

of placing this bric-à-brac of a bygone day in the *entourage* of its time, and straightway sought out a road which excellently represented the one run from London to Devonport by the old Quicksilver Royal Mail; moreover, he collected fifty odd horses, which were queer and strange like those of old, and in the spirit of a true artist sought to make the equipment conform to the epoch represented. In the old time the mails were constructed by the British Government with the same thoroughness that they give to their ironclads to-day. The very best engineers were consulted, and their specifications were handed to the constructors, who were obliged to conform to them accurately. Of this fact we have been able to assure ourselves by the courtesy of Mr. R. C. Tombs, Controller of the London Post Office, who kindly gave us access to the original documents at present in St. Martin's le Grand.

Unfortunately the modern coach-builder works by rule of thumb, and, because he has

been accustomed to put a certain camber to his axle and a certain dish to his wheel, he goes on so doing without any idea of the problem which these two points involve. This was solved years ago by the mathematicians employed by Parliament to make reports on this subject. We attempted to discover upon what principle these modern coach-builders were working, and upon investigation found that not one of them knew the law on the subject. So American coach-builders were insisting on a dish and camber that rested on a law of England totally unknown there, and which had never been in operation in America, where, unfortunately, the law regulating the crown to be given to roads has not yet been determined upon.

Hence the strange anomaly, that an old English idea, after having been offered in vain to English and American coach-builders, was finally taken up by the enterprise of a Frenchman well known in America, Mr. Guiet.

*T. Suffern Tailor.*



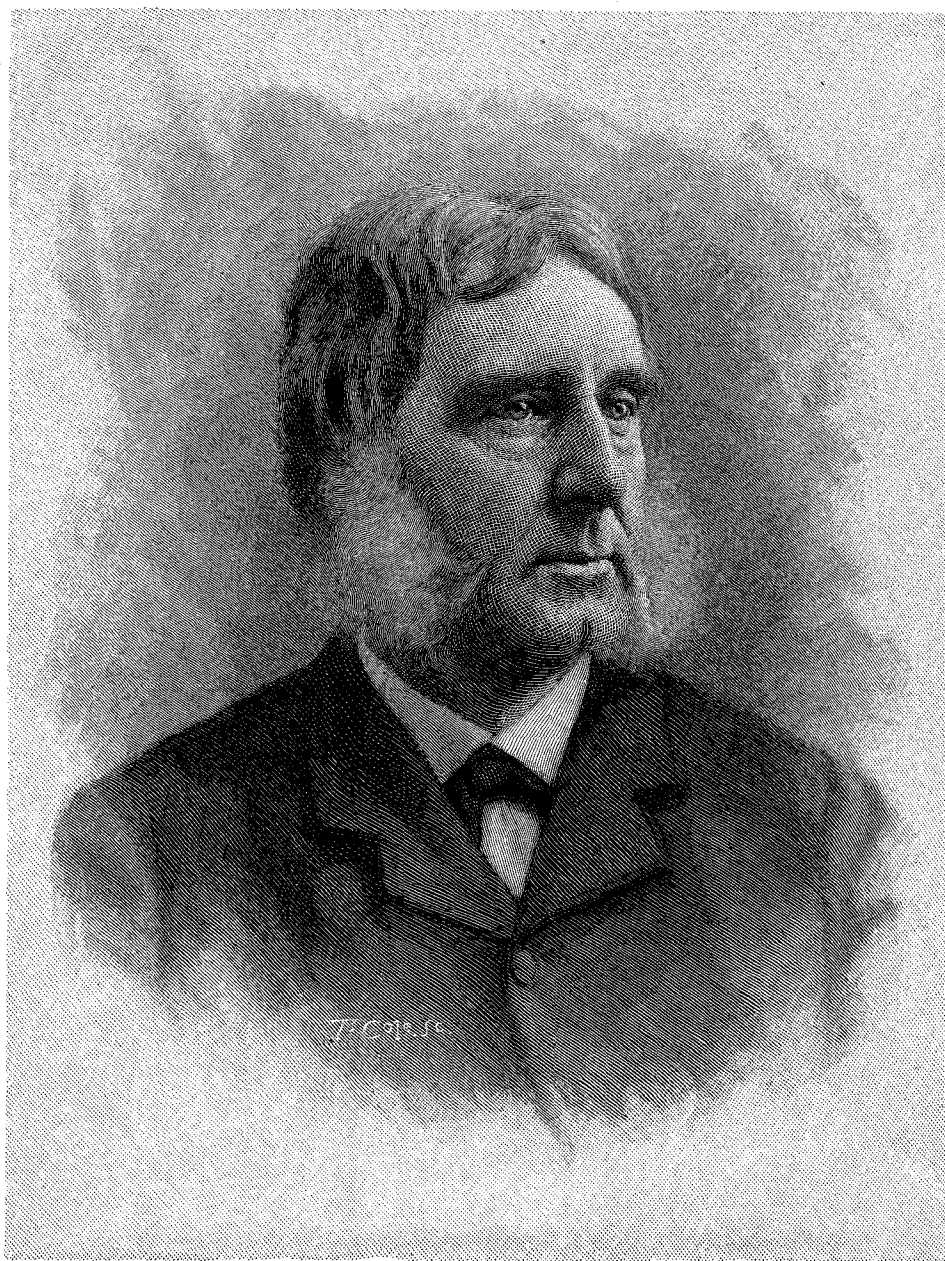
## THE ANSWER.

