UP MOUNT SAINT ELIAS

Prince Luigi Will This Summer Attempt to Reach Its Whitened Crown.

Towering Mount Logan Also to Be Explored—An Enterprise of Interest.

Scaling Mount St. Elias, the grim old sentinel rising almost 20,000 feet in the air near the mystic border between British Columbia and Alaska, is to be the summer occupation of Prince Luigi of Italy, the young nephew of the ruling monarch, who was on this Coast last year with the warship on which he served his King in the humble capacity of lieutenant. It was while in Victoria on that occasion he reached the conclusion that stately St. Elias should again echo the shouts of the explorer, and the firm ice of his royal crest afford support for the tripod of the photographer.

Returning to Italy the idea was not lost sight of, and now the Appalachian club of Boston—the most noted, as well as the largest association of mountain climbers in America—have received a cable from the Prince directing them to secure a complete outfit for himself and a party of twenty-five, to arrive in Boston in early June and take their departure from this city for the North about the middle of that charming month.

The project is one in which Professor Fay, one of the most active of the Appalachians—who himself visited British Columbia last autumn in company with the young railway man who lost his life so tragically in the Canadian Rockies—has taken much interest, and for some months he has been furnishing to the Italians all the information obtainable in the matter. The party will include Prince Luigi, the celebrated Italian photographer Vittoria Sella, a number of other Italian Alpinists, five professional guides and a retinue of porters. It will be the most thoroughly equipped expedition yet dispatched into the region where lie Mount St. Elias, Mount Logan and half a dozen other virgin peaks whose heads are in an altitude of from 16,000 to 20,000 feet.

Prince Luigi, whose full name is Luigi Amedo di Savoja, Duke of Abruzzi, is the favorite nephew of the King of Italy. He it was who received such pleasant impressions of America during his stay on the two coasts last year that he announced on departing that had he not been born in Italy he would have well satisfied to claim America as his native land. "In addition to the profession of royalty," to quote the words of his uncle, "he has many specialties, among which may be named the climbing of mountains." In this pastime he has a reputation which has preceded him for both energy, courage and skill as an Alpinist, and one must have all three qualities who hopes to conquer St. Elias.

Of Stella there is much to be said, for not only is he an expert mountaineer but a photographer of marvellous skill and dexterity, who from heights even greater than that which he now hopes to attain has brought down to the everyday world inspiring views and to the geographer the information that he needs about the topography of little known lands. First in the Alps the camera was carried by him to the tops of the most lofty mountains, summits of which one might feel proud to have ascended even without the burden of the camera—and Stella's, is no hand instrument but one capable of exposing a 10x11 plate. Then into the Caucasus he took his way, scaling the peak of Elbruz, the highest in all Europe, overtopping Mount Blanc as it does by some four thousand feet. These attainments made him eager to conquer new worlds, and so, in company with his Prince, he will essay the giants of northern British Columbia and adjacent Alaska. The expedition is due to leave this city, should no unanticipated obstacles arise, on the 13th proximo.

Mount St. Elias at the present time is a specially interesting peak to many observers. First, its connection with the recent boundary discussions makes it in a sense of political importance, while the fact that the United States government is about to send an expedition to climb it gives it importance in a scientific way. The presence of the two expeditions in the field at the same time, however different may be the plans of the two parties, will make their advance something in the nature of a rivalry, no matter how radically different from a race must necessarily be the ascent from base to summit.

"Old St. Elias" was first seen by Behring in 1741, and received its name at that time. Its height has been estimated by different observers at figures varying from 12,000 feet upwards. Twelve thousand six hundred and seventy-two were the figures computed by Laperouse in 1786, but in later years this estimate has been largely increased. Two or three years ago it was set at 18,010, while the most recent date increased this height by about thirteen feet. The region which it adorns is plentifully furnished with mountains, about the bases of which cluster some of the grandest glaciers on the face of the earth. From St. Elsas itself there extends to the shore the great Malaspina glacier, a level ice-field larger than the state of Delaware, the motion of which is so slow that the moraines have become covered with forests of trees.

