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GREETINGS TO OUR DEAR OLD CITY

Fredericton's Birth Day Party Will Be Held Tonight

The Sesqui-Centennial Celebration To Be Held At Parliament Square of Fredericton and Its Founders.

Fredericton is today celebrating her sesqui-centennial birthday. One hundred and fifty years ago today—February 22, 1785. The province was established.

The birthday of Fredericton as the capital of New Brunswick was Feb. 22, 1785, the province having been established August 16, 1784, with Saint John as the original capital. The order directing a survey of Fredericton was passed by His Excellency the Governor-in-Council. His Excellency was Col. Thomas Carleton, staunch Loyalist, brother of Sir Guy Carleton later Lord Dorchester, who held Quebec for the British Crown in the winter of 1775-76 against the attacks of the American Rebels led by Montgomery and Arnold.

Lieutenant Dugald Campbell conducted the survey of "Frederick's Town" called after "His Royal Highness the Bishop of Osnaburg". The city in fact narrowly escaped being named Osnaburg in honor of this particular member of the House of Brunswick who was able to combine the duties of a prince of a reigning House of Great Britain and those of a German Bishop.

An order-in-council of August 26, 1785 appointed trustees "to carry into execution the regulations for the speedy location and settlement of Fredericton".

The spelling is worthy of observation, as it was adopted from the spelling of the name of Prince Frederick the bishop and is correct to this day despite the efforts of misguided persons, usually resident in the United States or in Ontario, to "correct" the orthography by inserting the letter "k".

Today is the 150th anniversary of the issue of the first order-in-council and the sesqui-centennial of the establishment of Fredericton, as the capital is being celebrated through joint efforts of The York-Sunbury Historical Society, Limited, the City Council of Fredericton and the general public. Despite the season the observation will be out-of-doors with an important part taken by school children.

Originally a town, Fredericton became a city March 30, 1848, with the passing of an Act by the Legislature which carried out the direction of Her Majesty Queen Victoria, given at the time of the issuing of the patent for the erection of the Anglican Diocese of Fredericton, which prior to that time had been part of the Diocese of Nova Scotia.

As a provincial capital, Fredericton was the official place of residence of 25 governors or administrators under various titles prior to Confederation, and 19 lieutenant-governors and one administrator since Hon. Dr. MacLaren, C. M. G. is the present incumbent. Since receiving its charter as a city in 1848, 33 mayors have served and the longest consecutive period of office is the nine years of the present mayor, W. G. Clark.

In the late years of the French period, a mission church was erected on the plain where Fredericton is now situated and about it developed a village, both church and village bearing the name of St. Anne. The place in later years became known as St. Anne's Point. Village and church were burned by a military force in the year of the British conquest of Canada (1759). The plain by the river side was chosen as the capital site for the new province of New

1785 -- Our Birthday -- 1935

We greet you dear old Fredericton
Where the lofty elm tree grows
And the Rhine of our Dominion
So calmly onward flows.

If the people are contented
To remain peacefully at home
In all that makes life happy
They'll find you second to none.

We all love our dear old elm-shaded city with its surroundings of a thousand rural chains. We also honor our little city which has given to Canada and the Empire its share of statesmen, of poets and of genius in commerce and in the church. Men of Fredericton have taken a leading part elsewhere in all these lines. Women of Fredericton have graced leading homes with their presence. But wherever natives of Fredericton may have wandered, they bear with them to their grave a love of the old elm-shaded city of their birth and, as one writer has said: "Whether rich man, poor man, bondman or free, the name of 'Fredericton' is engraved upon their heart." The same writer says that Fredericton is often more kind to the stranger than to its own. This is sometimes much in evidence on the occasion of its civic celebrations when the descendants of those who came here in the early days and who bore the labor and the heat of the day are ignored and strangers are left to sing its praises. Be this as it may this is not the fault of the city but of stupid people who have had from time to time the arranging of things. In any celebration such as has taken place more than once within the past few years the names of Winslow, the Allens, the Rainsfords, and others, should not have been forgotten. These people may not care, but common courtesy should demand that they be recognized.

