

The Special Correspondent

CHAPTER XXIII.

And so it was Ki-Tsang who had just attacked the Grand Transasiatic on the plains of Gobi. The pirate of Yunnan had learned that a van containing gold and precious stones of enormous value had formed part of this train! And was there anything astonishing in that, considering that the newspapers, even those of Paris, had published the fact many days before? So Ki-Tsang had had time to prepare his attempt, and had lifted a portion of the rails, and would probably have succeeded in carrying off the treasure if Faruskiar had not brought him to his feet. That is why our hero had been so uneasy all the morning; if he had been looking out over the desert so persistently, it was because he had been warned of Ki-Tsang's plans by the last Mongol who had joined the train at Tchertchen! Under any circumstances, we had now nothing to fear from Ki-Tsang. The manager of the company had done justice on the bandit—speedy justice, I admit. But we are in the midst of the deserts of Mongolia, where there are no juries as yet, which is a good thing for the Mongols.

"Well," said I to the major, "I hope you have abandoned your suspicions with regard to my lord Faruskiar?"

"To a certain extent, Monsieur Bombarnac!" Only to a certain extent? Evidently Major Noltitz is difficult to please.

The major has the wounded brought into the cars and does the best for them under the circumstances. Doctor Tio-King offers his services; but they seem to prefer the Russian army surgeon, and that I understand. As to those who have fallen, it is best for us to take them on to the next station, and there render them the last services.

The thieves had abandoned their dead. We covered them over with a little sand, and that is all we need say.

The place where we had been stopped was half way between Tcharkalyk and Tchertchen, the only two stations from which we could procure help. Unfortunately, they were no longer in telegraphic communication, Ki-Tsang having knocked down the posts at the same time as he lifted the rails.

As the engine had run off the rails, the very first thing to do was evidently to get it on to them again; then as there was a gap in the line, the simplest thing to do was to run back to Tchertchen, and wait there until the company's workmen have repaired the damage, which they could easily do in a couple of days.

We set to work without losing a moment. The passengers were only too glad to help Popof and the officials, who had at their disposal a few tools, including jacks, levers and hammers, and in three hours the engine and tender were again on the line.

The most difficult business is over. With the engine behind we can proceed at slow speed to Tchertchen. But what lost time. What delays! And what recriminations from our German baron, what dinner vettors and other German expletives!

Meanwhile, Faruskiar and Ghangir were often talking together in a whisper, and from these interviews arose a proposition which none of us expected.

"Guard," said Faruskiar, addressing Popof, "it is my opinion that we had much better run on to Tcharkalyk than go back; it would suit the passengers much better."

"Certainly, sir, it would be preferable," said Popof; "but the line is broken between here and Tcharkalyk, and we cannot get through."

"Not at present, but we could get the cars through if we could temporarily repair the line."

Excellent notion, at once approved of by Popof, the driver, the passengers, and particularly the baron. The plan was feasible, and if there were a few rails unless we could bring to the front those already run over, and in this way get over the difficulty.

It was nearly 3 o'clock when we began work. The rails had been shifted for about a hundred yards. As Faruskiar remarked, it was not necessary for us to fix them permanently. That would be the task of the workmen the company would send from Tcharkalyk when we reached that station, which is one of the most important on the line.

At 7 o'clock thirty yards of the line had been repaired. The night was closing in. It was decided to wait until the morning. In half a day we could finish the work, and in the afternoon we could be off again.

We were in great want of food and sleep. After so rude a task, how rude the appetite! We met in the dining car without any distinction of classes. There was no scarcity of provisions, and a large breach was made in the reserves. Never mind. We can fill up again at Tcharkalyk.

Caterina is particularly cheery, talkative, facetious, communicative, overflowing.

And then our actor had an idea. Why not resume the marriage ceremony, interrupted by the attack on the train?

"What marriage?" asked Ephrinnell.

"Yours, sir, yours," replied Caterina. "Have you forgotten it? That is rather too good!"

The fact is, that Fulk Ephrinnell, on the one part, and Horatia Bluet, on the other part, seemed to have forgotten that had it not been for the attack of Ki-Tsang and his band they would now have been united in the polite bonds of matrimony.

