

CLOSE OF MOST SUCCESSFUL ANNIVERSARY

All Features of Third Day Carried Out with Best of Results—City Still Filled with Guests Enjoying Norwich Hospitality—Auto Parade and Water Carnival were Beautiful Sights—Programme Closed with Interest and Enthusiasm.

The third and last day of the celebration proved to be almost as good as the first. The day was all bright and clear, though on several occasions it looked like rain. The burst of sunshine late in the afternoon seemed to predict fine weather through the evening.

The fire department display, the demonstration of the city fire department took place at the Central fire station Tuesday morning at 8.30, as arranged. At that hour an alarm was sent in from back 33 on Union square, and the quick response by the firemen with the apparatus elicited favorable comment.

The parade drew a good crowd, and during the day hundreds of people inspected the Central station and complimented the firemen on their spick and span home.

The literary exercises in the afternoon closed the theater about holding its capacity and unusual interest was manifested in the programme as presented, applause being given each number. The organ recital was the attraction immediately following the literary exercises, which closed a few minutes after 5, previous to which a large crowd had assembled at Sachem park to see Northampton (the old Norwich town) train bridgeport in old-time style.

The band again played in the evening on the Esplanade, and the train thousands assembled along the river bank for the water carnival. There were streets full of people all the time, everyone having a good time, and the illuminations never were so bright and beautiful.

AUTO PARADE WATCHED BY LARGE CROWD

Cars All Handsomely Decorated—C. H. Friable's Machine Took First Prize with J. L. Williams Second.

Tuesday morning dawned bright and clear, but while not quite so cool as Monday, there was still enough breeze to make it agreeable for the crowds of spectators who early began to congregate along advantageous points of view on Broadway and the route of the automobile parade clear to the reviewing stand on Chelsea parade.

Shortly before 8.30 o'clock the machines began to assemble and take their respective positions in line, with the lead car at Broadway theater. The parade was given the necessary instructions and the procession started on its parade up Broadway.

The popular Rose of New England flag. Car No. 7—M. E. Whiting. Yellow chrysanthemums were used exclusively on this car, and though the decoration was very simple it was one of the prettiest in the parade.

Car No. 8—James F. Penton. A limousine effect was given to this car. This car was a veritable bower of beautiful wisteria blooms lavishly distributed over a background of laurel. Another feature of the arrangement was a little pilot driver over the hood of the machine. He wore white duck and attracted a great deal of attention along the line of the parade.

Car No. 11—C. A. Sherman. National flags and tri-colored bunting were used for effective decoration on this car. Car No. 13—E. S. Hunt, Essex, Conn. Flags and bunting decorations. Car No. 16—William H. Hazelhurst. A profusion of pink poppies were used on this little runabout and it was one of the most festive appearing cars in the line.

Literary Exercises of Celebration

Broadway Theater Held Large Audience—Three Historic Addresses on Norwich Covering Separate Periods by Distinguished Speakers—Hymns by Chorus

In Broadway theater Tuesday afternoon the literary exercises of the celebration were held with a programme of great merit. An attentive audience of great numbers occupied the playhouse and listened with intense interest to the unfolding of Norwich history.

Seated upon the stage with the general chairman of the celebration, Hon. Winslow T. Williams, who was president of the day, were the three speakers—President Harry A. Garfield of Williams college, Judge Samuel O. Young of the West Indies, but has a Shilpa not Hartford; Principal H. A. Tirrell, Mayor Castello Lippitt, Dr. Samuel H. Howland, First Selectman A. D. Lathrop, A. L. Constock, Executive Committee Chairman Edwin A. Tracy and Fire Chief Howard L. Stanton.

Car No. 2—H. Bigelow, chairman of the committee, had a car showing crimson rambler in great profusion. The introductory address was made by President Williams as follows: The introductory address was made by President Williams as follows: The introductory address was made by President Williams as follows:

Teachers from New London

In 1853 John Hough and Samuel Roberts came up from New London, and taking up the residence in the new town built the first school house, and thenceforth reading and writing were regularly taught from two to eight or nine months each year.

By the close of the century, however, the good work died out, and we read that with the opening of the new century orwich was "presented" to the grand jury "for the want of a school to instruct children." Perhaps the only English primer with which was printed the Westminster catechism, was regarded as a too limited curriculum for a community which had distinguished by the residence of a deputy governor, or it may be that no suitable successor had been found.

But certain people and experiences must have made deeper impressions upon the young people of the town than others. It is not difficult to imagine what must have been the impression made upon the children born in the colony of parents who came from the old home. Their earliest remembrances are of the great fireplace in the room which served both as kitchen and sitting room. Here they gathered after the evening meal. From the small open recess beside the fireplace the mother takes the words of volume one of a choice number and few brought from home—the old home across the Atlantic. Had the growth of the American colonies approached in rapidly the development of the American states, we should today be neither a strong nor so far advanced a nation as a slow growth of the century before the Revolution that gave to the United States its fiber and determined the quality of its institutions.

250TH ANNIVERSARY JUBILEE BOOK

A History of the 250th Anniversary Celebration of Norwich, fully illustrated, and bound in leather or cloth, will be published by The Bulletin Company. Those desiring a copy will please send their orders at once, as only a limited edition will be printed.

