

# 1925 MARITIME SPORT REVIEW

(By W. J. Foley, Sport Editor, Halifax Morning Chronicle.)

It seems like yesterday that we were writing a review of the sport activities in the Maritime Provinces during 1924, singing the praises of the success of the sportsmen and sport during that period.

But now we come to 1925. What a wonderful year it was for Maritime sport! Not only did the old tried and true activities blossom forth with another successful year, but new sporting attractions attained honors they had never reached in these provinces in former years.

Take, for instance, the popular game of Tennis. For years one of the leading branches of sport activity in the Maritimes, it was during the past year that the game blossomed forth as the greatest summer attraction in the three provinces.

The wonderful growth of Tennis is only one example of the greatness of sporting events here to during 1925. Horse Racing, Hockey, Baseball, Professional Boxing, in fact all branches of sport, claim 1925 as the greatest season in the history of the Maritimes.

As in former years, amateur athletes had their little squabbles with the officials of the Maritime Province Branch of the Amateur Athletic Union of Canada, the governing body of all amateur sport activity in the three provinces, and again it was the goodwill and mutual understanding that prevailed among the sportsmen of the Maritimes that these slight differences were satisfactorily settled.

S. F. (Sammy) Doyle, of Charlottetown, who has stood up for all that is right and just for Prince Edward Island in past years, is the new president of the Maritime Branch of the Amateur Athletic Union of Canada. We congratulate him. Mr. Doyle has a rough path to tread. Not because the athletes and club officials will give him poor support, or refuse to stand behind his administrations, but in handling the amateur sport activities of the Maritimes, he must be fair and impartial to all clubs and athletes.

A. C. Millie, of Halifax, former head of the M.P.B.A.A.U.C., has worked hard while he held the big position, and in the election for president lost out to Mr. Doyle by a scant margin.

Again we are sorry to say that some of our best athletes have gone across the border, but our loss is a big gain for the United States. Maritime athletes rank second to none, whether at home or abroad. Some of the best hockey players developed in the three provinces in the past few years, now in the States, have made name for themselves for their ability and above all their sportsmanship.

In closing this brief "lead" of the sporting activities of the Maritimes during 1925, we only hope that in the succeeding years Maritime athletes and athletes will continue their remarkable advance.

A summary of the activities of the past year is here appended.

## Horse Racing

Six track records shattered, the entrance of forty horses into the 230 class, with one exception the largest ever known in one season, thirty-nine regular meetings and twenty matinees, an increase over 1924, and more extreme speed than the previous year marked 1925 as one of the brightest seasons in the history of light harness racing in the Maritime Provinces.

Plucky Dillard, 2:08 1/2, by Hal Dillard, owned by W. A. Moore, Kentville, and driven by Armstrong, set a new mark for the Kentville track, making the mile in 2:15; Longset, 2:06 1/2, by Dillon Axworthy, owned by A. A. Stewart and P. Conroy, racing at Charlottetown, set a new mark for the course at New Annan, P. E. Island, in 2:15 1/2; Silver Bell, by Major Stratton, owned by E. Hennessy, Brooklyns, and driven by Curry, covered the Amherst oval in 2:17 1/2; Bud Hal, 2:10 1/4, by Direct Hal, owned by Dr. D. J. Hartigan, New Waterford, and driven by Charlie Sweet, romped over the mile route at Antigonish in 2:15 1/4, and Batesette, 2:15 1/4, by Bingara, owned and driven by W. A. Rutherford, Sydney, lowered the Portland mark to 2:15 1/4 and the trotting record at Sydney track to the same time in the record breaking dashes of the season.

Peter Keshes, bay colt, by Peter Petemkin, owned by Higgins Bros., St. Stephen, paced a mile against time at St. Stephen in 2:24 1/4, the fastest time ever made by a two-year-old in the Maritimes. Gleaming Silk, owned by A. J. Willis, Lawrence, Mass., and driven by "Red" Hanlin, shattered the four-year-old trotting mark of 2:14 1/4, held by Bonnie Girl (f) to 2:13 1/4, her mile being the fastest ever made by a trotting mare on a Maritime track.

John R. Braden, the old "Iron Horse," made the fastest mile of the year, covering the oval at Fredericton in 2:02 3/4. In this record breaking run Braden had to defeat several former conquerors to take the event.

Other records, too numerous to mention, fell before the speedsters in one of the greatest seasons the Maritimes have ever known.

