

Back Stretch

Continued from page 6

235,919, Maine \$224,740, Ohio 211,472, Delaware \$100,331 and Kentucky \$73,914. The 12th state, Florida, only got into harness racing this year with the opening of the Ponce de Leon Raceway north of St. Augustine.

The above from the New York Times and similar articles will give an idea of the hullabaloo kicked up by the death of one man at the polls. No doubt it will die off now that the elections are over. While all the preceding statements have reference to pari-mutuel betting on harness racing, far greater amounts are being bet on the runners in New York State and in several other states where such type of racing is legal. Of course the state gets its share every time and the tracks have to pay for the cost of plant, the big purses they put out and all other expenses. It boils down to the fact that only a few tracks are real money makers and they are located in the large centres.

One of the best friends of harness racing in this city has left us to take a position as manager of the Canadian National Hotel in St. John's, Newfoundland. Mr. Gordon Foster who for several years has been manager of the Charlottetown Hotel, made a host of friends while here in that capacity and all deeply regret his leaving, but are pleased with his promotion. Our horsemen friends in Newfoundland if they decide to rebuild their race track and feature events there, will find Mr. and Mrs. Foster greatly interested. Mr. and Mrs. Foster were mostly accompanied by guests on their travels and many of these people witnessed harness racing for the first time and thereby greater interest was created in the sport. In his capacity as manager of the hotel Mr. Foster's retentive memory for faces and his happy and sincere greeting did much to make that hotel the popular hostelry it is. We wish him and his wife and family the best of health and prosperity in their new environment.

George R. MacDonald, one of our own Islanders now located in Boston, Mass., and a visitor here around here quite a bit and recent year, has sent us a clipping from the Stoneham, Mass. press of

recent date. The article tells the story of Prof. A. A. Rhuland, the celebrated horse trainer that arrived at Stoneham, Mass. when a village some fifty years ago and gave an exhibition of training a horse and educating a colt. He announced that his method was easily understood. "There was no drugging. Every man can learn the secret and therefore master the most vicious horse and teach him to be docile in a few weeks. Every horse can be taught to stand still at the appearance of a train. Therefore it would be advisable to farmers to learn the proper knowledge of training their horses and by so doing save many a fine carriage or a nice sleigh from demolition." The Professor's son, Robert Rhuland, is now a farmer in the vicinity of Stoneham and one of the men present at the demonstrations by Prof. Rhuland fifty years ago was Fred Churchill, now 94 years old and the only racing man left from the gentry who indulged in the sport of horse racing about half a century ago at Stoneham.

He bought his first horse in 1876 for \$35, and gradually increased the number until he had a livery stable of 35 horses in Melrose, Mass. He owned and drove quite a number of race horses over the ice and at the smaller tracks. Since then great changes have taken place. Gone are those pleasant farms and the horse fanciers also have departed. There remains only Fred Churchill and Professor Rhuland's farm occupied by his son, A. A. Rhuland. Getting back to Prof. Rhuland and his method of breaking horses there is no question but that he was tops in that line. He developed a method of breaking spirited horses from the bit and bridle. One example quoted was a mare owned by Jim Latta that no one could ride and had broken more carriages and caused more damage than any other horse in the country until Prof. Rhuland took charge. That was after Jim Latta's mare went over a stone wall, shattering it. She was broken to pieces of kindling wood. After five weeks under Prof. Rhuland's care Jim Latta's mare no longer kicked the stars out of the sky, and Jim used to put on his silk hat and good clothes to drive to church.

The writer as a young boy was around horses quite a bit and remembers the time a professor

whose name I cannot recall, came to Souris East and gave demonstrations of what he could do with unbroken and unmanageable horses. Horses were brought in from several parts of the country and stabled at the barn near the house where I was living. The professor would shoe everybody anyway, close the doors and go into the fractious horse's stall for a few minutes, put a bridle on the animal and bring it out apparently quite conquered. There was no question about his methods, they were successful but we never knew just what the horses acted like after they were turned back to the owners. In the early 1890's and previously quite a number of gypsy horse traders came to the province and they too seemed to have the art of subduing the fractious horses. As a boy at Hughes' drug store we were called on quite often to supply them with Oil of Rhodium, and we believe it was that oil which the gypsy had on his hand and rubbed over the horse's nose that had the quieting effect. The same oil was also used for baiting traps and tiny little vials containing about sixty drops were sold for a dollar.