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ADDRESS BY PRESIDENT GARFIELD OF WILLIAMS

Early History of Norwich and the Influences Which Served to Establish a Sound Municipality Here. President Garfield was greeted with applause and said that he was pleased to be here and give you what information I can as it has been a pleasure to learn something about the early days which I heard much of years ago, because I knew descendants of the founders of this place. He continued: The history of the first century and a quarter of Norwich is a history of quiet growth, of the gradual development of a territory of the vigorous nation of life. There were stirring times, especially at the beginning and until the red men had ceased to be a menace, but taken as a whole, the period from the settlement to the Revolution was a period of preparation. It was the period of strong root growth upon which so much of the future of the tree depends. Before 1636 was the unbroken forest for the conflict of warring tribes. After 1733 came industrial development and a sense of nationality. Had the growth of the American colonies approached in rapidly the development of the American states, we should today be neither a strong nor so far advanced a nation as a slow growth of the century before the Revolution that gave to the United States its fiber and determined the quality of its institutions.

A Brave Company. It was indeed a brave company that followed Major John Mason and his veterans pastor, Rev. James Fitch, from Saybrook, to the plantation in Mohogee territory in the fall of 1636 and the imagination is easily excited by the two meagre accounts which have come down to us of the adventures of those hardy settlers and their experiences. Tales of the warpath and of the pioneer have a fascination for children and for all ages—including the grown-up. But of equal or greater importance is the history of the "forgotten half century," when the third and fourth generations, content with what their fathers had begun, developed by degrees, so small as to be impracticable, except on long periods of time, the sentiments, ideals, the strength and sturdiness of a generation destined to create a new standard of excellence for the nation. The men of 1776 and 1787 knew what they believed and why they believed it. Whatever inheritance we do and it is perhaps less in a specific way than we are apt to think had been done. The men of that day had inherited, at the start, sturdy bodies and strong wills, and the tendency to look at things in a sane and normal way. They had been reared by their fathers and grandfathers in the necessity to hard work, and to use their minds as well as their hands. If the earlier years, when the settlement was not extensive it seems fairly safe to assume that its quality was intense and therefore of the best known in pedagogics as a discipline.

ORGAN RECITAL WAS FEATURE OF THE DAY

P. Huntington Woodman Delighted Assembly, Which Filled Broadway Church—Admirable Work by F. J. Maples, Tenor. P. Huntington Woodman, fellow of the American Guild of Organists and organist of the First Presbyterian church, Brooklyn, N. Y., gave a large audience of music lovers a delightful hour at the Broadway Congregational church Tuesday afternoon. Mr. Huntington was assisted at the recital by Frederick Maples, tenor, of Andover, N. Y., formerly of Norwich, who sang in excellent voice and completely charmed his audience. Mr. Woodman, who was formerly organist at Christ Episcopal church in this city, played brilliantly, each succeeding number being a new and captivating interest with which his playing was heard. Especially pleasing were the allegretto, Spring Song, and the two grand fugues grouped as the ninth number. These numbers were applauded, as were also the "Wedding Chorus" (Bach), and Mr. Woodman's Cantata. F. W. Lester, organist at the Broadway church, who accompanied for Mr. Maples. Mr. Lester also had charge of the arrangements for the recital, which was one of the most delightful events of the anniversary celebration. The organist at the direction of F. W. Bishop, were W. L. Desvergne, Irving Gibson, Robert H. Bishop, Rufus B. Burnham, Herbert H. Gallup.

W. RUSSELL BAIK, Marshal of Auto Parade. played to aid the judges in identifying them. There was a wait of about fifteen minutes while the cars made the trip to Norwich town, and then, on the return trip, they again passed in review and circled the south end of Chelsea parade into and down Washington street, to the West Side and return, concluding the route of the parade.

After the final passing of the cars the judges sent the secretary's car down town to recall the entries that looked best to them. The three cars that were recalled were C. H. Friable's, J. L. Williams', and James F. Penton's. First prize was awarded to Mr. Friable, second prize to Mr. Williams. The announcement was received with generous applause, which was continued as the cars swung around and away from the reviewing stand. This was a platform float effect done in national colors over a white base. Mrs. Baird made a pretty central figure, gowned in white and she carried a large bouquet of crimson roses. James Carney drove the car.

Car No. 1—W. R. Baird. Pink and white chrysanthemums with a background of laurel were used on this auto with charming results. Another feature of the triumph of this car was a butterfly arrangement at the front. Car No. 5—L. H. Saxton, Norwich Town. The car was done in the national colors and displayed several of

INCORPORATION OF THE CITY OF NORWICH.

Arthur L. Shipman Tells What Led Up to It and the History of the Town at That Time in a Carefully Prepared Paper. Arthur L. Shipman, Esq., of Hartford said that Norwich had always been a second home to him and that he with the brother and sister were the last of the Shipman's descendants of Nathaniel Shipman who knew Norwich, for his father always held profound respect. He spoke as follows: The lifetimes of Norwich as a town has been its history as a city. The incorporation of the city marked the recognition of a change in the economic and political condition of the town of which the townsmen in 1734 many of the towns of the state had passed the plantation stage and entered a stage of varied industrial pursuits. The events preceding the Revolutionary war, and the war itself, had given the people at large a more adequate conception of the sphere

and functions of government. Town meetings had been numerous, committees appointed at such meetings had been in active communication with similar officials of other towns. Service in the army and the navy, business for the new government, had brought men of Connecticut and of other states in closer touch. History and international law had been studied in all accessible books. The resulting public perception of the new (Continued on page three.)

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