

BANK DEFAUCATION IN HAMILTON.

CONSIDERABLE excitement prevailed in the city yesterday afternoon, in consequence of a rumor being current that a clerk in the branch of the Bank of Montreal had absconded with a considerable sum of money, the property of his employers. The rumor, unfortunately, proved to be correct, and soon it became known that a young man named F. W. M. Gates, who has for some time past filled the position of ledger clerk, had decamped, taking with him money to the extent of \$4,800. The facts of the case, briefly are these:—Shortly before three o'clock yesterday, Gates presented a check for \$1,700 at the Bank of Commerce, and received the cash therefor; he then deposited other checks to the amount of \$2,922, marked by himself as ledger-keeper of the Bank of Montreal, "good," to be placed to credit of his own account in the Bank of Commerce; he then drew a check for \$2,800, received the cash and went away. Mr. Murray, the Manager of the Bank of Commerce, noticing Gates leave the Bank with the notes had his suspicions aroused, at once inquired about the matter, and went round at once to the Bank of Montreal to see Mr. Buchanan, the Manager of the Branch here. Gates was then in the Bank, but went out, and before his absence was noticed he had got out of the way; and although the police were at once informed of the transaction, no trace has to the hour of going to press been discovered of him, although it is asserted that he did not get away by the Great Western Railway trains leaving about that time.—*Hamilton Spectator, September 25.*

THE WHEAT IN THE WEST.

THE Philadelphia Press says:—Week before last saw the acme of the wheat harvest of Wisconsin and Minnesota—the pioneer representatives of the great wheat plateau of the Northwest, whose settlement and development, which the building of the North Pacific makes an early certainty, is bound to revolutionize the material destiny of our whole country. Few of the farmers of Pennsylvania, even among the more intelligent, have an adequate idea of the capacity and progress of this region, and the facts of the yield of this year will repay careful and thoughtful study. A few years ago Lancaster County was the leading wheat county of the world. To-day she is distanced by two or more of the counties of the Northwest, and it is possible that this year other successful competitors may be added to the list.

This year the promise of seed-time and harvest has had a grand fulfillment in the West. Now, as the rattle of the reapers ceases and the golden sheaves are gathered to the shock, we begin to count the gain and, without exaggeration, it is wonderful. Careful estimates make the yield of Minnesota this season twenty million of bushels, of which it is calculated that fifteen millions will be exported. Pretty good for a State which only eleven years ago imported its flour and pork. The bulk of this magnificent surplus for export will come East via Superior over the new Lake Superior and Mississippi Railroad, now building by Philadelphia capital. The great arm of the Pennsylvania Central has reached out to the new land of the West, and is drawing towards us its golden prizes.

Wisconsin presses close on the heels of her better developed sister State, and this year will gather in fifteen millions of bushels of wheat, two-thirds of which she offers for sale outside of her borders. Large quantities of this also will come to our State.

Not only are the figures larger, but they represent the best kind of wheat. The earth has literally given her fatness. The face of the country overpowers the traveller with a sense of the bountifulness and generosity of the crop. There are no shrivelled grains, no rust, no mildew. The harvest of 1889 stands unrivalled in quality as well as quantity.

What a change within a fleeting decade. Less than ten years ago the rule in Minnesota and Wisconsin was broad prairies with an occasional settler—an oasis farm. Now the prairies are the exception, and the cleared and broken farms the rule. The wealth of the coming years almost staggers the brain of the man who attempts its computation. Wheat is the empire crop. In a well-regulated state of society bread is king, and who, conscious of this axiom of every sound system of political economy, can doubt the future of the Northwest?

The prestige of Pennsylvania as a wheat-producing State is gone. Illinois already leads her, and before a dozen years a dozen States in the great Red River section will do the same. Our future course is plain. Our mines and manufactures must engross the bulk of the enterprise and spirit of the commonwealth. It is a poor economy of enterprise which will attempt to tume against the bursting prairies.

RAILWAY NEWS.

A NUMBER of the residents of Madoc and vicinity have subscribed a requisition to the Warden of the County of Hastings, requesting him to call a public meeting of the rate-payers of the county to consider the building of a cheap railway from Madoc to Kingston, Belleville or Cobourg, and the granting of subsidies by way of bonus by the municipalities interested therein. In response, Mr. A. F. Wood, the Warden, has called a public meeting, to be held at the Town Hall, Madoc on the 20th of October, at one o'clock, p.m.

