

Stevenson and Dreams. Robert Louis Stevenson owed much of his inspiration to dreams. In one passage he attributed some of his finest work to the "brownies" who tented his brain during moments of unconsciousness.

Double Quick Composing. Sir Arthur Sullivan wrote the overture to "The Yeomen of the Guard" in twelve hours and that to "Iolanthe" in less space of time—from 9 p. m. to 7 a. m. But even this capacity for speed in composition is eclipsed by M. Bompard, who for a wager composed the music to a song in ten minutes.

He Obeyed. Murat Halstead, the great journalist of war times, went to General William T. Sherman's headquarters once for the "latest news from the front."

Fashion Hint in Footgear. White buckskin pumps and oxfords are correct for morning and afternoon wear at seashore, summer resorts or country home.

New Idea in Pensions. It is proposed in Germany to have an organization for providing old age and disability pensions for bank officials and bank clerks, annuities for their widows and education for their orphans.

MISS FARRAR IN ODD PACT.

Was Not to Marry, It is Said, Without Three Other Women's Consent. Behind the brief announcement of Miss Geraldine Farrar's engagement to Antonio Scotti is the story of an anti-marriage agreement, known hitherto to only four girls, of whom the prima donna is one, says a Boston dispatch.

BIG TOBACCO KIT FOR KERMIT

Young Roosevelt Took It Along to Give to Natives of Africa. Kermit Roosevelt, an official photographer of his father's African expedition, foreseeing that he could win the friendship of natives with tobacco rather than with money, laid in a generous smoking kit just before sailing.

Will Build a Magic House.

A contractor in Wilmington, Del., recently began the work of constructing the most unique apartment house ever built in Wilmington. It will be an electric automatic building, so that one room can be quickly converted into another.

A Rude Youth.

"How do you account for this, mam?" And he held aloft a lump of coal which he had just dug out from the striae steak. The landlady slightly flushed. "I suppose the poor cows sometimes stray along the railroad track," she said.

Concrete.

Concrete itself is, of course, very old. The concrete stairs of Colchester and Rochester castles still show the marks of the incising boards. The dome of Acrippa's pantheon, which is 142 feet in diameter, is of concrete, and fragments of concrete buildings are found in Mexico and Peru.

The Krakatoa Eruption.

Perhaps the most remarkable volcanic eruption known was that which took place in August, 1883, at the island of Krakatoa, in the strait of Sunda. Streams of volcanic dust were thrown seventeen miles high, and more than a cubic mile of material was expelled from the volcanic crater.

A Crusher.

A consequential little man entered the commercial room of a big hotel not long back and gave a vigorous pull at the bell. As no one answered he rang again more loudly than before.

Their Troubles.

"You've got no grounds to envy me," said the millionaire to the beggar. "I've got just as many troubles as you have." "No doubt you're right, boss," said the beggar humbly, "but the difficulty with me is I ain't got nothin' else."

The Joke on the Jockey.

A few years ago a famous jockey was engaged to ride the favorite in an important race. On the way to the post he found himself cantering alongside a rank outsider, the mount of a stable boy who had only just commenced riding.

An Annoying Error.

That was a very annoying typographical error that crept into the papers the other day, telling how a prominent society man had been held up by highwaymen and "robbed of his watch and other valuables."

A Diplomat.

"Does he always speak the truth?" "I guess not. All his friends praise his judgment."—Detroit Free Press.

CONSTABLES MUST BE ON THE ALERT

Continued from 1st Page. The court felt convinced, however, that DeGreen had interfered with the health officer through ignorance of the law or through thoughtlessness and, therefore, would exercise clemency in his case.

DOMESTIC INFELICITY

Some two hours were occupied yesterday afternoon in hearing the case of Commonwealth vs. Isaac Buck. The charge was surety of the peace, the prosecutor being Minerva Buck, wife of the defendant.

Mrs. Buck, who was corroborated by her mother, Mrs. Winters, of Danville, told a story of abuse and ill-treatment, which, it was alleged, resulted in the wife fleeing from the home of her husband near "Dry Saw Mill Hollow" and seeking the domicile of her parents in this city.

A Diplomat.

"Does he always speak the truth?" "I guess not. All his friends praise his judgment."—Detroit Free Press.

PENNSYLVANIA RAILROAD BULLETIN

JUNE ON THE GREAT LAKES.

Restful, delightful, interesting, and instructive, there is no trip like that on the Great Lakes, those inland seas which form the border line between the United States and Canada.

For comfort the fine passenger steamships of the Anchor Line have no superiors. As well-appointed as the palatial ocean greyhounds which plow the Atlantic, their schedule allows sufficient time at all stopping places to enable the traveler to see something of the great lake cities and to view in daylight the most distinctive sights of the lakes, and the scenery which frames them.

The trip through the Detroit River, and through Lake St. Clair, with its great ship canal in the middle of the lake, thence through Lake Huron, the locking of the steamer through the great locks at the Soo, and the passage of the Portage Entry, lake and canal, across the upper end of Michigan are novel and interesting features.

