

MARVELLOUS MINES.

Lieutenant-Governor Dewdney Talks About the Rich Trail Creek Developments.

He Was There Thirty-five Years Ago—A London Expert Astonished.

His Honor Lieutenant-Governor Dewdney has returned from a trip to the Kootenay. Thirty-five years ago the Governor superintended the building of the famous trail through the Kootenay which bears his name.

"I spent two days at Trail," remarked His Honor to a Colonist representative yesterday, "and I had an excellent opportunity to observe the working of the great smelting plant erected by Mr. Heinze at that point."

"While I was there they were running through about 130 tons of ore a day; but they were building additional furnaces, which will increase the capacity of their plant up to 500 tons a day. I had not been at Trail Landing for 31 years, and in this, my second visit, I found a busy hive of industry where on my first I found but solitude and savagery."

"I rode from Trail to Rossland and spent three days looking over the now famous camp. The superintendent of the Le Roi took me through that mine and explained its wonderful development. I had seen the pleasure of going through the War Eagle. Both are among the great gold mines of the continent, and I saw and heard sufficient to believe that many War Eagles and Le Rois will be found at Rossland before many years are at an end."

"From the slopes of Red Mountain I had a birdseye view of Rossland, and I must admit I was almost dazed by the prospect. The extent of the town and the vast number of dwellings and business houses far surpassed anything I had been led to expect. Everything except the sanitary arrangements betokened a happy, healthy, prosperous community, but the sanitary arrangements are better and since I returned I called the attention of the Premier to it, and I am satisfied a remedy will be immediately employed."

"I also visited the Palo Alto and examined the claim most carefully. I was exceedingly pleased to find so much development done. Towards the east end of the Palo Alto is a shaft about 30 feet deep, with very fine looking ore upon the dump. About 200 feet west of the main shaft is another about 16 feet deep, and the bottom of this shaft is all in ore. Four hundred feet further west the vein has been slipped and the cut made exposed a fine strong vein. You can say from me that I was more than thoroughly satisfied with my inspection of the Palo Alto and that I believe the Victorians have got hold of a very valuable property in that mine. I also visited the San Joaquin. The following indications that the San Joaquin will prove a good property. You can trace the Palo Alto ledge for 500 feet through the San Joaquin ground, and it gives every indication of proving as rich on that claim as it undoubtedly is on the Palo Alto."

"I had not time to look over the Georgia and Nest Egg, but all the mining men and others with whom I discussed the prospects of development of the Nest Egg assured me that the Nest Egg was one of the very best and most promising properties in the camp. It has a great showing of ore and all Rossland believes it will make a great mine. I saw the ore from three different workings and was highly pleased with its appearance. I had a conversation with the foreman of the Georgia, who told me they had run in seventy feet upon the vein and that the end of the tunnel was all in ore. The Georgia is getting a great deal of additional machinery, and when that arrives they will put on a large force of men and begin to ship at once."

"I met a great number of mining men from other parts of the Kootenay, and I found them all speaking with unbounded enthusiasm of the great and wonderful things in store for that country. Mr. Pritchard, the London expert, seemed carried off his feet by the Trail country, and he told me that if London knew the camp as he did it would go crazy over it."

"My chief regret has been that I could not afford time to visit the other districts in Kootenay, but I have seen enough to convince me that British Columbia is about to have a mineral development which will place her amongst the foremost mining camps of the world."

"I visited Spokane on my way back and had a very pleasant time in that prosperous and beautiful city, and everywhere I was received by Americans and our own people with the greatest possible kindness. Indeed, I can never forget my second visit to Kootenay, for it has all afforded me intense pleasure."

DEAVILLE-MORRIS.

An interesting ceremony took place on Wednesday last at "Laglenook," George road, the home of Mr. and Mrs. Walter Morris, when Mr. John T. Deaville, of Manchester, England, was united in marriage to Blanche, their only daughter. The service was conducted by Rev. Joseph Hall, ex-president of the Methodist conference and late pastor of this city, assisted by Rev. J. E. Betts, the present pastor. The bride was attended by Miss Ada Hall, and the groom by Mr. John A. Murray, Well Park, Sooke. Among the many presents received were the following: From Mr. and Mrs. W. Morris, linen, breakfast, etc.; Dr. F. W. Morris, silver butterdish; Mr. and Mrs. Deaville, Manchester, Eng., silver sewing machine in walnut case, and linen; Mr. Geo. W. Deaville, Manchester, Eng., silver dessert spoons; Mr. Clarence B. Deaville, Manchester, Eng., silver reason forks; Mr. Arthur Deaville, Manchester, Eng., silver tea

CORONER'S INQUEST.

