

**PROGRESS OF WINNIPEG.**—Significant evidence of the marvellous progress of Winnipeg, both in population and material growth, is found in the fact that the assessment has increased from \$2,000,000 in 1874, to \$4,600,060 in 1879 and nearly \$5,000,000 in 1880; and that some 400 buildings consisting of stores, dwelling houses, etc., have been erected or are in course of erection the present year, involving an outlay of close upon \$1,000,000. At its incorporation in 1873, the population did not exceed 2,000, whereas, says the *Times*, it now numbers 10,000 souls. The city registrar computes that \$1,250,000 has been invested in real estate within the city limits during 1880. The indebtedness of the city on the 4th March last, according to the City Chamberlain, was \$234,794, against which were unpaid taxes, \$27,672, and sinking fund \$20,819. Since, that time, however, bridge debentures have been issued amounting to \$200,000, making the total debt of the city now \$386,302.

—Fruit consumption on this continent, is on a scale which makes old country people stare at us, and accuse Americans of wild extravagance. We have seen it stated that in one American city the value of fresh fruit sold last year was \$10,042,500; ditto, dried, \$1,301,000. The sales of foreign fruit amounted to \$2,803,300; canned, \$1,752,500; California, \$813,500. Grand total, \$16,712,890. The export of Canadian and American fruit to Britain is expanding into an importance hitherto undreamt of. For the present season, up to October 21st, the receipts of apples in the Liverpool market amounted to 170,564 barrels, as compared with only 21,880 barrels last year up to same date. The shipments to sea from Montreal this year up to end of October reached 85,392 barrels, which was 61,503 barrels more than last year. The export reached indeed, 21,520 barrels in one week, probably the last week of that month. All these were not sent to Liverpool, some went to Glasgow, and one shipment was made to Leeds in Yorkshire. The estimation in which Canadian apples are held in Britain is very high indeed, J. C. Houghton & Co.'s Liverpool circular of 21st ult., says that the range of prices for Canadian is altogether higher than for American. Sales are: Baldwin, Canadian 12/- to 13/6, American 10/- to 13/6; Greenings, Canadian 12/- to 14/9, American 9/- to 11/6; Northern Spy 11/6 to 12/- American 9/9 to 13/6; Canadian Spitz 12/- to 14/3 and American 10/- to 14/- Canadian Famense brought 13/6 to 14/- and Canada Red 14/- to 14/6 per barrel. Ribston Pippins 20/ to 25/.

—The revenue of the Dominion for the month of October last amounted to \$2,484,723, of which \$1,458,188 was derived from customs, \$469,519 from excise, \$310,123 from public works, rail ways included, \$126,490 from the post office, and \$22,413 from bill stamps. The revenues previously received bring the total up to \$9,660,513 so far this year. The expenditure on Consolidated Fund account during October was \$2,098,138, and the total to end of that month \$6,566,849.

—Up to the 1st inst. the arrivals at Montreal from sea aggregate a tonnage of 594,356 tons, of which three-fourths was steam, a larger proportion than last year. The increase over last year is, in tonnage 126,506 tons; in number of steamers 72, and of sailing vessels 30. The revenue of the harbor to the date named is \$270,489, a gain of \$55,258 over last year. The inland vessels number 5,913 against 5,026 last year. The following figures show the arrivals from sea:—

	Steamers.		Vessels.	
	No.	Tons.	No.	Tons.
1880....	335	446,257	333	148,099
1879....	263	331,770	303	136,080

—The Montreal Corn Exchange recently welcomed upon its floor an Antwerp grain merchant, Mr. G. DeBrassince, and another gentleman from the same city, Mr. George Berdolt, likewise a grain buyer, is presently expected in Montreal. Both these firms have been, we understand, purchasing Canadian grain for Europe. The *Gazette* considers that with the direct communications our merchants now have with the principal continental ports there is no reason why a regular line of steamers should not ply between Montreal and the continent next season, to meet the increasing demands for Canadian wheat and rye.

—The earnings for October of 33 principal American railways, with a mileage of 22,297 miles, was \$15,539,000 against \$12,945,000 in October 1879, a gain of 21 per cent. while the increased mileage was 16 per cent.

