TRY THE CELEBRATED STUDEBAKER

UTAH CENTRAL RAILWAY.

TIME TABLE NO. 1.

TO TAKE EFFECT JULY 20th, 1881.

GOING SOUTH. No. 7. Freight.	No. 5. Freight.	No. 3. Passenger	No. 1. Passenger	Distance. Miles.	Fare	STATIONS.	Fare	Distance. Miles.	GOING NORTH. No. 2. Passenger	No. 4. Passenger	No. 6. Freight	No. 8. Freight
Lv 3.30 pm	Lv 6.40 am	Lv 6.15 pm	Lv 10.10 am			Ogden	15.00	290	Ar 5.20 pm	Ar 8.40 am	Ar 11.10 am	Ar 8.15 pm
4.00	7.20	6.[illegible]	10.34	8	.45	Summit	14.60	272	Lv 4.58	Lv 8.18	Lv 10.34	Lv 7.40
4.35	7.55	7.00	10.55	16	.85	Kaysville	14.20	264	4.35	7.55	9.54	7.00
5.05	8.25	7.14	11.09	22	1.20	Farmington	13.85	258	4.21	7.41	9.29	6.35
5.30	8.45	7.25	11.20	25	1.40	Centerville	13.65	255	4.10	7.30	9.09	6.00
5.45	8.57	7.31	11.26	28	1.50	Wood's Cross	13.55	252	4.04	7.24	8.57	5.45
Ar 6.30	Ar 9.40	Ar 7.55	Ar 11.50	37	2.00	Salt Lake	13.00	243	3.40	7.00	8.10	5.00
		FREIGHT.								FREIGHT.		
		Lv 7.00 am	Lv 2.00 pm	37		Salt Lake		244	Ar 10.00 am	Ar 5.25 pm		
		7.20	2.23	43	2.30	Morgan	12.70	237	Lv 9.37	Lv 4.55		
		7.50	2.28	44	2.35	Germania	12.65	236	9.32	4.25		
		8.00	2.34	46	2.45	Lovendahl's	12.55	234	9.27	4.15		
		8.15	2.43	49	2.65	Junction	12.35	231	9.19	4.00		
		Ar 8.20 Lv 9.15	2.48	50	2.70	Sandy	12.30	230	9.15	3.50 Ar 3.25		
		9.35	3.00	54	2.90	Draper	12.10	226	9.00	Lv 3.00		
		11.00	3.40	68	3.65	Lehi	11.35	212	8.19	1.40		
		11.15	3.50	71	3.80	American Fork	11.20	209	8.07	1.25		
		11.30	4.00	74	3.95	Pleasant Grove	11.05	206	7.55	1.10		
		Ar 12.20 pm Lv 12.40 pm	4.30	85	4.50	Provo	10.50	195	Lv 7.25 Ar 7.05	Lv 12.20 Ar 11.45 am		
		1.03	4.44	90	4.80	Springville	10.20	190	Lv 6.51	Lv 11.22		
		1.25	4.58	95	5.10	Spanish Fork	9.90	185	6.38	11.00		
		2.00	5.20	103	5.50	Payson	9.50	177	6.16	10.25		
		Ar 2.30 Lv 2.50	5.35	108	5.75	Santaquin	9.25	172	6.03	10.00 Ar 9.40		
		3.45	6.07	120	6.40	Mona	8.60	160	5.30	Lv 8.45		
		4.25	6.29	128	6.85	Nephi	8.15	152	5.08	8.07		
		Ar 5.30	Ar 7.05	142	7.60	Juab	7.40	138	4.30	7.00		
			MIXED.						MIXED.			
			Lv 7.35 pm	142		Juab		138	Ar 4.00 am			
			8.15	151	8.05	Mills	6.95	129	Lv 3.15			
			9.40	167	8.90	Lemmington	6.10	113	1.50			
			11.05	185	9.90	Riverside	5.10	95	12.25			
			11.45	194	10.35	Deseret	4.65	86	11.45 pm			
			1.15 am	213	11.35	Neels	3.65	67	10.15			
			3.35	241	12.85	Black Rock	2.20	39	7.55			
			Ar 5.20 Lv 6.20	263	14.00	Milford	1.00	17	6.10 Ar 5.15			
			Ar 8.30	280	15.00	Frisco			Lv 4.00			

No. 3 Train, Freight, leaving Salt Lake City at 7 a. m., will connect with the B. C. R. R. at Junction for Bingham; also with the W. & J. V. R. R. at Sandy for Alta, and will run on Sundays between Salt Lake and Sandy, until further notice.

