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Honorary Degrees.

Some of the most independent journals in the United States are at last drawing public attention to the indiscriminate granting of honorary degrees by the colleges of that country. The growth of the system of conferring these degrees for a pecuniary, political or advertising consideration is characterized as disgraceful to the colleges, and a Southern editor suggests that instead of appropriating existing honorary titles, it would be well to employ a new one with the classical name "quid pro quo." Then the recipients of this degree could proudly inscribe "Q.P.Q." after their names on visiting cards and country hotel registers. Such criticism of a very harmless custom may be harsh, but it will certainly lead to a closer scrutiny of the claims of future nominees for collegiate honorary degrees. Has Canada any interest in the discussion?



The Presidential Campaign. As the period for presidential campaigning in the United States approaches, it is becoming more and more evident that the main issue will be imperialism, McKinley's foreign policy, trusts and the high tariffs which breed trusts. The most careful reader of the newspapers of both parties cannot arrive at any other conclusion. The latest convert to the belief that silver will be a secondary issue in the next fight for the presidency is Senator Harris, of Kansas, one of the leaders of the free silver movement in 1896. He, while expressing the opinion that Bryan will be the opponent of McKinleyism in the coming struggle, is credited with saying that important issues have arisen to push silver into the background. Let us be thankful for the more important issues.

A Double Shipwreck.

The latest information regarding the great Atlantic liner, "Paris," points to the strong probability of her proving a total loss. Thus, in currents known to be treacherous and dangerous for years before the English Channel waters were fretted by the prows of "the outward and the homeward bound," a splendid steamship, and the reputation of a brave and competent navigator, Captain Watkins, finds shipwreck. The "Paris" lies on the Manacles rocks, near Falmouth. Her cargo has been saved; but the ship will be lost, and insurance companies will have to pay heavily for an avoidable disaster. That no lives were lost was owing to a merciful combination of circumstances, and the pluck and coolness of the ship's company. But nothing will excuse the captain for being from eighteen to twenty miles out of his course, and he will probably have to suffer for his fault.

The frequency of these marine losses is simply alarming, and must surely result in a demand for greater caution on the part of the owners and captains of the magnificent ferry-boats now plying between the Old and the New World. It is said that if the "Paris" had remained in port until daybreak, instead of leaving after dark, and then steaming at the rate of eighteen knots an hour through the English Channel, her captain would not now be mourning his lost reputation and pondering upon the old and true saying: "The more haste, the less speed."

Travellers on both sides of the Atlantic may well become uneasy when recalling such shipwrecks as those of the "Castilian," "Labrador," "Stella" and "Paris," and it will add to the general uneasiness if there is found to be any truth in the story of a passenger on the "Paris." He states that, when the ship struck, Captain Watkins was asked where she was, and the captain replied, "Really, I do not know."