But we were all too tired. The Rev. Nathaniel Morse was unequal to the task; he would not have strength enough to support his blessing. The ceremony could be resumed on the day after tomorrow. Between Tcharkalyk and Lan Tchouen there was a run of nine-hundred kilometers, and that was quite long enough for the Anglo-American couple to be linked together in.

At daybreak next morning we are at work. The weather is superb. The day will be warm. Out in the Asian desert on the 24th of May the temperature is such that you can cook eggs if you only cover them with a little sand.

end to end, and about 4 o'clock in the afternoon the gap was bridged.

At once the engine began to advance slowly, the cars following until they were over the temporary track and safe again. Now the road is clear to Tcharkalyk; what do I say? to Pekin.

We resume our places. Popof gives the signal for departure as Caterina trolls out a chorus of victory. A thousand cheers reply to him. At 10 o'clock in the evening the train enters Tcharkalyk station.

We are exactly thirty hours behind time. But is not thirty hours enough to make Baron Weisschnitzdorfer lose the mail from Tien-tsin to Yokohama?

CHAPTER XXIV.

I, who wanted an incident, have had one to perfection. I am thankful enough to have been one of the victims. I have emerged from the fray safe and sound.

Our itinerary lay eastward toward Kara Nor, skirting the base of the Nan Chan mountains, behind which lies the region of Tsaidam. The railway dare not venture among the mountainous countries of the Kou-Kou-Nor, and we were on our way to the great city of Lan Tchouen along the base of the hills.

Gloomy though the country might be, there was no reason for the passengers to be so. This glorious sun, with its rays gilding the sands of the Gobi as far as we could see, announced a perfect holiday. From Lob-Nor to Kara Nor there are three hundred and fifty kilometers to run, and between the lakes we will resume the interrupted marriage of Fulk Ephrinnell and Horatia Bluet, if nothing occurs to again delay their happiness.

The dining car has been again arranged for the ceremony, the witnesses are ready to resume their parts, and the happy pair cannot well be otherwise than of the same mind.

The Rev. Nathaniel Morse, in announcing that the marriage will take place at 9 o'clock, presents the compliments of Mr. Ephrinnell and Miss Bluet.

A little before 9 o'clock the bell of the tender begins to ring. Be assured it does not announce an accident. Its joyous tinkling calls us to the dining car, and we march in procession toward the place of sacrifice.

Ephrinnell and Miss Bluet are already seated at the little table in front of the worthy clergyman, and we take our places around him. On the platform are grouped the spectators anxious to lose nothing of the nuptial ceremony.

My Lord Faruskiar and Ghangir, who had been the object of a personal invitation, had just arrived. The assembly respectfully rises to receive them. They will sign the deed of marriage. It is a great honor, and if it were my marriage I should be proud to see the illustrious name of Faruskiar figure among the signatures of the deed.

The ceremony begins, and this time the Rev. Nathaniel Morse was able to finish his speech, so regrettably interrupted on the former occasion.

The young people rise, and the clergyman asks them if they are mutually agreed as to marriage. Before replying, Miss Bluet turns to Ephrinnell, and says:

"It is understood that Holmes-Holme will have twenty-five per cent of the profits of our partnership."

"Fifteen," said Ephrinnell, "only fifteen."

"That is not fair, for I agree to thirty per cent from Strong, Bulbul & Co."

"Well, let us say twenty per cent, Miss Bluet."

"Be it so, Mr. Ephrinnell."

All is arranged. The interests of the two houses have been safeguarded. The deed is then signed, first by them, then by the witnesses, then by Faruskiar, and by other signatures follow. At length the clergyman adds his name and flourish, and then closes the series of formalities according to rule.

"There they are, riveted for life," said the actor to me, with a little lift of his shoulder.

"For life—like two bullfinches," said the actress, who had not forgotten that these birds are noted for fidelity.

"In China," said Pan Chao, "it is not the bullfinch, but the mandarin duck, that symbolizes fidelity in marriage."

