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"WE WANT GOOD ROADS."

By A. W. Campbell, C. E., Road Commissioner of Ontario.

The Great Need of This Country is Good Roads--How to Build Them Economically Explained by an Expert--Useful Hints and Diagrams to the Road each side of the roadway underneath it shall be done by gouging with the without yielding, twice the load which lant cavalry officer, who had been

where stone can be had, either as bed fering with the drain. If, however, that in the hardened centre of the road. Wherever there is a slight depression localities wide tires are objected to unrock or as field boulders. Some town- these ditches are sharp and deep, the It is very unwise to excavate and soft- they dump a load of gravel large en- der the argument that they increase highway by five men, who demanded

stone to be placed in bottom of the el will be found upon these roads, reter from the adjoining land before it the roadway, obliging the travel to folto the roadway, obliging the travel to folto the roadway, obliging the travel to folto the roadway obliging the roadway of clothing road, and the finer at the top. This quiring only that the centre should passes under the roadbed. grading of the stone is done by means be raised by cutting off the sides. After the screen attachment. If the this is done as above described, a light the effect of underdraining in his fields tenance of a good and economical system. stones are placed in the road without coating of clean gravel to fill the ruts will at once recognize its usefulness in being graded in this manner, the small- and depressions and restore the crown road-making. In the fall, water will the township for their repair as soon er stones wear more rapidly than the will frequently make an excellent road. be rapidly removed from the bed of the as signs of wear appear. However ex-Large stones at the surface, moreover. are more apt to become loose, to roll For a country road there should be placed in the roadbed, 1st, a layer of the road and left as it falls, a mound o under the horses' feet or the wheels. stones such as will pass through a 21-2 loose material, avoided by the users of the road until late in the fall when the such as will pass through a one inch such as will pass through a constant a const ings-that is, the dust and chips creat-

ed in crushing.

road. Granites, which are found in many parts of Canada, make good road metal. Trap rock is the best obtainable. Gneiss is very frequently a good rock The latter with other receptacle to hold all the moisture its hard stones, are frequently found as boulders scattered over the southern parts of Canada. In using field boulders, care must be taken to reject such stones as are evidently softened by exposure. Rocks which crumble readily under successive blows of a hammer; or which show iron stains when broken should be discarded. A little experience will quickly teach a judicious heavy roller. It can be largely reme roadman to detect boulder stone which

is unfit for road purposes. broken stone to consolidate into a compact layer. A sprinkling of stones nearly the same end will be accomplish- autumn and spring will usually leave had caused other portions to be deover the surface is useless. It merely ed but less perfectly, and requiring a a graded road as shapeless and rough stroyed. An obstructed drain would impedes travel on what might otherwise be a good dirt road. Six inches over the road does comparatively little drained, there will be a foundation for course after watercourse in order to men," said he to Romanin, "one of the of broken stone is the least which should be used in making a durable ed which hold water, and other wheels when applied. should be used in making a durable avoiding the necessity of constructing out what you have about you, other roadway for any purpose; and it should drains through farm land in the nature. It is texture, by attraction, a certain land in the nature. be the aim of councils to thicken this est damage is done. covering as circumstances will per-

PLACING THE ROAD METAL. be placed on the road, it is necessary pede the flow of water. Ruts runter poured into a pail will rise hightime to save the road from injury road on hills. This is especially noto have a knowledge of why it is plac- ning lengthways with the road form er and higher, until it flows which could not be remedied; and in ed on the road. This is a matter to trenches to cut off the flow of water in the side of the pail, or until it flows time to save much labor and expense which very few of our roadmakers have from the centre to the drains. To over the top. Underdraining supplies in making possible repairs. few could give an intelligent answer to the question. The popular idea is that the stone makes a sort of carpet for a while; in a short time it will be forced down into the soil to form a bottom; on this more gravel or stone will have to be placed; and that this process will have to be continued indefinitely until a good road is made. There is even a very general belief that it is not necessary to drain a road; but that the only means of accomplishing the desired end is to pile on gravel year after year; and that water, unless it actually floods over AN EASILY MADE STONE CULVERT the top of the road, has little to do with the matter; and that so long as the actual surface of the road does not get wet it does not matter how boggy

it may be underneath. In the intelligent construction of a trary, a good dash of rain will flush road, the intention of the gravel or away the dust which has accumulated; stone coating is to form a wearing and which if it remains on the road in surface and protect the soil under- time of steady rain and slush, acts as stone cannot as a matter of fact, be the surface of the road. entirely impervious; but so far as the coating of these materials does prevent the water passing through to the sub-soil, it fulfills the greatest por-

