THE AIM OF THEOSOPHY

A View of Theosophy and Its Teachings, by a Scientific Mystic—Its Bearings on the World's Religions

The limitation of our human faculties is the canker of existence; the vampire that eats out the life of Understanding just as the blood of Truth begins to beat in our brains. Yet in the understanding and appreciation of Nature lies the very Knowledge of God, and of the divinity that is the eternal essence giving life and beauty to creation. In the discovery of one's place and powers in the universe is the secret of man's divinity—as is, indeed, revealed in Holy Writ where it tells of man made in the image and likeness of God.

To what can we look for the solution of this problem? There is no hope in Physical Life, since death of the individual, of the race, and ultimately of the planet, ends all material creation. There is no hope in Reason, since our reason is self-contradictory; and can, in any case, be no more than a reflection upon the facts of mere physical life. Nor is there any hope in Faith; for there are many incompatible and warring faiths—all equally positive and each founded on Authority.

If any resolution there be of this dual problem—the vanity of life and thought—it must be therefore in the attainment of a super-consciousness; in the discovery and use of a consciousness that transcends both of them. This super-normal consciousness may be defined (for want of a better name) as Spiritual Experience. This is the one rock which scepticism cannot shake—the rock of experience. Faith, beliefs, and reason are but the quicksands of confusion. In spiritual experience alone is the rock of Divine Truth, against which the waves of materialism and the breakers of sectarianism beat in vain.

The aim of true religion therefore must be to eliminate from the conditions of acquiring experience its dogmatic theological, accidental, climatic, and other inessential elements. To develop the super-normal consciousness which shall reveal the Truth to the seeker, one requires the employment of a strictly scientific method of religious exercise and enquiry. The mind of the seeker must be unbiassed; all prejudices, preconceptions, and other sources of error must be perceived as such and extirpated. The body and mind alike must be under absolute control. Meditation must be the method just as concentration must be the aim; of all who would seek, experience, and understand what, briefly, may be defined as the work of Theosophy.

To adventure fearlessly in the discovery of Truth, to pursue the quest of Higher Knowledge, not to be frightened of it—such is the aim of the true Theosophist. He endeavors to rid himself of all dogmas—theistic or atheistic—all preconceptions and prejudices that choke the mind and starve the soul. His first discovery is to make sure he is not tied by false fears or vague terrors of an eternal hell or an indefinite judgment.

Let us then banish fear and eschew superstition. Fear is the cloak of the coward, as superstition is the habit of the child. We are neither children nor, let us hope, cowards. Ignorance and fear are sleuth-hounds of Satan;—the enemies of all human progress and spiritual evolution. Ignorance is a highway robber, fear is but a sneak-thief. They are the armor of the pessimist just as knowledge and courage are the weapons of the optimist.

Pessimism is poison; optimism is life! Let us then face the cosmos; not tremble at it! Is it not better to stand erect like a man than to grovel like a dog before an angry master? In truth, the hope of the world is not in the world, but in the attainment of a Super-Consciousness, by which our normal human faculties are transcended, our former thought and experience seem no longer absolute, and the inner significance and divinity of God's creation stands revealed.

"Thus shall you conquer Space,
And lastly climb
The walls of Time;
And by the golden path the
great have trod
Reach up to God!"

—J. SHERIDAN-BICKERS.

FOUNDERS WITH ALL ON BOARD

(Continued from Page 1.)

The last faint hope that some survivors might have been picked up was abandoned. The party boarded the tug and returned to Esquimalt to proceed by motor to Beecher bay and skirt the shoreline contiguous to the scene of the disaster. Place after place was visited, without any trace being found. At sunset yesterday a party of Indians stood on the verandah on an Indian house on the shore of Church point at the extremity of the eastern entrance to Beecher bay, and, pointing out over the little Bedford Islands to where the dark marks indicated the tide rips, told what they had seen 24 hours before when the Sechelt came into view, swung around to a heavy sea, heeled over and capsized without leaving any trace of survivors. All were lost. The angry seas had passed. The big combers no longer broke and foamed. A smooth glassy sea marked the grave where the Sechelt, with all her complement coffined in her, lay nearly a hundred fathoms deep.

