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## THE WEEKLY SUN.

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## SUN PRINTING COMPANY,

ALFRED MARKHAM,

Manager.

## THE WEEKLY SUN.

ST. JOHN, N. B., OCTOBER 24, 1894.

## AN INTERESTING SITUATION.

The political situation in Great Britain is becoming daily more uncertain. Not only are the Irish nationalist party whose united political action is necessary to the life of the government, bitterly attacking each other, but the labor party is in a condition of demoralization. Here is John Burns, M.P., declaring that Tom Mann is "a shiftless and incapable person." Other leaders he describes as "bounders on the bounce," and "men on the make." Perhaps the same weakness, for alliteration has led him to designate one Frank Smith and other labor scribbles as "journalistic jerry-diddlers." In return we have Mr. Smith, calling in the same article, and, replying to the effect that Mr. Burns is a "bombastic, bullying, boss, bulldozing, selfish and conceited." While Mr. Burns is bestowing his maxims sweet on Mr. Smith, and Mr. Smith is tendering his gentle sage advice, after the manner of the wife of Tam o' Shanter, Mr. Chamberlain has come to the fore with a socialist measure which goes farthest in some directions than any which Mr. Burns or Mr. Keir Hardie ever thought of. Mr. Chamberlain's scheme includes the limitation of the hours of factory labor, and a new employers' liability act, which are found in all the radical programmes. But there are two striking additional propositions, one borrowed from Germany and one adapted from previous parallel legislation. The old age pension is probably in effect a system of endowment insurance which the government would be expected to furnish at cost, or so much less as the public might be asked to contribute to the scheme. It is a project in the direction of state socialism but may be worked out on lines which would afford a healthy individual stimulus. The other sensational feature of the Chamberlain programme is a project for furnishing state aid to artisans for the purchase of homes. The plan seems to be that an artisan or laborer who is able to pay one-fifth of the purchase money for his cottage, may procure the balance from the government at three per cent interest. In addition he would pay a small annual sum to a sinking fund and in process of time would own his own house. The whole annual payment for interest and sinking fund would perhaps be less than the present rental. The principle involved in this proposition has already been adopted in the Irish land purchase bill. The English correspondents claim that the Chamberlain measure is more dangerous than the Irish bill, inasmuch as the occupation of the workman in cities is subject to fluctuations, and the workman himself is something of an itinerant. The view that farm lands in Great Britain are better security than cottages in the cities has a certain plausibility, but somehow recent economic history does not support it.

Undoubtedly house property in English cities has held its value better than farm property in English or Irish counties. And if the British workman migrates from town to town it is perhaps largely because he has no property interest to fix him to one abiding place. It might be very much to his benefit to have a freehold to make him a permanent resident, especially if beyond the first payment

the annual outlay required to make him a proprietor were no greater than his rent. Every year's payment into the sinking fund would increase the security of the government, and at the same time bring the occupant nearer the position of a freeholder. The interest acquired by the occupant like that of the Irish farmer would be transferable, so that the artisan would not lose his rights in case he was obliged to leave the neighborhood, or should be obliged to discontinue payments. The Chamberlain scheme would have advantages over the building society, for the building societies in England pay five per cent dividends, while the government might be content with half that return. Both the Chamberlain propositions are radical, but he has always been an advanced statesman. It is his boast that he has not abandoned his principles but has induced his associates to adopt them. The common opinion is that Mr. Chamberlain has secured the support of the liberal-unionist party to his programme, and that he will be able to command the help of Lord Salisbury and the conservatives.

Moreover Mr. Chamberlain has come forward as the sponsor of the Gothenburg system for the regulation of the liquor traffic, which system has now the support of Mr. Gladstone. On the whole Mr. Chamberlain appears to be at present the most original and impressive figure in the field of active British politics.

