



SPORTING NEWS

Sussex Track To Be Scene Of Harness Meeting Wednesday After Lapse Of 27 Years

By PAT POWER

Nels Whitlock and Jack McCourt continue to hold primacy to their lead in the doubles harness tournament being played at the Brighton Horse Club courts and according to opinions expressed they are being regarded as likely winners of the first round in the fight for the J. R. Williams Trophy.

But Nels and Jack still have a tough row to hoe, present indications are that a second round will be played and it is a safe bet that the remainder of the teams entered will be out gunning for the scraps of the two surprise leaders to date in the race.

With local sport news very scarce action being confined almost entirely to football and horse racing it might be said to take a week into some of the doings of the Major Leagues. Although sports fans here are far removed from the scene nevertheless it is surprising the amount of interest that is taken in different teams by baseball lovers.

First thing of interest we noted was the recent breaking of a 33 year old record by Ray Mueller of the Cincinnati Reds. Record breaking is by no means an unusual feat in the Big Leagues but this was noteworthy due to the fact that the previous mark was held by a Canadian, one of the few Canadians to gain major league greatness.

It was again back in 1909 that George "Mooney" Gibson of London, Ont., caught 132 consecutive games for the old Pittsburgh Pirates. And for 45 years now he has watched the big league backstops fall to equal it. Until along comes Mueller to equal the old record.

Mueller started on his stretch on July 31, 1943, working regularly each day in one of the toughest spots of them all. His chore has probably been more difficult than that of Gibson for the reason that he has worked the doubleheader. This alone the Cincinnati catcher has been behind the bat for 127 win bills.

Mueller's record - equalling achievement yesterday is a reminder that Cincinnati players have a reputation for their durability. There is the case of big Frank McCormick, the Reds' first sacker, who is still locked on to one of the "Iron Men" of baseball, despite the fact that two years ago he lost his chance to set a National League record for regular duty.

McCormick probably never would have equalled the feats of the old Lou Gehrig. But after joining the Reds as a regular in 1936 he had amassed a string of 622 consecutive games as first base when a back injury put him on the side lines. It ruined his ambition to top the National record set by the old Pittsburgh first sacker, Gus Suhr, who played 822 games in a row for the Pirates.

However, it will only take a few more games before McCormick has played 1,000 games for the Reds. But even then he won't be doing anything unusual for a Cincinnati ball player. Eddie Borch, Heinie Groh, Ernie Lombardi, Ivy Wingo and Tommy Corcoran all topped the 1,000 mark in the past 35 members of the Cincinnati team.

For many years baseball followers have been talking about the "Big Red Sox" Jimmy Fox, better known as Mr. Double X, whose great deeds with the bluegeans made him famous with the Philadelphia Athletics and later with Boston Red Sox Jimmy joined the ranks of the Chicago Cubs two years ago in what was termed as a comeback effort, but was unable to gain a place as a regular this season. Recently the Cubs announced that his playing days were through, but his name was not erased from the roster entirely as he will remain as coach and catcher in the bullpen. He started at third base a few times in the early stages of this year's race, but had to make way for younger players. He is 36 years old.

Chief specialist Freddie "Red" Cochrane of the Navy, world welterweight champion, braced his elbows on the bar and said, "The war ends within a reasonable time, the big-name sports guys who went into the services will be able to return operations in big-time fashion when peace comes, because most of them are keeping in perfect shape."

"The red-headed, square-jawed Irish lad, who never drinks anything stronger than 'sandy water' leaned his elbows on the bar of his own cocktail lounge—middle-aged and Newark—as he chatted. At 29, he looked surprisingly fit-hard and dynamic.

"I'm in pretty good shape," he admitted with a shrug. "I weigh only 148 pounds. That's just two

Harness racing enthusiasts from Sussex and the surrounding districts will, after a lapse of twenty-seven years, again have the opportunity of seeing the "sport of kings" when the newly-formed Sussex Driving Club will hold their initial meet on Wednesday, July 12th, commencing at 2 p.m. with a slate of well known horses from Saint John, Moncton, Wickham, Sussex, Amherst, and River Hebert, N. S.

The following horses are expected to compete in the Free-For-All class: Lew McKinney, 2:01 1-2 (Geo. Gay, Moncton); Bonnie Boy, 2:06 1-2 (F. Coates and A. Bragg, Amherst); Rhea Mays, 2:04 1-2 (F. Coates and A. Bragg, Amherst); Eunice L., 2:07 (H. Armstrong, East Saint John); 2:08 1-2 (Kilpatrick Brothers, Saint John).

The horses from outside points entering in the classifieds are: 2:15 (Patricia, River Hebert, N. S.); Bright Spot (Coates and Bragg, Amherst); Zena Direct (F. Hennessy, River Hebert, N. S.); Calumet June (Harry Wilbur, Moncton); Previous (H. Wilbur, Moncton); Sweet Marie Lee, and Lulu Axworthy (Lee Jones, Wickham); together with several other well known horses from Saint John.

The initial start will be at 2 p.m. and the race will be on the same track that Peter Parren broke the track record at 2:07 in the Free-For-All class against such old favorites as White Sox and Fern Hall.