All honor to the old people who founded our city and who came to this plain in 1783, 1784, 1785 and later. Men and women, many of them from aristocratic homes, used to the best, who after tramping their way here through the woods from Oromocto, spent that first terrible winter near Salamanca on the shore. All should honor the memory of those dear women and children who perished in tents by the riverside far from their native land. Their only consolation was that God was in Heaven and that they were dying under the folds of the flag for which they had sacrificed so much. GOD BLESS THEIR MEMORIES.

Let us not forget the memories of those who followed in later years, the men and women who crossed the ocean from Old England, Ireland and Scotland. These people hewed out homes for themselves in this country. Many of them made sacrifices and toiled hard and long into the night in order that those who came after might have comfort and a better place in the community. By such as these and others was the foundation of Fredericton laid.

On this, our birthday, we might well say: Honor those who have laid the foundation of our dear little city and those who carried it over the rocks during its infancy and its struggling years. GOD BLESS OUR HOME.

Brunswick by Governor Thomas Carleton, for the same reason, which made it desirable to earlier races.

Within the city and in close proximity to one another are the cemeteries where rest the pioneers of three races who have successively occupied the plain—Maliseet, French and English, but their descendants live. In the Historical Society are active members representing all three races.

The Order directing the survey of Fredericton "in Council, 22nd February, 1785. Present: The Governor, Mr. Ludlow, Mr. Putnam, Mr. Willard, Mr. Allen, Mr. Studholm, Mr. Hazen, Mr. Odell.

"Regulations for the speedy building and orderly settlement of a town at St. Ann's Point, being read, amended and adopted by His Excellency, a warrant to Dugald Campbell, Esquire, for the survey of the Town Plat and for carrying these Regulations into Execution was also approved and signed by the Governor.

"Regulations made and ordained by His Excellency, the Governor-in-Council, for the speedy building and orderly settlement of a town at St. Ann's Point, on the River St. Johns, to be called Frederick's Town, after His Royal Highness, the Bishop of Osnaburg, read and approved in Council, the 22nd of February, 1785."

The Order appointing a Board of Trustees, "In Council, August 26, 1785 Present: The Governor, Mr. Ludlow, Mr. G. Ludlow, Mr. Winslow, Mr. Bliss Mr. Hazen, Mr. Odell. Ordered, That Col. Allen, Col. Winslow, Lieut. Dugald Campbell, Lieut. Edward Stelle and Lieut. Monson Hoyt, be appointed trustees to carry into execution the regulations for the speedy location and settlement of Fredericton, and of the reserved lands thereto belonging." (Note. The present spelling of the name of the city appeared in this order).

Names of the representatives of the Crown who have administered government at Fredericton since it became the capital of New Brunswick. Those who served before Confederation:

1. Hon. Lt. Col. Thomas Carleton, Governor-in-Chief, 1784; 2. Hon. Lt. Col. Thomas Carleton, Lt. Governor, 1786; 3. Gabriel G. Ludlow, 1803; 4. Edward Winslow, 1808; 5. General Martin Hunter, 1808; 6. Lt. Col. G. Johnston, 1808; 7. Gen. Martin Hunter, 1809; 8. Gen. Wm. Bafour, 1811; 9. Gen. G. Stracey Smythe, 1812; 10. Gen. Thomas Suamarez, 1813; 11. Gen. G. Stracey Smythe, 1814; 12. Lt. Col. Wm. Harris Hailes, 1816, Administrators; 13. Hon. Gen. G. Stracey Smythe, Lieut-Governor, 1817; 14. Ward Chip
- (Continued on page four)

C. K. PALMER IS LAID TO REST AS PUBLIC MOURNS

Many Citizens of Fredericton Turned Out To Pay Last Tribute To One of Fredericton's Popular Citizens.

Mourners From Abroad

Appropriate Hymns Are Played by Band and Choir—Service at the Graveside.

