SOME SUMMER RESORTS.

ONTARIO AND ST. LAWRENCE.

THE TRIP FROM PORT DALHOUSIE TO MONTREAL.

[FROM AN OCCASIONAL CORRESPONDENT OF THE TRIBUNE.]

MONTREAL, July 9.—A new route from Niagara Falls to Toronto was opened a few weeks ago, by which the trip is both cheapened and shortened. Instead of taking the train from the Falls to Lewiston, N. Y., at the head of navigation on the Niagara River below the Falls, the traveller crosses the suspension bridge by the Grand Trunk Railroad and proceeds to Port Dalhousie, a little village now growing in importance, as the Ontario terminus to the Welland Canal has just been completed there. By this route the traveller comes through the village of St. Catherines, the fame of which is upheld by a nunnery as well as by its attractions as a resort in summer. One misses, however, on this line of travel the near view of General Brock's monument, a shaft like that on Bunker Hill, and also the old fort and village of Niagara at the mouth of the river.

The two hours' sail on the Empress of India across the lake is one which, though uneventful, lingers pleasantly in the traveller's mind. The lake, like a huge blue bowl, gradually surrounds one, and the shores grow dim until the few sails and the long lines of black smoke caused by the soft coal burned on the steamers are the only objects to link the mind to terrestrial things. The sunlight makes a mirage which prevents a clear-cut view of the horizon. The passengers on the deck seem like monster silhouettes against the lake and sky. A Canadian Home Guard, in his bright uniform, on his way to encampment, gives color to the scenes, and a merry group of tourists bound for the Saguenay River lend interest and vivacity to the group of voyagers.

Leaving behind the charming sights of the aquatic city of Toronto, where Edward Hanlan is the patron saint, the next subjects for pen or pencil, after starting in another steamer at 2 p. m., are the small Canadian towns at which the boats of the Richelieu and Ontario Line stop; Port Hope, Cobourg and others. A peaceful, sleepy hamlet set back among trees, and a long, rather decayed wharf stretching out like a tentacle in front—such would briefly describe them all. At one landing stands a dark Canadian woman, with a child, on the pier, the only living objects to welcome the steamer as it slows up, and the deck hands hurriedly jump off and work like beavers in putting on the freight of vegetables, berries, etc. At the next landing an exciting scene is caused by some gamesters as they try to load their horses on board the boat. The poor animals would undoubtedly have gone aboard without trouble if they had not first been excited by the vociferations of their masters. Several of the Canadians grasped the halter of a horse, others guided him, or attempted to, by tugging at his tail, while several more beat his flanks or pushed against his Lindamariers to force him on the boat. The French-Canadian, or "Kanuck," talks vociferously under provocation, and this occasion showed his powers at their best.

Steaming down the St. Lawrence, after a day of fishing for bass and muscalonge at the Thousand Islands, striking features of the scenery are the low, level shores running back for leagues inland, so far that one often looks in vain for hills; thus presenting a sharp contrast to the Hudson. Another observation that many will make is the extent to which the French-Canadians have adorned or sanctified this noble waterway, as if they had consecrated it at every bend and point, cascade and shallow. One floats by St. Regis and St. Anicet, and through Lakes St. Francis and St. Louis, while on every point and headland, so near together that one wonders where the parishes or congregations are to come from, stand the stately edifices of the wealthy Roman Catholic Church, with spires of every variety of shape, sky-pointing, the sacred milestones of the St. Lawrence.

Just after we had passed the Long Sault (or "Saw") rapid, I found the sturdy French-Canadian mate of the Corsican taking a rest from his hard labor at the wheel. "I used to be captain of a lake schooner," he said in the course of our rambling talk, "but the owner said he thought $60 a week was too much, so I was sent adrift and he engaged a young fellow who in less than two weeks had the vessel ashore, and now she is on the docks for $500 worth of repairs. But I'll soon have a vessel of my own. This steamboat job is just to keep my hand in.

"Do you know," he went on, "these pilots of the rapids make good wages. There's Mr. Willits, that old, shrewd-looking, gray-haired old man who came aboard to guide us through the Long Sault. He gets $600 a year for two hours' work a day during the busy season, with only three days a week in spring and autumn, and nothing at all to do in winter. He doesn't have to work hard at the wheel either, for we have eight men at the wheel and tiller together as we shoot the rapids. He has a fine farm of his own. After getting to Montreal he goes back to his village by the railroad. Then there is Baptiste, the big Caughnawaga, or 'praying' Indian, who comes aboard from his canoe at Caughnawaga. He gets $100 a year for about ten minutes' work a day running the Lachine Rapids. He has been on the river and acquainted with the rapids almost since he was born."

