The Times, New Bloomfield, Pa.

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: a Curious Three acre Lot.

Our old friends + many new ones Will be pleased to hear that our

Business has so increased that We are compelled to still further

Enlarge our store for our large Fall & Winter stock which is the best

He ever had - If all our Rooms Here spread out they would cover

all of a 3 acre lot - Please take This, Tas our wrgent invitation for

You to risit Oak Hall Duildings On the corner of 62+ market Phile

and See 3 acres mens + Days Clothing

On those portions of the cloth on which the mordant is applied the coloring attaches itself in a durable manner; but on the unmordanted portions the color is freely attached, so that it may be wholly removed by washing, either in soap or water, in a mixture of bran and water, or in a dilute solution of chloride of lime.

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The padding style, in which the whole surface of the calico is imbued with a mordant, on which afterwards different colored figures may be raised by the topical application of other mordants, joined to the action of the dye-bath.

The resist style, where the white cloth is impressed with figures in resist paste, which will protect the parts it covers from receiving any color, and aftewards subjected ito a cold dye, as the indigo vat, and then to a hot dye-bath, with the effect of producing white or colored spots on a blue ground.

The discharge style - The object of this style of work is the production of a white or colored figure on a colored ground. This is accomplished by printing on the cloth already dyed or mordanted a substance called the discharger, which has the property of decomposing either the coloring matter or the mordant .-- Industries of the United States.

Serious R. R. Accident. A dispatch from Titusville, on the 11th inst says :

"This afternoon the Brady's Bend accomodation train, going north, on the Allegheny Valley Railroad, when near Scrub Grass Station, broke a rail, and five cars of oil and a passenger car were thrown down the embankment. The following persons were wounded : Michael Caine, A.Sigleton, O. A. Nox, J. P. Keddler, J. Hanna, H. Millor, A. S. Hamilton, W. Morriary, John 4. Whiteomb and a train boy. The passenger coach remains in the river, the wreckers being unable to raise it. Two bodies are floating in the water inside the car. How many perished is as yet unknown. The conductor is unable to tell the number who were in the ill-fated car.

LATER .- Several names are adding to to the list of injured. Among them is Mr. Joseph L. Hanna, of Pittsburg, whose injuries are serious. With this exception, none of the others enumerated were seriously injured. The company surgeons and others were promptly on hand to relieve the sufferers, and everything is being done for them possible. It is now positively known that there were but three persons killed, a newsboy and two unknown men. the train was running on time, and the disaster was unavoidable. The oil tanks were thrown down an embankment, and the oil suddenly igniting spread rapidly in every direction, carrying the flames even some distance out on the water of the river, cutting off every way of escape by the drowning passengers except through a lake of fire. In some instances they plunged underneath the flaming waves and swam to some point of safety.

A Great Cyclone-Disasters to Shipping.

A Cyclone at Aspinwall on the 20th of Jan., created great destruction of property. The storm came on so suddenly that many vessels in the bay and at the wharves were unable to put to sea, and were consequently wrecked. The steamships were most of them able to escape, but the sailing vssels were heavy sufferers. The three-masted schooner Royal Arch, of Boston, with coal for the Pacific Mail Steamship Company, was driven stern first through the Company's mole, at which she was lying. The bark Orient, of Boston, went at the French wharf, and wrecked it as well as herself. The schooner C. H. Lelly, of Boston, broke adrift and went on shore, but may possibly be got off. The Halifax schooner J. W. Halls, fell afonl of the French steamer, and suffered some damage. The other sailing vessels were saved, principally by the active exertions of the Panama Railroad people. The damage done to the Pacific Mail wharf with what oil and other produce on it cannot be less than \$300,000. One-half of the French wharf was carried away, with two car loads of indigo that were on it. The Liverpool Company's wharf suffered (much from a bark which was lying along side of it when the storm commenced. It may safely be asserted that there is not a [sound wharf to-day in Aspinwall. Three small coasting schooners sunk at their moorings. Very fortunately theisteamer Henry Chauncey kept outside, and thus escaped the storm in the} harbor. The brig Gilmore Meredith became a total wreek on the reef, and a boat from the shore trying to reach her was upset, and two Aspinwall men were drowned. IT" At a recent ball a young lady found SHAWLS! her locomotion suddenly arrested, and her partner turned to request some one to get off her train. Nobody seemed to be guilty, but following back the trail of a narrow strip of trimming some forty feet, he discovered at the end thereof an old gentleman, the cause of all the mischief. Pins were in demaud for some time afterwards.



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BE DECEIVED, but for coughs, sore throat,

Wells' Carbolic Tablets

WORTHLESS IMITATIONS are on the market, but the only scientific preparation of Carbolic Acid for Lung diseases is when chemically com-bined with other well known remedies, as in these Tablets, and all parties are cautioned against using any other.

IN ALL CASES of irritation of the mucous membrane these Tabletsshould be freely used, their cleausing and healing properties are astonishing. BE WAENED never neglect a cold, it is easily cured in its incipieut state, when it becomes chron-ie the cure is exceedingly difficult, use Wells' Car-bolie Tablets as a specific.

