

PEARY'S OWN STORY OF TRIP TO NORTH POLE

How He Reached Goal Sought For Ages.

HARDSHIPS AND DANGER

Fought Their Way Over Frozen Arctic Desert.

EXPEDITION COST ONE LIFE

[Copyrighted, 1909, by the New York Times Publishing Company.]

"Battle Harbor, Labrador, Sept. 9.—The steamer Roosevelt, bearing the North Pole expedition of the Peary Arctic club, parted company with the Erik and steamed out of Etah Port late in the afternoon of Aug. 18, 1908, setting the usual course for Cape Sabine. The weather was dirty, with fresh southerly winds. We had on board twenty-two Eskimos men, seventeen women and ten children, 228 dogs and some forty-odd walrus."

Peary tells of the difficulty in forcing his ship, the Roosevelt, through the choked channels and ice-covered bays before he reached the open polar sea, over which he was to travel to the goal by sledge. Once he was forced back, and twice the Roosevelt grounded. Continuing, he says:

"Finally, on Sept. 2, we squeezed around Cape Union and made fast in a shallow niche in the ice, but after some hours we made another short run to Black Cape, and hung on to a grounded bit of ice. At last, a little after midnight of Sept. 5, we passed through extremely heavy running ice into a stream of open water, rounded Cape Rawson and passed Cape Sheridan. We steamed up to the end of it, and it appeared practicable at first to reach Porter bay, near Cape Joseph Henley. But the outlook being unsatisfactory, I went back and put the Roosevelt into the only opening in the ice, being barred close to the mouth of the Sheridan river, a little north of our position three years prior. The work of discharging the ship was commenced at once and rushed to completion. The supplies and equipment were sledged across ice and sent and deposited on shore. A house and workshop were built of board, covered with sails and fitted with stoves, and the ship was snug for the winter in shoal water, where she touched bottom at low tide. This settlement on the stormy shores of the Arctic ocean was christened Hubbardville."

Hunting Parties Sent Out.

"Hunting parties were sent out on Sept. 10 and a bear was brought in on the 12th and some deer a day or two later."

Peary says many side trips were made for the purpose of exploring the land, and frequent trips with supplies were made to Cape Columbia, from which Peary intended to depart on his long run to the pole.

It was Peary's plan to send out advance parties to clear the way and establish stations. Captain Bartlett, of the Roosevelt, was in command of the first party to get away. This was on March 1 of the present year. A short time later a second division made its departure, and an hour after that Peary followed. Continuing, he says:

"The party now comprised seven members of the expedition, seventeen Eskimos, 133 dogs and nineteen sledges. One Eskimo and seven dogs had gone to pieces."

"A strong easterly wind, drifting snow, and temperature in the minus marked our departure from the camp at Cape Columbia, which I had christened Crane City. Rough ice in the first march damaged several sledges and smashed two beyond repair, the teams going back to Columbia for other sledges in reserve there."

"We camped ten miles from Crane City. The easterly wind and low temperature continued. In the second march we passed the British record made by Markham in May, 1876—82.20—and were stopped by open water, which had been formed by the wind after Bartlett passed. In this march we negotiated the lead and reached Bartlett's third camp. Borup had gone back from here, but missed his way, owing to the faulting of the trail by the movement of the ice."

"Marvin came back also for more fuel and alcohol. The wind continued forming open water all about us. At the end of the fourth march we came upon Bartlett, who had been stopped by a wide lake of open water. We remained here from March 4 to 11."

"On the 14th we got free of the leads and came on decent going. While we were making camp a courier from Marlin came and informed me he was on the march in the rear. The temperature was 59° below."

Ice Begins to Move.

"On leaving this camp the expedition comprised sixteen men, twelve sledges and a hundred dogs. The next march was satisfactory as regards distance and character of going. In the latter part there were pronounced

movements in the ice. Some leads were crossed, in one of which Borup and his team took a bath, and we were finally stopped by an impracticable lead opening in front of us. At the end of the tenth march, latitude 85.23, Borup turned back in command of the second supporting party."

Peary here tells of overtaking Captain Bartlett, and he was again pushed forward with Henderson to do more pioneer work. Peary and Marvin and Hansen remained behind for twenty hours. The policy now pursued was for Bartlett's crew to break the way and camp. When the Peary force came up the Bartlett camp was occupied by the newcomers, while Bartlett and Henderson made another advance. The condition of the ice was improving right along, and every day good distances were made. At one time Bartlett made twenty miles in a day.

Marvin Drowned.