## MONUMENTS.

The statue of Sir John Macdonald, which was unveiled at Toronto last week, is the second of the late premier which has been completed in Canada. The first one exposed to view was at Hamilton, where the unveiling took place last March. It is a bronze statue on a pedestal of New Brunswick grey granite. The bronze figure at Toronto is about the same size as that at Hamilton, and rests on granite from Quebec. Both monuments were unveiled by the present premier of Canada. Three others are in course of preparation. The one for Kingston, Sir John Macdonald's home and burial place, is the tribute of the nation. The one at Montreal will be the gift of the people of that city, who have subscribed some \$20,000 for the purpose. The statue at Ottawa, which will stand near that of Sir George Cartier, has already been provided for by vote of parliament. There is also a bust in the crypt of St. Paul's cathedral, London, where the marble figure of Canada's greatest son keeps illustrious company. The Hamilton monument and the marble bust at St. Paul's are the work of a distinguished English sculptor, Mr. Wade. The one at Toronto was executed by Mr. Hamilton McCarthy, a Canadian sculptor. The first prize for the model was given to Mr. Philippe Hebert of Montreal, who is also known in Paris. The same Mr. Hebert has in hand the Montreal memorial, and is to execute the one for the national capital.

One contrast between our Canadian cities and those of the mother land is the absence in our towns of monuments in honor of great men and great deeds. It is fitting and becoming to furnish these object lessons of a nation's history. Some day we shall have them in the squares and chief resorts of all our cities. It was natural that different cities which had been associated with the person of the late premier should have vied with each other in perpetuating his memory. But when one remembers the names of others who have served the country, the doubt arises whether it would not have been better to have provided at least one monument for one less eminent instead of five for Sir John Macdonald. And yet the capital of the dominion could not afford to leave the honor to others. The home and last resting place of the statesman could not prefer another. The metropolis of Ontario naturally desired to have among the monuments which are rising in its conspicuous places one to Ontario's gifted son. Montreal, once the capital of old Canada, and Hamilton, the ambitious, had their reasons and inducements. After all, the townspeople who follow their instincts in these matters do not go far wrong. It will never be a matter of shame to St. John that her first monument was raised to commemorate the Loyalist mothers of the city, and that the second preserves the memory of a youth who lost his life in trying to save another.

## PRESENT DEVELOPMENTS IN AFRICA.

No European nation has a better historical right than Portugal to dominion in South and East Africa. Portuguese mariners were the first to explore both coasts and to give an accurate account of the outline. Portuguese traders were the first Europeans known to have crossed the continent. One of the same nation, a scientific traveller, was the first to explore any considerable part of South Eastern Africa. He penetrated the region over which Sir Cecil Rhodes now holds sway and died there. These journeys were made before Mungo Park had completed his work and ended his life on the Niger river with

in what is now the French sphere of influence. Portugal was not only early on the coast of Africa and early in the heart of the country in the person of her explorers, but she was early there as a trading and colonizing country. The colonizing operations were of a somewhat weak order, but Portuguese sway makes up in age what it lacks in strength. The establishments at Mozambique were built of stone carried from Portugal and date back to a period some ten years after Columbus first visited America. It was from this headquarters that some of the early Portuguese explorations into the interior were made.

But if the Portuguese can look back on a long career as a power in South East Africa, it is not certain that they can look very far ahead to it. The twelve hundred miles of Mozambique coast line contains but few settlements, and these are feebly defended. In the interior the limits of Portuguese rule have been fixed in a way by recent treaties with Great Britain. The latest authorities, as the Statesman's Year Book and Whitaker, credit Portugal with 250,000 to 300,000 square miles of East Africa and with 1,500,000 subjects there. But these same alleged subjects are not behaving like people that ought to be counted as good subjects. They are besieging the Portuguese in their post at Delagoa and are proving too strong for the feeble authority which they oppose. Only the presence of a British fleet preserves the place from destruction. The trouble has arisen in a long strip of coast which Portugal claims far south of its main possessions. England had once a sort of claim to this part of the country, but on submitting the matter to arbitration was obliged to give way to Portugal. This has proved unfortunate, because both the British territories in the east, and the Transvaal are obliged to use a Portuguese port for trade and travel. The present disturbances are calculated to impede the free movement of British subjects and their goods, so that the chances are in favor of the interposition of a stronger power than Portugal.

