

back stretch

and that day he stepped a mile in 2:21 1/2. Mr. Sanders after this exhibition of speed asked...

"After about three weeks I gave him miles from 3:00 to 2:40, five hours twice a week. One day Mr. Sanders phoned that there would be one more matinee and he would like me to start the colt. It was to be held the last of September...

Mr. Sanders continued with Uhljan, postponing everyone by the hour, with which he would trot a fast mile over any kind of a surface. Finally at Columbus, Ohio, he was offered a purse to beat 2:03 1/2 and he went to the half in 1:02 1/4 and trotted the last half in a minute. He could have beaten 2:00 easily that day. He was booked to do that at Lexington in the United States...

Other horses owned by Mr. Billings that were trained by Doc Tanner included the very flighty and erratic trotter Lou Dillon, that was bred in California and took a record of 1:58 1/2. Major Delmar 1:59 3/4, William 1:58 1/2. The Harvester, for whom he paid \$31,000, the Monk 2:05 3/4, Charlie Mitchell 2:04 1/4 and many others. It was Uhljan that replaced Lou Dillon as the trotting champion with his mile in 1:58 at Lexington in the fall of 1912. He was a magnificent horse in action and not only held records to sulky but also to wagon. His mile in 2:00 at that time of vehicle, driven by Mr. Billings at North Randall, Ohio, still stands as a record. In addition to racing in the United States, just for the fun of it Mr. Billings took his stable of trotters to Russia and raced over the great speedway in St. Petersburg, where the czar and the nobility, who were very fond of trotters and had large breeding stables, admired Mr. Billings' horses very much and presented numerous beautiful gifts for their exhibits of speed against the best Orloff trotters then racing.

J. P. Keough of Cape Traverse was a visitor to our office a few days ago and received a warm greeting. He is a friend of long standing and one of the best authorities on race horses in Prince County. Mr. Keough has seen all the top trotters and pacers of the long ago and was a great friend of the late Jack Irving, whose exploits as trainer and reinsman will be long remembered. One of Mr. Keough's particular favorites was the pacer Colonel Aubrey 2:10 1/4, that but for an accident would have taken a record close to 2:00. When Colonel Aubrey was about twenty years old he passed into Mr. Keough's hands and we enjoyed hearing him tell about some brushes that he gave him which electrified the company he had in his sleigh. The day that Colonel Aubrey took his record was a very cold one in October with a 25-mile an hour gale blowing and his last half was stepped in 1:03 with the last quarter better than 31 seconds. We made the mile of our lives when we didn't take him to the ice races that year as we are quite sure that he would have set up a new world's ice record. The colt was bred and owned by James O'Brien, Elmsdale, who has never ceased since in bringing in star pacers such as Lee-Nightmare 2:10 1/5, Jerry's night more 2:09 and many others.

Willis Reid of Harvest Melody 2:10 1/4 fame, has written us from St. John's, Nfld., stating that harness racing is pretty well through here as there is no suitable track and therefore there is not sufficient public interest displayed. He writes that John O'Driscoll has sold Colonel Looker 2:07 2/5, formerly owned by Sammy Kennedy, and of course as our readers know, Mr. Reid has disposed of his last remaining horse, the pacer John D., to Sidney Stead. One of the first horses that Mr. Reid owned was Prosecurer, by Preceptor, that he bought in 1906. He had raced in New Glasgow as a 3-year-old in 1903 and took a mark of 2:19 there. Thanks to Willis, and kindest regards to John O'Driscoll, Gordon Foster and other friends.

Meadows, Calif. leads off as mentioned before, Feb. 12 to March 15; March 12 of April 7, Santa Anita, Arcadia, Calif.; March 17 to April 23, Magnolia Park, New Orleans, La.; April 1 to August 13, Roosevelt Raceway, Westbury, N. Y.; April 15 to June 4, Maywood Park, Maywood, Ill. Then racing dates continue right up to the October 12 when Hollywood Park, Inglewood, Calif. takes over with racing to November 19. Then, of course, there are the smaller track meetings not under the lights and races at state fairs. All in all harness racing seems to be growing increasingly popular both in Canada and the United States and a great effort will be made to have a night racing plant established in Ontario.