The voyage from Buffalo to Duluth covers over eleven hundred miles in the five day journey. Leaving Buffalo, the steamships Juniata and Tionesta, make stops at Erie, Cleveland, Detroit, Mackinac Island, the Soo, Marquette, Houghton and Hancock, and Duluth.

The 1909 season opens on June 5, when the Steamer Tionesta will make her first sailing from Buffalo.

The Anchor Line is the Great Lake Annex of the Pennsylvania Railroad, and the service measures up to the high standard set by the "Standard Railroad of America."

An illustrated folder, giving sailing dates of steamers rates of fare, and other information is in course of preparation and may be obtained when ready from any Pennsylvania Railroad Ticket Agent, who is also prepared to book passengers who may desire to take this trip through the Great Lakes and back.

PENNSYLVANIA RAILROAD Summer Outings FAR AND NEAR ALASKA-YUKON-PACIFIC EXPOSITION, SEATTLE JUNE 1 to OCTOBER 16 Tickets sold May 20 to September 30, good returning until October 31, inclusive, 1909. FARES. From New York... \$92.00 From Philadelphia... \$89.40 From Baltimore... \$6.75 From Washington... \$6.75 Tickets good going and returning via direct routes. Tickets good going or returning via San Francisco will be sold at \$15.25 higher than above fares from New York and Philadelphia, and at \$15.00 higher from Baltimore and Washington. DENVER, COLORADO SPRINGS, OR PUEBLO Tickets sold June 30, July 1, 2, and 3, good returning until September 1, inclusive, 1909. RATES. From New York... \$60.00 From Philadelphia... \$57.40 From Baltimore... \$55.15 From Washington... \$55.15 SALT LAKE CITY Tickets sold August 3 to 6, good returning to reach original starting point thirty days from date of sale. RATES. From New York... \$67.40 From Philadelphia... \$64.80 From Baltimore... \$62.55 From Washington... \$62.55 Tickets sold and good going and returning via direct routes through Chicago or St. Louis, or going via Chicago and returning via St. Louis or vice versa. LOS ANGELES Tickets sold June 23 to July 9, good returning until October 31, inclusive, 1909. RATES. From New York... \$92.50 From Philadelphia... \$89.90 From Baltimore... \$85.40 From Washington... \$85.40 Tickets sold and good going and returning via direct routes. Tickets good going or returning via Portland will be sold at \$14.75 higher than above fares from New York and Philadelphia, and at \$16.35 higher from Baltimore and Washington. ST. PAUL Tickets sold July 3 to 5, good returning until July 31, inclusive, 1909. RATES. From New York... \$42.00 From Philadelphia... \$39.40 From Baltimore... \$37.50 From Washington... \$37.50 Tickets good going and returning via same direct routes. YELLOWSTONE PARK ALASKA-YUKON-PACIFIC EXPOSITION PERSONALLY-CONDUCTED TOUR Twenty-two Days AUGUST 14 Special Pullman Train \$246 ROUND TRIP FROM NEW YORK. ALL EXPENSES. Proportionate Rates from Other Points SUMMER EXCURSION TICKETS To all the principal seashore and mountain resorts of the United States and Canada will be sold June 1 to September 30 at all Ticket Agencies. Liberal rates of fare, a great variety of routes, and accommodating stop-overs make these tickets indispensable to the Summer wanderer who wishes to season his outing with variety. These tickets supply the most convenient method of satisfying Summer travel. Apply to any Ticket Agent of the Pennsylvania Railroad for rates, routes, and tickets. J. R. WOOD Passenger Traffic Manager. GEO. W. BOYD General Passenger Agent.

CONSTABLES MUST BE ON THE ALERT

Continued from 1st Page.

The next witness called was Levi V. Beyer, one of the supervisors of Valley township. He has known the road in question since 1860. He described conditions as indicated on the blue print. The fence which now stands were the wagon track formerly was and acts as an obstruction was erected by the defendants. The witness saw them build it. As supervisor he requested them to remove it but they refused to do so.

The next witness called was J. A. Merrill, another member of the board of supervisors of Valley township. He has known the road for 23 years, during which the road was known as a township road and the old boundaries were always recognized.

The first witness called in the afternoon was D. R. P. Childs, former supervisor of Valley township. He has known the road for 50 years. The fence as the defendants have erected it is in the public road as it used to be traveled—where the beaten track used to be.

John Hendricks, a former resident of Valley township, was sworn. He has known the road for over fifty years. He corroborated previous witnesses.

At this point it became plain that the Commonwealth was aiming to prove that the road in question before the lines were changed by the defendants was a recognized public highway by prescription, accepted, maintained and used by the public for twenty-one years.

Jackson Maus was the next witness. He remembered the road from the day it was first opened. It is the same now as when laid out with the exception of the fence built by the defendants.