Racing is still going strong in the Pine Tree circuit in Maine and if the weather remains good it will continue possibly until mid-November with Lewiston and Cumberland to provide the final racing of the year. By many this season is considered one of the best and certainly the best for late campaigning in several years in the potato state. Now that the damage has been assessed the recent fire at Richelieu Park Raceway on the outskirts of Montreal is considered one of the worst that ever hit harness racing. No less than 23 horses were destroyed, five of the eight stables, the entire grandstand and the pari-mutuel department. Hardest hit was Vic Lutman of Toronto, who lost all of his six-horse stable. Others whose losses were extreme were Bill Harvey who shipped from Foxboro to Richelieu. Some effort has been made at Blue Bonnets to help the horsemen but it would take a lot of money to make up for their losses.

One of the most popular horsemen in the mid-west died recently in the person of Theophilus A. Hill of Sandusky, Ohio. The day previous to his death he saw his pacer Theo. A. Abbe 2:01 2-5 win the Free For All Pace at Lancaster, Ohio. Mr. Hill had been racing horses for upwards of forty years. His fastest performer was Theo. Guy 2:00. For many years his stable was campaigned by the late Hump Morrison and Ernie McCarue and the writer has seen Hump very well in our campaigns at Dufferin track and Mount Clements. Ernie will recall El Verao 2:06 very well and probably others that I have forgotten.

Algiers 1:58 4-5, one of the best bred horses in the world and one of the greatest race horses of his day, is now the sole property of Gainesway Farm, Lexington, Kentucky. Clarence Gaines having purchased the half interest previously held by Walnut Hall Farm. When he was sold to them in 1947 they paid \$70,000 but he hasn't proved the success in the stud that was hoped for and the average of his get this season was in the vicinity of \$2500. Perhaps in the new environment and with access to differently bred mares he may become a splendid sire. On the other hand the pacer King's Counsel 1:58 is doing real well in the stud at Gainesway Farm. Just recently at a record meet in Springfield, Ill. the two-year-old by him, City Counsel, took a record of 2:02 3-5.

Maritime horses continue to win a good share of the racing honors at Blue Bonnets track, Montreal. Here are the results since our last Back Stretch—Third race, C Pace: Futuramic (J. MacDonald) 1, time 2:24 1-5. Owner, Syl Phalen, Sydney; 6th race, C Pace: Globetrotter (R. MacDonald) 1, owner Harry Hirsch, Sydney; Volon (D. Ratchford) 3, owner R. Jabalee, North Sydney. Time, 2:30 4-5; 9th race, C Pace: Ohio Hal (J. MacDonald) 1, time 2:23 3-5, owner, Sydney Sporting Club. Fourth Race, CC Pace: Prince Mapicroft (W. Carroll) 2, time 2:15 4-5, owner R. J. Logue; 6th race, CC Pace: Crusader Chief (W. Lewis) 3, time 2:17 4-5, owner, A. L. Cadogan, Glace Bay; Sixth Race, CC Trot: Flaxcott (R. MacDonald) 2, time 2:11 4-5, owner, P. J. Odegan, Glace Bay; 7th Race, C Pace: Miss Judy Hal (W. Lewis) 3, time 2:14 3-5, owner, William Young, Little Bras d'Or; CC Pace: Vanguard (D. Johnston) 2, time 2:06 1-5, owner, Duncan A. MacDonald, Sydney; Seventh Race, C Pace: Volon (D. Ratchford) 1, time 2:16, owner Richard Jabalee. Third Race, C Trot: Loretta Lee (W. Lewis) 2, time 2:20, owner, Angus Morrison, Glace Bay; 5th Race, CC Pace: Vanguard (D. Johnston) 1, time 1:57 4-5, owner, Duncan A. MacDonald; 7th Race, CC Pace: Prince Mapicroft (W. Carroll) 1, time 2:13 4-5, owner, R. J. Logue; 8th Race, CC Pace: (Vanguard (D. Johnston) 1, time 2:13, owner, Harry Hirsch.

Glancing over the above you will note that Cape Breton owned horses with Cape Breton drivers won nine firsts, four seconds and four thirds in a week's racing at Blue Bonnets. We consider it more than a good showing, in fact it really surprised us when we made up the totals. Our congratulations to both owners and drivers, which we are sure will be voiced by all Maritimers.

