

DOWN THE BACK STRETCH

The annual meeting of the Prince Edward Island Harness Racing Club will be held at the Queen Hotel, Charlottetown, Tuesday evening next, the 14th of October, at 7:30 p.m. At the conclusion of the meeting the season's racing will be wound up with a banquet to which all members and horsemen are invited. Tickets for the banquet will be available from the Queen Hotel or from the Secretary, F. J. E. Wright, Summerside.

At the Indianapolis Speed Sale which will be held at Indianapolis, Indiana, October 27th to 31st, among the youngsters offered will be a number of those from Speedway Farms, Pa., Ill. These are the set of Dominion Grattan 159, one of the best race horses that went down the Grand Circuit in recent years and the son of the Ontario sire Oro Grattan, and grandson of Grattan Royal 206 1-4. Dominion Grattan was bred in Ontario and raced with some success prior to being sold to Allan Wilson of Boston, under whose colors he raced for several years, prior to being sold to Speedway Farms.

Several others of the set of Grattan Royal are making good or have made good as sires in the United States. Notably are Grattan King and Grattan at Law 106 1-4. They have a host of performers racing over United States tracks this season and making good too.

Let's Kalmuck 214, that good pacing mare owned by Alfie Webster, has a nice filly at foot from Calumet Budweiser 202. This filly is a real good prospect as Kalmuck had speed enough to take a record of 2:10 and paced many heats faster than her record.

We had a letter from Sig. Lloyd O'Brien, former well known race track driver, yesterday. He is at present in Ottawa and follows the harness racing news with interest. Of course Lloyd missed our Old Home Week and Good Will race meet's very much. Racing to him was his greatest pleasure, but now he has something else to think about—the expectation of having bred a future champion. Here are his own words: "He was born during Old Home Week. He is a Colonus Budweiser 202 3-4, out of Rose Marie 217, by Bill L. 216. Rose Marie is a full sister to Happy L. 265, Aaron L. 207 1-4, Direct L. 109 1-4 and others. She is the oldest of the tribe. According to all accounts was a real filly taking her record as a three-year-old over Sackville track. She had a word of speed and there nothing except a set harness, being a free-legged pacer. But for an accident to her as a three-year-old she would no doubt have been on a national level. She has two brothers, the boys had better betters out in 1943 futurities. I am attached to headquarters here and in Ottawa a very beautiful city." This is a very nice filly and the colt which shows him a typical Bill L. with plenty of legs under him and white markings similar to Aaron L.

Our good friend W. N. Waldron, The Valley writes us that he would like to have an account of the stallion race for \$200,000, appearing in the Back stretch and very kindly forwards us the American Horse Breeder, Christmas number, 1912 which has an account of the memorable race and does not permit giving it in detail to us. We will summarize... In 1902 the New England Trotting Horse Breeders' Association advertised a stallion race for \$200,000, which attracted entries of 12 stallions, and it was the greatest stallion race in the history of harness racing. Seven horses started. Several of those that had been named could not take part for one reason or another, notably Peter the Great 207 1-4 and Dare Devil.

The morning of the race it looked like a walk-over for the mighty Crescius 202 1-4, son of Robert McGregor, with the contest centering on the new season. But the gallant Charlie Herr literally "came out of the west," arriving only the day before from Fort Wayne, Indiana where the previous week he had won a six heat race. The contest between Crescius and Charlie Herr is a memorable one—that has made it in the minds of the great majority of all stallion races. So little was Charlie Herr's chances considered that he bought but \$30. In a pool of over \$2,000, while Crescius was barred except for a few pools sold at five to one over the whole field. The time of the five heats was in 2:07 1-4, 2:07 1-4, 2:07 1-4, 2:07 1-2, 2:08 1-4 with Charlie Herr winning the first two heats and receiving the list three. Some thought Charlie Herr won the third heat and there was considerable row over the decision of the judges.

Our felicitations are extended—and with them are included those of horsemen and followers of the harness racing sport—to Mr. and Mrs. "Jimmie" Power, whose marriage took place recently. They were the recipients of many beautiful presents from friends including the horsemen who wish whom "Jimmie" is very popular.

At the Lexington, Kentucky, Grand Circuit meeting which was concluded recently, the four-year-old stallion Spencer Scott (2) 205 (3) 159 3-4, set a new world's record for trotting stallions of 1:57 1-4, displacing the former record of 1:58 1-4 made by Lee Axworthy.

The Directors of the United States Trotting Association have awarded some drastic penalties recently... Roland Larock, Lewiston, Maine, is denied admission to any harness race track or grounds under the jurisdiction of the United States Trotting Association for practices detrimental to the best interests of harness horse racing. Raymond Peterson, Cumberland, Maine, is suspended driving thirty days and his license revoked, while another driver in Ohio is suspended for the season.