Some Important Evidence Given Yesterday by Eye Witnesses of the Disaster.

Captain Grant Tells How He Saw the Bridge Fall—Survivors' Experiences.

The inquest into the Point Ellice bridge disaster was continued yesterday, the proceedings being held in the court house, where the jury will hereafter sit till the inquiry is closed. So far no expert testimony has been called. Mr. A. G. Smith, deputy attorney-general, suggested yesterday that as the government were anxious to have the most searching inquiry, it would be better to first ascertain as far as possible the evidence of witnesses of the accident, so that as closely as possible the position of the car at the time of the accident might be ascertained, and what part of the span gave way first. Some very important evidence on this point was brought out during the course of the inquiry.

Lorne Cates, the motorman on car 6 on the day of the accident, was the first witness called. His car had just passed off the bridge when he knew of the accident; he did not notice any unusual vibration as he passed the bridge; his car was a car-length behind the bridge when the overhead wire broke; when close to the end of the bridge he turned on full power to get up the grade; there was a standing notice in the cars warning people not to stand on the platform; he never tried to keep people off the platform when there was a crowd, as it could not be done; he had never had instructions to keep people off the platform; he had a book of rules given him by the company, but could not say if there was anything in it regarding the carrying of passengers; Mr. Gibson had told him to stand at Campbell's corner; his car did not go across the bridge faster than two miles an hour; he judged Street Superintendent Wilson was called to make a correction in his report of the previous day. He wanted to say that the time the bridge was repaired by Elliot was not two years ago, as he said yesterday, but a year ago in April.

Capt. William Grant lives close beside the bridge. He had taken special notice of the condition of the bridge; his wharf was right alongside and he was under the bridge very often; about two years ago he noticed that the abutment of the bridge where it crossed his place was giving way from heavy rains and the mud sills and trestle work were giving; he reported this to the city and asked Mr. James Baker, then city alderman, to go and look at it; the city got jackscrews and secured the bridge again; he had since that, less than a year ago, seen Mr. Kent and Mr. Raymond, and told Mr. Kent that teams were galloping over the bridge; there had been so much vibration when horses were trotted across the bridge that he could not walk on it till the most recent passing; the city sent police there for about a week after his complaint and several people were fined for driving fast across the bridge; then the affair quieted down again, but some time ago he reported; he did not collect reporting to anyone in the city engineer's office; he had not made any complaints since that time; he had told them that unless something was done to stop teams going fast over the bridge, he would fall; he was standing on his wharf at the time of the accident; there were several teams on the bridge going back and forth, a continual traffic all the time; he heard that the bridge had been repaired and had given way from the pier on the Esquimalt end on the Gorge side; and the movement stopped for a few seconds and began to go again, and then the whole of that end gave way, and the end near the city followed; the car was apparently near the centre of the span when the crash came; the span fell with a slope to the Gorge; the span did not trundle in the center as far as he could see; it might have done so, but not enough for him to discern; he was quite confident that the Gorge corner gave way first; the car did not go through the bottom of the bridge; that the speed horses trotting over the bridge that morning; he had noticed that cars in passing over the bridge made very little vibration, but for the last year a team trotting over the bridge caused a great deal of vibration, and such a person walking would have to stand till it went over—the vibration was so great; he had never sent any notice to the tramway company about the bridge; he did not know anything about bridge structures, but what frightened him was the vibration of the bridge. The rumor that he had complained to the city officials, recently about the bridge and case being contradictory, his own business was not true; he had examined the end plates and was quite sure that the span had gradually been slipping four or five inches on the end plates back wards and forwards, and that it had at last pulled off and thus caused the accident; he could not have told if the floor beam at the end where the accident commenced broke or not, nor could he see if any of the floor broke; the car had passed the middle of the span that gave way when the accident took place.

