

A RIVAL WINTER PORT.

Grand Trunk Pacific and C. P. R. Officials Visit
L'Etang and People Look for Big Development.

St. John Globe.—Is L'Etang to be made a winter port? Will it be the Atlantic terminal of the Canadian Pacific Railway, or of the Grand Trunk Pacific? Can it be that these two great corporations are working together to secure on the Atlantic seaboard a Canadian harbor on which to build dock facilities; or is it one trying to get ahead of the other? Is it St. John to be abandoned by the C. P. R.? If something of this kind is not on foot, what means the recent visits to L'Etang of representatives of these great corporations? What other explanation can be given of the offer of Mr. J. Sutton Clark, who controls the shore rights at L'Etang, of a very large sum of money for his holdings? These are questions that the people of L'Etang, of St. George and of all the neighboring country are asking. Naturally very great curiosity and not a little excitement has been aroused by the mysterious comings and goings of men who play large parts in the management of these great transportation companies, and now the people make anxious inquiries as to the personality and business of any strangers who are seen in the neighborhood of the beautiful harbor that is fondly expected will, in a few years, be one of the great ports of Canada. Representatives of the Globe who visited St. George and L'Etang on Saturday were greatly amused to learn that there had been much whispered comment as to their identity and intentions.

THE HARBOR OF L'ETANG.

The visit was made with the two-fold object of seeing L'Etang harbor and of learning, if possible, the situation as regards its future. L'Etang harbor, which is about five miles from St. George—can, with truth, be said to justify all that has been said in its praise. It is a great roomy basin well protected from the sea as is the harbor Digby, for the channel is a narrow inlet not more than a quarter of a mile wide, but very deep, there being 90 feet of water at low tide. Once inside a ship would be safe from every wind, and as the shore are bold wharves and could be built cheaply, there would not be any necessity of dredging. This would permit of the erection of the cheapest construction wharves on piles. In the harbor itself there could be provided a great many berths, more than St. John can ever hope to have, for the harbor is a much larger one, while additional berth room can be secured up what is known as the L'Etang River, an opening from the harbor. Here the shores are bold and on either side wharves could be built for a distance of about two miles, giving accommodation for vessels to carry all the trade that Canada will have even when the great northwest is crowded and the country's population is many times greater than at present. The river is fully a quarter of a mile wide and at low tide has ample depth of water to float the biggest ships. There can be no doubt about the possibilities of L'Etang as a harbor if some great corporation ever undertakes the work of developing it. At present there is only one wharf, a small one running to low water, built by Mr. J. Sutton Clark for his sardine trade. It faces the harbor entrance, and through chops as they are called, and through these in the far distance can be seen what appears to be a small island, but is in reality the North Head of Grand Manan, eighteen miles away. This will serve to locate the harbor for those who know Grand Manan. The harbor should be as easy of access as any along the coast, although in heavy weather it might be found that the entrance is a pretty narrow one to navigate. The land all about appears good, and a railroad or for that matter two or three railroads, would have no difficulty in getting ample yard room, cattle yards and all other facilities to properly carry on their business.

FUTURE POSSIBILITIES.

The possibilities of L'Etang harbor are certainly greater than those of any other harbor along the Bay of Fundy coast, but it is not so easy to write of the probabilities. The railroad men and the steamboat men have been there to look over both the land and water. In their conversations they let it be seen that they were greatly impressed, but as yet the property remains in the hands of the local owner, who has refused for it an offer that would have made him independently rich. Careful inquiry by the Globe representatives left no doubt that the place had been visited within a recent period by officials of the Canadian Pacific and the Grand Trunk Pacific, but it could not be learned on whose behalf the offer of purchase was made. Mr. Clarke may, of course, know more of what is going on, or has gone on, than anyone else in the place, but he regards all negotiations with him as confidential, and so will not discuss them other than to admit that he had an offer that he declined because he did not consider it sufficient. Mr. Clarke has a sardine factory equipped with thoroughly modern and up-to-date machinery. He also has valuable fishing privileges in the harbor, a valuable lime quarry on the shore and a large general store. It is understood he did not consider the \$100,000 which it is believed was offered him for his holdings, could be invested to yield him the revenue he expects from his own mercantile enterprises, and so said the offer was not large enough. It is not known that he has put any price on his property, but the prevailing

opinion about St. George is that he will not sell for much less than a quarter of a million. It might here be said that Mr. Clark is a former resident of Carleton. He learned the drug business in this city, then opened in St. George, where he now conducts a large drug and general store. He early saw the possibilities of L'Etang as a centre for the sardine trade and secured his present holdings so as to control that business and not with any regard to winter port development. He has shown great energy and enterprise in the management of his own affairs and friends in St. John, as well as in St. George, will be glad if the turn of fortune's wheel gives him even greater rewards than he was counting on.