To accomplish this to the greatest possible extent there are several points which it is necessary to pay attention to, 1st, the road must be crowned or rounded up in the centre; 2nd, the material must be as compact and as solid as possible; 3rd, the surface of the road must be smooth.

CROWNING. By having the road crowned or rounded up in the centre, water is at once thrown to the sides where it can be carried away in the drains. If the road is flat on the top, or if hollow, as many roads of Canada are, water stands on the road, soaks down through the road covering, and softens the soi! gravel, so that when a loaded vehi-The soil is plowed up. mixed

of the road is largely destroyed. The means of providing a proper away, it is useless. crown must depend on circumstances. For an average country road on which. The importance of keeping the roada grading machine is used the best bed dry, cannot be too thoroughly immethod will be to first round up the pressed. Clay in thick beds, when dry, natural soil giving it a less crown will support from 4 to 6 tons per then it is intended the finished road square foot, of surface, according to shall have. This completed, pass the the quality of the clay. If only modergrader over one side of the centre, ately dry it will support only from 2 cutting off the top and turning the to 4 tons per square foot of surface. loosened dirt to the sida; then pass If the clay is wet and soft it will yield the grader back along the other side, to almost any load. turning the loosened dirt to the side. Gravel, if well compacted, forms a This will leave a flat surface in the much stronger roadbed, is less yieldcentre of the roadway, along each side ing to the action of moisture and for of which is a shoulder of loose earth, this reason, even for a thin surface forming a shallow trench. In this the coating, strengthens the road somegravel should be placed, spread with what. But the real strength of the

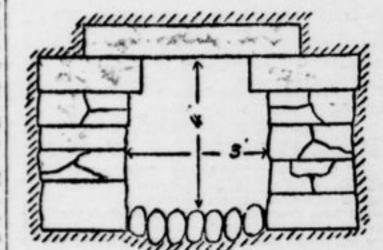
the shape of the roadway. Old gravel roads are commonly flat, half to one ton per square foot; and in ridges. with square shoulders at the for this reason it is well to remove such edge of the ditches. In this case, the soils, securing, if possible, a gravel, better plan is to cut off these shoulders clay or sand foundation. throwing the loosemed earth outward. The ditches are usually very wide and flat, the road having been graded by

the road compels them to drive along year. One year's statute labor with omical methods. this mound. Gradually it is flattened the annual appropriation, spent in pro-

it falls even before it is cut into ridges drained, the traffic during the ensuing weakening of the bridge at this point by wheels and the feet of horses. When it has been cut into ridges it acts as a surface will receive. In this way the whole surface and foundation of the road is softened, is readily cut up and

The best remedy for this waste in roadmaking, is to spread the road metal to conform to the required surface of the finished road, and then thore oughly consolidate it by the use of a died also by taking proper care of the road, if a roller cannot be had. By There must be sufficient body of raking the loose material into the ruts sand and clay; and thoroughly rolled. and wheel tracks as fast as they appear,

A SMOOTH SURFACE.



such roads rain is always an injury. With roads properly built, on the con-Of course, gravel and broken a sponge to absorb moisture and soften

KEEP THE ROAD DRY. moisture can be removed before great ten axle deep with mud, is to be at- way. damage is done. The means to be tak- tributed very largely to a wet sub-soil en with regard to the actual surface which has been honey-combed by frost. of the road have already been com-

THE OPEN DRAIN. knolls and holes.

