

ANCIENT VIEW TREE'S SHADE

Beneath Which Gray's Immortal Elong Was Actually Written. WAY TO WORDSWORTH'S OLDEN HOME

A British Officer in Petticoats—Whole Driving by Native Shepherds—The Merry Washerwoman of Madrid—Drugging at 25 Cents a Day.

London, Jan. 16.—[Special to THE BEE.]—It has been pretty well settled by literary ferrets that Gray actually composed a portion if not the whole of his immortal Elong, while sitting in the south porch of the old Stoke Pogis church, beneath the "yew tree's shade."

It is one of my favorite tramps from London to this spot in sunny weather, as there is hardly a sweeter or more restful place in all England; and I love to sit where Gray sat, beneath the yew tree's shade, and muse on the quiet and hallowed surroundings. In this way the famous yew tree of Stoke Pogis churchyard has come to possess for me a most loving and precious interest. There is no record of its age; but it was already a tree of mature growth when Gray wrote, in a churchyard between 400 and 500 years old. Its antiquity must be considerable even for the yew, which in England attains to most venerable age.

It stands fifty feet south of the old stone south porch of the church. Its top has been repeatedly cut away to preserve the tree, which is still about thirty feet in height. The girth of the trunk is a trifle over twelve feet and its huge spreading branches, reaching to the north, almost touch the roof of the church above the porch, while towards the south and south-east, fully a dozen branches from fifty to sixty feet long, reach to the ground or softly tap the heads of the ancient grasses. I should think that from 100 to 400 persons could stand beneath its gentle shade.

If you were wandering north to the main road from Wintertone to Kewick, in the county of Westmorland, England, a steep road would lead to the right and east would attract your attention. From the enclosures on either side of the road, and a narrow path through the trees, you would see a view of the old manor house and a view of the old manor house. The view is a view of the old manor house and a view of the old manor house.

Ascending a little further there is a break in the foliage to your right. Some huge trees are seen. A large stand just beyond, and suddenly the splendid foliage of Royal Hall, the seat of the Le Flemings, appear above the luxuriant shrubbery of its splendid park. Higher still you climb, and the view of the old manor house and a view of the old manor house.

Between the Littledale falls and the Westmorland coast, the view of the old manor house and a view of the old manor house. The view is a view of the old manor house and a view of the old manor house.

I have pride in my own achievements as a writer, but I have pride in my own achievements as a writer. The view is a view of the old manor house and a view of the old manor house.

When your tourist fancy leads you into Scotland, go further. It is but a little distance from Aberdeen, Peterhead or Wick to the Shetland Islands. Their people are very hospitable, and their manners are very courteous, and their manners are very courteous.

When you visit the islands happens in May or June. The Peterhead and other whaling ships formerly completed their crews at Lerwick, and these were always periods of great activity. Of late years, however, whaling has been principally confined to driving the monsters ashore. This exciting work is often tremendously profitable.

As the value of the whaler will average \$20 per ton, the whaler will average \$20 per ton, the whaler will average \$20 per ton. The whaler will average \$20 per ton, the whaler will average \$20 per ton.

When a drove of "caving" whales appear on the coast, the news spreads like oil-drops on marble. As the whole town of St. Ives, Cornwall, goes mad when a school of penguins is sighted, so does every fish whaler, and desert every other vocation, even to a wedding. When the "drive" is a rush, is made by the men or the boats, while women and children wildly collect guns, ammunition, harpoons, scythes, lances, knives and even bags of stones, and all are ready to do what may assist in the hoped-for destruction.

The whalers make all haste and splendid tuning in getting between the whales and their spears. Yours for a clear head, Bruno-Setzer.

GREAT RIDES BY AMERICANS

Feats of Our Soldiers and Plainmen Beat the World. PHENOMENAL PERFORMANCES IN THE WEST

Records of Some Long Distance Rides That Have Been Authenticated—Marvelous Endurance of American Men and Horses in Emergencies.

The recent race of Austrian and German officers between Berlin and Vienna was thought of sufficient importance to be chronicled in the newspapers. This long distance ride was considered a remarkable feat, and so it was, but American men and horses have done much more in the regular line of duty that they take such feats as matters of course, and their astounding achievements seldom find their way into the newspapers; much less are they chronicled across seas and continents.

It is not easy to make a comparison between the old and the new world riding, but the conditions are entirely unlike, but the distinction is not in the credit of the American. The European race which set two continents talking was won by Count Stalherberg, an Austrian, in seventy-one hours and thirty-one minutes. The distance was 300 miles. The count's weight was given at 125 pounds, and his animal carried little else but a saddle and a bridle. This ride was through a civilized, well settled country, with roads, and every convenience had been arranged for beforehand. The mounts were picked animals selected for officers' use and had been prepared for the occasion. The count's horse fell from exhaustion at the end of the journey, and the Austrian died the day after his arrival in Berlin.

