A MAN

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

CHICAGO, ROCK ISLAND AND PACIFIC R'Y

Being the Great Central Line, affords to travelers, by reason of its unrivalled geographical position, the shortest and best route between the East, Northeast and Southeast, and the West, Northwest and Southwest.

It is literally and strictly true, that its connections are all of the principal lines of road between the Atlantic and the Pacific.

By its main line and branches it reaches Chicago, Joliet, Peoria, Ottawa, La Salle, Geneseo, Moline and Rock Island, in Illinois; Davenport, Muscatine, Washington, Keokuk, Knoxville, Oskaloosa, Fairfield, Des Moines, West Liberty, Iowa City, Atlantic Avoca, Audubon, Harlan, Guthrie Center and Council Bluffs, in Iowa; Gallatin, Trenton, Cameron and Kansas City, in Missouri, and Leavenworth and Atchison in Kansas, and the hundreds of cities, villages and towns intermediate. The

"GREAT ROCK ISLAND ROUTE,"

as it is familiarly called, offers to travelers all the advantages and comforts incident to a smooth track, safe bridges, Union Depots at all connecting points, Fast Express Trains, composed of COMMODIOUS, WELL VENTILATED, WELL HEATED, FINELY UPHOLSTERED and ELEGANT DAY COACHES; a line of the MOST MAGNIFICENT HORTON RECLINING CHAIR CARS ever built; PULLMAN'S latest designed and handsomest 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 Seneca and Kankakee, between Newport News, Richmond, Cincinnati, Indianapolis and La Fayette, and Council Bluffs, St. Paul, Minneapolis and intermediate points.

All Through Passengers carried 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, *Vice-Pres't and General Manager.* E. ST. JOHN, *Gen'l Ticket and Pass'r Agent.*

CHICAGO.

UTAH CENTRAL RAILROAD

NEW TIME CARD, AUG. 2, 1884.

PASSENGER TRAINS LEAVE SALT LAKE DAILY, AS FOLLOWS:

Going North.		Going South.	
Atlantic Express at	7.30 a.m.	Milford Express at	7.30 a.m.
Local Express at	10.17 a.m.	Provo Express at	4.57 p.m.
Pacific Express at	4.30 p.m.		

☞ Passenger Trains Arrive in Salt Lake, daily as follows:

From North.		From South.	
Pacific Express at	10.50 a.m.	Provo Express at	10.00 a.m.
Local Express at	4.50 p.m.	Milford Express at	6.30 p.m.
Atlantic Express at	7.50 p.m.		

Freight Trains leave Salt Lake daily, except Sundays, for North at 8.30 a. m. and 4.35 p.m.; for South at 8.15 a.m. and 1.30 p.m.

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