THE GRAND TRUNK PACIFIC.

From all that could be gathered in St. George and L'Etang, the present interest in L'Etang began about a year ago in the visit there of a mysterious stranger. Who he was is not known. He had a map of the place, and in his wanderings around the shore met an aged fisherman, who acted as guide. The stranger said very little, but carefully went over the ground, comparing it with his map. His talk convinced his guide that he was looking at the place with a view to its future use as a shipping port for large steamers. His visit had been forgotten, but was recalled this summer when Mr. E. G. Russell, formerly general manager of the I. C. R., but now holding a responsible position with the Grand Trunk Pacific appeared on the scene, first alone and a little later accompanied by an engineer. Mr. Russell is a St. George boy, and knew L'Etang from his youth. The people there think he directed the attention of the management of the new transcontinental line to its advantages as a winter port and was sent down with an engineer to look the place over and report. Certain it is that Mr. Russell and his friend were on the ground for several days. Not long after one of Mr. Russell's visits—for he has made two or three to L'Etang this summer—a man arrived who gave his name as Hatch and claimed to be a lawyer from Bangor, Me. He it was who made Mr. Clark the offer of \$100,000 for his holdings. Mr. Hatch spent some time looking up the titles to the 600 and more acres held by Mr. Clark before making his offer. He may have told Mr. Clark, but he did not tell anyone else whom he represented, and there is an impression that he did not even tell Mr. Clark and, in fact, that he did not know himself. He was instructed by a third party to go and make the offer of \$100,000 if he found the titles satisfactory. He was not able to conclude a purchase, as Mr. Clark would not sell for the figure, and so left St. George. The belief is that this offer was made on behalf of the Grand Trunk Pacific, but of that no satisfactory evidence could be secured.

C. P. R. ON THE SCENE.

The next sensation was the appearance in St. George one day a few weeks ago of a special train of C. P. R. cars, and hauled by a C. P. R. engine. The visitors on board got into teams and drove away to L'Etang returning in a couple of hours. It soon became known that the party consisted of Mr. D. McNichol, general manager of the C. P. R.; Mr. Arthur Piers, who is in charge of the steamship business of the same company, and Col. H. H. McLean, who is the legal representative of the company. When they reached St. John they said not one word about their L'Etang visit, and it was only learned of a day or two later. The Globe representatives who visited L'Etang on Saturday found that Mr. McNichol's trip was something of a disappointment, because the fog shut down just before the party reached their destination and did not lift until a half hour or more after their departure. L'Etang had another important visitor in the person of Capt. Walsh, who is well known in St. John as the shore captain of the Canadian Pacific. He remained two days on the ground carefully inspecting the harbor and its approaches, then left again for Montreal. Like all the other visitors, he was careful not to do much talking, but a critical examination of a place with a view to its future use as a shipping port, and disclosing something of his purpose. He was overheard to remark that thirty acres would be required for a cattle yard, and also to say that for a start a pier could be run out almost parallel with the shore, giving accommodations for three steamers on either side, or six in all. This has been taken to indicate a fixed determination on the part of his company to make some use of L'Etang, but he also said that engineers would be down immediately, and though ten days and more have elapsed since his visit none have yet appeared on the scene, and Mr. Clark when questioned by the Globe, said the C. P. R. has not opened any negotiations with him for his rights.

WHAT DOES IT ALL MEAN?

This statement tells all that is known of the situation. Some people think the Grand Trunk Pacific will eventually buy out Mr. Clark; others believe the C. P. R. will become the owners of the harbor, and some think they will work together, as there is room for both, and they can build terminals cheaper there than at St. John, and can control the charges. Others again regard the visits of the various officials as

LATEST FASHION.



FOR THE SCHOOL GIRL.

A medium shade of dark green sienne fashions this smart shirt-waist suit, one which presents many attractive features for school wear. The back follows the fitted lines of a well-setting bodice, while the fronts are arranged after a shirt-waist pattern, with broad plaits. The deep square collar over the shoulder is a separate affair, an 18's trimmed with rows of heavy machine stitching and a bias fold of black velvet. The

sleeves the regulation shirt pattern, the fullness laid in stitched plaits at the wrist, and an upflaring cuff is trimmed with a velvet fold, en suite with the collar. The skirt is a nine-gored affair, each gore having two backward turning plaits, stitched down to the knee and then well pressed from there. The skirt length is to the shoe tops, and the shoe pictured represents the latest mode, a shiny black vamp, with a dark cloth upper.

moves in a game of some kind that has not yet been disclosed. Not all are convinced that it means that L'Etang is to become a great shipping port, but rather think it will turn out to be what they call a bluff to work concessions, probably from St. John. It must, however, be admitted that the vast majority incline to the belief that there is real business behind all this activity and that a few years will see L'Etang sharing the winter port business with St. John, if not actually competing with this port for the control of it.

