

Winter Work In Atlin Camp

Mining Men from the North Tell
of Operations Being Carried On.

Three Dollars a Barrow the
Value of Gravel Taken
Out.

Mr. R. D. Fetherstonhaugh, the manager in Atlin of the operations of the Atlin Syndicate, of which Lord Dufferin is one of the principal owners, gives the Colonist some interesting particulars of the winter operations in the northernmost camp of British Columbia. As noted a day or so ago, Mr. Fetherstonhaugh has just returned from Atlin, where he has been since the early part of November. Contrary to the generally accepted idea, he says there is considerable work being carried on all winter, and he puts the number of men steadily employed directly in various mining operations, as a conservative estimate, at over 200. The operations of his own company this winter have been confined to a quartz property, one of the claims bought by the syndicate from "Salor Bill" Partridge. The first in a series of operations was the removal of the Atlin camp, a ten-stamp mill, which had been in operation since the fall of 1900. The mill is run by a steam engine, of course, and this engine and the boilers are in the buildings with the stamps. The water for the amalgamators is sufficiently warm, Mr. Fetherstonhaugh reports, to do the device of running the smokstack up through a large tank, from which the water for the amalgamator was drawn. This kept it at a temperature sufficient for the purpose. The work has kept some 20 men employed. The results have been quite satisfactory, and the quartz has been proven to be of good value. The rock was got out by a drift on the seam. The mine is situated some five miles from Atlin.

Mr. Fetherstonhaugh has now in course of installation, to be in readiness for the spring's operations, a hydraulic plant on Wright creek, where he secured hydraulic leases last fall. Part of the plant was sent in last fall, and some of it was only recently sent up and taken in over the snow and ice. The prospects for hydraulic propositions are very hopeful, and the coming season will see considerable development in that line in this district.

Of placer operations, Mr. Fetherstonhaugh says a good deal of drifting, similar in method to that adopted at Dawson, has been carried on with good results on several of the creeks—or, rather, on the benches beside them. The rock is in many cases washed as it is taken out, small claims being erected for the purpose, and working the benches. The adopted to separate the precious grains from the gravel and sand. The bench process of winter working is under this process, and have been paying, encouraging way, and have been paying, as he would judge, about an ounce to the man. Of course, some of them were not washing up as they went, only taking out sufficient to pay current expenses, and making the eyes of the rest, to be washed in the spring.

Of some of the individual operations, Mr. Fetherstonhaugh says a particular instance which would open the eyes of the most successful miners from the best in the Klondike. This was at Spruce, on the bench of the creek. The miners of what was being taken out, and confessed he had not quite taken it all. He went to see for himself, and was astonished at what he had seen. Nichol, one of those operating on the benches of Spruce creek this winter, was taking out gravel which averaged 10 to 12 per cent gold. He had drifted in from the creek side on the bedrock and then wheeled out the gravel. It seemed to get better as he got further in. On Pine, opposite discovery, Fritz Miller results were even richer than the best claims on the creek. On Gold Run a tributary of Pine, some 30 men were engaged in drifting and sifting, on the benches of claim, and they were getting an average of one ounce to the man for the operations. Quite a dump had been accumulated here.

Mr. Fetherstonhaugh predicts a great season for Atlin camp, and thinks that the future has good things in store for those who stay with the camp. He will return in a few weeks, after transacting business here and in Vancouver. He was a passenger for Vancouver on the Charming yesterday morning.

Mr. R. C. Lowry, who accompanied Mr. Fetherstonhaugh from the North, was engaged on a good deal of the first survey of the district, for that is the profession he follows. His report shows that not only for hydraulic propositions, but for the individual placer miner, the camp has a great future, and every season will prove its lasting quality. He is of the opinion that the proposed new regulations respecting the size of bench claims being enlarged from the present 100 feet square to 250 feet square, will be of benefit in improving the conditions of placer miners. He says the old size of claim was of no practical value, not only in that it gave but little chance for a man to reap the benefit of his work, but there were difficulties in the way of drainage of such a small area that the practical miner found to be very serious. Mr. Lowry will remain but a short time in this part of the province before returning to the Atlin camp, where he has some interests and in which he has faith enough to stay with it. He is confident of the rosy character of the days to come for the district.