A ROSE in tatters on the garden path  
 Called out to God, and murmured 'gainst his wrath,  
 Because a sudden wind in twilight's hush  
 Had snapped her stem alone of all the bush.  
 And God, who hears both sun-dried dust and sun,  
 Made answer softly to that luckless one:  
 "Sister, in that thou sayest I did not well,  
 What voices heard'st thou when thy petals fell?"  
 And the Rose answered: "In my evil hour  
 A voice cried: 'Father, wherefore falls the flower?  
 For lo, the very gossamers are still!'"  
 And a voice answered: "Son, by Allah's will."

Then softly as the rain-mist on the sward  
 Came to the Rose the answer of the Lord:  
 "Sister, before I smote the dark in twain,  
 Or yet the stars saw one another plain,  
 Time, tide, and space I bound unto the task  
 That thou shouldst fall, and such an one should ask."

Whereat the withered flower, all content,  
 Died as they die whose days are innocent;  
 While he who questioned why the flower fell  
 Caught hold of God, and saved his soul from hell.

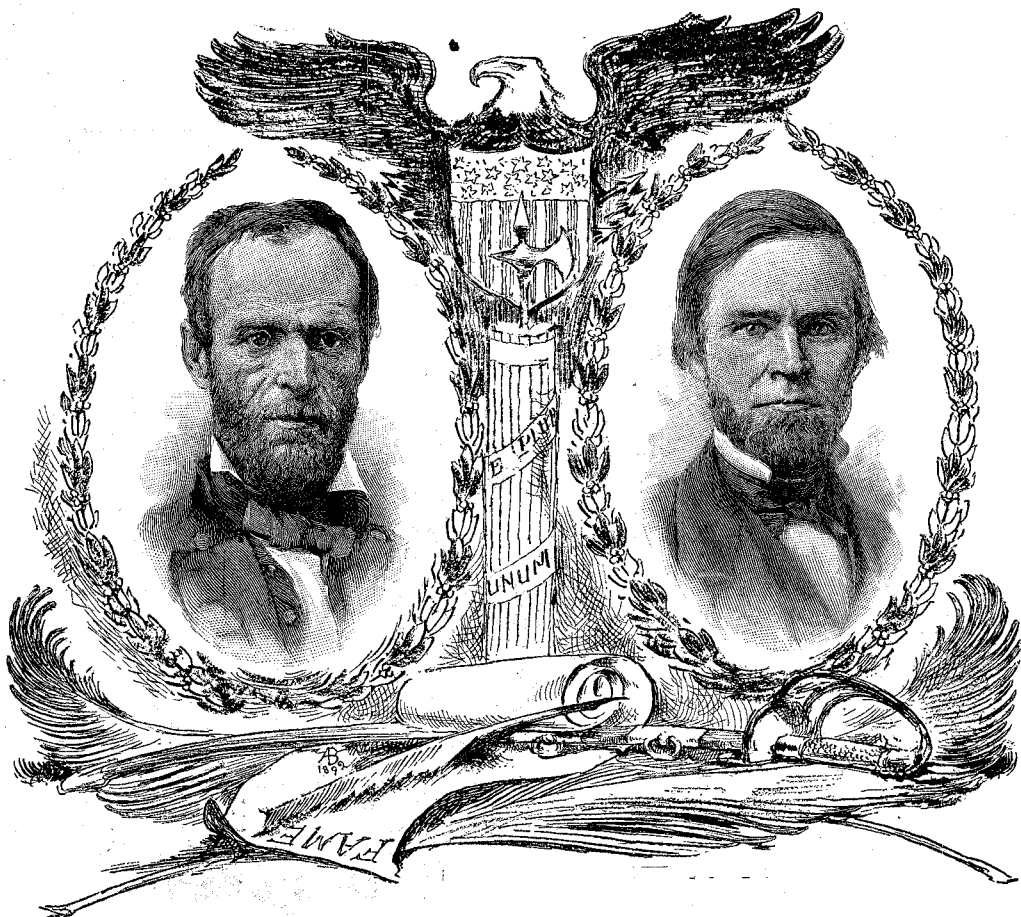
*Rudyard Kipling.*



SEE "TOPICS OF THE TIME."

*George William Curtis -*





## LETTERS OF TWO BROTHERS.

PASSAGES FROM THE CORRESPONDENCE OF GENERAL AND  
SENATOR SHERMAN.

### INTRODUCTION.



WILLIAM TECUMSEH SHERMAN was born in Lancaster, Ohio, February 8, 1820, the sixth child in a family of eleven. His father was a judge of the Supreme Court of Ohio, and a man of prominence, but died when Tecumseh was only nine years old. At the death of her husband Mrs. Sherman found herself unable to provide properly for all her children, and Tecumseh was taken into the family of his father's oldest friend, the Hon. Thomas Ewing. At sixteen he entered West Point, and four years later was graduated sixth in the class of 1840. His first military service was in Florida, but at the beginning of the Mexican war he was sent with troops to California, and so missed any opportunity for active service in the war. In 1850

he was promoted to a captaincy, and married Miss Ellen Boyle Ewing, the elder daughter of the Hon. Thomas Ewing, then Secretary of the Interior under President Taylor. In 1853 Captain Sherman resigned his commission and became a banker in California, representing a St. Louis banking-house. Owing to the financial troubles in California in 1857, it was decided to close that branch of the bank, and Sherman spent the next two years in Leavenworth, Kansas, as a partner in the law firm of his brother-in-law, Thomas Ewing, Jr. Legal work proved very distasteful to him, and in 1859 he accepted the position of superintendent of the State Military Academy of Louisiana. Here he remained until the breaking out of the War of Secession, sending his resignation to the governor upon the seiz-