The wages might have seemed high for the time the pilots worked, especially to a man working night and day for less money, but as the boat went steadily through the seething cauldron of the Lachine Rapids, with a wall of water shooting over rocks on one side and a foaming abyss on the other, one felt as he looked at the calm, reliant face of the Indian at the helm, with the muscles of his arm stretched and his clear, keen eyes gazing ahead from under the shown felt hat, that as far as the public was concerned, at least, he was welcome to all the wages he received.

MOUNT DESERT ISLAND.

WHERE MR. BLAINE WILL TAKE HIS VACATION—THE RAPID EVOLUTION OF BAR HARBOR.

[FROM AN OCCASIONAL CORRESPONDENT OF THE TRIBUNE.]

BAR HARBOR, Mt. Desert, July 13.—After his discovery of this island Champlain ascended what is now known as Green Mountain, and gave it the name of Mt. Desert, which has since been given to the island, embracing three towns—Mt. Desert, Tremont, and Eden. The latter contains Bar Harbor, the largest village, and the centre of the summer resort business. The principal steamboat lines to mount here, as well as the new railroad line from Boston.

Ten years ago Mt. Desert was known only as a place appropriately named. Some of the fishermen, who then inhabited it, have had a change come over the spirit of their dreams, and they have become fishers for summer boarders; or at least, early in June they spread their nets invitingly for the contents of the said summer boarders' purses. The town now looks like a metropolis, and expects to retain that dignity until late in September. The visitors, who for some time have been arriving in great numbers every day, find everything in complete readiness. The hotels and boarding-houses, large and small, are gorgeous with paints of many hues, and the interior decorations and conveniences give promise of the entertainment and enjoyment sought by their numerous guests. Several of the hotels have enlarged their accommodations, and a large number of new cottages have been built since last season. The cottagers came slightly in advance of the boarders, and many of the cottages for some weeks past have been occupied by their owners.

The wonderful prosperity of this place dates from the building of the first hotel for the reception of forty guests in 1867, by the large land owners D. Rodick & Sons. At that time, high or low lands could be had for $10 per acre. Now, from $2,000 to $8,000 is the "tuna" and, in one instance at least, $10,000 was offered for a single building lot. A similar rapid evolution of a real estate boom pervades every part of the island that offers desirable spots for settlement. A round hill, overlooking the town, sold a few years ago for $75, is now valued at $100,000. Dr. Da Costa, of Philadelphia, bought a swamp with a water front for $1,500, and sold it lately to Mr. Montgomery Sears, of Boston, for $20,000. Mr. Sears has graded and otherwise improved the property and erected a very handsome cottage thereon. The valuation of the town also has increased in a wonderful manner—from $195,000 in 1870 to more than $1,000,000 at the present time. An air of thrift pervades the place; and the substantial plank sidewalks give confidence to the uncertainty of the pedestrian after nightfall. The fishermen and farmers of ten years ago have virtually disappeared as such; many of them having become independent out of rapid changes in and the great prosperity of their town and island. It is but just, however, to state that some of the "natives" most benefited by the change have not only been willing for strangers to deserve the credit of making Mt. Desert what it now is, but seem content to bear the odium of attempting to stop the wheels of progress.

The presence here, during a goodly part of the summer, of the Republican candidate for the Presidency and his family will doubtless attract many visitors, and for this and other reasons there will be a far larger number of people here this summer than ever before.

The former unpretentious cottages are being fast superseded by substantial and elaborate structures, such as that recently finished for Mrs. Bowler, of Chicago, at a cost of more than $100,000. Indeed cottage life is rapidly rising to the level of that at Newport. All the water front is now held by prominent New-York and Boston gentlemen, who have entirely changed the character of the local architecture and substituted turrets, towers, gables, wide piazzas and roomy porte-cochères as necessary adjuncts of their palaces, built without regard to expense. The comeliest forest trees are preserved and guarded, and the velvety smoothness of green turf adopted in place of native shrubs and leaf-covered woodland.

The hotels present similar striking changes. Out of the original Rodick House of fifteen years ago has been evolved a structure adapted to the luxurious accommodation of 1,000 patrons. The West End Hotel has rooms for 400 guests, while nearly all the larger hotels—the Marlborough, Malvern, Lynam's and ten or twelve others—promise soon to be crowded.