HISTORICAL FUNDS.

Interesting Documents Bearing on the Bible Discovered in Egypt.

New York, March 8.—According to a Tribune special from London, Rev. Dr. William Winslow, vice-president of the Egyptian Exploration fund, there is authority for the belief that the discovery of the papyrus of St. Matthew, which was sent to the University of Pennsylvania, and that of St. Paul's Epistle to the Romans, presented to the University of Toronto, are two other extremely interesting papyri yet to be assigned. One is that of John, which contains the verses of Chapter 1, and fourteen verses of Chapter 20. In the first part are the words, "Behold the Lamb of God, which taketh away the sin of the world," and "We have found the Messiah." In Chapter 20 is the memorable story of Mary at the sepulchre. This papyrus is dated 200 A. D., or a little later, and is pronounced only a little later than the St. Matthew's text. The confirmation of the text of the 60th version is absolute.

Dr. Winslow says that the papyrus of St. Mark, although only a fragment, is precious, containing in the few verses of chapters 10 and 11 special facts of the life of Jesus. The manuscript resembles the famous codex Alexandrinus now in the British museum, and agrees with our standard version. Its time is between 400 and 500 A. D. Other papyri sent to the University of Toronto, and announced, include a historical table of emperors from Augustus to Darius, a genuine "I. O. U.", as such documents are now termed, and a historical table of the year 57, when the attorney is instructed to "worry" the debtor until he pays up, and a manuscript paper for a slave.

Dr. Winslow says increasing agricultural operations and the great dam, which will flow an immense river, will mean the destruction of tens of thousands of the historical papers.

USELESS PROTEST.

Illinois Manufacturers Want United States to Repeal Sugar Duty.

Washington, March 6.—The delegation of the Illinois Manufacturers' Association which yesterday called on Secretary Gage to protest against his action in declaring a countervailing duty of 10 per cent on refined sugar, received the reply of the secretary to their criticism. The protest was presented by Mr. Madison, who said his association represented a constituency of 300,000 employers and workers in Illinois, whose combined production amounted to \$2,000,000 annually. The secretary, who is agricultural implements of all kinds are especially excepted from the operation of the countervailing duty, which he said was imposed in obedience to the law of Congress, and was a matter over which the treasury department had no control except to carry out the law.

THE IRISH RISING.

Police in Pull Force to Keep Order in House of Commons.

London, March 6.—The excitement occasioned by last night's scenes in the House of Commons was still very evident to-day, and when the house met at noon, in view of possible disturbances, the whole police force on duty at that time had been mobilized and reinforced by reserves.

Mr. John Redmond rose and raised a question of privilege arising from the painful scenes of last night. He claimed that members had been suspended without proper steps being taken to identify them, and their removal had been accompanied by undue violence. The speaker, Mr. Balfour, said that the house had been suspended without actually having gone to the lobby to participate in the division.

The speaker, interrupting, pointed out that Mr. Redmond was not raising a question of privilege, but a point of order. If he was properly informed of any wrongful suspension, he (the speaker) would be glad to take steps to rectify it.

Mr. Redmond tried to move an adjournment, and appealed to Mr. Balfour to give the members an opportunity for a question of privilege. Mr. Balfour, remarking that he presumed it was desired to institute means for preventing a recurrence of the kind of last night, said that he would suspend such offenders hereafter for the remainder of the session.

ONTARIO MINERALS.

Output for the Year Exceeds Nine Million Dollars.

Toronto, March 6.—(Special).—The growing importance of Ontario as a mineral producing country is shown by the report of the output from mines of all classes for 1900, just compiled by the Ontario Mineral Survey. The total value of the output was \$9,288,424, compared with \$8,416,083 in 1899; an increase of \$872,341. There were 10,864 men employed with a wage bill of \$3,364,401, or about one-third the total value of the output. The report again shows that it is in the placer mineral products, such as petroleum and clay products, that the largest return lies, and that the iron, nickel and copper industries are making strides. The large lifting up in gold is ascribed to the shutting down for a time of several producing mines in the northwestern part of the province.