"Ducks or bullfinches, it is all one," said Caterina philosophically.

The ceremony is over. We compliment the newly married pair. We return to our occupation. Ephrinnell to his accounts, Mrs. Ephrinnell to her work. Nothing is changed in the train. There are only two more married people.

Faruskiar no longer disdains to mingle in our conversation. He is a charming man, well informed and witty, with whom I shall become better acquainted when we reach Pekin. While the train is running at full speed, we talk of one thing and another. With regard to Kachgar, which had been mentioned, Faruskiar gave us a few very interesting details regarding the province, which had been so greatly troubled by insurrectionary movements. It was at this epoch that the capital, holding out against Chinese covetousness, had not yet submitted to Russian domination. Many times numbers of Celestials had been massacred in the revolts of the Turkestan chiefs, and the garrison had taken refuge in the fortress of Yanghi-Hissar.

Among these insurgent chiefs there was one, a certain Ouall-Khan-Toulla, who for a time had become master of Kachgar. He was a man of great intelligence, but of uncommon ferocity. And Faruskiar told us an anecdote, giving us an idea of these pitiless Orientals.

"There was at Kachgar," he said, "an armorer of repute, who, wishing to secure the favors of Ouall-Khan-Toulla, made a costly sword. When he had finished his work, he sent his son, a boy of ten, to present the sword, hoping to receive some recompense from the royal hand. He received it. The Khan admired the sword, and asked if the blade was of the first quality. 'Yes,' said the boy. 'Then approach!' said the Khan, and at one blow he smote off the head, which he sent back to the father with the price of the blade he had thus proved to be of excellent quality."

The day passed without incident. The train kept on at its moderate speed of

forty kilometers an hour, an average that would have been raised to eighty had they listened to Baron Weisschnitzdorfer. The truth is that the Chinese driver had no notion of making up the time lost between Tchertchen and Tcharkalyk.

The country is changing as the railway runs south of the fortieth degree, so as to skirt the eastern base of the Nan Chan mountains. The desert gradually disappears, villages are not so few, the density of the population increases. Instead of sandy flats, we get verdant plains, and even rice fields, for the neighboring mountains spread their abundant streams over these high regions of the Celestial Empire. We do not complain of this change after the dreariness of the Kara Koun and the solitudes of Gobi. Since we left the Caspian, deserts have succeeded deserts, except when crossing the Pamir. From here to Pekin picturesque sites, mountain horizons, and deep valleys will not be wanting along the Grand Transasiatic.

We shall enter China, the real China, that of folding screens and porcelain, in the territory of the vast province of Kin-Sou. In three days we shall be at the end of our journey, and it is not I, a mere special correspondent, vowed to perpetual movement, who will complain of its length. Good for Kinko, shut up in his box, and for pretty Zinca Klorik, devoured by anxiety in her house in the Avenue Cha-Coua!

We halt two hours at Sou-Tcheou. The first thing I do is to run to the telegraph office. The complaisant Pan Chao offers to be my interpreter. The clerk tells us that the posts are all up again, and that messages can be sent through to Europe. At once I favor the "Twentieth Century" with the following telegram: "Sou-Tcheou, 25th May, 2:25 p. m. Train attacked, between Tchertchen and Tcharkalyk, by the gang of the celebrated Ki-Tsang; travelers repulsed the attack, and saved the Chinese treasure; dead and wounded on both sides; chief killed by the heroic Mongol grandee, Faruskiar, general manager of the company, whose name should be the object of universal admiration." (To be continued.)

RELIGIOUS REVIVAL NEAR?

One of the World's Great Spiritual Movements Indicated.

From England and from all parts of the United States come reports which would seem to indicate the possibility of one of the great religious movements which have manifested themselves at various times during the last century. In many large cities, notably in some of the Western States, the revival of religious interest has led to the occasional suspension of business in order to facilitate attendance upon special meetings.

For some time, and particularly during the last twelve months, says the Rochester Democrat and Chronicle, prophets have not been lacking who have predicted the revival wave, the advance influence of which is indicated daily in the news dispatches, and the manifestations do not greatly surprise other thinkers who, without assuming the gift of prophecy, base their belief in a coming revival upon the precedents afforded by history.