James M. Irland was called to the stand to identify photographs that he had taken. Dennis Bright was next sworn. He has known the road in question from boyhood. He is the owner of land abutting on that owned by the defendants. The fence as moved is six feet or more in the road.

The original fence, which was the southern boundary of the road, stood there from the time that he was a boy. It was the southern boundary for fifty years.

Other witnesses for the Commonwealth were F. P. Johnson, John Conway, Edward Beyer, John Wintersteen and Abraham Hendrickson.

At 3 p. m. the Commonwealth rested. A. W. Dwy in outlining the defense to the jury explained that in 1853 the court of what was then Columbia county appointed three viewers on a public road leading from Reuben Blue's saw mill to the Danville and Washingtonville road.

The viewers met, viewed the highway and laid it out in 1853. Unfortunately, however, for all parties some of the records are lacking. But following a report of the viewers a fence was erected 16 1/2 feet from the line of the Maus property and the tract at the north of it, later the property of F. P. Johnson.

The new road cut through several other tracts until it came to the Maus tract when it followed the line between it and the land of John Blue on the north. This road 33 feet in width, has been in use ever since.

It is the contention of the defense that Lewis Maus, the then owner, set the fence more than 16 1/2 feet south of the property line. This, it is alleged, can be proven by the location of a fence, which according to old residents stood just 16 1/2 feet north of the property line and remains of which can be found.

It was to recover this tract of land that lay in the road that the defendants, after any amount of trouble and controversy with supervisors, finally removed the fence to what they held to be its proper location, just 16 1/2 feet south of the property line. The original fence on the northern side of the road 16 1/2 feet from the property line, it is alleged, is marked by the location of a hay shed, the posts belonging to a flood gate and a strip of sod that was never ploughed up.

The first witness called by the defense was Frank B. Maus, one of the defendants, who testified to facts in accordance with the above.

A very important witness was P. E. Maus, who has known the road since 1870. He said that so far as he could recall the fence was not set up in the beaten track of the road. One could recognize the old northern boundary, he said, and recalled an old post and rail fence, succeeded in turn by fences of other kinds.

Mr. Kisner contended that whether or not a road is lawful does not depend upon the report of the viewers but as laid out by the supervisors on the ground. Mr. Dwy excepted to this and quoted authority to show that the opposite is true, under a recent act of the legislature. This led to a prolonged discussion between the attorneys, authorities being cited pro and con.

Quoting the testimony of P. E. Maus Mr. Dwy contended that by moving the fence to a line 16 1/2 feet south of the property line the defendants did not encroach upon the beaten track of the road, "recognized by prescription."

Hiram Wertman and W. L. Genger were called by the defense, after which Samuel Nelhart, surveyor and civil engineer, of Bloomsburg, was sworn.

MISCELLANEOUS.

In re estate of William Taylor and others report was confirmed nisi. In re road in Limestone township report of viewers confirmed nisi. Estate of Charles Mohr, deceased. Petition of minor heirs for sale of real estate at private sale ordered.

In re estate of Stephen C. Ellis and others report confirmed nisi. Petition for road in Liberty township. A. J. Bitler, I. L. Acor and James F. Ellis, surveyor, appointed viewers.

Petitions for county bridges in Liberty, Derry and Valley township, approved. In the case of Commonwealth vs. Sara Vastine, Bertha Vastine, Joseph Lechner and Will G. Brwon the grand jury ignored the bill placing the costs on the county.

The latter case, which the grand jury reported on yesterday morning, wound up the list that the district attorney had to present. The grand jury proceeded to examine the public buildings, which duty it completed before the hour of noon. At 11.15 o'clock the grand jury presented its report and was discharged.

In order to push the proceedings of court along and make way for the firemen's convention a session was held last night. The defense rested and the attorneys for both sides addressed the jury.

Notice is hereby given that an election will be held by the stockholders of the "F. Q. Hartman, Inc.," at their office in the Borough of Danville, Pa., on Thursday, July 1st, 1909, between the hours of 5 and 6, for the purpose of electing a Board of Directors for the ensuing year and for the purpose of transacting such other business as may come before them.

F. Q. HARTMAN, INC. T. W. CUTLER, Secretary.

Impressed. "I appear to have made something of an impression on that man over there," remarked a young lady at a wedding party. "He has been looking at me ever since I arrived."

"If you mean that one with the black mustache, he's the detective engaged to look after the presents!" said a friend.

Very Little Change. "It's three years since I was in this city," said a stranger in a restaurant as he was walking out after finishing his dinner; "city looks the same."

"I don't find much change!" responded the waiter as he took up the nickel that was left on the table.

Quite Handy. "The automobile is a great institution." "For instance?" "You can sit up in it as you pass a friend and crawl under it when a creditor heaves into sight."—Louisville Courier-Journal.

Brave Reply. The Sunday School Teacher—And now, children, can you tell me, when Balaam and his ass conversed, what language they spoke in? Little Harry Green—Please, sir, Assyrian.—Bellman.

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