What happened on board can only be conjectured. All that is known is that the steamer had a stormy run to William Head where she tied up at the quarantine wharf a few minutes before four o'clock, and thirteen men, ten of them Italians and Greeks, with their packs on their backs, landed to march off to the C. N. P. construction camp to join the workmen tented near where the roadbed is being made. Captain Reilly and some of the quarantine station staff watched the steamer land and learned that some of the passengers had suffered much from sea sickness. Mr. Burns and his wife sat in the saloon, and some five or six others were seen seated in the cabin. Some of the crew of the Sechelt entered into conversation with Capt. Reilly regarding the time, and compared watches. As the steamer pulled out a tall young man, wearing a light overcoat stood conversing with Capt. James in front of the pilot house, he being the only one of the passengers who came out on deck, other than those who landed, at the quarantine station.

NO SURVIVORS

The Sechelt left William Head about four o'clock. A strong southwester blew and kicked up quite a sea, with the result that a strong tide rip was running as the ebbing waters met the wind. The air was bitterly cold, and hail and rain squalls prevailed. About an hour after her departure from William Head the little steamer had been overturned by the wind and sea, coffining all who were on board.

Had it not been for the presence of the Indian family at the point of Beecher Bay the fate of the Sechelt would have been a mystery. At Sooke, when she failed to arrive at the appointed time, anxiety became fear, and many residents who expected friends to arrive by the vessel started enquiries. A message was sent yesterday morning over the government telegraph line stating that the Sechelt had not arrived and an answering message told the residents of Sooke that she had been wrecked—and brought mourning to several homes.

Capt. Jarvis, of the B. C. Shipping company, and others who watched the steamer leave the G. T. P. wharf, state that there were at least thirty passengers on board. As the crew numbered six, this would bring the total to 36 and with thirteen leaving at William Head the number lost would total twenty-three. Some others say there were fewer passengers, and probably the death list will not exceed thirteen, but, as stated, there was no list kept of those who embarked and the exact number who lost their lives may never be accurately known.

The steamer carried approximately ten tons of cargo, including steel rails, a number of small trucks and car wheels for the railroad construction camp, oats, and general merchandise for Sooke. It is probable that the heavy rails shifted when the steamer was heeled over by the wind and sea, with the result that too heavy a list was given the little craft to recover an even keel, and when the second sea struck her under the counter, following close upon the one which caused her to heel over, she capsized.

VICTIMS OF TRAGEDY

A story of tragic pathos is unfolded in the deaths of Mr. J. W. Burns and his wife, two of the unfortunate passengers. Mr. Burns was an unordained Presbyterian minister in the little community of Sooke. Last Friday week he came to Victoria to become re-united to his wife whom he had not seen for the past four years, she having been living with her children in Alberta. The re-union took place as arranged, and the occasion was made doubly significant by the marriage of their son, Mr. William Burns, of this city (an employee of Messrs. Bannerman & Horne) to Miss Catherine J. Stevenson. The newly wedded couple are now on their way to Calgary on a honeymoon trip, which will receive a sad interruption by the news of the Sechelt disaster, which was telegraphed to them yesterday.

On Friday, despite urgent entreaties from friends that they should make the journey by land, Mr. and Mrs. J. W. Burns left on the Sechelt for Sooke. Today after a four-year pastorate Mr. Burns was to have delivered his farewell services to the little congregation which he had assembled by hard work and earnest Christian endeavor, his intention being to leave there early next week and take up missionary work on Pender Island. A testimony to the work achieved at Sooke by the Presbyterian missionary was forthcoming last Sunday when the Rev. Robert Connell of Victoria visited the Sooke Mission and in conducting the quarterly sacramental services received a large number of people into the fellowship of the church. Of the personality of Mr. Burns, of his work in the mission field and of the fruit which it has brought forth the Rev. W. Leslie Clay speaks in the highest terms of praise.

The late Mr. J. W. Burns was about fifty years of age and was a native of Ontario, coming from there to Creston, B. C., and from that point to Vancouver Island. His wife, a native of Guelph, Ont., was a little his senior in point of age.

