

Back Stretch

(Continued from Page 6)

Large Farm terminated in 1904 and he then opened a public stable which was soon filled with horses that won a great share of the big events on the Grand Circuit and elsewhere. In January, 1908, August Uhlein, a wealthy brewer of Milwaukee, gave him a big, unbroken three-year-old colt. The horse was named "The Harvester" and was paid \$40,000 for him to Wainwright Hall Farm. That season he won all his races and he also won all his races except one in 1909 and lowered the world's record for trotting stallions to 2:01. This made him the most talked of horse in the world. After another successful racing season he was sold to C. K. G. Billings for \$50,000. When Mr. Billings visited Europe some years afterwards with his stable, The Harvester was so greatly admired after a performance on the track at Moscow, Russia, that an offer of \$60,000 was tendered for him and refused.

To enumerate the horses that Mr. Geers had success with would take pages but we must refer to the pacer Direct Hal which he won a lot of races with, gave a record of 2:04 and is the grandsire of Napoleon Direct, that Geers bred, owned and raced to a record of 1:59 1/2. He was the only pacer in history to take the measure of Single G. in a series of contests and he became the sire of Billy Direct 1:53, the world's champion pacer. In his later years Mr. Geers also drove Single G. and set a world's record for divided heats pacer in Ohio in 1916. Miss Harris M. won the first heat in 1:58 1/2, which is still a world's race record for mares. Single G., with Geers up, won the next two and race in 1:59 1/2, 1:59 1/2.

In the years 1922-1924 he continued his driving mostly to exhibition miles. With the trotter Peter

Manning 1:56 1/2 he set a new world's record for trotters over a half-mile track of 201. That was just a few weeks before his death. Another horse he gave exhibitions with was Sinaro 1:56 1/2, a free-legged pacer. Geers never would drive a hopped pacer. He was known as "the Silent Man from Tennessee" because he had very little to say on or off the track and he had some mysterious way of communicating his thoughts to his horse. Hundreds who watched him in close finishes stated that they never saw him move a muscle but the horse would respond with a mighty burst just at the required time. That he was one of the greatest drivers and trainers the world has ever known is not an extravagant statement.

His death came in a driving accident in a race at Wheeling, West Virginia, Sept. 3, 1924. The mare he was up behind, My Lady Guy, broke and stumbled and threw Geers with terrific impact to the track. The sulky and another horse passed over his chest and he never recovered consciousness. A magnificent monument stands in his memory at Columbia, Tennessee, erected with funds obtained by popular subscription.

Secretary-Treasurer W. G. Gillespie, Box 306, Charlottetown, is mailing programs of the 19th annual colt stakes to horsemen throughout the Maritimes. These are open to two-year-old trotters, two-year-old pacers, three-year-old trotters, three-year-old pacers, four-year-old trotters, four-year-old pacers, and nominations close March 1st. Any colt bred or foaled in the Maritimes is eligible. We feel certain that this year's response will break all records. The President, Dr. R. F. Seaman and Secretary Gillespie deserve great credit for their efforts to encourage the development of Maritime bred trotters and pacers.

Dr. George Bishop who arrived here in 1943 and in a very short

time by his good work in connection with horses, cattle, poultry and foxes, made countless friends, left for his new home in Lexington, Kentucky, early this week. There he will be on the staff of Drs. Hagyard and Hagyard, the most outstanding veterinarians in Kentucky. Prior to his departure he was entertained by many friends who in no uncertain manner showed the regret they felt at his leaving. They realized, however, that the opportunities for advancement in his new position were exceptional. The Doctor has asked us through this column to thank all livestock breeders and all other contacts he has made since coming here, for their many expressions of regret and goodwill towards him. He believes that nowhere could he have made so many friends or met so many fine people and that the decision to leave here was the hardest one he was ever called upon to make.

Angie Allen, well known Maritime driver, paid a brief visit to Charlottetown this week and met with a hearty reception from his many friends. Angie was on his way to Lachute, Quebec, where he will be assistant trainer to Del McTavish, who was leading driver at Saratoga Raceway last season. Mr. McTavish has been exceptionally successful with high-spirited horses that other trainers could not get along with and has gathered a very strong stable to race the coming season. In addition to night racing it is probable that he will take a fling at the Grand Circuit. We and all other friends of Angie wish him the best of success in his new field of endeavor and also Del McTavish, who is highly regarded by friends he has here. Angie we may state, was the 29th on the list of drivers making over 100 starts and less than 200 over U.S.T.A. tracks in 1950. His percentage was .404.

