

ton and Reading 7s, 87 $\frac{1}{4}$ ; West Jersey R. R., 50; do. 1st mort. 6s, 95 $\frac{3}{4}$ ; Elmira and Williamsport 5s, 60; Cape May and Millville 7s, 95; Ithaca and Athens 7s, 96; Huntingdon and Broad Top Mt. pref., 17 $\frac{1}{2}$ ; 2d mort., 93; Pennsylvania R. R. div. scrip, 99 $\frac{1}{4}$ ; Catawissa R. R., 17 $\frac{1}{2}$ ; do. new pref., 84 $\frac{3}{4}$ ; Schuylkill Nav. div., scrip., 82; Pennsylvania State 5s, 100 $\frac{1}{2}$ . The latest quotations are: City 6s, 100 $\frac{1}{2}$ @100 $\frac{1}{2}$ ; do. free of tax, 102 $\frac{7}{8}$ @103; Pennsylvania State 6s, 2d series, 105 $\frac{3}{4}$ @106; do. 3d series, 109 $\frac{1}{2}$ @110; Philadelphia and Reading 57 $\frac{5}{8}$ @57 $\frac{5}{8}$ ; do. Gen'l mort. 7s, coup., 102 $\frac{3}{4}$ @102 $\frac{3}{4}$ ; do. reg., 104@105; do mort. 6s, 1880, 98@100; do. new, conv., 104 $\frac{1}{4}$ @104 $\frac{1}{2}$ ; do. 7s, 1893, 105@—; United New Jersey R. R. and Canal Co., 124@124 $\frac{1}{2}$ ; Camden and Amboy mort. 6s, 1889, 97 $\frac{3}{4}$ @98 $\frac{1}{2}$ ; Pennsylvania R. R., 51 $\frac{5}{8}$ @51 $\frac{5}{8}$ ; do. div. scrip, 99@99 $\frac{1}{4}$ ; do. 1st mort., 101 $\frac{1}{2}$ @102; do. 2d mort., 102@102 $\frac{1}{4}$ ; do. general mort. coupon, 89 $\frac{1}{2}$ @90 $\frac{1}{4}$ ; do. reg., 92 $\frac{3}{4}$ @93 $\frac{1}{4}$ ; Little Schuylkill R. R., 46 $\frac{1}{2}$ @46 $\frac{3}{4}$ ; Morris Canal, 50@52; do. pref. 120@122; do. 6s, 96@—; Susquehanna Canal, 5@9; do. 6s, 73 $\frac{1}{2}$ @76; Schuylkill Nav., 6@6 $\frac{1}{2}$ ; do. pref., 125 $\frac{5}{8}$ @13; do. 6s, 1882, 74 $\frac{3}{4}$ @75 $\frac{1}{4}$ ; do. 1872, 84@—; Elmira and Williamsport pref., 37 $\frac{1}{2}$ @39; do. 7s, 1873, 97@100; do. 5s, 60@60; Lehigh Coal and Navigation, 45 $\frac{5}{8}$ @45 $\frac{3}{4}$ ; do. 6s, 1884, 94@95; do. R. R. Loan, 95@96; do. Gold Loan, 96 $\frac{1}{2}$ @97; North Pennsylvania, 46 $\frac{1}{4}$ @46 $\frac{3}{4}$ ; do. 6s, 99@100; do., 7s, 102@102 $\frac{1}{2}$ ; do. Chatte 10s, 109@112; Philadelphia and Erie, 20 $\frac{3}{4}$ @21 $\frac{1}{4}$ ; do. 6s, 92@93; do. 7s, 87 $\frac{1}{4}$ @87 $\frac{1}{2}$ ; Minehill, 51 $\frac{1}{2}$ @52; Catawissa, 17@17 $\frac{1}{8}$ ; do. pref. 42 $\frac{1}{2}$ @43; do. 7s, 1900, 101@102; Lehigh Valley, 61@61 $\frac{1}{2}$ ; do. 6s, new coupon, 99@100; do. reg., 100@101; do. 7s, 102@102 $\frac{1}{2}$ ; Fifth and Sixth streets (horse), 52 $\frac{1}{2}$ @—; Second and Third, 62@62; Thirteenth and Fifteenth, 21@22; Spruce and Pine, 28@30; Green and Coates 48@52; Chestnut and Walnut, 59 $\frac{1}{2}$ @60 $\frac{1}{2}$ ; Hestonville, 21 $\frac{1}{2}$ @22 Germantown, 30@38.

