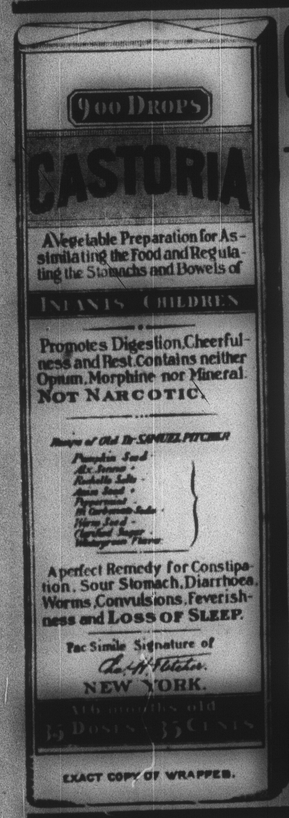

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No. 100—Chrome kid with tips of the same, medium weight sole, toe the width of a silver half dollar, low heel, and golf pattern. You will find this shoe a combination of style and comfort.

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DICKERS IN DIRT.

Deeds Recorded at Ebensburg up to Date Friday, January 26.

Mrs. Annie McCauley to William Link, Susquehanna, $150.

Henry Philips, by the commissioners of Cambria county, to John R. Cordell et al., Chest, $2.

John W. Kephart, master, to David J. Bougher, Barnesboro, $105.

John W. Kephart, master, to Thomas Barnes, Barnesboro, $251.

Executor of John Nagle to Charles Anna, Clearfield, $1,800.

Thomas A. Sharbaugh to Julius Rager, Carrolltown, $200.

Thomas B. McClain to Daniel H. Hastings, Barr, $1,500.

Rosalia Litzinger to Catharine Eckenrode, Clearfield, $1.

Lewis Burgan et ux to John D. Garman, Susquehanna, $100.

Executor of F. J. Baker to John A. Baker et al, Hastings, $56.

Executor of F. J. Baker to John A. Baker et al, Hastings, $350.

George Miller, by Treasurer of Cambria county, to commissioners of Cambria county, Susquehanna, $4.

George Miller, by the commissioners of Cambria county, to Spangler Improvement company, Susquehanna, $1.

Henry Kirsch, by the Treasurer of Cambria county, to commissioners of Cambria county, Hastings, $4.

Henry Kirsch, by commissioners of Cambria county, to Jacob Kirkpatrick, Hastings, $4.

John H. Davis et ux to Edward W. Davis, Cambria, $125.

Administraitor of Angeline Cence to Harvey Roland, Elder, $255.

Harvey Roland et ux to Thomas Ott, Elder, $255.

Elisha Mahan et ux to Owen M. Jones, Ebensburg, $1,000.

Jacob Hartman et ux to A. E. Patton, Elder, $1,242.

S. Lemon Reed et ux to Robert Reese, Cambria, $50.

Fred Ehrenfeld et ux to P. S. Tittler, Gallitzin borough, $100.

Eliza Pittman et vir et al to Robert Reese et al, Cambria, $1.

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R. C. EDDLEBLUTE, Proprietor.

L. W. Cook.

JANUARY SALE PRICES.

Fur Collarettes.

We have a few but very excellent collarettes left, all materially reduced, a few only being mentioned here:

Electric seal collarettes, trimmed trimmed with chinchilla, very pretty, now only $2.98.

Brook minute collarette, in large sizes, reduced to $4.19.

A very handsome electric seal, with marten edge, 6 tails, for $5.65.

And many other styles.

Fur Jackets.

Just a few left and reduced to grand values:

One genuine Alaska seal jacket, size 36, a regular beauty and an exceptional value when priced at $175. Rather than store it, we offer it now $112.50.

One elegant velvet jacket, braid and jet trimmed. A regular $50 value, to go at the half-price rate, $25.

Where else are values like these?

L. W. COOK,

Altoona, Penna.

He Was Too Smart.

It was at one of the recent receptions. All society was there, and it was a brilliant occasion. One young man who has a reputation for brightness and repartee began throwing bouquets at one of the fair young ladies. "I heard somebody say you were the most charming debutant of the season," he whispered to her.

"Oh, who was it, Mr. Blank?" she asked expectantly.

"I can't tell now," he replied, "but I will tell you some time."

"Oh, please do!" she pleaded.

He was obdurate, and she was persistent, and soon the other girls were attracted to where the couple stood.