Formerly when a tourist desired to visit Mount Desert, it became imperative to sail from Portland or Rockland, and until the present season the common methods of reaching the island have been unsatisfactory. All this has been agreeably removed by the completion of the new branch of the Maine Central Railroad from Bangor to the town of Hancock. The tourist can now eat his breakfast in Boston and his supper in Bar Harbor, without undergoing the discomforts of seasickness. The company are making every effort to give exceptional attractions to this new branch, which has already started a new tide of travel, setting strongly toward this favorite resort. The first train over the route was run some two weeks ago, and a day or two later a party of journalists from several New-England cities made the trip, at the invitation of the Eastern and Maine Central Railroad Companies. The party comprised representatives of almost every important paper in this State and of all the Boston dailies. The run from Portland to Bangor on this line is made in about four hours. The Mt. Desert branch is forty miles long, and reaches from Bangor through Brewer, Holden, Ellsworth Falls and Ellsworth to Mt. Desert ferry. The road, though new, runs very smoothly, and good time is made. It was begun over a year since, and is leased by the Maine Central Company. There is nothing monotonous in the scenery along this route, the rails passing the borders of fresh-water lakes surrounded by wooded hills. The transit time from Bangor is two hours and a half. Three trains run each way daily between Boston and Bar Harbor. The popular train, the "Flying Yankee," leaves the Eastern depot in Boston at 9 a. m., arriving at Mt. Desert ferry at 7 p. m. The whole route is one of the most picturesque in New-England. At the ferry the passengers are transferred to a steamer, and the run is made to Bar Harbor wharf in half an hour.

An observer of the troops of pleasure-seekers and travellers on business with which these trains are constantly crowded cannot but observe the jubilant confidence which seems to indicate in all classes a satisfaction with the nominees of the Republican convention, and a widespread conviction prevails over all this region that the trained and tried statesman will lead the party of progress to victory.

The dominant local attraction here at present is Green Mountain, up which a railroad—built mostly on solid granite—was opened to the public last summer; and though a second locomotive has been placed on the road it is foreseen that with large cars, and several trips daily, the accomodation will yet be inadequate to gratify all who may wish to make the ascent this year. The summit of Green Mountain is one of the highest points on the Atlantic seaboard, being 1,527 feet above the sea. Its base is reached in a pleasant trip of four miles from Bar Harbor—a delightful coach ride over a romantic road and an enticing sail on Eagle Lake to the railroad station. A movement is now on foot for building a narrow-gauge road from Eagle Lake to the wharf at Bar Harbor, and it may be finished before the close of the season.

The Summit House on the mountain is a favorite resort, and the view from the observatory on the top on a clear day is indescribably impressive. The eye ranges on either hand over a boundless panorama of mountain and ocean, including Mount Washington, 140 miles due west; Mount Katahdin, 100 miles north, and Grand Manan in the east, while numerous cities and towns checker the intermediate landscape.

The summer residents have with few exceptions been settled in their cottages since June 15. Among them are Mr. Gouverneur Ogden and family, Mr. Lyon and family and Mr. and Mrs. Ed. Humphreys, of New-York; Mrs. and the Misses Van Buren, of Fishkill-on-the-Hudson; and Mrs. Bowler, of Chicago. Among the guests who have engaged rooms for the summer at the Rodick House are Mrs. and Miss Edith Bell, of New-York; Mrs. Roger A. Pryor, and the Misses Frances and Lucy Pryor, of Brooklyn; and Lieutenant and Mrs. McTowan and Miss Almy, daughter of Admiral Almy, of Washington. Mr. and Mrs. Edward Humphreys, of New-York City, have taken a cottage on Mount Desert-st.

OLD ORCHARD BEACH.

GUESTS AND EVENTS—REMINISCENCES OF PRIMITIVE DAYS.

[FROM AN OCCASIONAL CORRESPONDENT OF THE TRIBUNE.]

OLD ORCHARD, Maine, July 14.—The past week marked the full opening of the season here, and the arrival of the bands inaugurated the grand whirl of pleasure and amusements which will continue until September. The hotels present every attraction, their verandas are populous, and the wide beach is alive with groups of promenaders, nurses and children; and the pleasant temperature of the water has already induced many bathers to gratify their longings.

The skating rink was opened for the season some weeks ago, when more than five hundred visitors came from Biddeford and Saco. The rink is beautified with Japanese lanterns, banners, flags and other emblems, and is illuminated by seven electric lights. The Orchard House also has four electric lights, the Boston and Maine four, the Sea Shore House two and the Ocean and Fiske one each. But many pleasure-seekers will notice with regret the absence of the electric lights along the beach which were so much enjoyed last year.

