THE CENTRE REPORTER.

CENTRE HALL, PA. THURS, APRIL5, 1888

AN ENGLISH TRAVELER IN AMER-

HIS PRAISE OF THE PENNSYLVANIA'S NEW YORK AND CHICAGO LIMITED.

[From N. Y. Times, March 13th, 1888.]

The following extract from an English gentleman's letter to a friend in London shows him to be a keen observer, and demonstrates his appreciation of American railway methods as he found their best exempafication on the Pennsylvania

"Having determined to go to the West, I cast about for the best means of reach-ing that great land. There are no Bradshaws in America, but every railway company issues in the most profuse quantities time-tables and guide-books to their lines, and the booking agents, who seem o be ubiquitous as well as omnipresent are exceedingly accommodating in furnishing every detail of information a tourist would need. I bethought me of a con versation I had had on board the steamer with a clever young American, in which he had spoken very warmly the praises of the Pennsylvania Route, and especially of their very excellent trains between New York and Chicago. I followed up this clue, and found that the piece de resistance of their service was the New York and Chicago Limited, a train in whose description the agent grew elo quent. The result was that I booked for it, and am free to confess that I never did a wiser thing. In order to thoroughly appreciate the usefulness of this train you must know that it supplies everything one needs to foster enjoyment and make the time pass pleasantly. Its carriages are so wonderfully constructed that they provide food, lodging and entertainment My train was to leave New York at 9 o'clock in the morning, so, I arose at 8, dressed, and proceeded to the station. At a few minutes past 9 the wheels began to revolve, and we were off through the low lands of New Jersey. The fresh morning air had given an edge to my ap-petite, and in the wake of the attendent, whom the Americans, with their nice sense of the fitness of things, call a "porter,' because he carries your baggage upon the slightest encouragement, I entered the "dining car," and was served with breakfast. The designation "dining car," is a misnomer. I would suggest that Pennsylvania Railroad people change it to "refectory." The main saloon of the carriage is fitted with tables, ranged on

either side, with an aigle in the middle.

These tables seat four persons, and are

covered with the snowies of linen, the

brightest plate, and dainty china. The

menu covered the entire range of American breakfast dishes, and my selections were promptly served, beautifully cook-

ed, and, I can assure you, heartly relished. The move ty of the situation lent an

added zest to the meal, and whon I had

concluded my repast and tipped sable

servitor, he volunteered the information that we were passing through Trenton,

fifty-seven miles from New York. Fiftyseven miles between the fruit and finger-

bowl was not by any means a bad start,

I reflected.

'After breakfast I wandered into the smoking room, and here another surprise awaited me. Instead of smoking room, I found a most pleasantly fitted lounging apartment. Comfortable arm chairs, in viting divans, and books, newspapers. and periodicals were ready at hand. I lighted my pipe and seated myself by one of the wide windows to read in the intervals between my peeps out on the raiddy passing scenery. It was without doubt the pleasantest morning I ever spent on the meta s. Beside the readers of the newspapers and books, which the fibrary afforded, some busy people were writing at the desks, a party were playing cards, and others napping. The touch of an electric bell brings the investible porter to your chair, and he will setch you from his buffet anything you may desire to drink. I called for a pint of Bass and had it served in a moment. In passing out of the smoking room I observed an apartment which had previously escaped my observation, and upon enter ing found a barber shaving a passenger with the utmost ease, though the train was rushing on at a rate of at least fifty miles an hour. In another part of the room there was a bath-tub, well supplied with water from a reservoir above. I made a mental note of these novelties and determined to enjoy the new experience that suggested. When I reached the drawing room, where my berth was located, I found the carriage well filled with people gentlemen, ladies and children. They were all comfortably disposed, the ladies reading or chatting, and the children romping around in gleeful happine s.
The train, I neglected to mention, is composed of "yestibule cars" This is a most togenious arrangement. The entrance to American railway carriages is made from the ends, and the platform, which extends out beyond the body of the car, is enclosed and fitted so closely to that of the preceding car that one passes through the "vestibule" almost without knowing it. The aggregation of cars making up the train is, to all practical purposes, one long carriage, divided into compartments. It is a most excellent device, and not on ly adds greatly to the comfort of travel. but imports a steady motion, and, I am told, adds greater strength in case of ac-

"Lunch and dinner were as satisfactory as the breakfast, and I retired for the night. I slept the sleep of a happy and contented man. Arising early the next morning, I enjoyed a most refresbing bath, was shaved by the knight of the razor, and reached my hotel in Chicago a short while after nine o'clock, as fresh as if I had passed the night in my own

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L. A SCHAEFFER,

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