

Back Stretch

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159 1-4 and Princess Peg 200 3-4, all won the 3 year old division of the Kentucky Futurity. No other brood mare came close to such a record. The Marchioness and His Excellency 159 3-4, which she dropped in 1937, won the Hambletonian. Three of Margaret Arion's foals beat two minutes — Protector, The Marchioness and His Excellency, a record that put her in a tie with Miss Bertha Dillon and Even Song. Among Margaret Arion's other foals were: Prince John 203 1-2, The Duchess 203 1-2, Queen Victoria 204 1-2 and The Ambassador 202.

The ancient art of horseshoeing is being taught now at three colleges — Rutgers, California and Michigan State. Soon there will be more colleges conducting the 14 week course. Most of the old-time horseshoers have died. Few youngsters tried to replace them and the sport of harness horse racing was in a bad way — for lack of horseshoers. About half a dozen years or so ago, less than 4,000 trotters and pacers were campaigned annually. In 1947 the number was close to 9,000. Yet there were fewer horseshoers than back in 1940 and 1941. The man who owned a trotter or pacer who needed shoes in a hurry, was in a serious dilemma. G.I.'s returning from the war and seeking some trade or profession, which could be quickly learned, sensed the opportunity in horseshoeing. College were approached on the subject of introducing courses in horseshoeing. Three responded

quickly and it was discovered that youngsters could be adequately schooled in the fundamentals of horseshoeing within fourteen weeks.

As the young men are graduated, they are rushed into waiting jobs. There is a tremendous demand for horseshoers. It comes from practically every state in the Union, since harness horses are raced from coast to coast and from the Gulf to places across the Canadian border. Making shoes for harness horses differs from making those for thoroughbreds. The runners are fitted, as a rule, with small, thin plates, which can be manufactured in wholesale quantities. But the shoes for a harness horse must be made to order. The shoer studies the size and shape of the hooves of the trotter or pacer. He must know where to add extra weight, or calks, to prevent the harness horse from sprawling. One style of shoe that will suit a certain harness horse perfectly, might be all wrong for another and cause him to go into frequent breaks in his gait.

The tendency now is to make the horseshoes lighter and ever lighter. In the old days, a racing harness horse wore shoes of great weight. The immortal Goldsmith Maid was shod with shoes that weighed almost one pound each, and she was no exception. The thought then was that so much weight would cause horses to hold truly to their gait. It since has been proven that trotters can move along in a faultless way with six ounce shoes, and the present aim is to make them considerably lighter. The colleges which now are teaching horseshoeing, incline

to the theory that much can be taught to the embryo horseshoers which will be of benefit to the hooves of the horses and increase both the stoutness of their legs and also their speed on the tracks. It is quite likely that we are now nearing a revolutionary age in the harness horse sport, where speed and stamina are so vital and the likelihood exists that some spectacular things may come to pass as the result of this new and college-taught generation of smithies.

In Charlottetown most of our horsemen depend on Emmett Gallant and from now on he will be one of the busiest men in the Province and will use up between 3,000 and 4,000 shoes of various weights before the racing season closes. A guess is that he has 500 on hand and the next couple of weeks will be busy adding to that number in an endeavor to have at least 1,000 made when night racing starts.

For several years Ott Gallant, Emmet's brother, who can turn his hand to almost anything in the mechanical line, has been making racing carts, but just recently he has branched out and made a racing bike. It is 50 inches wide and the shafts are 87 inches long. They are made of the very best ash, carefully steamed and cured and the fittings — in fact every particle of the sulky — has been made by master craftsman Ott. It is finished in natural wood with pin striping to give a little more effect and the iron work is enameled in carmine red. The wheels were made by Bevan's Bike Shop and the whole set up is a credit to both these craftsmen. Ott's many friends among the horsemen hope that now he has been successful in this initial venture that he will broaden out into sulky manufacture. There are at least a dozen horsemen who would be glad to have him make one for them. The first goes to the writer of these notes who is looking forward to a ride on it when racing starts.

The many friends of Arthur Godkin, Charlottetown, will regret his death on Saturday. Mr. Godkin always had a great love for horses and was the owner of the famous pacer Moth Miller 217 1-4, and also that good Maritime trotter Harry S. 218 1-4. He also developed other favorites including Dusty Miller, and never lost interest in the sport.

To several valued correspondents who sent in material for this column which does not appear this week, the writer would like to explain that it was due to my being absent attending a meeting of the Executive of the U.S.T.A. at the Palmer House, Chicago. It was called for the purpose of deciding what action should be taken in view of the death of the late President, Mr. Henry Knaut. Secretary Frank Wiswall, who is a noted authority on law, stated that a provision had been made in the by-laws whereby the Vice President automatically takes on the duties of the President on his demise, and would remain acting President until a meeting of the whole directorate could be held and a vote taken. It was decided that this would be inconvenient and disturbing now and that the best arrangement would be for acting President and Vice President, Don R. Millar, to carry on as he is quite well qualified to handle any matters that come before him and also to look after headquarters.

Mr. Millar requested that one of the Executive be named to act in an advisory capacity with him and Lawrence B. Sheppard of Hanover Shoe Farms, the greatest breeding establishment in the United States, was unanimously chosen. Mr. Sheppard is a man of very sound judgment, a skilled amateur driver, a business man of high calibre and one who thoroughly understands all the necessary factors that enter into the running of a large enterprise like the U.S.T.A. The Executive will be on call also, their phone numbers having been taken and anything in any district requiring the president's attention can be looked into very quickly.

