

British Columbia.

The schooner *Sea Cull* has been wrecked.

Haines & Smith, Vancouver, have dissolved partnership.

A. Kipp, harness, Chilliwack, is offering to dispose of his business.

Stevens & Gordon, liquors, Vancouver, have assigned to B. Springer.

James M. Carrol, general store, Rogers Pass, has assigned to J. C. Pitt's.

Stevens & Gordon, wholesale liquors, Vancouver, have dissolved partnership.

B. V. Winch, grocer and fruits, Vancouver, has opened a branch at New Westminster.

A company is being formed in Victoria to embark in fruit raising and preserving in North Saanich.

Ellard, James & Co., dry goods &c., New Westminster. Business advertised for sale by trustees.

Lawrence & McCulloch, confectionery, &c., Victoria, have dissolved; G. A. McCulloch continuing.

H. W. Suckling and L. W. Todd have started in business at Vancouver, as engineers, architects and surveyors.

J. Haskin, jr., furniture dealer of Nanaimo, has sold his stock in trade and business to Mr. Gagnon, late of Vancouver.

Vancouver proposes to adopt regulations to license and govern plumbing, and appoint an inspector of plumbing work.

The contract for the proposed new hotel at Nanaimo has been awarded to Roberts & Grant, at a sum in the vicinity of \$30,000.

The Columbia & Kootenay Navigation Company's new steamer was launched at Nelson recently. She will be called *Nelson*.

The by-law authorizing a grant of \$25,000 to the British Columbia Agricultural Society of Victoria has been sanctioned by a vote of the Victoria ratepayers.

The New Vancouver Coal Co., of Nanaimo, have discovered a fine new seam of coal of the best quality, which will vastly increase the value of their property.

The *Nelson Mirror* says that "Those who took stock in the Nelson Smelting & Mining Companies, Limited, are requested to tender receipts to Harold Selons, who will refund the amount subscribed."

The dates of sailing of the steamers from Vancouver, B. C., for China and Japan have been changed, and are now as follows: *Empress of Japan*, 1st July; *Empress of India*, 29th July; *Empress of Japan*, 26th August.

R. L. Cawston, manager of the B. C. Cattle Company, has returned from Oregon, where he purchased about 5,000 sheep for breeding purposes. These will be placed on the company's ranches in the Okanagan district.

The steamer *Batavia*, the second steamer of the new line between Victoria and the Orient, has left Kobe and is due here towards the end of the month. The *Sussex*, also of the new line, will sail from Hong Kong June 20th.

A special meeting of the council of the Victoria board of trade, a resolution was passed in favor of the building of the Nelson and Fort Sheppard railway. The board also approved of the site on Bastion street for the proposed board of trade building.

The annual report of the Vancouver board of trade for 1890 has been printed and is being distributed. It is a very interesting and useful volume, containing a vast amount of statistical and other information about the province, a considerable portion of which has already appeared in this journal.

Victoria Times: F. Elworthy, secretary of the B. C. board of trade, Victoria, has just had circulars printed for distribution among the business men of the city, calling their attention to many benefits to be derived by a community having a large board of trade. He invites them all to co-operate with the board by becoming members, and also calls their attention to the work done by the board during the past year. Those sending in their applications for membership before the annual meeting to be held on the 3rd of July will only have to pay an entrance fee of \$20, but after that the fee will be raised to \$30. He also requests those who intend to bring business up to send in their notices in good time so that the board will know what business is coming up.

Victoria Times: The Victoria City Council, recently held a special meeting to listen to the arguments of the promoters of the Victoria, Saanich & New Westminster Railway for additional aid. The City of Victoria has already guaranteed the bonds of the company to the extent of \$500,000, which now asks a cash bonus of the same amount in addition to the guarantee of the bonds. The intention is to build the road from Victoria to Saanich, from which there will be a ferry transfer to Point Roberts, and from there to New Westminster by rail. The ferry transfer across the Straits is about thirty miles, and it is the intention to carry freight cars across by boat. The time from Victoria to New Westminster would be reduced by the new route to two and a half hours.