No. 1 Train connects with the stage at Nephi for San Pete and Sevier Valley; at Juab for Fillmore and Millard County; also at Milford with stage for Southern Utah.

No. 2 Train, leaving Salt Lake City at 3:00 p. m., will connect with the Utah and Northern Railway at Ogden for all points North; also with the Union Pacific Railway for Park City, and the Central Pacific Railway for the West.

No. 4 Train, leaving Salt Lake City at 7 a. m., will connect with the Union Pacific Railway at Ogden for Park City and the East.

Nos. 1, 2, 3 and 4, Passenger Trains, will be Run Daily. Nos. 3, 4, 5, 6, 7 and 8, Freight Trains, will be Run Daily, Sundays Excepted.

FRANCIS COPE, Gen'l Fr't and Pass. Ag't. 1504 JAMES SHARP, Ass't Gen'l Sup't. JOHN SHARP, Gen'l Superintendent.

WAR INCIDENTS.

BRAVERY OF GENERAL KANE'S BUCKTAILS.

The following account of a desperate fight between Confederate troops and the Bucktails under General Thomas L. Kane will be interesting to Utonians who are acquainted with the gallant General. It was written by a correspondent of the Philadelphia *Press* from Shenandoah Valley, Oct. 28:

A VAST BATTLE-FIELD.

There is hardly a foot of this beautiful valley that was not tramped over by both armies. It was a favorite place for the Confederates to rendezvous in their operations against Washington and toward Maryland and Pennsylvania. It was, therefore, one vast battle-field, and some of the hardest-fought engagements of the war took place over these beautiful hills and smiling vales. When the clouds of war cleared it found this once prosperous region desolated. The torch of war had destroyed the once beautiful homes, and the tramp of armies had wiped out the efforts of years and destroyed most of the evidences of civilization that had made this section of Virginia known throughout all the land.

Great battles are not always the most interesting ones. There are many skirmishes and minor engagements in all wars that are as full of interest and are many times as important as the larger ones that overshadow if not entirely smother them upon the pages of history. There never was a more truthful saying than that "great events hang upon trifling causes." An incident and oftimes an accident provoked and decided some of the greatest events of the Civil War. This fact was brought prominently to my mind in going over the field near here where Ashby was killed. He fell here when the 1st Maryland Confederate Regiment and the 1st Pennsylvania Bucktail Rifles met in an almost hand-to hand engagement. It was not a great fight, and is hardly mentioned in any of the prominent histories of the Rebellion, yet that little struggle was full of interesting situations, and joined, if it did not affect, later and more bloody events.

GENERAL KANE'S DESPERATE BRAVERY.

After going over the battle field I heard the story of the fight from Gen. Bradley T. Johnson, one of the most brilliant and dashing of the younger Confederate officers. He lived in Frederick, Md., when the war broke out and raised and commanded the first Maryland Confederate regiment through the early years of the war, and in the engagement with the First Pennsylvania Bucktail Rifles, of which I am about to write. Gen. Johnson is now a prominent lawyer of Baltimore, and is a great writer upon the stirring events of the war. He bore a conspicuous and gallant part in many of them. He was charged by his superior officers with the destruction of Chambersburg, and won a great reputation for his fearless daring upon many battle fields. Speaking of the fight of his regiment with the Pennsylvania Bucktails, he said:

"It was but a short distance from Harrisonburg that Ashby was killed. I never shall forget that engagement. It was, for the length of time it lasted and the number of troops engaged, one of the hardest fought battles of the war. There were more troops engaged than the two regiments, which finally came together in an almost hand-to-hand fight. Just as we were filing into line of battle, the brigade commander called upon me for two companies to act as skirmishers, and I detailed two companies on the left of the line and then formed next to the 58th Virginia. Soon after the skirmishers moved out, there was sharp firing along the line, but we met nothing to obstruct our march until we reached the crest of a small hill, and we then saw a battery of brass guns, and it was soon evident that there was to be sharp work. I laid the men under the cover of the hill, but they had not lain there long before some of the men on the right shouted, 'They are firing on our flank!' 'They are firing on our flank!'

