BABY LOUISE

ove with you, Haby Louis diken hair and your soft br eamy wisdom that in ther sint, sweet smile you brot

When you fold your hands, Baby Louise, ir hands like a fairy's, so tiny and fair. It a pretty, innocent, saintlike air, a you trying to think of some angel taugh

fou learned above, Baby Louise?

I'm in hove with you, Baby Louise, Why, you never ruise your beautiful head! But some day, little one, your check will grow

With a finsh of delight to hear the words said. I "love you," Baby Louise.

Do you hear me, Baby Louise! sung your prises for nearly an hour. your dark fringed cyclids droop lower and

lower. And you've gone to steep, like a weary flower. Ungrateful Beby Louise! -Margaret Eylinge in Detroit Free Press.

DELAYED DISPATCH.

about the building and the snow falling thickly in great white flakes, which seemed to be wing with each other for No. 48 was beyond recall, he opened a ings extant. For sale by City Drug a comfortable spot on which to fall window in mad haste and screamed to Store, C. E. Belcher, Prop. when reaching the friendly bosom of the people on the platform below him, the people on the platform below him, earth. Old Sol had not favored us with "For God's sake, stop that train!" And We recommend De Witt's Colle and a smile all day, but had sulkily hidden they, realizing that something was ter- Cholera Cure because we believe it a a smile all day, but had suikily hidden they, realizing taked after the rapidly safe and reliable remedy. It's good Bologna, Lard, Etc.

fropped along the side of the railroad 111 was going out of sight and hearing. track at intervals without an effort at They backed up on a siding and waited,

both uncomfortable and unsightly. little village of about 900 inhabitants, smashup and the possibilities of instant paper of Pennsylvania, and to persons built down in a valley, surrounded by hills, from which flowed an abundance A white faced operator, with

.

been failing heavily during the night, and the trees, fences, housetops, buskes and streets were completely covered with the "beautiful." The whole crew was of course dis-charged, and I—well, when those wel-come words were ticked off that dear old st the foot of the village end-ed at the foot of the long winding hit merry yong people. The only sign of life about the place this memorable aft-works were safe, I lost con-stounder of No. 111 say to his engineer: "Poor girl, she has

merry young people. The only sign of the about the place this memorable aft-ermoon was the occasional jingle of sleighballs watted to my ears on the frosty air as some farmer's boy took ad-vantage of the deep snow to exhibit his new sleigh, and a merchant now and then coming to the station for his small the documents of the best the passenger new sleigh, and a merchant now and the new sleigh, and a merchant now and the coming to the station for his small the merce diverse the best ermony prover accompanying such the here or him to be been a horrible the new sleigh, and a merchant now and the new sleigh and a merc ents. One or two disconsolate ourselves the horrors accompanying such Persons who are subject to diarrhoss Always ready for use in any season.

to go ahead. Just as they were round-The Cambria Hardware Co. have an ulating the bowels are De Witt's Little immense stock of Ready Mixed Paints, Cure sick headache and oils and Varnishes. Call and get prices. ing the east curve, the cabonso just dis-

tion, giving the time they had passed. His reply: "My God, has No. 48 gone? No. 111 is pulling out. They will col-lide. Can't you get No. 48?" My hair felt as though it was raising off my head, chills chased themselves up and the coling to burns, stops pain instantly, cleanses, a perfect healer for scalds or skin cruptions. Always cures piles. down my spine, and the ocld perspira-tion poured down my pallid cheeks as I C. W. Hodgkins.

from the office and frantically waved a Person who sympathize with the white apron I wore and which I tore off afflicted will rejoice with D. E. Carr of J. F. McKENRICK,-as I ran, but the crew of the freigh 1235 Harrison street, Kansas City. He Attorney and Course failed to look back as the caboose saile is an old sufferer from inflammatory round the curve, and my heart almos rheumatism, but has not heretofore failed me as I realized that the only been troubled in this climate. Last will attend to all business with pro-hope now was to catch No. 111 before winter he went up into Wisconsin, and Office opposite the Mountain House.

they left "M." I ran back into my office and sank in-to a chair, no longer able to stand on my feet, scarcely breathing until in a few--hours it seemed to me, but in swelled and became inflamed; sore to

**DELIAYED DISPATCH.** I had never been left alone in charge of the office before. It was a cold, blus tery day in January, one of those dreary winter days thist make one feel so mel-ike sweet music, so welcome were they of the office before. It was a cold, blus