It is quite natural that this district, containing as it does the highest mountains on the continent, should have attracted the explorer, and so accordingly there have been sent out from time to time parties whose object has been to explore the country and ascend to the summit of St. Elias, then reported to be the loftiest peak in the far northern wilderness. The exploring parties, while they have not yet reached the summit, have brought us the news that some seventeen miles distant, and on Canadian soil, there is Mount Logan, a peak that surpasses the old veteran by a matter of nearly fifteen hundred feet. The climbing of this, it goes without saying, is also in Prince Luigi's plan.

Eleven years ago the first expedition to the region was sent out by the New York Herald, which equipped the late intrepid Schwatka and Lieut. H. W. Seton-Karr for the trip. A height of 7,200 feet was reached, less than half the actual height of the mountain, and this on the foothills which have since been called the Karr hills. In 1888 Topham and a few friends made an exploration in the region, without, however, accomplishing anything worthy of mention. Two years later the National Geographical Society of Washington, in co-operation with the government of the United States, sent out Professor Israel C. Russell, whose experiences have been delightfully set forth in the scientific periodicals.

This intrepid explorer and his companions remained thirty-five days above the snow line, and at one time Russell was for a number of days alone at the highest camp, where he was covered with so great a fall of snow that he had to tunnel his way out. In 1892 he made a second expedition under the auspices of the government and of Leslie's Weekly, attaining a height of about 12,000 feet, and within a few weeks Lieut. Seton-Karr, who represented the COLONIST on a similar important undertaking, capped this distance by an odd five hundred feet, his narrative of his adventures on this memorable expedition having formed a fascinating tale of adventure for COLONIST readers, who could not but marvel at the ingenuity frequently displayed in the transmission of the letters, which in a series extending over a period of three or four months comprised the report of the hazardous trip.

It may thus be seen that between the highest points yet attained and the summit there lies an important climb, which the mountaineers of the world have not lost sight of. The attention which has been attracted to the Canadian Rockies and the Selkirks has made it probable that quite a number of parties from Europe will be in the field during the present summer for exploration and sport, and this current of thought to our mountains has again directed attention to the giants of the Alaskan border.

[FROM THE DAILY COLONIST, May 18]

THE CITY

INSTRUCTOR ST. CLAIR has had the boys of the Central school busily employed under his direction during several weeks past on a thoroughly modern jumping net of 25 feet circumference, for the use of the Victoria fire department. The net is being made from drawings of the best of the kind in practical use in other departments, and as it is now approaching completion, a public exhibition of its utility will be provided for in the course of the next few weeks.

NANAIMO, as has been its custom in years gone by, is making firemen's races and games a special feature for the Queen's birthday celebration in the Coal City. Victoria will be represented in these by a dozen or more members of the volunteer departments of Oaklands and the western suburb, who have entered a combined team for both the speed race and the west test. This is the first outing arranged by either of the departments named, and sincerest wishes of good luck will go with them.

A FINAL payment under the bond of the Argo and Belt mines, situated in the very heart of the town of Sandon, was made on Saturday last, and the mines in question are now the property of the "Argo Mines of Sandon, Limited," a corporation the bulk of whose stock is owned by Victorians. It is announced that active development will now be the order of the day, and that frequent shipments will speedily demonstrate the value of the mines. Ore is already ready for the transportation people to carry it away.

EUGENE W. DAVIES, of Everett, the young professional who last spring put the competition quarter mile record at 30 1-5 on the Oak Bay track, arrived here on Sunday morning with his team mate, Griffith, to prepare for next Saturday's work at the track. Rucker, the ex-San Franciscan, is also on hand and will push the Rambler in the professional races, in which he will have hot opposition from the Everett boys as well as from the provincial cracks. The races in this class will be particularly interesting in bringing together Deeming and Tom Spain, the latter having been the lion of the amateur world last season, and now appearing for the first time as a "pro."

UNION is the latest place on Vancouver Island showing indications of vast mineral wealth, and the residents of that little town are greatly excited over the discoveries which have within recent days been made. Mr. Scharschmidt, provincial police constable at Union, was in town yesterday with samples of the ore, which, when assayed, ran from $5 to $13 per ton in copper alone. A quantity of Union rock, when tested on Saturday, showed a valuation of $30 in gold, and, altogether, the ore there found is such as justifies the jubilation of the people of the place. The ore which Mr. Scharschmidt brought down with him was found in a ledge running five feet in width, within three miles from the city. The copper stands out in unmistakable specks and is said to exactly resemble Michigan copper.

