

Steel company still retains the option on the Cows and Drummond areas, and even though the Steel people are now in control of the Coal Co. it would not be surprising if they followed what was said to have been their intention, and bought the extensive and valuable Morcowans areas contain large quantities of coal suitable for steel making, and their acquisition by the Steel or Coal company would be a magnificent addition to their available coal supply. It would also mean much for Port Morien and the adjacent country, in the great expansion of operations that would surely follow."

The above is from the Glace Bay Gazette. If the Steel company has still an option on the Cows and Drums areas there must have been a renewal. We quite agree with the opinion of the Gazette that the requirement of the Port Morien areas by the big coal company would make a splendid addition to their already fine property. The one is the complement of the other. With the acquisition of the Port Morien areas the Dominion Coal Co's property would be nicely rounded off. It would then have all the known coal properties on the South side of the Island. The coal in the Port Morien areas, if analysis count for anything, is just the kind of coal the Steel company wants for its purposes. The uncertainty as to whether the property of the North Atlantic Colliery Co. contains scores of millions or hundreds of millions of tons has that degree of speculation about it to make the proposition spicy for big men.

MAIN CAUSE OF RAILWAY ACCIDENTS.

"Why so many accidents on our railroads?" The answer to this question is given by Master Mechanic F. P. Roesch, of the El Paso & Southwestern Railroad, in one word—"chance-takers." And he says emphatically that the chance-taker must go; having eliminated him, we shall also have done away with our accidents. The fundamental cause of railway wrecks, Mr. Roesch told the railway surgeons at their recent annual meeting, is the human element. It gives an "honor list" of roads which did not kill a single passenger during the last fiscal year, but omits to mention the Lackawanna, which has not killed one in ten years. Railway and Locomotive Engineering says:—

"Mr. Roesch said that in former years it was not uncommon to hear the statement that in proportion to the number of men engaged there were more fatalities on American railways than in any other battle in the Civil War. At the present time railways afford greater safety to the passengers carried by them than by any other means of transportation.

"In support of this, Mr. Roesch pointed out that the Pennsylvania, the Burlington, the Santa Fe, and the Chicago & Northwestern ran their passenger trains for the year ending June 30, 1909, without a single fatality to passengers. In 1908 the New York City street-cars killed 444 persons and injured 36,000. With regard to steam railroads very few accidents can be set down to defective equipment. Railroads are still striving to improve conditions further by constantly adopting at enormous outlay and expense, any new equipment or appliances which have stood the test and are proved to be efficient safety-devices.

"When one comes down to the only phase of rail-

road operation that so far has been beyond absolute control, the element of human fallibility stands out as the primary cause of accidents in 99 cases out of every 100.

The whole matter, therefore, in Mr. Roesch's opinion, resolves itself into a campaign of education. Every one connected with railroad work must be taught that he is a valuable cog in the railway machine, and that any failure on his part may jeopardize the lives of hundreds.

"Mr. Roesch is emphatic in what he says of how to deal with the man who is habitually careless. On this subject Mr. Roesch says: 'The chance-taker, regardless of position, must be weeded out, and if he can not be brought to a realization of his responsibility in any other manner, then statutory laws should be enacted and enforced, treating the proven chance-taker through whose carelessness, indifference, or neglect others have been brought to injury, as a convicted criminal, as much so as one who commits a felonious assault.

"When men can be taught to realize that indifference to the safety of others may in the course of events some time place his own life or that of a member of his family in danger, a longer step will have been taken toward increased safety than all the mechanical appliances that can possibly be adopted."

"GREEN GOLD"

An interesting miner's myth, once widely exploited for swindling purposes, is narrated by the editor of The Engineering and Mining Journal, who asserts that it is practically being revived to-day. The essence of the myth is that the ordinary processes do not extract all the gold from ore and that others may be devised to save the remnant. This, the writer tells us, is simply a falsehood; but it is still believed by many. At a recent mining convention an address was made in which the speaker asserted that he had irrefutable proof that gold had been extracted in paying quantities from comparatively worthless ore pulp, and announced his intention of forming a company to operate the process. We read:

"The idea that there is gold hidden to the fire-assay test that will yield to a 'process' is a myth that will not down. Perennially does it bob up serenely. We call it the 'Green Gold Myth,' because long ago, in the early days of California mining, if our recollection be correct, a faker introduced it with an ingenious explanation, to wit: The only gold that fire-assay determines is the perfect metal such as we know in our watch chains, coins, etc., if we are lucky enough to have them. Now there is also in some ores an imperfect, immature gold—a young gold that has not existed through sufficient geological eons to ripen, in other words, 'green gold'—which in its tenderness escapes collection by the assayer's rude methods. But by treatment with the right kind of chemicals from the nurturing hands of the 'potter' this delicate gold could be ripened as quickly as Silurian or Archaean congener.

"The myth undoubtedly goes further back. Perhaps an examination of the pages of Agricola would disclose that he knew of it. The alchemists in a way were believers in it. Possibly it existed even in the time of the Argonauts.

"We congratulate the gentleman who is mentioned by our Toronto correspondent upon their success in obtaining irrefutable proof that gold has been extracted in paying quantity from comparatively worthless ore, which is undoubtedly important if true. We beg them,