The rules of the parent harness horse association and the stern discipline which it can impose on its officials is gleaned from the above. Its officials have power to expect for life those who break certain of

its rules. In common with baseball and some other sports harness horse racing has a code that will be lived up to and certain infractions are very severely punished.

Those who believe that at certain big time meetings in the United States the starter has a cunch and that everything goes nicely, would be very much enlightened if they would read "The Old Story," by John Hervey, which appears in Hoofbeats for October. It appears that in the recent Hibernian stake race at Goshen, N. Y., the starter had a very difficult time getting the horses away and a number of people have written to Mr. Hervey complaining about the starting evil there and at other tracks. Mr. Hervey blames it on the fact that "this is a free country and resistance to authority is not only right, but a duty," according to some peoples ideas. "Now, in political theory this is an impregnable position," which any man who aspires to freedom should be willing to die to maintain.

"But, on the other hand, when carried to extremes does every-day affairs it can and often produces the most incongruous and often incredible conditions. This being due to the confused thinking which identifies with oppression and discipline with coercion. One of the outstanding features of harness racing, as I have always pointed out, has been the obstinate disposition of some of the horsemen and their unwillingness to submit to the discipline absolutely necessary to produce the greatest racing of the greatest number." After continuing at length to discuss these consequences of this peculiarity of certain peoples' dispositions, Mr. Hervey asks the question, "Is there a remedy?" and answers, "There certainly is. Only one word is necessary—it is discipline. That and only that! And until it rules, the title of these remarks will still apply."

At the Freyburg, Maine, races last week six drivers were painfully injured, their horses were piled in a heap and suffered cuts and bruises, several stables were demolished and an unidentified woman received a broken leg in a pile-up. In the last heat of the 2:07 pacing race at the West Oxford Agricultural Fair, the pacer Mr. Signal, owned by Mr. Churen of Hudson, N.Y., and driven by his son, fell in the first round of the half-mile track, stumbled and went down. He was in third place. Five horses and their drivers piled on top of him and he was unable to get up. The driver, Guy Brook, a chestnut gelding owned by A. S. Pratt of Great Barrington, Mass., and driven by Pratt, struggled and was unable to get up animals, men and stables and ran wild around the course. An unidentified woman was climbing over the infield fence when the running horse went past and her excitement she slipped, fell on the track and broke her leg. In the mix up driver Churen was rendered unconscious and other drivers suffered cuts and bruises.

Walker Cox, noted race driver of years ago, did not attend the Lexington races this season. It was the first time in nearly forty years. Age and the loss of his wife a few years ago has slowed up the once great driver.

At the Pomona, California, races September 22nd, the 210 pace, purse \$1,450, was won by bay gelding Walter F. 202 1-4, time 2:06 2-4, 2:06 3-4, 2:07 1-4. He headed a high class field including the mid-western pacer Dan Grattan 201 1-4 that won the third heat. Walter F. is owned by Walter S. Foulger of Mercede, California, formerly of New London where he was the spark plug of the New London Racing Club for years.

Bridgewater races last week ended up in spectacular fashion with the trotter Watchin by Volio, mile reducing his record from 2:11 to 2:07, which is within one-half second of the Maritime record for trotters held by Peter Pokey 206 2-4. Peter Pokey was sired by Captain Anthony 207 1-4 and was bred by Hedley T. Fulton, Upper Stew. In the same race, the record was made in the third heat of the Free For All Trot. He was driven by Billy Hood and owned by German Frank Adams, Halifax. In the same race June Evans won the first heat in 2:09 1-2, reducing her record by three-quarters of a second, her former record being 2:10 1-4, made over the North Sydney track Sept. 4th, 1940, and equalled at Bridgewater Oct. 2nd, 1940.

The 214 Trot and Pace was won by San Ton 208 in straight heats, driven by Johnny Conroy. Joe Dineah 213, Ducey Patch 4 and Time 213 1-4, 2:12. Peter Reamore equalled his record of 2:13 taken at Northam, while Dineah G. lowered her record by one second, taking a new record of 2:12.

The curtain was rung down on the racing scene at Bridgewater for the season of 1941. Now after a brief let down period horses will be prepared for the ice races which promise to be even more interesting this winter than last.

McNeil vs Greco Match postponed

HALIFAX, Oct. 10—(CP)—A welterweight boxing match between Ronnie McNeil of Glace Bay, N.S., and Johnny Greco of Montreal, scheduled for tonight, was postponed 24 hours today because information on Greco's record was filed belatedly with boxing commissioner J. T. Landry. The Commissioner at first called off the scrap because of lack of data on the Montrealer but later authorized it for (remorcw neg.) when the dop on Greco turned up during the dop.