MR. HEDLEY CHAPMAN arrived home last week after a ten months' absence in England. During this time Mr. Chapman has been actively engaged in promoting various financial arrangements looking to the development of the mineral and other resources of this province. Owing to the Grecian crisis capitalists are a little chary of making any new investments, but in spite of this and the fact of the general stagnation of the stock market in London, Mr. Chapman states that there is a vast amount of money ready to go into the mining camps of British Columbia, provided the existence of paying ore can be shown. It will be welcome news to those having the advancement of the province at heart to know that Mr. Chapman's visit has been a very successful one in the matter of enlisting English capital in ventures at home.

CRUEL SCIATICA.

Incessant Pain—Tormented—Racked—Life Despaired of.

John Marshall, Varney P.O., County of Grey, writes these strong words: "For two years I was completely laid up with sciatica. I doctored without any permanent relief. I had given up hope. A friend saw the notice of a cure of what seemed a parallel case to mine, by South American Rheumatic Cure, and knowing my little faith in the efficacy of any remedy, he procured a bottle himself and brought it to me. I took it, and, to make a long story short, it saved my life. In a day or so I was out of bed, and in three days I was able to walk to Durham, a distance of four miles, to purchase another bottle. I am now entirely cured."

Sold by Dean & Hiscocks and Hall & Co.

CASSIAR CENTRAL.

The Charter and Concessions Acquired by a London Syndicate.

Survey of Line to Be Made Shortly—Warburton Pike Will Conduct an Exploring Party.

It is announced that the charter and concessions obtained from the province by the Cassiar Central Railway Company have been acquired from Mr. W. Pike by Mr. H. Hirschel-Cohen, acting on behalf of the Transvaal Goldfields, Limited, of 120 Bishopgate, St. Swithin, London, and others.

It is the intention of the company to begin the survey of the railway line immediately after the requisite formalities relating to company registration have been completed in England. Mr. Pike will himself conduct a party of explorers into the district in the course of a few weeks.

DAIRY FARMING.

The Avonbank factory, of Ontario, J. B. Muir, manager, is controlled by a joint-stock company. At a recent meeting of dairymen, Mr. Muir gave the following facts concerning the operations of this creamery, which are reported in the Farmers' Advocate:

The butter is made and marketed for 3½ cents per pound. Half of the butter of this past winter was sent to Manchester, Eng., and half to Toronto. The average price for the winter, in either case, has been 19½ cents at the factory, or 16 cents to the patrons. Nine-tenths of his patrons have silos, which enables them to supply an abundant quantity of milk all winter. When a patron sees another sending more milk than he is able to do from the same number of cows he at once seeks to learn the secret. This explains the prevalence of the silo. Patrons form clubs of 3, 4, or 6, and deliver the milk alternately. One of his patrons commenced on November 18, with six fresh cows and five or six strippers. In March he had ten fresh cows and three strippers, and has made his year's rent in butter ($400), besides selling about a dozen fat hogs and feeding some skim milk to calves.

The question was asked, "Will winter milkers give as much milk in summer as though they came fresh in spring?" One patron had ten cows come fresh in February and two in April, and when the dry pasture came, the early calved cows retained their flow quite as well as the later ones. It will cost some $550 to equip a cheese factory with butter making machinery, without having to put in a boiler or engine.

Mr. Sleightholm, by the aid of a table, emphasized the importance of paying especial attention to cheapness of production. We cannot control the price, except by making a superior article, but we have control of the cow, through which the entire product must come. The following table shows the latest researches along the line of the cost of producing butter:

Station.	Cost per lb. Butter. For year	Summer	Winter	Keep of Cow one year.	Cost per day	Cost of 100 lbs milk
Minnesota.	10½c	....	14c	$38	.....	62c
Cornell....	14c	....	....	31	9-22c	65c
Guelph....	14c	4c*	18.8c	31	9-22c	
Farm work	12½c	53	15.5c	25	4-18c	58c

*June.