Hon. John Robson, Premier of British Columbia, went east recently to Ottawa. Mr. Robson is going to the capital to discuss with the Federal Government several questions affecting the Pacific province. At Winnipeg Mr. Robson stated to a reporter that the last letter the late Sir John A. Macdonald wrote was to him. In this letter Sir John asked Mr. Robson to visit Ottawa to discuss with the Government the questions at issue. Mr. Robson would have gone sooner had not Sir John been taken ill. Last Saturday he received a telegram advising him that it will be well to visit the capital immediately. One question he proposes to discuss is that of sealing and the manner in which British Columbia interests will be affected under the new British sealing law. To interfere with the sealers this year would, Mr. Robson holds, be ruinous. Some of the schooners owned in Victoria are already in Behring Sea, others are on their way thither, and all have been fitted out at great expense, which will be utterly lost were they interfered with in the way proposed this season. Another important subject is the settlement of the Alaskan boundary and the disposition of a long strip of territory by the sea shore, in regard to which the Dominion, if not the province, should have something to say. The delineation of the boundaries of the railway belt on the mainland is still unsettled, and it is necessary to have it finally determined. Then there are fishery matters that must be discussed at Ottawa, besides other things that press for consideration.

Paint Manufacturing.

An industry which has been built up in Winnipeg to large proportions is that of preparing mixed paints. G. F. Stephens & Co., the house engaged in this branch of trade, have been wonderfully successful, and their goods, prepared in Winnipeg, can now be procured in almost every town or village between here and the coast. In fact they receive orders from very remote northern points in British Columbia. This department of their business is in charge of an expert, who has had many years experience preparing, mixing and blending colors. The industry was undertaken with the resolve that the firm name would be placed upon pure goods only, and though prices are necessarily higher for this class of goods, than for the many adulterations in the market, yet the result has shown that they were right in operating on this line, in the success which has attended them.

The lines manufactured are the ordinary lead paints, coach paints, oxide paints, stains of all kinds, and enamels. These are put up in the most approved class of cans, so that a portion of the contents can be taken out without injuring the can. In this way the contents can be kept air tight and fresh for any length of time. A great advantage in preparing these paints is the home supply of linseed oil, manufactured in Winnipeg. This oil is the very best procurable anywhere, and is absolutely pure, whereas it is impossible to obtain a pure imported oil, rosin and other substances being used as adulterants.

The plant for preparing the paints is continually being increased, and it is even possible that a plant may be added for the manufacture of cans here, as Messrs. Stephens & Co. have been obliged to bring most of their cans from the east. No native paints are used, but it is hoped that discoveries of suitable paint beds may be found near enough to this market to make it profitable to grind them here. Oxide paint deposits are said to exist on Lake Winnipeg, and were the proposed Red river improvements carried out, so that connection by water could be made between Winnipeg and the lake, it might be found profitable to bring the material here for manufacture. G. F. Stephens & Co. occupy a large brick building on market street east, near Main street, 30 feet frontage, by 100 deep, three stories and basement. They also have one of the largest storage warehouses in the city, located on the C. P. R. track, Point Douglas avenue.

Canada, the new magazine published by Matthew R. Knight, at Benton, New Brunswick, is meeting with deserved success. With the June number it is enlarged to sixteen pages and cover, neatly printed in a superior quality of paper. Beginning with the July number the subscription price will be one dollar per year. *Canada* aims to supply high class, patriotic Canadian literature.

For the past three years E. B. Biggar, of Montreal, has been gathering anecdotes and facts relating to Sir John Macdonald, and the result is an anecdotal life of Sir John, which will be issued in a short time. Before going to press Mr. Biggar will be glad to receive any authentic anecdotes or reminiscences on the subject that have not yet appeared in print. Mr. Biggar's address is the Fraser building, Montreal.