

Back Stretch

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ing down the stretch, Dora started to come through at the pole and driver Cameron appeared to close her off. Dr. Sharper finished third and Gladiola fourth. Driver Bouillier immediately got off the sulky and made a protest and the judges set Oakley H. back to last position. In the next heat the other drivers had forgotten about Sharper, he got away nicely on the third score and won the heat. The race was held over to the next day and Sharper at the pole won easily. A whole of a lot of money changed hands on that race—it was Sharper against the field.

The history of Dora is a rather interesting one, supplied us by Mr. McCurdy. Her full name was Dora E. L. and she was bred in Vienna, Austria. Her sire was the American standard bred stallion E. L. Robinson, that had been exported to Europe and her dam was Ida, by a Russian Orloff stallion. She raced through Europe as a three-year-old and was the European champion, winning all her starts and taking a record of 2:20 from a standing start. At the close of the racing season she was purchased by Walter Winans, a wealthy horseman of London, England. He was bent on making harness racing popular in England and had brought over quite a number of American performers.

Dora was gotten ready for a special Derby race which she won, taking a record of 2:12 from a standing start. The next year Dora was exported to the United States in the hope that she might out-foot the famous Uhan, then at the height of his trotting career. This she failed to do as all will remember Uhan made a world's record of 1:58 and remained the champion until displaced by Peter Manning 1:56 1/2. Shortly after that she was sent to the Old Glory Sale and purchased by Reg Corybett of Halifax, who placed her in the hands of his friend Frank Bouillier. After racing she was used as a carriage mare and saddle mare. She never used an overdraw and always wore a side check.

Around 1920 she was brought to the Agricultural College at Truro where Dr. Cumming, principal of the college, used her as a driving mare. Her first foal was a bay colt called Willie Hopp, which Mr. Corbett kept in the Frank Adams stable and he was raced by the late Bill Cummings. Mr. McCurdy took a fancy to her and made an arrangement with Mr. Corbett to keep her for the rest of her life. He said she was a very nervous and determined mare and had to be handled with kid gloves, but he would give a great deal to have one like her today, four years old. At a slow gait she ambled but when he picked her up she had a lovely trotting gait. She died

in 1927 at the age of 24. Mr. McCurdy raised Diamond Mac, a chestnut pacing mare, and Dora Mac, a trotter. Both took records of 2:16. Dora was bred again at the age of 24 but when six months along in foal she dropped dead with heart disease. Diamond Mac is the dam of Mac Fingo.

We had a visit from Laurie O'Brien of Lower Sackville, N.S., yesterday. He is making a business call to the Province. Laurie is the owner of Colleen Adam 2:12, winner of nine dashes last season, and Helen Budlong 2:14, winner of eight dashes and Our Guy 2:12, a new addition twelve years old by Direct Heir. This horse raced through Quebec and has a world of speed.

The annual meeting of the Prince Edward Island Harness Racing Circuit was held in the office of the Charlottetown Driving Park and Provincial Exhibition Association Monday afternoon, March 19th. Track secretaries, presidents or managers of Charlottetown, Summerside, Montague, Covehead, Parkview, St. Peters, Riverside, Kinkora and Springfield were present. The President, Col. D. A. MacKinnon was chairman and the secretary was E. Frank Acorn. A discussion took place regarding dates and the following were claimed:—Summerside, Dominion Day (July 2); Montague, July 11; Covehead, July 18; St. Peters, July 25; Covehead, August 1; Kinkora, August 8; Parkview, August 22; Sunny Green Acres, August 29; Riverside, Thanksgiving Day, Oct. 8. Several track members said they would like to have another day as they might run into bad weather on their first day and anyhow it was difficult to keep a track up on one day's racing.

At this point Director Frank Acorn of the Charlottetown Driving Park, said his Association intended to race Wednesday and Saturday nights throughout the season. An intimation of this had been previously sent by letter to managers Charles Willis of Covehead and George McIntyre of Montague, who were to be granted one Wednesday afternoon each. Director Acorn said that taking over Wednesdays was necessary to hold the horses here and to bring other horses from outside tracks to Charlottetown. The discussion got pretty general then with Harold Gaudet (Summerside), Leo Praught (Riverside), George McIntyre (Montague), Charles Willis (Covehead), Joseph Leslie (St. Peters), Amos Gallant (Parkview), Nelson Matheson (Sunny Green Acres) and Robert Shea (Kinkora), most of whom had been making use of Wednesday afternoons for many years, stating that taking over of that day by Charlottetown would put them out of business.