The causes of dear milk and butter are numerous, among which may be mentioned poor cows, poor feeding, poor care, and too short a milking period. Frequently patrons are found who study their business, and by seeking to supply favorable conditions, realize from each cow often from $50 to $70 a year, while others who cannot be bothered with cows in the winter time, but seek to save money by feeding at about $1 per month per cow, will draw from $10 to $15 per year for each cow's milk. These are the wages of ignorance and shiftlessness. Too often these are the men that proclaim the unprofitableness of dairying. A frequent cause of unprofitable summer milk production, is the practice of allowing cows to stay out in the field fighting flies and hunting grass during scorching days. It is vastly more profitable to house them during such days, and feed them well, and allow them access to good pasture during the night. There are great differences between cows. Individuals vary more than breeds. Productiveness in cows depend more on conformation than on size or breed.

Mr. Leech claimed that he produces winter butter at 10 cents per pound. He feeds ensilage (which he grows at the rate of twenty tons per acre), clover hay, oat straw, and five or six pounds of mixed chop per day. He claimed to be able to winter cows profitably, while milking, on food from one-third the ground it took to pasture them in summer. Mr. Leech recommended a rotation of cropping similar to that practiced by D. M. Macpherson, M.P.P., viz.: roots and corn, spring grain (seeded), clover, pasture, fall wheat. The farm should be divided into six equal sized fields, and if treated in this way the supply of fertility and humus in the soil will not diminish. Mr. Leech pronounced in favor of Mr. Macphorson's plan of establishing a good, practical, money-making farmer in each county or district, as an object lesson to the farmers of the locality.

NEW BICYCLE IDEA.

Mr. Noah L. Piper, of Toronto, has perfected a street car bicycle rack, which, in view of the fact that the Street Railway Co. decided some months ago to carry bicycles on their cars, comes in at an opportune moment. The rack is a light, simple affair, with a wooden frame and iron holders. It can be hooked on to the iron screen of the rear platform, and instantly removed when necessary. Each rack will hold either two or three wheels, and two racks can be placed on each car, giving a space for six bicycles. The holders can be folded back when not in use, and the whole affair folded out of the way of passengers, and in no way does it interfere with the working of the car. It is probable that the rack will be generally adopted on the Toronto cars, and if so a greatly appreciated convenience will be afforded bicyclists. The affair was put to a very satisfactory test last week on one of the company's belt line cars.

A VISIT FROM THE VETERANS.

Although, the date of their annual picnic conflicting, it will be impossible for the members of the Veteran Volunteer Firemen's Association of San Francisco to visit this city and participate in the Queen's Jubilee exercises, Victorians may count upon a call from this interesting body some time during early August—when they will extend their tour of the Sound country in this direction.

The society is one of the most unique in the west, and includes some of the best known and wealthiest of the residents of the Bay City. It is in fact conducted very much upon the lines of the pioneer society having its headquarters here—only that the San Francisco organization retains the titles for its officers that were borne by those in charge of affairs during the early days when "they ran with the old machine."

Nor is the aforesaid "old machine" forgotten—it accompanies the vets on all their annual outings, and is accorded the place of honor in the inevitable parade. The society's band also accompanies the members wherever they go, and will be with them on their visit to this city. The touring party is this summer expected to include some seventy-five or eighty members, with their wives, families and friends. All being well-to-do, they ask nothing in the way of inducement to visit any city, save the invitation and welcome of its fire department.

FINE CARGO CARRIER.

The extra steamship Chun Sang, chartered by the O. R. & N. Co. for a single trip, is a new steel vessel registering 2,218 tons. She is owned by the Indo-China Steam Navigation Company and was built to their order at Middleboro in 1896. She is 290 feet long, 40.3 feet beam and 18 feet hold, and is equipped with triple compound engines 21x34 and 56x42 inches. As a carrier she is said to be one of the best for her tonnage ever booked for this port.

From present indications the steamship Cleveland, due to arrive here today from San Francisco, will have more freight than she can carry away for the return voyage, and as large a number of passengers as can be accommodated. The rate of $7.50 between here and San Francisco seems to appeal to a large number of people who calculate that travelling under such conditions would be as cheap as living ashore.—Seattle P.-I.

At the outer wharf yesterday the Pacific Coast Steamship Umatilla was loading 1,150 tons of general Chinese merchandise ex-steamship Olympia. Wednesday is the Umatilla's regular sailing day and her vssit yesterday was a special call made en route to the Sound from Vancouver. With what freight there is to be picked up on the Sound, the ship on her next southern voyage will have all the cargo she can carry.