The office building in which I was domiciled was one of those dreary old country stations which seemed to be

"The Only" for 1895. The COURTER is pleased to announce

making them other than what they are, so th uncomfortable and unsightly. The little town of B— was a sleepy as though they had not just escaped a though they had not just escaped a who want the best daily or semi-weekly

looking tramps passed my office, trudg-ing along through the snow, casting an envious glance in my direction as I sat in the bow window. This cold winter day of Leasting the time borgeneration of the borgeneration of t

Ready Mixed Paints. The Cambria Hardware Co. have an ulating the bowels are De Witt's Little HARDER'S **GUN WORKS** We sell almost any \$100 1895 Bicycle at \$50, \$00, \$70, \$80 and \$85, depends on the make: We give you the big end of the margin usually taken by agents. ATTORNEY - AT - LAW, GALLITZIN, PA. Solicitor for German National B. & Attorney and Counselor at Law, EBENSBURG, PA. Bicycle Repairing Will attend to all business with promptr Attorney and Counselor at Law,

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Morning train leavesCresson for M. 9:55; Kaylor, 10:06; Bradley Junction Weekly Post, and THE COURIER one year each for only

Northward.

Altoons Accomodation; week da Day Express, daily Altoons Accomodation, daily, Altoons Accomodation, daily Mail Express, daily Philadelphia Express, daily Main Line, Leave Cresson-Westward, Johnstown Accom, week days.... Pactite Express, daily... Mail Train, daily... Past Line, daily... Johnstown Accom, week days....

8 34 p. a. Southward. Morning train for Patton and Cresson leaves Mainsfey at 55% a m; La Jose, 60%; Westover, 627; Garway, (for Hastinge),65%; Hastinge, 66%; Garway, (for Hastinge),65%; Hastinge, 66%; Garway, (for Hastinge),65%; Bindo-ley Junction, 7.5%; Kaylor, 7.5%, arriving at cresson at £10 a m. Afternoon train for Patton and Cresson leaves Mahaffey at 250 p. m; La Jose, 1816; Westover, 250; Garway, (for B Jose, 1816; Westover, 257; Garway, (for B 310; Patton, 359; h. 257; Garway, (for B 310; Patton, 359; h. 257; Garway, (for B

Beech Creek Railroad

New York Control & Hudson River II. M. Lo CONDENSED TIME-TABLE.

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Sunday, on trains Not. 33 and 35. CONNECTIONS.-At Williamsport w Philudelphia and Reading Railroad. At Jer Shore Junction with Fall Brook Railway points in New York Stake and the West. Mill Hall with Central Railroad of Penn vania. At Philipaburg with Pennsiva Railroad. At Clearfield with Ruffaio, Roche and Pittsburg Railway. At Mahaffey Patton with Cambria and Clearfield dvii of Pennsylvania railroad. At Mahaffey Pennsylvania and North Western rgitroad. A. G. PALMER, F. E. HERRIMAN, Superintendent, Gen'l Peasenger Agenta. Pbiladelphia, F.

In effect Jan. 21st, 1895.

\* 28 a m 1: 04 a m 1: 00 p m 5 17 p m 8 12 p m

8 14 a m 8 37 a m 2 38 p m 4 38 p m 8 34 p m

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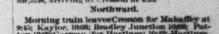
Exp. Mail in Effect May 12, 1895.

1 35 Ar ..... PATTON .

8 28 11 58 New Millport 8 29 11 46 Olanta 8 25 11 37 Mitchells 8 06 11 18 Lv.Clearfield Junct

7 05 10 17 Ar.

9 25 12 50 9 00 12 15 Lv.



built down in a valley, surrounded by hills, from which flowed an abundance of beautiful, clear, pure spring water, supplying the humble, contented citi-sens. Today the place presented a pic-turesque appearance. The snow had been falling heavily during the night. The whole grown was of course dir. The whole grown was of course dir.

