RAILROADS.

UNION PACIFIC RAILWAY.

UTAH DIVISION. UTAH CENTRAL DISTRICT.

NEW TIME CARD, NOV. 17, 1889.

PASSENGER TRAINS LEAVE SALT LAKE CITY DAILY, AS FOLLOWS:

Going North.		Going South.	
Atlantic Fast Mail	1.20 a.m.	Josie Express	7.10 a.m.
Atlantic Express and Utah & Northern Accommodation	4.25 "	Milford and Frisco Express	3.50 p.m.
Park City Express	6.00 p.m.		
Utah & Northern Express	8.40 "		

PASSENGER TRAINS ARRIVE IN SALT LAKE AS FOLLOWS:

From North.		From South.	
Park City, and Utah & Northern Accommodation	11.30 a.m.	Milford and Frisco Express	10.30 a.m.
Atlantic Express	12.30 p.m.	Josie Express	5.20 p.m.
Utah & Northern Express	6.25 "		
Atlantic Fast Mail	3.30 a.m.		

FRANCIS COPE, G. F. and P. Agent. J. H. CUMMINGS, Genl. Manager.

The Only Line Carrying the United States Overland Mail

Through Pullman Sleepers and Modern Day Coaches Pass the Mormon Tower, near Ogden

DIRECT CONNECTIONS between All Points North & East.

T. E. ASHDOWN, Gen. Ticket Agt. E. L. LOMAX, Gen. Pass. Agt.

ARRIVAL AND DEPARTURE OF UNION PACIFIC TRAINS MAIN LINE.

EASTBOUND.—DEPART. WESTBOUND.—ARRIVE.

No. 7 Atlantic Express.	No. 5 Fast Mail.		No. 1 Pacific Express.	No. 3 Fast Mail.
7.00 a.m.	3.00 p.m.	Ogden	10.00 a.m.	12.40 a.m.
8.20 a.m.	7.50 a.m.	Salt Lake City	12.30 p.m.	5.50 a.m.

UTAH & NORTHERN.

No. 2 Ogden Express.	No. 4 Utah & Northern Express.		No. 1 Ogden Express.	No. 3 Utah & Northern Express.
7.00 a.m.	4.00 p.m.	Depart Salt Lake City Arrive	11.30 a.m.	4.30 p.m.
8.40 a.m.	5.40 p.m.	" Ogden "	9.50 a.m.	2.40 p.m.
10.40 a.m.	9.40 p.m.	Arrive Park City Depart	7.00 a.m.	6.00 p.m.

EQUIPMENT.

No. 1. "The Limited Fast Mail," equipment daily, is equipped with Vestibule Sleepers from San Francisco, via Council Bluffs; Vestibule Sleeper Chicago to Council Bluffs; Through Sleeper Ogden to Council Bluffs; Colorado Sleeper Denver to Council Bluffs; Through Sleeper Denver to Chicago, via Council Bluffs; Dining Car Ogden to Council Bluffs; Direct Sleeper Salt Lake to Omaha; Sleeping Car Salt Lake to Los Angeles. No. 3 will carry only first class passengers from San Francisco, Portland, Puget Sound, Montana and all intermediate points.

No. 5. "The Limited Fast Mail," equipment daily, is equipped with Vestibule Sleeper San Francisco to Chicago, via Council Bluffs; Vestibule Sleeper Portland to Chicago, via Huntington; Sleeper San Francisco to Portland; Through Sleeper Ogden to Chicago, via Kansas City; Through Sleeper Ogden to Council Bluffs; Dining Car Ogden to Council Bluffs. No. 4 will carry only first class passengers from Chicago to San Francisco, Portland, Puget Sound, Montana and all intermediate points.