**Boston.**—Cincinnati, Sandusky and Cleveland R. R., 9 $\frac{7}{8}$ ; Atchison Topeka and Santa Fe R. R., 12 $\frac{1}{2}$ ; do. 1st mort. gold, 61 $\frac{3}{4}$ ; Rutland scrip, No. 5, 83; do. 7s, 75; Norwich and Worcester R. R., 128; Summit Branch, 36 $\frac{1}{2}$ ; Worcester and Nashua R. R., 125 $\frac{1}{2}$ ; Ind., Cin. and Laf. R. R., 7; do. scrip, equip., 95; Middlesex Central R. R., 85; Eastern (N. H.) R. R., 70; Concord and Portsmouth R. R. 112; Burlington and Missouri River R. R. in Iowa, 101 $\frac{1}{2}$ ; do. in Nebraska, 63 $\frac{1}{2}$ ; do. 8s, in Nebraska, old, 1894, 99 $\frac{1}{2}$ ; do. new, 96; Chicago, Burlington and Quincy 7s, 1903, 96 $\frac{1}{2}$ ; Boston and Maine 7s, 1893, 103 $\frac{1}{2}$ ; Detroit and Bay City 1st mort. 8s, guar., 99; Ottawa, Oswego and Fox River 8s, 99 $\frac{1}{4}$ ; Boston and Albany 7s, 105 $\frac{1}{2}$ ; Grand River Valley 2d mort. 8s, 1879, guar., 96; Michigan Central 8s, 1890, 104 $\frac{1}{4}$ ; Old Colony 7s, 1877, reg., 102 $\frac{1}{8}$ ; Greenville and Columbia 7s, 1887, 65; Cedar Rapids and Missouri 7s, 1916, 82 $\frac{1}{2}$ ; Michigan Air-Line 8s, 1890, 101 $\frac{1}{4}$ ; Carthage and Burlington 8s, 98 $\frac{1}{4}$ ; Jackson, Lansing and Saginaw 8s, guar., 99 $\frac{5}{8}$ ; Eastern R. R., 6s, 1874, 99; Iowa Falls and Sioux City 7s, 1917, 82 $\frac{3}{8}$ ; Cary Imp., 8 $\frac{1}{8}$ ; Boston Water Power Co., 15 $\frac{1}{2}$ ; Brookline Land, 5 $\frac{1}{2}$ ; Waverly Land, 4; New Hampshire 6s, 1901, 99 $\frac{1}{8}$ ; Massachusetts 5s, 1893, gold, 100 $\frac{1}{4}$ ; Boston 6s, 1879, reg., 98; do. 1876, currency, 99; do. 1874, 99 $\frac{1}{2}$ ; do. 5s, 1885, gold, 94 $\frac{1}{4}$ ; Chicago

7s, 99 $\frac{1}{4}$ ; do. 6s, 92 $\frac{3}{4}$ ; Hartford 6s, 1879, 97; Fitchburg 6s, 1893, 94; Portland 6s, 1882, 95; St. Louis 6s, 1888, 88 $\frac{7}{8}$ ; Cincinnati 7 3-10s, 1878, 101 $\frac{1}{2}$ ; Lowell 6s, 1890, 95 $\frac{1}{2}$ ; Charlestown 6s, 1888, 97; Brooklyn 6s, 1891, 92 $\frac{7}{8}$ ; Allouez Mining Co., 7; Calumet and Hecla, 141; Ocoela, 37; Phoenix, 15; Pontiac, 50c.; Pewabic, 7 $\frac{3}{4}$ ; Petherick, 23 $\frac{3}{8}$ ; Rockland, 13 $\frac{1}{4}$ ; St. Clair, 23 $\frac{1}{4}$ ; Star, 1 $\frac{1}{2}$ ; Superior, 20c.