Our good friend J. R. MacKinnon of St. John's, writes us: "You will recall our Canada some days ago when Lou Najac's name was brought up and you wished to know if Lou was still numbered among those present. I wrote to friends in Providence, R. I. and received the enclosed clippings, which show that Lou is still doing business at the old stand. He is on the news staff of the Journal Publishing Company, Providence, R. I., of which James Darke is circulation manager. He is a son of the late Joseph Darke of Charlestown, who held the rank of Major in the artillery, and was employed at Rogers Hardware Co. for several years." Many will remember the very popular Major Joe Darke, who commanded the 8th Battery at Charlottetown when it was tops in Canada and during the war was stationed at Sydney with an artillery unit. Joe was a great football player and quite active as an athlete, taking part in inter-Maritime meets at Charlottetown and Moncton. His specialty was shotputting. The clippings were shotputting. The Harvester Horse Gossip, by Lou Najac, and spoke of the doings of the top drivers such as Billy Haughton, who won more than \$1,100,000 in the last three years, the Gray brothers, Fred and George, and a score card containing an account of the races at Fredericton the previous day. They were sent to him by Mrs. John Keenan of Edmundston, N. B. It was an afternoon's racing that went down in history because of the fact that Walter Dale, bay gelding by Abdonia record of 2:04, Sullivan & Mahwinney, Machias, Maine, paced to a new Canadian record for half-mile tracks when he breezed down the double oval of the Fredericton trotting park in 2:02 1/2, smashing the 11-year-old Dominion record of 2:04 1/4 made by Guess Work at Fredericton in 1926. Harry Clukey, who drove Walter Dale to the track and Dominion record, captured the \$200 Fredericton Exhibition prize offered to the driver that would break the track record.

Prior to the record made by Guess Work it was Single G, driven by Ed Allen that set the Fredericton mark in 1923 - 2:04 3/4. Bessie McKillop equalled that mark in 1925 and in 1927 Ruby P. Abdonia made in the same time and Janette Royal also stepped in 2:04 1/2 in 1927 and Billy Strathmore equalled it in 1933. Guess Work's record of 2:04 1/4 was made against time and she was paced by a car. In addition to Walter Dale two other Maine owned horses were winners that afternoon in 1937. Faro (Donally) copped the 2:17 pace with 1-1-3, Volrida (Clukey) 2-3-1. The 2:18 trot was won by Calumet Coburn, driven by Roy Barnett, in straight heats, best time 2:11 1/2. The summary of the Junior Free for All was - Walter Dale (Clukey) 1-1-1, Signal Senator (Sweeney) 2-3-2, Marjorie M. (Jabalee) 3-2-3, Peter Magnus (Wright) 4-4-4. Time 2:07 1/2, 2:02 1/2, 2:06 1/4.

Walter Dale's time remained as Canadian pacing record on half-mile tracks until August 7, 1954, when in the \$6,000 Free For All Pace raced at Woodbine, Toronto, a new mark was set up. Here is the summary of the top two horses - Egan Grattan 2-1, Argeel Grattan 1-5. Time, 2:02 1/5.

THE P.E.I. REGT. (17 RECCE)

Final Pay Parade for All Ranks of the P. E. I. Regt. (17 Recce) for the Year 1954 will be held as follows: HQ Sqn—Ordnance Compound—Sunday 13 March '55 at 1400 hrs. Band—Armouries—Sunday 13 March '55 at 1500 hrs. "A" Sqn — Ordnance Compound—Monday 14 March '55 at 1930 hrs. "B" Sqn — Montague Armoury—Thursday 17 March '55 at 1930 hrs. "C" Sqn—(Summerside Armoury)—Tuesday 15 March '55 at 1930 hrs. (Kensington Hq.)—Tuesday 15 March '55 at 2045 hrs. Dress: Berets, Battle Dress, Web-Belts, Boots & Puttees. (A. H. PEAKE), Lt.-Col. Commanding Officer.

2:04. Egan Grattan was owned and driven by D. Campbell. Ailsa Craig, Ont. Figuring out the difference between the fifth of a second in Egan Grattan's time and the half a second in Walter Dale's time, we find that in feet measurements Egan would be leading by 13 feet. Egan Grattan has been a sensational horse the past two seasons, with total winnings of \$44,301.25, \$24,392 of that was won as a 3-year-old.