As a rule, with the usual exceptions not greatly in evidence, all of the great manifestations of religious interest in the nineteenth century were preceded by aggressive assaults upon some one or more of the fundamental principles of what is broadly denominated evangelism. In the earlier years of the century these attacks were based upon the writings and teachings of Paine, Voltaire and others. It was subsequently realized that these writers and thinkers, while they attempted to cut the underpinning of religious faith, afforded nothing tangible as a substitute. In simply denying fundamental doctrines they were destructionists, pure and simple.

It has never been considered surprising, therefore, that the men, some of them of gigantic intellect, who differed from the iconoclasts, rallied to their standard and organized for defense. This defense had the twofold effect of arousing public interest in theological questions not only but of attracting the attention of people otherwise conservative in religious matters. The result was such notable revivals as that which swept the country in the time of Finney. Midway in the century and again just before the beginning of its last quarter there were special manifestations of religious interest, in each case following more or less violent attacks upon cardinal doctrines of faith.

While it would not be strictly accurate to say that these attacks are antetypes of the trend of thought in many quarters on doctrinal lines in the first four years of the twentieth century, it is clear to every nonprejudiced observer that there is a certain tendency to discredit authorities and beliefs which have been understood to underlie the entire evangelical structure. So true is this that many who have hitherto adhered to certain doctrines now find themselves adrift on a sea which is, to say the least, sufficiently tumultuous to produce an undercurrent of doubt in their minds. Many of these iconoclastic views, which just now find such wide and rapid dissemination, are no doubt at best founded upon speculations which form as yet but hypotheses; yet they are none the less unsettling in their effect on the faith of mankind.

It is not strange, then, that following the precedents of the past, there should be a reaction and that this reaction should still follow precedents in taking on the form of renewed religious activity.

Easily Described.

Ostend—Paw, what is a platform humorist?

Paw—A platform humorist, my son, is a chap who stands on the back platform of a car and makes jokes when a woman steps off backward?

The more we study, the more we discover our ignorance—Shelley.

FARMS AND FARMERS



Stalls for a Dairy Stable.

Here is a dairy stable fitted with stalls that are easily constructed, inexpensive, comfortable and clean for the cows. It is described in the Jersey Bulletin, as follows:

A is of pure clay, tamped hard and sound. The cow's front feet stand on this part, and when she lies down the bulk of her body rests on this part of the platform. B is a hardwood board, 16 inches wide and 1 1/2 inches thick, on which rests the cow's hind feet. The clay and the board make a platform 4 feet 6 inches at one end and 4 feet 2 inches at the other. The outer edge of the board is nailed to the inner edge of the gutter.

The manure gutter (C) is 16 inches wide and 5 inches deep, with hardwood sides and concrete bottom. The manger shown in the sketch is wood, but should be of cement, and



STALLS WITH STANCHION TIES.

so arranged as to be flushed with water to clean it thoroughly.

For ordinary dairy cattle no fastening is so economical of room and feed as the swinging stanchion. For high-priced cows I would like some other fastening that would be less restraining.

The bucket (D) is the patent watering device.

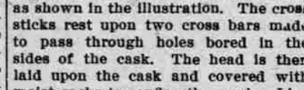
The advantages of this platform over wood and concrete are: 1st. In cheapness; 2d. easy repair, and renewal when necessary; 3d. the comfort to the cow—especially to her knees—causing no big knees; 4th. the ease by which it can be kept from getting foul.

Having examined the multitude of patent stalls and devices for cows, and having tried several of them, I know of none better—even if the owner be a millionaire.

Of course a moderate slant is given the platform, including the board, and the clay is kept built up flush with the surface of the board. The body of the cow—including her udder—when lying down, rests on the clay, which, when bedded lightly with the usual litter, makes an easy and clean resting place.

A Home-Made Smoke House.

