

lent of Gay's River deposit. Quoting from Mr. B. D. Dorsey, an English mining engineer of standing, he says of the Johannesburg district of South Africa: "The geological formation consists of a series of slates, sandstones, quartzite, and conglomerate, evidently deposited by water. Part of the northern and eastern edge has been tilted up to an angle of twenty-five to forty-five degrees. The formation is similar to that of coal, and will, no doubt, be found as regular as that of coal basins. The gold is contained in the conglomerate in quantities from eight pennyweights to eight ounces per ton. There has been a large number of the conglomerate strata discovered. They vary in width from two inches to many feet, but each one when compared to itself is very uniform to its yield of gold, and in thickness. The conglomerate veins are composed of quartz, quartzite, sandstone, pebbles, the whole being held together by sand, oxide of iron, and clay. As a rule, the pebbles contain no gold. The so-called main reef and the Robinson reef are the principal sources of gold. In the one the ore averages eight pennyweights, and in the other eight ounces. The main reef has been worked twenty-five miles in length and two hundred feet in depth. With very few exceptions, all the mines will pay large profits if properly worked."

Closely related to the mine proper, I now call attention to some general considerations that have a vital bearing upon the value of the property. The supply of water from the brook and mine will be adequate to furnish almost any number of stamps; certainly as many as will be required.

The question of fuel is easily disposed of, for, in addition to the abundance of wood that can be delivered at the mill for \$1.75 per cord, there is coal in plenty at the mines in Pictou County, and could be furnished at rates which would make it but little, if any, more expensive than wood. There is a fair carriage road to Stewiacke, a station on the Intercolonial Railroad, six miles distant northward. In the other direction there is a good highway to Shubenacadie, six miles distant, a station and town on the same railroad. In a direct line to this railroad from Stewiacke station to the town of Truro, the head of Cobequid Bay, the distance by rail is twenty-two miles. At that point there are quite an extensive foundry and machine shops, where