Agricultural Conference At Ottawa Nov. 23

OTTAWA, (CP)—The farmer's "parliament" opens a three-day annual session here Nov. 23. This will mark the 15th annual meeting of the federal-provincial agricultural conference—a time when the farmer's problems are thoroughly examined and an attempt made to forecast what lies ahead. Agricultural Minister Gardiner will attend, along with provincial agricultural ministers, their deputies and a host of officials, along with representatives of the Canadian Federation of Agriculture. They will probe into Canada's grain problems, examine the wheat storage situation, add up to the farmer's income and find out how he stands in the economy and likely express some outspoken views of federal policy. Chairman will be A. M. Shaw, chairman of the federal price-support board and veteran farm expert who has presided at all previous conference meetings.

Hunters Corner

Continued from page 6

closed in from all sides. A Cooper's hawk, on silent wings, darted through the spruce spires; a blue jay disturbed from its roost, a blue candle that momentarily lighted the gloom, flicked across an opening and vanished in the shadows. Minutes later the November night, dark, damp and silent, closed in . . .

Duck hunters view with jaundiced eye the immense "rafts" of close packed black ducks that lie well out in our bays and estuaries. They feed, rest or allow themselves to be rocked to sleep by the undulating tide as the spirit moves them. Gunners are wishing for rough snow squalls and winds of gale force to break up the concentrations. There is no scarcity of black ducks at present but not many are being bagged by hunters. For some reason best known to themselves the blacks continue to move to salt water the last week in September. Whether this procedure will become a habit remains to be seen and their actions in this regard will be watched closely next year.

Wildgeese rank top priority on the hunter's list. Some flocks continue to patronize stubble fields but the bulk of the birds appear to favour the wet grass beds. May be for the rough weather sets in the off shore concentrations will break up. Geese appear to get the breaks on many occasions. Whether its because the hunters are thrown off balance by the approach of a flock or as the old saying goes they have "the luck of the Irish" is the question. Methinks it's a mixture of both.

Last week four hunters rigged out in a stubble field for geese. A two-hour wait with nothing to show for it was too much for two of the quartette and they moved out of the blind and hid themselves to the shelter of a nearby wood. Suddenly the two hunters who remained in the blind were awakened from a doze by a flock that waited silently in from behind. The first intimation they had that geese were near was the rushing beat of wings close overhead and big black and white birds were a few feet above the stool of decoys. "Let them light, let them light!" cautioned one. The old gander must have heard the whispered instructions for the flock had barely touched the stubble with their toes then they were off again. Hurled, disconcerted shots rang out and one goose dropped back to the ground. This bird started to flap off and our two worthies in their haste to crawl through a barbed wire fence got hopelessly entangled in the barbs . . . and the goose became airborne once more and escaped. "That's the way to do it boys... box yourselves in behind barbed wire."

ARE YOU SAVING ENOUGH TO SEE THEM THROUGH? THE MUTUAL LIFE ASSURANCE COMPANY OF CANADA For Low Cost Life Insurance ESTABLISHED 1869 HEAD OFFICE WATERLOO, ONTARIO SEE YOUR LOCAL REPRESENTATIVE

Branch Office Bank of Nova Scotia Bldg., Charlottetown, P. E. I. George K. McKnight, Branch Manager. Representatives: J. E. Devine, Charlottetown, P. E. I. Clifford O. Ellis, O'Leary, P. E. I. E. H. Monkley, Summerside Raymond Gallant, Rustico, P. E. I. John E. Cook, Belle River, P. E. I. John W. Crosby, Cornwall, P. E. I.

GIGANTIC SALE OF BRAND NEW 1953 Pontiac, Buick, Vauxhall Cars and GMC Trucks AT ALLISON MacLEOD HERE IS YOUR CHANCE TO SAVE REAL MONEY Allison MacLeod is selling out his complete stock of New 1953 Pontiac, Vauxhall, Buick Cars and GMC Trucks. Bargains such as these have never been offered here before . . . at any time, by anyone.

