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THE BIG CITY ON THE SPREE.
 Third in Population in Europe—How It is Laid Out and Built.

We of the western world are just beginning to realize that Berlin is the third city of Europe in population, high up in the list of the world's great capitals. The present city spreads over twenty-five square miles. The main channel of the Spree runs a little north of the center of Berlin, through a winding course across the town; and its branches have been banked up and connected into a system of serviceable canals, whose sides form shady promenades and busy thoroughfares. Until a few years ago Berlin grew with the slowness and decorum of an old-time European city; but within the last few decades it has spread with the rapidity and with all the modern airs of the newest American town.

The most striking contrast between the outward appearance of Berlin and that of American cities—never forgetting its military air—consists in the character of its houses and their style of ornament. Berlin is made of flat or apartment houses. This adds wonderfully to the appearance of the town, for they are massive, high and regular. In place of red brick there is a tone of color grey. In America the taste of individuals is allowed full play, so that in the same square you will see buildings of a dozen different styles of architecture. In Berlin, partly from Old World habits of routine, partly from severe building inspection laws, and partly because they think it is good taste, great uniformity of style prevails. This may be a cause of monotony, but still the result is impressive and admirable in keeping with the military precision of everything one sees and hears. The Parisian, forgetful of the stucco which adorns his own great city, may indeed complain that the buildings are not of cut stone, as they seem, but brick cemented over and even adorned with caryatids of painted zinc, to support eaves, lintels and balconies. But one should not forget Berlin is new. Berlin has over 1,600,000 inhabitants, and is still growing. The most noticeable thing about the streets of the suburbs is the immense building operations now going on. In whatever direction one goes on the outskirts, he is met by blocks of new apartment houses, in such number that it would seem new towns were springing up.

To the southwest of the city there is a new boulevard that makes one think of Chicago. It is 200 feet wide. It has one track of Belgian blocks, a dirt road for horseback riders, a macadamized road for carriages, and a steam railway—which makes no noise—side by side of each other. When this boulevard leaves Berlin it forgets to stop and placidly continues—not through fields of Indian corn, indeed—but through potato patches and fields of rye and tracts of pine and scrub. Yet whenever you look around you may see here and there great blocks of apartment houses built or going up. Only in this way can Berlin make room for its daily increasing population.

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A Revolution in Eating

has been brought about by the introduction of COTTOLENE, the new vegetable shortening. The discovery of this product, and the demonstration of its remarkable qualities, has attracted the widest interest. Hitherto the common shortening has been lard, or indifferent butter. Every one has probably suffered occasional discomfort from lard-cooked food; while it is well known that thousands are obliged to abstain entirely from everything of that kind. To such people, COTTOLENE is of peculiar value, widening as it does, the range of what may be eaten and enjoyed. COTTOLENE is a cooking marvel. It combines with the food—imparts to it a tempting color, a delicate flavor, and an appetizing crispness. No trace of greasiness remains to offend the taste, or disturb the digestion.

COTTOLENE is worthy of the careful notice of all those who value good food, of itself or for its hygienic properties.

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 CHICAGO and 138 N. Delaware Ave., Phila.

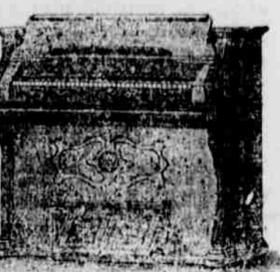
RAILROAD TIME TABLE
DELAWARE LACKAWANNA & WESTERN RAILROAD.
BLOOMSBURG DIVISION.