Then began the breaking of former records. One observation gave 86.38, and Peary knew that he had beaten Nansen and Amundsen. Not an accident had marred the expedition up to this point. Things were rapidly shaping themselves for the great dash, and here poor Marvin was turned back. He was to return to Cape Columbia, but he never reached it. He fell into open water and was drowned.

More Eskimos were sent with Marvin on the return trip, and Peary then found himself with nine men, seven sledges and sixty dogs. Changes in the atmospheric conditions were noted, a haze enveloped the wonderful fields of glistening ice, and it was impossible to see any distance.

Great banks of snow obstructed the trail and the ice became very rough. In the midst of this heart-breaking work Peary came up with the Bartlett party, all the men exhausted.

Snow houses were built and a camp made. During the night there was a swift breaking up of the ice, and when the men were aroused it was found that the camp was on the edge of open water. One dog team narrowly escaped being crushed between the great cakes of ice.

Preparations were made for a quick start, and at a favorable opportunity the whole expedition pushed across some thin ice. All the following day the men were on an ice field, which heaved and groaned, while from the open water a black fog arose.

Pushing onward, Peary came upon old ice, which was solid and which enabled him to make an advance of six miles without any trouble. There was a high wind, but it did not hamper the party.

Henderson was sent back, and now as the 88th parallel was nearing, Peary determined to drop Captain Bartlett, who had shown so much courage and had done more than any other of the supporting party to make the expedition a success. Captain Bartlett wanted to go ahead, but Peary told him there were no supplies for a large party. Peary says Captain Bartlett was very solemn, and possibly found comfort in Peary's declaration that, next to an American, a British subject had succeeded in getting farthest north.

Peary was now left with his faithful Matt Hensen, five Eskimos, four sledges and enough dogs to make double teams for the sledges. Peary says that he was now within reach of the prize for which he had worked thirty-two years. The outfit was ideal; the sledges were of the best; the dogs in fine condition; the food supply ample for the small force.

Some Fast Travelling.

Continuing his story, Peary says: "At a little after midnight of April 1, after a few hours of sound sleep, I hit the trail, leaving the others to break up camp and follow. As I climb the pressure ridge back of our sledges I set another hole in my belt, the third since I started. Every man and dog of us was lean and fat-bellied as a board, and as hard."

"I set a good pace for about ten hours. Twenty-five miles took me well into the 88th parallel."

"A few hours' sleep and we were on the trail again. As the going was now practically horizontal, we were unhampered and could travel as long as we pleased and sleep as little as we wished. We had made twenty miles in ten hours and were half way to the 89th parallel."

Ice Grinding Audibly.

"The ice was grinding audibly in every direction, but no motion was visible. Evidently it was settling back into equilibrium and probably sagging due northward with its release from the wind pressure."

"Again there was a few hours' stop, and we hit the trail before midnight. The weather and going were even better. The surface, except as interrupted by infrequent ridges, was as level as the glacial fringe from Hecla to Columbia and harder."

"We marched something over ten hours, the dogs being often on the trot, and made twenty miles. Near the end of the march we rushed across a lead 100 yards wide, which buckled under our sledges and finally broke as the last sledge left it."

"We stopped in sight of the 89th parallel, in a temperature of 40 degrees below. Again a scant sleep and we were on our way once more and across the 89th parallel."

"We made twenty-five miles or more, the air, the sky, and the bitter wind burning the face till it cracked. It was like the great interior ice cap of

Greenland. Even the natives complained of the bitter air. It was as keen as frozen steel."

"A little longer sleep than the previous ones had to be taken here, as we were all in need of it. Then on again."

"Before I turned in I took an observation which indicated our position as 89.25. A dense, lifeless pack and the ice beneath was a ghastly, chalky white, with no relief—a striking contrast to the glimmering, sunlit fields of it over which we had been travelling for the previous four days."

"A rise in temperature to 15 below reduced the friction of the sledges and gave the dogs the appearance of having caught the spirits of the party. The more sprightly ones, as they went along with tightly curled tails, frequently tossed their heads with short, sharp barks and yelps."

"In twelve hours we made forty miles. There was no sign of a lead in the march."

The Pole at Last!

"I had now made my five marches and was in time for a hasty noon observation through a temporary break in the clouds, which indicated our position as 89.57. I quote an entry from my journal some hours later:

"The pole at last! The prize of three centuries, my dream and goal for twenty years, mine at last! I cannot bring myself to realize it!"

"It all seems so simple and commonplace. As Bartlett said when turning back, when speaking of his being in these exclusive regions which no mortal had ever penetrated before: 'It is just like every day!'"

"Of course I had my sensations that made sleep impossible for hours, despite my utter fatigue—the sensations of a lifetime; but I have no room for them here."