The Madoc Mercury, from which we gather the foregoing particulars as contained in an advertisement in its columns, testifies to the earnestness of the railway idea which has got possession of the people of North Hastings. They see what railways are doing for the country in the western peninsula, the new

railroads in Bruce, Grey and Simcoe having already done much to raise the value of property and stimulate settlement; and the people of North Hastings naturally desire to draw upon themselves similar advantages.

The preference is for a railway to Kingston; and if this proposal only meets with an adequate response from people in this city and in the townships through which such a railway could be made to pass, it ought not to be difficult to command assistance in giving to Kingston—what it so much requires—a railway to feed the commerce of its harbour.

We are very glad to note such a proposal—says the Kingston News—as emanating from a people desirous of public improvement, and hope that it will result in something beneficial to Kingston, Frontenac, Addington and Hastings. Kingston ought to send a delegation to the meeting to ascertain on the spot the sentiments that actuate the people of the County of Hastings, and to encourage the idea of railway communication with this city as much as possible.

LIVERPOOL MARKETS.

LIVERPOOL, Wednesday, Sept. 15.

DURING the past week, the weather has been much broken all over the Kingdom. Steady rain with strong wind has been against the small quantity of the harvest not already housed, and must have put a stop to any further thrashing in the fields. Nevertheless, farmers are said to be still delivering as freely as before.

At the London corn market on Monday last the trade opened firm, but later in the day, business became flat, and there was not much done.

At our corn market, on Friday, there was a very good attendance of country buyers, and wheat was taken to a moderate extent for consumption at the rates of the previous market. Flour was in good demand, but not dearer. Oats, barley and peas no change. Corn rather more in request.

At our corn market yesterday, there was about the usual attendance of country millers and dealers, but millers finding the market a little easier went away without almost doing anything, and we call wheat 1d per cental down. Flour nominally the same. Oats, peas and barley, no change. Beans in moderate demand at 1s decline. Indian corn—more wanted, but not dearer.

Deliveries of British wheat for week ending 11th inst.:—51,458 qrs, against 94,141 qrs in 1888, and 59,888 qrs in 1887.

Imports into this port for week ending 13th Sept.:—Wheat, 99,423 qrs; oats, 1,281 qrs; peas, none; Indian corn, 27,286 qrs; oatmeal, 1,788 loads; flour, 6,961 sacks, 15,402 bks.

Exports in the same time were:—Wheat, 8,975 qrs; oats, none; peas, none; Indian corn, 907 qrs; oatmeal, 108 loads; flour, 1,511 aka, 806 bria.

Provisions—Butter continues in very good demand at advancing rates. Lard slow and lower. Bacon and Hams are a little easier, not being so much enquired for. Cheese in fair request.

Asbes have been quiet, sales under 100 brls at 81s for both Pots and Pearls.

Copper Ore—The market still continues heavy—the shipments being far too large for smelters to do much good.

KENNETH DOWIE & CO.

ST. JOHN, N.B., SHIPPING INTELLIGENCE.

(From Cudlip & Snider's Circular.)

ST. JOHN, N.B., Sept. 21, 1889.

THE same scarcity of tonnage offering for charter continues as advised in our last, and freights are slightly better—an advance of 1s 3d per standard has been paid to Liverpool; and for outports better rates are obtained; but with stocks in their present shape, shippers are not anxious for tonnage.

We quote—Liverpool, 67s 6d; London, 60s to 65s nominal; Clyde, 62s 6d; East Coast of Ireland, 67s 6d to 80s, according to port and size of vessel.

The engagements have been—Ship 815 tons, 67s 6d, for Liverpool; ship 1,190 tons, 66s 8d, for Warren Point; ship 288 tons, 76s for Londonderry; ship 204 tons, 76s 8d, for Dundalk; ship 140 tons, 80s, for Wexford.

SPRUCE AND PINE.—Notwithstanding the light stocks held, the demand and sale for spruce is very slack.

SALT AND COALS.—The market is dull for salt. Holders are endeavouring to keep prices up, and asking 75 to 80 cents; but sales are very limited, and at this late season the demand falls off. Coals—for best Liverpool, \$5 50 to \$6 per chaldron; but common coals are low: large quantities received from Glace Bay, Cape Breton, selling at \$4 50, and Scotch about the same.

ABSTRACT.

	Vessels	Tons.	Tons Birch.	Tons Pine.	Sq ft. Deals.
Liverpool.....	5	5,154	197	258	3,697,000
London.....	—	—	—	—	—
Clyde.....	—	—	—	—	—
Bristol Chan.....	—	—	—	—	—
Ireland.....	2	1,356	—	—	1,253,000
Other Ports.....	—	—	—	—	—
	7	6,510	197	258	5,132,000

There is 14 ships, 8,906 tons, in port, against 22 ships 17,256 tons, same date 1888; of which 2 are loading for Liverpool, against 11 in 1888.