There are traditions of many of the wonderful feats on the western plains, but only such records as have been authenticated will be considered here. In 1828, an American soldier made in Kansas, in regular service and not on "picked" points, a military march of 1,000 miles. The march was made in a single day, and the rider was accompanied by a pack of mules and a pack of horses. The rider was accompanied by a pack of mules and a pack of horses.

Perhaps the American ride corresponding most nearly in distance with the European record was that of William F. Cody, "Buffalo Bill," made in Kansas in 1828, when the state was comparatively unknown. We are not compelled to take the famous account of his ride as a matter of fact, but Sheridan has left the record in his biography. That commander started out in mid winter to punish the troublesome redskins and got as far as the mouth of the Arkansas. The next day he was surrounded by the enemy in a valley, and the colonel was killed. The next day he was surrounded by the enemy in a valley, and the colonel was killed.

On this same occasion Captain F. S. Dodge marched his command eighty miles in six days, and his troop rode over 1,000 miles in twenty-four hours and one-half hours. The distance was 100 miles. The count's weight was given at 125 pounds, and his animal carried little else but a saddle and a bridle.

In 1874 four men of company H, First cavalry, rode dispatches from Fort Harney to Fort Warner, 140 miles, over a bad road, in twenty-two hours, eight and one-half hours, and one-half hours. The distance was 140 miles. The count's weight was given at 125 pounds, and his animal carried little else but a saddle and a bridle.

In 1877 while Chief Justice was rampant, General Miles and Captain Ezra B. Fuller and five men out on a long trip over hostile territory. They left Fort Kough with a horse and pack and traveled through the mountains and back to Fort Kough, making the round trip of 300 miles in twenty-two hours, eight and one-half hours, and one-half hours. The distance was 300 miles. The count's weight was given at 125 pounds, and his animal carried little else but a saddle and a bridle.

In 1882 Lieutenant Bell of the Seventh cavalry rode 100 miles through the Bad Lands, in western Nebraska, in twenty-two hours, eight and one-half hours, and one-half hours. The distance was 100 miles. The count's weight was given at 125 pounds, and his animal carried little else but a saddle and a bridle.

In 1873 Colonel McKenzie rode his command before the battle of Kickapoo, Indians, beat them in a sharp fight. The distance was 100 miles. The count's weight was given at 125 pounds, and his animal carried little else but a saddle and a bridle.

Colonel Lawton once rode a troop of cavalry from the Red Cloud agency to Sidney, Neb., 125 miles, in twenty-four hours. One of his scouts named "Edwards," on another horse, being covered in thirty-two minutes, traveled 110 miles in twenty-three hours.

Stage coaching is a little foreign to the Americans, but the American stagecoach is a little foreign to the Americans. The distance was 100 miles. The count's weight was given at 125 pounds, and his animal carried little else but a saddle and a bridle.

A new record in long distance racing was made within the next few months. The distance was 100 miles. The count's weight was given at 125 pounds, and his animal carried little else but a saddle and a bridle.

HOW MICHAEL MADE HIS PILE!

Interesting Story of How a Westerner Got His Wealth. HIS COMPOUND FOR CURING FEVER

Wrestling with the Fleckle Goddess That Resulted in Connor's Gaining Every Fall and His Final Leap to Competency Recalling Early Days in Leadville.

So many fortunes have been made in the west that it is a commonplace thing to say that a man came out here with nothing and is now rolling in wealth, but the story of Michael Connor's wrestle with fortune possesses more than ordinary interest. Connor is now the proprietor of a flourishing Madison street saloon in Chicago and owns property in that city of considerable value, besides possessing paying mining stock and a resourceful bank account. He is now in the city on his way to Denver to look into an engaging speculation in which he intends to engage.

In 1878 Connor was a nomadic being, flitting from place to place and always waiting to leave the town in which he happened to be. A few dollars was quite a fortune in his eyes and the possession of a few silver coins would often induce him to undertake hair-brained expeditions. He rarely saw greenbacks or gold coins, as his earnings, when he worked in small mines, he generally managed to live up to his income. He had no particular occupations, but he could do many things. At times he was a waiter, or, as he termed it, a "hash slinger." Then he could wash dishes in saloons and eat in small ones. He could also tend bar, where no mixing drinks were asked for and could mend umbrellas, paint doors and window sills, and do many other things.

After wandering around through the west Connor one day found himself in Leadville, Colo. It was in July, 1878. In vain he sought work, but he was not long before he had plenty of chances to wield a shovel in a pick, but there was no cooking, "hash slinging" or dish washing for him to do. He was not in much demand and the work was ridden in darkness. The colonel was accompanied by four half breeds, among them a "Baptist," often mentioned by Captain John Bouker, who had been in the frontier. The next day two Indians on fresh horses made the return trip in twelve hours.

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