"The first thirty hours at the pole were spent in taking observations; in going some ten miles beyond our camp and some eight miles to the right of it; in taking photographs, planting my flags, depositing my records, studying the horizon with my telescope for a practicable place to make a sounding."

"Ten hours after our arrival the clouds cleared before a light breeze from our left, and from that time until our departure in the afternoon of April 7 the weather was cloudless and flawless. The minimum temperature during the thirty hours was 33 below, the maximum 12."

The Return Journey.

"We had reached the goal, but the return was still before us. It was essential that we reach land before the next spring tide, and we must strain every nerve to do this."

The party travelled several hours, slept an hour or two, ate and went ahead. This they did day and night. Peary did not make any ocean sounding until he returned to the 87th parallel. He dropped a line 9000 feet and found no bottom. Then the line snapped. A few marches brought Peary to the spot where he had dropped Captain Bartlett, and, with the exception of a few stretches of open water and one storm, the return was simple."

When Cape Columbia was reached, when the sledges were pulled up on land, the Eskimos danced with joy. Plenty of food was given the dogs and everybody took a long sleep. Continuing his narrative, Peary says:

"We reached Hecla in one march and the Roosevelt in another. When we got to the Roosevelt I was staggered by the news of the fatal mishap to Marvin. He had been either less cautious or less fortunate than the rest of us, and his death emphasized the risk to which we had all been subjected, for there was not one of us but had been in the sledge at some time during the journey."

"The big lead, cheated of its prey three years before, had at last gained its human victim."

With the task over, Peary lost little time in boarding the Roosevelt and starting home. He landed the Eskimos at their homes and cleared for Cape York. On Sept. 5 he arrived at Indian Harbor, whence the message: "Stars and Stripes nailed to North Pole," was sent."

Not Worrying About Cook's Story.

Battle Harbor, Labrador, Sept. 14.—The tug Douglas H. Thomas arrived here Monday. Commander Peary's steamer, the Roosevelt, was found in good condition and will leave Battle Harbor Thursday or Friday for North Sydney.

Peary says he is not worrying about Dr. Cook's pole story. He says he will

be able to prove conclusively that Dr. Cook never saw the pole. He says that he will back his arguments with his own connected chain of observations taken on his journey north and the observations of other members of the party. All the white members of the party have signed this statement. He also has photographs of every camp at which observations were taken.

Cook Sails For New York.

Copenhagen, Sept. 14.—Dr. Frederic A. Cook sailed from Christiansand on the steamer Oscar II. for New York. He will arrive on Tuesday, the 21st inst.

Speaking to a correspondent before sailing, Dr. Cook said: "I am perfectly willing to put my records before the American coast and geodetic survey to be compared with those of Commander Peary, but I do not see why I should ask for such a comparison first."

Blown to Atoms Developing Pictures.

Parkersburg, W. Va., Sept. 14.—William Bonnett, of Spencer, Roane county, was instantly killed by the explosion of a solution with which he was developing pictures. His body was literally blown to pieces.

Foul Tip Kills Boy at Base Ball Game.

John Coffey, a fourteen-year-old boy, was struck by a foul tip and killed at a base ball game at Manhattan Field, Kingsbridge, N. Y. The ball hit the boy, who was sitting on the grand stand, on the jugular vein. He lived but a few minutes, dying in his mother's arms.

Aviator Killed in Fall of Aeroplane.

M. Lefebvre, the French aviator, has been killed by a fall from his aeroplane in which he was practicing over the aviation field at Juvisy-sur-Orge, France. M. Lefebvre sustained mortal injuries when the machine crashed to the ground. Aid was rendered him, but he died soon after.

—There is an epidemic of typhoid fever in Sunbury. The drinking water is blameworthy. Punxsutawney will get a new \$50,000 silk mill to be erected by Allentown capitalists.

New Advertisements.

LOST.—Along Pine street to the Forge house, a plain heavy square gold pin with the initials L. B. on the face. Finder will please leave at the Forge House and claim the reward. 54-57-41

NOTICE OF MEETING.

Notice is hereby given, that the annual meeting of the Bellefonte Hospital Corporation will be held in the parlour, in Court House, in Bellefonte, Pa., on Friday evening Oct. 1st, 1909, at 8 o'clock. The purpose of the meeting is the election of officers and the transaction of such other business as may come before the body. C. C. SHUEY, President.

PUBLIC SALE

OF VALUABLE REAL ESTATE.

Estate of Joel Struble, late of Walker township, deceased. By virtue of the provisions contained in the last will and testament of Joel Struble, late of Walker township, Centre county, Penna., deceased, the undersigned executor will offer for sale on the premises in Walker township, 1/2 mile south of Zion, on

THURSDAY, SEPTEMBER 23RD, at 1 o'clock, p. m.

