

water melons, 30 sacks onions, 1 sack coconuts, 10 sacks sweet potatoes, 2 cs limes, 2 cs honeycomb, 3 cs peppers, 1 cs horseradish, 2 cs pineapples, 1 sack pine nuts; total, 1,110 pkgs. The receipts by the Walla Walla, Sept. 10, consisted of 152 cs peaches, 3 sacks sweet potatoes, 531 cs grapes, 12 cs lemons, 10 cs oranges, 6 crates watermelons, 2 crates cantelopes, 15 crates nutmeg melons, 2 cs nectarines, 180 cs apples, 14 crates bananas, 78 cs plums, 70 sacks onions, 78 cs pears, 12 sacks coconuts, 1 cs peppers, 7 cs quinces, 1 cs garlic; total, 1,104 pkgs. The receipts by previous steamers were as follows: Sept. 9th, 1,250 pkgs; Sept. 4th, 1,018 pkgs; Aug. 30, 1,492 pkgs.

Quotations show little change from last week, and the market appears fairly steady. Bartlett pears are out of the market. California plums are about out, the receipts being very light by last steamer. It is expected that apples will be sold at fairly good prices all winter, for there appears to be a scarcity. California apples will shortly be out of the market, and the local crop is not sufficient for to supply the demand. Oregon apples will, it is said, be imported in large quantities this fall. Local jobbers are said to be trying to procure fruit from the upper country, which will avoid sending large amounts of money out of the country and encourage local growers to give more attention to the cultivation of their orchards. Australian lemons are on the market and quoted at \$7 a case. The supply is said to be limited.

Jobbers' quotations for fruits are as follows:—

Oranges—Santa Barbara.....	\$0 00 @ 0 00
Tahiti Seedlings.....	4 50 @ 4 75
Riverside Seedlings.....	0 00 @ 0 00
Lemons—California.....	8 00 @ 8 50
Sicily.....	0 00 @ 0 00
Australian.....	7 00 @ 0 00
Bananas, crato.....	2 50 @ 3 75
Plums, box.....	75 @ 1 00
Peaches.....	1 25 @ 1 65
Pears.....	1 75 @ 0 00
Quinces.....	1 50 @ 0 00
Apples—Gravenstein.....	1 60 @ 1 75
".....	1 35 @ 0 00
Crap apples.....	1 25 @ 0 00
Grapes.....	1 35 @ 1 65
Pine Apples, doz.....	5 00 @ 0 00
Cocoanuts, doz.....	1 00 @ 0 00
Watermelons, crato.....	4 50 @ 0 00
Musk " ".....	0 00 @ 3 50
Nutmeg " ".....	1 60 @ 0 00

Vegetables are quoted:

Potatoes—California, sweet.....	2 1/2 @ 3
Local.....	per ton 17 00 @ 20 00
Onions—Red California.....	1 1/2 @
California Silverskins.....	1 1/2 @
Tomatoes, bx.....	1 00 @ 1 10

SALMON.

Some of the cannery agents decline to quote salmon for either the local or Eastern Canadian markets. They will ship everything to the English markets. It is generally believed that there is too much tonnage engaged to carry salmon to the U. K. Some shippers will not be able to furnish their vessels with a full cargo of salmon, and will probably ship wheat or lumber to fill. The bark Martha Fisher is still loading on account of Messrs. R. P. Rithet & Co., Ltd. The bark The Frederick, which sailed from Santos, May 12, via Talcahuano, is expected any day, and will load for London on account of Messrs.

Robt. Ward & Co., Ltd. The bark Chile, from London May 27, is now out 110 days, and is expected shortly. She will load a return cargo on account of her consignees, Messrs. Turner, Beeton & Co. The bark Glengarry is now out 57 days from Talcahuano, and is due for Sept.-Oct. loading at the Fraser River on account of Messrs. Bell-Irving & Paterson, agents for the Anglo-British Columbia Packing Co., Ltd.

LUMBER.

