

SAN FRANCISCO COAL TRADE.

J. W. Harrison, coal and metal broker, San Francisco, reports June 16 as follows: "During the week, 28,224 tons have arrived from the Coast mines. Business generally is very quiet, as consumption is gradually easing off, the demand for domestic uses being very much lighter. The market is completely bare again of Australian; the last cargo which arrived has already been distributed among consumers, and some overdue vessels are anxiously looked for. In the interior British Columbia shipments are finding ready sale at full figures, and on arrival each vessel's cargo is delivered with dispatch. It is very singular in the face of the forcible advocacy by our Senatorial representative, Hon. Geo. C. Perkins, for the consumption of Washington coals, that a better showing is not now being made by them. In his speech, recently made, resisting the abolition or reduction of the present coal tariff, in one breath he intimates the irreparable damage to the Washington mines if British Coal is admitted duty free, and in the next breath he lauds the superior qualifications of the Franklin and other Washington collieries as compared with the British Columbia products. If the latter be true, why fear an even competition? Our honorable senator simply stultifies himself, being well aware that the increasing demand for British Columbia fuel handicapped with \$1 per ton (duty and extra freight) ratifies the consumer's verdict, viz., the difference is in the goods.

CLERKS AND TRAVELLERS.

More than once, and by more than one representative, has our attention been drawn to the relationship existing between clerks and travellers employed by the same firm. We gather that in many instances these are not quite as they should be. On the face it would appear that everything should be agreeable between the respective gentlemen named, if the best interests of their house are to be served. Certainly there is no reason whatever why clerks and travellers should not be mutually agreeable, and assist each other all they can. In a rightly-managed house, the proprietors would soon see that this was done, and would come down right hard upon the party that transgressed the happy rule. Some travellers may take too high a view of their position and authority, and clerks may not—and very properly so—be prepared to buy the traveller at his own valuation. On the other hand, there are clerks and cashiers who consider they know the traveller's business, and all its ins and outs, as well as, and even better than, he knows it himself. Consequently they take upon themselves the insolent

duty of disobeying his instructions, even when those instructions are nothing more or less than the definite orders of his clients. Regarding the collection of debts, cashiers are particularly prone to err. Straight and unbending letters are often written where the matter can be much more easily, and more satisfactorily, managed by the traveller, who knows all the circumstances of the case, and can have verbal intercourse with his client. Then, again, some clerks have a "nagging" way of constantly bothering about unimportant details, as though a traveller had nothing to think of but pettifoggish matters of no importance. The traveller has enough to worry him without being bored after that style.

Those who sit on the stool year in and year out have no idea of the difficulties and obstacles that are placed in the path of the travellers, and hinder their progress. Writing squibs is a pleasure compared to securing orders in these days; and if they who worry the travellers had to do just a week's work upon the road, they would, in future, ask to stop in the stable. It is to the interest of everybody (employers, customers, travellers and clerks) that those employed in any firm should work harmoniously together, and it is the duties of masters and managers to see that their staff works in concert. Let everybody attend to this side issue of their business. Turn up the leaves of the copying book, as well as read the letters that the travellers send. Carefully study the reply as well as the question.

THE GOLD MINING PROSPECTOR.

The prospector is a peculiar product of an industry fraught with danger, full of privations and fickle to the last degree. His cabin, or tent, being established, he carefully examines the region for outcroppings or other signs of mineral deposits. If satisfied with his "find," he announces a claim by means of a stake bearing a legend descriptive of the direction and length of the ground desired. This gives him possessory right to ten acres or less, and notifies all comers of pre-emption: otherwise, he moves on, ever in pursuit of the *ignis fatuus*. Sleeping amid snows, suffering untold exposure with a fortitude worthier of a nobler cause than the greed of gold, ever confident of success, no danger deters him. Like the delicate lace-like weed called "tumbler," or "traveller," that is uprooted and carried with every breeze, touching here and there, the prospector is a curious prototype of the migratory spirit of the West. So among the rugged hills the indomitable prospector explores the metalliferous deposits which centuries of the Indian's possession of the

lands have failed to reveal. That these natives did not secure for themselves the transcendent riches of the mountains is a wonder to many. But earth gets her price for what she gives—a price the noble red man deemed too high. In the words of chief Severo, "Trees don't work, God don't work, Indian don't work, white man works." And surely it does require work. Neither witchery nor magic charm will entice the mineral, and in nature's conservation of energy an ounce of metal produced requires its equivalent of labor.

ITEMS OF INTEREST.

In all of Persia there are only twenty miles of railroads.

A locomotive lasts fifteen years and earns about \$300,000.

Every country in Europe considers secret marriages illegal.

One-seventh of the territory of France is composed of forests.

Bricks said to be from the tower of Babel are plentiful at Birs Nimrud, Babylonia.

The silkworm is the most useful insect. Five million persons are constantly employed in its production.

Horses are so cheap and plentiful in Chili and Buenos Ayres that even the beggars ride on horseback.

At Corunna, Spain, is the oldest lighthouse in the world. It was built nearly eighteen hundred years ago.

Steel barrels, made from sheets ranging in thickness from one-sixteenth to a quarter of an inch, are coming into use.

The Japanese take a hot water bath daily. If they are too poor to have a bath in their home, they patronize the public baths.

In view of the fact that Vancouver is to receive shortly a consignment of wooden blocks from Australia for the purpose of paving, the *News-Advertiser* believes it may interest the public to know that two reports on wood pavement have been issued by the authorities in Washington and in New South Wales. The board of health of the American capital declares that though four-fifths of the newly-paved streets of the city have been covered with wood blocks, every one of these thoroughfares, after a lapse of barely three years, is in an unsatisfactory state, and that nearly all of them give signs of "rapid decomposition." The report from Australia as to the absorption of ordure by wood pavement is quite as discouraging as that from Washington. One thing, indeed, seems to be quite clear on the subject, and that is that wooden roadways of whatever kind cannot be kept in a harmless condition without frequent washing.