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FAMOUS PEACE TREATIES

By H. IRVING KING

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TREATY OF BASLE, 1795.

The Treaty That Brought Recognition to France After Her Revolution.

The fall of Robespierre in 1794 introduced a more moderate and conciliatory spirit into the councils of republican France, while at the same time the victorious campaigns of the French armies cooled the ardor with which the hostile princes who surrounded the young republic had been prosecuting the war. The smaller German princes were especially desirous of bringing such a ruinous war to an end. At a diet of the empire it was declared that Germany had no intention of interfering with the domestic affairs of France and negotiations looking to a satisfactory peace should be begun. Before this France had, since the revolution and the execution of the king, been an outlaw among European nations. In Italy the grand duke of Tuscany was already negotiating with France for a peace, being the first of the European rulers to recognize the French republic. Austria and England, however, declared that the war must go on. But Austria had almost ceased fighting and the emperor retired to Vienna in discouragement. The republican armies held Belgium and the left bank of the Rhine and had even made conquests beyond that river.

Opened Strongholds to French Forces.

The prince of Orange fled to England and the Dutch opened their strongholds to the French forces. Savoy and Nice were in the hands of France, and the Austrians in Piedmont were held in check by Bonaparte—whose military genius was now beginning to be universally recognized and who had been promoted to be a brigadier general.

Spain, which had suffered many reverses, many of her cities being in French hands, was only kept in the coalition by the desire of the king to safeguard the children of Louis XVI and the pressure of the British. Prussia was already negotiating with France. In the spring of 1795 Hardenberg, on the part of Prussia and Barthelemy, an experienced French diplomat, on the part of the republic, concluded at Basle, Switzerland, a treaty which was approved by the committee of public safety, of which Cambaceres was the head. The Jacobins objecting, Cambaceres said: "Do you wish perpetual war? If so, I can tell the people they are ruined by too many demagogues. We shall trace the natural limits of the republic, make sure of the rivers which, after watering several of our departments, flow to the sea; set limits to the countries now occupied by our arms."

The treaty was signed between Prussia and France at Basle on April 5, 1795. By this treaty the Rhine was made the eastern boundary of France until peace was concluded with the empire and a line of demarcation fixed the neutrality of northern Germany, for which Prussia was to be responsible. By a secret article it was agreed that if, at the conclusion of a general peace with the empire, France retained the left bank of the Rhine Prussia should receive a territorial indemnity for its possessions there, the same to be taken from Austria or some other handy nation, and France would see that she got it.

Treaty With Holland.

In May a treaty was concluded with Holland by which Dutch Flanders, Maestricht, Venloo and Flushing received French garrisons. Holland paid an indemnity and gave up half her land and sea forces to France. On July 22 a treaty with Spain was signed at Basle, by which all conquests in that country were abandoned, but Santo Domingo ceded to France. The little dauphin was dead in his prison, but the princess royal it was arranged to exchange for certain French officers. At first France demanded that Spain give her back Louisiana, but that claim was abandoned. A retrocession was forced five years later, however.

Prussia, Spain, the republics of Genoa and Venice, Holland, Switzerland, Turkey, Sweden, Denmark, the Hanseatic towns and Tuscany now followed the example of the United States in entering into peaceful relations with the French republic.

PEACE OF TILSIT, 1807.

Napoleon, the Conqueror, Cut Up Europe to Suit His Needs.

The treaty of Tilsit signalized the defeat of the fourth coalition against France, which consisted of Russia, Prussia, Austria, England and Sweden. Napoleon had won the battles of Jena, Auerstadt, Eylau and Friedland; all continental Europe was at his feet; he dictated the terms of peace. The Russian army had been thrown back over the river Niemen in the northeast corner of Prussia. Napoleon went to the town of Tilsit on that river and opened negotiations with Emperor Alexander. The king of Prussia, whose domains were entirely in the grasp of the conqueror, came to Tilsit but was allowed no part in the negotiations.

