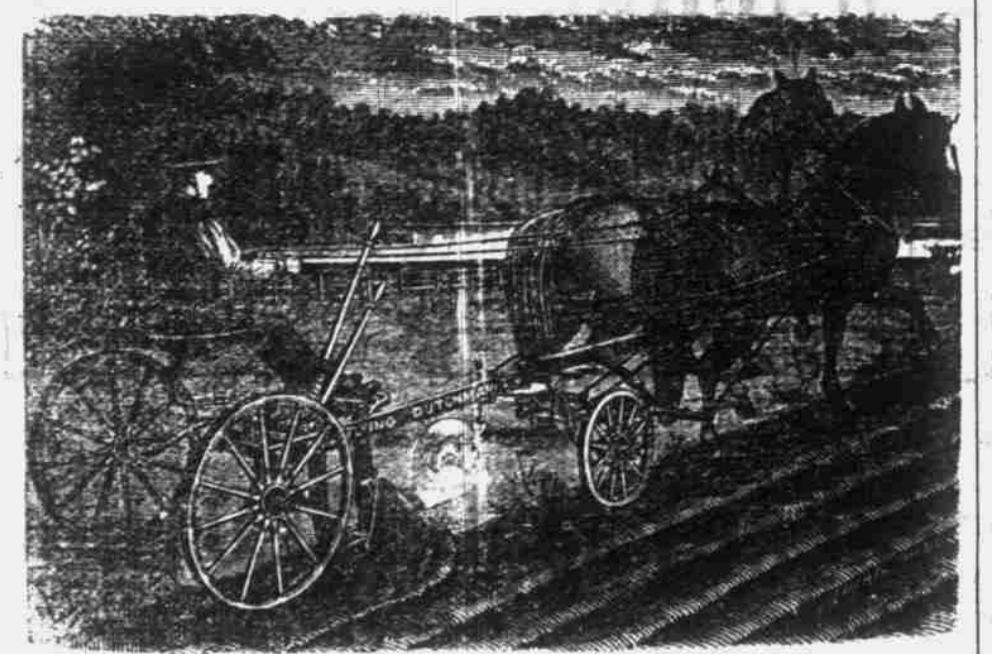


The Flying Dutchman



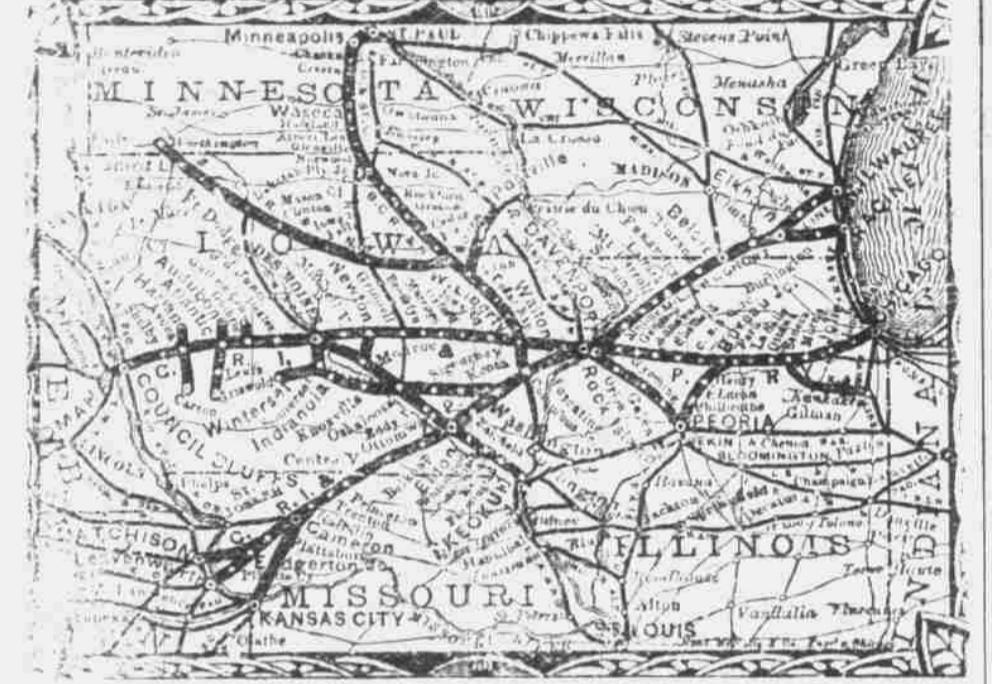
GUARANTEE TO BE
The Lightest Draught Sulky Plow Made.

