

NAMED AFTER A SQUAW.

How Fort Garry's Name Was Changed to Winnipeg.

An interesting story of how the name of Fort Garry came to be changed to Winnipeg was told to The Globe by Mrs. Charles Garratt, of 88 Tera-day street, Toronto. Shortly after the first Riel rebellion in 1871 Mr. Garratt, Chief Trader McDermott and a number of others who were prominent in the affairs of the fort at that time met one night at Mr. McDermott's house, it having been previously intimated that the name should be changed so as to be in keeping with the dignity of a post-office. At the meeting several names were suggested, but the weight of opinion was in favor of calling the place McDermottville. Before the matter was decided, however, Mr. McDermott rose and said that, as so much honor had been shown towards him in the matter he would ask that the privilege of naming the fort be left to him. Mr. McDermott therewith, in honor of his wife, a Winnipegosis squaw, gave to what was destined to become the metropolis of the Canadian west the name of Winnipeg.

Mrs. Garratt is an aged woman, and her recollections of Fort Garry in the sixties and early seventies is now food for pleasant retrospect. She first went there in 1860, and it took a month to complete the journey from Toronto. At Georgetown, a Hudson Bay post on the Red River, she waited two weeks for the completion of the boat that was to carry her on to Fort Garry, and which was the first steamer to ply those waters. She and her husband at first engaged in farming at Sturgeon Creek, but, two years before the rebellion broke out they moved to the fort and started an hotel under the sign, "Garratt House."

It was while thus engaged that they met their most serious reverses. Mrs. Garratt had returned to Toronto to endeavor to repair her health, and during her absence Riel and his men took possession of the fort and imprisoned a number of men, including Mr. Garratt and Thomas Scott, who was afterwards shot. The Garratt House contained enough supplies to last in ordinary circumstances for six months, but Riel, when he had possession of the fort, billeted his men at the Garratt House, lodged the proprietor in prison, and, to use Mrs. Garratt's own words, ate them out of house and home. When Mrs. Garratt returned some months later she found nothing but the walls of what had been previously her home.

Mr. Garratt's imprisonment ended a pass from Riel, entitling him to leave that part of the country. But with the roll call of the prisoners that night those of lesser authority discovered that Garratt had been allowed to go. They told Riel that he had given liberty to one of his worst enemies, and the result was that a reward of \$100 was offered for his recapture, and to judge from the shots that were fired after him as he crossed on horseback over to United States territory it meant "dead or alive." The hardship and exposure consequent upon that flight for liberty ended in his death two years later.

Mrs. Garratt attributes to the shooting of Thomas Scott, which caused the stationing of a garrison at the fort, the gradual opening of the west. That began when incomers felt assured of protection. She knew Riel personally, as he had often stayed at the Garratt House. She remembers him as not a bad sort of fellow, as one, at least, who could sympathize with anyone suffering hardship.

Cost of the Colonies to Great Britain.

The London Times of the 6th inst. contains a most interesting article founded upon the report obtained by Sir Wm. Molesworth of the cost of the army sustained by Great Britain in the colonies. In 1850, which is the year The Times has selected, the troops in the colonies cost the Mother Country, £1,328,656. In this calculation, however, neither the artillery nor the engineers are taken in, as they do not, according to the military technicalities, belong to that class designated as "troops," but are under the Ordnance Department. In addition then to the above sum, the artillery cost £122,970, stores, £19,602, and the engineers, who it will be seen, are made the orders of the campers, £51,989. This does not include the commissariat stores, which for that year amounted to about half a million more, making as the entire cost in the colonies two million pounds sterling. The total number of men coming under the designation of troops—

Canada, 5,209; Nova Scotia, 1,735; Bermuda (which is attached to this division), 1,124; New Brunswick, 528; Newfoundland, 326; Prince Edward Island, 82. — From The Globe of 1852.

A Small Boy's Essay.

A small boy in a Victoria County school was asked by his teacher to

Eve Tempted Adam.

And Adam has been tempting Eve ever since. Imagine a man selling a woman rancid butter while keeping her attention fixed on a "prize" given with the rancid butter! A woman may be tempted by "prizes" to buy common soaps, that she may not know will soon ruin her clothes and hands. But she soon finds out the difference between common soaps and Sunlight Soap. She finds Sunlight Soap—Octagon Bar—a prize in itself. Her clothes last longer, and her hands are saved from eczema.

write what he knew about the peace in South Africa. Result: "The Boers fought against England, and Colonel Hughes went to Africa and fought them. By-and-by everyone thought it time to stop, but the Boers wouldn't. So Colonel Hughes, who had come back home, sent word he would go and fight them again if they would not make peace, and they did, providing he would be their Governor." Which is about as true as many accepted chapters of history.—Saturday Night.