STATIONS.	NO. 1.	NO. 2.	NO. 3.	NO. 4.	NO. 5.	NO. 6.	NO. 7.	NO. 8.	NO. 9.	NO. 10.
NORTHUMBERLAND.....	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00
Cameron.....	6:35	7:05	7:35	8:05	8:35	9:05	9:35	10:05	10:35	11:05
Chulausk.....	6:40	7:10	7:40	8:10	8:40	9:10	9:40	10:10	10:40	11:10
Danville.....	6:45	7:15	7:45	8:15	8:45	9:15	9:45	10:15	10:45	11:15
Beach Haven.....	6:50	7:20	7:50	8:20	8:50	9:20	9:50	10:20	10:50	11:20
Rupert.....	6:55	7:25	7:55	8:25	8:55	9:25	9:55	10:25	10:55	11:25
Bloomsbu.....	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30
Espy.....	7:05	7:35	8:05	8:35	9:05	9:35	10:05	10:35	11:05	11:35
Line Bridge.....	7:10	7:40	8:10	8:40	9:10	9:40	10:10	10:40	11:10	11:40
Willow Grove.....	7:15	7:45	8:15	8:45	9:15	9:45	10:15	10:45	11:15	11:45
Briar Creek.....	7:20	7:50	8:20	8:50	9:20	9:50	10:20	10:50	11:20	11:50
Berks.....	7:25	7:55	8:25	8:55	9:25	9:55	10:25	10:55	11:25	11:55
Beach Haven.....	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00
Hick's Ferry.....	7:35	8:05	8:35	9:05	9:35	10:05	10:35	11:05	11:35	12:05
Shickshinny.....	7:40	8:10	8:40	9:10	9:40	10:10	10:40	11:10	11:40	12:10
Wilmington.....	7:45	8:15	8:45	9:15	9:45	10:15	10:45	11:15	11:45	12:15
Nanticoke.....	7:50	8:20	8:50	9:20	9:50	10:20	10:50	11:20	11:50	12:20
Avondale.....	7:55	8:25	8:55	9:25	9:55	10:25	10:55	11:25	11:55	12:25
Plymouth.....	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30
Flymouth Junction.....	8:05	8:35	9:05	9:35	10:05	10:35	11:05	11:35	12:05	12:35
Kingston.....	8:10	8:40	9:10	9:40	10:10	10:40	11:10	11:40	12:10	12:40
Bennett.....	8:15	8:45	9:15	9:45	10:15	10:45	11:15	11:45	12:15	12:45
Maitly.....	8:20	8:50	9:20	9:50	10:20	10:50	11:20	11:50	12:20	12:50
West Pittston.....	8:25	8:55	9:25	9:55	10:25	10:55	11:25	11:55	12:25	12:55
Pittston.....	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00
Durys.....	8:35	9:05	9:35	10:05	10:35	11:05	11:35	12:05	12:35	13:05
Wyalong.....	8:40	9:10	9:40	10:10	10:40	11:10	11:40	12:10	12:40	13:10
Taylorville.....	8:45	9:15	9:45	10:15	10:45	11:15	11:45	12:15	12:45	13:15
Bellevue.....	8:50	9:20	9:50	10:20	10:50	11:20	11:50	12:20	12:50	13:20
Scranton.....	8:55	9:25	9:55	10:25	10:55	11:25	11:55	12:25	12:55	13:25

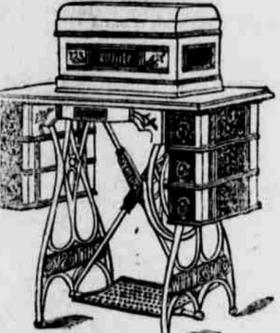
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Do you want an **ORGAN?**



Do you want a **Sewing Machine?**



Do you want any kind of a **MUSICAL INSTRUMENT?**

Do you want **SHEET MUSIC?**

If so, do not send your money away from home, but deal with a reliable dealer right here, who will make things right, if there is anything wrong.

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J. Saltzer's.
 Ware-rooms, Main Street, below Market.

CROWN ACME,
 The Best Burning Oil That can be Made From Petroleum.

It gives a brilliant light. It will not smoke the chimneys. It will not char the wick. It has a high fire test. It will not explode. It is un-eminently a family safety oil.

We Challenge Comparison with any other illuminating oil made.

We stake our Reputation, as Refiners upon the statement that it is

The Best Oil
 IN THE WORLD.

ASK YOUR DEALER FOR

CROWN - ACME
 BLOOMSBURG STATION,
 BLOOMSBURG, PA.

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Salvation Oil

Mr. John L. C. Brady, Brookville, Pa., had a stroke of "Bell's" palsy on one side of his face so badly that he lost the use of that side, not being able to shut his eye. He at once used Salvation Oil, and it made a complete cure. Feb. 8, 1893.

CHEW LANG'S PLUGS. The Great Tobacco Antidote—Price 10 Cts. At all Dealers.

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HARTMAN'S STORE.
 107-117.

PHILADELPHIA & READING RAILROAD.
 AFTER NOV. 13, 1892.

Trains leave Bloomsburg as follows: Sundays excepted.

For New York, Philadelphia, Reading, Pottsville, Tamaqua, etc., 4:15, 11:30 a. m.

For Williamsport, 7:45 a. m., 3:15 p. m. Sunday, 7:45 a. m., 4:30 p. m.

For Carlisle, 7:45 a. m., 7:45 a. m., 3:15, 11:10 p. m. Sunday, 7:45 a. m., 4:30 p. m.