The members of the Sussex Driving Club are to be congratulated on their initiative and successful efforts in making it possible for Sussex and Kings County to have the pleasure of watching harness racing in their own backyard.

Montague Races Promise Very Keen Competition

Featuring five classes Montague horse races always one of the best of the kind in the Maritime Provinces. The racing season of the Island circuit is scheduled for tomorrow afternoon with new performers and also well-known campaigners. The five-class card promises to give race-goers one of the best afternoons of the year in the history of the Montague races.

In the 2:14 pace Giltline, the pacer who caught the fancy of the big attendance at Summerside will set his first real test when competing against Jean Henley, Jane Henley, and several other well known entries. The race will be a close one and finishes should be exciting.

The 2:27 trot with eight entries, the 2:27 pace and the 2:27 pace featuring the first start of The Baron, owned by Ralph Carey of Fort Fairfield, Maine and the 2:27 pace with another seven entries will provide a card that will be well above the standard of the annual Montague race meet.

Remember When

Don Bradman, great Australian batsman, made a record score of 334 in Australia test match cricket 144 runs ago today at Leeds, England. He was 34 runs behind his mark when he was out by Len Hutton of England who scored 144 runs. Bradman's mark is still the best test match score for an Australian.

more than when I entered the Navy. Life in the service keeps a man in good condition. Of course, I'm not sharp. I'll need three or four tune-up bouts, at least, to sharpen up—before I defend the title. Then I'll defend against anybody—against the best fighter who can draw the most money.

It was surprising to hear Red Cochrane talking about money. The medium of exchange that apparently never interested him when he was brand new champion of the world when he won the title from Fritz Zivic at Newark on July 29, 1941—when he took himself to buy a pub with his meagre earnings that he kept them in groceries while he has been in the service. He hasn't kept them in the style that Freddie wanted.

"I wish the war would end tomorrow," says champion Fred, "so I could go to the 147 pound crown and who garnered less than a total of \$15,000 for non-title bouts with Lew Jenkins and Fritz Zivic and charity draws with Garvey Young and Bobby Britton, when in service."

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Sulky Racing Due for Post-War Popularity

If there's a silver lining to be found in the current retreating of gasoline and tires, and the dramatic comeback of "Old Dobbin," trust the sulky racing enthusiasts of America to find it.

With the national re-discovery of the horse, "trotting" men are looking forward to an even more widespread interest in the century-old American sport at the war's end. And their optimism is furthered by the fact that one of the year's most important motion pictures, "Home in Indiana," which the 20th-Century-Fox has filmed in Technicolor, from the Saturday Evening Post serial, "The Phantom Filly," by George Agnew Chamberlain, opens Thursday at the Prince Edward Theatre.

From the first a typically American sport, sulky racing has been moving to the oval tracks of the United States in the past few years. In the United States, the sulky racing has been moving to the oval tracks of the United States in the past few years. In the United States, the sulky racing has been moving to the oval tracks of the United States in the past few years.

No fair in this complete without the "trot." In many states the trotting races are held without sulky racing. The handling of the high-spirited, standard bred trotters is the task of the veteran drivers of the nation, who are seen handling the reins of champion trotters, sending their horses through to the wire.

Among these is Ben White who is 72, and one of the four-time winners of the Hambletonian, the "Old Boy" of the "trotting" races. White drove "Wolo Song" to win in 1943, at the famous race in Goshen, N. Y. Another star in the trotting game also playing a role as a driver in the film is Harry Fitzpatrick, the top driver in the win column in the nation during the 1943 season. In the picture, Fitzpatrick drives "Joan Spencer," owned by R. C. Alexander of Chateaufort, N. Y. During the regular season "Fitz" handles "King's Counsel," champion pacer of the nation, a horse recently purchased by L. J. Baker of St. Charles, Ill. who also owns "Greyhound" world record holder of the trotting game.

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Casualties And Survivors In M. T. B. Sinking

OTTAWA, July 10 (CP) — Two men have been killed in the sinking of a motor torpedo boat off the coast of France which carried 100 men, including the Royal Canadian Navy's official casualty list from the action.

One man was listed as seriously wounded and five others as surviving.

Following is the list:

Killed On War Service: Ashmore, George Alfred, AB, Lachine, Que.; Grant, George William, OS, Prince George, B. C.

Missing On War Service: Killam, David, Lieut, D. S. C., Vancouver; Button, Edmund Arthur, Stoker (first class), West Kildonan, Man.; George, Douglas, motor mechanic, Wolfville, N. S.; Hartley, John Stephenson, Stoker (first class), Ashmont, Alta.; Hunt, Howard Alfred, Lieut., Toronto.

Seriously Wounded On War Service: Lay, Maurice Eldon Graham, AB, Cedarvale, B. C.

Survivors: Allingham, John Edward, AB, McAdam, N. B.; Costello, Maurice Martin Gilbert, OS, Joseph Costello (father), 10 Bayfield St., Charlottetown; Letters, John, OS, Toronto; Rousseau, Andre, Joseph Jacques, OS, Montreal; Durnell, Phillip Alexander, OS, Orillia, Ont.