Hunters Corner

(Continued from Page 6)

spruce thickets. This lad was an old buck sitting on his hunkers at the edge of a large aspen... he looked as large as a sheep... a friend of mine in Charlottetown had asked me to fetch him home a rabbit so I said to myself: "Here's where he gets a rabbit stew" I dropped on one knee and levelled the Bolt Action single shot 22. There was just a CLICK—the sharp frost that had settled in with the coming night had congealed the oil around the firing pin. Brer Rabbit hitched himself up a notch higher but still sat tight. A second try brought the same empty click.

I sat on my hunkers and removed the bolt. I blew my breath around the pin and inserted a fresh shell in the chamber. By this time Mr. Rabbit was standing up so high I almost imagined I saw him giving his belt a hitch. Strange as it may sound I was beginning to feel a warm spot in my heart for the cute little rascal and felt a glow of relief when the cartridge again failed to explode. I stood up and waved to him: "So long partner I hope you have an interesting night... and watch out for owls" I left him there still sitting pretty and wondering about this strange two-legged creature that was so interesting. Art King is still waiting for his rabbit.

To my mind the winter pastime of snaring rabbits is going to be the last straw that broke the camel's back. I have no objection to families in outlying districts setting out a few snares for the purpose of taking enough to fill the pot and a lot of hungry mouths. This type of snaring is just another form of hunting. But I do object to groups of country youths staging contests to see who can snare the most. I know of one such group that snared over 100 rabbits last winter (1949-50). The big majority of such rabbits are wasted. It is not uncommon to see a dozen or more hung up in outside sheds to spoil or be shot and left in the woods for foxes and skunks to eat. At a recent meeting of the Queens County Branch Game Association it was suggested that the daily bag limit on rabbits be placed at 5 and that the possession limit also be set at 5. It was also decided to call another Association meeting to allow the Fraternity of rabbit hunters to have their say in the matter. The date of this meeting is set for Friday, February 16th at the Clover Club unless unforeseen circumstances intervene. In any event the time and place of this meeting will be announced at a future date.

Bird lovers are reminded that weather conditions at present are far from favourable for our Huns and Pheasants. A silver thaw, or freezing rain, can work quick havoc among our bird life. A few shovels of grain or baskets of weed

Sport Echoes From Prince County

The thing that impressed us most, (outside of Jack Frost who was just about the smash hit of the party), last Tuesday night in the game between the Borden Nationals and the R.C.A.F. Meteors in Crystal Rink (well-named that night, because crystals formed on everybody's eyelashes), was the number of excellent chances which the arm men threw away right at goalmouth. If this happens two or three times, you can safely charge it up to the breaks of the game, but those rosy opportunities went pouf much too often that frigid evening to credit it to luck. The R.C.A.F. boys are just not at home in front of the blue-line as if they meant business, they are capable of keeping up a fairly well-sustained power play, but in front of the cage they are all first cousins of the man between the pipes.

Fine accurate passes roll off the receiver's stick. Apparently they don't hold the blades, obliquely to the ice so that the puck will not rebound. We saw Brackett give a lily of a short pass to one of his linemen, putting him in the clear right in front of the net but the disk got away and during the precious second it took to retrieve it the Borden boys were back in the game. Multiply this play by a dozen or so and you have the reason why the Meteors were so far behind Borden when the game was over.

To make matters worse, the air-seeds, sweepings, etc., placed out will do a lot of good. Grit is not expected to be an essential factor, although it is always welcome, at the Highways Department's practice of ploughing out the highways after each succeeding snow storm has been a boon to the conveyer's. Observers report that both Huns and Pheasants are quick to visit the roads once the snow plough has passed through a district.

force team is losing two of its most promising forwards in the persons of Chuck Hulme and Beardmore. These two boys are going to Aylmer, Ontario. Hulme has played both baseball and hockey while here. He was a member of the Curran & Briggs junior ball team that pulled the upset of the season by winning the Maritime junior championship from the favored St. John nine. Chuck puts a lot of "drive" into a ball-game with his chatter behind the plate. After a swinging strike instead of showing the ball to the batter as kidding backstops often do Chuck yells like a Comanche Indian and shows it to the umpire!

The Summerside Junior hockey lists are very much in the limelight. Bob Schurman and Elmer Matheson's under-age kids are acting like grown-up juniors and don't even draw the line at intermediates. The juvenile division is not represented in Summerside this year as a result of the precocious pucksters in the older group. The Summerside Mid-gets, however, seem to be the "forgotten little men" of hockey this year. They haven't had a game this season, and some of the boys are threatening to try to make the Bedouque juveniles, or other minor team if their break doesn't come soon.