We were the guests of the Maywood Track officials for Wednesday evening. A nice dinner was served in the dining hall and from box seats we witnessed very good racing. I do not think the track is as well laid out or as good a track as Charlottetown. Of course there is much more accommodation and everything is on a very elaborate scale, the cost of the entire plant being well over \$1,000,000. The racing was not as exciting as one of our better nights here nor was the time any faster. Like Charlottetown the Maywood track has to cater to horses of different speeds and of course the idea is to have each class as evenly matched as possible. This particular evening the racing was not of that description except in two events and they were really worth watching. The heat hit Chicago one day in advance of Charlottetown and on Wednesday last it was 92. Air transportation took us there and back, leaving Friday morning at 5.30 and hitting Moncton Thursday night at 11.40, getting back on the early morning plane in time to be at the track to work a horse yesterday.

While the meeting of the U.S.T.A. was in progress Jim Crossett, the Publicity Director, brought in a news release that a former track operator in New York state had entered a suit against the Association for \$1,200,000. One of the Directors summed up the feelings of those present by stating that no matter what actions are taken against the U.S.T.A. the determination to keep the sport clean must be strictly observed.

CANADA'S COAT-OF-ARMS
The armorial bearings of the Dominion of Canada were authorized Nov. 21, 1921.

Hunters Corner

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The number of trout caught or the ducks or partridge brought to bag. Speaking of partridge reminded me of the Chukkers. I saw a pair a few days ago at Orwell. They were wild as hawks and ran along the edge of a cultivated field with unbelievable speed before taking to wing. In colour they resemble hen pheasants but there the resemblance ends. They run in a sort of zig-zag manner with their bodies held erect and short pointed tails sticking up. Their feet and legs are a bright red but one must view them at close range to observe this feature.

They take off very similar to the Hun and are extremely fast. Their wings make a drumming noise like those of the Huns when they flush wild. In flight they are hard to distinguish from Huns on wing and methinks on a covey rise mistakes in identity will be frequent. Standing in grass Chukkers could easily be mistaken for small hen pheasants. It is pleasing to see a new upland game bird with good prospects of becoming established in this province. This season hatch will indicate whether or not Chukker partridge will multiply to the extent that they will become legal game. If they take hold like the Huns it will only be a matter of a few years before an open season will be the order of the day.

Law abiding sportsmen have been greatly heartened at the stiff penalties recently handed out to spring goose shooters. Three were fined seventy dollars and costs last week and a fourth fined \$25.00 and costs and a 12 gauge double barrelled hammerless Belgian shotgun ordered forfeited to the Crown. It costs real money to replace a gun of this grade and it would be well for prospective game law violators to make note of this fact. A number of wildgeese were seized by R. C. M. Police officers during the month of May.

The birds, all last year goslings, weighed from six to seven and a half pounds each plucked and with head, wings and feet removed. Incidentally they were fat as butter.

Vancouver Awarded British Empire Games

VANCOUVER, May 26 — (CP) — Vancouver was awarded the 1954 British Empire Games over Montreal, Toronto and Hamilton because "we out-briefed them," Bob Osborne, president of the Amateur Athletic Association said. "We sold the voting committee," he explained, "by the evident fact that we, as a going community, were 100 per cent behind our offer. We have, in short, pledged the city to come through."

Osborne, athletic director at the University of British Columbia, was the guiding spirit behind Vancouver's brief. "I don't know how we are going to reach our promised objective," he said, "but there are numerous ways of raising money and I expect we will employ them all."

In the brief Vancouver pledged herself to offer a stadium, swimming pool and housing facilities for the thousands of athletes and spectators who are expected to attend the games.

Epsom Derby Field Cut To 26 Entries

LONDON, May 24 — (AP) — The field for Saturday's Derby at Epsom Downs was cut to 26 when the Gaekwar of Baroda today withdrew Princes Choice, a 100-to-1 shot. The Gaekwar will be represented by Babu's Pet, another 100-to-1 longshot.

but wildgoose at better than ten dollars per pound makes for pretty expensive eating. This is as it should be. Anyone who shoots game birds out of season is stealing from law abiding sportsmen as well as the abiding majority of the men and women in this country who do not hunt but who love our wildlife for its intrinsic value. A new era has dawned in respect to penalties imposed for game law violations.

Murph Chamberlain Looking For Job

MONTREAL, May 24 — (CP) — Murph Chamberlain, former male of Montreal's National Hockey League Canadiens who coached the Sydney, N.S., Millionaires to quarter-finals of the Allan Cup playoffs, is looking for a job. Murph, now a gentleman farmer, says he will not return to the Maritime senior club next year because it's too far from his nearby St. Sebastien, Que., farm. He denied rumors, however, that he had been named boss of Ottawa Senators of the Q.S.H.L.

Chief Steamship Inspector Named

OTTAWA, May 26 — (CP) — Appointment of Robert Chalmers Blyth, to the post of chief of the Steamship Inspection Service, Department of Transport, and chairman of the Board of Steamship Inspector was announced by Transport Minister Chevrier.

He has held the position of assistant chief of the Steamship Inspection Service since 1947 and the appointment fills the vacancy created by the recent death of F. A. Willsher. Native of Govan, Lanarkshire, Scotland, Mr. Blyth had extensive sea-faring experience as an engineer before joining the Department in 1921. He was steamship inspector at Collingwood, Ont., for a number of years prior to being transferred to Ottawa in 1937.

Tire Price Increase Is Announced

TORONTO, May 26 — (CP) — Goodyear Tire and Rubber Company of Canada, Ltd., announced price increases ranging from five to seven per cent on certain lines of tires and tubes. The increases are effective Friday, May 26. Company officials said the price hikes were necessitated by rising costs of essential materials, particularly crude rubber.

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