"Just then a charge was ordered, and as the 1st Maryland sprang to the crest of the hill they were met and staggered by a volley from the 1st Pennsylvania Bucktails, which were posted in a worm fence not very far in front of us. It was one of the most effective and well-directed fires I ever witnessed during the war. Four of my color-bearers were shot down in succession and 27 men were killed at the first fire. As I said, the volley staggered the regiment, and in the midst of the commotion a man rode up to me very excitedly and said:

"'Ashby is dead! Ashby is dead!'

"Sure enough, Ashby was dead. The volley which for a moment had stunned the 1st Maryland killed Ashby's horse. He was at home in the saddle, however, and the fall did not injure him. He regained his feet in an instant, and swinging his revolver over his head, shouted:

"Forward, Virginians! Forward!"

"A shot cut short a gallant life, and Ashby fell dead, even before the regiment he ordered to charge had time to obey. His death naturally added to the confusion, but it was only momentary, and as soon as I could get the men under the control of my voice they rallied, and then made as desperate a charge as was seen during the war. The Bucktails, however, stubbornly stood their ground, and it took a severe fight to dislodge them. We finally succeeded, but not without great loss.

"Naturally," said General Johnson, "I thought this a big day's work, but where it not for the estimation in which my superiors held it then, I might by this time think I had been prejudiced on account of my pride in the troops I commanded, but this fight between the Bucktails and my regiment was the subject of much comment among both officers and men on both sides, and here is a copy of the general order issued by my commanding officer commending the services of the regiment:

"HEADQUARTERS THIRD DIVISION, June 12, 1862.

General Order No. 30:

In commemoration of the gallant conduct of the 1st Maryland Regiment:

On the 6th of June inst., when led by Colonel Bradley T. Johnson, they drove back with loss the Pennsylvania Bucktail Rifles in the engagement near Harrisonburg, Rockingham County, Va. Authority is therefore given to have one of the captured bucktails, the insignia of the Federal regiment, appended to the color staff of the 1st Maryland Regiment.

By order of Major General Ewell.
JAMES BARBOUR, A. A. G."

This original order and a photograph of his regimental flag, with a bucktail at its head, is still preserved by General Johnson as a memento of that memorable engagement with the Pennsylvania troops.

THE GALLANT BUCKTAILS.

"It would take a book to recount all the interesting stories of that fight," said General Johnson, while giving some of the leading incidents, "Colonel Kane, who commanded the Bucktails, behaved with great gallantry, and was very severely wounded. I believe he and an officer of my regiment are the only soldiers who during the late war actually fought a duel in the midst of a battle.

"In the final charge which dislodged the Bucktails Captain Murray, who commanded Company H of my regiment, in some way or other came almost face to face with Col. Kane. Each drew his pistol and began shooting, and there they stood firing at each other at less than ten paces until both of them had fired every load out of their revolvers. I do not think that either one was wounded in that novel duel. Kane was, however severely wounded later in the fight, and taken prisoner. I remember him distinctly as he looked when brought back with a shot in his leg. I ordered him taken to the rear and cared for. My men who captured him found him sitting near a stump, I believe, and said they thought he took his defeat very hard. He never had any cause for chagrin, because he made a most gallant and stubborn fight.

"Murray, poor fellow, who fought the duel with Kane, was afterward killed at Gettysburg. He was as brave a man as ever drew a sword. Kane, I believe, is still living in Pennsylvania, and is, I think the only man who has a right to say that during the war he stood face to face with an opponent and took and sent six shots in the midst of a battle.