Absence Of Conny Smythe About Only Change In This Year's Maple Leafs

TORONTO, Oct. 10—(CP)—In a downtown hotel room last Tuesday afternoon the Toronto Maple Leafs will gather for a feed and a lot of talk before starting to train. Talk to the second to be Gord Drillon, the Moncton, N.B., flash, or Syl Apps, the great centre half-dozen years the Leafs have been throwing the party. The major change in the Leaf set-up, of course, is the retirement of their firebrand leader, Conny Smythe, from the hockey scene to take up in the new war where he left off after the 1914-18 conflict. It's Ma) Conny Smythe now at the head of the 30th "Spartan Regiment" of the 7th Toronto Regiment. But as for the players, pretty much the same gang which bowed to Boston in the league final last season will be starting for the St. Catharines camp after the lunch. They'll be in charge of Happy Day, the coach, and Frank Selke, Smythe's right-hand man in filling in for the former team manager and general manager of Maple Leaf Gardens.

Most of the regulars are in town already, itching to get going on the start of the grind to the Stanley Cup showdown sometime next April. Most of the boys have been keeping sharp by playing softball and such during the summer. They're a capable squad. Day will be taking to St. Catharines and in

REMEMBER WHEN (By The Canadian Press) Jake Gaudaur, one of Canada's greatest scullers 50 years ago, died at his home near Orillia, Ont., five years ago today. He was world champion for five years and winner of scores of races. He was 79.

MOSCOW REPORTS (Continued from page 1) firmed manoeuvrability and power of counter-attack for the armies of the central front, which the Germans claim are pocketed and in process of annihilation. New Russian reverses were acknowledged, however, west and southwest of Moscow.

This was the panorama painted by the Red army on the ninth day of Hitler's greatest offensive—South of Moscow, the Orel sector. The Germans advanced the north half-mile track, stumbled and went down. He was in third place. Five horses and their drivers piled on top of him and he was unable to get up. The driver, Guy Brook, a chestnut gelding owned by A. S. Pratt of Great Barrington, Mass., and driven by Pratt, struggled and was unable to get up animals, men and stables and ran wild around the course. An unidentified woman was climbing over the infield fence when the running horse went past and her excitement she slipped, fell on the track and broke her leg. In the mix up driver Churen was rendered unconscious and other drivers suffered cuts and bruises.

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New York Rovers May Turn out Strong squad

WINNIPEG, Oct. 10—(CP)—Lester Patrick manager of New York Rovers of the National Hockey League, said today that he has selected a team that "will be one of the best squads in the New York Rovers' eight-year-old history, if we can get the players across the international border."

Patrick, declining to reveal the names of players picked for the Eastern United States amateur hockey league team, said the Rovers personnel depends on players receiving permission for passports from the War Services Boards of Manitoba and Saskatchewan. He said it would be unfair to name players approached until their military training status had been cleared up.

The Divisional War Services Boards of Manitoba and Saskatchewan have announced they will refuse passport authority to hockey players wishing to play this winter in the United States.

Patrick dismissed his eighth annual amateur school here today and announced the Rangers professional team will begin scrimmaging here next Monday.

AMERKS SIGN (By The Canadian Press) PORT ARTHUR, Oct. 10—(CP)—Mervyn (Red) Dutton manager of today that he has signed two Western Canada amateurs and five professionals to National Hockey League contracts.

The amateurs are Doug McPherson, former centre star with

Pro players Leaving for Training camps

KITCHENER, Ont., Oct. 10—(CP)—A party of five Kitchener hockey players, including the Boston Kraut line of Milt Schmidt, Bobby Bauer and Porky Dumart, will leave here next Wednesday for Hershey, Pa., training base of Boston Bruins of the National Hockey League.

The Krauts will take with them Dave Bauer, Bobby's younger brother and Clare Martin who performed on defence last year with Guelph in the Ontario Hockey Association's Junior A Division.

Ot Heller, New York Rangers defenceman, will leave tonight for Winnipeg. He will report at the Ranger camp Sunday.

Pat of the Boston Bruin players will start training at Hershey Monday and the remainder a week from Monday.

Schmidt, 23, and Dumart, 25, are within the age limits being called for military training and the possibility had been seen that they would be unable to play hockey in the United States this season.

The Edmonton Athletic Club Juniors and Harry Watson left wing ace with Saskatoon Quakers last spring. McPherson suffered a cracked wrist during a practice at Duttons amateur hockey school earlier this week but he will remain here for Americans training session, Dutton said.

Dutton declined to identify the professionals who had signed other than Fred Thurier, sharp-shooting forward purchased last season from Springfield Indians of the American League.