A. S. Potts, student at law, was driving with three other people in a carriage; he drove on the bridge before the big car and pulled up for a minute to allow the small car that was ahead to get off the bridge, then he drove along, not thinking the big car was on the bridge; he heard a crash and saw the bridge break at the Esquimalt end; he thought that the break was at that end first and the Victoria end afterwards; the crash seemed to be ahead of him when the car was almost in the middle of the open when the crash came but could not certainly say there was quite a string of vehicles crossing the bridge; Wilson's car was just ahead of him when the accident took place; he did not think that the front car was quite off the bridge at the time; he did not recollect seeing the second car till they were all falling; Dr. Reid, and is survived by her husband and two daughters.

The ship Ventura, from Yokohama, arrived in the Royal Roads yesterday morning, seeking

was level with the top of the car; he was not wet in the water above his neck; he had hold of his wife and she also did not go altogether under; the overhead structure seemed to go last; he did not see any trotting on the bridge. D. R. Harris did not see the accident, but was there five or six minutes after; he was familiar with the construction of the Point Ellice bridge; it was a combination truss; he had not examined the bridge professionally; when he saw the bridge after the accident he would judge that the span had gone at the Esquimalt end first and fallen towards the Gorge; he had been an alderman of the city since the tramway ran over the bridge, but never heard the question of the safety of the bridge raised in the council; he ceased being an alderman about two years ago, but did not remember who was responsible for the bridge there; it would be under the city engineer's department, he supposed.

David Russell, blacksmith, of No. 48 Henry street, was crossing the bridge with his two boys on Tuesday last; the car was somewhat over the part that fell, he believed, when he heard a cracking noise apparently beneath the car behind him; he looked round sharply and saw the car was somewhat about the middle of the span and was working up and down and settling; the bridge was sagged in the centre; the ends were all right then as far as he could see; after the first crash there were a distinct rattle overhead, then the whole thing went; the front car was somewhere near the end of the bridge; he should say that the first sound was that of breaking timber and the snaps overhead were iron.

J. S. Place, of Dog Creek, Lillooet, was standing on the front platform of the first car that went over the bridge; he saw the overhead wire falling but did not see the accident; the car stopped five or six miles an hour and stopped just off the end of the bridge; the first car was, he thought, just over the second overhead span when the accident happened.

At half-past twelve the sitting was adjourned for the day, and the inquest will be resumed at 9 o'clock to-morrow morning at the court house.

LADIES LOOKING HITHERWARD. A fairly tale about "Men waiting for wives—Vancouver Island asks for 30,000 women to make homes," has lately been going the rounds of the press of the Eastern and Central States, and a few days ago a copy of the story was received by Lieutenant-Governor Dewdney, with a letter which read thus:

"KANSAS CITY, MO., May 10th, 1896. To the Governor of Vancouver, Island.—DEAR SIR:—Herewith find enclosed statement of the Kansas City small boys' daily—a statement which if being true I would like to be better informed. I am a widow, forty-five years old, with no capital but a good constitution and the ability to work, but in this city there are more workers than work, and if you think it would be of any benefit to the women of your place, please inform me where this dearth of women is."

THE COURTS.

The Paris Belle Mining Location Declared to be Illegal and Void.

Defendant in Bullen v. Templeman Must Give Particulars Before Examination.

Judgment was given yesterday by the Chief Justice in Nelson & Fort Sheppard Railway vs. Nicholas Jerry, Chester Glass and the Paris Belle Mining Company. The judgment was in favor of plaintiffs with costs, the court declaring that the railway company are entitled to the exclusive use and possession of section 35 township 9, Kootenay district, subject only to the surface rights, if any, of persons actually engaged in mining any mineral claim lawfully located, for the purpose of getting out mineral. The location of the Paris Belle is declared to be illegal and void. A written judgment will be handed in by the Chief Justice, who stated that he had given a verbal judgment so as to give time for the appeal to be brought in before the full court. Mr. E. V. Bodwell for plaintiffs; Mr. W. J. Taylor for defendants.

The appeal of plaintiff in the libel suit of Bullen v. Templeman from an order of Mr. Justice Walkem was granted yesterday by the full court consisting of the Chief Justice and Justices McCreight and Drake. The suit grew out of certain statements alleged to have been made by Mr. Templeman in a speech at the last by-election, when he was a candidate for the House of Commons. In his judgment, Mr. Justice McCreight states in part: "I think the defendant is bound to give particulars of his justification before he is entitled to discovery, and that he must state in his particulars the facts on which he relies in support of his justification. As there is not yet a well-pleaded defence the defendant cannot have discovery or invoke rule 705, and so much of Walkem, J.'s, order as directed the examination of the plaintiff before the particulars of justification are furnished should be set aside."