ST. JOHN, N.B., MARKET REPORT.

ST. JOHN, N.B., Sept. 21, 1889.

MONEY.—The market still maintains the quietness noticed in our last report, although there is certainly more business doing.

The Sterling Exchange rate continues the same as last week, viz: 109½ for 60-days' sight drafts. This rate is just 1½ above that prevailing in New York, which is now quoted at 107½ for first class bank 60-days' sight. The difference we fear may tempt our importers to purchase their remittances in the cheaper market.

BRADSTRETS.—The arrivals of flour for the past week have been moderate, but quite ample for the demand. Prices are unchanged on Canadian brands, while, on account of the rise in gold, New York flour is slightly easier. The quotations abroad remain as last reported.

CORNMEAL unchanged.

SUGAR AND MOLASSES.—The fall trade in sweets has not commenced as early as usual this year. Molasses is reported to have advanced in the Halifax market, and holders here have tried to advance the price unsuccessfully. Sugar is becoming daily scarcer, and is in very small stock.

COAL.—Quite a number of Sydney vessels have arrived during the past few days and the price has declined to \$6 50 per chaldron. One small lot is offered at less or about the cost of importation. A cargo of Glace Bay, ex schr. "Carrie Douglas," is selling at \$4 60.

We note the arrival of about 150 tons of Lampedo coal ex "Ansel." There seems to be very little of this coal coming here this season. We know of only one small lot to arrive.

FREIGHTS.—The improvement in grain and oil freights continue good, but very little has been done. We hear of the following deal charters:—"Sarah M. Smith," 1,119, Warren Point, 66s 8d; "Victoria," 223, Backville to the Clyde, 80s; "Alice M.," 223, Londonderry, 76s; "George F.," 204, Dundalk, 76s 8d; "Osprey," 140, Wexford, 80s; "Armanella," 915, Liverpool, 66s 8d.

SOUTH AMERICAN freights are much the same. We hear of the following charters:—"J. E. Woodworth," 440, and the "Transport," 807, Montevideo, (orders), 817.

WEST INDIES.—The West India trade has opened earlier this fall than last. On account of the insurance it is hard to say how rates will rule. We hear of the following charters:—"Louisa D.," 158, choice of ports, 25s; "Jennie Clark," 145, choice of ports, 28s; "Lizzie Troop," 207, choice of ports, 22½d; bark, "Amazons," 879, Cardenas, (orders), 26c and 27 50.

COASTWISE FREIGHTS continue about the same as last reported.—*News.*

PORT OF QUEBEC.

STATEMENT OF ARRIVALS AND TONNAGE.

COMPARATIVE statement of arrivals and tonnage at this port, from sea, in 1888 and 1889, up to the 23rd September inclusive:—

	Vessels.	Tons.
1888.....	719	450,402
1889.....	782	484,638
More.....	63	34,236 more.

Number of ocean steamers which arrived here up to this date, and to the corresponding date last year:—

	Steamers.	Tons.
1888.....	45	54,876
1889.....	59	78,024
More.....	14	23,148 more.

Comparative statement of arrivals and tonnage from the Lower Provinces up to date, and to the corresponding date last year:—

	Vessels.	Tons.
1888.....	157	16,902
1889—56 vessels.....	—	11,012
—19 steamers.....	75	9,912
Less.....	62	20,924
		5,022 more.

* The Quebec and Gulf Ports Steamship Company's steamers are included in the above.

J. BELL FORSYTH & CO.

EUROPEAN & NORTH AMERICAN RAILWAY.

The following comparative statement of traffic receipts is for the month of August in 1888, 1889 and 1887 respectively:—

	1889.	1888.	1887.
Passengers.....	8,985.85	8,570.26	8,686.27
Freight.....	7,201.66	6,599.62	6,180.18
Mails and Sundries.....	754.81	1,181.00	753.50
	\$16,942.32	\$16,351.88	\$15,619.95

GREAT WESTERN RAILWAY.

Traffic for week ending Sept. 8, 1889.

Passengers.....	\$96,502.19
Freight.....	32,907.87
Mails and sundries.....	1,775.92
Total receipts for week.....	\$71,235.98
Corresponding week, 1888.....	65,532.91
Decrease.....	\$14,596.98