Schurman's basketball team which lost both its games this year by very small margins, by one point against St. Dunstan's, and by three points against Y.M.C.A., are going into tonight's battle against Ray's Millionaires with the determination to land out in front of the moneybags.

Misses First Game In Quarter Century

MONTREAL, Feb. 2 — (CP) — A record that few hockey fans or National Hockey League officials can match and every player would cherish came to an end last night. Jack Raymond, veteran Canadian Pacific telegraph operator, missed his first game in more than a quarter century. He was en route to Deschambault, Que., to attend his sister's funeral. Before the Montreal Forum was built in 1925 Raymond was on the

OVERCOAT SALE
BALANCE OF MEN'S WINTER COATS
MELTONS — FLEECES — ELYSIANS
25% DISCOUNT
"BUY A GOOD QUALITY COAT AT TODAY'S LOW PRICE"
CHOOSE YOURS EARLY
Harry A. MacDougall
BETTER MEN'S WEAR
143 Great George St. Phone 1230



In cockpit of one of No. 421 R.C.A.F. squadron's Vampire jet fighters is mascot "Skipper." He got his "jet time" with his master, F.O. Fred Evans of Saint John, N.B.

NAPOLEON and UNCLE ELBY by Clifford McBride



"SPEEDY"
NO SPEEDOMETER? I DON'T NEED ANY AT 15 MILES AN HOUR MY MOTOR STARTS CLANKING...
AT 25 MY WHEELS SHAKY AND AT 30 IT DOESN'T BOTHER ME BECAUSE MY CAR WON'T GO THAT FAST.
FRIEND, I SEE WHEN I NEED SOME RATHER ADVISE...
JUDGE IT ALL SPEEDY REALY! TALKED ME INTO TAKING MY CAR TO SPEEDY AGAIN BY...
FOR REPAIRS AND THEY FIXED IT UP SO PERFECT FOR ME I CAN WELCOME AFFORD THE FINES IN MY OWN CAR...
HORNE MOTORS

HORNE MOTORS Limited
CHEVROLET • OLDSMOBILE Sales & Service

ANNOUNCING
The NEW 1951 DG SERIES
DODGE "Job-Rated" TRUCKS
The Trucks that do the most for you
More than 50 brand new features are incorporated in the new 1951 DG series, Dodge "Job-Rated" trucks — all designed to let you haul greater payloads, faster, more economically.
These new trucks are completely new in style, having a more massive, sturdy appearance... a lower hood line for better road visibility... handsome two-tone cab interiors... a smart, new, easily-read instrument panel.
Some of the important time and labour-saving mechanical improvements are detailed below.
In addition, design changes have substantially increased G.V.W. ratings on certain models; higher net horsepower ratings have been accomplished on all trucks from the 1 1/2 ton through 3 ton special; a new, more efficient fuel pump with greater capacity gives freedom from flooding on starts; a new, 45-ampere generator gives greater electrical capacity, to handle modern electrical accessories. And remember, your Dodge truck is "Job-Rated" by truck engineers to do the most efficient job for your particular needs.
Your Dodge truck dealer now has these great new trucks on display. He'll be happy to tell you about all of the improvements which make them the finest, most powerful and most-economical Dodge trucks ever built.
NEW EASIER LOADING
Ground to floor height on all models has been reduced by use of a new rear spring design — making loading easier and improving appearance of the truck.
NEW GREATER SAFETY
These new Dodge trucks are the safest ever built. The lowered hood line gives greater road visibility; tapered-ground brakes provide quieter, smoother operation; new, offset windshield wipers clean almost all the windshield area; redesigned hand brake gives added safety and is easier to operate.
NEW NEW HANDLING EASE
Now, even sharper turning... more comfortable steering angle... new, easier operating worm-and-roller steering gears. Other easier handling features include wide front tread, cross steering, shorter wheelbase.
CHECK DODGE FLUID DRIVE
Fluid Drive makes driving smoother, easier, less tiring — protects the whole driving mechanism from wearing jerks and jars. Dodge Fluid Drive is available on 1/2 ton and 3/4-ton models at extra cost. If you require a truck of these capacities it will pay you to test a Dodge "Job-Rated" truck with Fluid Drive.
SEE YOUR LOCAL DODGE TRUCK DEALER TODAY!
for the good of Your Business — switch to DODGE "Job-Rated" TRUCKS