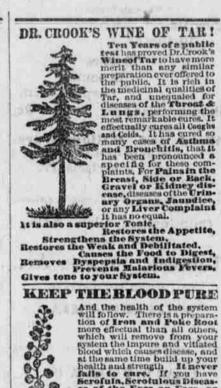
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14.5



THE BLOOD PURE And the health of the system will follow. There is a prepara-tion of Iron and Polic & Root more effectual than all others, which will remove from your system the impure and vitiated blood which cause discase, and at the same time build up your health and strength. It never fails to cure. If you have Scrofina, Scrotilous Dimens-es of the Eyes or Ears, or Scrofina in auy form, Tet-ter, White 6 welling, Old Notes, Ulcers, or Scrofulous Inflammations, you can rely on being curse with this paper-ntion known as Dr. froats's Georging curse with this paper-ition stockendowa by Mercu-rial or other poisons, are all cured by it. For Synthits, or Synthitic taint, there is noth-ing equal to it. A trial will proveit.

WINTER ARRANGEMENT. Monday, December 2, 1872.

RAILROADS.

READING RAIL-ROAD.

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Totastawii Accommission Train leaves Pottsiown at 6:45 a.m., roturning, leaves Philadelphia, Ninth and Green, Jat 4:50 p.m.
Columbia Railroad Trains leave Reading at 7:39 a.m. and 6:15 p.m. for Ephrata, Litiz, Lancaster, Columbia, &c.; returning leave Lancaster at 5:30 a.m. and 3:30 p.m.
Perklomen Railroad trains leave Perklomen Junction at 7:39 and 0:0 unbia at 8:15 a.m. and 3:20 p.m.
Perklomen Railroad trains leave Perklomen Junction at 7:30 and 9:00 a.m., 2:65 and 5:40 p.m.; returning, leave Green Lane at 6:35 a.m., 12:35 and 4:20 p.m.
Pickering Valley Railroad trains leave Perklomen Junction at 7:30 and 9:00 a.m., 2:65 and 4:20 p.m.; connecting with trains on Reading Railroad 2:00 p.m.; connecting with trains leave Phoenix, while at 9:10 a.m. 3:10 and 5:20 p.m.; connecting with trains on Reading Railroad.
Colebrookdale Railroad trains leave Potistown at 9:40 a.m.; 3:10 and 5:20 p.m.; connecting with trains on Reading Railroad.
Coherookdale Railroad trains leave Potistown at 3:40 p.m.; connecting with trains on Reading Railroad.
Theater Valley Railroad trains leave Bridgeport at 5:30 p.m.; conturning, leave Bound 7:15 p.m.; conturning leave Mount Piceasant at 6:30, 8:00 and 11:25 a.m.; and 3:30 p.m.; conturning leave Mount Piceasant at 6:35 p.m.; leave Bowningtown at 6:35 p.m.; 2:30 a.m.; connecting with trains on Reading Railroad;
Theater Valley Railroad trains leave Printing leave Downingtown at 6:35 a.m.; 12:30 and 5:40 p.m.; connecting with trains on Reading Railroad; for p.m.; p.m.;

4.15 for Philadelphia. Commutation, Mileage, Season, School and Ex-cursion Tickets, to and from all points, at re-duced rates. Baggage checked through; 100 pounds allowed each Passenger. J. E. WOOTTEN, Asst. Supt. & Eng. Mach'ry. Reading, Pa., December 2, 1872.

Pennsylvania R. R. Time Table.

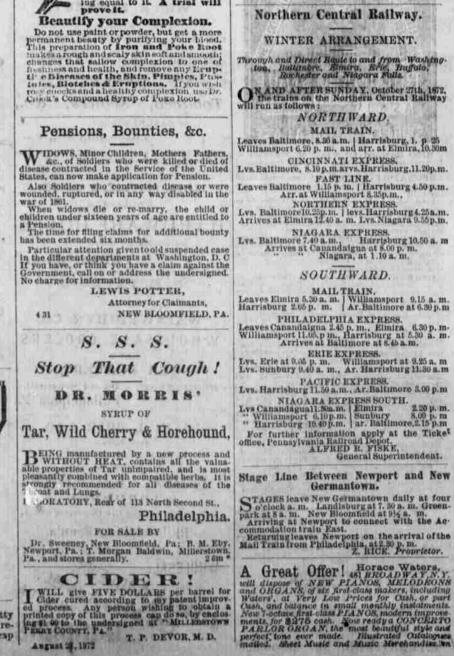
NEWPORT STATION. On and after October 27th, 1872, Passenger trains will run as follows:

DUNCANNON STATION.

On and after Sunday, October 27th, 1872, trains leave Duncannon, as follows :

Way Passonger. 8.12 A M., daily except Sunday Mail. 2.08 F. M., daily except Sunday Mixed. 5.5 F. M., daily except Sunday Fittsburgh Ex.(flag) 12.05a. m., daily except Sunday.

EASTWARD. Haris'burg Accom 12.59r. M., daily except Synday Mail 6.52 P. M. Cincinnati Express (flag) 9.52 p. m. daily. WM. C. KING, Agent.



A lady in Niles, Mich., worth \$20,000. lost an interesting child, and went to the undertaker's to procure a coffin. Finding that she could get two at a discount, and having another sick child at home, she took both.