

R. R. pref., 35¼; Lynn and Boston Horse R. R., 7; Atchison, Topeka and Santa Fe 2d mort., 33¼; Nashua and Lowell 6s, 1893, gold, 100¼; Cedar Rapids and Missouri 7s, 1916, 93¾; do. 1894, 94¼; Michigan Central 8s, 1890, Air Line, 89½; Framingham and Lowell 8s, 1882, 89¼; Boston Land Co. 6; Massachusetts 5s, 1895, 112; Maine 6s, 1889, 107½; Boston 6s, 1894, 109¼; do. 1881, 105; do. 5s, 1882, 106; Chicago 7s, 1892, 104½; St. Louis County 6s, 1878, gold, 107; Providence 5s, 1894, gold, 105½; Fall River 5s, 1893, gold, 102¾; Allouez Mining Co., 23; Duncan, Silver, 1¾; National, 2¾; Petherick, 62½c; Pewabic, 5½; Ridge, 6½.

**Philadelphia.**—Huntingdon and Broad Top Mt. 7s, consol., 64; Philadelphia and Reading C. & I. debent. 7s, 84; do. mort. 7s, 89; Northern Pacific 7.30s, 16; Perkiomen R. R. 6s, 88; North Pennsylvania Gen'l mort. 7s, reg., 105; Oil Creek R. R. 7s, rec., 70; Am. S. S. Co. 6s, 81; Junction R. R., 1st mort., 100; Schuylkill Nav. 6s, B. L., 79; Belvidere Delaware 2d mort., 98; West Jersey R. R. 7s, 107½; Nesquehoning Valley R. R., 56; West Philadelphia R. R., 135; Philadelphia, Germantown and Norristown R. R., 100; Susq. Canal, 9; Fifth and Sixth Sts. R. R., 80; East Pennsylvania R. R., 40; Cincinnati 7.30s, 103½. The latest quotations are: City 6s, 103@104; do. free of tax, 107¼@107½; Pennsylvania State 6s, 2d series, 103@103½; do. 3d series, 112@113; Philadelphia and Reading, 58@53½; do. Gen'l mort. 7s, coup., 109@—; do. reg., 108½@—; do. mort. 6s, 1880, 102@104; do. 7s, new conv., 106@106½; do. 7s, 1893, 110½@—; United New Jersey R. R. and Canal Co., 187½@187½; Camden and Amboy mort. 6s, 1889, 105@106; Pennsylvania R. R., 55¾@56; do. 1st mort., 104@104¼; do. general mort. coupon, 102@102½; do. reg., 104¼@104½; Little Schuylkill R. R., 51@51½; Morris Canal, 52@—; do. pref., 128@—; do. 6s, 100@—; Susq. Canal, 8@9; do. 6s, 75@80; Schuylkill Nav., 7½@9; do. pref., 15@15¼; do. 6s, 1882, 81½@82; do. 1872, 95@96; do. 6s, Imp., 100@—; Elmira and Williamsport pref., 40@42; do. 7s, 101@103; do. 5s, 65@—; Lehigh Coal and Navigation, 51@51½; do. 6s, 1884, 103½@105; do. R. R. Loan 103½@104; do. Gold Loan, 104¼@—; North Pennsylvania, 55¼@55¾; do. 6s, 104@—; do. 7s, 107½@109; do. Gen'l mort. 7s, 104¼@—; Philadelphia and Erie, 21¾@22; do. 6s, 101@102; do. 7s, 91½@92; Minehill, 53@53½; Catawissa, 19½@20½; do. pref., 45½@46; do. new pref., 43½@44; do. 7s, 1900, 104½@—; Lehigh Valley, 63¾@64; do. 6s, new coupon, 104½@105; do. reg., 105@106; do. 7s, 113@113½; do. 6s, consol. mort., 99¼@99¾; Fifth and Sixth streets (horse), 80@85; Second and Third, 90@93; Thirteenth and Fifteenth, 49@50; Spruce and Pine, 54@54¾; Green and Coates, —@74; Chestnut and Walnut, 113@115; Hestonville, 39½@39¾; Germantown, 88@88; Union, 110@112; Lombard and South, 38@39; Ridge Avenue, 73@78; Tenth and Eleventh, 125@135.