## Baseball

It took five years to bring about a play-off series for the Maritime Amateur Baseball supremacy, but considering the fact that the play-off of Amateur Baseball to the heights in the three provinces it should have attained years ago those five years were not wasted. Baseball on the down-grade for three years, perked up its once proud head after that play-off, smiled brightly and paved the way for a glorious outlook for 1925.

Prince Edward Island's noted Charlottetown Abegweits broke in to the game with a vengeance during 1925, capturing the island title and furnishing tough opposition to the St. John Water Department, ultimate winners of the Maritime title. Springhill, the healthy miners with the awful wallop in the bickory, captured the Morning Chronicle Trophy, emblematic of the Nova Scotia championship, after a six-game brush with Westville, only to drop two straight matches to St. John, by scores of 10 to 3 and 15 to 3, in the final games for the baseball supremacy of the three provinces. The Abbies fell before the Sister City ball-tossers by counts of 10 to 2 and 8 to 1.

Professional baseball was attempted in St. John, four teams coasting along with more or less success before the fans wised up to the fact that the amateurs were putting up a better brand of ball. Halifax tried to get the game going, but a three-game series with the touring Malden, Mass., outfit, showed that pro ball, as played at the time, was not all it was supposed to be.

1925 was a successful year for Baseball. Perhaps not as bright as it might have been, but still successful enough for us to predict that amateur ball at least will coast along nicely for another season.

## Hockey

"Teamwork" is a word of eight-letters which may or may not mean a whole lot. To Truro it means a great deal during the hockey season. Hub supporters started the season well entrenched behind a neat little aggregation of rubber-hunters, considered capable of giving any team in the vicinity a battle, and as the curtain rang down on Canada's National Pastime those same fans supported the championship team of the Maritime Provinces.

It took "teamwork" to blaze to such a height. The Truro team did not start out like a meteor, smearing its "sunburned" colors over all the clubs in sight. In fact, that club lost its first game of the season. But first game phlegm, and again that word "teamwork" brought the little club safely past the big rocks in the way, and harbored in a land-locked harbor with the highest honors it can be possible to attain in the three provinces.

1925 was a great season for hockey in the Maritimes. Each county in the three provinces had its championship team, its championship hopes and last but by no means least, its championship ambitions.

Truro swept through everything in Nova Scotia after a poor start. Sussex again proved to other Nova Scotia clubs that the Dairy Kings were still supreme with the stick. Summerside Crystals humbled the once great Charlottetown Abegweits.

Then Sussex stepped into the big picture to show Summerside the way to the Maritime title in two stubbornly fought games. Truro went against the Sussex machine with nothing but determination and hopes. Sussex in turn went down to defeat and Truro reigned supreme in the Maritime Hockey World.

From all parts of the Maritimes we forth the word that Hockey had gained in popularity, impossible as it seems, it was true. Hockey, for many years rated as the most popular of the Maritime sports, instead of a feared-for slump, soared to new heights. It was a great season. And at this moment Maritime clubs are marshaling their forces for a season even more successful than the one just gone over the route.

## Tennis

Tennis, the most popular summer game in the Maritimes, in former years, rose to even greater heights during 1925. During the summer months over a hundred new clubs were organized in the three provinces, inter-club matches were frequent and championship tournaments attracted a flock of entrants.

Halifax players made a clean sweep in the Maritime tourney, and Jack Edwards, winner of the Men's Singles, and a partner with Jimmy Butler, in the Men's Doubles, received the highest honor ever accorded a Maritime man in the game, when he was selected as the eighth best player in all of Canada. Edwards dethroned Hazen Short, of New Brunswick, generally conceded the best in the Maritimes, in three sets of brilliant tennis, as Edwards and Butler dethroned Short and Phil Halliday in the Men's Doubles after the greatest upset fight ever staged on a Maritime court.

Miss Celeste Cole easily defeated Miss Lois Fairweather, New Brunswick champion, in the Ladies Singles, while Misses Hilda Douglas and Winnie McFarlane were easy winners over Misses Fairweather and Henderson. Jimmy Butler and Miss Dot Symons were forced to show their best wares to defeat J. P. McInerney and Miss Jean Knight in the Mixed Doubles. The tourney at the Dartmouth court attracted several hundred spectators.

## Aquatics

Halifax carmen again led all competitors during the 1925 aquatic season. In the Maritime championship regatta here local oarsmen captured four of the five title events. Joe Reardon took the Senior Singles, Willie Logan, of St. John, also a noted skater, won the Junior Singles, North West Arm Rowing Club captured both the Senior and Intermediate Fours, and Mic Macs, of Dartmouth, led all contestants over the line in the Junior fours. Reardon represented the Maritimes in the New England regatta and finished in third position after putting up a magnificent fight against adverse tides and a strange course.