Mr. George King Newton, one of the ill-fated passengers of the steamer Sechelt, was a son of the late Mr. Herbert Newton, a well-known Dublin architect, and he leaves a mother and brother in the Irish capital. Mr. Newton was formerly in the Fourth Dragoon Guards, and was attached to the military service of India. Aged 26 years, he has been on the coast for the past two years, first employed on Mr. Young's and later on Mrs. White's ranch at Saanich. Since last June he had been carrying on survey work for the Canadian Northern Pacific, and shortly after Christmas he was despatched to Sooke as assistant engineer. On Wednesday last he came into town from Sooke and went over to Vancouver. Returning from there he was en route to Sooke on the Sechelt when the vessel foundered.

Mrs. White, of the Balmoral Hotel, who formerly employed the late Mr. Newton on her ranch at Saanich speaks in high terms of his character and personality. "He was a splendid fellow," she says, "manly, honorable, hardworking and in every sense a gentleman. He was exceedingly kind to his mother to whom he has regularly sent a portion of his salary ever since he came out here." Both Mrs. White and a gentleman friend endeavored to dissuade Mr. Newton from making the trip to Sooke by water, but he replied cheerfully: "It's all right. We shall hug the coast, and if anything were to happen I'm a good swimmer and could easily make the shore."

Colonel and Mrs. Atkins Collins of Oak Bay are relatives of the deceased—the latter being his aunt.

Another of the victims, Mr. J. I. Henderson, was a lineman employed by Messrs. Grant, Smith & Co. on the Canadian Northern Pacific. He was aged 26, and unmarried and came here from Leeds, England, of which city he was a native. He has relatives in Cody, Wyoming.

DEAD CAPTAIN'S CAREER

Capt. H. V. James, who went down with his steamer, the Sechelt, in the Straits, was a young man of 27 years of age. He and Capt. Jarvis, his partner, had been apprentices together on the British bark Mount Stewart, and Capt. James afterward entered a steamship line as third officer on a run from Europe to the Antipodes. Capt. Jarvis became second officer of the R. M. S. Aorangi of the Canadian-Australian line, which steamer he left to take up his residence in Victoria four or five years ago. Capt. James transferred to the Canadian-Australian service after his mother and two brothers, members of the firm of Messrs. James & James, architects, moved to Victoria, and two years ago he also made his home in Victoria. With Capt. Jarvis he started the Victoria Nautical and Engineering school and both did considerable work in adjusting compasses for local steamers. Capt. James was an officer of the Royal Naval Reserve in which he held a lieutenancy, and he took much interest in the Boy Scout movement, taking part in recent entertainments given by the Scouts. He was a navigator of considerable ability and had a knowledge of engineering which qualified him for an engineer's certificate which he held as well as an extra master's certificate. He built a unique engine, the smallest probably in use in any boat, some months ago. The little engine standing scarcely more than ten inches high, propelled a dinghy in which he installed it. He had made a large number of friends in Victoria.

Of the engineer, Mr. Hugh Young, little was known here. He came from Vancouver to join the vessel.

The Victoria Employment Agency dispatched ten laborers, all Greeks and Italians, on the Sechelt to work at the C. N. R. construction camp of Messrs. Kelly and Dibble at Peddar Bay. These men disembarked at William Head quarantine station. Another of the passengers on his way to the same camp was Mr. Frank McKenna, a young Irishman, formerly in the United States naval service, who had been found employment on the railroad work by the W. C. T. U. mission. He also disembarked at William Head at which point thirteen in all of those aboard the ill-fated vessel landed.

UNAVAILING SEARCH

Capt. Stratford, of the tug William Jolliffe, speaking to a Colonist representative on his return from the search made for some trace of the Sechelt said he had cruised over the ground thoroughly without finding a sign of the lost vessel. She probably carried down with her all who were on board. They would have little chance to get out. Capt. James would probably go down in the pilot house and the passengers inside the cabin. Even had anyone been washed out, or jumped from the capsized vessel, not even the strongest swimmer could hope to win away to shore against the tide rips not could anyone last in the chilly sea.