The Canadian Pacific, if it has serious intentions as regards L'Etang, would probably build a road from the St. Andrews branch. It is understood a line of about eighteen miles would give the most direct connection and would be a somewhat shorter haul to the seaboard than the present road to St. John. As regards the Grand Trunk Pacific it is not possible to speak with any clearness. If the St. John valley route through New Brunswick is chosen for the government line a branch might be run from a point at or near Fredericton direct to L'Etang, but if the Central route is selected the line would have to be much longer, and so the people on the upper St. John might get their much wished for valley route. Either way a pretty long line would be necessary to reach L'Etang, and there is considerable doubt if the company would build so much. Another suggestion is that they may acquire the Shore Line, and by connection with the Washington Counties Railroad in Maine tap their present line to Portland. This would not give an all-Canadian route, and so might not be possible because of the agreement with the government.

The people of St. George and L'Etang are watching anxiously for the next move, and the people of St. John cannot fail to be as deeply interested. It may be that this port has nothing to fear, but the situation is an interesting one, and great changes may result. It is not likely, however, that either one or the other of the great railroads will show its hand until any deals that may be on hand are completed. It may be of interest to recall the fact that a few days after the visit to L'Etang of Mr. McNichol and Mr. Piers Sir Wm. Van Horne said the C. P. R. had no intention of seeking any other winter port than St. John. A day or two later Capt. Walsh, a trusted official of the C. P. R., went to L'Etang, and he told some people there that engineers would follow him. Why?

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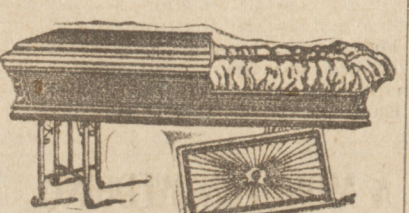
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GLIMPSES OF HUMOR.

A well known New York composer, who had long felt the need of a reputable firm of agents to undertake the disposal of his compositions, read recently the advertisement of a bureau which offered to place musical and other manuscripts with publishers. Their charges were fairly high, and the advertisement stated expressly that "only work of the highest grade" was handled by the bureau. The composer, thinking that this was probably the opportunity he had been looking for, sought the address given in the advertisement. Entering the offices of the concern, he found the manager in his short sleeves, sitting at a type-writer.

"I understand you place musical compositions for commissions?" inquired the composer.

"That's right," was the answer, "but we only handle first-grade stuff."

"Do you suppose," continued the composer, "you could place this 'Sanctus' of mine?"

"Sure!" replied the manager, confidently. "Why, last season we placed Bink's 'Mother's With the Angels' and he made over two thousand on it."

A little daughter of a clergyman was not feeling well, and had to be put to bed early.

"Mother," she said, "I want to see my dear father."

"No, dear," said her mother, "father is not to be disturbed just now."

Presently came the pleading voice: "I want to see my father."

"No, dear," was the answer, "I cannot disturb him."

Then the four-year-old parishioner rose to the question of privilege.

"Mother," said she, "I am a sick woman, and I want to see my minister."

The teacher was telling her class about Peary and his attempt to reach the north pole.

"Gee!" exclaimed the lad in the red sweater as he smacked his lips. "I wish I was along."

"Why so, my lad?" asked the teacher.

"Cause you could have ice cream every day."

"Well," said the tailor, "I can make that suit for you \$30 or \$90."

"Er—what do the two prices mean?" asked Slopoy.

"Cash or credit," replied the tailor.

Judge Parker is said to tell as a favorite story the tale of a young man in Savannah named Du Bose, who invited his sweetheart to take a buggy ride with him. The young woman had a very fetching lisp. When they reached a very lonesome bit of road the young man announced:

"This is where you have to pay toll. The toll is either a kiss or a squeeze."

"Oh, Mr. Du Bose!" exclaimed his companion.

"Come," cried the mother of the peevish little bull pup, "you can't mend matters by whining, can you?"

"Maybe not," sniffed the little pup.

"Then," said his mother, "if not, whine not."

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