## Curling

Halifax Curling Club players re-

turned the McLellan Club, emblematic of the curling supremacy of the Maritimes, during an eventful season which was featured by the number of bonspiels staged. During the Halifax Bonspiel, the largest of its kind staged in the Maritimes in years, practically every club was represented, Westville winning the big trophy.

## Basketball

St. John Trojans easily outscored St. George's, of Halifax, to win the Maritime title at this sport, and put up a brilliant struggle against the Ottawa Rideaus for the Canadian championship, losing two games by narrow margins. Acadia-Cosella took the Ladies' Intercollegiate title, while Fredericton High School trampled over Colchester Academy for the high school supremacy.

## Bowling

The big winter game, so popular during 1924, enjoyed perhaps the most successful season since it was first introduced here. Halifax bowlers captured and retained the Marven Trophy against all comers.

The Marven Trophy is regarded as emblematic of the Maritime championship. Blackie Johnson, of the Maritime title in the Spring. Glace Bay Hustlers rolled 1600 for a new Maritime team record, while Johnny McPherson, of Glace Bay, topped the Maritime high mark for three strings with a score of 406.

## Track

Despite the fact that the Canadian Track and Field championship sports were held here, 1925 was not a bright year for track sports. In the Canadian tourney, eight men journeyed from Montreal to walk off with the majority of events and the aggregate trophy. Hamilton sent only one entrant, while stars from other Upper Canadian towns were conspicuous by their absence. Charlottetown Abegweits, who romped away with all the Maritime championships, sent just one athlete, Phil McDonald, who, however, made a good showing. Andrew "Beef" Malcolm, of St. John, of basketball and rugby fame, scored the most number of points during the meet, beating out the noted Don Cable, of Montreal. Len McDonald, of Sydney, trailed Cable.

## Football

During a season that was successful in itself it was clearly demonstrated that the Maritimes had no equals at English Rugby. University of New Brunswick, Intercollegiate champions, journeyed to Montreal to take the MacTier Trophy from the Montreal A.A.A., leaving in their wake a 16 to 0 lacing, a fine demonstration of Maritime ability at the game.

Wanderers captured the Halifax League, defeating Dalhousie University and United Service teams. Wanderers and U.N.B. were unable to agree on a site for a Maritime title battle for the McCurdy Trophy, and after considerable newspaper controversy which did nothing but stir up bitter feelings between Halifax and Fredericton, the affair was dropped to Montreal. Wanderers took the trophy and a mythical title.

Nova Scotia Technical College, a university with about twenty rugby players, picked a team that won the Eastern Section of the Intercollegiate League and gave the great U.N.B. machine a brilliant struggle for the Maritime college title. P. E. Island failed to get into the game, while Cape Breton produced one team and played only exhibition games.

During the year Soccer made a remarkable advance. Several new leagues were organized and the sport profited.

## Boxing

While many main games draw larger gates, no game is more important and popular than Boxing, and during 1925 the sport rose to its greatest heights. Attendance records and the quality of fighters imported to the Maritimes were far superior to other years.

Roy Mitchell, Bridgetown's colored heavyweight, a gentleman outside of the ring, and a demon inside the ropes, was the cause of the breaking of attendance records and the wave of popularity that swept through the Maritimes. From preliminary pug Mitchell soon rose to the greatest drawing card since the palmy days of the great George Dixon and Sammy Langford. In twenty-one bouts at the time of writing, Mitchell had triumphed in nineteen, lost one on an accidental and questionable foul, and had a draw.

Johnny Brown, of Newport, R.I., made his home in Halifax for a while, and met with great success until he tangled with Chick Suggs, the New Bedford "Speedball," the cleverest and fastest feather seer here since George Dixon led Halifax to win a world's title.

Johnny McIntyre, Glace Bay veteran, bowed over all contenders for the Maritime welter crown. Fifield, Canadian title-holder, Joe Hartnett gained popularity and fame until he ran into Dick Hunt and was flattened in two rounds.

While in 1924 St. John was at least on even terms with Halifax in staging professional bouts, the Sister City promoters had a lean year during 1925.

Just before the New Year Mickey (Himself) Walker, king of all the welterweights in the world, paid a visit to Nova Scotia and officiated as third man in the ring in charity bouts.