Tug Lorne left for Vancouver yesterday with the bark British Yeoman, which for the past week or so has been discharging English cargo for Victoria. After landing her Vancouver freight she loads lumber at Chemainus for the United Kingdom.

RED COATS ON HIRE.

With all the faults and peculiarities the dress of the British soldier to-day exercises a fascination over the feminine mind which is unapproached by that of any other soldiers' garments in the world. This is a circumstance known to all, but even here the intelligent and observant foreigner gives us kind assistance. It is not long since a Russian paper called the Razvedchick enlightened the people of the Czar's great empire as to the real character of the British soldier. The accomplished scribe drew a wonderous picture of the transformation, in a few days, of a starving tramp to a man "with a beaming smile on his lips, with closely cut hair and a curl on his left temple, with a small cap without a peak balanced on his right ear, his waist squeezed as if in a corset, with tight-fitting trousers, wearing a pair of gloves, and carrying the traditional swagger stick." From this point it was an easy stage to the pinnacle of the journalist's descriptive effort. This was to the effect that the "fine-looking, handsome soldier" in Britain devotes his Sabbath to earning money in "an altogether original way"—that is to say, he lets himself out on hire to the clamoring females at the barrack gate, making his choice, like a true son of a commercial country, from the highest bidders. "The average price is four shillings for a three or four hour walk, a twopenny cigar, and, according to taste, either an ice or a glass of wine thrown in. The cavalry of the Guard (5 ft. 11 in. height) are more expensive, and at the Horse Guards Barracks at Knightsbridge there is a most lively competition." No more generous tribute than this could be paid to the glamor of British military garments.—Pall Mall.

IN THE LAW COURTS.

The case stated by Police Magistrate Macrae of Rex. v. M. Strouss for having deer skins in possession unlawfully was argued before Mr. Justice Walkem yesterday afternoon, and judgment on the point of law raised as to whether the onus was on the defendent, to prove that he held the skins lawfully, was reserved. The case will then be referred back to the Magistrate to decide whether or not the skins were in a raw state.

Mr. Justice Walkem yesterday granted a decree nisi in the divorce case of Matthews v. Matthews, in which Lilie Maria Matthews applied for divorce from her husband, Robert J. Matthews, on the ground of misconduct.

In the Full court, before Justices Walkem, McCreight and McColl, judgment was given in the case of Koksilah Quarry Co. v. the Queen, dismissing the motion with costs. This was a motion to appeal from a decision of the court, although the time for appeal had expired. Mr. P. Æ. Irving for plaintiff, and Mr. Gordon Hunter for defendant.

THE LICENSEE IS LIABLE.

A judgment of much interest and importance to hotel and saloon proprietors has been handed down by Magistrate Macrae in the police court case of N. Condogeorge, charged with the sale of liquor during prohibited hours at the Russ House, of which the defendant is the licensee. The defence was that Mr. Condogeorge having sub-let with specific directions to his tenant to obey the law, the tenant, and not he, should be held liable in the event of an offence being shown to have been committed. The magistrate did not agree with this view of the case, and his remarks in announcing his decision are here published.

"In this case," said His Honor, "the licensee of the Russ House, on Johnson street, is charged with a violation of what is generally known as the 'Sunday law,' at his licensed premises, on Sunday, April 18 last. It was proved that four men had been drinking beer in his saloon from about 8 to 10 o'clock p. m. of that day, and that they had been served by one Zarella, who was then in charge of the bar. Evidence was given by defendant that the said Zarella was sub-tenant of the saloon under a verbal agreement for a lease at a monthly rent, and that he had been strictly enjoined not to do business on Sundays. Counsel for the defence contended that under the alleged agreement the sub-tenant should be held responsible for a breach of the law. In a case determined in this city on August, 1894, I held, and still hold, that under section 4 of the 'Liquor Licenses Regulation Act, 1891,' Sunday drinking in licensed premises is prohibited, and that the responsibility of prohibiting it is thrown upon the licensed person. If he fails he is subject to a penalty. He cannot by any private arrangement into which he may enter shift the responsibility upon another person. On any other principle the interpretation of the act might be evaded with the utmost facility, and with impunity, and would be reduced to a dead letter. I convict the defendant of the offence charged and adjudge him to forfeit and pay a fine of $35 and $2 costs, to be levied by distress, and in default of sufficient distress, I adjudge him to be imprisoned for one month."

