

FROM KAMLOOPS.

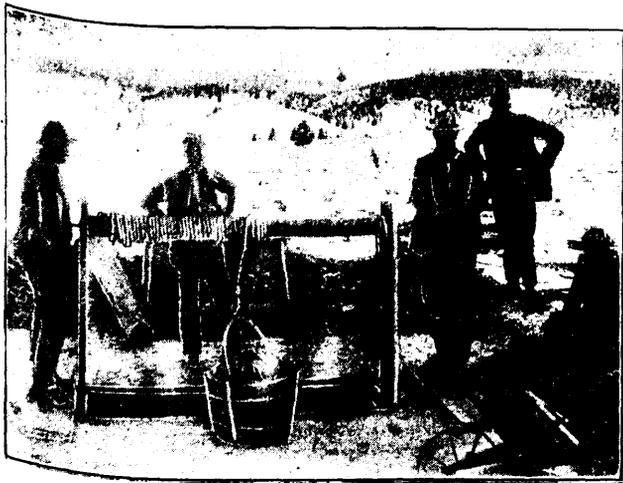
ONE of the most important considerations affecting the development of a new mining camp is the question of transportation.

TRANSPORTATION FACILITIES.

In this respect, Kamloops is highly favoured, inasmuch as good waggon roads traverse the mining area to the south of the town in such a way as to nearly encompass it, and every claim is practically connected by road with the Canadian Pacific Railway.

In addition to this, the possibilities in the way of shorter routes from the claims to the railway by means of direct roads with easy grades and wire tramways render their construction a matter of time and necessity only.

Kamloops is 1,150 feet above the sea level; the highest point of Coal Hill, the centre of the mining area, is 3,500 feet, so that for tramways and other



SHAFT OF POT HOOK CLAIM, NEAR KAMLOOPS. (Photograph by Dr. Wade, Jan. 12, 1898.)

means of direct transportation there is an available fall of from 2,400 to 1,000 feet, for there are promising claims on the flat at the base of Coal Hill as well as on the hill proper.

Nearly every claim on Coal Hill, Copper Flat, Sugar Loaf Hill and Jacko Lake can be reached by light buggy or heavily loaded truck, so open is the gentle undulating country. The Python, the first claim recorded on Coal Hill, is less than one mile from the Kamloops-Savona waggon road, which runs also within a few hundred yards of the Iron Mask claim and within a stone's throw of the Copper King near Cherry Creek. The Iron Cap is cut in two by the branch road to Sugar Loaf Hill, and the Pot Hook and Bonanza lie between this road and the highway with claims innumerable on either hand. To the eastward the Nicola road is within a half mile of the two groups of claims owned by the Pedro and Kimberley Mining Companies, and a branch road leads to a number of likely prospects near Jacko Lake, all of which goes to show that so far as transportation facilities are concerned the Kamloops camp has everything in its favour. In such a country as this prospecting is neither arduous nor expensive, and the cost of getting supplies to camp is not great; the present price paid is from \$3.00 to \$4.00 a (waggon) load.

NAVIGATION OF THE THOMPSON.

To the north, in the valleys of Adams Lake and the North Thompson River, where great silver-lead deposits await the capitalists' attention, the means of transportation will be in a great measure by water carriage. Mr. Roy, Dominion Government Engineer, has been instructed to examine the North Thompson River with the view of the removal of the few existing impediments to navigation. If, as is most probable, his report is favourable, it is to be hoped that the work will be undertaken at the earliest possible moment. There is but little doubt that if these silver-lead ores and coal could be cheaply conveyed from the producing points to Kamloops, as would be the case were the North Thompson put in shape, a smelter would soon be an absolute necessity for their local treatment.

COST OF MINING.

The cost of conducting mining operations in this section appears to be lower than obtains in other parts of the province. In the *Canadian Mining Review* for December there is published the War Eagle Consolidated Mining and Development Co.'s report. In it Mr. John B. Hastings gives some interesting figures, showing the average cost of work done on the company's properties. They are as follows:—

Tunnelling and drifting	\$20.12 per foot.
Raising	30.33 per foot.
Sinking	92.29 per foot.
Cost of ore extraction is given as	\$3.25 per ton.

In this camp the cost per foot is much less, but there has been no attempt made so far by property owners to separate the cost of the various forms of work when more than one has been pursued on the same property.

NOTABLE INSTANCES. The Python, with a 6x8 shaft, has had 130½ feet of work done on it, 55½ feet of sinking and 84 feet of drifting, at a cost of \$9.22 per foot. The Python ore is copper pyrites associated with some magnetic iron and pyrrhotite; the country rock is mainly diorite.

The Glen iron mines, situated fifteen miles west of Kamloops, and right by the side of the C.P.R. track, have produced and shipped over 6,000 tons of ore. The last hundred feet of tunnelling done cost only \$8.50 per foot, with a prospect of the next hundred feet costing even a less figure.

The Homestake mines (silver-lead) on which some 500 feet of tunnelling and upraising has been done, the tunnels being five by six and a half feet, have been worked at a cost of \$10 per foot.

On the Iron Mask 230 feet of cutting have been done. The tunnel is five by six feet in the clear after timbering, the actual rock removed being seven by seven feet. The cost of running the tunnel was \$10.78 per foot, including timbering in five feet sets with eight by eight inch hewed pine. The ore extraction cost \$2.20 per ton.

The shaft on the Pot Hook measures seven by twelve feet, and is now down forty feet. After timbering, the shaft gives two divisions of four and a half by five feet each. The cost of sinking has been \$19.75 per foot. Much timbering has been required in this shaft.

It will be seen from these figures that in this district tunnelling or sinking, with tunnel or shaft of six