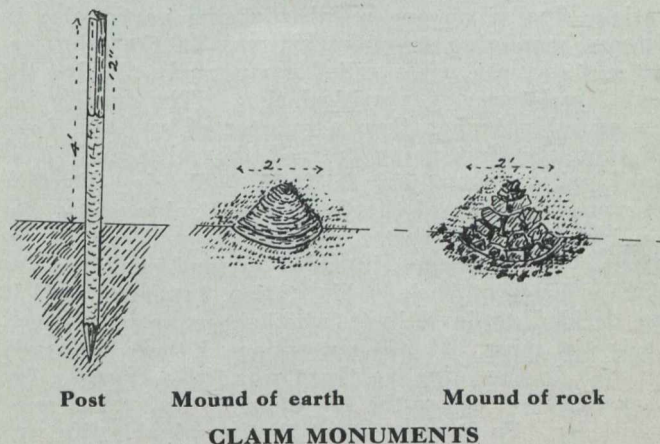


When a claim has been located, the holder is required to immediately mark the line between posts Nos. 1 and 2, so that it can be distinctly seen; in a timbered locality, by blazing trees and cutting underbrush, and in a locality where there is neither timber or underbrush, he must set "legal posts" or erect monuments of earth or rock not less than two feet high and two feet in diameter at the base, so that such line can be distinctly seen. "Legal posts" and mounds are shown in Fig. 3.

The locator must also place a "legal post" at the point where he discovered a valuable deposit of mineral, just as required by the Ontario regulations, on which shall be marked "Discovery Post." The line from post No. 1 to post No. 2, running approximately along the course of the lode or vein, is known as the "location line," and this line governs the direction of the sides of the claim, upon which the survey of the claim is extended.

By the Ontario regulations no "location line" is run, but a line must be opened from the print of the "discovery post" to the north-east corner of the claim, and its appropriate bearing and length marked on the post No. 1 as shown in Figs. 1 and 2.



An Ontario mining claim must have its boundaries north and south, east and west, and its sides not more than 20 chains, or 1,320 ft. in length. Post No. 1 must always be set at the north-east corner, and this post governs all the others, and contains the markings.

In figure No. 1 an Ontario claim and a Dominion claim are represented as staked out for the same mineral deposit. The discovery post in both cases is the same. Under the Ontario regulations, a line must be opened to the point which determines the north-east corner of the claim, and at this point post No. 1 is set. By the Dominion regulations the course of the vein is the determining factor in determining the direction of the boundaries of the claim. Along the direction of the course of the vein, as shown in Fig. 1, the "location line" is run. In this case it is N. 23° 00' W., and this line governs the side lines. The "discovery post" is driven at the point of discovery. In Fig. No. 1 the full lines show a Dominion claim, and the dotted lines show an Ontario claim, laid out on the same property.

Owing to obstacles, such as creeks, bodies of water, high rocky hills or mountains, etc., it is desirable to confine the boundaries of the claim to where no obstacles interfere. Such a claim is shown in Fig. No. 2. Here a creek with high rocky banks forms an obstacle and it is not thought desirable to cross it. In this case, the location line is run to one side of the centre for a Dominion claim, whereas for an Ontario claim the procedure is approximately the same as if no obstacles obtained. From the point of discovery, marked by "discovery post," a

line is cut open, N.E., 700 ft., to the point near the creek where post No. 1 marks the north-east corner of the claim. In this figure the Ontario claim is shown in full lines, and the Dominion in dotted lines.

Recording.—Under Dominion regulations a mineral claim must be recorded within fifteen days after the location thereof, if located within ten miles of the Recorder's office. One additional day is allowed for such record for every additional ten miles. The prospector must be able to furnish the recorder the direction and length of the lines from posts Nos. 1 and 2, as "N. 23° 00' W.—1,500 feet," Fig. 1, or "N. 29° 00' W.—1,500 feet," Fig. 2, the date of location and the date of record.

In Ontario it is only necessary to furnish the recorder with the direction and distance of the discovery post from post No. 1, as, "N.E. 700 feet," Fig. 2.

The Dominion recorder's fee is \$5.00. The fee for a free miner's certificate (for each year) is \$10.00.

ACCIDENT PREVENTION.

That accident prevention is largely a matter of education has been clearly demonstrated by carefully compiled statistics of some United States railways, recently published. On one railway, during a period of fifty-three months of operation since the formation of safety committees among the employees, a reduction of 371 is shown in the number of persons killed and of 11,258 in the number injured.

At the same time, despite this favorable showing, in three years there were registered 17,781 accidents, of which 99 out of every 100 could have been prevented.

While no statistics of the accidents occurring throughout Canada, are available, it requires only a casual glance at the newspapers to show that the number is large. In view of this fact, it is very evident that there is great need of an extension of the "safety first" educational movement in Canada. The subject is one which should not be left entirely to private interests to develop; it is in the general interest of Canada at large that the number of her disabled and injured citizens should be greatly reduced.

A fertile field for the propagation of the "safety first," or accident prevention, movement is the public school. The need of care should be taught the child, as lasting impressions can be made upon the young mind. The pulpit also has an influence which should be directed towards education along accident prevention lines. This work may rightly come under the head of social service, in which some churches are taking an active interest.

Canada owes it to her people, municipalities owe it to their citizens, schools and other organizations owe it to their scholars and members that attention be faithfully directed to the matter of safety and accident prevention, both public and personal, and that they be made to realize that it is better to be careful than a cripple.—D.

BETHLEHEM'S ORE SUPPLY.

New York, Jan. 21.—Official denial is given to the report that the Bethlehem Steel Corporation has contracted for large supply of ore from Great Northern Ore Trust.

The Bethlehem Company has its own supplies of ore. It shipped about 150,000 tons from its Chilean deposits in 1914 and about 300,000 tons will be imported this year.

Other supplies will come from the company's acquisitions in Cuba.—Journal of Commerce.