Mr. W. J. Taylor for plaintiff (appellant). Mr. E. V. Bodwell for respondent.

DEAR EDITOR:—Please state in your valued journal, that if any suffer from Nervous Debility, Lack of Energy and Ambition, Lost Manhood, etc., will write me in confidence, I will inform him by sealed letter, free of charge, how to obtain a perfect cure. I ask for no money, having nothing to sell. I know how to sympathize with these sufferers and am only too glad to be able to assist them. I promise every one absolute secrecy and as I do not, of course, wish to expose myself either, I do not give my name. If you desire to get well, send stamp and address simply: P.O. Box 388, London, Ont.

HE WANTS OTHERS TO KNOW. DEAR EDITOR:—Please state in your valued journal, that if any suffer from Nervous Debility, Lack of Energy and Ambition, Lost Manhood, etc., will write me in confidence, I will inform him by sealed letter, free of charge, how to obtain a perfect cure. I ask for no money, having nothing to sell. I know how to sympathize with these sufferers and am only too glad to be able to assist them. I promise every one absolute secrecy and as I do not, of course, wish to expose myself either, I do not give my name. If you desire to get well, send stamp and address simply: P.O. Box 388, London, Ont.

EXPORTS OF COAL. The following is the list of vessels and their coal cargoes which left the Vancouver Island colliers during the month of May just concluded:

Table with columns: Date, Name and Destination, Tons. Lists various ships like Holyoke, Excelsior, Bark Oregon, etc.

BOARD OF ALDERMEN. A special private meeting of the board of aldermen was held at the city hall on Friday afternoon, when the city's responsibility in connection with last Tuesday's appalling disaster at Point Ellice bridge is understood to have been discussed at considerable length. The council held their regular weekly meeting to-morrow evening at the usual hour; included in the items of business then to receive consideration are several resolutions which were placed on the bulletin board yesterday. The board will bear the signature of Ald. Macmillan, chairman of the streets committee. These read as follows:

That steps be taken to obtain an estimate of cost by the construction of a bridge from Work street, on the west side of the arm, to the new Esquimalt road on the Indian reserve, on the east side of the shore line of the Bay, and the present structure, and to be for passenger and vehicle traffic only. That an estimate of cost be obtained for making a road, say across a section of the shore line of the Bay, and the south end of blocks 1, 2, 3, and 4 of block 8, Harbor estate, and through the southerly part of lot 24 and the northerly part of lot 23, block 12, Harbor estate, to connect with Work street. That an estimate of cost be obtained for the completion of the grading and macadamizing of Belleville street from Birdcage Walk to Maclure street, and for continuing Douglas street to Belleville street at right angles to the line of Humboldt street, through blocks 210, 211, block 25, and across the James Bay mud flat to Belleville street.

That an estimate of cost be obtained for making a street, in a straight line, from Rock Bay avenue in front of Orchard street, through lot 7 of block A, Work estate, and thence in a straight line through parts of lots 23 and 24, block 12, Harbor estate, to connect with Work street.

The funeral of the late Mrs. Thornton will be held at 3 o'clock on Wednesday afternoon at 3 o'clock at the First Presbyterian church, Pandora street. The deceased lady was the daughter of Rev. Dr. Reid, and is survived by her husband and two daughters. The ship Ventura, from Yokohama, arrived in the Royal Roads yesterday morning, seeking

THE CITY.

The Great Northern Railway Company announce the opening of passenger service to the East via their magnificent steamers Northwest and North Land, sailing from Duluth on Tuesdays and Saturdays.

A LARGE mail is waiting at the customs house for Mr. D. W. Davis, who has been appointed collector of customs on the Yukon, with headquarters at Fort Cudahy. Mr. Davis is expected to arrive from the East en route to his northern station in a day or two.

At an informal meeting of the shareholders of the Georgia Gold Mining Company held yesterday, Mr. J. L. Warner, M. E., announced that both nickel and cobalt had been found on the Georgia ground in paying quantities. Mr. Ordway, the assessor, Rossland, has the credit of first discovering the nickel, and Mr. J. L. Warner that of the cobalt.

COLLECTOR MILNE has been officially instructed of the decision of the Hon. Controller of Customs that cotton cordage and twine, when used in the construction of nets for fishing purposes, might be entered free of duty under the provision of tariff item No. 561. This is in compliance with the local members of parliament that has for some time past been receiving consideration at Ottawa.

