Centre Star shareholders are particularly wrathy. It is stated on reliable authority that the Centre Star mine up to the time it was floated, including the outlay for machinery, development, etc., did not cost the owners more than about $2,000,000 net after allowing for profits from ore shipments, and as 1,320,000 shares of stock were sold at $1.50 per share it will be seen that the promoters about recovered their expenditure. The capital of the Company is 3,500,000 shares of $1 each, so that the promoters retained 2,180,000 shares, which at only $1 per share would give them a profit of that many dollars. In view of this and the fact that the public subscribed for the stock on the understanding that 1 per cent. monthly dividends would be paid, we think the promoters should pay this dividend until the mine resumes shipments, when they could personally recoup themselves out of the increased returns.

We fully believe that both the War Eagle and Centre Star properties are good mines which will continue to produce for many years to come, and that they will in due time resume the payment of dividends at the same or possibly a higher rate.

The labor situation in the Rossland Camp is gradually assuming a threatening aspect, and this may have hastened the closing down of the properties.

It is openly alleged that some Toronto brokers were cognizant of what was about to happen for fully a day before the public announcement was made, and there is more than a suspicion that they made use of their special knowledge and unloaded large blocks of stock. Such conduct would be simply indefensible, and it is to be hoped that the allegation is born only of the irritation of sufferers by the slump.

On Monday last War Eagle stock sold as high as 266 1-2, and on Tuesday the average price was about 166, a clean fall of 100 points.

Centre Star stock declined to par, but has recovered to 106 bid.

The whole matter has been in the highest degree unfortunate, not only because of the serious losses made by many people, but because of the criticisms and aspersions being indulged in, and the injury which will result to other promising mining enterprises.

* * *

The Payne is reported to have added largely to the number of its employees, and the renewal of dividends is expected to commence in April. The stock is in demand at 95.

* * *

Republic stock is selling on the supposition that the dividend will be discontinued, although it was announced some time ago that there would be no cessation.

The new mill, it is announced, will be ready by 1st July.

* * *

Notwithstanding the fact that the Le Roi was closed down in December seven days for repairs to the compressor, the returns for the month made to the head office in London show that the estimated gross values for the month amount to nearly $100,000. The figures given officially for last month are as follows: 8,700 tons shipped, 3,400 ozs. of gold, 8,408 ozs. of silver, 109 tons of copper; total estimated gross values for the month $99,800.

The gross traffic earnings of the Grand Trunk, Canadian Pacific, Duluth South Shore & Atlantic railways, and the Montreal, Toronto, Halifax and Twin City street railways up to the most recent date obtainable, compared with the corresponding period for 1897 and 1898, were as follows:—

GRAND TRUNK RAILWAY.

Week ending.	1898.	1899.	1900	Increase.
Jan. 7........	$410,885	*$348,708	*$375,452	*$26,744
14........	463,393	*348,720	*434,624	*85,904
21........	445,851	*382,668	*442,406	*59,738
31........	596,203	636,366	567,506	*41,537

* Chicago and Grand Trunk earnings omitted.

CANADIAN PACIFIC RAILWAY.

GROSS TRAFFIC EARNINGS.

Week ending.	1898.	1899.	1900.	Increase
Jan. 7........	$401,000	$442,000	$496,000	$54,000
14........	404,000	416,000	497,000	81,000
21........	396,000	448,000	504,000	56,000
31........	472,000	558,000	654,000	96,000

NET TRAFFIC EARNINGS.

Month.	1897.	1898.	1899.	Inc.
January..........	$373,343	$515,627	$617,534	$101,907
February	384,823	423,667	599,701	176,034
March	520,212	753,233	828,896	75,653
April.............	627,117	717,090	920,303	203,213
May	875,569	926,662	1,032,759	106,097
June.............	886,127	817,395	1,023,060	205,665
July.............	914,358	730,688	972,961	242,273
August..........	1,004,407	883,026	1,018,831	135,805
September	1,059,891	1,092,513	1,146,886	54,372
October.........	1,414,738	1,255,845	1,411,016	155,170
November	1,189,732	1,080,508	1,282,236	201,727
December.......	1,053,454	1,279,111	1,375,981	96,870
Totals........	$10,303,775	$10,475,371	$12,230,164	$1,754,793

DULUTH SOUTH SHORE & ATLANTIC.

Week ending	1898.	1899.	1900.	Increase.
Jan. 7........	$24,235	$26,984	$33,401	$ 6,417
14........	25,797	39,944	35,812	Dec. 4,132
21........	27,604	36,146	38,936	2,790

MONTREAL STREET RAILWAY.

Week ending.	1899.	1900.	Inc.
Jan. 7 ...	$30,127	$32,427	$2,400
14....	27,486	30,711	3,225
21 ...	28,482	30,792	2,310
31....	39,296	43,404	4,208

TORONTO STREET RAILWAY.

Week ending.	1898.	1899	1900.	Inc.
Jan. 7...........	$20,394	$22,154	$25,843	$3,836
14.............	19,967	21,515	25,220	3,705
21.............	19,528	22,066	25,808	3,778
31.............	26,673	30,165	36,432	2,936

TWIN CITY RAPID TRANSIT COMPANY.

Week ending.	1899.	1900.	Increase.
Jan. 7............	$43,394 40	$49,572 05	$6,177 65
14............	42,196 70	48,449 15	6,252 45
21............	43,143 15	50,135 20	6,992 05
31............	58,602 25	69,096 05	10,493 80