The William Jolliffe followed the trend of the tide and current. The drift was toward the further shore of the Straits, toward Crescent or Port Angeles. Throughout the night the tug cruised up and down over the scene.

The tug Madge, Capt. Reilly, made two cruises over the waters in which the vessel went down and the tug Lorne went over the place. Both found no trace. Capt. Reilly, talking to a Colonist representative said:

"When we learned of the disaster the Madge put out right away. It was very dark, but with a good lookout, we cruised up and down until eleven o'clock. At daylight we started out again, following the direction in which the tide would carry wreckage, but we saw nothing. We skirted as close as we could to the shore at Beecher Bay. The tug Lorne was met on the morning trip returning to Victoria and we went over and hailed her. We told Capt. Stratford of what the Indians at Beecher Bay had seen and the William Jolliffe then put about and went off to make a further search. This was also unavailing, and the William Jolliffe proceeded toward Victoria. The Madge returned to William Head and came to Victoria in the afternoon."

Captain Stromgren, who relinquished the command of the Sechelt some days ago, interviewed by a Colonist representative, said that her complement consisted of six men, the captain, engineer, fireman, two deck hands and a Chinese cook. He had no idea of the names of the last four and seems to have known them indiscriminately by the name of "Billy." "Passing Beachy Head," he says, "the Sechelt must have met the full force of the wind and Captain James, realizing the danger, probably endeavored to put about and seek shelter in Beecher Bay. In wearing, the vessel fell into the trough of the sea and became helpless, refusing to answer to her steering gear. A heavy blast of wind or a big wave striking her upper works would cause her to capsize, and it is easy to realize, with the weather as it was, that none of those aboard could escape."

OWNER'S THEORY

Capt. Jarvis, after listening to the description given by the Indians who witnessed the disaster, advanced the theory that the machinery of the steamer had probably become temporarily disabled with the result that the steamer fell off in the trough of the sea and being struck by successive heavy seas went over before she could be brought around with the wind fair. The Indians explained that when running before the wind the steamer seemed to be proceeding all right.

The scene of the disaster, off Beecher bay, lies off a rocky broken shore line, not far beyond Race rocks. The Rocky point road leads close to the eastern point of the bay, off which two small islands, the South Bedfords, where the four-masted schooner Bangor drove ashore a few months ago, fringe the side of the bay. The Beecher bay reservation lies on the inside of the bay on its eastern side, with a few old style Indian houses with two or three families living together and a few modern homes, with that of Harry Charles, the witness of the capsizing of the Sechelt set on the edge of the eastern entrance overlooking the Strait. Beachey head is the western entrance of the bay, with a long stretch of shore line. Beachy head is a wooded cliff and stands most prominent of the two entrances. Had the steamer been able to make into Beecher bay she would have found shelter behind Frazer island, which lies within the bay, about three-quarters of a mile within in a northerly direction. There is usually a very strong tide rip when the tides change off the entrance to Beecher bay.

The steamer Sechelt, which began service on March 1 on the Sooke run, was operated out of Vancouver until February last and was originally named the Hattie Hanson and built at Pontiac, Washington, in 1893. Four or five years ago she was purchased by the Sechelt Steamship Company of Vancouver and re-christened the Sechelt and was operated between Vancouver and Sechelt. Her career has not been fortunate and she has been ashore a number of times. Once, after stranding in the first narrows she followed the mishap almost immediately by going on the rocks at Bowen Island. The Sechelt Steamship Company went into liquidation a short time ago and the lost steamer, with another called the New Era, was sold.

The Sechelt was bought by the B. C. Shipping Company, in which Capts. H. V. James, who went down with the vessel, and Capt. Jarvis, were leading movers, and Mr. O. C. Bass is the attorney. The Sechelt was bought for $12,000 and was insured at Lloyds for $9,000.

A memorial service will be held for Capt. H. V. James and the victims of the Sechelt disaster at Christ Church Cathedral on Wednesday.

