

THE LEHIGH REGISTER, ALLENTOWN, WEDNESDAY, MARCH 16, 1870.

Financial.

OFFICE OF FISK & HATCH,

BANKERS AND DEALERS IN GOVERNMENT SECURITIES,

No. 5 NASSAU STREET, NEW YORK;

February 18th, 1870.

For the Ladies.

FALL AND WINTER FASHIONS.

Mrs. M. A. BINDER has just arrived from Paris and London with the latest designs, personally selected from the best houses, and will be shown to you at her shop to be secured in Paris.

LADIES' CLOTHES, BRIDAL VEILS, FLOWERS,

EBS., FINE JEWELRY, AND THINMED PAPER.

Exclusive agent for Mrs. W. W. Work's celebrated system

of F. W. C. ELEVENTH AND CHESTNUT ST., Phila.

Exhibit 22-23.

The remarkable success which attended our negotiation of the Lines of the Central Pacific Co.,

and the Western Pacific Railroad Company,

and the popularity and credit which these loans have

maintained in the market, both in this country and Europe, have shown that the First Mortgage Bonds of well-

located and honorably-managed Railroads are promptly

recognized and readily taken as the most suitable, safe,

and advantageous form of investment, yielding a more liberal income than can be derived from Govern-

ment Bonds, and available to take their place.

Indeed, in the selection and acquisition of ex-

clusive and valuable securities—both to the holders of

Capital and to those great National works of im-

provement whose interest and substantial charac-

ter entitle them to the use of Capital and the confidence of

investors—we now offer with special confidence and satis-

faction the

FIRST MORTGAGE BONDS

OF THE

CHESAPEAKE & OHIO RAILROAD CO.

The Chesapeake and Ohio Railroad, connecting the

Atlantic coast and the magnificent harbors of the Ches-

apeake Bay with the Ohio river at a point of reliable naviga-

tion, and thus, with the entire Railroad system and

water transportation of the West and Southwest,

forms the ADDITIONAL EAST AND WEST SYSTEM,

which will connect with the great systems of the

Indus and rapidly-growing manufacturing belt

between the Atlantic seaboard and Europe on the one hand,

and the great producing regions of the Ohio and Mis-

sissippi Valleys on the other.

THE IMPORTANCE OF THIS ROAD AS A NEW OUT-

LET FROM THE WEST TO THE SEA magnifies it into

one of national consequence, and insure its extensive

through traffic from the day of its completion; while,

in the development of the extensive agricultural and mineral

resources of Virginia and West Virginia, insures an

ENERGETIC, HONORABLE AND SUCCESSFUL MAN-

AGEMENT.

This road is completed and in operation from Richmond to

the celebrated White Oak Springs of West Virginia,

22 miles, and there recrosses 200 miles (now partially

constructed) to be completed, to carry it to the proposed

terminus on the Ohio river, or, near the mouth of the

Big Sandy river, 130 miles above Cincinnati, and 300 miles

below Pittsburgh.

Bonds are now projected or in progress through Ohio and

Kentucky to this point, which will connect the CHESA-

PEAKE AND OHIO RAILROAD SYSTEM OF THE WEST AND SOUTHWEST,

AND WITH THE PACIFIC RAILROAD,

Its bonds are now offered in progress through Ohio and

Kentucky to this point, which will connect the CHESA-

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