At the very opening of the season excursion parties from different points began to arrive. The first to appear was the Eagle Encampment of Haverhill, Mass., which held a banquet at Hotel Fiske. During two days of their stay, the Beach Railroad carried more than 3,000 people. It is now running trains on regular schedule, and the ride of four miles on the beach is a very pleasurable trip.

Dancing is now the order every evening of the week, and a grand ball at the Hotel Fiske may soon be looked for.

A full dress ball at the Ocean House will be given every Saturday evening, while Friday evening is the weekly culmination at the Sea Shore House.

Old Orchard House has now a complete steam laundry apparatus, including washing machines, wringer and mangles, all worked by a new eight-horse-power engine, which also supplies power for freezing ice-cream. The proprietor has engaged an orchestra of six pieces. During the season there will be a dress hop weekly, also a German and informal dancing at the pleasure of the guests—that is every evening.

A prominent feature of the Sea Shore House is the new bathing-room, which is fitted up on the first floor with hot and cold salt water, drawn directly from the sea. Fresh water baths are also supplied.

Several families already occupy Cedar Brook Cottage, which will be kept open till November.

The Baptists have built a tabernacle at Ocean Park, where, through the summer, public religious services and temperance meetings will be held. There is here also the Granite State House, which offers excellent accommodations to one hundred guests, who can there seclude themselves from the fashionable gayety of other establishments.

A tribe of Indians, who are reasonably good without being dead, have pitched their tents in one of the groves with which the village abounds.

The Boston and Maine Railroad Company have filled in the large area between their station and the Sea Shore House with turf and now have a full double track line between Old Orchard and Portland.

Among the visitors already arrived are M. A. Presby, Miss W. A. Presby, Miss Florelle, Miss Brown, Mr. and Mrs. E. C. Haight, Mr. and Mrs. H. B. Haight and family, Mrs. G. H. Haight and Miss Granger, all of New-York, and J. J. Clapp and wife, of Columbus, Ga., at the Hotel Fiske.

At Old Orchard House are Mrs. A. Kountzy, Miss K. Smith, Mrs. Bennet and daughter, Mrs. Miller, Miss Pierce and Mrs. Lyman Tremaine, of New-York; Mr. and Mrs. S. V. Talcott and daughters, of Albany, N. Y.; and Dr. L. W. South and wife, of Plainfield, N. J.

Mr. F. A. Alcott and wife, of New York City, are at the Sea Shore House.

Mrs. Harriet Beecher Stowe and the Rev. Dr. Minot J. Savage, of Boston are at the Bay view House at Ferry Beach, to which they have given their preference for years past. Here also are Dr. Rodenstein and family of New-York and Lady Macdonald and Miss McPherson of Kingston, Canada.

Gen. S. N. Potter and wife, of Painesville, O., are spending the season at the Lawrence House.

The widow and family of the late Col. Charles Green, of Savannah, Ga., are occupying their cottage on the beach.

The semi-annual State encampment of the Grand Army of the Republic will take place at the Old Orchard, August 14.

Until recently Old Orchard was a part of the town of Saco; but it is now managed and governed by its own authorities. The venerable Mr. Staples is at the head of the selectmen, and is identified more perhaps than any other man with the growth and interests of the town. Since the separate organization of the town, an efficient fire-department has been formed, and a new and complete system of drainage for the town, including the hotels, has been adopted. These improvements have naturally increased the value and price of village lots, and altogether contrast vividly with Old Orchard of many years ago. Mr. Thomas Cushing, of Chancery Hall, tells his recollection of Old Orchard as it was when he began his career as school teacher. At that time, when in search of a quiet place for summer recreation, he called at a farm-house, just out of Saco, which to him had an inviting look of picturesque quaintness, and which gave a wide view of the sea. He readily engaged board with a hospitable host, for his wife and a lady relative for the sum of one dollar a week each. Thereon his own vacation, however, Mr. Cushing was expected to pay the sum of one dollar and twenty-five cents per week for his own board; yet this party of three persons was domiciled here in a style so full to be despised, for the depleting amount of three dollars and a quarter a week; near the spot where now, in Old Orchard, Mr. Cushing pays three dollars a day to the sons of his former host. Mr. Cushing makes no pretence of being much of a pioneer, but he certainly deserves the credit of having been the first summer tourist to discover and appreciate the delightful climate and beautiful scenery to be met with at Old Orchard.

GOING MIGHTY FAST.

From The Detroit Free Press.

We were going west on the Great Western division of the Grand Trunk, and the night was chilly for the latter part of May.

