

SENATE BILL NO. 310

AN ACT to add a new section to Article 78B of the Annotated Code of Maryland (1947 Supplement), title "Racing Commission", said new section to be known as Section 7A and to follow immediately after Section 7 of said Article 78B, providing for additional racing days to the Maryland State Fair and Southern Maryland Agricultural Association.

SENATE BILL NO. 388

AN ACT to repeal and re-enact, with amendments, Section 17 of Article 78B of the Annotated Code of Maryland (1947 Supplement), title "Racing Commission", relating to trotting and pacing races, so as to provide a minimum number of racing days at each track, to authorize the transfer of the place of holding race meetings, and to designate certain licenses and the location of their tracks.

These three measures, considered in combination, would effect a net increase of thirty days in allowable racing dates in Maryland, raising the total to two hundred and eighty authorized days.

Under Senate Bill No. 310, twenty additional days would be granted to mile tracks, raising the total to a hundred and twenty days for this category of racing, and the legislation makes it mandatory that the Commission grant ten additional days each to the Laurel and Bowie tracks.

Senate Bill No. 388 would have the effect of limiting the number of harness race tracks to four by providing for the allowance of an additional five days of racing, or twenty-five days to each track licensed in apportioning the one hundred authorized days of this type of racing. Its immediate effect would be an increase of fifteen days of operation for the three tracks presently licensed.

Senate Bill No. 256 would increase by ten days the racing at half-mile tracks by allowing each of the five licensed an additional two days, or a total of twelve, each year.

These measures must be considered together for their effect on the overall racing picture in the State in its relation to the revenues derived therefrom by the State.

In its final form, Senate Bill No. 310 is the outgrowth of the proposal that the Pimlico track be authorized to consolidate with the Laurel track and, on the basis of fifty days operation a year at the latter site, the construction of a modern racing plant at the Laurel location.

The proposal was made on the ground that such a modern plant, if constructed, and located mid-way between the metropolitan centers of Baltimore and Washington, would guar-