

world has just been cast at the U. S. assay office in Helena, Montana. The bullion came from three mines, the Spotted Horse, Drumlunnon and Jay Gould. In shape it is a section of a pyramid, the base being 18x7½ inches high, and top surface 17x6 inches. Its weight is 6,945 ounces, or about 500 pounds avoirdupois. The bar was shipped to Minneapolis to be placed on exhibition there. As soon as the exhibition at Minneapolis is over, the bar will be re-shipped to New York and placed on exhibition in that city. The display will consist of four bars of lead for a base of the monument, four bars of copper for a second course, four bars of silver for a third, and on top of the whole to rest the \$100,000 gold bar, and the monument will be surrounded by specimens of quartz and ore from all parts of Montana. This will be a first rate monument of Montana's mineral resources, but the claim that the bar is the largest ever made is incorrect. One was made in this State in 1882 by the North Bloomfield Mining Company, worth \$114,000.

The writer of these paragraphs had the pleasure of seeing that bar at the time. Its weight was 511½ pounds troy. The length was 15 inches, width 6 inches, and depth 7 inches. It contained 630 cubic inches of gold, worth about \$19 an ounce. The mould was cast at the Nevada City Foundry, from iron produced at Clipper Gap, in this State. The dimensions of the mould were: On top, 17 inches long and 7 inches wide; on bottom, 16 inches long and 6 inches wide. It contained 715.20 100 cubic inches. The thickness was three-quarters of an inch on the sides and one inch on the bottom.

It was in 1873, if we remember aright, that the Spring Valley Company, this State, sent down to this city a bar worth \$41,000, which they thought was the largest ever made. At the request of the company we made inquiries and found one had been received here from Helena, M. T., worth an even \$50,000, and several others worth \$35,000, \$41,000, and \$40,000 had been made. The Spring Valley Company (Cherokee Flat, Butte county, Cal.) then made a thirty-five days run with 1,000 inches of water and with a partial clean-up of 800 feet of head flume and 14 under currents, produced a bar worth \$72,273, weighing 299 pounds. Then they shipped another worth \$99,000. The North Bloomfield hydraulic mine then made a run and turned out the biggest gold bar ever made, worth \$114,000. This all came from one run of one mine and, notwithstanding the recent Helena bar from three mines, still remains the largest ever made. There is a model of the bar in the museum of the State Mining Bureau in this city.

**THE EAST RIVER RAILWAY AND IRON MINES.**—We notice with pleasure the energy displayed by the Midland Railway Company, and the rapidity with which they are pushing railway construction on their line. Some hundreds of men are employed, and everything points to an early completion of this road. Too much credit cannot be given to Mr. Leslie for the manner in which he has labored on behalf of his company since he came to Nova Scotia. Believing in the great riches of our province, and its large iron deposits, he has secured the formation of a wealthy American company, who, with some provincial men as corporators, are now spending thousands of dollars in building a railway to the head of the East River, and hope in the near future to start smelting works in the county.

A New Glasgow company have also surveyed a line which they propose building, but as yet they have not commenced operations on the road outside of preliminary work. We do not expect to see the two railways built, but we hope that both companies will soon have furnaces erected, and energetically push forward the iron industry in Pictou county, and work with that friendly rivalry which should exist, when for both there is sufficient market and to spare. The early development of this work means for our banner county unprecedented prosperity, and when the smelting furnaces are started we expect to enter on an era of prosperity hitherto unknown.

We wish both companies the utmost success. To the Midland company who are now fast building this railway we extend our heartiest congratulations for the speed in which they are prosecuting their work. The completion of the East River Railway, and its probable extension to the Atlantic seaboard, will be a great boom to Eastern Nova Scotia, and may become part of a direct line from the West to Britain. This road will pass through a beautiful country, and will open up avenues of trade and new business lines not known before. We trust that the assistance of everyone will be given towards the completion of this road and the operating of our iron mines. Let our citizens extend a helping hand, and instead of throwing cold water on the movement or circulating false reports, encourage every effort towards the accomplishment of this, the greatest work in the county. Let our government, whose aim should be to foster everything which aims at the country's welfare, offer that tangible support which should always be given without opposition to bona fide companies, and which may always be considered as a legitimate expenditure of public funds, repaying to the Province by increased trade and prosperity, an amount ten fold to that paid out of the Provincial Treasury.—*New Glasgow Enterprise.*

The Nova Scotia Gold Miners' Association held a meeting on Tuesday evening in the Halifax hotel. There were 15 members present. B. C. Wilson, of Waverly, occupied the chair. Four new members were elected. Sheriff Archibald, F. W. Harding, Geo. L. Gowland, and Alfred Smith. The subject of discussion at the meeting was stamp mills. It was a very animated one and lasted for a couple of hours. The meeting adjourned to meet again on 3rd of January.—*Herald.*

**ISAAC'S HARBOR.**—A new ten stamp mill has been ordered for the Palgrave Company, to be the best that money in skilful hands can procure.

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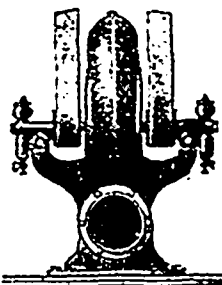
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