FOUNDATION.

a rounded surface and the loose dirt road must lie in the subsoil. Vegetable at the sides levelled off to conform to moulds and alluvial soils are weak, having a sustaining power of only one-

secure a strong foundation, it is fre- As soon as such roads dry up showing ing, on a badly graded, badly drained age are usually less necessary.

drawing the earth out of the ditches the lesser cost of excavation, since, on with a spring becomes rutted, with an occasional depression, offering an excuse tires on the contrary, are a benefit her companion succeeded in finding an BROKEN STONE.

with a scraper; so that these shoulders are localities in Canada where ders thus turned outward merely widness, and the soil is of our roadmakers to fill up the ruts inasmuch as they act as rollers to predict out of the distributed of the distri gravel is not obtainable. but en the graded roadway without inter- softer and more cheaply handled than with the coarsest gravel obtainable. serve a smooth, hard surface. In some ships have used stone broken by hand, but a stone crusher, with a screen atbut a stone crusher, who describes a screen tachment affords a much cheaper it will have to be thrown across the is very slow. At the same time, two the road, the work is considered comdrain to the roadside by hand—a pro- drains are more effective, carrying plete, except that it may be thought roads. But when wide tires are uni-The stone should be separated into ceeding seldom necessary.

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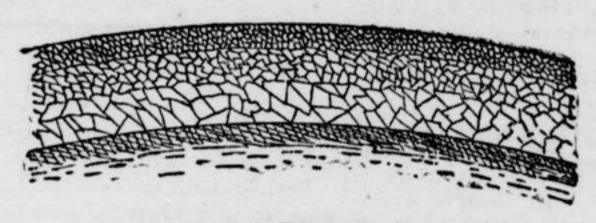
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quently advisable to use tile under- signs of being fairly serviceable, it is sub-soil. In the use of these roads the drains. Owing to the weakening effect the duty of each pathmaster to turn same recklessness is glaringly apparof water on clay, also to the retentive out, say in the month of June, and to ent. When wide tires have universally nature of clay, that soil is usually most the extent of his ability, with the sta- replaced the narrow tires which are in need of underdrainage. In gravel and sand, water is not ordinarily so destructive unless when acted upon by frost; at the same time, these latter scrapers bring the earth towards the solling usually most tute labor at his disposal, plow up the now found on farm wagons, a great part of the road question will be solved. Narrow tires of two and one-half inches in width have only one half of soils usually most tute labor at his disposal, plow up the part of the road question will be solved. soils usually provide better natural centre of the road and there dump it the bearing on the road which would outside the city walls are becoming underdrainage, as they are more por-ous, and artificial means of underdrain-separately and alone, making the road By referring to the supporting power in society at Rome, has been the vicsurface as rough and impassable as of soils discussed in the paragraph on Underdrainage may be had by means possible. Wherever such earth is "Foundations," the effect of this is of common field tile. It is usually brought from the side of the grade it more apparent. By the use of a six consequence, She went for a day's the open drains. One tile drain placed scraper so as to leave depressions and it could support with a three inch tire. underneath the centre of the roadbed is pockets, which will hold water. Where sometimes used. The extra cost of two a road has been gravelled, but in the low the centre or take another road. tires.

CONSOLIDATING THE MATERIAL. road and the destructive action of frost lessened. In the spring, the frost will to recommend that a man be constant-The road covering should be solid come out of the ground more quickly, and compact in order to shed the watand compact in order to shed the watand each of those periods in fall and of roads as he can attend to, devoting the central eight feet is metalled with kindly provided them with a few inthe road and left as it falls, a mound of urated, the roads are not only impassloose material avoided by the users of able on a second and surface thoroughly sate be no doubt that it would in the end open drains will have to be governed by be the most economical plan. It is the circumstances Sufficient capacity must muddy and rutted state of the side of remaining nine or ten months of the the road compels them to drive along year. One months of the corporations are noted for their econ-

This loose stuff absorbs the rain as carried on simultaneously. Unless was caused thereby; and before the



A GOOD ROAD COVERING .- Cross-section. The largest stones in the bottom and the smallest at the surface, free from

amount of water. When water in ex-become consolidated. By these and ful drainage with respect to roads, is poured out the contents of his pocket-It is evident that a smooth surface impenetrable strata, and from there would be at all times kept in a more before it can gain force and headway. go to the rear. One commissioner before it can gain force and headway. is essential to a good road. A rough it rises higher and higher until it finds serviceable condition; and of greater To know how gravel or stone should surface is necessarily such as will im- a lateral outlet; just as wa- importance, repairs would be made in the necessary outlet for this excess moisture at a proper depth from the Some municipalities have adopted the hills should be drained by placing a and cracking continues until a net and good service is to be had. work of fissures is produced, and the stiffest clay is thereby drained.