In a stately pavilion erected on a gorgeously decorated raft anchored in the middle of the river Alexander and Napoleon met on June 25 and began the drafting of a treaty between Russia and France which was signed by the two emperors on July 7. Prussia was given practically a free hand in Turkey, allowed to seize, if she could, the Danubian principalities, and, in case Turkey did not assent to the peace, to have all of Turkey in Europe except Constantinople and Roumelia. The two emperors also discussed the fate of Prussia. Frederick William begged the czar to make the best terms he could for him.

What His Reason Disapproved.

Napoleon said to Alexander: "Whatever I grant to Prussia I grant at your intercession," adding that in that matter his "heart caused him to seal what his reason disapproved."

The best terms Czar Alexander could get for his friend the Prussian king were these: All the lands that Prussia had stolen in the partition of Poland in 1793 and 1795 were taken from her and erected into the Grand Duchy of Warsaw, an independent Polish state. Prussia ceded to Napoleon all her territory west of the Elbe, most of which was added to the new kingdom of Westphalia, which was constructed for Napoleon's brother, Jerome. A small portion of Prussian territory was given to Russia and a small portion to Saxony. King Frederick William was allowed to retain only Old Prussia, Pomerania, Brandenburg and Silesia. And even the latter province had "a string to it," for the king of Saxony, to whom the grand duchy of Warsaw was assigned, was to keep open a military road across Silesia. Prussia was reduced to half her former territory and deprived of her most important towns; for Dantzic became a free city and Magdeburg went to Jerome Bonaparte. Prussia was obliged to close her ports against British commerce. A war indemnity of a large amount for those days was imposed on the Prussian nation, and she was allowed to keep a standing army of no more than 42,000 men. She was reduced to a second-rate power.

Frederick William sent for his wife, Queen Louise, in the hope that her wit and beauty might induce Napoleon to recede somewhat from these hard terms. But she was unsuccessful and on July 9 the treaty between Prussia and France was signed.

Hard as the conditions imposed on Prussia were Napoleon had been too lenient; for he left the bandit nation still in existence, the Hohenzollerns still on the throne, the germs of woes unutterable to future generations. Afterwards, at St. Helena, Napoleon bitterly regretted that "his heart had sealed what his reason disapproved."

Regretted Great Haste.

"I was in too great a hurry at Tilsit" said he. "I should have remained a year on the Niemen and in Prussia and then devoured Prussia. I should have deposed Frederick William and issued a proclamation declaring that the house of Hohenzollern had ceased to reign."

Says Lord Rosebery: "It is strange indeed to observe how heartily, as if by a foreboding, he hates Prussia."

Not strange at all, for his keen mind in the retirement of St. Helena saw even more clearly than at Tilsit the danger to the world of Prussianism under the lead of the robber barons of Zollern.

Prussia immediately after the treaty of Tilsit began to circumvent the conditions with regard to her army by instituting short terms of enlistment so arranged as to amount to universal military service, and to prepare the way for her future aggrandizement. One hundred and seven years from the time she seemed utterly crushed she attempted world empire—and nearly "got away with it."

By the treaty of Tilsit Czar Alexander agreed that if England did not assent to the peace he should declare war against her. If Sweden objected he was to send an army into that country.

In Praise of the Arab Steed.

This polyphonic prose about the Arab horse is raked up by George Jennison, in the Manchester Guardian: "Allah made the horse before man, and Allah said: 'I have called thee horse; I have created thee Arab; I have bestowed upon thee the color kohumnite, I have attached good for tune to the hair that falls between thy eyes. Thou shalt be the lord of all other animals. Men shall follow thee wheresoever thou goest. Great for pursuit as for flight, thou shalt fly with out wings. Upon thy back shall riches repose, and through thy means shall wealth come.' And he signed the horse with the glora in the middle of the forehead—the white star of glory and of good fortune.'"

Mastering Worry.

The person who knows no worry is a fortunate individual (if such a human being possibly exists), but worry as well as its first cousins, nerves, can be mastered if we sensibly take each day as it comes, smiling at its problems, and forgetting all about that "doubtful future" which some folks declare is full of woes.