Though England has no hand in the present trouble, and is doing a neighbor's service to Portugal, England may in the long run make gain of Portugal's incapacity to take care of the country. In fact, it is probable that sooner or later Portugal will be obliged to abandon East Africa, when the whole of her territory must go to England as the neighboring power, and the only one capable of organizing the territory. This acquisition would give Great Britain a solid block of southern and south eastern Africa amounting to 1,200,000 square miles, and having a coast line of some 2,000 miles. The only break in this territory would be the Free States, which are believed to be prepared to join a British South African confederation when the time comes. Great Britain and Holland are practically the only European nations which have colonized their African possessions with their own countrymen, except so far as France has settled Algeria. As the South African Dutch are no longer subjects of Holland, the British are the only European people who have any real hold on Africa south of the equator.

The insane man who killed the lodger in his house at Fairville will probably be committed to the asylum and kept there for many years, if not for the remainder of his life. This disposition of such dangerous though innocent persons leaves something to be desired. People with a homicidal mania must be carefully guarded. Though they are not murderers in a legal or moral sense, they are not less dangerous than a murderer. If Mr. Crawford is closely confined and kept idle, his punishment will probably be more severe than that of a sane man sent to the penitentiary. The latter gets exercise and has a chance to employ his body and mind about his daily work. It ought to be possible to give at least equal opportunities to the man who has taken life without committing a crime. Yet with the limited accommodations and limited staff at the insane asylum it is probably impossible to combine regular and suitable employment with the proper amount of restraint.

Not long ago a Canadian senator died at ninety, and two others have recently passed away at four score. One is still living in this province in his ninety-first year. Another across the Nova Scotia border has just celebrated his golden wedding at eighty-two. Now we have Senator Read of Belleville getting married at the age of eighty. The senator for Quinte, who is now off on a European trip, expects to enjoy a long and happy married life and is said to have been encouraged in that hope by the ever youthful Mr. Bowell, who acted as groomsmen on the happy occasion.

When Sir John Thompson returns from his prospective trip to England he will be a sworn member of the Queen's privy council. This is a distinction enjoyed by few colonial public men.

The running horse bids fair to become as much an institution in the United States as in England. Racing this year has been exciting and expensive. The winnings of fortunate owners have been enormous. The stable of Gideon and Daly won in prizes during the New York season \$148,000, while the Messrs. Keene's horses carried off \$32,000. Over thirty stables have won \$10,000 or more, and five have taken more than \$45,000 each. This, of course, does not include the winnings from bets.

The Woodstock bridge is in trouble again. That bridge, with which Mr. Blair hoped to win a county, may yet keep him awake many nights. The worst of it is that in spite of the bridge Mr. Blair did not win Carleton. His man had to be counted in and this might have been done without the bridge.

The wild report that Mr. Gladstone was about to take holy orders leads the Telegraph to remark that "it seems impossible for Mr. Gladstone to escape the slanderous tongues of his enemies." Is not this a little hard on the clergy?

The New York Sun does not mourn as those without hope over the loss of Mt. St. Elias. It says that the mountain will belong to the United States again when Canada is annexed. So now we can all be satisfied. The United States has hope and we have the mountain.

## THE MONCTON AWARD.

F. W. Holt Has the Document Over to the Mayor.

The Fees of the Arbitrators and Other Expenses—Company Will Not Likely Appeal.

