

BRITISH COMMERCIAL MARINE.

The returns of the British Board of Trade for 1882 show that the total volume of foreign trade of the Kingdom increased during the year by a tonnage of over 3,500,000 over the previous year. While the largest part of this falls to the part of English shipping, the proportion claimed by foreign shipping is larger than for any previous period. The total tonnage of sailing and steam vessels entered and cleared at ports in the United Kingdom in 1882 amounted to 61,191,255, as compared with 57,949,545 in 1881. Of this total tonnage, British ships carried 43,670,361, an increase of 2,137,102 over 1881, and foreign ships carried 17,520,894 tons, an increase of 1,414,608 over 1881. The great increase in steam traffic within the last quarter of a century is illustrated by the fact that the tonnage of British steamers has increased nearly ninefold since 1860, the total tonnage for that year being a little over 4,000,000, whereas the total for 1882 was 35,404,015 tons. In this department the advance made by foreign shipping is likewise notable. The total tonnage of the British merchant navy is but little more than 1,000,000 less than the tonnage possessed by the rest of the world. The tonnage of steamers is shared in a different proportion, the British tonnage being 3,571,078 and that of the rest of the world 2,646,408. Nearly one-half of this foreign tonnage is made up of steamers employed on the lakes and rivers of America. The tonnage of vessels built in the United Kingdom in 1882 was 783,051, a large increase over the preceding year, when it reached only 608,878. In the United States the tonnage built in 1882 amounted only to 282,269, a slight decrease as compared with the previous year. In France, during 1881, the last year for which statistics are available, the tonnage built was about 20,000 tons, whilst that purchased abroad amounted to 34,909. The comparisons instituted with regard to the passenger traffic show very striking results. The number of British vessels carrying passengers from the United Kingdom to ports out of Europe during 1882 numbered 826 and represented a tonnage of 1,934,519. The foreign ships engaged in the same traffic numbered only 25 and represented a tonnage of 69,650.

FIJI—OUR NEW COLONY.

It seems that England's experience with Fiji is essentially different from that which it has passed through in many other crown colonies, and that whereas, generally speaking, colonies of that class have been for many years a burden to the exchequer, Fiji—on the other hand, has been self-supporting from its infancy. The *London Daily News* gives some information concerning the little-known colony which is not without interest. The estimates for the ensuing year indicate that, as usual, there will be a surplus, the total revenue being estimated at £153,738, and the expenditure at £155,047. There has been, it appears, a great development of the sugar industry in Fiji. It was recently stated that the largest sugar mill in the world was erected there, and that an order for the erection of another one of the same size had been given. The export of sugar in 1882 was only 1,800 tons, but this quantity, it was expected, would be doubled in 1883 and quadrupled in 1884. It was believed before the islands were annexed that their staple production would be cotton, but now there are indications that sugar will be the leading crop. Among the interesting information disclosed concerning the islands is the remarkable fact that there is not a single English soldier, except the Governor's aid-de-camp, in the colony. There are a few inspectors and sergeants of police, but the government's chief reliance for the preservation of order is upon a native constabulary force, maintained at a cost of a little more than £2,000 a year. The further encouraging fact is recorded that five times as much public money is spent in maintaining hospitals and an efficient medical staff as in keeping up jails. As some of the tribes are not cannibals, a few missionaries have been known to return to the white settlements.

A CURIOUS SUIT ON SECOND MORTGAGE BONDS.

A suit has been commenced in the Iowa courts, involving the question of the right of second mortgage bondholders to redeem a road several years after foreclosure of the first mortgage and reorganization of the company. The circumstances of the case are peculiar. The Burlington, Cedar Rapids & Minneapolis Company had outstanding \$5,400,000 of first mortgage bonds—Frost and Alexander, Trustees—and \$2,000,000 on second mortgage bonds—Farmers' Loan and Trust Company Trustee. Default in payment of interest occurred in 1874. The first mortgage was foreclosed, and the Farmers' Loan and Trust Company, as Trustee of the second mortgage bondholders, having come in as parties defendant in the suit, made the curious answer "that the mortgage was a prior lien on the income and equipment of the road, and that, as a second mortgage, it was subsequent to the first mortgage."

After the foreclosure the company was reorganized, in 1876, as the Burlington, Cedar Rapids & Northern Company—known as the Albert Lea Route—with first mortgage bonds for \$6,500,000, and the Farmers' Loan and Trust Company as the new Trustee. Thus, the latter company placed itself in the position of being Trustee for two parties whose interests were antagonistic to each other, and the charge is made that it took no steps to determine the rights of the second mortgage bondholders, their rights being neglected for the benefit of the later and larger trust. Finally, in 1882, the Farmers' Loan and Trust Company resigned as Trustee of the second mortgage, and Charles E. Simmons, the new Trustee, has brought suit, claiming the right to redeem the property by paying principal and interest of the first mortgage, after deducting the profits made by the new company since its reorganization in 1876, but he asks for more than he will be likely

to get. The net earnings have increased over 200 per cent., and the excess of revenue over fixed charges has been expended upon the property. The case, if fought out, may throw some light on a dark subject, namely, the duties of a Trustee towards his *cestui que trust*.