"I should like very much to know Colonel Kane's recollection of this fight, because it was so distinctively a battle between the Bucktails and the 1st Maryland Regiment."

"Nothing gives me so much relief for the rheumatism, which has troubled me for years, as St. Jacobs Oil," says Mr. F. W. Brown, Glen Rock, Pa.

NOTICE.

ALL PERSONS KNOWING THEMSELVES indebted to the Estate of Maria Julia Desaules, are hereby notified to make payment immediately to L. W. Hardy, and all persons having claims against said Estate, are requested to present the same, duly authenticated, within three months from date.

L. W. HARDY, Executor.

Salt Lake City, October 24th, 1881.

NOTICE.

ALL PERSONS KNOWING THEMSELVES indebted to the Estate of Sarah Cunningham, are hereby notified to make payment immediately to L. W. Hardy, and all persons having claims against said Estate, are requested to present the same, duly authenticated, within three months from date.

L. W. HARDY, Executor.

Salt Lake City, October 24th, 1881.

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MAN

WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, WILL SEE BY EXAMINING THIS MAP, THAT THE

CHICAGO, ROCK ISLAND & PACIFIC R. R.

IS THE GREAT CONNECTING LINK BETWEEN THE EAST & THE WEST!

Its main line runs from Chicago to Council Bluffs, passing through Joliet, Ottawa, La Salle, Geneseo, Moline, Rock Island, Davenport, West Liberty, Iowa City, Marengo, Brooklyn, Grinnell, Des Moines (the capital of Iowa), Stuart, Atlantic, and Avoca; with branches from Bureau Junction to Peoria; Wilton Junction to Muscatine, Washington, Fairfield, Eldon, Belknap, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth, Atchison, and Kansas City; Washington to Sigourney, Oskaloosa, and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independent, Eldon, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe, and Des Moines; Newton to Monroe; Des Moines to Indianola and Winterset; Atlantic to Lewis and Audubon; and Avoca to Harlan. This is positively the only Railroad, which owns, and operates a through line from Chicago into the State of Kansas.

Through Express Passenger Trains, with Pullman Palace Cars attached, are run each way daily between CHICAGO and PEORIA, KANSAS CITY, COUNCIL BLUFFS, LEAVENWORTH and ATCHISON. Through cars are also run between Milwaukee and Kansas City, via the "Milwaukee and Rock Island Short Line."

The "Great Rock Island" is magnificently equipped. Its road bed is simply perfect, and its track is laid with steel rails.

What will please you most will be the pleasure of enjoying your meals, while passing over the beautiful prairies of Illinois and Iowa, in one of our magnificent Dining Cars that accompany all Through Express Trains. You get an entire meal, as good as is served in any first-class hotel, for seventy-five cents.

Appreciating the fact that a majority of the people prefer separate apartments for different purposes (and the immense passenger business of this line warranting it), we are pleased to announce that this Company runs *Pullman Palace Sleeping Cars* for sleeping purposes, and *Palace Dining Cars* for eating purposes only. One other great feature of our Palace Cars is a SMOKING SALOON where you can enjoy your "Havana" at all hours of the day.

Magnificent Iron Bridges span the Mississippi and Missouri rivers at all points crossed by this line, and transfers are avoided at Council Bluffs, Kansas City, Leavenworth, and Atchison, connections being made in Union Depots.

THE PRINCIPAL R. R. CONNECTIONS OF THIS GREAT THROUGH LINE ARE AS FOLLOWS:

At CHICAGO, with all diverging lines for the East and South.
At ENGLEWOOD, with the L. S. & M. S., and P., Ft. W. & C. R. Rds.
At WASHINGTON HEIGHTS, with P., C. & St. L. R. R.
At LA SALLE, with Ill. Cent. R. R.
At PEORIA, with P. P. & J.; P. D. & E.; I. B. & W.; Ill. Mid.; and T. P. & W. Rds.
At ROCK ISLAND, with "Milwaukee & Rock Island Short Line," and Rock Isl'd & Peo. Rds.
At DAVENPORT, with the Davenport Division C. M. & St. P. R. R.
At WEST LIBERTY, with the B., C. R. & N. R. R.
At GRINNELL, with Central Iowa R. R.
At DES MOINES, with D. M. & F. D. R. R.
At COUNCIL BLUFFS, with Union Pacific R. R.
At OMAHA, with B. & Mo. R. R. R. in Neb.
At COLUMBUS JUNCTION, with B., C. R. & N. R. R.
At OTTUMWA, with Central Iowa R. R.; W., St. L. & Pac., and C. B. & Q. R. Rds.
At KEOKUK, with Tol., Peo. & War.; Wab. St. Louis & Pac., and St. L., Keo. & N.-W. R. Rds.
At CAMERON, with H. St. J. R. R.
At ATCHISON, with Atch., Topeka & Santa Fe; Atch. & Neb., and Cen. Br. U. P. R. Rds.
At LEAVENWORTH, with Kan. Pac., and Kan. Cent. R. Rds.
At KANSAS CITY, with all lines for the West and Southwest.

PULLMAN PALACE CARS are run through to PEORIA, DES MOINES, COUNCIL BLUFFS, KANSAS CITY, ATCHISON, and LEAVENWORTH.

Tickets via this Line, known as the "Great Rock Island Route," are sold by all Ticket Agents in the United States and Canada.

For information not obtainable at your home ticket office, address,

A. KIMBALL, Gen'l Superintendent.

E. ST. JOHN, Gen'l Tkt. and Pass'gr Agt., Chicago, Ill.

ASTHMA Quickly and Permanently CURED

Dr. Stinson's Asthma Remedy is unequaled as a positive Alterative and Cure for Asthma and Dyspepsia, and all their attendant evils. It does not merely afford temporary relief, but is a permanent cure. Mrs. B. F. Lee, of Belmore, O., says of it: "*I am surprised at the speedy effects of your remedy. It is the first medicine in six years that has loosened my cough and made expectoration easy. I now sleep all night without coughing.*" If your druggist does not keep it, send for treatise and testimonials to

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U. P. R. R.

UNTIL FURTHER NOTICE TRAINS will leave and arrive at Ogden daily, as follows:

LEAVE.

Daily... 10.30 a.m.
Mixed... 5.00 p.m.
Freight... 3.30 a.m.

ARRIVE.

Daily Express... 5.15 p.m.
Mixed... 6.40 p.m.
Freight... 2.15 p.m.

Daily connections made at Ogden with Central Pacific R. R., with the Utah & Northern R'way, for points in Northern Utah, Idaho and Montana, and with Utah Central road for Salt Lake City and all points in Southern Utah.

At Green River with stages for Sweetwater mines.

At Cheyenne with the Colorado Division of the Union Pacific for Denver, Leadville, Central, Black Hawk, and all cities, mining camps and pleasure resorts in Colorado.

At Sidney with a daily line of superb Concord coaches for Deadwood and other points in the Black Hills.

At Omaha with Chicago and Northwestern, Chicago, Rock Island and Pacific, Chicago, Burlington and Quincy, Burlington and Missouri River in Nebraska, Kansas City, St. Joe and Council Bluffs Railroads, and Missouri River line of steamers for all points East and South.

Tickets for sale to all points east at Banking House of McCornick & Co., Salt Lake City, also at Union Pacific Railroad Ticket Office in Ogden, at which office berths on sleeping cars can be secured.

THOS. L. KIMBALL, General Ticket Agent, Omaha.

THE OLD RELIABLE

FORT WAYNE AND PENNSYLVANIA ROUTE

CONTINUOUS ALL-RAIL ROUTE!! NO CHANGE OF CARS!! ONE ROAD, ONE MANAGEMENT!!!

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Pittsburg, Harrisburg, Baltimore, Washington, Philadelphia and New York.

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Reaches all Points in Pennsylvania and New Jersey.

