

The Granite Town Greetings

VOL. 5

St. George, N. B., Wednesday, March 23, 1910.

No. 37

Important to Form Good Habits !!!

Get the habit of going to J. Sutton Clark's for CORSETS, style, quality and variety unsurpassed.

A splendid line of Ladies' and Misses' Underwear just arrived.

A New Assortment of Ladies' Wrappers. Shirtwaists in Many Different Patterns.

Fine Linen and Huckerback Towels. Detachable Dress Shields.

BOOTS, - SHOES - AND - RUBBERS.

J. SUTTON CLARK, - - - St. George, N. B.

D. BASSEN'S Spring, 1910, MILLINERY OPENING

We continue to-day the spring opening display of our greatest spring stock of merchandise, that has ever been seen in this store--one that proves the progressiveness of previous years.

Each season it seems as if we could go no further and yet, this spring we are as far ahead of last, as last year we were ahead of the year before.

We have engaged Miss Richardson, of Lunenburg, N. S., as our Milliner for this season. With long experience and ability, we can promise you the greatest satisfaction.

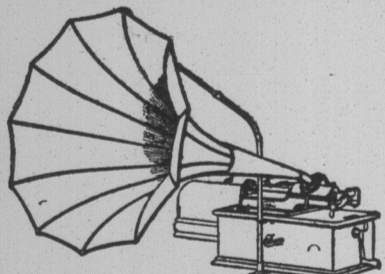
We made the best selection in every line in our store. You cannot help but be pleased. BE SURE AND ATTEND TO THE OPENING, ON

SAT. MARCH 26, 1910

At D. Bassen's

CARLETON ST., ST. GEORGE.

Watch - Maker - and - Jeweller.



EDISON "NEW MODEL" PHONOGRAPHS

Are the best that money can buy. They are in a class by themselves. Come in and let us demonstrate these truly wonderful instruments to you.

Victor Talking Machines, Records, Needles, Etc.

Edison Two and Four Minute Records.

Watches, Clocks, Jewelry, Silverware, Novelties, Etc., Stationery, Calling Cards, Playing Cards, Pens, Pencils, Inks, Scribblers, Pads, Etc.

Toy Books and Games. Watches, Clocks, Jewelry and Optical Goods of every description neatly repaired.

ORDER WORK A SPECIALTY.

J. W. WEBSTER, JEWELLER AND OPTICIAN, ST. GEORGE, N. B.

To My Customers :

I take this early opportunity of advising you that I will be in a position to supply you in the several lines of goods that I handle, and give you better values than anyone else in the business.

We are all aware that each year more money goes out of our country for goods that could be furnished here, and there is only one way of keeping the money home : that is to give people as good values as they can get elsewhere.

If you will still continue to give me your trade and influence I can assure you it will be to your mutual interest.

Yours for business,

GILLMOR, - - - Bonny River.

History of St. George.

By Grades V. and VI.

No further back than one hundred and fifty years ago what is now the site of the town of St. George, was a mere camping place for a few Micmac Indians, some of the descendants of these still live near here, and one of the principal streets follows the path of their ancient trail from the fresh to the salt water part of the river, hence its name, Portage.

The first white man we know of visiting the place was one Peter Clinch, in the year 1783. He was a native of Ireland who served in the British army during the Revolutionary War.

He was one of those who were afterwards rewarded for their services by grants of land in the parts of her North American possessions still remaining to Great Britain. His grant was in New Brunswick and included the land lying between what is now Letang and St. George.

He is supposed to have come to New Brunswick in 1783 along with some of these Loyalists who founded Parrott now St. John. It was in the fall of that year that he made his first visit to his grant. It was a cold stormy day that he landed. It is said at the foot of what is now Clinch street, and he passed such an uncomfortable night here that he went away next day not to return that year.

Next spring, however, he came again to stay this time, as he brought his family with him. He was also accompanied by several others, among whom was one Captain Baley. Where they built their first houses--probably log ones is uncertain, but it is thought that the first frame house erected was by Peter Clinch, where now stands the residence of Senator Gillmor. This house is said to be still in existence on Clinch street. It is the property of the Gillmor family, and is the same one as that now occupied by Archibald Warren.

Next after providing themselves with shelter came the need of a place of worship and a school house.