—From 1st January to 1st November this year, thirty-three railways (Grand Trunk and Great Western included) showed an increased earning of \$26,776,157, above the \$90,479,459 earned in the same period of 1879.

THE GRAND TRUNK OF CANADA.

It was to be expected that amid the general improvement in railway earnings and prospects in America during the present year the Grand Trunk Line of Canada would show an improved condition. But we do not suppose that any one looked for quite so favorable a state of things as the half yearly meeting, held in London last month, developed. True, the transfer of the Riviere du Loup line to the Government, the securing of a new connection with Chicago, and the arrangement with the Toronto, Grey and Bruce Company, are all matters which must have an important bearing on the earnings of the Grand Trunk, but these were all too recent to have affected, we presume, the returns for the half-year ended with June last, which is the period which the figures submitted cover.

It is to be remembered that, no longer ago than 1877, the rates of freight on through business were so low that the average receipts of the Grand Trunk for the first half of that year were but 86 of a cent per ton per mile, while the average of five previous years was 1.25 cent.

But even then the lowest depth was not reached, for the remuneration per ton of freight carried steadily declined from 11/2 in that year to 10/4 1/2 in 1878, with a decline of a quarter of a million in tons carried, and 9/2 1/2 in 1879. An improvement in both quantity and price of freight came with this half year, for we find that 1,428,103 tons, or one-sixth more than the previous half-year, was carried at an average price of 9/9 1/2, showing an improvement of 6 per cent in the tolls. Passenger rates had fluctuated more, but began earlier to improve. These yielded in 1877, 5/6 1/2 per passenger carried, which was five per cent. better than the previous year, but in 1878 only 5/4 1/2, improving in 1879 to 5/6 on a smaller number of persons, and 1880 to 5/9 per passenger carried.

The gross receipts for the first six months of the present year were £991,992; the working expenses £675,345; the profit on working being thus £316,647. It may be of interest to give a comparison of the figures for the first half of several years:

	1878.	1879.	1880.
Gross receipts.....	£881,009	£832,869	£991,992
Working Expenses ...	687,253	634,423	675,345
Profit on working ...	213,750	198,446	316,647

  

FREIGHT CARRIED, TONS.			
1877.	1878.	1879.	1880.
1,052,873	1,564,450	1,224,838	1,428,103

  

PASSENGERS, CARRIED, NUMBER.			
1877.	1878.	1879.	1880.
865,972	876,361	845,627	892,825

It is to be remarked that the receipts of the latest half year were greater than those of first half 1879 by 19.10 per cent., although the receipts for the Riviere du Loup section, which amounted in the latter year to £22,262, are absent from the 1880 return, that section having been sold. The working expenses show an increase of 6 1/2 per cent., over the like period. The number of passengers increased by 47,198, or 5 1/2 per cent., while the receipts therefrom were £26,824, or 11 1/2 per cent. greater than in 1879. Mail and express receipts show a decline of £3,201, owing mainly to the sale of the section named.

The disposition made of the receipts increased as above was as follows: Having set aside the sums required for paying the interest on the leased lines, the first and second equipment bonds, and the 5 per cent. perpetual debentures, there remained an available balance of £123,927. Out of this sum there was paid a dividend on the first preference bonds at the rate of 5 per cent. per annum; and out of the balance of £43,552, the Board resolved, after obtaining the opinion of eminent counsel on the Arrangements Act of 1873, to pay a dividend on the second preference stock for the half year at the rate of 3 per cent. per annum, which absorbed £34,893, leaving £8,659 to be carried forward to the current half year. This result is not less gratifying to Canadians, as an evidence of hopeful growth in the business of a corporation of so much importance to the Dominion, than encouraging to investors on the other side of the Atlantic. If first preference bonds can earn their interest and leave three per cent. for second preferred bonds, there is surely some hope for shareholders, a return on whose property has been so often hoped for, but so long deferred.

The hopeful appearance of the Grand Trunk's affairs is not lessened by the returns of traffic during the portion of the current half year still unexpired. The largest week's earnings in the history of the road were those of the week ending 30th October last. They amounted to \$250,639, while the earnings for the like week last year were \$220,979. That time in the autumn is always a busy one for the road, but the Montreal *Witness* states that the largest week's traffic receipts ever previously had amounted to \$245,300. It is interesting to notice the steady growth of receipts from this season's business.