THE EFFECT OF FROST.

MAINTENANCE. It is not merely necessary to make town streets it is indispensable.

great personal loss would result. Probably one of the greatest defects of the present system of road construction is that the roads are not repaired become obstructed, and the roadway is cords per day. allowed to be flooded and saturated for

want of a little timely attention. fulness of the road at the only time er in the bottom of the road. when our roads can be called serviceable. When the weather is dry for several months in summer the ordinary

longer time. The first vehicle passing as a pioneer wagon track can be. If be opened before injury resulted to the carried in deep ditches past water- scorn. "You are very fine gentleinjury; it is when ruts have been form- the gravel or crushed stone to rest on moved from the road where they are dispose of it over the hill; thereby deputies who steal millions. Fork rolling under the wheels and the feet avoiding the necessity of constructing out what you have about you, otherin its texture, by attraction, a certain be kept raked into place until it had al watercourses. The secret of success- 'Hail Mary.'" The deputies hastily cess of this is added, it sinks to the first many other simple means the roads to dispose of water in small quantities book on the path, and was allowed to

> surface; it "lowers the water line." plan of employing a foreman and a line of tile down each side of the road-With plastic clays the process is couple of laborers to devote their whole way between the gutter and the grav- anything to do with you!" he shouted slightly different. Clay will absorb time to the roads of a district or town- el carrying these underdrains to proper at them, turned his back on them, and nearly one-half its bulk and weight of ship, and in such cases, a grader and water. In drying, it shrinks and is other road machinery is employed. the wet spot leading to the side under- ets. The commission then went back, torn in different directions. The fis- | Whatever the details of the system, the sures thus commenced by a tile drain principle should be the same throughbecome new drains to lead water to the out, that wear must be repaired as side of the roadway and at regular tinue the inspection of any more of tile, and so the process of contracting soon as signs of it appear, if economy intervals catch basins should be placed that aqueduct.

ROAD GRADERS.

A road grader is one of the most ne-The injury done to roads by frost is cessary implements for a township to caused entirely by the presence of wa-possess. To depend upon manual labter. Water expands on freezing, and or for the first grading of roads, and quickly to the drains at the side of the the more there is under a road, and the repair of others that require reabove frost line, the greater is the in- | shaping is a useless waste of labor and | jury. In freezing, water expands. The money. Improved road machinery is ruts. particles of soil in immediate contact as great a saving in roadmaking as is with the water are first compacted. the self binder or the steam thresher When room for expansion ceases within in farming operations. To neglect to the body of the soil itself, the surface use a road grader is as unwise as it is upheaved. When thawing takes would be to return to the old time place the sub-soil will be found honey- cradle and flail. If every ratepayer combed, ready to settle and sink be- took the same personal interest in the Keep the roads dry, and with very lit- neath traffic. It is therefore of the roads that he does in his farm, no munitle attention they will remain good utmost importance that the soil should cipalities would be without modern maroads. A little moisture does com- be relieved of the water of saturation chinery for road work. The grader in paratively little injury. Against some as quickly as possible by underdrain- the hands of a skilful operator will moisture it is impossible to guard. But age. The impassable condition of most do the work of fifty to seventy-five with proper precautions, the excess roads in Canada during the spring, of- men in grading and levelling the road-