Notice of appeal was at once given by Mr. Thornton Fell.

SAFETY IS ASSURED.

Mr. W. W. Northcott, the city building inspector, is well satisfied with the number and arrangement of the exits in the public halls of this city, by which Victoria guards against such dire calamities as that which has lately filled gay Paris with horror.

The churches have each from three to six exits, and, being on the ground floor, can be quickly and conveniently emptied of their congregations at any time. The schools, on the whole, are well arranged in this regard, and enjoy the additional security obtained through frequent and thorough fire drills.

The theatre exits leave nothing to be desired, each being in charge of a member of the fire department, who is responsible for their immediate opening in case of necessity—and in fact, as a matter of convenience in many cases, to enable the house to be more speedily emptied.

The drill hall—if it can be classed in the category, not being properly a public hall—enjoys also the advantage of being on the ground, and although the big doors open inward (which they should not) there is always someone in charge to throw them wide open in case of accident.

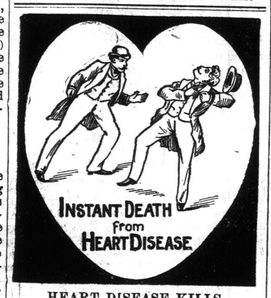
The A.O.U.W. and other ground-floor halls have fully complied with the requirements of law and common sense in the matter of exits, the only thing to be desired possibly being that all these exits should be called into service on every occasion that the halls are made use of, in order that the public may become accustomed to them and not madly neglect them should the necessity arise at any time for their immediate use.

Only two public halls were found on a recent tour that were not provided with both front and rear exits, these being the Sir William Wallace and the Pioneer, each of them adapted only to a small audience and not likely in consequence to at any time be the scene of a panic. John's Brothers hall was when first built provided with but one exit. Mr. Northcott took exception to the arrangement on his first visit, however, and additional doors and staircase were promptly provided.

THE POINT ELLICE DISASTER.

TO THE EDITOR:—I have been requested to call attention, by interested parties, to the following: The reports of the Gordon damage case give the impression that Mr. F. J. Peate was the conductor of the ill-fated car No. 16. The conductor at the time of the accident was Mr. Henry Talbot, who lost his life, Mr. Peate having been relieved by him at the corner of Yates and Government streets, and Mr. Peate was really a passenger on the car. By publishing this you will greatly oblige some interested friends of the deceased conductor.

P. C. L. HARRIS.



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Relief In 30 Minutes.

The most pronounced symptoms of heart disease are palpitation, or fluttering of the heart, shortness of breath, weak or irregular pulse, smothering spells, swelling of feet or ankles, nightmare, spells of hunger or exhaustion. The brain may be congested, causing headaches, dizziness or vertigo. In short, whenever the heart flutters, or tires out easily, aches or palpitates, it is diseased and treatment is imperative. Dr. Agnew's Heart Cure has saved thousands of lives. It absolutely never fails to give perfect relief in 30 minutes, and to cure radically.

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Sick Headache and relieve all the troubles incident to a bilious state of the system, such as Dizziness, Nausea, Drowsiness, Distress after eating, Pain in the Side, &c. While their most remarkable success has been shown in curing

SICK

Headache, yet CARTER'S LITTLE LIVER PILLS are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

HEAD

Ache they would be almost priceless to those who suffer from this distressing complaint; but fortunately their goodness does not end here, and those who once try them will find these little pills valuable in so many ways that they will not be willing to do without them. But after all sick head

ACHE

is the bane of so many lives that here is where we make our great boast. Our pills cure it while others do not.

CARTER'S LITTLE LIVER PILLS are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them. In vials at 25 cents five for $1. Sold everywhere, or sent by mail.

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DR. J. COLLIS BROWNE'S CHLORODYNE.

Vice Chancellor Sir W. PAGE WOOD stated publicly in court that Dr. J. COLLIS BROWNE was undoubtedly the inventor of Chlorodyne; that the whole story of the defendant Freeman was literally untrue, and he regretted to say that it had been sworn to.—Times, July 13, 1864.

DR. J. COLLIS BROWNE'S CHLORODYNE IS THE BEST AND MOST CERTAIN REMEDY IN COUGHS, COLDS, ASTHMA, CONSUMPTION, NEURALGIA, RHEUMATISM, &c.

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NOTICE.

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