This cold wintry day, as I sat in the time, however, for I never could cure little office listening intently to the tick myself of the horror I had of railroad tem in natural condition after its use ittle office listening intently to the tick of the two instruments on the table in front of me, little did I dream that it was to be the one eventful day of my life. Looking from the windows, I could see cast and west of me the straight line of track stretching away like two silver republics running side by side over a vast reptiles running side by side over a vast the grate, as I go over the scenes and white sheet. A short distance north of situations of that dreary afternoom, I white sneet. A short distance north of situations of that dreary afternoon, I the office was the old woolen mill of shudder and wonder if old Father Time Bartlet & Sons, from which issued the sound of the merry wheels as they hum med in busy unison with the click of of it all without a shudder.—Norththe looms, keeping company with my west Magazine. Wandering thoughts. At a distance of perhaps a quarter of a mile on each side of my office were The Russians are lazy and effective

two curves, preventing my seeing a train nate. In the winter they seldom walk, and when they do so they crawl along. the leading hardware man of tion until the shrill whistle of the en- muffied up in furs, and do not move Northern Cambria has put up

thou mitted for my signal or down brakes. I had just learned telegraphy, or thought I had, having studied it about four months, and had become proficient enough, as my sanguine teacher avow-ed, to fill the place with perfect safety hands in the pockets of their gray over the man who advertises and ed, to hill the place with perfect safety while he made a pleasure trip to Louis-ville, the center of gravity for him. I remember I had serious misgivings as to my ability to take care of the office mounted on small horses, which are

to my ability to take care of the office work and sat with tears trembling on my eyelashes long after the train bear-ing my only issistance had disappeared and feit very much depressed, as though on the eve of some great calamity. To throw off this dreadful feeling I walked to the waiting room and back several times, humnfing a popular air to several times, humnfing a popular air to gions are fine soldiers. keep up my spirits. I think I had been One of the worst characteristics of

thus occupied an hour or so when I heard the train dispatcher at "M." giv-ing an order to the operator at Wilming-tom for No. 48, a freight train coming east. It read: "Train No. 48, engine to the dispatcher at "M." giv-ing an order to the operator at Wilming-tom for No. 48, a freight train coming east. It read: "Train No. 48, engine to the dispatcher at "M." giv-shops, one has to bargain for purchases, as a much higher price than is expected is always asked. In this way foreign-to the dispatcher at the dispatcher and the dispatcher at the 286, has until eleven ten (11:10) a. m. ers in Moscow no doubt frequently pay to run to Eaysville for No. 11, engine three or four times the necessary price for articles. In the same way one has Call on us and you will save

I went to the table and copied the or- to bargain for everything, and this, in money. We wish to especially der as it was given, simply doing so to pass the time, and heard the operator at Wilmington receive it and give the in Russia. One always imagines that

signatures of both conductor and engi-neer of No. 48, the dispatcher giving him the correct time. Then I noted Wilmington reporting No. 48 out of his is well known. Very few houses have station at 10:40 a. m. After an inter- even a footbath in them, and although val of half an hour or so the operator at there are fine public baths the Rus "M." asked if there were any orders for No. 111, receiving a negative answer from the dispatcher. All this I noted that it had the slightest interest for me, that it had the slightest interest for me,

His Broken Rest. other than something to copy, and in

n natural condition after its use. Is recommended by all the leading The Semi-

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Will give you a warm house. Does not ruin woodwork by loading it with moisture. Not the hard times, but

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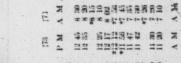
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Flag. (Daily, except Sunday. Train No. 71 connects at DuBois for Big I Train No. 71 connects at Dubois for hig Run Punxsutawney, Ridgwar, Johnsonburg, Hud-ford, Buffalo, and Rochester. Train No. 72 connects at Clearfield for Ty-rone, Alloona, Huntingdon and Harrisburg. rone, Altoona, Huntingdon and Harrisburg. Train No. 73 connects at DuBois for Bradford and Pittsburg and has Pullman Sleeping Car from Philadelphia to DuBois. Train No. 74 connects at Clearfield with Beech Creek R. R. for Philipsburg, Lock Haven, Jersey Shore, Williansport, Philadel-phia and New York, and has Pullman Sleep-ing Car from DuBois to Philadelphia. Thousand mile tickets at two cents per mile, good for passage between all stations.

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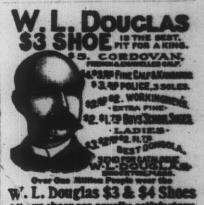
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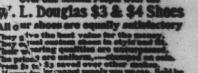
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& N W Railroad.

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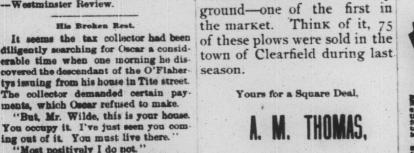
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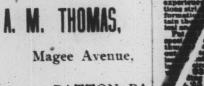


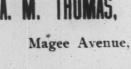
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