

it track, safe bridges, Union Depots at all connecting points, Fast Express Trains, ed of COMMODIOUS, WELL VENTILATED, WELL HEATED, FINELY UP TERED and ELEGANT DAY COACHES; a line of the MOST MAGNIFICENT FON RECLINING CHAIR CARS ever built; PULLMAN'S latest designed and mest PALACE SLEEPING CARS, and DINING CARS, that are acknowledged by





HREE TRAINS each way between CHICAGO and the MISSOURI RIVER. WO TRAINS each way between CHICAGO and MINNEAPOLIS and ST. PAUL a famous

ALBERT LEA ROUTE.

nuary 1882, a new line will be opened, via Seneca and Kankakee, between Newport Richmond, Cincinnati, Indianapolis and La Fayette, and Council Bluffs, St. Paul, apolis and intermediate points.

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E. ST. JOHN, R. CABLE, Nos-Pres't and General Manager. Gen'l Ticket and Pass'r Agent.

CHICAGO.

tah Central Railroad.

TEW TIME CARD, MAR. 22, 1885.

ASSENGER TRAINS LEAVE SALT LAKE DAILY, AS FOLLOWS: Going South. Going North. an Passenger Trains Arrive in Salt Lake, daily as follows: From North. 7.51 p.m. Milford Express at...... 6.40 p.m. JOHN SHARP, General Superintenden ANCIS COPE. vieneral Freightand Passenger Agt