Referring again to that September, 1937, race meeting in Fredericton on September 17 Walter Dale won the Free For All Pace in straight heats, Tracey Hanover 2-2-2, Marjorie M. 4-3-4, Peter Goward 3-4-5, Bud Wenger 5-5-3. Time, 2:05 1/5, 2:06 2/5. Another winner there the same day was Millie Kalmuck with 1-1-1, Star Dillon, the Montague owned trotter, 3-2-2. Time, 2:12 1/2, 2:12 3/4, 2:13 1/2. Winning driver and owner was Willard Kelly, Southport, P. E. I.

We are grateful for the kind remembrance shown by Mrs. Marjorie Spruhan, (nee Marjorie Cameron) of Natick, Mass., for a clipping from the New York Times similar to the one we published last week entitled, Nobody Asks Whether Horses Want To Go South. Marjorie was a great lover of horses and never missed a race if she could possibly be present. She inherited that love from her father, who owned horses that led the street racing horses and were victors on the ice in the years gone by.

And now we hear from James L. Read, one of the best posted horsemen in the Maritimes, whose excellent memory can recall racing events at Charlottetown, Amherst, Halifax and other Maritime tracks over sixty years ago. Our friend J. L. is enjoying a well earned retirement and is looking hopefully forward to the \$70,000 1955 race program which Carl MacKenzie, Manager of Truro Raceway published in his paper last Saturday.

Last week we had a letter from one of our oldest friends, Charlie Sweet, Glace Bay, N. S., and he informed us that he had met with a very unfortunate accident last year at Old Home Week in Charlottetown. We have the same hope, Charlie, and will be delighted to find that you have fully recovered from that nasty accident. Years ago Charlie was considered one of the best trainers and drivers in the Maritimes. He hung up track records and had wins with pacers and trotters alike. Here is just a sample taken from a clipping in the late Charlie Large's book. Sydney, N. S., June, 1922. The new season was well racing at the Sydney track was a complete success, a large crowd being present and the racing exceptionally good. Pacing the first half of the first heat in 1:05 and the first half of the second heat in 1:05 1/2, White Sox 2:03 1/2, driven by Charlie Sweet, defeated the Cape Breton champion The Ghost 2:08 1/4 in straight heats. The Ghost was 2-3, Dick C. 4-2, Tommy D. 3-4. Time, 2:15 1/4, 2:14 3/4—mighty fast time for this season of the year. At Glace Bay, N. S., May 24, a crowd of nearly 3,000 eager racing fans enjoyed three good races at the Black Diamond track. Free For All Mixed, White Sox (Sweet) 1-1-4-4-1, Tommy D. 2-2-1-3-3, four other starters, best time 1:06 1/2. The 2:27 class mixed was won by College Hal (Sweet) with 1-1-1, best time 1:13 1/2. These are typical of Charlie's racing days and will be remembered by many readers of this column.

Mr. and Mrs. Sam Kennedy of Charlottetown, returned this week from a very pleasant trip to Toronto. While there they visited Dufferin race track and saw several Maritimers including Rennie MacDonald and Worrall Lewis of Cape Breton. Rennie has fifteen horses under his care and he has Pat McKenna with him and Pat has Prince Maplecraft and June Bee as two of his special charges. Sam purchased the good pacer Sean B. Lee 7, 2:09 1/5, nine-year-old bay mare by Corporal Lee that last year won \$2,047.50 and is eligible to the 2:16 class.

SPICY PLANT Wild ginger plants, a spring perennial, grow in damp wooded areas from New Brunswick to Manitoba.

Hunter's Corner

it in the back of the Police car. By the time we got to Hillsboro Street the windows were rolled down. WHEW! At this moment the Constable at Headquarters spoke over the 'Intercom System' 'Did you get the skunk?' 'Sure' answered Johnny 'can't you smell it?' 'No' was the reply and we wondered why. At this stage the boys were worried. 'I wonder if we stepped in it' said one. 'What have you fellows got to worry about?' was my comment 'I'm supposed to crawl back into bed again with my wife?' They told me in the morning that the smell evaporated after I took the trap from the car.