"I think it is real mean of you, Mr. Blank, to arouse my curiosity. And what do you think, girls?" she said, turning to the crowd. "He heard something nice about me and won't tell who said it."

"Yes, I did hear that she was the most charming debutant of the season," spoke up Mr. Blank.

"Who told you, please?" spoke up the girl in a last effort to get the name of her admirer.

"Your mother," answered the young man. And now, they never speak as they pass.—Memphis Scimitar.

The Most Ancient Machine Tool.

There can be very little doubt that the potter's wheel, or potter's lathe, as it is also termed, represents today the most ancient form of machine tool known. Among the many sculptured records of the trades and occupations which so vividly represent the customs and habits of the ancient Egyptians the potter and his wheel have been found frequently depicted, and it is curious to note that through the almost countless generations since that time this crude type of lathe has undergone no material modification.

The primitive form was evidently a small, round table set on a pivot and free to revolve, being turned by hand at intervals, and to this device there were added in the course of time such simple conveniences as a table to support it and a foot or a hand power turning arrangement, displaced in recent years in possibly a few isolated cases by actual engine power driving. In general use, however, the potter's wheel of the present time bears all the characteristics of the one which, 4,000 years or more ago, served to turn out pottery attesting unsurpassable taste and skill.—Cassier's Magazine.

Cost of a Loaf of Bread.

The average "pound loaf" of fresh bread sold by bakers, says a college professor, weighed on an average about one pound one ounce. A pound loaf of bread can be made from about three-quarters of a pound of flour, about 25 per cent of water being added to the flour during the process of breadmaking. With some flours 5 to 10 per cent more water can be absorbed, making a greater weight of bread from a given weight of flour. This additional weight is water and not nutrients.

At 2 cents a pound for flour it is estimated by the professor that a pound loaf of bread can be made, not counting fuel and labor, for about 2 cents, a half cent being allowed for shortening and yeast. The loss of dry matter in breadmaking is usually considered as amounting to about 2 per cent of the flour used. In exceptional cases, as in prolonged fermentation, under favorable conditions the losses may amount to 8 per cent or more.

Russian Extravagance.

The wealthy Russians are said to be extremely profitable to hotel and shop keepers in the lands in which they are traveling. A Swiss authority states that 200 Russians will spend more in a month than 1,000 English men and women for the same period of time.

When a boy goes to hunt anything he always begins by making everybody in the room get up to see if they are sitting on the lost article.—Washington Democrat.

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12-tf

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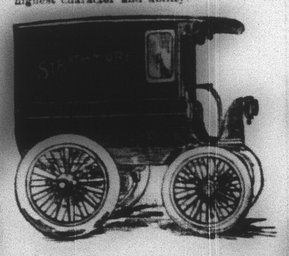

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Condensed Time Table.

Read up: Exp No 37	Mail No 31	Jan. 21, 1899	Read down: Exp No 35	Mail No 33
p m	p m		a m	p m
9 00	1 25 ar	Patton	lv 6 40	12 30
8 39	1 04	Westover	6 52	2 49
8 18	12 40 ar	Mahaffey	lv 7 15	3 15
7 50	12 13 lv	Kerrmoor	7 40	3 57
7 40	12 02	Gaizman	7 50	4 07
7 32	11 55 ar	Kerrmoor	lv 7 55	4 56
7 27	11 50	New Millport	8 00	4 00
7 21	11 44	Clearfield Junction	8 06	4 16
7 13	11 38	Mitchells	8 12	4 13
6 57	11 10	Clearfield	8 41	4 30
		Curwensville		
6 26	10 51	Wrigleland	9 00	5 10
6 19	10 44	Bigler	9 07	5 16
6 14	10 38	Wallaceton	9 13	5 22
6 03	10 28	Morrisdale Mines	9 22	5 32
5 55	10 20 lv	Munson	ar 9 30	5 40
5 20	9 56 lv	Philipsburg	ar 9 55	6 10
5 40	10 40 ar	"	lv 9 0	5 20
5 30	10 15 ar	Munson	lv 9 32	5 45
5 45	10 10	Winburne	9 37	5 48
5 25	9 47	Pease	9 56	6 10
5 05	9 29	Gillintown	10 14	6 32
4 58	9 22	Snow Shoe	10 20	6 38
4 07	8 37	Beech Creek	11 07	7 30
3 55	8 25	Mill Hall	11 17	7 43
3 49	8 17	Lock Haven	11 23	7 49
3 42	7 09	Youngsdale (Wayne)	11 30	7 57
3 30	7 58	Jersey Shore Junction	11 40	8 10
3 25	7 53	Jersey Shore	11 45	8 15
12 50	6 25 lv	Williamsport	ar 12 20	8 45
p m	a m		a m	p m
p m	a m	Phil'a & Reading R R	p m	p m
12 30	8 55 ar	Williamsport	lv 12 34	11 30
8 50	11 30 lv	Philadelphia	ar 8 29	7 00
	pt	N Y via Tamaqua	ar	
11 30	9 00 lv	N Y via Phila	ar 10 40	9 40
a m	p m		p m	a m

*Daily. ‡Weekdays. §6 30 p m Sundays. ||10 35 a m Sundays.