**Baltimore.**—Virginia and Tennessee 8s, 82; Orange, Alex. and Manassas 7s, 80 $\frac{1}{2}$ ; Northern Central 6s, 1900, gold, 90 $\frac{7}{8}$ ; Central Ohio 1st mort., 88 $\frac{1}{8}$ ; Richmond and Danville 1st mort., 69 $\frac{3}{4}$ ; Atlanta and Richmond Air-line 8s, 61; Orange and Alexandria 3d mort. 8s, 82; do. 4th mort. 8s, 75; Western Maryland 3d mort. guar. 95; Wilmington, Columbia and Augusta 7s, 70 $\frac{3}{4}$ ; Virginia Central 6s, 66; Wilmington and Weldon R. R., 68. The latest quotations are: Wilmington, Columbia and Augusta bonds, 69@71; Pittsburgh and Connellsville 7s, 1898, 90@90 $\frac{1}{2}$ ; Baltimore and Ohio, 173@175; do. 6s, 1875, 99 $\frac{3}{4}$ @101; do. 1880, 99@100; do., 1885, 99 $\frac{1}{2}$ @100 $\frac{1}{2}$ ; Parkersburg Branch, 5 $\frac{1}{2}$ @5 $\frac{1}{2}$ ; Northern Central, 38 $\frac{3}{8}$ @38 $\frac{3}{4}$ ; do. 6s, 1885, 91 $\frac{1}{8}$ @93; do. 1900, 89@91; do., 6s, 1900 gold, 90 $\frac{7}{8}$ @91; N. W. Va. 3d mort., 1885, 92@95; Marietta and Cincinnati 1st mort. 7s, 1892, 101 $\frac{1}{2}$ @101 $\frac{3}{4}$ ; do. 2d mort., 7s, 89@91; do., 3d mort., 8s, 79@80; Central Ohio, 40 $\frac{1}{2}$ @42; do. pref., 40@41 $\frac{1}{2}$ ; do. 1st mort., 88@88 $\frac{1}{4}$ ; Western Md., 1@3 $\frac{7}{8}$ ; do. 1st mort. 6s, 1890, 75@—; do. 1st mort. guar., 95 $\frac{3}{4}$ @—; do. 2d mort. guar., 95@—; do. 3d mort., guar., 95@95; do. 2d mort. pref., 60@69; do., 2d mort. guar. by Washington Co., 80@82; Richmond and Danville 1st mort., 69@69 $\frac{3}{4}$ ; Orange and Alexandria 1st mort. 6s, 85@90; do., 2d mort. 6s, 78@82; do., 3d mort. 8s, 82@84; do., 4th mort. 8s, 75@77; Orange, Alex. and Manassas 7s, 80@81; Virginia and Tennessee 1st mort. 6s, —@—; do., 2d mort. 6s, 68 $\frac{1}{8}$ @—; do. 8s, 82@—; Baltimore 6s, 1875, 99 $\frac{1}{2}$ @100 $\frac{1}{2}$ ; do., 1884, 98 $\frac{3}{4}$ @99; do. 1886, 98 $\frac{3}{4}$ @99; do. 1890, 99 $\frac{3}{8}$ @99 $\frac{1}{2}$ ; do., 1893, 99 $\frac{1}{2}$ @—; do. 1893, exempt, 101@102; do., 1900, exempt, 99@99 $\frac{1}{2}$ ; do. 1900 new, 98@99; do. 1902, 98 $\frac{3}{4}$ @99; Memphis City 6s, 50@50; Maryland Defense Loan, 1883, 105@105 $\frac{3}{4}$ ; Virginia 6s, old, 35@40; do. new, 43@50; do. consol. 6s, 51 $\frac{3}{4}$ @52; do. coupons, 77@77 $\frac{1}{2}$ ; West Virginia, 11 $\frac{1}{2}$ @12; City Passenger R. R., 16@17 $\frac{3}{4}$ ; George's Creek Coal, 125@140.