WILL URGE ACTION BY THE PROVINCE

Executive of Natural Histry Society Recommend Grant to Monument to Captain Cook

The executive of the Natural History Society will recommend to that body that the society move to have British Columbia contribute to the monument to Captain Cook, which is projected by a distinguished committee in the old country, of which His Majesty the King when Prince of Wales was honorary chairman, Lord Brassey, G. C. B., is hon. treasurer, and the Rt. Hon. Herbert Samuel, M. P., is chairman of the executive committee.

The movement was launched upon the proposal of Sir Joseph Carruthers, K. C. M. G., ex-premier of New South Wales. The monument will be erected in a central spot in London in memory of the services of Captain Cook as the first founder of the present greatness of Australia and New Zealand.

The matter was brought to the attention of the executive of the local society by a member who urged that in view of the connection of Captain Cook with the history of British Columbia and Vancouver island, this province should share in the memorial.

The connection of the great explorer and navigator with the early history of the coast is given at some length in a letter which has been addressed to the president of the Natural History Society by Captain Walbran. It follows:

Arthur W. McCurdy, Esq., President, N. H. Society, Victoria, B. C.:

Dear Mr. President,—In regard to a memorial to our great navigator, Captain Cook, which, I understand from the papers handed to me by yourself yesterday, is to be erected in London, I consider that a contribution towards this memorial from the Natural History Society, especially when we take into consideration Cook's connection with the shores of what is now known as British Columbia would be a fitting and graceful tribute from our society to his memory.

A Cenotaph at Nootka

Not only is it fitting that the N. H. Society should contribute to the London memorial, but I cordially agree, with what you suggest, that our society should interest our province (government and the public) to erect to the memory of Captain Cook a monument or cenotaph in Nootka Sound to perpetuate his discovery of the sound, and also to mark the spot, Resolution Cove, where he laid with his ships for five weeks in the spring of 1778. This monument would be a historical companion to the monument now erected to the memory of Quadra and Vancouver on the northern island of the San Miguel group off Friendly Cove, by our cousins to the south of us. If they could do so much for Quadra and Vancouver surely we can show our appreciation of their thoughtfulness by doing the same for Cook.

Again, not only was Captain Cook the discoverer of Nootka Sound, to which discovery the Spaniards laid claim when they realized that the sovereignty over this coast would countless, in the fur trade alone, be of great value and importance, but Cook had with him on the voyage that the discovery of Nootka was made, as a midshipman of the Discovery, a young naval officer, whose subsequent and valuable services on this coast have earned him imperishable fame, George Vancouver, who had also been with Cook on his previous voyage, as a junior officer (naval cadet of those days), on his own vessel the Resolution, the boy having thus, as one might say, been brought up under the close supervision of the great navigator; therefore, under these circumstances, it will be seen that the connection of Cook with the shore and the name of Vancouver island is a close and interesting one, and certainly a factor why the premier society of this coast, viz., the Natural History Society of British Columbia, should contribute officially to the erection of the monument or statue in London, but also use the ever increasing and valuable influence of the society to bring to a successful conclusion the erection of an obelisk, or some other suitable monument, to Captain Cook's memory at Resolution Cove, Bligh island, Nootka Sound.

I may conclude this letter by stating that the above information, showing the close association of Vancouver with Cook, is all to be found in my book, "British Columbia Coast Names," under the notes on Cape Cook and Vancouver island, a copy of which book I presented to the library of our society.

JOHN T. WALBRAN.

CAPITALISTS ON VISIT TO VICTORIA

Distinguished Guests Entertained to Dinner at Union Club—Lieut.-Governor and Premier Present

A party of representative British capitalists, headed by Sir Edward Tennant, Bart., (who has just been made a peer), and Mr. Leigh Wood (of the famous firm of Brown, Shipley & Co., and a governor of the Bank of England), are in the city, and will—without doubt—be conquered by the thousand attractions, both physical and financial. The party is staying at the Empress hotel, where they arrived yesterday from Vancouver. It consists of Sir E. P. Tennant, Bart.; Mr. J. Leigh Wood and Mr. W. Hargraves Brown (of Brown, Shipley & Co.); Professor M. E. Prior (Master of Trinity College, Cambridge University, and chairman of one of the leading London Assurance Companies), the eminent scientist; Mr. F. R. S. Balfour (of the well known stockbroking firm of Rowe & Pitman); Mr. Ernest Anson, M. I. C. E. (the eminent engineer, and world-prominent authority on mines); with such well-known financiers as Messrs. J. W. E. Lombard, Ernest Graves, J. McMillan, J. Goldie, and J. Bartlett Leonard. The party is accompanied by Mr. Amelius Jarvis, of Toronto, who has also large interests in Vancouver municipal and other securities, and by Mr. T. G. Holt (chief executive of the C. N. P. railway.).