AN UNPUBLISHED LETTER OF LORD NELSON'S.

To the Editor of the Army and Navy Gazette:

Sir,—I shall be very much obliged if you would insert this "unpublished letter of Lord Nelson's" in your popular journal. The letter can be seen in Add. MSS. "Haldimand" Collection, British Museum, 21,800, f. 342 (1778-1784).—I am, &c.,

W. B. TORIN,

23 Brompton Square, London, S. W., Jan. 24.

"ALBEMARLE, Quebec, October 12, 1782.

"Sir,—Upon my application to the captain of the port for a pilot for the Gulph of St. Lawrence, 'John White,' he informed me that the only pilot for the Gulph was kept by your order. Therefore if the service you keep him for is not of greater consequence than the service he is wanted for at present, I must request that the captain of the port may be ordered to send him with me.—I am, Sir, your humble servant,

HORATIO NELSON.

"To His Excellency General Haldimand."

[Short and to the point.—Ed. A. & N. G.]—*Army and Navy Gazette*, March 17.

A BANK THIEF BAGGED.

Frederick M. Ker, the confidential clerk of the banking house of Preston, Kean & Co., of Chicago, who stole \$20,500 from the bank and \$32,250 from special deposits and Government bonds, has been arrested in Lima, Peru. David Preston, of Detroit, the senior member of the firm, said on Saturday that the stealings of the prisoner have been variously stated and exaggerated at different times. The above amount is correct. The extradition was effected through Senator John A. Logan. When Ker fled the case was placed in the hands of the Pinkerton Detective Agency, who, after a careful search, learned that the prisoner was in Panama, under the name of Alfred Perrott. A detective was sent there and learned that Ker had gone further, under the name of Warren Stuart. The officer had photographs of the fugitive in his possession, and showing them to the purser of the steamship Santa Rosa, on which it was ascertained Ker had taken passage, was told that a man, apparently the subject of the photographs, was stopping at the hotel de France et Angletterre, in Lima, where he thought of remaining. Ker was found engaged in studying the Spanish language. It was found that no extradition process could be readily had, and the detective concluded to keep a watch of the fugitive until he should hear from home. He made his acquaintance without disclosing his identity, and the two became apparently warm personal friends. In the meantime the necessary steps were taken to extradite the thief. Papers were gotten out and forwarded, and Gen. Lynch, commanding the Chilean forces which captured the Peruvian capital, honored them. The identity of the prisoner being duly established, a number of soldiers were detailed to make the arrest, and surprised Ker in his room, and escorted him to the United States steamer Essex, where he was locked up to await the sailing of the steamer for home. How much of the stolen money was recovered is not known. The prisoner is 36 years old, and Mr. Preston says, entered their employ in Chicago in 1873. He is the son of the Rev. Peter Ker, a Presbyterian minister, of Brantford, who has been dead ten years. The detective who tracked him to Peru is H.G. Julian, who will receive a large portion of the \$10,000 reward offered for the prisoner's apprehension.

UNITED KINGDOM AND UNITED STATES RAILWAYS.—An exchange, in discussing English and American railways, finds that the percentage of earnings to capital in the United Kingdom and the United States has a different meaning, for the reason that railroads in Great Britain "are not mortgaged so heavily" as those in this country. The average net earnings of the English roads in 1880 were 4.72 per cent. on the total capital, while in that year in the United States the average was 4.19 per cent., and the dividends on the former were 4.72 per cent., against an average of 4.50 per cent. for the roads of this country. That is to say, the railroad capital of the United States is nearly equally divided between mortgages, bond, and share capital, "the former paying an average of about 6 per cent., and the latter about 3 per cent." The English roads report an average cost of about \$196,500 per mile, and roads here a capital averaging about \$60,500 per mile. The average working expenses of the English roads are less than the American, the proportion of expenses to receipts being: British, 51.6 per cent., and American, 60 per cent. The average gross income per mile in 1880 was about \$17,000 on the British lines, and on the American lines about \$5,500.

A MINISTER who was inclined to be absent-minded, while walking one day, encountered a young lady whose face somehow seemed to be familiar to him. Taking her to be one of his parishioners' daughters, and not wishing to pass her without notice, he stepped forward, and, cordially shaking her hand, entered into conversation, expecting that her name would immediately come to his recollection. After comparing notes about the weather, however, and other topics, he had at length to confess, "Well, I know your face quite well; but I cannot recall where I have seen you before." "Oh, please, sir, I'm your new parlor-maid!" was the unwelcome reply.

HISTORICAL PISTOLS.