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3 EXPRESS TRAINS Leave CHICAGO as follows:

8.30 a.m. Special East Express Except Sunday. *With the popular vestibule Sleeping Car.* Reaches Pittsburg 7.30 a.m.; Harrisburg 11.45 a.m.; Philadelphia 4.00 p.m.; New York 6.45 p.m.; Boston 6.15 a.m.; Baltimore 6.30 p. m.; Washington 9.00 p.m. next day.

5.15 Atlantic Express, Daily. *With Drawing Room and Hotel Car.* Reaches Pittsburg 12.15 p.m.; Harrisburg 10.55 p.m.; Philadelphia 3.35 a.m.; New York 6.45 a.m.; special Philadelphia Sleeping Car on this train, which remains in depot until 7.30 a.m., affording Philadelphia Passengers a full night's rest.

9.10 p.m. Night Express Except Sunday. *With Drawing Room Sleeping Car.* Reaches Pittsburg 7.30 p.m.; Harrisburg 3.50 a.m.; Baltimore 7.45 a.m.; Washington 9.05 a.m.; Philadelphia 8.00 a.m.; New York 10.35 a.m.; Boston 8.40 p.m. Through Baltimore and Washington Sleeping Car on this line.

FARE ALWAYS AS LOW AS ANY OTHER LINE.

Through Tickets for sale at all Principal points in the West. Ask for them via FORT WAYNE and PENNSYLVANIA LINE.

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And all points East, such as *Niagara Falls, New York, Philadelphia, Boston, Washington, Baltimore, Pittsburgh, Montreal, Toronto, Detroit, Cleveland.*

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Insist upon Ticket Agents selling you tickets via this road. Examine your tickets, and refuse to buy if they do not read over the Chicago & North-Western Railway.

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AS AN ANTI-MALARIAL They have no equal; acting as a preventive and cure for Bilious, Remittent, Intermittent, Typhoid Fevers, and Fever and Ague. Upon the healthy action of the Stomach and Liver depends, almost wholly, the health of the human race.

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It is for the cure of this disease and its attendants, SICK-HEADACHE, NERVOUSNESS, DESPONDENCY, CONSTIPATION, PILES, &c., that these Pills have gained such a wide reputation. No remedy was ever discovered that acts so speedily and gently on the digestive organs, giving them tone and vigor to assimilate food. This accomplished, the NERVES are BRACED, the BRAIN NOURISHED, and the BODY ROBUST. Try this Remedy fairly and you will gain a Vigorous Body, Pure Blood, Strong Nerves, and a Cheerful mind.

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TUTT'S HAIR DYE.

GRAY HAIR OR WHISKERS changed to a GLOSSY BLACK by a single application of this DYE. It imparts a Natural Color, and acts Instantaneously. Sold by Druggists or sent by express on receipt of $1.

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O. S. WALSH,

Late of Wolverhampton, England, has pleasure in informing his numerous friends and the public generally, that he has

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—AT—

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FIRST SOUTH STREET.

He is prepared to supply all grades of customers with every kind of

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For Purifying the Blood.

This compound of the vegetable alteratives, Sarsaparilla, Dock, Stillingia, and Mandrake, with the Iodides of Potash and Iron, makes a most effectual cure of a series of complaints which are very prevalent and afflicting. It purifies the blood, purges out the lurking humors in the system, that undermine health and settle into troublesome disorders. Eruptions on the skin are the appearance at the surface of humors that should be expelled from the blood. Internal derangements are the determination of these same humors to some internal organ, or organs, whose action they derange, and whose substance they disease and destroy. AYER'S SARSAPARILLA expels these humors from the blood. When they are gone, the disorders they produce disappear, such as *Ulcerations of the Liver, Stomach, Kidneys, Lungs, Eruptions and Eruptive Diseases of the skin, St. Anthony's Fire, Rose or Erysipelas, Pimples, Pustules, Blotches, Boils, Tumors, Tetter and Salt Rheum, Scald Head, Ringworm, Ulcers and Sores, Rheumatism, Neuralgia, Pain in the Bones, Side and Head, Female Weakness, Sterility, Leucorrhœa arising from internal ulceration and uterine diseases, Dropsy, Dyspepsia, Emaciation and General Debility.* With their departure health returns.

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