Last night, these distinguished visitors with His Honor, the Lieutenant-Governor of British Columbia and several of the executive council were the guests of Mr. W. J. Taylor, K. C., at a dinner given in their honor at the Union Club. The company present included (besides the host, Mr. Taylor, K. C.), the Lieutenant-Governor, Hon. R. McBride, K. C., Hon. Thos. Taylor (minister of railways and public works), Hon. A. E. McPhillips, K. C. (president of council), Mr. Justice Morrison, Sir Edward Tennant, Professor Marlborough E. Prior and Messrs. T. G. Holt, J. Leigh Wood, Ernest Evans, W. L. Coulson (general manager of the Canadian Collieries, Ltd.), J. W. E. Lombard, S. A. Rogers, W. H. Brown, J. McMillan, F. L. Crawford (manager of the Canadian Bank of Commerce), W. J. Palmer (general manager of the Victoria Lumber Co.), and Amelius Jarvis.

After an excellent dinner, toasts and speeches followed in rapid succession. Both His Honor the Lieutenant-Governor and the Premier in welcoming their representative visitors from the Old Country, spoke eloquently on the illimitable natural resources of British Columbia; Hon. R. McBride referring to the unique opportunities for profitable investment on Vancouver Island.

Mr. Justice Morrison, Mr. Ernest Evans (of the firm of Evans, Coleman & Evans), and Mr. T. G. Holt replied respectively to the toasts of Scotland, Wales and Ireland.

In proposing the health of Mr. Amelius Jarvis, Hon. A. E. McPhillips paid a glowing tribute to the work of Eastern Canada in general, and to that of Mr. Jarvis in particular in encouraging the influx of British capital, and referred to the great work Mr. Jarvis had accomplished in the consolidation of the fish canneries in Canada.

Sir Edward Tennant and Mr. Leigh Wood made two most interesting speeches in replying to the toast of "Our Visitors," while other interesting speeches were made by Mr. Prior (the master of Trinity College, Cambridge), Mr. Ernest Anson (who spoke on railways and of his own engineering experiences in railway construction in India), Mr. T. G. Holt, Mr. W. J. Palmer, the Hon. Thos. Taylor and Mr. Balfour, who spoke on finance. A most enjoyable evening was spent by all present with their genial host, Mr. Taylor, K. C., and the evening concluded with the entire company singing the National Anthem and "Auld Lang Syne."

PERSISTENT THIEF

Vancouver Lad Ends Career of Crime Behind the Bars

Simon Tompkins, eighteen years of age, but who, during his short career, has managed to squeeze in several terms in the reformatory at Vancouver just can't help stealing. He is what might be termed a kleptomaniac, in that he apparently steals for the mere love of stealing and his thefts bring him in little financial return.

Simon arrived in the city from Vancouver about two weeks ago and since then has purloined two bicycles, one belonging to William Waxstock and taken from the Broad street hall, the other the property of A. E. Ormond, stolen from the latter's Victoria West residence; a silk shirt from a Cormorant street Japanese store; articles of clothing from a room in the Royal Arms Hotel; toilet articles from a Clarence Hotel room; a small amount in change from a room in the Poodle Dog cafe; a pair of boots from the Old Country boot and shoe store, Government street; a cap from Arthur Holmes' clothing store Yates street; and a number of minor articles from other sources.

The lad is what, in the police vernacular, is termed a room worker. In all he secured about $10 in money. The stolen stuff was cached in a number of places throughout the city, chiefly in hiding places behind downtown blocks. Tompkins will be arraigned tomorrow morning in the police court.