The former was supplied in 1790 by the building of a Union church, which is still in use by the Presbyterians to-day named by the efforts of Peter Clinch. The first school house, also built by Clinch, is supposed to have been placed somewhere between the present residence of H. Goodnow and A. Baldwin. In the same year Moses Shaw, another of the settlers, is said to have built a saw mill just below the falls in the river, somewhere near the site now occupied by the pulp mill. Other mills were built later, but by whom, when, and exactly where placed, is uncertain, but that the timber business was our earliest industry seems to be beyond doubt.

Peter Clinch is supposed to have been the builder and owner of the first store. It is said to have been placed somewhere on the street now leading to the wharf. A second store was built by Richard McGee probably near where is now Hanson Bros. Others were added later at intervals, though when, where and by whom, we do not exactly know.

During these early years of the settlement, its leading citizen as we have seen, was the founder, Clinch. He it was, who in 1795 when war with the United States was threatening, raised a company of volunteers, which though it was never needed for defence, he commanded till his death in 1851. He also served as a member for the House of Assembly for several terms.

After his death the next marked event we know of, is the building of the Episcopal church in 1844. Indeed for the next fifty or sixty years, we hear of few special events except the building of the Baptist church in 1845, and a Roman Catholic in 1854. But that this was a period of slow but steady growth is certain. We can imagine the gradual addition of more houses and stores, laying out of streets, etc. Like many other places in

the Maritime Provinces where lumber was plenty, during the same period the building of small wooden ships became a great industry. There were no fewer than five ship yards in operation here, and probably more. Some of these were at various points along the right bank of the tidal part of the river and one at the head of what is now called the Basin. But as in other places this industry died down after some years almost as rapidly as it started up.

As a result of the threatened American invasion during the war of 1812, Mr. Vernon one of the settlers, had built a small fort on the left bank of the tidal part of the river, near the residence now known as Mount Vernon. This block house was afterward partly dismantled, and later on during the Fenian Raids, was torn down.

A powder mill was also built on the same side of the river, in 1859, and soon afterward was blown up, but with no loss of life. A second one built later, met with the same fate, so it is never been rebuilt. During the Fenian Raids in 1855-56 such was the fear of the invasion of the village, that two new forts were built on the top of the hill just above the present public school building. Much of the material used in these came from that older one built by Vernon, which was torn down for the purpose. As the threatened raid was never made these forts were never used and were blown down by the Sazby Gale in 1869. Since then there has been no occasion for more like preparations so no more has been built. Now we come to the starting of that industry, to which St. George most largely owes its growth from a village to a town--the granite works. When the quarries were first worked is uncertain, but we are told that the first sheet built was by Frederick Berge in 1872, where that of O'Brien & Baldwin is now located.

The store in connection with the Bay of Fundy shed, was built in 1873, and the first sheet in 1874-75. Other sheds were built later, there being several now in operation, as the industry still remains the leading one of the town.

The exact date of the laying out of the streets is unknown, but the first highway bridge was put across the river below the falls in 1810, and the first above them in 1830. These have been rebuilt from time to time as they needed it, till they are finally replaced by the present fine structures, the lower bridge by one of 1897.

Since the building of the first school house by Clinch, there have been at least five different buildings in use for the public schools. The second school we hear of was kept in a building standing near where Grant & Morin's store now is. A third school house was built on the site of the present drug store. This one was burned and though replaced, was a few years later made into a public hall, another building being used for a school. This was the one known as the Drageon, gin hall. From there the school was moved into the present public school building, which was finished in 1888.

Before the railway was put through the town somewhere about 1881-82 the mails were carried to and from St. John and St. Andrews by daley stage. This railway, first known as the Grand Southern or Shore Line, has been lately brought and is now operated by the Canadian Pacific Railway Company.

In 1901 an American Company bought the right to build a pulp mill just below the falls in the river, this was finished in 1903, the first sheet of pulp being made in that year. This industry gives constant employment to a great many men, and has been a great help to the lumbering business.

Besides the building of new business of new business houses from time to time there have been a few marked events in late years. The town has grown slowly but steadily. In 1904 was incorporated "E. Dewar" being elected the first mayor. Those who have served in that office since have been H. Lawrence and the present one C. Hazen McGe.

Social and Personal

John Hinds of Letang was in town on Monday.

Douglas Spinney of Utopia, was in town on Monday.

Frank Leland, of Mascarene, visited St. George on Monday.

Roscoe Burgess, of Mascarene, was in town on Monday.

George McVicar was up from Mascarene on Monday.

Ernest Fisher of Bocahec was in town on Saturday.

