

HEART OF GOLD.

Comrade, have we not walked together
Side by side in the days agone,
Hand in hand through the springtime weather,
When all the glory of May was blown—
When all the sky was a field of azure,
When sunshine reigned on the happy earth,
And angels looked, through the heaven's embrazure,
On a world of beauty and wealth and worth ?

This was the world that we walked in, brother,
Hand in hand in the days gone by ;
But as we were walking there came another,
A world to which heaven did not seem nigh ;
When the bloom went out of the mead and meadow,
When the eyes of the angels were far away,
And when on our path fell the sudden shadow,
And out of it faded the golden ray.

Still, as of yore, did we walk united,
Whether the heavens were black or blue ;
The path perchance might be dark or lighted—
It was ever the same so our hearts were true.
And when was our plighted faith e'er broken ?
And when was the link of our hands undone ?
Needless the voice of affection spoken,
While hearts moved true as the circling sun.

And now, dear heart, as the years grow older,
And gray locks gather about our brows,
Is the love of the past any fainter or colder ?
Does the mildew moulder our ancient vows ?
Are other voices more sweet to hearken,
Or other faces more bright to see,
Now that the shadows of twilight darken
The pathway trodden by you and me ?

No ! by the token of silent pressure
Of hands yet linked in the old-time grasp ;
And no ! by the look of the eyes' pure azure—
The past is safe in the spirit's clasp.
And faithful still, down the path together,
We lingering walk as in days of old,
Through the dreary eve and the wintry weather
In the warmth and light of your heart of gold !

Edward Sanford.

AN EVEN-SONG.

'Tis rough and wild, this twilight,
The angry winds are out ;
The dark clouds flit across the sky
Like an army put to rout—
The weird, gnarl'd branches of the trees
Toss stormily about.
I sit alone at my window,
And gaze on the troubled scene ;
But I hear, as I gaze, a soft sweet singing
That cometh from lands serene—
From lands of elysian calm, where the tempest
And storm-wind have never been.

And, as I listen, the clouds and winds
Fade far, far off, and die ;
A sunny landscape wide and fair
Grows out before mine eye,—
Meadows and woodlands, and bosky dells,—
Under a quiet sky.

And can it be thy singing,
Dear wife ! which thus I hear ;
This singing which falls so sweetly
Upon my listening ear,
Charming my inner world from trouble,
And making it calm and clear ?

Thy voice it is, thou loved one,
That sounds so sweet to me,
Methinks the hymns of the Immortals
Sweeter scarce can be ;
Mine own ! where'er thou art is heaven,
And storm is calm with thee.

David Holt.

TRADE—FINANCE—STATISTICS.

RAILWAY TRAFFIC RECEIPTS.

COMPANY.	1879.			1878.	Week's Traffic.		Aggregate.			
	Period.	Pass. Mails & Express	Freight		Total.	Incr'se	Decr'se	Period.	Incr'se	Decr'se
Grand Trunk (1880)	Jan. 3	42,648	117,373	160,021	137,707	22,314	...	1 week	\$22,314	...
Great Western	Dec. 26	38,177	67,053	105,230	64,839	40,391	...	26 w'ks	273,287	...
Northern & H. & N. W.	" 22	5,667	10,620	16,287	16,144	143	...	25 "	82,665	...
Toronto & Nipissing	" 20	1,230	2,045	3,275	3,755	...	480	24 "	3,741	...
Midland	" 21	1,392	1,885	3,277	2,898	379	...	25 "	23,240	...
St. Lawrence & Ottawa	" 27	1,210	949	2,159	1,473	686	...	fm Jan. 1	16,981	...
Whitby, Port Perry & Lindsay	" 31	786	762	1,548	1,179	369	...	" "	553	...
Canada Central	" 21	1,725	2,550	4,275	4,393	...	118	25 w'ks	20,051	...
Toronto Grey & Bruce	" 20	2,396	4,257	6,653	7,763	...	1,112	24 "	17,940	...
Q. M. O. & O.	" 31	3,293	1,917	5,210	4,946	264	...	24 "	*141,910	...
Intercolonial	Month Nov. 29	46,571	74,052	120,623	121,413	...	[Month] 790	Month	...	53,964

* This is the aggregate earnings for 1879; 1878 figures not given.
†Grand Trunk increase for 26 weeks to Dec. 27th, 1879, \$416,686.

BANKS.