For Carlestown, 7:45 a. m., 11:35 a. m., 12:15, 8:00, 8:50, 11:35 p. m. Sunday, 7:45 a. m., 12:15, 8:15, 8:50, 11:10, 11:35 p. m. Sunday, 7:45, 10:31 a. m., 4:30, 7:03 p. m.

Leave New York via Philadelphia 7:45 a. m., 4:00 p. m., and via Reading 8:45 a. m., 4:30 p. m. Leave Philadelphia 10:30 a. m., 6:00 p. m.

Leave Reading 11:30 a. m., 7:30 p. m.

Leave Pottsville 11:30 a. m., 7:30 p. m.

Leave Tamaqua 1:31 a. m., 8:34 p. m.

Leave Williamsport 2:30 a. m., 4:30 p. m. Sunday, 8:00 a. m., 4:30 p. m.

Leave Carlisle 7:00, 8:30 a. m., 1:30, 2:10, 4:10, 11:16 p. m. Sunday, 7:45 a. m., 4:15 p. m.

Leave Reading 7:00, 7:45, 8:27, 11:45 a. m., 1:47, 3:47, 4:10, 11:34 p. m. Sunday, 7:59, 10:12 a. m., 4:30 p. m.

For Baltimore, Washington and the West via A. & O. R. R. through trains leave Girard Avenue Station, Phila. (P. & R. R.) 3:30, 8:01, 11:30 a. m., 3:56, 5:42, 7:16 p. m. Sundays 3:50, 8:02, 11:26 a. m., 3:56, 5:42, 7:16 p. m.

ATLANTIC CITY DIVISION.
 Leave Philadelphia, Chestnut Street Wha South Street Wha.

FOR ATLANTIC CITY.

Weekdays—Express, 9:00 a. m., 2:00, 4:00, 4:50 p. m. Accommodation, 8:00 a. m., 4:45 p. m.

Sunday—Express, 9:00, 10:00 a. m. Accommodation, 8:00 a. m. and 4:30 p. m.

Returning leave Atlantic City Depot, corner Atlantic and Arkansas avenues.

Weekdays—Express, 7:00, 7:45, 9:00 a. m. and 3:30 p. m. Accommodation, 8:15 a. m., 4:30 p. m.

Sunday—Express, 4:00, 8:00 p. m. Accommodation, 7:15 a. m. and 4:30 p. m.

I. A. SWEIGARD, C. G. HANCOCK,
 Pres. & Gen'l. Manager. Gen'l. Pass. Agt.

BLOOMSBURG & SULLIVAN R. R.
 Taking effect MONDAY, NOV. 17, 1892.

SOUTH.

STATIONS.	Ar.	Ar.	Lv.	Lv.	Lv.
Bloomsbu.....	6:30	7:15	7:30	8:15	8:45
Main Street.....	6:35	7:20	7:35	8:20	8:50
Ironton.....	6:40	7:25	7:40	8:25	8:55
Edwards.....	6:45	7:30	7:45	8:30	9:00
Lightstreet.....	6:50	7:35	7:50	8:35	9:05
Orangeville.....	6:55	7:40	7:55	8:40	9:10
Forks.....	7:00	7:45	8:00	8:45	9:15
Stillwater.....	7:05	7:50	8:05	8:50	9:20
Benton.....	7:10	7:55	8:10	8:55	9:25
Edwards.....	7:15	8:00	8:15	9:00	9:30
Colo. Creek.....	7:20	8:05	8:20	9:05	9:35
Sugarloaf.....	7:25	8:10	8:25	9:10	9:40
Laurens.....	7:30	8:15	8:30	9:15	9:45
Central.....	7:35	8:20	8:35	9:20	9:50
Jamison City.....	7:40	8:25	8:40	9:25	9:55

NORTH.

STATIONS.	Ar.	Ar.	Lv.	Lv.	Lv.
Bloomsbu.....	8:15	8:30	8:45	9:00	9:15
Main Street.....	8:20	8:35	8:50	9:05	9:20
Ironton.....	8:25	8:40	8:55	9:10	9:25
Edwards.....	8:30	8:45	9:00	9:15	9:30
Lightstreet.....	8:35	8:50	9:05	9:20	9:35
Orangeville.....	8:40	8:55	9:10	9:25	9:40
Forks.....	8:45	9:00	9:15	9:30	9:45
Stillwater.....	8:50	9:05	9:20	9:35	9:50
Benton.....	8:55	9:10	9:25	9:40	9:55
Edwards.....	9:00	9:15	9:30	9:45	10:00
Colo. Creek.....	9:05	9:20	9:35	9:50	10:05
Sugarloaf.....	9:10	9:25	9:40	9:55	10:10
Laurens.....	9:15	9:30	9:45	10:00	10:15
Central.....	9:20	9:35	9:50	10:05	10:20
Jamison City.....	9:25	9:40	9:55	10:10	10:25

FOR THE ANTIQUARIAN.