J. W. Webster returned to Hampton on Saturday.

Miss Myrtle Milne spent Sunday with friends in town.

Dr. E. M. Wilson arrived on Tuesday's train from St. John.

Joshua Hawkins paid Greetings Office a call on Tuesday.

Edward Bates was a business traveler, here, on Saturday.

Miss Richardson arrived on Thursday, from Lunenburg, N. S.

H. H. McLean, of Letang, spent Monday in town.

Guy Flen of Digleguash, was a visitor in town on Monday.

Bert Grey, spent Sunday with friends in Letang.

Jas. McGarrigle of Utopia, was in town on Monday.

Dr. Taylor spent Sunday at home returning to Fredricton today.

Edward Holt of Lee Settlement paid St. George a visit on Saturday.

Wm. Banks of Emerson & Fisher, St. John, was a business visitor in town on Monday.

Lemuel Theriault of Back Bay, was a visitor at the Greetings office, on Monday.

I. B. Fenwick, returned to his home in Hampton, on Monday, for a few days.

F. Kierstead was a visitor in town on Friday in the interests of the Park and Blackwell, St. John.

W. J. Lynott returned on Friday from St. John where he has been spending a few days.

Miss Ellen Spinney, was a guest at the home of her sister, Mrs. Emerson Grant on Sunday.

R. B. Ledingham of Lawton and Vassie St. John, was a business visitor in town on Monday.

Miss Helen Clark left on Monday night for St. John where she will undergo special treatment at the hospital.

The Misses Laura E. Spinney, Lena M. Brown, teacher at Upper Letang, were guests of Mrs. Herb Grass on Sunday.

Miss Lena Brown of Thomaston, York Co., N. B. has accepted a position as teacher of the school at Upper L'Etang. She will spend the Easter vacation with her parents.

In 1904 the Baptists replaced their first church by the present fine modern one, and in 1909 a second English church was completed, the first one having been torn down.

In 1908 the present town hall was finished. These are the chief public buildings which have been erected in late years. But as time goes on and the town keeps building up as it is now, doubtless many more will be added, as well as many fine private residences.

Editors note--These facts were compiled by Grades V. and VI. of the St. George high school under the supervision of Miss Moore. Much credit is due the teacher and pupils of this department for furnishing this interesting and instructive history of our forefathers, and the story of the growth and development of our town.

Australian Immigration

The Victorian Scheme.

Sir John Travener, the Agent General for Victoria recently gave some interesting details as to the new scheme of immigration adopted by the Government of that State. The project, he said stood on the credit of Mr. Elwood Mead, the United States irrigation expert, appointed a couple of years back to the chairmanship of the State Water Supply and Irrigation Board. Mr. Mead had quickly recognized that while the Victorian Government had spent huge sums in establishing its great water supply in the Waranga Basin and other reservoirs in connection with it, it had failed to take adequate advantage of the facilities offered for cultivating the vast tracts of land irrigable from these sources.

Mr. Mead's views on this all-important subject had prevailed, and the Government had decided upon a remarkably enterprising policy. A portion of this land was to be resumed and divided into blocks reserved especially for immigrants from the British Isles and the United States. Britishers naturally were chiefly wanted, but Americans, by reason of their extensive acquaintance with irrigation in their own land, would be exceedingly useful settlers, and would be able to render their British confederers help of a valuable nature. English agriculturists might well give the scheme their close attention, for the opening was an exceptional one. Climate, soil, and means of communication were all of the best; there would be no pioneer work and no solitude, adequate social and educational advantages, and plenty of the best advice. Proper work on the blocks was certain to produce excellent results.

The published cables from Melbourne showed that forty thousand settlers were asked for, and that to this end Mr. Mead himself, with a Cabinet Minister and other representative men, would visit England to explain the Government scheme in details. Those who wished to profit by it would thus be furnished with the needful information, and would be able to arrange matters of business at once. It would probably be found that intending settlers would be permitted to acquire land by yearly payments spread over a term of 31 years, this being the plan with other land offered by the Victorian Government.

Sir John Travener stated further that he understood the delegation from Victoria would leave London in May. It would visit the chief agricultural centres and everything possible would be done to make clear the attractiveness of the scheme. It was intended to arrange that emigrants from Great Britain under the scheme should be conveyed by special steamers which would suit the various contingents of emigrants best. It was not desired that the latter should have to drag themselves and their goods about the country more than could be helped. The steamers would call for them where possible.