A large cask or barrel may be used for smoking a small quantity of meat. To make this effective, a small pit should be dug, and a flat stone or a brick placed across it, upon which the edge of the cask will rest. Half the pit is beneath the barrel and half is outside. The head and bottom may be removed, or a hole can be cut in the bottom a little larger than the portion of the pit beneath the cask. The head or cover is removed while the nams are being hung upon cross sticks as shown in the illustration. The cross sticks rest upon two cross bars made to pass through holes bored in the sides of the cask. The head is then laid upon the cask and covered with moist sacks to confine the smoke. Live coals are put into the pit outside of the cask, and the fire is fed with damp



A BARREL SMOKE-HOUSE.

corn cobs, hardwood chips, or fine brush. The pit is covered with a flat stone by which the fire may be regulated, and it is removed when necessary to add more fuel.—Montreal Star.

Stacking Alfalfa.

Throughout the western half of the United States alfalfa hay is commonly stored in stacks in the field. Alfalfa stacks will not shed water as readily as stacks of grass hay. In the arid regions there is little danger from rains during the season of storage, but in humid climates it is necessary to store the hay in barns or else cover the stacks with large tarpaulins, or they may be topped with grass. Otherwise the percentage of waste is very large. In any case there is likely to be some waste, for which reason the stacks are made large, thus reducing the proportionate amount of waste. In the alfalfa regions of the west the stacks are as high as the hay can be handled easily and may be 200 feet or more in length. The size of the stack is then limited chiefly by the convenience in bringing the hay from the surrounding field.

Will You Build a Silo?

Ten years ago it would have been somewhat risky to advise that a man with as few as a dozen cows built a silo, but as builders have learned more

about the construction of a silo the cost has been materially reduced, notwithstanding the increase in the cost of lumber. It is not within the province of this department to give the names of silo builders, but they are easily obtainable from advertisements in various agricultural papers or by inquiry to the experiment station of your State.

That the silo is one of the most economical ways of preserving food for cows is well known and frequently one can find a structure in the neighborhood which he can copy with a few instructions if he is handy with tools, for they are not difficult to build. The silo does away with much of the disagreeable work of corn harvesting and furnishes a food for the cows as good as the green food in the shape of steamed clover that is so valuable for poultry. If you can find any farmer within reasonable distance of you who owns a silo it will pay to visit and talk with him.

Sowed Corn for Forage.

While the pasture may be all that is desired throughout the summer, there is always danger of drought of considerable severity, hence it pays to be prepared for it by having a forage crop of some kind. Possibly it will not be needed, though it will not be lost, for it can be used to furnish hay, which is always desirable. While a number of grains and grasses are used for this summer forage, nothing is more reliable than sowed corn, and by making repeated sowings at intervals one will have something to feed in the late summer and fall.

While there are differences of opinion as to whether field or sweet corn is best for this purpose, both are good, although we think the sweet corn furnishes the most desirable forage. Compromise the matter and test it for yourself by sowing both. Of course, if one has a strong field of alfalfa, this will come in handy to help out the pasture, but still the corn will not come amiss, and it is not an expensive crop to raise in this way, costing but the seed and the use of the soil.

Simple Wagon Bed Hoist.

A simple arrangement for removing the beds or ladders from a wagon may be made as shown in cut. To the joist of loft attach two pulleys, c. Through each of these pass a 1/2-inch rope, one end of which is connected with a stretcher made of two cross bars, d and e. The other end of each rope is



WAGON BED HOIST.

passed around the windlass, a, and fastened. When the wagon is driven into the shed, the slings are slipped over the ends of the box and the windlass revolved by means of a lever, b, drawing the box upward and out of the way. For ladders or racks of any sort in place of cross bar, e, attach a ring like f to the end of each rope, which can be fastened by hook to the frame. The windlass, a, should be about 6 inches in diameter and pierced at a convenient height with four holes for the levers.—B. M. Scully, in Farm and Home.

Poultry Notes.

When alfalfa cannot be had, give the chicks a chance at red clover.

Give the hens and young chicks a chance for an occasional dust bath, which will drive away lice.

Quarrelling hens should be separated, as a hen that is worried will not do her best at laying.