The following tracts of land, to wit: Desirable farm. Boundary—Beginning at stones at the northeast corner of land of Conrad Struble, thence by same north 54 1/2 degrees west 58 perches to stones, thence south 42 degrees west 12-6-10 perches to stones, thence north 54 1/2 degrees west 268 perches to stones at public road, thence north 47 degrees east 22-5-10 perches to stones, thence north 44 1/2 degrees west 144 perches to stones, thence by land of Daniel Lesh north 47 degrees east 64-7-10 perches to stones, thence north 43 1/2 degrees east 124 perches to stones, at road, thence south 47 degrees west 43-9-19 perches to stones, thence by other lands of the said Jacob Struble, deceased, south 43 1/2 degrees east 24 1/2 perches to a white oak, thence south 45 degrees west 28 perches to the place of beginning, containing one hundred and twenty-four acres and twenty-four perches and allowances. Thereon erected a dwelling house and other buildings, other buildings, all in excellent condition; two large orchards of selected fruit; mountain spring water piped throughout the premises. The land is fertile, in the heart of Nittany valley, and is one of the best farms in Centre county. Would make a profitable investment or a desirable home.

3 STORY BRICK HOUSE AND LOT IN ZION.

Immediately after the sale of the above farm above described, the house and lot situate in the village of Zion, will be offered for sale in the village of Zion. Boundary: Beginning or being lot No. 8 on the plot of plan of building lots laid out along the public road leading through Nittany valley in the said township of Walker, which said lot is bounded on the east by lot No. 7, sited on the north by the public road, on the west by an alley, and on the south by an alley and containing 1/2 acre, and in length or depth ten perches. Thereon erected a new brick dwelling on the Main street of the town. Choice fruit and all modern improvements. Terms of sale: Ten per cent of purchase price of each of the above described tracts, to be paid in cash immediately after the bid has been accepted and the property declared sold; 40 per cent to be paid in cash on or before April 1st, 1910, and the other 50 per cent of the purchase price to be paid on or before April 1st, 1911. Said deferred payments to be secured by bond and mortgage on the premises. Possession given April 1st, 1910.

JACOB M. GARRICK, A. E. GARRICK, Executors. 54-35-31

Blair County Fair.

PENNSYLVANIA RAILROAD
BLAIR COUNTY FAIR
HOLLIDAYSBURG, PA.
September 28 to October 1, 1909

For this occasion EXCURSION TICKETS will be sold September 27 to October 1, good returning until October 4, inclusive, from HARRISBURG, GREENSBURG, and intermediate stations, and from stations on the Tyrone, Bellwood, Cresson Divisions, and Middle Division Branches to Hollidaysburg, at

REDUCED RATES

SPECIAL TRAINS will be run between Altoona and Hollidaysburg as follows: Sept. 28 and 30 leave Altoona 1.00 P. M., Hollidaysburg 4.00 and 5.40 P. M. for Altoona.

J. R. WOOD, Passenger Traffic Manager. Consult Ticket Agents 54-37-21

GEO. W. BOYD, General Passenger Agent. 54-36-21

New Advertisements.

LOST.—Ladies gold watch with car J. Muller's convention job, at Hunter's park, on Odd Fellows picnic day. Finder will be rewarded by leaving at this office. 54-37-11

UPHOLSTERING.—Have you Sofas, Chairs, Mattresses or anything in that line to repair? If you have, call H. M. Bidwell on Commercial phone. He will come to see you about it. 54-21-1*

HOMES FOR SALE.—Two nice homes in Milesburg borough for sale on easy terms. One \$70, one \$50. Much better inducements for cash. L. C. BULLOCK, JR., Over-seer of Poor. 54-34-41

LEGAL NOTICE.—Notice is hereby given that the following accounts will be presented to the Court for confirmation on Wednesday September 23rd 1909. And unless exceptions be filed thereto, on or before the 2nd day of the term, the same will be confirmed, to wit:

1.—Third and final account of G. H. Liehenthaler, Committee of Sebastian Schuckman.

2.—First and final account of Anthony Duesling guardian of Emma Gross.

3.—The Account of A. S. Brown receiver of the Osceola Foundry and Machine Company. Aug. 24th, 1909. A. E. KIMPOFF, Prothonotary 54-34-51.

EXECUTOR'S NOTICE.—Letters testamentary on the estate of Daniel C. Grove, late of Walker township, having been granted to the undersigned, he requests all persons knowing themselves indebted to said estate to make immediate payment and those having claims against the same to present them duly authenticated for settlement.