A Big Foghorn.

A large foghorn is to be placed in the Gulf of St. Lawrence, 4 feet in diameter and 12 feet long, the sound being produced by sirens. Compressed air is supplied by valves actuated by clockwork. Every two minutes the foghorn will emit a deep roar, followed ten seconds later by a sharp shriek. There are three air tanks, each 6 feet in diameter and 12 feet long, and three gasoline engines run compressors to fill these tanks. The plant runs automatically, and a constant pressure is maintained in it. Even the clock is wound by compressed air.

Billiard Terms.

"What are the principal shots in billiards?" asked the fair young damsel of the wise young man. "The kiss, the follow, the bank and the draw," he replied. "How lovely!" she exclaimed. "It is almost like a courtship. First, the lover gets a kiss, then he follows the girl all about and then"—

"And then," interrupts the man who aspires to pessimism—"and then they get married and he goes to the bank and draws, for that is his cue, unless he wishes to be frozen." (For the benefit of the unsuspecting reader, adds the Baltimore American, we will state that "cue" and "frozen" also are billiard terms. There are still more than might be worked into the little jeu d'esprit, such as "scratch," "break," "drive," "tip," "table," "run," etc., but lack of space prevents carrying the theme to the bitter end.)

Minute Parts of a Watch.

The minuteness of the parts of a watch is shown by the following figures: It takes 150,000 of one certain kind of watch screws to make a pound. The pivot of the balance wheel is only one-two-hundredths of an inch in diameter. Each jewel hole into which a pivot fits is about one-five-thousandths of an inch larger than the pivot, to permit sufficient play. The finest screw for a small sized watch has a thread of 260 to the inch and weighs one-one-hundred-and-thirty-thousandths of a pound. A pallet jewel weighs one one-hundred-and-fifty-thousandths of a pound; a roller jewel a little more than one-two-hundred-and-fifty-six-thousandths. The largest round hair-spring stud is four-one-hundredths of an inch in diameter and about nine one-hundredths of an inch in length.

NOT ALWAYS DAMAGED.

The Goods That Are Known In Trade Circles as "Seconds."

"It does not follow," said the buyer for one of the sections of one of Washington's big department stores, "that goods which are known to the public and to the trade, and especially to lady shoppers, as 'seconds' are damaged goods.

"Goods of all classes are known to the trade under three great subdivisions—the absolutely perfect, the seconds and the short ends—and their importance and value are regulated accordingly.

"The manufacturers of goods of all descriptions, from a locomotive to a spool of thread, do not try to dispose of their products as perfect unless they really are such, however light the consciences of some retail dealers may be on this point. Woollens and cottons at the mills and all goods sold by the yard and down to bicycle tires are carefully inspected for flaws and defects of the minutest description. Such as are not up to the standard of merit placed thereon by the house turning them out are laid aside by the experts and classed as seconds. These are disposed of to the trade under this name and at a greatly reduced price as compared with the perfectly made article.

"For instance, let us take the case of men's collars, and especially the high turnover collar. After being laundered they are examined for defects, the most prominent of which is a slight break in the linen on top in front where they button. It may be scarcely perceptible, but it is enough to cause it to be thrown aside, and the name of the maker is not stamped thereon, as would be the case if it were perfect. Very often one of the buttonholes is slightly torn or there is a little scratch in the linen on the outer side. Some firms sell thousands of dozens of these collars a year at a very low price, while some of the defects are not perceptible to the eye of the purchaser, who buys the goods at retail at less than half the cost of the perfect article. The same is true with bicycle tires, the makers cutting their names off the rubber. Dealers are careful not to have their names go on seconds, as the public would judge their perfect articles by the imperfect, relying upon the name of the manufacturer to buy a perfect article.

"In weaving yarn goods a broken thread or a loose pin or a few drops of oil from the loom will make half a dozen or more yards imperfect, yet salable as short ends. These are cut off from the bolt and sold cheap to dealers who make a specialty of handling such goods. Some mills will have at the end of the season thousands of these short ends. The retail buyers and jobbers secure them at low prices, the public very often supposing that they are getting 'bargains' in the perfect goods at less than known market rates. Usually they receive full value for their money.

