

corners against the lives of their fellowmen, and the courts and juries and legislators who sell justice, disregarding the sacred trust placed in their hands, do not deserve to be shielded from the legal enactments aimed at the common law-breakers. For anarchy in high places is, if anything, more dangerous than that in less prominent positions, inasmuch as the former is constantly encouraging the latter by the contaminating example. It is the upper society that gives tone and color and form to the whole. When it is infested the corruption is sure to spread until effectually eradicated.

The fight against anarchy on the other side of the ocean has interest to our own people because of the constant access to our shores from the ranks of the nations of Europe. It is claimed, and no doubt correctly, that much of the trouble recently experienced here in connection with the railroad strike was due to the anarchistic element come from abroad. Whether this is all there is to it or not, the law-breakers of that class have now learned that the liberty of the United States is no license to barbarous Huns and Vandals to overrun this country with destruction. This being settled, may we not hope that the time is at hand when the attention of the nation shall be turned towards the great law-breakers who disdain to steal a train but do not hesitate to lay dishonest plans of a much more serious nature.

Great upheavals like the one this country has just experienced mean that there are hidden forces at work in the depths of the nation. It means that although there is temporary disorder, there are creative life and progressive power at work, as the result of which harmony and peace will evolve. Only in the frozen regions of death is absolute quietude. Where there is life, there is commotion, storms, thunder, upheavals, but they all ultimately serve some wise purpose. This is true in nature and the parallel is found in society. The attention once being drawn to the dangers existing in the present conditions, the remedy will be found, as surely as the human race is destined to a glorious existence on a regenerated earth, and not to death and annihilation.

#### MORE PEACEFUL.

Today's dispatches give a more peaceful aspect to the situation in Korea. The Chinese troops have been permitted to land unopposed by the Japanese, and this conveys the impression that the mikado's representatives merely intend to enforce the provision of the treaty between Japan and Korea to the effect that the latter will maintain a sufficient number of troops at Seoul to protect Japanese residents there. It had been currently reported and believed that Japan designed to extend a sovereignty over Korea, but the fact that the Chinese troops were not interfered with dispels the idea for the present. Added to this is the attitude of the United States and Great Britain, which will have the effect to restrain any undue ardor the Japanese may have for precipitating war.

It is not to be supposed, however, that the trouble is finally settled. On the contrary, the liability for it to break out into open hostility is not lessened in the least, though the time may be deferred. There is no doubt that China and Japan would have measured swords in Korea long since if it had not been for their mutual fear that Russia would accept such a condition as a pretext for the occupation of the peninsula and would thereby secure a strategical and commercial position on the Pacific which she does not have now. It is true that in 1888 the Russian government formally assured China that she would not interfere with Korean territory, but the Chinese have no great faith in Russian promises when the latter can be broken with advantage to the czar. They know also that Russia is not content to have her chief Pacific port ice-bound four to six months in the year, as is the case at Vladivostock, and that the magnificent Korean harbors of Fan-san and Gen-san are desirable to her as places where a great fleet could ride in safety from storm and ice, free to gain the open sea whenever circumstances required. Besides this, events of recent years have added to Chinese distrust of Russia.

Since the assurance given to China, as stated, the proceedings of the northern power are worthy of note. Friendly relations with Japan have been encouraged, so that when the latter requested the service of a fleet of Russian merchantmen to convey troops to Korea, the vessels were promptly furnished. For six or seven years past Russian officers and agents have been making surveys far and wide in Korean territory, until the topography of the country is better known in Russian official quarters than anywhere else. The czar's representatives also have taken special pains to get on friendly terms with their immediate neighbors on the south, and live in their villages; the Koreans also have accepted invitations to move over the border and dwell in Russian towns, until a considerable number already have their homes in the Russian province of Ussuri, where they are found to be a hardworking, peaceful people. All these facts are evidence of how the Muscovite is seeking to assimilate the Koreans into his own national family, and when the opportunity for territorial seizure comes he doubtless will be able to point out that they are desirous to have the change effected. Peace may continue for a time in affairs in the far East, but each new development gives deeper conviction of the certainty of international disturbances and changes.

#### HE REASONETH ILL.

The genius who presides over the Southern Pacific may be a great railroad man, as railway manipulation now goes, but he cannot lay just claim to skill in the art of argumentation. He has been urging reasons why the demand for government ownership of railways, now being made in various parts of the country, should not be granted. Without in any way advocating the policy of government ownership for the railways, there is no diffi-

culty in showing that the gentleman's positions are not well taken. He says that: first, railway service would be impaired under government control by reason of political changes and the disregard of civil service regulations; second, there would be no competition, fares and freights would be kept at the same figure, and wages would be reduced; third, the government bonds that would have to be issued for the purchase of the great roads would not be as permanent a security for investors as the present securities or the bonds of a great aggregation of private capital, which should own and control all the great railroads of the United States.

So far as the first proposition is concerned, the impairment of the service, it might be considered as a bit of humor, coming at the present juncture, only the Southern Pacific president never jokes on matters of that kind. A recent impairment of railway service was during the great strike, and hardly can be due to "political changes and the disregard of civil service regulations;" and it required the very governmental control to which objection is made to remedy the impairment of service on the Southern Pacific itself. Now there never has been such impairment in that great branch under government control; the postal department, from political changes or the disregard of civil service regulations, as has been caused recently during the private control of railways. Besides the postal division, the government has conducted other branches of the public service—the army and navy, for instance—with vastly less impairment of service than has been the case with railways under the prevailing system. So the first great point of the railway president is overwhelmed by generally understood facts.

As to the second objection, the complaint of no competition is answered in the suggestion that it would be unnecessary, since the government would fix fares and freights for the general good of the public. These would remain the same as at present, provided the profit was not such as to warrant their reduction. The cost of operation probably would be no greater than now, and if one-fourth of the earnings of the roads go to enrich leading stockholders like the gentleman himself, the probability is that fares and freights would be reduced 25 per cent, since the government would not be in the business for profit, but for the general welfare. Besides, the tendency in government conduct of public service is to reduce the general cost, as witness the decrease in the letter postage. The postoffice department record also refutes the wages reduction assertion; and down goes argument number two.

The third is the strongest point the gentleman makes, and it is a veritable boomerang. He says government bonds would not be as permanent a security as those issued by a private corporation, but most people will conclude that when government security is gone in this country a private corporation's bond will not be worth much; but the point is that government bonds would not bring the investors such heavy returns as the