RELIGIOUS INFLUENCE.

Being Brought to Frustrate if Possible Erection of Montreal Crematorium.

Quebec, March 6.—The corporation Mount Royal cemetery of Montreal has a bill before the legislature asking an amendment to its charter enabling it to erect a crematorium. The application led to a fierce fight in committee of the whole, the bill only being passed by one majority. It is opposed by many Roman Catholic members, on the grounds of principle, and this objection is met by the statement that the Roman Catholic conscience should not be disturbed by the innovation, which is only sought for by Protestants, and would only be available to them. Archbishop Bruchési of Montreal is using his influence against the bill. Sir C. Macdonald, the millionaire tobacco man, is to erect the crematorium if power is obtained.

SHAMROCKS FOR WINNIPEG.

Montreal Hockey Team Goes to Play the Champions.

Montreal, March 6.—The Shamrock hockey team left for Winnipeg this morning, where they play Saturday and Monday.

Marine Matters Discussed

Board of Trade Council Deals
With Question of Navigation.

Atlinites Desire Support for a
Petition for Railway via
Chilkoot Pass.

The council of the board of trade met yesterday morning in the board of trade rooms, with the following members present: Vice-President L. G. McQuade (in the chair), Secretary Elworthy, and Messrs. Cox, Scott, Paterson, Lugin, Mara and Ker.

Dodwell & Co.'s offer to put on a regular morning and evening service to Puget Sound ports, as contained in their letter already published, was taken up, and Mr. Lugin suggested that the offer be laid on the table awaiting the arrival of Sir William Lugsen, who is now en route.

The chairman said that Sir William Pearce would not come to Victoria, but that his secretary would accompany Mr. George Dodwell, who is now en route. It was decided to defer action in the matter until the arrival of Mr. Dodwell. A committee of five, consisting of several well-known captains and shipmasters, on behalf of the shipmasters of Puget Sound and British Columbia, regarding the necessity of having a light, Greysia, Chatham sound—the inlet being at the northwest end of the sound—was spoken of as one of the most frequent in the navigation of northern waters.

Capt. Cox said the letter agreed with a former report of the committee. There was, however, considerable difference of opinion among the members respecting the location of a light on Christie passage. A letter from Capt. Bissett on the subject of the proposed light was referred to the committee. The report of the committee, Capt. Bissett said in his letter that Noble Island was, in his opinion, the proper place for a guide on Christie passage, which was the best and most frequently used passage in those waters. Over a year ago that location for the light was recommended by the Canadian Shipmasters' Association at Vancouver.

A memorial of the British Columbia Lumber and Shingle Manufacturers' Association, which was accompanied by a letter from the secretary of that body, asking that the board endorse the matters set forth in it, was given the approval of the council.

A voluminous mass of returns and documents supporting the Vancouver, New Westminster, Northern & Yukon Railway, was submitted to the council, and on account of their length taken as read, and referred to the railway committee.

The following letter from Capt. Clarke to Capt. Cox was read, and the secretary instructed to forward it to the department of marine at Ottawa: Captain J. G. Cox, Chairman of the Committee on the Proposed Light on Christie passage, of the British Columbia Board of Trade:

Dear Sir,—I desire to discuss with you in this letter a matter which, in my opinion, is of minor importance, but, I believe, often caused loss of time, and in some cases, of money. It is the coming to these waters from distant parts, whose masters have no knowledge of the coast except that obtained from books and charts, and the experience of the coast is not unique, the Straits of Juan de Fuca, as contained in the British Columbia gazetteer, is a reproduction of which was published in 1898. The masters of steamships and of coasting vessels do not usually require much information, but the coasting vessels, which are under the command of a single master, and given in this book should be both accurate and accurate, and I think that all the authentic information that can be obtained on this subject is contained in the experience of the masters of coasting vessels should be carefully studied and set out in these directions.

My remarks refer more particularly to those portions describing the sets of the different currents and tides about the Flattery and the entrance of the Straits. The information offered concerning winds must also, I think, be improved upon.