The executive committee of the Vancouver Trades and Labor Council is considering ways and means of converting the Western Wage-Earner into a weekly publication. The official organ has shown a balance of some $800 on the right side of the ledger since taken over by the Central Labor Council about two years ago.

Industrial accidents occuring to 283 individual work people in Canada during the month of Jan. 1911, were reported to the department of labor. Of these 82 were fatal and 201 resulted in serious injuries. In addition one fatal accident was reported as having taken place prior to the beginning of the month, information not having been received by the department before January, 18911. In the preceding month there were 154 fatal and 197 non-fatal accidents, a total of 271. The number of fatal accidents reported in January, 1911, was, therefore, 72 less than in the preceding month, and five less than in January, 1910. The number of non-fatal accidents reported in January, 1911, were four more than in the preceding month and 17 more than in January, 1910. Altogether there were 68 less industrial accidents reported in January, 1911, than in the preceding month, and twelve more than in the same month of the preceding year.

COLONIZATION OF PEACE RIVER COUNTRY

Victorian Disposes of 55,000 Acres of Agricultural Land to Eastern Canadians for $250,000

Fifty-five thousand acres of some of the best agricultural land in the Peace River district have been sold through Mr. R. W. Clarke of this city to Eastern Canadians for a figure in the neighborhood of $250,000. The land, which has been purchased for colonization purposes, lies to the south of the Dominion Government reserve.

Victoria syndicates have acquired the control of 400,000 acres of land in Northern British Columbia, running from a point thirty-five miles east of Stewart, through the northern portion of the province, as far as the Peace River Country. Mr. Clarke, who is acting for these syndicates, says that numerous colonization projects in that portion of the province will be undertaken during the coming summer. The land in large part is ideally adapted for agriculture, and a good average climate prevails.

Last year the Toronto Labor Temple earned a dividend of 10 per cent. on the amount invested. Seattle, Winnipeg, Los Angeles and San Francisco showing even better returns. If the experiences of these companies can be taken as a criterion—many of the temples not as favorably situated as in Vancouver—there can be very little doubt that the local project will make far higher returns to investors than can be secured in other enterprises where the risks are a great deal higher.

All the women's organizations in England are not in sympathy with the proposal of the Women's Freedom League. In answer to Mrs. How Martin's invitation to boycott the Census, Miss Wyatt Papworth, secretary and treasurer of the Women's Industrial Council, has written:

"I have placed before the executive committee of this council your letter of the 22nd in which you invite co-operation in a boycott of the Census. I am instructed to reply that in the work of this council the results of the Census are of the utmost use and importance, and we have constantly to reply upon information essential to our inquiries which is only obtainable through the Census; any course which may detract from the accuracy of these results therefore is, in the opinion of this council, highly detrimental to those interests of women which the council is formed to promote."

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De Laval Users AND ALL B.C. Dairymen

Learning that a report is being generally circulated by certain separator dealers and agents that the De Laval Separator Company has abandoned British Columbia territory, the Company wishes to inform everyone interested that any statement to this effect is entirely untrue. No doubt the wish is father of the statement, as it may readily be understood why certain competitors would find it peculiarly pleasant and profitable to operate quite free from the handicap of comparison of machines with the New Improved Le Laval Separators.

The facts are that the Company has made provision to cover the B. C. field more aggressively than ever before and to protect De Laval owners and owners-to-be to an extent unthought of by any other manufacturer or jobber.

Further, it is the desire of the Company to give every prospective separator buyer not already convinced of the overwhelming superiority of the New Improved De Laval, a free trial of any one of the ten styles and sizes for comparison in his own dairy with any or all other machines represented to be "as good" or "better." Any responsible dairyman wishing to avail himself of this opportunity need only consult the nearest De Laval agent, or write A. D. Brown-Jamison Co., Ltd., 1048 Main St., Vancouver, or to Winnipeg Offices of the Company.

De Laval users who are unable to obtain accessory or repair parts from their nearest agent can secure them promptly by forwarding orders to A. G. Brown-Jamison Co., or to

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