

The duty and opportunity of the anti-imperialists, therefore, are clear. They should unite their efforts in endeavoring to secure in congress a majority committed to their policy (or to prevent the election of one opposed to it), and even if this majority for anti-imperialism were composed of men favorable to the silver standard, no irreparable harm could be done, for McKinley by his veto could prevent any impairment of the gold standard. If such a majority were secured, or if the present republican majority were largely reduced, can there be any doubt that McKinley would at once turn to the right about and submit to the command of public opinion? Here is the proper field for the anti-imperialists—the congressional elections. Here, if anywhere, they can accomplish all that they are striving for, and they can accomplish it consistently with their general duty to their country, and without subjecting us to the "pain and depletion" which would follow the taking of such strong medicine as Bryan. On the other hand, if they help to elect Bryan, they will have succeeded in making a very effective protest against the policy of our trying to govern inferior races, but they will also demonstrate our incapacity to govern ourselves, and the cause of liberty will be irreparably damaged throughout the world.

THE ANCIENT CITY OF PEKING.

Peking (meaning literally the northern capital) was founded 1,000 years before the Christian era, and until the fourth century was a department capital. Its ancient name was Ki.

In 1264 it was rebuilt and was used as a capital by the Mongol emperors. The capital of the Ming dynasty was removed from Nanking to Peking, which was rebuilt. Its walls were completed in 1437, and the walls of the Chinese or southern city in 1544.

The population of Peking is variously estimated from 500,000 to 1,000,000, but the most reliable estimates more closely approach the smaller number.

Peking consists of three cities; the Tartar city on the north, the imperial city (within the Tartar city) and the Chinese city on the south. Each of these divisions is surrounded by walls about thirty feet high, twenty-five feet thick at the base and twelve feet across the top.

Inclosed between walls in the imperial city is the forbidden city, the residence of the emperor.

The Pei-Ho river passes the doors of Peking, which is situated 100 miles from the Taku forts. The length of the capital, north to south, is 5.2 miles and its average width is about 4 miles. Superficial area, 24.5 square miles.

There are no waterworks in Peking. The supply is obtained from wells, which are by no means pure. The old

sewerage system has been allowed to fall into decay.

Crossing the city from side to side are several large avenues from which run narrow alleys framed by private dwellings. The streets are filthy. There are no sanitary arrangements or other devices for public comfort.

Trade and industry in the Chinese capital are unimportant and even insignificant. The chief route for traffic is by the river to Tung Chow, twelve miles away. Carts or coolies are used for transportation and the trade from the south and west is carried on by camels.

No tax is levied on land, houses or personal property in the City of Peking. Land tax, however, is paid by districts surrounding the city. The amount varies, according to the richness of the land.—Chicago Times-Herald.

FALLACIES OF THE "DEADLY" PARALLEL.

"Railroads more deadly than war" is the taking but untruthful heading under which some of the daily journals are comparing the statistics of railway accidents during a year with the number of casualties in the short Cuban and Boer wars. The comparisons are meaningless, because they seek to compare unlike facts and conditions. It is stated that in the Spanish-American war from April 21 to October 1, 1898, 5 1/3 months, the number of deaths from wounds and disease was 2,845; while during the year ended on June 30, 1899, the number of deaths resulting from the operation of all the railways in the United States, suffered by passenger, employees, trespassers, etc., was 7,123, out of the entire population of the country.

Now compare the number of persons engaged in the Cuban war with the number carried and employed by the railways, and the percentage of casualties to the number of people exposed to them shows even the little Cuban war to have been infinitely "more deadly" than railroads. Out of a total of 274,717 officers and men 2,845 died from wounds or disease in about five months—that is 1 in 95; while of the 928,924 railway employees in the country, 2,210 were killed, or 1 in 420, in a year. The little Cuban war actually killed 635 more soldiers than the entire number of railway employees killed on the 190,000 miles of railway in twice the time.

When the casualties to the traveling public are considered, the absurdity of the comparison with the loss of life in war is still more apparent. The number of passengers carried by the railways in the United States during the twelve months referred to was 523,176,508, of whom only 239 were killed, or 1 in 2,180,000! Evidently railway travel is not "more deadly than war," when, in a very small war, in a very few months, the number of deaths is twelve times as

great—2,845 against 239—as the whole number of railway passengers killed in twelve months, out of the 523 millions carried.

Comparison of railway casualties with those resulting from war or any other cause is evidently ridiculous, unless the number of people exposed is compared in each case. Otherwise almost every employment and amusement—bicycling, boating, gunning, fishing, walking on city streets, or going to bed nights might be demonstrated to be "more deadly than war" by comparing the number of fatalities resulting from a single war with the total number of deaths from these causes or in these conditions, occurring in an entire continent, within a corresponding time.—Railway Age.

"THE CONSENT OF THE GOVERNED."
EDITOR OF THE CONSERVATIVE :

The "consent of the governed" clause in the Declaration of Independence was never intended by its author to apply to inferior and mixed races of men in such islands in the tropical regions as the Philippines, Cuba, Porto Rico, and San Domingo, any more than, in the same proclamation of freedom, the "all men are created free and equal" clause was meant to apply to his own slaves on the Monticello plantations. The "consent of the governed" as a principle in the establishment, control or reform of governments among men in the mind of Mr. Jefferson pre-supposed intelligence, enlightenment, fitness, racial and trained capacity, the love of justice, peace and order, the genius to frame and the wisdom to obey laws of their own creation on the part of the great mass of the people, minorities as well as majorities, who should give the "consent." Does any man of sanity and sense doubt it?

GEORGE L. MILLER.

Omaha, Neb., July 20, 1900.

GOLD AT CAPE NOME.

NOME, ALASKA, June 25, 1900.

DEAR MR. MORTON :

"Quail" brand may be very good at home but it's the finest in the world at Nome. Sanford Overton and myself had much joy out of a pot of mush for breakfast this morning and thought of the home place very strongly.

J. S. KENNEDY.

It is not true that a committee consisting of Bryan, Edmisten, Poynter and Allen is to go down to New York to solicit a corporation with five millions of dollars, which intends going West, to establish an enormous beet sugar factory in Nebraska. The sooner that sort of committee is hidden from the view of men and corporations who have money to invest, the easier it will be to get them into this state.