Colonel MacKinnon said that he regretted such a move as he believed it would not be in the interests of racing here and that it

would have a very serious effect in the future if the outlying tracks were forced to close up. Their meetings not only contributed to encouragement of racing and furnish an enjoyable outing to many people but they are the training grounds for most of the up and coming trotters and pacers. Dr. J. T. Lantz, President of the Charlottetown Driving Park, on being asked to speak, said that they were under great expense and that it was necessary to hold these Wednesday nights as well as Saturday night races in order to keep the plant in operation. All the track members spoke and with the exception of the Charlottetown officials, were unanimously against Charlottetown taking Wednesdays. It was finally decided to hold another meeting on Monday afternoon, March 26th, at four o'clock, when it was hoped that more consideration would be given to the country tracks.

Dates claimed by Charlottetown in addition to Wednesday and Saturday nights throughout the season are, opening night, June 23, nights of June 27 and June 30, also Wednesday night July 4, Festival Week, and Exhibition dates are August 13-18. Director Acorn also said that they were arranging for Labor Day and the following nights, with the Colt Futurity Stakes scheduled to be held then. He stated that his Association planned racing on Wednesday and Saturday nights through September and part of October but that purses might have to be cut.

The above track members were present at the meeting held Monday afternoon, March 26, and Director Frank Acorn, represented the Charlottetown Driving Park and Provincial Exhibition Association. He submitted a motion that had been passed at a meeting of his organization held March 21st, which read:—Charlottetown Driving Park and Provincial Exhibition Association—March 21, 1951. At a special meeting of the directors of the Charlottetown Driving Park and Provincial Exhibition Association on Wednesday, March 21, 1951, to discuss the proposition set forth by the track owners re dates for the Prince Edward Island circuit it was moved and passed unanimously that the Provincial Exhibition Association race all Wednesdays except July 11th, this held by Montague, July 25, held by St. Peters, August 1st, held by Covehead. This Association will race every Wednesday and Saturday nights, except the three Wednesdays stated above, and racing will be held in the weeks of the specified Wednesdays at the Association's track on Friday and Saturday nights. (Signed) E. Frank Acorn, Secretary Pro Tem.

This announcement was very disappointing as no provision had been made to give a meeting to Kinkora, Parkview or Sunny Green Acres. The former track had been

rebuilt at very considerable expense by two energetic young men last season and they had a very nice meeting, well attended and with good racing. They were planning to increase the stabling room and add other facilities that would put Kinkora on the map as having one of the best of the outlying tracks. The Parkview members had intimated that they would give a meeting as usual and requested a date and Mr. Matheson of Sunny Green Acres had also looked forward to one. Riverside had been taken care of as none of the members wished to race on Thanksgiving Day, October 8th. The unfairness of the set-up was pointed out to Director Frank Acorn, who said that "it was a case of the survival of the fittest." The meeting then broke up.

Track members got in touch with their representatives in the House of Assembly and it was hoped that an amendment could be attached to a bill that was going through providing for saliva tests at race tracks. Most of the members contacted were favorable to the claims of the country tracks, realizing that they have been the means of developing nearly all the trotters and pacers that have been bred in this Province for years and that if they were not accorded sufficient opportunity to race and support from the public, they would have to close up and the large number of foals that will be dropped this season—a conservative estimate is over 300—would be without training facilities for the future.