THE N.P.R. steamer Victoria, which arrived on Wednesday, brought to America the first new tea to this port, and the second shipment of the season to the United States. There were 300 tons shipped from Yokohama, besides fifty-two packages of samples. The condition of the crop is rather better than last year, and the prospects are for a good yield, although extensive damage has been done by frosts. The late rains also injured mulberry plants to the extent of several millions of dollars.

CONGRATULATIONS hearty and sincere will to-day extend to Mr. Fred Richardson, who yesterday evening returned from a visit to the Terminal City, where he had met on her arrival from the East the young lady who had proved a fortune teller with her, Miss Emma Wilkey, of Leeds, to whom Rev. Solomon Cleaver united him in marriage, Mr. A. E. Macnaughton acting in the responsible capacity of best man. Mr. and Mrs. Richardson will make their home in this city, where the former has already drawn about him a large circle of friends.

FAR WEST lodge, No. 1, Knights of Pythias, at their last evening meeting elected officers for the present term as follows: Thomas W. Walker, C.C.; T. Barnhardt, V.C.; S. Jones, M. of W.; W. Elliot, M. of A.; and H. B. Kennell, O. of O. The following have also been chosen to represent the various lodges of this city at the annual session of the Grand lodge, opening at Nanaimo on Tuesday next: S. Jones and H. Weber, from Far West; G. Madigan, from Sunset; W. Allen and George K. Gilbert, from Victoria, P.G.C.'s J. C. Byrne and J. M. Hughes, G. K. of E., and S. E. Pierdner and G. G. of E. Lesson, will also attend in their capacity of Grand lodge officers.

Owing to the evidence for the prosecution in the Thompson-Freeman assassination case being contradictory, the charge against the former was dismissed yesterday's police court. James Wallace, for supplying Indians with intoxicants, was fined \$50, and Kitty, an Indian woman, was fined half the amount for having liquor in her possession. In default of payment of the fines the former will serve two months and the latter one month's imprisonment. The case of Hans Hansen, for committing an aggravated assault on Vincenzo Sito in a notorious house on Herald street, was called and remanded until Monday. Sito has a serious wound on the head which he claims Hansen inflicted with an axe.

BURGLARS, who evidently were looking for small gains, were busy during Thursday night in the premises of Mr. C. E. Redfern, on Government street, where they gained an entrance through one of the windows of the workshop at the rear. From this they passed to the office, which is situated midway between the workshop and the store, and here they seem to have been disturbed before they could force their way through the connecting door, which, as a result, was locked. The cabinet watch which had been left for repair is the only thing known to have been taken; though had the intruders been able to force the cabinet door they would have secured a valuable harvest, one diamond necklace alone being there secure which had been left for alteration during the day, and which has a value of \$16,000. There is very little reason to believe that the police will be able to identify the burglars.

THE BRIDGE.

Winnipeg's Mayor of Sympathy to Her Son.

One More Added to the Victims—Funeral.

By this evening near timate victims of the disaster will have been now there remains the out just how the catastrophe yesterday forenoon, a witness of the disaster testimony towards fixing the car when the crash of wrecking still goes of the car was yesterday by a crane and placed One has been added to the list of those who were in the car when the accident occurred. Crull, father of poor little who was yesterday was in the car with his unhurt. This brings the time and survivors of the Mayor Beaven has from the Mayor of Winnipeg the deep sympathy of with Victoria in her time of sorrow. The following resolution "Resolved,—That we and members of Sons of St. George sincere and heartfelt members of the fraternal affair at Point Tuesday, and trust it dains all things will be in this time of sorrow. Members of the Oran tend in a body the funeral brother Pearson and his na's undertaking room this morning. Ladies reported that the son, one of the in low, as in addition pneumonia has set in in the water. W. A. also reported that the Post, of Vining street, child of W. H. Tippins gained consciousness."