Is by far the simplest constructed and easiest handled Plow in the Market.

For Sale by HOWARD SEEBE CO., at Bain Wagon Depot,
SALT LAKE AND OGDEN, UTAH; WEISER, CALDWELL, SHOSHONE,
MOUNTAIN HOME, IDAHO.



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



CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD
Being the Great Central line, affords to travelers by reason of its unrivaled geographical position, the shortest and best route between the East, Northeast and Southeast, and the West, Northwest and Southwest.

It is literally true that its connections are all of the principal lines of road serving the Atlantic and the West.

By rail, land and sea, it reaches Chicago, Joliet, Peoria, Ottawa, La Salle, Geneva, Moline and Rock Island, Illinois; Davenport, Muscatine, Washington, Keokuk, Knoxville, Oklahoma, Fairfield, Des Moines, West Liberty, Iowa City, Atlantic, Avoca, Audubon, Marlin, Guthrie Center and Council Bluffs, in Iowa, Galia, Galtown, Camanche and Kansas City, in Missouri, and Leavenworth and Atchison in Kansas, and the hub of cities, villages and towns intermediate. The

"GREAT ROCK ISLAND ROUTE," which is familiarly called, offers to travelers all the advantages and comforts incident to a smooth and safe journey. Departure at all connecting points, Fast Express Trains composed of sumptuous, well ventilated, well heated, finely upholstered and elegant chair cars ever built; Pullman's latest designed and sumptuous Palace sleeping cars, and dining cars, that are acknowledged by press and people to be the finest run upon any road in the country, and in which superior meals are served to travelers at the low rate of SEVENTY FIVE CENTS EACH.

THREE TRAINS each way between CHICAGO and the MISSOURI RIVER.

TWO TRAINS each way between CHICAGO and MINNEAPOLIS and ST. PAUL via the famous

ALBERT LEA ROUTE.
January 1882, a new line will be opened, via St. Paul and Kanabec, between Newport and Albert Lea, connecting with the St. Paul and Council Bluff, St. Paul, Minneapolis and intermediate points.

All through passengers served on fast express trains.

For more detailed information see Maps and Folders, which may be obtained, as well as tickets, at all principal ticket offices in the United States and Canada, or of

R. R. CABLE,
Treasurer and General Manager.

CHICAGO.

UTAH CENTRAL RAILROAD

NEW TIME CARD, JAN. 7, 1885.

PASSENGER TRAINS LEAVE SALT LAKE DAILY AS FOLLOWS:

Going North. 4:00 a.m. Salt Lake City. 5:30 p.m. Ogden. 7:00 p.m. Salt Lake City.

From North. 6:00 a.m. Ogden. 7:30 a.m. Salt Lake City. 4:00 p.m. Ogden.

Fare: Trains leave Salt Lake City, except Sundays, for North at \$5.50 a.m. and \$3.50 p.m. for South at 4:00 a.m. and 1:30 p.m.

FRANCIS COPE,
General Freight and Passenger Agent.

THE SHORTEST
AND
Most Direct Route
TO THE EAST
IS VIA THE
ATCHISON,
Topeka & Santa Fe

Wells, Fargo & Co. Connects in a Union Depot at

PUEBLO
WITH THE
Denver & Rio Grande Rail'y

THIS NEW LINE
Is Specially Equipped with
FULLMAN SLEEPING CARS,

Elegant Day Coaches,
STEEL RAILS,
Best Railroad Eating Houses
in the Country, Insuring
SPEED! SAFETY! COMFORT! LUXURY!

QUICKEST TIME
To the Missouri River.

ALEX. MITCHELL, Jr., Agent, P. O. Box, 743, Salt Lake City.

A. S. MERRILL, Gen. Manager.

GEO. H. BRAFFORD, Gen. Pass. Agent.

J. T. CLARK, Gen. Supl.

W. F. WHITE, Gen. Agent, Gen. Pass. & T. A. T. Agent, Salt Lake City, Utah.

S. V. DEMIAH, Traveling Agent, Salt Lake City, Utah.

WEVER COAL!

Home Coal Company,

DEALERS IN —

COAL from the Wasatch and Crimson Mines, Coalville, Utah,

Price, Delivered.....\$6.00 per ton.

"At yard.....\$5.50 "

LEAVE ORDERS WITH

HENRY DINWOODIE,

No. 37 to 41 W. First South Street,

SALT LAKE CITY.

Price, Delivered.....\$6.00 per ton.

"At yard.....\$5.50 "

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