"b" New York passengers traveling via Philadelphia on 12 34 p m train from Williamsport will change cars at Huntingdon St, Phila.

Pittsburg & Eastern Branch.

Trains leave Mahaffey for Mettiers, Glen Campbell and Hooverhurst at 7 30 a m, 12 40 and 5 30 p m.

Returning, leave Glen Campbell at 8 35 a m, 2 50 and 6 45 p m daily except Sunday.

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Geo. H. Daniels, Gen'l Pass. Agt., New York. W. H. Northrup, Gen. Agent, Williamsport, Pa.

Pennsylvania Railroad.

In effect Nov. 19, 1899.

Main Line.

Leave Cresson—Eastward.	
Sea Shore Express, week days	6 30 a m
Altoona Accommodation, week days	9 36 a m
Main Line Express, daily	10 39 a m
Altoona Accommodation, daily	12 58 p m
Mail Express, daily	5 01 p m
Philadelphia Express, daily	8 11 p m
Leave Cresson—Westward.	
Johnstown Accom., week days	8 17 a m
Pacific Express, daily	8 37 a m
Way Passenger, daily	2 05 p m
Pittsburg Express	3 52 p m
Mail	4 52 p m
Fastline, daily	8 28 p m
Johnstown Accom., week days	8 42 p m

Cambria & Clearfield Division.

Leave Patton—Southward.

Train No. 703 at 7 00 a. m. arriving at Cresson at 8 05 a. m.

Train No. 705 at 3 48 p. m. arriving at Cresson at 4 35 p. m.

Leave Patton—Northward.

Train No. 704 at 10 47 a. m. arriving at Mahaffey at 11 43 a. m. and at Glen Campbell at 12 15 a. m.

Train No. 706 at 5 57 p. m. arriving at Mahaffey at 6 58 p. m. and at Glen Campbell at 7 30 p. m.

Huntingdon & Broad Top Mt. Railroad.

In effect Sept. 11, 1899.

Southward.

Train No. 1 (Express) leaves Huntingdon every day except Sunday, for Mt. Dallas at 8 35 a. m., arriving at Mt. Dallas at 10 20 a. m.

Train No. 3 (Mail) leaves Huntington every day except Sunday, for Mt. Dallas at 3 15 p. m., arriving at Mt. Dallas at 4 50 p. m.

Train No. 7, (Sundays only) leaves Huntingdon for Mt. Dallas at 8 a. m., arriving at Mt. Dallas at 9 30 a. m.

All trains make connections at Mt. Dallas for Bedford, Pa., and Cumberland, Md.

Northward.

Train No. 4 (Mail) leaves Mt. Dallas for Huntingdon at 9 45 a. m., arriving at Huntingdon at 11 20 a. m.

Train No. 2 (Fast Line) leaves Mt. Dallas for Huntingdon at 4 20 p. m., arriving at Huntingdon at 6 05 p. m.

Train No. 8, (Sundays only) leaves Mt. Dallas for Huntingdon at 4 35 p. m., arriving at 6 15 p. m.

All trains make close connections with P. R. R. both east and west at Huntingdon.

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Buffalo, Rochester & Pittsburg Railway.

On and after Jan. 1, 1900, trains will leave New York Central Station (Penn'a Division), Clearfield, week days only, as follows:

8 20 a. m. for Curwensville, DuBois, Punxsutawney, Butler and Pittsburg.

11 20 a. m. for Curwensville, DuBois and Reynoldsville. Connects at DuBois with (Vestibuled Limited) for Falls Creek, Ridgway, Johnsonburg, Bradford, Buffalo and Rochester.

4 40 p. m. for Curwensville and DuBois. Connects at DuBois for Big Run, Punxsutawney and intermediate stations.

Trains arrive, 8 42 a. m., and 6 10 and 9 25 p. m.

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