaps nothing but inferior ledge stone can be found, except at a prohibitive cost.

Trap rock—meaning by the term the diabases, the diorites, and certain other igneous rocks—has long been considered the best material for macadam purposes. Unfortunately, except in certain localities, these stones are not common. Some of the hornblende granites give good results, as do the felsites and some of the harder limestones.

The slates, schists, most of the sandstones, the micaceous granites, and the quartzites have but little value as road-surfacing material. Often these stones may be used econo-

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WHEN THAT LANGUID, LAGGY, EASILY-TIRED FEELING COMES, YOUR LIVER IS SLOW. Tells How to Cure Quickly.

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mically in the lower course of the macadam, provided the upper stratum is composed of a better grade of stone. But road officials should avoid the selection or rejection of stones because of their names alone. Some large-crystallized granites and some of the limestones are of very little value, and, on the other hand, there have been instances where schistose rocks have been used with excellent results. Stone from a ledge, because of its uniformity in desirable qualities, is usually better than field stone and makes a smoother and more durable road; but if the ledge is of an inferior grade of rock, it should not be used, merely because it is ledge, in preference to field stones of a better quality of rock.

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Wyeth's Sage and Sulphur Remedy has given better results than any other hair preparation ever handled. There is hardly a person that somebody doesn't know what a benefit it has been to. It will do the same for you, and \$1.00 bottles. E. A. Sole Agent, Central Drugstore

(41818) BOTTOM Race Record 2.23 1-4 CHAMPION Standard Bred and Carriage Stallion of Prince Edward Island Bred Enrollment No. 5 Dept of Son of Bingara The world's champion m... winning sire. The world's champion sire 2.08 trotters at 11 yrs. Sire of highest price horse sold in 1912 Baden 2.05 1-4 Sold for \$50. Sire of the world's greatest money winner of all history. Sire of 38 two year olds that I trialed in 2.30 or better. NO OTHER SIRE LIVING DEAD can COMPARE with for achievements at 11 years. His sons and daughters are horses they have proved themselves where you want them, when money is up. Son of Kadika Kadika is a standard bred re... tered mare by the great KRI... LIN 2.07 3-4 champion stallion 1892 and the greatest brood sire of today. She weighs 12 pounds and is a great speed producer. Will have two more in list soon. Remember that a grand dam is as necessary as a great sire for propagating speed. Beauty, Size, Strength, Soundness, Speed and Breeding combined in this Bingara's handsome son. Opportunity certain knocks at the breeder's door, don't pass it by if you have a desirable brood mare. Only one other son of Bingara ever stood in Maritime Province and he recently sold for \$5000. but he left Maritime record breaker behind in Barings Comet 2 year old record 2.28 on Halifax Track. His owner refused \$1800 for his Bottom will prove equally as sensational a Sire of speed and will give greater size. The late C. J. HAMLIN one of the brightest minds the horse world ever knew believed in breeding for beauty as well as speed as a result Village Farm became noted as the birthplace of the most beautiful horses in the world. Follow Hamlin, breed to one of the most beautiful horses in the Maritime Provinces. Breed Bottom the breezy and beautiful, son of the sensational sire Bingara. Be in the FASHION. The BINGARA-KREMLIN is the most fashionable niche in the trotting world today, by breeding to that niche you are receiving a direct boost from every performance of its progeny. 1913 will be a great year for the Bingaras. Watch them bring home the money. Terms \$15 for Season. F. J. Cameron, Manager. STABLES Euston Street near Queen D. A. MacKinnon, Owner. Care of The Mackinnon Drug Co.

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