## Miscellaneous

Again in 1925 it was a battle between the Melkie brothers of Halifax for the Maritime golf cham-

## Sulky Evolution

By W. H. Gocher.

It is stated in Webster's Dictionary that a sulky was "so called from the owner's desire of riding alone." There is also a legend that a woman named the vehicle with the comment "that only a sulky man would use it."

A sulky is defined as "a light two wheeled carriage for a single person." When the definition was written the vehicle had heavy wooden wheels with broad tires strong enough to be used over any kind of roads and a straight iron axle to which two elliptical springs were attached. The frame was bolted to the tops of the springs and the seat had four supports which were attached to the frame. The driver kept his place by bracing his feet against a stout cross bar. When it began to appear on the race tracks stirrups were added. Strength and not weight was the most important item.

The sulky was in common use in North America before the Revolution. They were used by doctors and those who travelled light and did not feel disposed to ride a horse.

It is a matter of record that in 1790 President Washington sent Colonel Marinus Willet from New York to Georgia as a secret agent to invite Alexandra McGillivray, the chief of the Creek Indians, to visit him in the hope of making a treaty. Willet made the trip in a sulky. The Indian chief returned with him, McGillivray and his attendants riding in a wagon.

When the trotters and pacers began to appear in races between 1820 and 1830 the contests were to saddle. In the next decade sulky and wagons were also used. By 1860 races to saddle were rare. Since 1870 there has been very few.

An old print shows the black gelding Edwin Forrest hitched to a high wheel sulky with the driver on a seat which must have been twelve by six feet from the ground. To that hitch trotter won at two miles in 1838 at Philadelphia in 5:13. Confidence and Aaron Burr also won races to harness during that period. Burr won at three miles in 8:02 1/2 and Confidence made a mile record of 2:37 1/2.

John Suffolk began racing to harness in 1839. Her first was one of the cumbersome sulky was at Philadelphia where she defeated Lady Victory in 2:38. She also won the same year over the Beacon Course at Hoboken, N. J. at two miles in 5:26.

It is a change made in the sulky after it began to be used in races was the removal of the driver. The straight axle remained for many years and on account of it a close hitch was impossible. It also increased the draught and had a tendency to make the horses go rough galloped when they became leg weary in long races. In those days it was also an ordinary occurrence for a driver to let his mount take a run in the hope of the change of gait would rest him by bringing another set of muscles into play.

A few manufacturers made an effort to improve the sulky by increasing the height of the wheels. Some of them were six or seven feet high. They did considerable good when being whisked around the turns of the old time tracks at a third gait.

A little later a carriage builder in Boston named Pary made a sulky with a steel arched axle. He also removed the supports from the seat and attached it to the frame with a hinge at present. This permitted the driver to sit on a seat which he could raise or lower at will.

This was the style of sulky used in races by George Wilkes, Lady Thorn, American Girl, Lucy and Goldsmith Maid. They were as well known in their day as Mr. McPherson, of Manning and Peter Malley are now.

From 1850 to 1870 sulky were made by carriage builders as a side line. In Hartford Mansury and Smith made a number, one of them being pulled by Thomas Jefferson in almost all of his races. In 1870 it was taken out of a loft and used in a horse parade, the Kentucky Prince gelding Guy 2:09 1/2 being hitched to it.

Charles Caffrey, a carriage builder located at Camden, N. J. was one of the first to introduce changes which had considerable to do with lowering records. He made the first sulky with a wood axle. This reduced the weight and also improved the racing qualities. Caffrey was one of the first to advance the idea that a vehicle that was free from vibration and had a low seat would keep a horse from going rough galloped and at the same time increase the rate of speed.

The Caffrey sulky retained its popularity until the bike sulky appeared. For a number of years it had a formidable rival in the truss axle sulky manufactured by Oliver Toomey at Canal Dover, Ohio.

Rarus, St. Julien, Jay Eye See, Phallus, Maud S., Johnston, and Little Brown Jug made their records to this style of sulky. In many races there were showers of second growth hickory spokes when the hubs rubbed, but as a rule all of the starters finished unless a wheel was dished.

At the close of 1891 Suno held the trotting record 2:08 1/4 and the younger Frank retaining the honors he held in 1923 from Gerald, Yarmouth Golf Course, the scene of the battle, a beautiful site, soil, was thronged during the meet.

Swimming meets were numerous during the summer, although no meets of importance were staged. Quits as usual proved to be one of the big sports of the Maritimes, while Badminton, a winter game, was given a big boost through the tour of the British Internationals throughout Canada.