Some weeks ago I ran across perhaps the most famous and fatal firearms on this continent—the superb duelling pistols of Aaron Burr. They are a bone-breaking brace of the first calibre, and the property of Capt. Brent Hopkins of this city. One of these pistols fired the ball that killed Alexander Hamilton at Weehawken. It is identified by a long, deep notch indented on the handle. The pistols were made by Mortimer, of London, England, and were imported by Burr at the close of the Revolutionary war. The barrels are thirteen inches long and carry an ounce ball. They are flint locks, and the pans for the priming are lined with gold, and the touchholes are bushed with the same metal. They are hair triggers, and shoot with great force and accuracy. The locks are very superior and of exquisite mechanism. The pair came into the possession of Capt. Brent Hopkins, the present owner, through his uncle, Capt. Sam Goode Hopkins, of the Forty-second Regiment of United States Dragoons, who purchased them from Burr in Washington city in the winter of 1813 or 1814, paying \$500 in gold for them. Burr remarked at the time that he would not let anyone else have the pistols, as he had used them with Hamilton.

The weapons have surely a blood-stained history. They have been used with fatal effect in eleven duels. Among the sanguinary combats, Pettis of Virginia killed Biddle on Bloody Island, near St. Louis; Edward Towns of Virginia killed a Frenchman near New Orleans; Capt. Sam Goode Hopkins killed a Spanish Count near Madrid, Mo.; Hugh Brent killed a man from Georgia on Diamond Island, below Henderson, Ky. They were used several times in Virginia, twice in South Carolina, and more than once in Kentucky with deadly effect. Robert Triplett, of Owensboro, shot the old lawyer, Phil Thompson, of that city, through and through with one of them, but, strange to say, Thompson recovered, and grew as fat as a bear. Henry Clay and Capt. Hopkins were fast friends, and the former was to have used the pistols in one of his duels, but they arrived a day too late.—*Louisville Courier-Journal*.

GIRALDI AND THE JACQUES-CARTIER BANK.—The Supreme Court has rendered judgment in the case of Giraldi v. the Jacques-Cartier Bank, in favor of the Bank. The action was to recover \$15,000 deposited in the bank by the widow of the late Seraphino Giraldi, in her capacity as executrix of her husband and consequently in the name of the estate Giraldi. Seraphino Giraldi married twice, the wife of his first children inheriting one half of his real estate at the death of their mother, and suit was taken to recover a portion of this money derived from the revenue of the real estate, and which had been deposited in the bank, as above stated. The bank claimed that the estate being indebted to it in an amount of \$40,000 had a right to retain it and were not bound to account to the heirs Giraldi, its position being strengthened by the fact that in 1872 three of them had accepted from their stepmother an account she had rendered by which she admitted her liability to them to the amount of \$8,000 *par reliquat de compte*. Mr. Justice Johnson rendered the first judgment in favor of the heirs for \$9,000, which was subsequently reversed by the Court of Queen's Bench, and is now confirmed by the Supreme Court.

DYNAMITE—Dynamite is one of the many products or combinations of nitro-glycerine, and is about thirteen times as powerful as gunpowder. The discovery of this dangerous and potent explosive was made in 1846 by Ascaigne Sobrero, then a pupil in the laboratory of Pelouze, the eminent French chemist, who devoted twenty years of his life to the investigation of the chemistry of oils and fats. Dynamite was patented in the United States May 26, 1868, the patent being granted to Alfred Nobel of Hamburg, Germany, assignor to John Bandmann of San Francisco. It consists of a combination of nitro-glycerine with a substance of great absorbent power, such, for instance, as fullers' earth or rotten stone. By this composition the explosiveness of the nitro-glycerine is controlled, as it were, and the compound is capable of withstanding all the ordinary dangers of transportation, while at the same time its explosive power is not lessened. The process of manufacture is very simple. You take a certain proportion of nitric and sulphuric acid and mix them with certain other proportions of glycerine, which is the essence of fat, to make the nitro-glycerine. To make dynamite you only need to mix nitro-glycerine with some absorbing material—fullers' earth is the best—to have dynamite.—*Philadelphia Press*.

DISPENSING WITH CASH BOYS.—A new cash system is being adopted in retail stores which dispenses with the services of cash boys. A miniature elevated railway is used, on which bells containing the cash and bill of goods purchased are carried from the cashier's office to different stations along the line. Two lines are used, both being inclined in opposite directions to make the balls travel as desired. The balls are of wood, and of different sizes, so that each falls into a basket provided for it at the station from which it is despatched. The transmission of the ball makes no noise, and the confusion caused by the cash boys running about a store is avoided. These cash railway systems are manufactured by a Philadelphia company. They are not sold to those who use them, but rented for \$20 a station per annum. The number of stations required depends upon the size of the store in which the system is used.

HEARD IN A DOCTOR'S OFFICE.—"How long will it take you to cure me, doctor?" "Well, Mr. Blank, I think you can get back to your desk at the bank in a month, but you will have to remain under treatment for several years." "But you mistake; I am not Mr. Blank, the banker, but Mr. Blank, the letter carrier." "Oh that alters the case, There is nothing the matter with you but a little biliousness. You will be well in a week."