

92I/NE-002

The Python Mine situated about 5 miles southerly from Kamloops was operated under this gentleman's management until about the fall of 1901, when the Company became financially involved, and since that time Mr. Wood with other creditors has acquired the property by re-staking. By reason of this the assessment work on this group of claims must be performed annually and Mr. Wood informed me that owing to depressed condition of business his associates and himself are so financially embarrassed that unless they sell a lot of low grade ore which accumulated on the dump while the mine was being operated he does not see his way clear to be able to perform the \$500. assessment work necessary to hold the claim, and this has to be done before April next.

According to his information there are from 4 to 5000 tons of ore on the dump of about the following average value:— Cu. 2.5%— Au. and Ag. \$2.— SiO₂ 44%— Ca^o 20% per ton.

In order to ship this dump it would be necessary to haul the ore on wagons to the same siding from which the ore from the Iron Mask Mine is being shipped. The distance from the Python Mine to this siding is about 3 1/2 miles.

The cost for hauling at present charged by Kamloops teamsters is \$1.50 per ton, but with heavy wagons and teams this ore should be hauled for not to exceed \$1. per ton.

Mr. Wood informed me that if the three rail tramway which connects the mine workings with the bunkers was extended a distance of about 1500 feet the cost for which he estimates at about \$500. the ore could then be transported considerably cheaper because by

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because by extending the present tramway the delivery of the ore into wagons would be at the base of a steep incline instead of near the summit of the hill where the bunkers are now located. The time which would thus be saved in driving up and down this hill, would be of such value to teamsters especially when considered in connection with the wear and tear of horses and wagons in ascending and descending the hill, as to warrant a considerable reduction in the cost of hauling.

John M. Greer