No. 2. "The Overland Flyer," equipment daily, is equipped with Through Sleeper Portland to Chicago, via Council Bluffs; Through Sleeper Ogden to Chicago, via Kansas City; Through Sleeper Ogden to Council Bluffs; Through Sleeper Chicago to Council Bluffs; Through Sleeper Chicago to Ogden, via Kansas City; Through Sleeper Denver to Chicago, via Council Bluffs; Through Sleeper Portland to Chicago, via Council Bluffs; Through Sleeper San Francisco to Kansas City; Through Coaches Portland to Chicago, via Council Bluffs; Ample (colored) sleepers will run in connection with the above from Los Angeles to Ogden, and Elko (from Sleepers Portland Falls to Pendleton). No. 4 will carry both first and second class passengers from Pacific Coast, Puget Sound, Montana and all intermediate points.

J. Y. PARKER, Division Pass. Agt.

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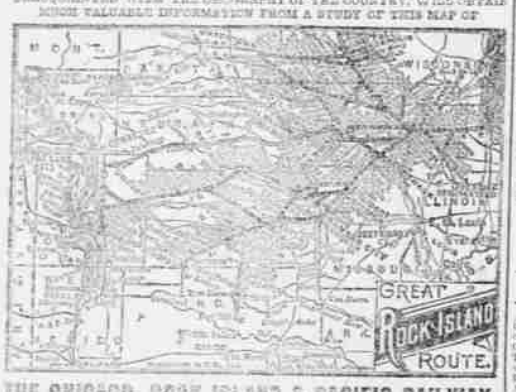
UNACQUAINTED WITH THE GEOGRAPHY OF THE COUNTRY, WILL OBTAIN MOST VALUABLE INFORMATION FROM A STUDY OF THIS MAP OF



THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY,

connecting Salt Lake, Ogden and intermediate points with the Great States of the Mississippi Valley. The Direct Route to and from Chicago, Joliet, Ottawa, Depue, La Salle, Moline, Rock Island, in ILLINOIS—Davenport, Muscatine, Iowa City, Marengo, Des Moines, Atlantic, Anthon, Horton, and Council Bluffs, in IOWA—Trenton, Cameron, St. Joseph, and Kansas City, in MISSOURI—Omaha, Fremont and Lincoln, in NEBRASKA—Horton, Topeka, Ottawa, Wellington, Kiowa, Caldwell, in KANSAS—Fond du Lac, Minneapolis, St. Paul, in MINNESOTA—Yankton, in DAKOTA—Denver, Colorado Springs, Pueblo, in COLORADO. Travelers now and vast areas of fertile lands will find this the best facilities of intercommunication to all points in Iowa, Nebraska, Kansas, Colorado, Dakota and Minnesota, and the entire west, northwest, and southwest from Chicago, and Pacific and Transcontinental points.

MAGNIFICENT VESTIBULE EXPRESS TRAINS,

leading all competitors in number of equipment used, well ventilated, Pullman Palace Sleepers, Dining Cars (meals on the locomotive in winter), Pullman Palace Reclining Chair Cars (free to holders of first class tickets), Colonist Sleepers (for which a small extra charge is made), Baggage Checked to Destination, Fast Time, Low Rates, Quick Transfers, Superior Accommodations, Unexcelled Track, Absolute Safety and Short Routes are the leading features which commend this route to the public. Through Tickets to all points in the United States and Canada can be obtained at any office in the company's system. Ticket Offices in Chicago, and Pacific and Transcontinental points.

VIA THE ALBERT LEA ROUTE,

Solid Express Trains daily between Chicago and Minneapolis and St. Paul, with THROUGH Sleepers, Dining Cars (meals a la carte) to and from these points and Kansas City, Council Bluffs, Omaha, Sioux City, Sioux Falls, Watertown, Huron, Aberdeen, Ellendale, Jamestown, Fargo, Grand Forks, Larimore, Minot, Devils Lake, Portland, Grafton, Crookston, Park River, Grand Forks, Larimore, Minot, Devils Lake, Portland, Grafton, Crookston, Winnipeg, Helena, Butte, Great Falls, Spokane Falls, Tacoma, Seattle, Portland, Puget Sound, Pendleton, Walla Walla, Spokane, Helena, Butte, Great Falls, Portland, Tacoma, Seattle, Portland