Moncton, Oct. 18.—Arbitrator Holt reached here today, and at three this afternoon proceeded to the council chamber where the award in the case of the city and water company was formally handed over to the mayor and council on payment of arbitrators' costs, as follows: Robert Surtees, \$234; F. W. Holt, \$1,142; W. Shanly, \$1,137; reporting expenses, \$610; counsel fee, etc., \$25; total costs, \$3,548. The award was opened and read in the presence of the mayor and aldermen, representatives of the company and others. After the preamble it says: We fix the compensation to be awarded by said city to the said company at the sum of two hundred and sixty-five thousand and fifty dollars for said lands, buildings, pipes, reservoirs, works and water system, and we declare that under this award we include compensation for those certain lands, fowage, water rights and easements set forth under denomination of reserved lands in a paper filed with the arbitrators and marked exhibit seventy-nine, which said lands thereby become the property of the city; that we fix the compensation to be awarded by said city to the said company for lands, buildings, pipes, tanks, engines, boilers, dynamos, electric light plant, poles, and wires, gas works and lighting system at a further sum of seventy-eight thousand six hundred and fifty-eight dollars. The total award is thus \$343,738.

The award was signed by Messrs. Holt and Surtees only. Mr. Shanly refused to sign. No statement is made as to how the amount of the award is arrived at.

The officers of the company freely state that the award is disappointingly small, but the general impression is that they get a liberal compensation, and that the stockholders when called to consider it will accept the amount without appeal.

## FLYING YANKEE COLLISION.

Thursday Morning's Boston Train Crashes Into a Freight Near Mystic Avenue Bridge.

East Somerville, Mass., Oct. 18.—The train called the Flying Yankee, which left Bangor at 1.48 this afternoon, ran into the rear end of a wild freight train on the eastern division of the Boston and Maine railroad near the Mystic avenue bridge at 2.20 tonight and piled up cars in all directions. No one was seriously injured.

The Flying Yankee was in charge of Engineer John Savage and Conductor C. E. Dwyer. The freight was in charge of Engineer E. N. Gurney and Conductor Hodson, and had arrived just six minutes ahead of the Boston train. Switchman Stearns endeavored to switch the freight off into the freight yard, but the switch failed to work and a flagman was sent to the rear. Before he could get the lights out the Flying Yankee, which does not stop here, steamed into view at the rate of about twenty-five miles an hour. Engineer Savage was almost upon the caboose before he saw it. He promptly applied the brakes, but his engine struck the freight with terrific force and telescoped the cars. Eight freight cars were thrown from the track, and the lights in the caboose set the wreckage afire. The fire departments of Somerville and Boston were called, but five cars were destroyed by the flames. They were all loaded with dry goods and general merchandise.

Two electric cars for the West End Street Railway company were on flat cars and were badly damaged. The Flying Yankee was not injured, except a slight damage to the engine. Engineer Savage and Baggageman Felt and an unknown woman, an invalid, were slightly injured. Traffic was blocked all the evening, and five trains on the eastern division were cancelled.

It is said that at this time there are twenty-two ex-convicts residing in different parts of Europe, none of them in the countries where they ruled.

## ALONG THE NORTH SHORE.

In which the Scribe Tears Himself Away from Bathurst,

And Wanders Into the Realm of Gloucester County Politics.

The Carquet Railway and its Valuable Service to the Region Traversed.

Perchance the reader of the two former letters of this series has concluded that the scribe would never get away from Bathurst and that the references in the first letter to Fokes, Pokesmide and Pokesmouche were merely an alliterative humbug. As a matter of fact he spent only one night and the next day till 2 p. m. in Bathurst. As the night referred to was one of inky darkness and as the town has thus far denied itself the luxury of street lamps, the comfortable rooms of the Wilbur house were more to be desired than much news. The prowler was therefore not long abroad.

It is true that a young commercial man who struck town the same night appeared to have no difficulty in getting about, but he was not on a holy day; and it was whispered that a young lady would expect him to report himself when he had made his round of the stores. If he has any portion of the gift of a great classical name, he might write an ode on Commerce and Counting, which would no doubt be appreciated by many other young knights of the road. But perhaps the story about the young lady was only a figment of the north shore imagination, which is sometimes said to take a wide range.