But Not a Profitable Country For Professional Foreigners.

To the educated young American who seeks to better his fortunes Peru is an impossible field of action. He can gain no foothold in the professions. In law, all examinations are held in Spanish. Should he pass, he would probably find that his knowledge was based on the wrong system, for in Peru the courts employ the Roman or Justinian code. His endeavor in medicine would be equally unsatisfactory. The doctors are all licensed by the Spanish authorities, who with jealous care see to it that no foreigners hang up a shingle. So that you can see that a young man would be far better off out of Peru than in it—that is, if he thinks of going down there from a speculative or business standpoint, particularly as the trip is a long and expensive one. But to the scientist and the antiquarian Peru offers a wide field for study, and yet, too, of the most fascinating sort. Among the interesting remains that point to another and now vanished race, are the thousands and thousands of graves. Who made these old tombs and by whom they are filled are problems that offer the scientist material for reflection. In the graves are found pottery, bits of silver, copper and gold, specimens of precious metals and specimens of weaving, showing that by whomsoever the work was done he or she must have lived in the midst of a primitive but well-developed civilization. The bodies in the graves are mummified by the belt of salt-peter which abounds on the Peruvian coast. Recently the remains of Pizarro were removed to a costly shrine in the cathedral, for the pious Limaens thought to highly honor the founder of their city. The bones were mounted and set together with springs, so as to present a life-like appearance. Pizarro, according to the custom of his time, had been buried in this soil impregnated with salt-peter. To-day, the traveler may look upon the relics of a great king and conqueror, mummified and preserved and life-like to a high degree, although three hundred and fifty years have vanished since the spirit fled.

Get Plenty of Sleep.

Early rising promotes cheerfulness of temper, opens up new capacities of enjoyment and channels of delight to which the sluggish must be insensible. It increases the sum of human existence by stealing from indolence hours that would otherwise be utterly wasted, and, better still, unquestionably conduces to longevity. All long lives have been early risers. Now, the habit of retiring to bed at late hours will hardly admit of early rising, therefore the necessity of refraining from the one in order to secure the advantages of the other. From six to eight hours are generally held to be sufficient, and no doubt on the average are so.

Our sleep is regulated much by the season. In winter people lie longer on account, as they say, of its being too dark to get up early. There is some plausibility in the reason, but the system in cold and dark weather is more prone to sleep than in light and sunny times. Invalids need generally plenty of bed rest, but they should secure it by going early to bed. There is more health and strength to be found in the practice of seeing the sun rise than in looking at the other part of the day.

In Case of Illness.

It would be a great help to mothers and would save not only much needless anxiety but many a doctor's bill, and sometimes even a life, if the distinction between a slight and a serious ailment were more generally understood. Overcaution and not undercaution is apt to be the prevailing tendency. A child or young person complains of severe pain in the chest, and the mother at once fancies it is pneumonia; or if the trouble is in the bowels, peritonitis is the dreaded enemy, and so on. "Pain without fever," said a well-known physician, "may be very severe and may cause much suffering, but in acute attacks it is not dangerous. If you had this amount of pain that you complain of," he said to the patient who had hastily summoned him, "in any inflammatory disease, you would be in a raging fever; if you have no fever you need never worry." Most serious illnesses are preceded by a chill. This is a symptom that should never be disregarded, and it is always safe to put a child to bed and stop his food. Warmth and dieting will be found to be the best remedy for any ordinary indisposition, while for the beginning of serious trouble it is often the only thing that can be done until the disease declares itself.

The World's Food for One Day.

The average healthy man eats nearly two and a half pounds of solid food in a day. Some races eat much more than others, but against this we can set the smaller consumption of children and the delicate members of civilized communities. Now, as there are, according to the most careful computations, 1,497,000,000 human beings on the planet, we may conclude that 3,607,770,000 pounds, or about 1,610,612 tons of solid foods are eaten every day the world over. With regard to the drinking capacity of the human race, as the proper individual allowance is nearly two and three-quarter pints a day, we may take it that the above named quantity of food is washed down with about 4,047,888,000 pints of liquid in some form or other, that is to say, enough to fill a reservoir 144 yards long, 144 broad and 144 deep.

"Good-Night" and "Good-Night."

Good and God spring from the same root, are the same in meaning. "Good-by" is only "God be with you." "Good night" is really "God night," or "God guard the night."

Every year the population of the United States is increased one million.