Edward Matthews, No. 71 Broadway, has to let a large number of desirable offices, suitable for Bankers, Brokers, Railway, and other companies, in buildings located in Wall Street, Broadway, Exchange Place and Broad Street.—See his Advertisement in another column.

**Compensatory Damages.**

The case of the Milwaukee and St. Paul Railway Company vs. Ames et al., was decided in the United States Supreme Court on the 31st ult. Mr. Justice Davis delivered the opinion. In this case Mrs. Ames was a passenger in a train of the company when it collided with an engine which was on the track, and the shock threw her forward, inflicting injuries for which she sued to recover. The evidence was that the train was running about fifteen miles per hour, and that the colliding engine was nearly or quite at rest, and that the damage done was only to the front of the two engines. The court charged the jury that if they found the servants of the company guilty of gross negligence they might give the petitioner exemplary damages. The result was a verdict for \$4,000, for which judgment was entered. It is here said that, while the proof of negligence was sufficient to enable the plaintiff to recover the damages she sustained, it was not of a character justifying punitive damages. In such cases the rule is said to be that the jury may not go beyond compensating the sufferer by the negligence alleged and give exemplary damages unless the act causing the injury is done willfully or with such reckless indifference to the rights of others as is equivalent to intentional wrong. Reversed.

The Belt Railroad, (O Street and South Washington,) although but a short time in operation, proves to have supplied a public want, and has been most successful. An addition to the road along P street to Georgetown is proposed. There are now in Washington four distinct and independent street railway lines, affording facilities for easy transit within a few hundred yards of every part of the city that has been built up.

Herr Krupp, the Prussian iron founder, has discovered the means of utilizing the slag of iron furnaces by converting it into "silicate cotton," to be used as a clothing for steam boilers and steam pipes, to prevent loss of heat. A blast of steam, water or air is forced into the stream of viscous slag as it is run from the furnace, when it assumes a fibrous form and appearance somewhat similar to that of spun glass.

The record of the charter of the Pennsylvania Line Railroad Company has been filed in the executive chamber at Annapolis, Md. The termini of the road are Cumberland and Ellerslie, in Allegany county. Capital stock \$350,000. The incorporators are: Maurice A. Healey, Ferdinand Williams, Denis Sheridan, Fred'k K. Laing, Jr., Geo. G. McKay, John F. Zacharias and John F. Buckboltz.

J. R. Swan has been elected President, and Robert S. Smith Secretary and Treasurer of the Columbus and Xenia Railroad Company. The directors are: J. R. Swan, Robert Neil, H. C. Noble, P. W. Huntington, A. Hivling, R. A. Harrison, B. Gwynne, John W. Andrews, C. P. Cassilly, H. J. Jewett, Henry Hanna, George M. Parsons.

Albert G. Dewey has been re-elected President, Charles Dana Vice President, and F. W. Clarke Secretary and Treasurer of the Woodstock, Vt., Railroad Company.

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OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, Dec. 15, 1875.

A DIVIDEND OF FOUR PER CENT. HAS been declared by this company, payable on the 1st day of February next to the holders of full-paid shares registered at the close of the 15th day of January next, after which and until the 5th day of February the transfer books will be closed.

L. V. F. RANDOLPH, Treasurer.

At the annual meeting of the Providence, Warren and Bristol Railroad Company, held in Providence, R. I., on the 31st ult., appropriate resolutions relative to the death of President John H. Clifford were adopted. The gross earnings of the road during the past year were \$108,000, and the operating expenses \$79,144. The following were elected a board of directors: Samuel W. Church and Ambrose E. Burnside of Bristol, William R. Robeson, Henry A. Whitney and Francis M. Weld of Boston, and William Goddard of Providence. Subsequently the directors elected Henry A. Whitney President, and B. B. Torrey, of Bristol, Treasurer.

F. M. Drake has been elected President, Henry Hill Vice President and General Superintendent, and J. Fitz Henry Secretary and Treasurer of the Missouri, Iowa and Nebraska Railroad Company.