Fifteen of the Americans professionals have checked in and Dutton said veteran Hooley Smith is expected soon.

Saints With Inexperienced Team Clash For Football Crown This Afternoon

St. Dunstan's University football players leave this morning for Sackville where they will meet University of New Brunswick in the afternoon for the N.B.P.E.I. Intercollegiate rugby title.

It is a green and inexperienced squad that Rev. Walter McGuigan is taking across the Straits to contest the rugby title with college jags from the New Brunswick capital.

The St. Dunstan's coach only had five experienced men to start with. That was bad enough. But accidents have added to his difficulties and several promising young players have been declared unfit for competition as a result.

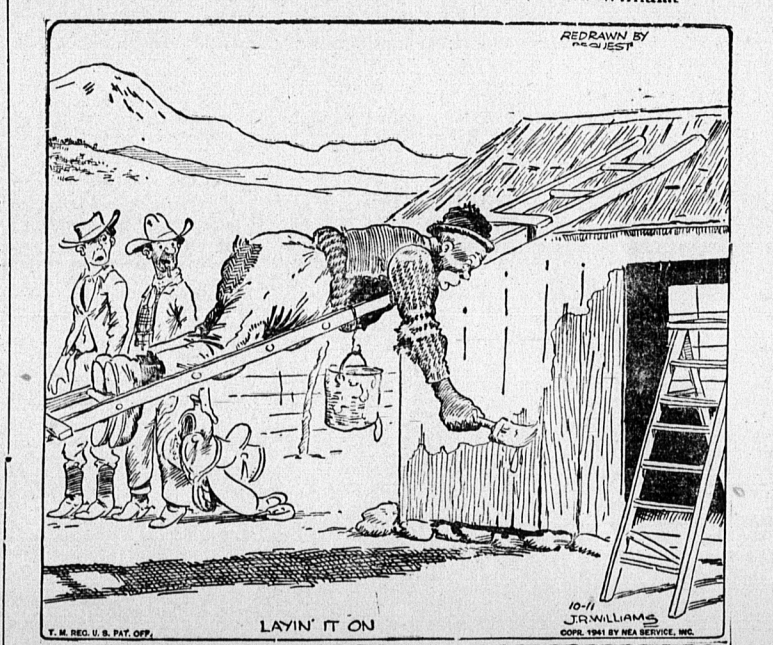
Dave McTague showed promise as a forward but Dave is out of competition with two cracked ribs. Ronan MacDonald is another boy who was showing promise up front, but an elbow injury put him out of the Intercollegiate game.

E. Cameron has been named tentatively to go into the game as a three-quarter against U.N.B. but he too has been handicapped. A kick on the back of his leg slowed him up but it is hoped that he will be in fair condition tomorrow.

Hubert O'Neil will be Saints' only man and will fill the full-back position at Sackville. Hubert played last year as a three quarter. Frank O'Neil, a freshman last year, is the keyman of the three halves of the team. With him are three youngsters who played on the third team a year ago, E. Cameron, H. O'Shea and A. McEntee.

The team with two years' experience, is playing at outside half or stand-off half, commonly known

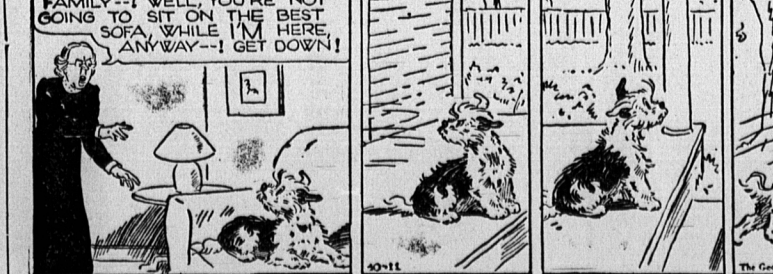
Minard's kills pain.



Thimble Theatre—Starring POPEYE



TIPPIE AND 'CAP' STUBBS



FILLIE THE TOILER — GOOD NIGHT!



By Edwin



By Westover



By Westover



By Westover

Will Duplicate Britain's Output of Cargo Ships

MONTREAL, Oct. 10—(CP)—Canada expects to duplicate Britain's 1942 output of cargo ships, Munitions Minister G. D. Howe said here today at the launching of the Fort Ville-Marie, first of 150 freighters ordered to be built in Dominion shipyards for the British Government. Designed to supplement the Empire's war-ravaged merchant fleets, the Fort Ville-Marie, 9,300 tons, is the largest ship ever built in Canada. One hundred and fifty steel vessels will follow her and already keels have been laid for 24 vessels of the Fort Ville-Marie design.