With your permission, I will now go a little into details. The page (11) which is devoted to the description of the currents, opens with the following paragraph: "A southeasterly current has been found to prevail on the western coast of Vancouver island, more or less throughout the year, particularly from August to November, probably in consequence of the prevailing westerly winds blowing almost constantly on the coast during summer. This current, joining the straits of Juan de Fuca, has been found to set vessels to the westward, five miles an hour to the southward, and during fog there is great risk of collision." The current is described as some of its off-lying dangers. Nearly the whole of the remainder of the page is filled with instances of drift to the northwestward, and finishes by stating: "It is reported by local pilots that a current to N. W. is steady and well defined on the western coast of Vancouver and Vancouver island, and inside the current setting in to the S. E. along the Coast."

In short, all that is offered under the head of currents commencing by stating that there is a well-defined set towards the southeast, and finishes by quoting the local pilots (who ought to know) that the current runs towards the northwest. What could be more perplexing to the uninitiated navigator? My own experience goes to show that a current having a breadth of probably 40 or 50 miles flows along the coast steadily, to the northwest, and about the mouth of the straits this stream is augmented by the tide, which, instead of making a sharp turn and running to the southeast, sets in a general W. N. W. direction. The remarks on the tidal streams (page 12), I think fairly correct; but they certainly might be much fuller as far as regards the entrance and main portion of the Straits. The flood stream, coming as it does from the southwest, sets (as remarked) with considerable velocity over Duncan and Dunlop rocks, but instead of running truly up the straits, there is a counter set towards the Vancouver shore, which, strangely enough, is not lost until Race rocks are passed. In this set, which when accompanied by light and baffling southerly winds (page 8), and sometimes combined with a strong easterly wind, makes the part of the coast about Gato

man's lighthouse so exceedingly dangerous. The flood current in the straits is felt more strongly on the Vancouver shore, and the other hand, the ebb sets more strongly along the American side. On studying the chart, the reasons for these peculiarities will be easily perceived.

In conclusion, I wish to state that in my opinion a particular point of view of the sailing directions should be given to the effect that, during the winter months (especially during the months of November and December), and during the easterly and southeasterly winds, which prevail at this season, should endeavor to hold a position between south and southwest (mainly) from Tatoosh island light, and on no account to open up the entrance to the straits of Fuca until an opportunity occurs of getting well inside.

With apologies for troubling you in this matter, which is one, however, in which I take considerable interest, I remain, dear sir, yours truly,

CHARLES E. CLARKE, Harbormaster and Port Warden. A communication was received by Capt. Cox from the United States hydrographic office at Port Townsend, giving a report on the sailing directions, and the council, after discussing the matter, and endorsing the opinions of Capt. Clarke, was also read and ordered to be enclosed with the letter of Capt. Clarke.

A lengthy communication from the Atlin board of trade, enclosing a petition to the government for a railway by way of Chilkoot pass, in opposition to the White Pass railway, was read but no action was taken, the matter being referred to the committee. The petition, though the council thought it was hardly the thing for them to be expected to take every railway proposition that came up.

On motion of Mr. Lugin, the secretary was instructed to look into the necessity of having a light on Christie passage for the various passes, so that they could be referred to readily and rolled up on the petition by means of spring rollers.

Several of the members expressed a sense of the necessity of having maps in more convenient shape.

The council then adjourned.

Will Oppose School Bill

Aldermen Think Measure Gives
Too Great Power to School
Trustees.

City Council Finally Reconsider
and Pass the Consolidated
By-Laws.

The bill now before the provincial legislature to amend the Public Schools Act will be opposed by the city council of Victoria. At the special meeting yesterday a resolution was passed instructing the legislative committee of the council to take steps to oppose the passage of the bill in its present form.

The principal objection to the bill, as viewed by the aldermen, is in respect to the annual revenues and estimates. This has always formed a subject of contention between the city council and the school board, and the experience of Victoria is not unique, the peculiarities existing in Vancouver and New Westminster, which are under the same conditions. As the act has been in the past, the school board has been in the power of the council, and its estimate will be required for the amount of the school fees in the year. Little, if any, of the school power lies in the hands of the aldermen, and it is almost absolute that they must give the sum demanded.