At last tribute to the memory of the late Charles K. Palmer was paid at three o'clock when the funeral service took place at the bereaved home on Charlotte Street. Rev. J. W. Bartlett, pastor of the Wilmot United church conducted the service. A male quartette consisting of Hugh Andrews, Vernon Box, Fred Barker, and Gordon Foster sang appropriate hymns amongst others, "I am praying for You", and "The Old Rugged Cross". As the remains were borne from the house the York Regiment Band of which the late Mr. Palmer was formerly president played "Near My God To Thee". The band kindly offered to play at the funeral in appreciation of Mr. Palmer's kindness to them.

At the conclusion of the service the funeral procession formed and proceeded to the Rural Cemetery, where the interment was made. Rev. Mr. Bartlett conducted the committal services at the grave. Dr. McGibbon and R. B. Wallace read the Masonic burial service at the grave.

The funeral was one of the largest seen in Fredericton in recent months. People in every walk of life and from out of town places being present.

The pall bearers included Ralph Gunter, John H. Malcolm, John Neill, John B. McNair, Dr. H. H. Hagerman, C. A. McVey, members of Hiram Lodge F and A.M.

The mourners included J. E. Palmer, Dr. Cartenhour, John Everett Palmer, W. A. B. McLellan, Jack McLellan, Wm. McLellan, Jr., James R. McLellan, Frank Tilley, Carleton Tilley, Arthur Burpee, Fernley Hill, Fred Cumming, Gordon Cumming, Lloyd K. Cumming, Isaac Kilburn, Randolph Kilburn, Frank Kilburn, Ralph Kilburn, Arthur Kilburn, Charlie Kilburn, Albert T. Smith, W. M. Todd, W. L. Morrell, John B. Winter, Roy T. Forbes, employees of John Palmer Co

145 Cases of Measles

PICTOU, N. S., Feb. 22—Meeting to deal with an epidemic of measles, the health board received reports of 145 cases. Action was deferred after the health officer, Dr. R. H. Sutherland said measles could not be controlled by quarantine. Other towns had tried and failed to prevent the spread of the disease by quarantine, he said.

LaBatt Sails South

HALIFAX, N. S., Feb. 22—John S. LaBatt was sailing toward the West Indies today aboard the Canadian National steamship Lady Rodney. An atmosphere of complete secrecy shrouded his arrival and departure here last night.

SERIOUS ILLNESS

Many friends will regret to hear of the serious illness of Mrs. C. K. Palmer. Mrs. Palmer is suffering from shock on account of the sudden death of her husband.

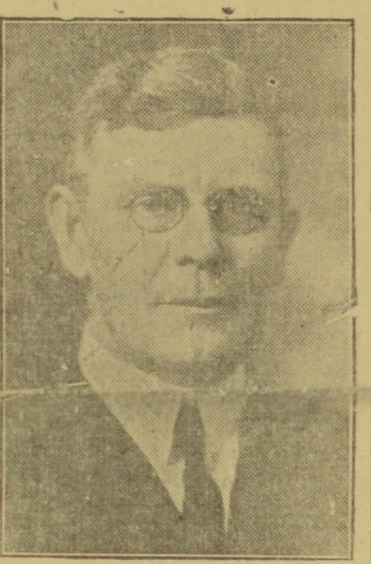
CONDITION IMPROVED

The condition of Mrs. Cleve Stilwell, who has been quite ill at her home, was reported to be somewhat improved today friends will be glad to learn.

Daughters Of United States Consul Jump To Their Death

W. U. APPLETON GETS NEW POST ATLANTIC REGION

MONTREAL, Feb. 21—Announcement was made here today by S. J. Hungerford, president of the Canadian National Railways, that W. U. Appleton, in charge of the Atlantic Region of the system, has been given the title of vice-president and general manager of the Atlantic Region. Mr. Appleton's title previously was general manager Atlantic Region.



W. U. APPLETON

Mr. Appleton is a native of the Maritime Provinces and has spent his life there. He was born in Moncton, N.B. on Jan. 29, 1878, and commenced his railway career by joining the Intercolonial Railway as junior clerk on Oct. 13, 1890. From that date until October, 1913, he served with the Intercolonial Railway successively as machinist apprentice, machinist, chief clerk, assistant to superintendent of motive power and as general master mechanic.