High Class Live Stock Purchases

Mr. Duncan Coffin and son, Bay Fortune, purchased a very high class yearling Ayshire heifer from a MacRae and sons, under the purchase bonus policy. Under the same policy Mr. Lloyd Robbins, Ulg., purchased a good heifer calf from Ings and son, Bay Fortune.

Mr. Walter Mullen, Bedford, has purchased an aged breeding boar from Charles Stead, Jr., Bay Fortune. This animal has received considerable prominence in the past two years due to the very high percentage of Grade "A" hogs in his progeny. Mr. Stead has purchased this animal by a young boar selected from the herd of Frank MacAulay, Souris.

60,000 Ft For Overseas

On the reinforcement situation Col. Ralston told the House today that the number of reinforcements expected to be sent to the front in the next few weeks is 60,000 men. He said that the reinforcements are being sent to the front in the next few weeks.

Charges Inequality

Soon after Col. Ralston finished John Diefenbaker (PC-Lake Centre) returned to the attack with a charge that the call-up regulations were enforced inequitably as between different parts of Canada. He quoted figures to show that 95,000 on operational duties in the overseas army, however, would be a better army if kept 100 per cent volunteers.

General Praises Canadian Soldiers

By Ross Munro

WITH THE CANADIANS ON THE CAEN FRONT (CP-Cable) — The Canadian general commanding all Canadian troops in the Caen area, Gen. G. G. Simcoe, has praised the Canadian soldiers who have fought so bravely in the Caen area.

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FOR THE BEST SMOKES—ROLL'EM WITH VOGUE CIGARETTE TOBACCO

Use Vogue Cigarette Papers - Double Automatic Booklet

Atlantic Service Operated By T. C. A.

Says Call-Up In Quebec Same As Elsewhere

OTTAWA, July 10 — In 96 crossings of the Atlantic, Trans-Canada Air Lines, in the Canadian Government's wartime trans-Atlantic service have rushed approximately 80,000 letters to and from the forces overseas. With four aircraft in service and three round trips now made each week between Montreal and the United Kingdom, according to H.J. Symington, C.M.G., K.C., president of T.C.A. Five aircraft, all but one built in Canada, will be in operation this summer. Flights are made direct between Montreal and Scotland without intermediate stops, and the distance, 3,100 statute miles, has been covered in little more than 11 hours.

The service was designed by the government primarily to speed mails for the Canadian forces overseas, but other freight is carried, parcels and equipment of importance to the war effort. No fare-paying passengers are transported but official passengers are sometimes carried. These, designated by the Department of Transport, are in the office of the Canadian High Commissioner in Great Britain, are representatives of government departments, ranking military and technical staffs and others travelling on urgent war business. At the request of and for the Canadian Government Transport Corporation, T.C.A. has undertaken this wartime operation, its crews augmented by R.C.A.F. personnel.

Modification of the official aircraft are the responsibility of T.C.A. engineering staff, at Montreal, also engaged in conversion, servicing and maintenance of military aircraft used in the return ferry service of the British Overseas Airways Corporation.

Trans-Canada's participation in trans-Atlantic flying began seven years ago, when the air line handled the Canadian mail service for Imperial Airways, now B.O.A.C.

The present trans-Atlantic service operated by T.C.A. for the government was inaugurated on July 22, 1943, with the first east-bound flight by Capt. R.F. George, pilot of the T.C.A. plane which was later operations manager for the air line. The first west-bound flight, July 24, was piloted by Capt. R.F. George, pilot of the T.C.A. plane which was later operations superintendent for the Atlantic service.

Godbout Says Reports Of Speech Were Not Correct

QUEBEC, July 10 (CP) — Premier Godbout, told tonight that Labor Minister Mitchell had said in the House of Commons that statements regarding the call-up regulations with fact, said: "I do not remember having said anything about desertion. I am not reporting me correctly or else I was carried beyond what I actually wanted to say and my words did not reflect my thoughts."

Following debate in the Commons today based on press reports that the government had decided to report me correctly or else I was carried beyond what I actually wanted to say and my words did not reflect my thoughts.

German Snipers Hide In Shattered Houses In Caen

By WILLIAM STEWART

WITH THE CANADIANS ON THE CAEN FRONT (CP-Cable) — German snipers are still hiding among the shattered buildings and in the rubble-heaps of Caen but the city is firmly held by Canadian and British troops who thrust their way in Sunday.

The snipers represent the last bit of enemy resistance in the Caen area, which used to be a treasure-spot of Norman art but has suffered heavily in the battle of Normandy.

The main enemy forces are across the river Orne, beyond the severely-wrecked northern part of the city through which the Canadian and British troops advanced practically crushed the German line on Sunday.

Today the city and the remnants of its population, some of whom were killed and wounded by bombing and shelling, are being evacuated to other parts of the Caen area.

The city is a wreck, though some of its historic monuments have escaped comparatively lightly and have provided shelter for the French people who have stuck it out.

Bears are known to suffer from arthritis.

This War—Four Years Ago

JULY 11, 1940—Twenty-three Nazi planes destroyed during raids over England. Col. E. W.