

"Butter receipts during the past week were 6,073 packages, against 6,779 packages for the week previous. Regarding creamery, business in the country has been put through at 21c to 21½c during the past few days, but it is said that the buyers have withdrawn the outside figure owing to easier cables from England. Prices here will be ruled from this out by the course of the English market, and should the late copious rains there increase the production to the extent expected, the recent prices will not be maintained on either side of the Atlantic. During the week a fair business has been done in creamery and Western, trading in Eastern Townships being curtailed by the limited supply. There is quite a lot of butter still held in the west in cold storage, but it is not for sale, as it has been purchased for Montreal and English account. It is expected the shipments this week will again show up pretty good. Creamery, 21c to 21½c per lb; Eastern Townships, 18c to 20c. Receipts of cheese during the past week were 70,354 boxes against 40,425 boxes for the week previous. The market is not a little mixed at the moment, and the great mystery is to learn how a certain house can continue to pay higher prices than the cable limits of other shippers will warrant them in paying. This is the question which every one in the trade seems to be puzzling themselves over. Still they must admit that those who pay the highest prices are the ones who will get the cheese. Whatever may be said regarding the mixed condition of values, it is very certain that finest Western colored going out by this week's steamers cost from 9½c to 9½c f. o. b., and finest Western white 9½c. The scarcity of colored of course accounts for the premium. For finest Quebec colored goods 9½c has been paid, and 9c to 9½c for finest white. Under grades range from 8½c to 8½c. It is said that the high prices that the high prices that are being paid on this side are due to the speculative short make prospect on both sides of the Atlantic."

#### Dairy produce is quoted:

Butter—Eastern Creamery, tubs.....	25	@	26
Manitoba creamery, 5-lb tins	28	@	00
" dairy.....	18	@	20
" choice.....	21	@	00
Cheese—Canadian, lb.....	12	@	14
California.....	16	@	00
Eggs, case, per doz.....	16	@	18
Smoked meats and lard are quoted:			
Hams.....	17	@	18
Breakfast bacon.....	17	@	18
Short rolls.....	14	@	15
Dry Salt, long clear.....	13	@	11
Pure Lard, 50lbs.....	16	@	17
" " 20lbs.....	17	@	17½
Lard Compound, 10lbs.....	11	@	14½
Sugar—Jobber's prices ½-barrels and kegs in each case being ½c higher:			
Dry Granulated.....	63		
Extra C.....	54		
Fancy Yellow.....	51		
Yellow.....	51		
Golden C.....	51		
Dry Granulated (China).....	61		
Syrups, per lb.....	3		
" 1 gal. tins, American.....	6		50
" 1 " " ".....	5		75
" 1 " " Vancouver.....	5		50
" 1½ " " ".....	7		00

#### SALMON.

There was a heavy run of fish on the Fraser during the first part of the week. The spurt was followed by an unusual

break toward the middle of the week. The canneries all got good packs. Last Saturday week the record of salmon canning on the Fraser was broken by Ewen's cannery, which put up 2,000 cases that day. A large number of fish are being salted and a good demand is reported from both China and Australia. The salmon market is for the present unaltered as all is centered in the pack of the canneries. It is believed that most of the Fraser River canneries have now a little over twice the quantity packed than what they had a week ago.

#### LUMBER.

There have been two clearances since last review. The American bark Seminole, 1,439 tons, Capt. Weeden, sailed Aug. 1, for Santa Rosalia, with a cargo of 1,045,008 feet rough lumber valued at \$7,896. The American schooner Puritan, 584 tons, Capt. Warner, sailed Aug. 4, for Tientsin, China, with a cargo of 725,951 feet rough, valued at \$8,625. Both vessels were loaded at the Moodyville Mills. The British bark Gainsborough, 985 tons, Capt. McPhail, from San Francisco, arrived Aug. 2, chartered to load at Moodyville Mills, for Valparaiso for orders, at 33s 9d. The Chilean bark India, 953 tons, Capt. Funke, arrived Aug. 5, from Valparaiso, to load a return cargo at Moodyville Mills, owners account. The Chilean bark Eritrea, 779 tons, on the way from Valparaiso to load a return cargo on owners account, ran ashore during a fog on Aug. 4, and is reported breaking up.