When the Intercolonial became part of the Canadian Government Railways into the Canadian National System, Mr. Appleton, in February, 1918, was appointed superintendent of motive power, and in December of the same year was made mechanical superintendent. With the amalgamation of the Canadian Government Railways into the Canadian National System, Mr. Appleton on Sept. 15, 1920, was appointed general superintendent of rolling stock. On March 1, 1923, he was made general superintendent of the Atlantic Region and on April 15, 1924, was appointed general manager of that region with office at Moncton N. B.

Appointed Assessors At Bathurst, N. B.

BATHURST, Feb. 22—The regular monthly meeting of the Town Council was held Wednesday night with Mayor C. J. Veniot, M. D., in the chair. The assessors for the year were appointed as follows: John A. Power, chairman; Henry A. Melanson, deputy chairman, and George T. Ruickbie. After passing the monthly accounts, the meeting adjourned.

DEATH AT OROMOCTO

The death occurred today at Oromocto of Mary T. H. Rutledge after a short illness. Deceased was well-known and respected by a large circle of friends and her death will be learned with regret. Funeral arrangements have not yet been made.

Committed Suicide So That They Might Join In Death Their Lovers Who Were Recently Killed in Plane Crash.

Upminster, Eng., Feb. 22—Two heart-broken American girls, whose Royal Air Force fiancés crashed to death last week in the girl's adopted land of Italy, late yesterday plunged hand in hand from an aeroplane to die against English soil.

The two—Elizabeth, 23, and Jane, 20, beautiful daughters of Coert du Bois, United States consul at Naples—fell from a height of perhaps 3,000 feet. Workmen found their broken bodies half buried by the impact.

Inseparable in life, the two were alone together in their rendezvous with death. They paid six fares to reserve every seat aboard the Hillman Airways transport plane whose pilot, J. Kirton, thought he was flying the sisters to Paris.

After he was well over the Channel, Kirton glanced back to find the plane cabin empty, the door ajar. On one of the seats the girls had occupied were two sealed letters. One was addressed to their father, the other to their mother.

Friends said the girls were "informally engaged" to two British flying officers. Elizabeth to Flight Lieutenant Henry Longfield Beatty, and Jane to Flying Officer John A. C. Forbes who were among the nine killed when the British seaplane "Ace of Diamonds" crashed in Sicily, Feb. 15.

A stop-over at Naples, it was learned, gave the two officers opportunity to be much in the company of the American girls, the four making an all-day trip to Amalfi and Ravello the day before the "Ace of Diamonds" took off on its fatal flight.

(At Bedford, Bedfordshire, Dr. S. Blakeley said his daughter, Kathleen was engaged to Forbes and expected to marry him after he returned to Singapore in April. At Dublin, Mrs. Harold Lett, mother of Betty, said her son wrote from Messina mentioning his acquaintance with duBois girls but saying nothing of any engagement.)

At the West End Hotel in London where they were guests during the last four or five days, the girls' tears and near-hysteria excited the interest and sympathy of attendants.

The Hillman Saloon Coaches, and Airways, Limited which operates passenger ships from Romford to Paris issued an official statement late yesterday which revealed that one of the two, shortly before taking off, "asked the pilot to close the door, separating the pilots' cockpit from the passenger cabin".

"In addition," the statement said, "they asked him to cover up the two small ventilating windows through which the pilot usually glances into the cabin, saying they felt a draught. 'The pilot, having no reason to think there was anything odd in this procedure, complied in order to assist the comfort of his passengers'."

The company said an empty whiskey bottle was found under one of the two seats the sisters occupied, while one shoe was found within the cabin.

Pilot Kirton who estimated he flew for an hour before discovering that the two girls were missing, said they must have fallen about 3,000 feet to their death.

Workmen looked up as the ship roared over the Essex countryside near Upminster to see two white objects plummet down.