Great emphasis has been laid by the Exhibition Association on the bringing in of outside horses to make their night racing a success, but it is questionable if there is very much necessity for it this year as several horses have been brought in from the sale at Harriburg and elsewhere and with the large number that were green pacers and trotters last year and acquired quite good records, and the up and coming ones that will make their debut this year, there should be plenty providing the Association was satisfied to give the other member tracks at least one Wednesday afternoon each. It is regrettable, we feel sure, that the Prince Edward Island Harness Racing Circuit which was formed some twenty years ago and whose members have always managed to get along agreeably and have been extended help—much of it by the Exhibition Association—has arrived at the sorry state of affairs it is in now. We trust that all member tracks will manage in some way to maintain themselves this season with the hope that in 1952 a more satisfactory arrangement can be arrived at. We would like to correct Representative Phillips of O'Leary, who made a statement in the House that the United States Trotting Association set the dates. This is not so. The dates were set in all past years by the track members of the P.E.I. Harness Racing Circuit.

Hunters Corner

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tricts they display little fear of man and by their actions seem to realize that they are protected on their spring migration. Hungarian partridge have paired off, some as early as two weeks ago, but it will be late May or early June before serious housekeeping duties will be undertaken.

The ringing challenge of the cock pheasant can be heard in any district south and east of the City this spring. Both Huns and pheasants spent a good winter. There were two periods when trouble was on the verge of developing, but timely thaws saved the situation.

The new P.E.I. Fish and Game Protection Act is expected to be off the press this spring. It has been brought up to date and it is felt that no changes will be needed or contemplated for some years to

come. The new Game Act will be commented upon at a later date. Some changes were made in the old Act and new sections added.

New innovations include the prohibiting carrying a loaded firearm in, on, a car or other vehicle or discharging a firearm within a hundred yards of a dwelling without the consent of the owner. Making the carrying of a loaded shotgun in a car an offence under the Game Act was a timely move. It was nothing unusual to see cars driving slowly along country roads and lanes with the muzzles of shotguns protruding from the rear windows. Some hunters bank on getting their Huns that way. Carrying loaded shotguns in a car is a dangerous practice. Within the past two years several serious hunting accidents were narrowly averted as patched-up holes in the top or side of some cars testily.

For the information of young hunters, and others not so young, the Queen's County Branch of the P.E.I. Fish and Game Association is sponsoring another Crow Con-

test this season. A number of valuable prizes are offered and a far greater number of lesser prizes will be given than were put up last year. Now is the time to bait up and pick off the crows, especially if a snowfall covers up their food supply. Pack the feet in a jar and cover lightly with coarse salt. They'll keep indefinitely packed thusly.

Last year Pownal copped top honours. Ed Wood won the coveted Automatic with 357 pairs and Jack Worth, a next door neighbor, rang in for third place with a total of 303. Frank Longaphie, City, took second prize with a quota of 328. The two Pownal gunners turned in between them approximately one third of the total crow kill for the province. It is not known at time of writing whether or not either King's or Prince County have decided to enter. In any case Queen's is going ahead regardless of what action the sister counties take. Here's luck boys... go after the crows.

Sport Briefs

WILMINGTON, N.C., March 30 —(AP)—Marty Furgol was still front man, but he had company in Tommy Holt as the field today reached the halfway mark of the \$10,000 Azalea open golf tournament. Each had 139 for the 36 holes.

SARASOTA, Fla., March 30 —(AP)—New York Giants announced today they have optioned pitcher Frank Fanovich, 27-year-old southpaw, to the Ottawa club of the International League, a Giant farm.

SARASOTA, Fla., March 30 —(AP)—Boston Red Sox announced today pitcher Walter Masterson is leaving spring training camp for Boston where he will undergo treatment for a neck gland infection.

Advertisement for Ford's British-built cars. Includes text: "Lowest-cost driving I've ever known!" "My Prefect saves me hundreds of dollars every year, too!" and an image of a Ford Prefect 4-door sedan.

Advertisement for Charlottetown Driving Park and Provincial Exhibition Association. Announces dates for the 1951 season and estimated purse distribution of \$70,000. Includes details about entrance fees and racing events.

Advertisement for Ford's British-built cars. Lists prices for Prefect 4-door sedan (\$1444) and Anglia 2-door sedan (\$1324). Includes promotional text about lowest-priced new cars in Canada and coast-to-coast service.

Advertisement for Stewart Motors Ltd. and S. R. Johnston Ltd. Lists dealers for Ford and Monarch cars, including Brenton V. MacLean and F. Earle McDonald Ltd.