

GRAND TRUNK RY. OF CANADA.

BUFFALO AND SUSP. BRIDGE — TO — CHICAGO VIA PORT HURON.

Pop.	Station	Lv.	Time	Time	Time	
155,000	BUFFALO (Erie Depot)	Lv.	12.05 AM	7.45 AM	11.50 AM	
	BUFFALO (Central Depot)	"		8.15 "	12.00 PM	
2,500	SUSP. BRIDGE (N.Y.C. Depot)	"	1.10 "	9.15 "	1.20 PM	
3,500	NIAGARA FALLS, Ont	"	1.35 "	9.30 "	1.30 "	
1,000	Merrittton	Ar.	1.51 "	9.44 "	1.50 "	
11,000	St. Catharines	"	1.55 "	9.48 "	1.57 "	
800	Grimsby	"			2.30 "	
26,700	HAMILTON	"	2.55 "	10.45 "	2.55 "	
3,100	Dundas	"				
200	Harrisburg	"	3.40 "		3.45 "	
3,200	Paris	"	4.02 "	11.42 "	4.12 "	
5,000	Woodstock	"	4.38 "	12.15 PM	4.45 "	
4,600	Ingersoll	"	4.56 "	12.32 "	5.05 "	
200	Dorchester	"	5.13 "			
21,000	LONDON	"	5.30 "	1.10 "	5.45 "	
500	Komoka	"	6.10 "	2.50 "	6.41 "	
3,200	Strathroy	"		3.10 "		
500	Wyoming	"	7.15 "	4.05 "	7.43 "	
3,500	SARNIA (Pt. Edward)	Ar.	7.55 AM	4.50 PM	8.20 PM	
10,000	PORT HURON (Ft. Gratiot)	Lv.	7.40 AM	4.00 PM	7.50 PM	
1,000	Inlay City	Ar.		5.19 "	9.05 "	
3,500	Lapeer	"	9.12 "	5.43 "	9.30 "	
8,400	FLINT	"	9.55 "	6.25 "	10.10 "	
200	Durand	"	10.30 "	7.00 "	10.45 "	
600	Bancroft	"		7.29 "	10.58 "	
	Trowbridge	"	11.25 "	8.20 "	11.43 "	
8,300	LANSING	"	11.32 "	8.28 "	11.50 "	
3,000	Charlotte	"	12.06 PM	9.08 "	12.22 AM	
200	Nichols	"	12.57 "	10.15 "	1.10 "	
7,000	BATTLE CREEK	"	1.05 "	10.20 PM	1.18 "	
800	Vicksburg	"	2.10 "		2.17 "	
1,000	Schoolcraft	"	2.20 "		2.28 "	
700	Marcellus	"	2.45 "			
1,000	Cassopolis	"	3.09 "		3.19 "	
500	Edwardsburg	"			3.38 "	
2,700	Mishawaka	"			4.00 "	
13,300	SOUTH BEND	"	3.50 "		4.08 "	
5,500	Valparaiso	"	5.25 "		5.52 "	
	C. R. I. & P. Crossing	"	6.48 "		7.15 "	
503,000	CHICAGO	Ar.	7.45 PM		8.10 AM	

EASTERN STANDARD TIME.

CENTRAL STANDARD TIME.

The entire route of the Grand Trunk from Buffalo to Chicago is through a rich, thickly-populated and interesting country, and as will be seen from the above table of populations compiled from the census of 1880, there is a succession of thriving cities and villages along the line.

The road-bed through Canada is well-known as being one of the most substantial on the continent, having been built regardless of expense, and the track is smooth as crystal, permitting a rate of speed which on many lines would be dangerous. Over it is now being run two trains either of which maintain a higher rate of speed than any other long-run train in America with barely one exception. As to the Chicago & Grand Trunk, since it was opened as part of the through line the track has been entirely re-laid with steel rails and carefully worked until now it is the equal of any other trunk line.

All trains of the Grand Trunk between Buffalo, Susp. Bridge and Chicago run through without change, and it is the only line equipped with Pullman cars.

New and elegant dining cars which challenge comparison are run on all day trains. The Grand Trunk was the first line to run dining cars, and will now as then keep ahead of all rivals in improvements.

The Depot of the Chicago and Grand Trunk R'y in Chicago is centrally located, being on Fourth Avenue, between Polk and Taylor Streets. Horse and Cable Cars run direct to all parts of the city. The new depot now in course of construction will be one of the most magnificent in the world.

Passengers will find Parmelee's Transfer Agents on trains entering Chicago, ready to check baggage and carry passengers to any depot, hotel or residence in the city. Passengers holding through tickets will be transferred to any other depot or to hotel free of charge.