## Mover And Seconder Of Speech From Throne

(Canadian Press.)  
OTTAWA, Dec. 30.—J. C. Elliott, K. C., newly elected member for West Middlesex, will move the address in reply to the Speech from the Throne at the opening of the fifteenth Parliament and Mr. L. Lacombe of Two Mountains, will second the address.

## Formation Of Joint Railway Committee

(Canadian Press.)  
MONTREAL, Dec. 30.—In the absence of Sir Henry Thornton, officers of the National Metropolitan Railway of the Canadian National Railways confirmed the statement issued by Right Hon. George P. Graham, Minister of Railways and Canals that traffic and operating officers of the Canadian National and Canadian Pacific Railways had formed a joint committee to deal jointly and in a fair and broad way with all questions of competing train services. This committee, they pointed out, has been in existence for some time and meetings have been held in which train service matters have been discussed.

Direct the pacing record 2:06. Both of them were bred in California. The figures represented the 11-mile speed.

In 1892 a pair of bicycle wheels were attached to an ordinary sulky frame and brought out for a race at Worcester, Mass. Charles Clark made the entry for a pacer named Alfred D. He was hitched to the bike sulky on June 8, 1892 and won in 2:29 1/4. The showing did not create very much enthusiasm. The date, however, should be remembered as this change in the style of sulky increased the rate of speed of the light harness horses from five to seven seconds.

This was more than breeding had done in a dozen years.

The first bike sulky were heavy jerky affairs but even with that handicap the horses which were hitched to them reduced their records. Nancy Hanks cut her mark from 2:09 to 2:04 and Mascot pacer in 2:04. For weeks the followers of light harness racing revelled in a Saturnalia of record breaking. Aged horses and colts were whisked into the 2:10 list.

With this rush there was a revival of the dream of a two minute performer. Such veterans as C. J. Hamlin shook their heads when asked for a statement on the subject. While he did not like to see that limit reached by Star Pointer and Lou Dillon, Mr. Hamlin bred The Abbott 2:03 1/4 and owned Robert J. 2:01 1/2.

It was an easy matter to improve the first bike sulky. The Frazier factory at Aurora, Ill., sent out to the field with a tubular sulky and soon had hundreds of them in use. The test of time showed that they were not durable. Too many built up their truss axle and sent out a sulky that was light, rigid and permitted a close hitch. Other builders introduced new features, the arch in some of the axles being so high that the driver's seat was almost on a line with the horse's back. This resulted in many distressing accidents as when a horse reared he was very apt to go over backwards and crush the driver.

With the bike as in the early days of the old style sulky there was considerable experimenting in the height of wheels. Finally Payne of Troy, N. Y. sent out a light shaft sulky with twenty-four inch wheels. It dropped the driver down behind the horse and reduced the wind resistance. Other builders increased the size of the wheel. Finally Faber made a twenty-eight pound sulky. One of the first was built for Joe Patchen.

At present the most of the sulky are made at Marion, Ohio by Houghton and at Mt. Vernon, Ohio. The weight is between thirty-three and forty pounds. A twenty-eight inch wheel is the standard. Almost all of them have wire spokes. Of late a few have been equipped with discs to prevent a horse from putting a foot through a wheel when racing at close quarters.

Almost a century has elapsed since the sulky was first used in races. During that period it has been changed from a cumbersome vehicle to a spider web on wheels. As the years rolled by over one hundred has been cut from the rate of speed of the light harness horse at a mile. The sulky is responsible for part of it. As to what changes will be made in the next fifty years is as much an unknown quantity as the name of the winner of the Hambletonian Stake next summer.

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## Poem Made Famous By Kings Parody

Disputed authorship is by no means rare, as was shown in the case of the poem, "Parting," variously attributed to Coventry Patmore, Grace Williams and Mary Evelyn Moore Davis, says the Springfield Republican. A similar instance came to light when Grantland Rice wrote his parody called "A Golfer Speaks—(With apologies to Ben King.)" A short search through various reference books revealed the existence of another literary mystery that cried aloud for solution. And a longer search eventually ferreted out the facts. "The Home Book of Verse," (page 1884) gives the original parody:—

## "If I Should Die To-night."

(After Meyers)

If I should die to-night  
And you should come to my cold  
corpse and kneel,  
Weeping and heartick o'er my  
lifeless clay—

If I should die to-night,  
And you should come in deepest  
grief and woe,  
And say: "Here's ten dollars  
that I owe,"

I might arise in my large white  
cravat  
And say: "What's that?"