The aldermen think that the bill to amend the act now before the legislature is even more objectionable than the past, inasmuch as it gives the school board a power to make and amend the by-laws, which is a power that the council has always held. The aldermen think that the school board should be required to submit their estimates to the council, and that the council should have the power to amend them. The aldermen think that the school board should be required to submit their estimates to the council, and that the council should have the power to amend them.

The question of purchase of sewer pipe, which was brought up incidentally by Ald. Williams, caused a lengthy and acrimonious discussion on the whole subject of patronizing home industries.

Ald. Williams thought that a portion of the pipe could be very well put up for sale by the city, and that the city should have the right to purchase it at a price not higher than the price at which it was sold by the manufacturer.

The Mayor said he would oppose any such motion "tooth and nail," as he thought the only practical way to encourage home industries was to give the city the right to purchase the pipe at a price not higher than the price at which it was sold by the manufacturer.

Other aldermen took part, and most of them inclined to the view that Seattle, Vancouver or other cities would give the preference to home manufactures every time, even if they had to pay more for it. It was pointed out that even if the sewer pipe sold by Mr. Keller was not made in Victoria, he was a business man, paying his taxes here, and although in business for some years, had not received any of the city's patronage.

The question of quality was also brought up. The question of quality was also brought up. The question of quality was also brought up. The question of quality was also brought up. The question of quality was also brought up.

REV. WILLIAM BRIGHT.

Sub-Dean of Christ Church, Oxford, Is Dead.

Oxford, Eng., March 6.—Rev. William Bright, D. D., professor of ecclesiastical history in Christ Church, Oxford, since 1866, and sub-dean since 1885, is dead. He was born in 1824.



THE PEOPLE'S KNITTING SYNDICATE

Authorized Capital Stock, \$180,000
HEAD OFFICE, - TORONTO, CANADA.

The Syndicate is Offering a limited amount of Stock at \$1.00 per share in lots of twenty shares. (Each subscriber of the twenty shares to be furnished a twenty-dollar knitting machine free to work for the Syndicate and to share in the net profits of all goods made.)

The Syndicate has been formed for the purpose of manufacturing knitted goods cheaper than any existing company, to keep down prices, and to oppose the large knitting combines and companies which have joined hands to raise prices. To do this successfully it is necessary to get yarn at first cost, and to manufacture goods with the least possible expense. Therefore—

1. The Syndicate supplies its own yarn and machines.

2. The Syndicate has all goods made by its shareholders knitting at their own homes.

3. The Syndicate divides the net profits from the sale of all goods made by its shareholders among its shareholders.

4. To each subscriber of twenty shares the Syndicate gives free a twenty dollar Knitting Machine to keep, and also supplies each working shareholder, free of charge, full directions, samples and yarn to make the goods.

5. To become a shareholder, the subscriber must be a resident of Canada, and must be a member of the Syndicate.

6. The Syndicate pays for knitting these goods are—Socks, 85.00 per 100 pairs; Ladies' Stockings, 40.00 per 100 pairs; Gent's and Boy's Hosiery, 80.00 per 100 pairs; Leggings and Footless Bicycle Hose, 85.00 per 100 pairs; fine Towels, 40.00 per 100 pairs; and all other goods required by the Syndicate, such as Gents' Socks, Ladies' Stockings, Golf and Bicycle Hose, Knickers, Leggings, and Towels for Children.

7. The Syndicate furnishes a high speed family sewing machine, and will last a lifetime with ordinary usage, in Canadian wool yarn the same as hand work, but eighty times faster. It will knit from the first of imported yarns to the coarsest of Canadian wool yarn the same as hand work, but eighty times faster. It will knit from the first of imported yarns to the coarsest of Canadian wool yarn the same as hand work, but eighty times faster. It will knit from the first of imported yarns to the coarsest of Canadian wool yarn the same as hand work, but eighty times faster.

8. The Syndicate will guarantee the machine for twenty years. It will knit from the first of imported yarns to the coarsest of Canadian wool yarn the same as hand work, but eighty times faster. It will knit from the first of imported yarns to the coarsest of Canadian wool yarn the same as hand work, but eighty times faster. It will knit from the first of imported yarns to the coarsest of Canadian wool yarn the same as hand work, but eighty times faster.

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