Since last review the American ship George Skolfield, 1,270 tons, Capt. Dunning, has completed her cargo for Valparaiso, consisting of 931,310 feet lumber, valued at \$81,787, and composed of 737,530 feet rough, 10,268 feet clear, 183,530 feet t. & g. flooring. The Norwegian bark Benj. Bangs, 1,118 tons, Capt. Bjowness, from San Diego, Sept. 3, is reported under charter to load lumber at Hastings Mills, Vancouver. There have been no arrivals at loading ports during the week. There are at present four vessels loading lumber at Burrard Inlet for foreign. The Lake Lemna, 1,035 tons, for Valparaiso, Scammell Bros., 1,218 tons, for Wilmington, Del., Alice Cook 732 tons, for Sydney, and Morning Light, 1,310 tons, for the United Kingdom.

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.....	\$ 9 00
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, 4 feet, per M.....	2 00

The Victoria Lumber Exchange quotes the following schedule of prices net at yard:

Rough merchantable lumber, per M.....	\$12 00
Double dressed and edged, per M.....	22 50
Single.....	20 00
No. 1 tongue and groove flooring, 1 x 4.....	22 50
Rough deck plank.....	14 00
Laths, per M.....	2 25
Shingles, common, per M.....	2 25

Eight per cent on all accounts over 30 days standing.

MR. RITHET'S SPEECH.

Incidental to the welcome to this port, of the Steamship Victoria, Monday night, Mr. R. P. Rithet is reported to have spoken as follows: Mr. Rithet, in responding, thanked the proposer very heartily for his kindly expressions, but said he had perhaps been actuated by simply selfish motives in having the dock built for the reception of the largest vessels afloat, and perhaps he had been given credit for being too philanthropically inclined—

A voice: No! no!

Mr. Rithet continued that when he had undertaken to build the dock many people had said he was foolish and unwise, and some had even gone so far as to say he was crazy. But if he had been crazy then, he was still crazy, for it was his ambition,—one of them at least—to make Victoria a port that could at any stage of the tide and under any conditions, accommodate at her wharves the largest vessels afloat on the Pacific or any other ocean. (Applause.) He thought he had fairgrounds to congratulate himself too on the success or partial success of his

scheme, for in the 12 years his wharf had been built, there had not been a single accident happen to any vessel that came within its boundaries. (Applause.) Some years ago the question of Victoria's harbor had been a serious drawback to merchants, and the town had suffered and subjected to the taunts of so-called friends, because the harbor accommodation had not been adequate. In those days everything in the way of freight from abroad had to be landed from the ships at Esquimalt and teamed to the city, and it then became a question whether the necessary wharfage facilities should be afforded at Esquimalt or at the city. In deciding upon the question he had been guided by the expense of hauling the freight from Esquimalt, and soon made up his mind, but was discouraged at every turn by those who thought he was making a huge mistake. From his intimacy with the captains of the Pacific Coast Steamship company he had, however, obtained some valuable information, they being accustomed to land both freight and passengers at wharves along the coast of Southern California in far more exposed positions than a wharf at Victoria would be. Their advice had proved correct. The wharf had been built and there was no risk, no danger in landing here. (Applause.) It would be premature now to intimate what his opinion of the port would be, but he felt so confident of the future of the Canadian Western transcontinental railway, which was another of his pet schemes, and which would in course of a few years become an accomplished fact, that he had no hesitation in saying that one of these days Victoria would be in a better position than any other seaport on the coast to become one of the greatest cities on the continent. (Applause.) He felt in a great measure indebted to the Northern Pacific Company for giving now a distinct illustration of the fact that Victoria's harbor facilities were all that they were claimed to be, and was glad the proper civility had been extended to the pioneer ship of the new line—a line which would be supported by each and every one of the merchants of Victoria. (Applause.)

BUSINESS CHANGES.

Chas. S. Deskey, tobacconist, Victoria, closed by mortgagees.

Carter & Tolmie, brewers, Victoria, have dissolved. Carter continues.

M. W. Minthorn, formerly of Strathroy, Ont., is opening in the boot and shoe business in Westminster.

Baker & McDonald, boots and shoes, are opening in Westminster. Mr. Baker is formerly of Port Elgin, Ont.

J. F. Galbraith, general store, Cloverdale, burned out. Wm. Skene, assignee, recently insured the stock for \$2,500 and the building for \$500.

Cowan & Wilson, wholesale grocers, Victoria, have arranged to effect a dissolution of partnership. M. H. Cowan will retire.

A postoffice is shortly to be opened at Kelowna, with Mr. Thomas Spence as postmaster.