If I should die to-night,  
And you should come in deepest  
corpse and kneel,  
Clasping my bier to show the grief  
you feel,

I say, if I should die to-night,  
And you should come to me, and  
there and then  
Just even hint at paying me that  
ten.

I might arise the while,  
But I'd drop dead again.  
Ben King (18—)

The Original.

Barlett's Familiar Quotations," (10th edition, p. 832), says under the head, "Benjamin Franklin King, Jr., 1857-1894," that the above quoted is a parody of a poem by Belle E. Smith, giving the first four lines only. One version of the poem, as found in different anthologies, is as follows, though Miss Smith's name is usually given as Arabella Eugenia Smith:—

"If I should Die To-night,"  
(After Smith)

If I should die to-night,  
My friends would look upon my  
quiet face  
Before they laid it in its resting  
place.

And deem that death had left it  
almost fair;  
And, laying snow-white flowers  
against my hair,  
Would smooth it down with tearful  
tenderness,  
And fold my hands with lingering  
caress—

Poor hands, so empty and so cold  
to-night!  
But Hoyt's "New Cyclopedia of Practical Quotations" (p. 172) gives the same lines as written by Robert C. V. Meyers of Philadelphia, an American dramatist, 1858-1917, as do a Granger's "Index to Poetry and Recitations," Burton E. Stevenson editor of "The Home Book of Verse," has since made a series of investigations, published as "Famous Single Poems" in 1923, in which he seems to have tracked this mystery to its lair.

Other Claimants.  
Miss Smith died at Santa Barbara, Cal., in 1916 at the age of 72; so she must have been born in 1844. Stedman and Hutchinson's "Cyclopedia of American Literature" states that she was born at Litchfield, O., in 1850 to 1874, she was graduated from Tabor College and afterward became an instructor or there. The single poem in which she became famous was first published in the Christian Union

to Mr. Dungan, who, after laughing heartily over it, said: "Why, I read that poem from the original manuscript in 1867, before a large audience in the court house at Jackson. Let's see: There are some men now living who were there and heard me read it. There were Horace Chapman, now living in Columbus; Arch Mayo, now of Los Angeles; Tom Moore, G. David of Jackson, and others whom I might recall. Ask them."

Dungan Squelched.  
The Tribune retailed by printing a letter from Elias C. Powell a townsman of Mr. Dungan, which says in part:—  
"Of the persons mentioned by Mr. Dungan as having been present when he read his poem before the Jackson County Court House in 1867 only two were living. One was seven years old at the time and lived in Pike County, while the other did not become a resident of Jackson County until 20 years later.

"The Jackson County Court House burned down in 1860, and was not rebuilt for many years. There was no court house in 1867. A book called 'The History of the Scioto Valley,' published in 1884 contained a very laudatory sketch of Mr. Dungan's life (presumably written by himself), but strangely enough made no mention of the fact that he was the author of 'If I Should Die To-night.'"

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of June 18, 1873, when she was 29. This seems to rule out Meyers, as he would have been only 15 years old the time of the poem's publication and as Mr. Stevenson comments, the poem "is indeed juvenile—but it is not as juvenile as that!" But other claimants arose among them Alice Cary and Fathier Abram J. Ryan. The most persistent, however, was Irvine Dungan of Jackson, O. About 1890 the Jackson Standard published a page of poems by local authors, which included "If I Should Die To-night," attributed to Mr. Dungan. Mr. Dungan was a lawyer, later elected to Congress for two or three terms. The poem was widely copied. This led to the statement by Col. William Betts, also prominent in Ohio politics, that he had at last discovered who stole his pocket book during the Republican State Convention at Columbus, because it had in it that very poem.

How, Mr. Dungan was able to prove he had not been at the convention, for he was a staunch Democrat. In 1911 the Ohio State Journal published the poem at the request of a correspondent with Mr. Dungan's name signed. Thereupon the Gallipolis (O.) Tribune discovered the Stedman and Hutchinson article and challenged the Journal to prove its case. The Journal replied with the following statement:—  
"We showed the Tribune article

to Mr. Dungan, who, after laughing heartily over it, said: "Why, I read that poem from the original manuscript in 1867, before a large audience in the court house at Jackson. Let's see: There are some men now living who were there and heard me read it. There were Horace Chapman, now living in Columbus; Arch Mayo, now of Los Angeles; Tom Moore, G. David of Jackson, and others whom I might recall. Ask them."

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