## SOME MORE ABOUT BATHURST.

Bathurst is a pleasant abode, in summer especially. There is plenty of water, there are pleasant drives and diversified scenery, which, however, does not present any striking contrasts. The town has two good hotels, the Wilbur house and Keary house. There are some handsome private residences. Among the numerous stores there are some attractive ones. The dominion building is a fine stone structure. A large Roman Catholic church, built of stone, is not yet completed inside, except in the basement, where services are held, with room for probably a thousand people. The handsome presbytery adjoining is finished. Over in the village there is a large wooden church (Roman Catholic), and the Presbyterian church, of which Rev. A. P. Thomson is minister, is a fine looking structure. There are neat Protestant churches in the town, but the majority of the people are of the Catholic communion.

One bridge connects town and village, and one a little farther up connects the town with the I. C. R. depot, which is a short distance up the slope. When the scribe crossed the latter bridge it was lined with boys fishing for smelts. The bay outside is a great fishing ground.

And the Nepisiguit river, which enters the harbor beside the St. Lawrence Lumber Co.'s mill, is, as every body knows, a famous salmon stream, by some declared to have the finest pools in the world. Many St. John sportsmen go there, and many Americans. Senator Burns and Capt. Stratfield, the well known aide-de-camp, killed fifty salmon in one week on this stream. And there is good gunning in the woods around Bathurst. It may therefore put forward some claims as a sporting center.

A friend who has been glancing over these notes complains that they are not sufficiently explicit, and are too general. He says there ought to be a lot more information given, such as that there are houses in Bathurst, that people live in them, that there is a sky over the place, and that the people do not go barefooted in winter. There is, perhaps, something in this contention. On mature consideration, however, it has been decided to change the subject.

## WHICH INTRODUCES POLITICS.

When the scribe mounted the platform at the Carquet railway depot, grip in hand, bound for the region of wild geese and Shippeganders, he was reminded that Gloucester county has a political problem. The reminder came in the person of Joseph Polier, ex-M.P.P., of Grand Anse, who had been paying Bathurst a visit and was going home. One of the vacancies in the house of assembly, which the provincial premier has not been failing over himself in his anxiety to have filled, though he has at last issued the writ, is for Gloucester county. There are several persons who think, or whose friends assure them, that they would fit the place exactly. Among those mentioned as possible candidates are Mr. Polier, of Grand Anse, F. J. Veniot, and E. J. McManus, of Bathurst, and Prosper Poulin, of Carquet. No decided action had been taken, but it was stated that Messrs. Polier and Veniot would positively be in the field. The former gentleman did not deny that he proposed to take a hand in the fight. He has already served a short term in the legislature and is therefore not new to the business. There are no evidences at present of a stampede to the standard of any man, and it is stated that all the candidates are supporters of the government. As this is a by-election, and the government has a sure majority in the house, there would, the scribe was told, be no opposition. The development of the Bathurst school controversy has tended, it is said, to strengthen the government in the county. The campaign will be a kind of family quarrel, in which the premier may perhaps be expected to play the role of a benignant parent with extreme impartiality, and with an eye to future contentions, in which the family will be expected to present an unbroken front to a common enemy, that is by no means to be despised because of present indifference.

## THE CARQUET RAILWAY.

The Carquet railway has thus far been of very much more value to the country it traverses than to its owners. It runs from Gloucester Junction

of the I. C. R. to Shippegan, and has been in operation some eight years. But it owes nobody except the bondholders and Senator Burns, its moving spirit.

The senator went down on the train as far as Burnsville, and in conversation on the subject told the scribe he had spent \$65,000 on the line, in operating expenses; over and above the receipts, since it was opened. The deficit the first year was \$12,000. The amount was gradually reduced, until last year the road paid expenses. This year it is expected to do as much. Therefore its future outlook is hopeful. The road is very well equipped and its trains make good time.

The senator remarked that he had been abused in the most bitter and unreasoning fashion in connection with this road by persons who knew nothing about it.