The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending February 21, at 206,422 tons, and for the coal year 1,911,988 tons, against 2,131,024 tons to corresponding time last year, being a decrease of 220,036 tons. The bituminous tonnage for the week is 41,893 tons, and for the year 271,064 tons, giving a total of all kinds for the week of 248,320 tons, and for the year of 2,203,052 tons, against 2,386,004 tons to same time last year, being a decrease of 122,952 tons.

A circular from the president's office states that in order to simplify the accounts and perfect the organization, the Canada Southern, Chicago and Canada Southern, Toledo, Canada Southern and Detroit, and Michigan Midland and Canada Railways will hereafter be known as the Canada Southern Railway Line, and will be operated under one organization.

#### BANKING-HOUSE OF FISK & HATCH.

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We buy and sell GOVERNMENT BONDS and GOLD at current market rates; buy Gold Coupons; buy and sell Stocks and Bonds at the Stock Exchange on Commission for cash; receive Deposits, and allow interest at the rate of four per cent; make Collections, and transact a general Banking and Financial business.

We also deal in the CENTRAL PACIFIC and WESTERN PACIFIC GOLD BONDS, which, at present prices, are very desirable for investment.

We are also selling the CENTRAL PACIFIC GOLD SIX PER CENT. LAND BONDS at 85 and accrued interest.

The continued scarcity of Government Bonds, with steadily advancing prices, is increasing the demand for the best class of railroad securities for investment at current rates.

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The following gentlemen have been elected directors of the Cleveland, Columbus, Cincinnati and Indianapolis Railroad Company: J. H. Devereaux, H. B. Hurlbut, R. P. Ranney, L. M. Hubby, W. S. Otis, R. M. Shoemaker, W. H. Upson, H. E. Parsons, P. H. Watson, S. L. M. Barlow, William Butler Duncan, Stillman Witt, and F. Schuchardt. Very nearly the entire capital stock was voted, there being \$13,500,000 out of \$15,000,000.

The estimated earnings of the Erie Railway Company for the week ending February 23, are \$383,881, and since January 1, \$2,506,366 an increase over the corresponding period of the previous year of \$131,772.

An extra half-yearly dividend of two per cent has been declared by the New York and Harlem Railroad Company on their city traffic below 42nd Street, payable April 1.

Thomas D. Messler has been re elected President, and F. M. Hutchinson Secretary and Treasurer of the Lawrence Railroad Company. The business for the past year has been very satisfactory to the stockholders, enabling the company to lay aside a surplus of 23 $\frac{1}{4}$  per cent on the stock, after having paid quarterly dividends at the rate of ten per cent per annum.

The corporators of the Air Line Railroad from Annapolis to Baltimore are: I. M. Denson, General R. H. Carr, F. C. Crowley, and Thomas Coburn of Baltimore; Charles L. Nicolai, of Baltimore county; A. W. Wells, and Thomas C. Booné, of Anne Arundel county, and Lester Hitchcock, W. D. Colt, and C. J. R. Thorpe, of New York.

The officers of the Baltimore, Pittsburg and Chicago Railroad Company, recently elected, are: President, Walter C. Quincy; treasurer, H. J. James; secretary, Wm. Wing; chief engineer, James L. Randolph; directors, Wm. Keyser, John Tyrell, and James Walsh.

The officers of the Lehigh Coal and Navigation Company, recently elected, are: President, E. W. Clark. Managers—Francis R. Cope; Francis C. Yarnall; Fisher Hazard, Charles Parrish, George F. Tyler, Philip C. Garret, Charles Wheeler; George Whitney, Alexander Biddle, John Leisenring, Samuel Thomas.