J. W. GROVE, M. H. GROVE, F. C. GROVE, Executors. J. C. MEYER, Atty. 54-32-61

WILLARD'S STORE

GENTS' FURNISHINGS, HATS, CAPS, ETC. I deal in only the best articles and latest styles, but sell at lower prices than those carrying shoddy and cheaper goods. I would be pleased to have your custom. L. I. WILLARD, Bellefonte, Pa. West High St. 54-8-1y

Automobiles.

AUTOMOBILES

AGENT FOR THE FOLLOWING:

FRANKLIN, PEERLESS, THOMAS, BUICK, OLDSMOBILE.

A number of good second hand cars for sale.

JOHN SEBRING, JR., 54-8-1y, BELLEFONTE, PA.

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Works at Bellefonte, Tyrone, Union Furnace and Frankstown, Pa.

Address all communications and orders to AMERICAN LIME & STONE COMPANY, 54-4-1y Tyrone, Pa.

Excursions.

PENNSYLVANIA RAILROAD BULLETIN

HUDSON-FULTON CELEBRATION NEW YORK CITY.

Three hundred years ago, Henry Hudson, an Englishman in command of a Dutch expedition, with eighteen men, explored the Hudson River from Sandy Hook to Troy in his small craft, the "Half Moon."

One hundred and ninety-eight years later, Robert Fulton established, with his steamboat, the "Clermont," a regular water service between New York and the towns along the Hudson river to the North.

This year, New York City, with sister cities and towns along the Hudson, will celebrate these two achievements by a series of imposing observances, religious, historical, military, naval, musical and literary, extending from September 25th to October 9th.

Replicas of the "Half Moon" and the "Clermont" have been built and will play a large part in the celebration. They will be the center of attraction in the great naval pageant on Saturday, September 25th. The United States Government will have fifty-two war ships anchored in the Hudson, and Great Britain, France, the Netherlands, Italy, Germany, Argentina, Guatemala, Mexico, and Cuba will be represented by war vessels.

Two great parades of water craft will escort the "Half Moon" and the "Clermont" in triumphal procession past the war leviathans, first in the morning and again in the evening, when all the vessels will be illuminated.

On September 28th there will be a grand historical pageant, and on September 30th a big military parade in New York City.

On October 1st, the "Half Moon" and "Clermont" will proceed up the Hudson to Troy escorted by hundreds of river craft, including torpedo boats.

A magnificent carnival parade will be held in New York on Saturday evening, October 2nd, which promises to eclipse all previous attempts.

The Pennsylvania Railroad, the direct line to New York, with its unsurpassed service of fast express trains, will sell excursion tickets to New York for this period at reduced rates of fare.

For details concerning specific fares, dates of sale, return limits, and train service may be obtained of Ticket Agents. 54-36-21

New Advertisements.

FOR SALE.—Sorrel driving horse, six years old; dry wagon, safe, five horse-power upright steam engine. Inquire of 54-25-11. J. HARRIS HOY.

THE STATE COLLEGE TRANSPORTATION Co.—Motor Cars between State College, Pa.

Schedule in effect May 1, 1909.

STATE COLLEGE—BELLEFONTE LINE

	A. M.	A. M.	P. M.
State College Lv.	7.45	11.45	3.10
Lemont	8.03	12.03	3.18
Date Summit	8.18	12.18	3.33
Peru	8.30	12.30	3.45
Pleasant Gap	8.40	12.40	3.55
Axeman	8.50	12.50	4.05
Bellefonte Ar.	9.00	1.00	4.15

A. M. A. M. P. M.

	A. M.	A. M.	P. M.
Bellefonte Lv.	7.45	11.45	3.10
Axeman	8.05	9.55	4.55
Pleasant Gap	8.15	10.05	5.05
Peru	8.25	10.15	5.15
Date Summit	8.37	10.27	5.27
Lemont	8.52	10.42	5.42
State College Ar.	7.05	11.00	6.00

*Daily (Sundays 3 p. m. 3 daily except Sundays. These cars connect with all trains on the Bald Eagle branch of the P. R. R. When traffic warrants, a car will leave Bellefonte for State College after the 8.30 train on this road.

These cars connect with all trains on the Lehigh and Tyrone branch of the P. R. R. All times on these schedules are subject to change without notice. Cars will stop on signal anywhere on the line. Children under 7 years will be charged free; between 7 and 14, half fare will be collected. Round trip, monthly and 50 trip tickets may be obtained of Peas Bro. Bro., State College, Pa., or of the drivers on the cars. Special trips may be arranged for by application to L. M. HARVEY, Transportation Agent, 54-25-3 mos State College, Pa.

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