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Racing on the High Seas.

To watch a fleet of yachts leaving harbour for a race on the open sea is an exhilarating sight, even to a landsman. To follow them as they manoeuvre for a start, tacking about under a perfect smother of snowy canvas, with their shapely hulls glistening in the sunshine, is worth making a journey to see. But to timid passengers crossing the Atlantic on an ocean liner, the perils of the deep must be magnified when they note signs of suppressed excitement among the officers and crew, and learn as they leave the land behind them that they are unwilling participants in a race. Such contests may add no new element of danger to ocean travel; but steamship agents and passengers of sporting proclivities ought to be more considerate of the feelings of nervous travelers to whom the sound of the rushing water and the sighing of the wind through block and rope and chain is novelty enough without having added thereto terrifying recollections of what steamboat racing meant in old times on the Mississippi,

*With a nigger squat on the safety valve,
And the furnace crammed resin and pine.*

Of course the denial of the steamers' agents that the "Deutschland" and the "Kaizer Wilhelm" recently had a trial of speed from land to land must be accepted. But it seems to us that marine underwriters, upon hearing of any rumours of racing between ocean steamers, would be quite justified in demanding an extra premium from the contestants. A New York paper of Tuesday last reports a race between two new freight steamers from that port to New Orleans. They were passed off Cape Hatteras by another steamer, the captain of which says "they were abreast, and going at great speed." We are also informed that "as this is the first time a race has been attempted between any of the new steamers the result of the present contest is awaited with much interest. Their arrival at the mouth of the Mississippi may be looked for about Wednesday."

It may be exciting, but many will be found to question if racing adds to the safety of steamships and their passengers.

Aerial Navigation and Insurance. Very little attention has been given by the press of this country to the series of interesting experiments being conducted by Count Zeppelin, of Germany, with a new air-ship, costing \$350,000. The earnestness of those interested in the scheme and their belief in the coming of a period when "aerial navies battling in the blue" will form one of the pictures of future warfare is certainly made clear by the expenditure of money without any hope of certain profit or immediate reward.

About the results of the experiment there are conflicting statements. Some are satisfied with the flight of the ship; according to others she is not up to much. That she sailed from five to fifty-five miles (upon this point the reports are most confusing) is admitted by all. That she "made land" again after leaving this earth, albeit in the fashion of the bluejacket in his rapid descent from Majuba Hill, is also indisputable. But Mr. Hiram S. Maxim, the machine gun celebrity, is said to sniff suspiciously at the stories of the sailing of this latest air-ship.

"Anybody," says he, "can sail an air-ship with the wind; what we want is one that will sail against the wind. All the inventors make the fundamental mistake of copying the pigeon, which flies away, and not the cat, which, as the poet sings, comes back. When they can turn this boat round and bring her up and back, head to the wind, then it will be time to talk about it."

As there is no possible evidence that this "Deutschland" of the air did anything else but fly before the wind, we are evidently still far from the day when flying cars and cabs will relieve us of the necessity of using the streets in muddy weather, and when any special risks of aerial navigation will be cheerfully shouldered by our enterprising insurance underwriters.