A ROAD ROLLER. construction is the road roller. the roads good; they must be kept good. thoroughly consolidate the gravel or The open drains at the sides of the It is not sufficient to provide drains; stone into a smooth, hard layer, before hold water in times of freshets, and drains open and free from obstructions. renders the surface coating more durshould have a sufficient fall to carry It is not enough to merely place the able and serviceable in every way. A it quickly away. The fall should be gravel or broken stone on the road as steam roller of ten tons is too expenuniform, not a series of rises and falls, it ought to be placed; care must be sive for the majority of rural munitaken to see that the covering is kept cipalities, but in some instances town-Most important of all, in view of in place. It is not sufficient to build ships could rent from a town in the the neglect which it receives, the out- culverts; it is further necessary that district, which owns one. A horse rolllet must be ample, and always free the culverts be kept in order. It is er of six or eight tons is less expensive from obstruction. It is useless to dig folly to build roads properly if they and some municipalities may see fit a drain without providing an outlet for are afterwards neglected and allowed to purchase. In the construction of down through the gravel and into the dore. The water, a thing very commonly to remain out of repair. Every farmer broken stone roads the loose stone condone. The water merely stands in the knows that if the repairs of his barns, solidates under traffic less readily than with the gravel and the serviceability bed. Unless a drain carries the water lected as is the repair of the roads, a mains for some time very loose and

A STONE CRUSHER.

Wherever good gravel cannot be had, when the need of repair first arises. where stone for crushing is obtainable, Unless in a very dangerous state, work a stone crusher is most useful. Stone is done on the roads only once a year | can be broken by this means at a price at the time of performing statute lab- within the range of every well-popuor; ruts, hollows and other defects are lated township, although a very expen- vation Army has been organized in permitted to remain without attention sive work when performed by hand. A Stockholm, Sweden. The members and when these defects commence, they crusher can be operated by the steam | meet four times a week, and it is quite increase with great rapidity. Culverts engine used for a threshing machine interesting to watch the movements are permitted to fall to pieces for want | which can generally be rented. A of the fingers when an interesting | tie of Chevonea, 338 B. C.) of repair at the proper time. Drains crusher will prepare from 10 to 15 theme is being discussed.

A rotary screen attached to the Repairs are made once a year and crusher will separate the stone into that at a season when least required, grades according to size, ready to be having a tendency to destroy the use- placed on the road in layers, the coars-

WAGON TIRES It would seem as though in every- was served with it?

clay road baked by the sun, if kept in thing the present methods in regard UNDERDRAINING.

| but our novel system—as if to check- judgment. Gravel or broken stone is two poisons will act as antidotes to poltroon will boast that he never knew lander to keep the roadbed dry, and mate Providence—provides otherwise. dumped loosely without even spreades each other.

Narrow tires cannot be too strongly

DIMENSIONS OF ROADS.

Care must be taken in choosing the stone to be used. Some limestones make good metal; but limestone of a slaty nature, or limestones which desay rapidly on exposure to the air should be rejected. Sandstones are should be rejected. Sandstones are should be rejected. Sandstones are should be rejected. Granites, which are found in the brittle and do not unite well in the same the viding proper drains for the roads of the annual appropriation, spent in product.

A man constantly employed in this way could fill up ruts and wheel tracks way could fill up ruts and wheel tracks

Hills are among the difficult portions | Romanin, with the other commissionof the road to construct, and are a ers, and some laborers, the party conconstant source of expense for repairs. sisting of thirteen persons, set out one The reason of this usually is, that the fine morning to inspect the aqueduct, drainage is imperfect. Water is They had entered a path six feet wide, brought long distances in open drains running between the aqueduct and the by the roadside, and poured over the River Ombrone, when they noticed a hills, frequently to flood over the whole young man with a double-barrelled surface. It is not uncommon to find gun some distance ahead. When they the centre of the road over the hill got near him he brought the gun up lower than the open drains at its side- to his shoulder and quietly asked them if there are drains at all. The natural to get together 1,000 lire at once or result is that washouts are constantly he would fire. The commission nearly occurring. For conditions of this kind tumbled over backward, but as no one the simple remedy is to dispose of the showed any inclination to fight and water before it reaches the hill, by con- the path was too narrow for fight, diveying it through the adjoining fields plomacy was brought into play and an if necessary. The probability is that offer of 100 lire was made. The bri-Another common occurrence is to find after another was then called out to road on hills. This is especially noticeable after the frost leaves these spots. The surface is soft and spongy and is cut readily by wheels. Such outlets. Cross drains should be laid in soon disappeared in the swamp thickdrains in a diagonal course. Well con- picked up its emptied pocketbooks, and caved gutters should be made on each returned to Grosseto, refusing to con-

The roadway on a hill should be well road, instead of permitting it to follow the wheel tracks, deepening them to

to arrest the flow of water in these

gutters leading it into the tile under-

To Be Continued.

