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The Natural Harvest.

Nothing is more surprising than the very general surprise expressed at the armament and fighting ability of the Chinese. For many years Europe has been selling rifles and war material to the almond eyed children of far Cathay, has been teaching them the use of these modern weapons of warfare, and is now receiving lots of evidence that the pupils have profited by the lessons.

Europe is simply reaping the harvest sown by her gunmakers and drill instructors in the land of Ah Sin.

Medical Testimony from South Africa.

The art or practice of communicating a disease to a person in health, by inserting contagious matter in his flesh, has been limited chiefly to the communication of small-pox.

Those who still maintain a senseless opposition and entertain so-called "conscientious objections" to vaccination ought to read Dr. Conan Doyle's expression of regret upon realizing that the terrible mortality from enteric fever among the soldiers in South Africa might have been lessened by compulsory inoculation. He says:—"There is one mistake which we have made, and it is one which will not, I think, be repeated in any subsequent campaign. Inoculation for enteric was not made compulsory. If it had been so, I believe that we should (and, what is more important, the army would) have escaped from most of its troubles. No doubt the matter will be fully threshed out in statistics, but our strong impression, from our own experience, is that, although it is by no means an absolute prevention, it certainly modifies the course of the disease very materially. We have had no death yet (absit omen) from among the inoculated, and more than once we have diagnosed the inoculation from the temperature chart before

being informed of it. Of our own personnel only one inoculated man has had it, and his case was certainly modified very favorably by the inoculation."

The Ocean Record for Speed. The new Hamburg-American liner "Deutschland," the largest ship in the world, with the exception of the "Oceanic," arrived in New York recently, on her initial trip.

The "Deutschland" made the trip from Hamburg, Cherbourg and Plymouth in the record time from the latter port of five days, fifteen hours and forty-six minutes, a distance of 3,044 knots; an average of 22.42 knots per hour. This is the fastest initial trip made across the Atlantic. The first trip by the "Kaiser Wilhelm der Grosse" was made in five days, twenty-two hours and thirty-five minutes over a distance of 3,050 knots. The "Deutschland's" day's runs in knots were 308, 557, 553, 551, 532 and 543.

The "Deutschland" has a length of 684 feet, a displacement of 23,200 tons, and a measurement of 16,200 tons registered. Her engines are of 35,000 horse-power. She has a double bottom extending her entire length, and is divided into twenty-four compartments, seventeen of which are water-tight. There are accommodations for 1,057 passengers and a crew of 525, and her first saloon has a seating capacity of 362. The "Deutschland" was built at Stettin, and cost about \$3,332,000. She was launched on January 10 last. The "Oceanic," the one express steamship larger than the "Deutschland," has a length of 704 feet against the new vessel's 684, but the "Deutschland" has 7,000 more horse-power than either the big English boat or the "Kaiser Wilhelm der Grosse."

This is truly the age of progress. In fair or foul weather, with the regularity of a railway train, huge floating palaces hold their direct and certain course across the Atlantic ocean, landing their passengers with almost unflinching regularity at fixed times.