These are at present seven vessels loading at British Columbia ports for foreign. At Burrard Inlet—American bark Sonoma, for Iquique; Am. ship Gunford, 2,108 tons, for Port Pirie. Am. ship Wm. H. Starbuck, 1,272 tons, for London; Nor. bark Fortuna, 1332 tons, for Australia; Br. bark Gainsborough, 985 tons, for Valparaiso f. o.; Chil. bark India, 951 tons, for Valparaiso. At Cowichan—Am. schr Carrier Dove, 672 tons, for Adelaide.

Quotations for Douglas Fir Lumber, in cargo lots for foreign shipment, being the prices of the Pacific Pine Lumber Association:

Rough Merchantable, ordinary sizes, in lengths to 40 feet inclusive, per M feet. \$ 5 50  
Deck plank, rough, average length, 35 feet  
per M ..... 19 00  
Dressed T. and G. flooring, per M. .... 17 00  
Pickets, rough per M..... 9 00  
Laths, 1 feet, per M..... 00  
The following are the current city prices; quotations are at the mill and subject to the usual discounts: Rough, \$7 per M ft; rough clear, \$11; ship lap, \$10; flooring and rustic, No. 1, \$14; do., No. 2, \$12; shingles, \$1.60; lath, \$1.60.

Mr. M. P. Morris, Chilean consul at Vancouver reports that trade in Chile is showing considerable improvement. The government is now firmly established and confidence has been restored.

One of the largest purses of gold dust received in this city for some time was brought down last week from McDames Creek, Cassiar, to Green, Worlock & Co. The purse weighed 221.67 oz., valued at \$3,750. Four men working in a tunnel are getting out \$100 a day there.

#### BUSINESS CHANGES.

W. T. Day has opened a butcher shop at Steveston.

The Iardo Reporter has suspended publication.

J. P. Blake, baker, Vancouver, contemplates adding soda cracker plant.

Ellen Peck, hotel, East Wellington, has sold out to Geo. M. Graham.

Geo. Howe, butcher, Courtenay, has sold out to F. A. Auley and Thos. Beckness.

James McKim, general store, Courtenay and Union, closed branch at Courtenay.

The Burrard Inlet and Fraser River Lumber Co., are applying for incorporation.

Thos. L. Brown, has bought out the Box Clothing Co., Nanaimo, from T. B. Pearson & Co.

W. S. Hampson & Co., dry goods, Victoria and Vancouver, have sold out their Nanaimo business to C. E. Stevenson & Co.

W. H. Perry, hardware, stoves and tinware, Victoria, is closing out building hardware, and will continue in stoves, tinware and house furnishings.

Major & Eldridge, commission merchants, Vancouver, are making arrangements to start a pork packing house. They expect to get their supply of hogs chiefly from the Northwest.

The Pacific Fish Company, Ltd., has been incorporated with a capital stock of \$250,000. Head office at Vancouver. T. Reynell Lane, J. M. Buxton, Max Mowatt and E. E. Rand are trustees.

#### FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending August 5—

#### NEW VANCOUVER COAL CO. SHIPPING.

Date.	Vessel and Destination.	Tons.
29.	Wanderer, str., Port Townsend..	17
31.	Romulus, str., San Francisco ..	4,015
31.	Gen. Fairchild, bk., Wilmington	2,400
1.	Wanderer, str., Port Townsend.	45
Total		6,477

It is proposed to start a company in Quebec, with a capital of \$30,000, to export pressed hay to England and France.

Considerable of the Ottawa cut for the South American market is held in Montreal, as there is little doing in the south.

The United States Government having taken the necessary action, arrangements for reciprocity in wrecking between Canada and our neighbors to the south have been brought into effect. American tugs or steamers are permitted to render aid to vessels wrecked in Canadian waters contiguous to the United States, while on the other side, Canadian vessels are allowed the same privilege. Victoria will, it is expected, be materially benefited by the new arrangement, and the convenience to a great many shipping men will be considerable, besides which it will result in the saving of expense in some cases. The benefits which will accrue are also believed to be general, and will, it is said, be as much felt on the Pacific and Atlantic seabords as on the interior rivers and lakes.