"The loss to the manufacturers and the mills from seconds and short ends makes a big hole in the profits at the end of the season, and this loss is taken into consideration in the wholesale price asked for the perfect goods. In some mills they have a system of making the operatives pay for any difference in the damaged goods where the loss may be traced to their personal fault and not that of the machine. This system makes the operatives very careful, as it materially affects their wages. If a manufacturer attempted to put on the market seconds for perfect goods, the retail dealers would not buy from him, and the public would likewise withdraw its patronage."—Washington Star.

Troubled with Kidney Trouble for Six Months.

Many Men and Women Are Troubled With Kidney Trouble, Some For Less Time, Some For Longer—No Need To Be Troubled For Any Length Of Time, If They Only Knew Of The Cures Being Made By

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Backache Is The First Sign Of Kidney Trouble—Then Come Complications Of A More Serious Nature.

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Price 50c. per box, or 3 boxes for \$1.25; all dealers or The Doan Kidney Pill Co., Toronto, Ont.

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ARRANGEMENT OF TRAINS

In Effect October 12th, 1

ATLANTIC STANDARD TIME

LEAVE FREDERICTON

6.25 a.m.—Week days, Express for St. John, St. Stephen, St. Andrews, Houlton, Woodstock and points north; Bangor, Portland and Boston.
7.45 a.m.—Mixed, Monday, Wednesday and Friday, for Woodstock, Presque Isle, Edmundston, etc., via Gibson Branch. Leaves St. Marys 8.15 a.m.
9.15 a.m.—Mixed, Tuesday, Thursday and Saturday, for Woodstock, Presque Isle, Edmundston, etc., via Gibson Branch. Leave St. Marys 9.41 a.m.
9.45 a.m.—Express, week days, for Fredericton Junction, connecting with Express for St. John and points east. Palace sleeper Fredericton Junction to Halifax, N.S.
6.00 p.m.—Accommodation for Fredericton Junction, connecting with Short Line Express for Montreal, Ottawa, Toronto, and with the Pacific Express from Montreal for the west, northwest and Pacific Coast, also connects for Bangor, Portland, Boston, etc., St. Stephen, Houlton and Woodstock. Palace sleeper from Fredericton Junction to Montreal. Pullman sleeper Fredericton Junction to Boston.
9.00 p.m.—Express, week days, for St. John and points east.

ARRIVE AT FREDERICTON

9.05 a.m.—From St. John and points east.
11.35 a.m.—Week days, from Boston, Montreal, St. Stephen, St. Andrews, Woodstock and Houlton, etc.
6.20 p.m.—Monday, Wednesday and Friday from Woodstock and points north via Gibson Branch. Arrives at St. Marys 7.35 p.m.
8.00 p.m.—Tuesday, Thursday and Saturday, from Woodstock and points north via Gibson Branch. Arrives at St. Marys 7.35 p.m.
8.10 p.m.—Week days from St. John and east.
10.40 p.m.—Week days from Boston, Portland, Bangor, St. Stephen, St. Andrews, Houlton, Woodstock and north.
All above trains run week days only.
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INTERCOLONIAL RAILWAY

On and after Sunday, October 12th, 1902, trains will run daily (Sundays excepted) as follows:

TRAINS WILL LEAVE ST. JOHN

No. 2 Express for Halifax and Campbellton..... 7.50
No. 134 Express for Quebec and Montreal..... 18.00
No. 26 Express for Point du Chene, Halifax and Pictou..... 12.15
No. 8 Express for Sussex..... 17.10
No. 4 Mixed for Point du Chene..... 13.15
No. 10 Express for Halifax and Sydney..... 23.25

TRAINS WILL ARRIVE AT ST. JOHN

No. 9 Express from Halifax and Sydney..... 6.20
No. 7 Express from Sussex..... 9.00
No. 133 Express from Montreal and Quebec..... 13.50
No. 25 Express from Halifax and Pictou..... 17.40
No. 1 Express from Moncton, (Saturday only)..... 24.75
No. 3 Mixed from Point du Chene..... 16.50

All trains are run by Atlantic Standard Time. Twenty-four o'clock is midnight. Moncton, Oct. 10, 1902.