There is no question that the line is of immense benefit to the people along the south shore of Bay Chaleur. The scribe was told that on every hand. One man said he believed the benefit to Carquet parish was fully \$30,000 a year. Formerly all the trade of the region along the line was in the hands of a few importers and the consumers had to pay high prices. Flour, for instance, was formerly brought from Quebec by schooner and sold about \$2 per barrel higher than Bathurst prices. Now it is landed by the carload and a good article can be bought for \$2.50 per bushel in a retail way, with a lower grade at \$3. The like is true of other things and competition is as keen there as elsewhere.

There is an enormous trade in fresh fish in the summer from all points along the line, and to accommodate this and make quick connection with the I. C. R., the trains start in the morning from the Shippegan end. In winter they start from Bathurst. Another advantage accrues to the cod fishermen, as buyers of dry fish from Halifax and elsewhere are able to do business there, and have been doing it. Eighteen carloads of dry fish were hauled over the line for one dealer last year.

The railway has been an indirect advantage in opening up and draining the land in the section north of Bathurst. Supt. Melvin pointed out to the Sun many numerous flourishing fields beside the line that had been wilderness a few years ago. The soil along the line appears to be of excellent quality, the thirty aftermath and also numerous fat haystacks proving that an enormous crop of hay had been turned off this year. The surface of the country is generally level, but not low enough to be marshy. The product of the Burnsville mill is hauled over the line, and there is much good lumber contiguous to other sections. Senator Burns said he believed the Lawrence Lumber Co. controlled fully 100,000,000 feet of hemlock along its route. There were immense tracts untouched, a mile or so back from the line. It would be a great place, he said, for a tannery on an extensive scale.

On the same train with the scribe was C. D. Manney, manager of the spool wood factory of Clark, Skillings & Co., at Newcastle, who was going down Carquet way on a prospecting tour.

The train makes one trip each way daily, and appears to have considerable passenger traffic for a rural line, as the car was well filled when it left Bathurst that day. There are not many stopping places except in the fishing season, when frequent stops are made to accommodate this business.

When the train stopped at one place in the woods, and a man rushed into the car, got down a gun and rushed frantically out again, the scribe jotted down a note to the effect that whenever the trainmen on the Carquet line felt hungry they stopped the train and shot a partridge. But two facts destroyed the effect of this picturesque sporting item. One was that the car had stopped for water, in the usual course, and the other was that the partridge got away. The horse was not frightened.

The scribe heard a good deal about the proposed extension of the Carquet railway from some point between Carquet and Shippegan down the gulf shore to Tracadie. It would run through a region where there are very important fisheries, a considerable farming population, much timber land would be adjacent, and it would also tap the region of blueberries, of which many hundreds of tons are canned every year. It would also run close to famous shooting grounds, where wild fowl congregate in great numbers. The Tracadie people think this railway would be a great advantage to them, and they would like to see it pushed on through by another proposed route to Newcastle on the Miramichi.

A. M. B.

## DENOUNCES HILL.

New York, Oct. 18.—Everett P. Wheeler has accepted the nomination for governor on the third ticket. His letter is principally confined to a denunciation of Hill.

## SHE GETS DAMAGES.

New York, Oct. 18.—Today Miss Harriet Monroe was given a verdict of \$5,000 damages against the World for the publication of the Columbia Ode, written by Miss Monroe, which had been copyrighted.

## GRATEFUL—COMFORTING.

By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful selection of the fine properties of well-selected Cocoa, Mr. Epps has provided for our breakfast and supper a delicate and refreshing beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that constipation may be gradually built up until strong enough to resist the various disorders which are the result of a weak and unbalanced system. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak constitution. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame. Civil Service Gazette.

Made simply with boiling water or milk. Sold only in packets to be green labeled thus: JAMES EPPS & CO., LTD., Homoeopathic Chemists, London, England.

## EPPS'S COCOA!

## BREAKFAST—SUPPER.

By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful selection of the fine properties of well-selected Cocoa, Mr. Epps has provided for our breakfast and supper a delicate and refreshing beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that constipation may be gradually built up until strong enough to resist the various disorders which are the result of a weak and unbalanced system. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak constitution. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame. Civil Service Gazette.

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