CARRIED TO THE Sorrowing Friends Repairing Place the Remain Other Victims Yesterday was another scene of mourning on the churches, the bodies number of victims of the being consigned to the monies rendered over the occasion which had "Buried to-day. When the soft green buds And up on the south wing Of winter and girls. In the mid spring evening It was a sad party of who yesterday in the evening followed to the mortal of May. The Rev. J. B. Haslam burial service, which The choir, vested, preceded west entrance and led singing the hymn "Day The 90th psalm was read after the reading of the led the way in the song "Barney closed a hymn "I bowed With Woe." I val before the committ to the grave "Thy Will sung, the Name Dim Barney closed a hymn At the grave the path little white-lad girls who the hearts of the most two flower-laden coffin into the one grave. The duty it was to act (Misses Jackson, Go Sweet, Colquhoun, Miss Babington, and Miss Smith, Goodwin, Myra together with the large friends surrounding it deeply moved by the in "There the tears of care "There the hidden life "By a just Judge T Father, in Thy gracious mercy, and in Thy love, Michael, who funeral 2:30 o'clock—probably known victims of the was attended by a ber of sympathizers. I lowed their remains residence, Menzies st draw's Presbyterian ch to the grave. Rev. W. L ed by Rev. D. MacRae, conducted the services, particularly affected were both the deceased were of St. Andrew's Presb the church had been d ing, the pew occupied Carmichael being espec also the organ pi choir seats. The order follows: Processional, funeral march; anth voice from heaven," hymns and recessions March in Saul. The pe Carmichael were: Mess man, Rev. A. MacRae, Renouf, Howard Cha Claxton; and for M Messrs. Alex. G. McCa Milne, Capt. John Irvi man, J. H. Lawson, and "Prominent sympath ors, and respect for manifested at the funeral Victoria lady, Miss A took place from the 314 Yates street, to the house and at St. cathedral, a large circle assembled. The coffin covered with flowers, lected by hands very d ed. She was the second Arthur Keast and by h pleasant manner toget

THE GREAT PAIN-KILLER Family Medicine of the Age. Taken Internally, It Cures Diarrhoea, Cramp, and Pain in the Stomach, Sore Throat, Sudden Colic, Cough, etc., etc. Used Externally, It Cures Cuts, Bruises, Burns, Scalds, Sprains, Toothache, Pain in the Face, Neuralgia, Rheumatism, Frosted Feet.

VICTORIA Roller Flour Mill VICTORIA, B.C. BEST FAMILY FLOUR, XXX Brand. SUPERFINE FLOUR, WHOLE WHEAT MEAL, Prepared on Scientific Principles, and no deleterious substances used in its manufacture. No Baking Powder, Yeast or Salt required.

THE WAY TO A MAN'S HEART Is through his stomach, so if you would have your husband cheerful, loving and kind, do your baking with White Star Baking Powder WHICH ALWAYS PRODUCES PALATE-PLEASING PASTRY.

Victoria College BEACON HILL PARK, LATE CORRIG COLLEGE. For Boarding or Day Prospectus apply PRINCIPAL J. W. CHURCH, M.A. SILVER, LEAD, COPPER ORES WANTED. Write for prices. Give assays, etc. STATE ORE SAMPLING CO. Denver, Colo. asp&w-ly

DR. J. COLLIS BROWNE'S CHLOROZYNE. Vice-Chancellor Sir W. Page Wood stated publicly in court that Dr. Collis Browne was undoubtedly the inventor of Chlorozyne, that the whole story of the defendant Freeman was literally untrue, and he restricted to say that it had been sworn to—Times, July 18, 1884. DR. J. COLLIS BROWNE'S CHLOROZYNE IS THE BEST AND MOST CERTAIN REMEDY FOR COUGHS, COLDS, ASTHMA, CONSUMPTION, NEURALGIA, RHEUMATISM, etc. DR. J. COLLIS BROWNE'S CHLOROZYNE is prescribed by scores of orthodox practitioners. Of course it would not be thus highly popular if it did not supply a want and fill a place.—Medical Times and Gazette, London, 1884. DR. J. COLLIS BROWNE'S CHLOROZYNE is a certain cure for Cholera, Dysentery, Diarrhoea, Colic, etc. CAUTION—None genuine without the words "Dr. J. Collis Browne's Chlorozyne" on the wrapper. Overwhelming medical testimony accompanies each bottle. Sole manufacturer, J. T. DAVENPORT, Great Brunswick Street, London. Sold at 1s., 3d., 2d., 4s., 3s. 6d.

USE IT! COLIC, CHOLERA, COUGHS, COLDS, BRUISES, BURNS, SCALDS, SPRAINS, TOOTHACHE, PAIN IN THE FACE, NEURALGIA, RHEUMATISM, FROSTED FEET. MAKE IT YOUR OWN. SOFT AND WHITE. 25c.