I did some heavy thinking in the backyard after I got the trap cashed away. I tried to sniff myself all over but got nowhere. Skunk scent, if its heavy enough, acts as a sort of anesthetic after you inhale it for a time. You get to imagine you smell as sweet as a rose. I wasn't displeased. I knew from previous experiences with skunks and I remembered what Matt Hagan told me. Years ago he and another young blood were driving a spirited trotter in a rubber tired wagon on their way to call on a couple of girl friends and ran over a skunk on the road.

The odor pretty near lifted them off the seat but after they drove a mile it seemed to disappear. They both got out of the wagon and took turns sniffing each other and each gave the other a clean bill of health. Just to be on the safe side they decided to call on Matt's Sister who lived nearby and spend a few moments chatting. If she made no comment they figured it would be safe to meet their dates and go into a bar. They tied the man in the yard and the lady of the house met them in the front hall. They inquired: 'Where's X?' 'Just as the wagon drove into the yard he smelled skunk awful strong and went out to have a look.' 'That's as far as she got...' just threw her arms in the air and screamed: 'Oooo I think he's in the house now!' They found out all they wanted to know. Their dates would have to wait another night. I was taking no chances and doused myself liberally with Bay Rum before edging under the covers as quiet as a burglar. There was no comment for which I was truly thankful. I had had enough for one night.

The next morning I thought I might as well face the music and called on the lady who had the skunk under her kitchen and explained what I thought had happened. She was very gracious about it and I told her I'd try a different approach to the skunk problem. She told me she was upstairs getting ready to retire when she heard the clatter of the trap. She rushed to the kitchen and looked out the window to quote her own words: 'The skunk was turning cart-wheels in the yard and smellin' something awful.' 'The kids in the neighborhood were really interested in me. A gang followed me into the yard, at a respectful distance of course. Ellis the Hangman couldn't have created more curiosity.

I didn't want the skunk, with the white epaulettes on his shoulders, to have the last laugh so I rigged up a rather cumbersome wooden trap known as a Figure 4. The next morning I had him and was he in a fighting mood! The man of the house told me it got in about 6:30 a.m. and when he went to have a look he was bouncing the top half six inches off the trap platform. If he had not placed a tire on top the skunk would probably have tipped it back on the hinges and escaped. I have handled a lot of skunks in my time and never knew one to spray in a box trap. I wasn't too sure of this one before I got the box stowed in the trunk compartment of the car. He attacked me to a fairly heavy gas attack but so long as he didn't give me the real McCoy I didn't mind. On a quiet road, with no houses nearby, I stood upwind of the trap and flipped back the top section. A white striped nose peeked around one corner and a pair of beady, piggyish eyes gave me the once over. I really believe he had notion of giving me a touch but discretion proved the better part of valour and he took to the ditch. When he was a safe distance the Winchester spoke her little piece and his family problems were over. I dug a hole in a snow bank as his resting for the time being. He'll get a decent burial later for I imagine he was quite a Character in the skunk world.

Millvale Races

The Millvale Driving Club held the second race of the season, with a large crowd of spectators watching some very good racing on the Millvale Speed Way. The results were as follows: For-For-All Chappells Pride (R. Folland) 1 2 1 Wizz Over (with Weeks) 2 1 2 Tommy Shanter (A. Parsons) 2 3 1 Diane Clegg (S. Corbet) 3 2 2 Peters' Pet (P. Buchanan) 2 1 2 Siskoo's Girl, owned by K. Duggan, driven by (E. Parsons) 1 2 1 Officials: Starter: K. Duggan. Judges: S. Stewart, J. MacLeod, and J. Smith. Announcer: John Keir.

Leaves For Mexican Games

AUGUSTA, Ga. (AP)—Louise Suggs shaved a stroke off par Thursday with a 71 in a glittering opening bid to defend her women's titleholders golf championship. The Sea Island, Ga., professional, who won last year's tournament with a record-breaking 29, grabbed the first round lead by one stroke from fellow-Georgian Miss Lena Faulk of Thomasville. Mary Faulk, former national amateur champion who turned pro six weeks ago, matched par and fired a rare eagle two on the 16th hole. Jackie Pung, husky Hawaiian housewife who won the Jacksonville Open last Monday, finished third with a 73, one stroke ahead of pretty Marilyn Smith of Wichita, Kan.