SALE FOR ONE WEEK ONLY SAVE MONEY HIGHEST TRADE ALLOWANCE IN TOWN SAVE ON NEW CARS AND TRUCKS 1953 Pontiac DeLuxe Sedan, dusk grey, conditionaire heater and defroster, anti-freeze. Serial 3206937704. 1953 Pontiac Pathfinder 2-door Sedan, dusk gray, DeLuxe interior, wintertized. Serial 3221-137864. 1953 Buick DeLuxe 4-door Sedan, dynaflo, heater and defroster, shade lite glass, radio, anti-freeze. Serial 3436-9D08396. 1953 Pontiac Pathfinder 4-door Sedan, DeLuxe interior, wintertized, conditionaire heater and defroster. Serial 3226938199. 1953 Vauxhall 4-cylinder salon, metallic oak green with heater, wintertized. Serial EIX 306-20. 1953 Pontiac DeLuxe 2-door Sedan, linden green, conditionaire, heater and defroster, anti-freeze. Serial 132-01130344. 1953 Pontiac Laurentian Sedan, two-tone paint, shade-lite glass, conditionaire heater, wintertized. Serial 3206-9D29812. 1953 Buick DeLuxe sedan, two-tone paint, underseat heater and defroster, shade-lite glass, special upholstery, Dynaflo. Serial 3436-9D08213. 1953 Vauxhall 6-cylinder Salon, heater and defroster, grey paint, metallic, anti-freeze, Serial EIP 46194. 1953 Pontiac Laurentian Sedan, POWER STEERING, two-tone paint, shade-lite glass, conditionaire heater, wintertized. Serial 3206-9D34219. 1953 GMC Pickup Delivery, mud tires, heavy springs, heater and defroster, dual horns. Serial 3931409-599. 1953 GMC Pickup Delivery, DeLuxe cab, mud tires, heavy duty springs, dual horns, anti-freeze. Serial 393140-9734. 1953 GMC One-ton Chassis and cab, 700: 17 6-ply front, 700x17 8-ply rear, heater and defroster. Serial 3943-310837. 1953 Pontiac Pathfinder 4-door Sedan, DeLuxe finish, POWER STEERING, anti-freeze. Serial 3226939473. EVERY UNIT BACKED BY GENERAL MOTORS FAMOUS NEW CAR GUARANTEE TREMENDOUS SAVINGS BEST DEAL YOU HAVE EVER BEEN OFFERED 1/2 HOUR DELIVERY

Cars and Trucks can be financed on GMAC Plan—Your present car will probably cover Down Payment. Allison MacLeod Pontiac, Buick, Vauxhall Cars GMC Trucks 126 Cumberland St. Dial 7364 - 7365

For INSURANCE SEE Maritime Life TODAY Maximum Protection Minimum Cost HEAD OFFICE: HALIFAX, N.S. R. E. HART, Branch Manager, 55 Grafton St. Charlottetown, P. E. I.

WORK WITH YOUR PRESENT HOME Do Inside Remodeling NOW There are many ways to increase the resale value of your home, and to add to its beauty, comfort, and livability with a well planned remodeling program. Come in or phone us for details. DO IT YOURSELF! Plans are yours for the asking. Bathroom With the many new, economical materials available you can glamorize your old bathroom at surprisingly low prices. Kitchen The kitchen is one of the most used rooms in the home. It is also one of the most important. Modernize your kitchen now. Attic Room Convert that unused attic into a comfortable extra room. You will be amazed at the low cost. Flooring Change the whole atmosphere of your home for the better with the new decorative wood floorings now available at low cost. JUST ARRIVED FROM THE WEST COAST Fir Plywood — Fir Finish and Doors Phone your Orders to: Kensington 10; Summerside 2265; Charlottetown 7315 THE HOME OF A Complete Building Service M. F. SCHURMAN CO. LIMITED KENSINGTON - SUMMERSIDE - CHARLOTTETOWN

CUT OUT THIS CLIPPING AS A REMINDER TO SAVE MONEY OUR PRICES FOR THE COMING WINTER SEASON WILL NOT CHANGE New Recap Mud & Snow Tires 600 x 16 \$ 9.95 650 x 16 \$11.95 670 x 15 \$10.95 650 x 15 \$10.95 710 x 15 \$12.45 760 x 15 \$13.95 (Shipped C. O. D. Collect) GLENDALE O K RUBBER WELDERS 1287 Weston Road, Toronto, Ont.