PUBLIC HIGHWAYS

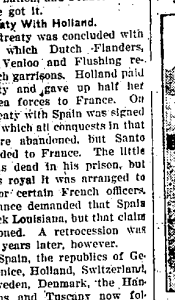
DRAG ROADS AT PROPER TIME

Fully as Important as It Is That Highways Should Be Done Right—Keep Ruts From Forming.

(Prepared by the United States Department of Agriculture.)

It is fully as important that a road be dragged at the right time as it is that the dragging be properly done. Furthermore, the difficulties involved in prescribing definite rules for determining when dragging should be done are equally as great as those already encountered in attempting to define how it should be done. Only very general statements concerning this feature of the work can properly be made here, and much must be left to the experienced judgment of those who decide when the dragging of any particular road is to be started and when it is to be stopped.

The rule frequently cited that all earth roads should be dragged immediately after every rain, is in many cases entirely impracticable and is also very misleading because of the conditions which it fails to contemplate. It is true that there are many road surfaces composed of earth or earthy material which do not become very muddy under traffic, even during long rainy seasons, and since such surfaces usually tend to harden very rapidly as soon as the weather clears up, it may be desirable to drag roads of this kind immediately after a rain. Such roads, however, would not ordinarily need to be dragged after every rain, because of the strong tendency that they naturally possess of holding their shape. On the other hand, many varieties of clay and soil tend to become very muddy under only light traffic after very moderate rains, and, it is evident that roads constructed of such materials could not always be successfully dragged immediately after a rain. Sometimes, in fact, it may be necessary to wait until several consecutive clear days have elapsed after a long rainy spell before the road is sufficiently dried out to keep ruts from forming almost as rapidly as they can be filled by dragging.



Drag on a North Carolina Road.

Well-constructed sand-clay topsoil roads should not often become muddy after they are once well compacted. They may become seriously rutted, however, under heavy traffic, during rainy weather, and are almost sure to need dragging several times each year. Such roads should ordinarily be dragged as soon after a rain as practicable as otherwise the surface soon becomes dry and hard, so that it is necessary to do considerably more dragging in order to fill the ruts. Furthermore, the material which the drag moves will not compact readily unless it contains a considerable amount of moisture.

Gravel roads can be effectively maintained with a road drag only when the gravel composing the surface is fine grained and contains a considerable quantity of clay earth. Gravel road surfaces in which this condition prevails not infrequently get badly out of shape during wet weather, and may sometimes require considerably more attention than well-constructed sand-clay topsoil roads. The time for dragging gravel roads is unquestionably while they are wet. In fact, the best results are sometimes obtained by dragging the dragging after the road has become thoroughly soaked and while it is still raining.

In general, it may be said that the best time to drag any type of road is when the material composing the surface contains sufficient moisture to compact readily after it has been moved by the drag and is not sufficiently wet for the traffic following the drag to produce mud.

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The British Kingdom.

Great Britain includes England, Scotland and Wales. It is called Great Britain in distinction from Brittany (Bretagne, Lesser Britain). In the union with Scotland in 1707, Great Britain became the official name of the British kingdom, and so continued until the union with Ireland in 1801. Since then the form has been Great Britain and Ireland.

English Words.

It would be impossible to give the exact number of words in the English language. Words are constantly being coined and foreign words are being added to the language. A recent edition of a leading dictionary gives between 400,000 and 500,000 words. Many of them are derivatives, as run, running, ran, runner, etc.

Once Powerful Empire.

No country, not even Egypt, made a deeper mark in the history of the ancient world than Mesopotamia. For thousands of years it was the seat of the Assyrian and Babylonian empires. To the bountiful resources of nature its peoples added those of art and science, and the country during the centuries waxed not only in material wealth and military power, but also in culture. The ancient glory of Mesopotamia has passed, but the glamour remains.

Only the power derived from melting glaciers and snow caps is known as white coal, while other water powers are termed "green coal." But there is another vast source of power, namely, that which may be derived from the waves and tides of the ocean; and this is now termed "blue coal."

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