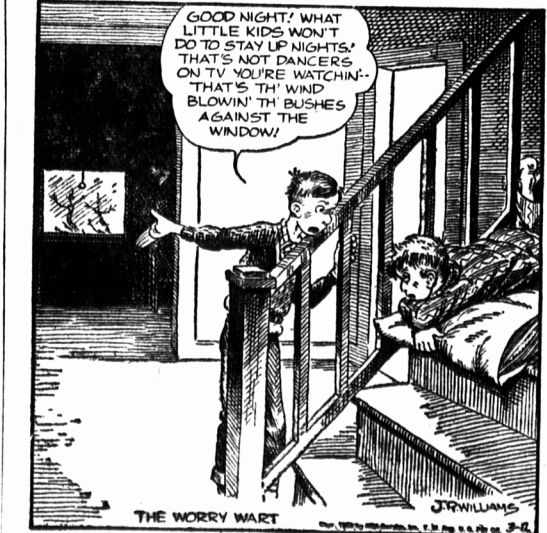
Boxer Named In Damage Suit

PHILADELPHIA (AP)—Middleweight boxer Joey Giardello and two of his friends were named defendants Thursday in a \$25,000 damage suit. Howard Short, gas station attendant, seeks damages for injuries alleged to have been suffered in a brawl in which Giardello and the other two, Victor Mariani and Joseph Bonadies, participated last Oct. 29. The three are slated to go on trial on assault charges Monday.

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Out Our Way By J. R. Williams



Our Boarding House Major Hoople



Advertisement for Schurman's Kitchen Remodeling. Title: 'A Kitchen Is A Woman's Home'. Subtitle: 'WHY NOT REMODEL YOUR KITCHEN TO MAKE IT MORE CONVENIENT - MORE ATTRACTIVE BRIGHTER AND EASIER TO WORK IN'. Features: PAINT (Sherwin-Williams Multi-Colored Kem-Glo), MILLWORK (Custom made Drawers, Cupboard Doors, Bread Boards, Ironing Boards), COUNTER-TABLE TOPS (Excitingly new Curvatop Arborite), BOXER NAMED IN DAMAGE SUIT (Joey Giardello). Includes a list of 'YOUR LUMBER NUMBERS' for Kensington, Summerside, and Charlottetown.

Advertisement for Buick cars. Title: 'No other gas pedal gets action like this!'. Features: 'THIS PEDAL does more than just feed gas to an eager and high-powered V8 engine.' 'When you give it the extra nudge that moves it beyond the full throttle position, something happens that never happened before in an automobile.' 'You hear a businesslike purr, which tells you that twenty power vanes, deep inside the 1955 Dynaflo Drive, have changed their pitch—just like the variable pitch propellers on a modern airliner.' 'And with the same result in the way you get-up-and-go, with a safety-surge of power for pulling out of a tight spot on the highway.' 'Words can't describe it. It's a new sensation—something you simply must try for yourself.' 'There's nothing like it on the 1955 new-car horizon.' 'Fact is, there's a lot to see at your Buick dealer's.' 'There's fresh new styling. There's higher horsepower in every Buick V8 engine. There's a new Airpower carburetor. And there's good old-fashioned integrity in every nut, bolt and rivet. But, this year, don't simply make a visit to the showroom where these trim and thrilling new beauties are on display. The smart thing to do—if you want to know what's what in new automobiles—is to get behind the wheel of a 1955 Buick and drive it. How about doing that soon?' 'Standard on Roadmaster, optional on extra cost on other Series.' 'WHEN BETTER AUTOMOBILES ARE BUILT BUICK WILL BUILD THEM.' 'Buick Power Hits New Peaks! 236 hp IN THE ROADMASTER, 236 hp IN THE SUPER, 236 hp IN THE CENTURY, 188 hp IN THE SPECIAL — and all with better gas mileage to boot!' 'Thrill of the year is BUICK A GENERAL MOTORS VALUE' 'ALLISON MacLEOD 126 Cumberland Street DIAL 7364'