Poultry raising is now the fad in Florida, where the industry has long been neglected.

An ugly rooster should be disposed of. He is as dangerous in the flock as when running at large.

When killing fowls, let the blood drip into a pail of bran, as the mixture makes a splendid food.

Grit, oyster shells or a baked mixture of salt and charcoal should always be available for the hens.

It will soon be time to dispose of the old hens, which should be done along in the summer when they quit laying.

A poultry raiser gives the following combination for morning feed for laying hens: Mash of bran and dry cut alfalfa, equal parts, 5 per cent meat and blood meal, same amount of crushed charcoal, the whole seasoned with salt.

Gathered in the Garden.

Keep the soil well stirred. Keep the weeds out of the strawberry patch.

Hoe the lima beans and train them on the poles if necessary.

No plant so strenuously demands freedom from weeds as the onion.

Don't cut asparagus much after the third week in June. Clear out the weeds, stir the soil and apply commercial fertilizer or manure.

THE RUSSELLIAN

General Linevitch, who is said to have reported to St. Petersburg that owing to the destruction of the Russian fleet his troops practically are in revolt, has been in command of the forces in Manchuria since March 15 last, when he succeeded Kuropatkin. General Linevitch was born in 1838, and first saw military service in the Caucasus from 1859 to 1864. Next he fought in the Turkish war, and was made a colonel in 1885 while battling with the Turkomans in North Persia. In 1895 he was first sent to Manchuria, and in the Boxer outbreak in China in 1900 he participated in the march to Peking. When the war with Japan opened Linevitch was in command of the First Siberian Army Corps. Twice he has received the Cross of St. George for marked personal valor.



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Henry Clay Frick, chairman of the committee that made the report scoring the lax business methods of officers of the Equitable Life Assurance Society, is well known as a manufacturer and capitalist. He controls the H. C. Frick Coke Company, the largest concern in the world; is chairman

of the board of directors of the Carnegie Steel Company, and in various financial enterprises takes a leading part. Mr. Frick was born at West Overton, Pa., Dec. 19, 1849. He began life as a clerk, but after a few years embarked in the coke business. During the strike at Homestead, Pa., in 1892, he was shot by a striker.

George Von Lengerke Meyer, United States Ambassador to Russia, who conducted the correspondence between President Roosevelt and the Czar, with the object of effecting arrangements by which Russia and Japan might be brought within reach of peace negotiations, is a distinguished and wealthy citizen of Massachusetts. He was appointed ambassador to Italy

in 1900 and a short time ago was transferred to the Russian capital. Ambassador Meyer is 47 years old, and was graduated from Harvard University in 1879. He has been a member of the Boston Common Council and of the Boston Board of Aldermen, and also has served in the State Legislature, having been Speaker of the House three terms. He is a director in various corporations.

John F. Stevens, chosen to be railway expert of the Philippine Commission, has attained an enviable reputation as a civil engineer and in railway operation. His first engineering service of note was in connection with the City of Minneapolis. Later he located the Sabine Pass and Northwestern, served in the engineering departments of the Denver and Rio Grande, St. Paul, Canadian Pacific, Duluth, South Shore and Atlantic, and Spokane Falls and Northern. In 1888 he became chief engineer for the Great Northern and served in that capacity until he accepted the position of second Vice President of the Rock Island System in charge of operation.

Rev. Dr. Eric Norellus, who has been re-elected President of the Swedish Lutheran Augustana Synod of America, is one of the pioneer church workers in the West. This is the third time he has been elected to the office, having been first chosen in 1874 and again in 1898. After graduating from the Capital University at Columbus, Ohio, he was ordained in 1855, and seven years later founded at St. Peter, Minn., the school which has developed into Gustavus Adolphus College. In 1903 Dr. Norellus was made a knight of the Order of the North Star by the Swedish King.



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Maurice Maeterlinck, after witnessing a performance of "King Lear" recently, said: "It is safe to declare, after surveying the literature of every period and of every country, that the tragedy of the old king constitutes the finest, the vastest, the most striking, the most intense dramatic poem that has ever been written."

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