BANK.	Shares par value.	Capital Subscribed.	Capital Paid up	Rest.	Price per \$100 Jan. 7, 1880.	Price per \$100 Jan. 7, 1879.	Two last 1/2 yearly Dividends.	Equivalent of Dividend, based on price of Stock.
Montreal	\$200	\$12,000,000	\$11,999,200	\$5,000,000	\$136 1/2	\$137 1/4	10	7 1/2
Ontario	40	3,000,000	2,996,000	100,000	70	66	6	8 1/2
Molson's	50	2,000,000	1,999,095	100,000	75	80	6	8
Toronto	100	2,000,000	2,000,000	500,000	121	117 1/2	7	5 1/4
Jacques Cartier	25	5,000,000	5,000,000	*250,000	50	28 1/2	5 1/2	9 1/4
Merchants	100	5,798,267	5,506,166	55,000	84 1/2	78 3/4	6	7
Eastern Townships	50	1,469,600	1,381,089	200,000	97 3/4	90	7	7 1/4
Quebec	100	2,500,000	2,500,000	425,000	6	...
Commerce	50	6,000,000	6,000,000	1,400,000	113	101 1/4	8	7
Exchange	100	1,000,000	1,000,000	*75,000
MISCELLANEOUS.								
Montreal Telegraph Co.	40	2,000,000	2,000,000	171,432	90	105	7	7 3/4
R. & O. N. Co.	100	1,565,000	1,565,000	...	40	42	4 1/2	11 1/4
City Passenger Railway	50	...	600,000	†63,000	80	70	5	6 1/4
New City Gas Co.	40	2,000,000	1,880,000	...	111 1/4	109	10	9

*Contingent Fund. †Reconstruction Reserve Fund.

TRADE OF MONTREAL.—The United States Consul-General at Montreal in a despatch to the Department of State, dated December 8, 1879, transmits the annual report of his district. The trade with Great Britain has decreased, while with the United States it has increased. This increase of nearly \$2,000,000 in the last year is partially due to large imports from the United States made in anticipation of the new Canadian tariff. The effect of the tariff in the opinion of the Canadian authorities will probably be to reverse the above results. It is not known yet how far the tariff will suit the people. A large emigration to the United States is continually taking place. A general improvement in business is manifest, not so much, however, as in the United States. There is an increased demand for labour, and at the same time a rise in prices in all kinds of provisions. The financial achievements of the United States during the past year have excited profound astonishment and respect among the people of Canada.

Wheat brought 92c per bushel on the Winnipeg market on Tuesday.

The New York Produce Exchange has virtually abandoned the cental system.

The number of vessels registered at the Port of Pictou on the 1st instant was 99, of a total tonnage of 31,405. The vessels added last year were eight, of 1,679 total tonnage.

The new Berlin (Germany) tariff has caused wheat to rise 33 1/2, rye 55, barley 25, and oats 40 per cent. The German shipping trade has appreciably declined in consequence of the tariff.

During the seven months that navigation was open the Northern and Hamilton and North-Western Railways carried to Toronto 4,295,992 bushels of grain, 84,934 barrels of flour, 57,160,000 feet of lumber, 106,500 feet square timber, 39,057 tons general merchandise, and 29,149 passengers.

The stock of flour in New York in the hands of receivers, in store and on dock, and city millers' stock on December 31 of the undermentioned years were as follows:—1879, 397,900; 1878, 372,000; 1877, 408,000; 1876, 275,900; 1875, 395,800.

A despatch from St. John, N.B., says:—At a meeting of the Board of Trade Tuesday afternoon, it was decided to discontinue affiliation with the Dominion Board, as nothing was gained by the connection. Some discussion took place over the drawback on ship-building materials, and the steamship subsidy scheme, but no definite action was taken.

The Economist of this week says:—“The rate of discount for bank bills, 60 days to three months, is 2 3/4 per cent., and for trade bills, 60 days to three months, 2 3/4 to 3 1/2 per cent. On the Stock Exchange an active speculation for a rise has recommenced. Government securities, home railways and Canadian and American railways led the advance. North British Railway, however, fell 13 since the Tay Bridge disaster. Gas property, after being again much lower early in the week, now shows a recovery, and the buoyancy of the markets in all departments is very decided. This state of affairs is aided by the renewed ease of money, the great strength in the iron trade and expansion of railway traffic, in addition to which the latest advices from Afghanistan and Africa are favourable.”

BEERBOHM'S ADVICES.—Floating Cargoes.—Wheat, quiet; Corn, steady. Cargoes on passage and for shipment—Wheat and Corn, neglected; no business doing. Liverpool Wheat, spot, easier; do Corn, quiet but steady; do California and Club Wheat, 11s 6d to 11s 11d; do Red Winter and White Michigan Wheat, 11s 6d; do Red American Spring Wheat, 10s 6d to 11s. American Extra State Flour, London or Liverpool, 14s 9d. On passage for the continent—Wheat, 460,000 quarters; Corn, 220,000 quarters. Liverpool Bacon, S. C., 38s.