BRIGANDS IN ITALY.

Brigandage still flourishes in Itly. As Signor Romanin-Iacur, a wellknown Deputy, and a dozen other men were going toward Grossetto the other day for the purpose of inspecting a newly constructed aqueduct they suddenly met a man, dressed like huntsman, who levelled his rifle A most valuable implement in road them and ordered them to halt. They I have Scinde." In the dawn of the obeyed, whereupon the brigand commanded them to empty their pockets. Meanee, he said: "If I survive I Strange to say, not one of them made road should be sufficiently deep to care must be exercised to keep the it can be mixed up with the sub-soil, the least resistance, and as a result the brigand obtained a few thousand loved." francs, Deputy Romanin-lacur's involuntary contribution being five bank notes of 100f. each. Having secured this booty the fearless robber disappeared and no trace of him has since been found. On the following day wealthy landed proprietor was stabbed and robbed by a brigand within a few miles of Rome, but fortunately the police were near at hand, and they arrested the miscreant before he could escape. As this victim is said to be mortally wounded, the chances are that the criminal's career is practically here.)

DEAF AND DUMB CORPS

A deaf and dumb corps of the . Sal-

GOOD OUT OF EVIL. Patient-I'm afraid I am poisoned, loctor. I ate what I supposed were mushrooms at a table-d'hote dinner.

proper shape, is an excellent roadway; to roads in Canada are contrary to good | Doctor-Then you'll be all right. The

TWO ROMAN BRIGAND TALES

The Venus of Tivoli and the Surprise of

Brigands have begun to appear again

in the Roman Campagna, and reports of the robbery of persons taking trips tim of an embarassing adventure in courting her, and stayed so late that she lost the last train back to Rome and put them in the chaise and ordered them to drive on. They reached the city gates after 1 o'clock at night, For the average country road, a and there were inspected by the Cus-

> seto, in the swampy lands near the difficulty, with Signor Romanin, Deputy in Parliament, as Chairman, Signor do the same, but the laborers were spared. The party then withdrew a few hundred yards back, and, turning around, saw the robber shake out their pocketbooks and take the money. "Not even 1,000 lire (\$200) in the whole pack, barely 750. I am ashamed to have had

MESSAGES OF TRIUMPH.

Announced Their Victories.

Caesar: "Veni vedi, vici" (I came, I saw; I conquered.)

Sobieski: "I came; I saw; God con-

Turenne announcing the victory of Dunen over the Spaniards; "The enemy came; was beaten; I am tired;

Gen. Suwarrow, to Catherine of Russia: "Hurrah! Prague. Suwarrow." Catherine to Suwarrow: "Bravo, Field

Marshal, Catherine." In these terms Suwarrow received his promotion. Sir Charles Napier, after Hyderabad and the capture of Scinde: "Peccavi, day which was to see the battle of shall soon be with those I love; if I fall I shall soon be with those I have

Gen. Desaix to Napoleon at Marengo: "The battle is lost, but there is time to gain another."

Henry IV. of France, at Ivry, 1590: 'If the flags fail you rally to my white plume. You shall always find it in the paths of honor and victory Lawrence: "Don't give up the ship!" Marshal MacMahon, after the capture of the Malakoff by the French during the siege of Sebastopol: "J'y suis; j'y reste." (I am here. I remain

Sebastiani, after the massacre of the Poles in Warsaw during the insurrection of 1830: "Order reigns in War-

Here are some other pithy short sayings about war that are appropriate

Demosthenas: "A man that rune away may fight again." (Demosthenes had been charged with cowardice in throwing away his shield at the bat-

Marshal Saxe: "We are like cloaks -one thinks of us only when it rains. (Said of the soldier after peace was

Alexander the Great to his disaffecced soldiers: "Go home and leave Alexander to conquer the world alone. Wellington: "A great country can Doctor-Did you drink the wine that | have no such thing as a little war.' Marechal Ney: "Glory is not to be

Marshal Lannes: "No one but