"Hi! porter," said the commercial man in the bunk overhead, "can't you give us another blanket? It's deuced cold to-night."

"Ain't got another blanket, boss."

"Well, just see what you can do for a fellow," said the commercial traveller, putting his hand out through the curtains with a quarter in it.

"Dunno, boss, but I'll do what I can."

There was scarcely a perceptible pause in the porter's measured tread as he passed our section fifteen minutes later, but the curtains parted and a blanket went through the opening as if it had been shot out of a cannon.

"Thought I felt somebody carrying off part of my bedclothes last night," said a passenger in the further end of the car, as he worked himself into his boots in the morning.

"Dunno, boss; went mighty fast last night, making up time; probably run from under 'um."

WHY SHE LACED SO TIGHTLY.

"Clara Belle" in The Cincinnati Enquirer.

"Aren't you laced rather tight," I said to an acquaintance on whom I called in the morning at an hour when women usually relax the bonds of corsage.

She wore a tight fitting, pointed bodice, of a kind which, although in itself calculated to make the waist look smaller than it is, was in this instance drawn down to the meagerest possible girth. "Yes, I'm nigh cut in two," she replied frankly; "but the fact is that our rooms are so small that I feel I must economize space. I wore a blouse bodice yesterday, do you know, and it just seemed as though I filled the parlor clock up."

They have a pound for cats in Brooklyn, says an exchange. We have a pound for them in Boston, and it will be administered with anything that comes within our reach.—[Boston Post.

THE MONEY MARKET.

SALES AT THE STOCK EXCHANGE, JULY 15.

THE GENERAL LIST.

Name.	Actual Sales. Op'g	High'st	Low'st	Final	Closing prices. Bid.	Ask'd	Shares Sold.
Can Pacific	44½	44½	44	44	44½	45	500
Can Southern	30½	31½	30½	31	31	31½	1,055
Cent of N J	57	57½	56½	56¾	56¾	57	700
Cen Pacific	36	36½	36	36½	36½	36½	3,200
C & Orsf	12½	12½	12½	12½	12	13½	749
C & O 2d pref	7¾	7¾	7¾	7¾	7	8½	143
C & Alton	127½	127½	127	127	126	128	357
Chic & N W	99½	99½	99½	99½	99½	99½	17,139
do pref	138	138	138	138	137	138½	300
C M & St P	68	70	68	69½	69½	69½	76,417
do pref	105	105½	104	104	104½	105	1,493
C St L & P, pr	18½	18½	18½	18½	19	23	100
C St P M & O	26½	26½	26	26	26	26½	300
C St P M & O, pr	87	87	86	87	86	88	600
C Bur & Q	113	113½	113	113½	113½	113½	400
C R I & Pac	109	109½	109	109½	108½	109	712
Del L & W	138½	138½	138½	138½	138½	138½	27,700
D & H Canal	92½	94	92½	94½	94	94½	750
D & Rio G	9½	9½	9½	9½	9	9½	450
Den & S C	63	63	63	63	58	63½	100
E Ten V & Ga	4	4	4	4	3½	4½	600
Green Bay	5½	5½	5½	5½	4	5½	200
Ill Central	119	119½	119	119	119	119½	575
L E & W	12½	12½	12½	12½	12	12½	670
Lake Shore	74½	75½	74½	75	74½	75	7,480
L E, & W	9	9	9	9	8½	9½	100
Long Island	60½	60½	60½	60½	60½	62½	100
do ex div	67½	68	67½	67½	67½	67½	3,725
Louis & Nash	75	75	75	75	75	76	100
L N Alb & C	15	15	15	15	10	16	100
Mem. & Char	24	24	24	24	23	27	100
Mich. Central	61	61½	61	61½	56	61½	250
M & St L	12½	12½	12½	12½	12½	14	100
M & St L, pref	24½	26	24½	25½	25	26	925
M K & T	14½	14½	14½	14½	14½	14½	2,100
Mo Pacific	98½	97	96½	97½	97½	97½	5,010
Morris & Es	125	125	125	125	123	125	20
N Chat & St L	37	37	37	37	37	38	400
N Y Cent	101½	103½	101	101½	101½	102	12,075
NY Central, pr	108	108½	108	108½	108	108½	10
N Y L E & W	13½	13½	13½	13½	13½	13½	2,700
do pref	29	29	29	29			40
N Y O & W	10½	10½	10½	10½	10½	11	771
Nor & W pref	22½	22½	22½	22½	22½	22½	100
Northern Pac	17½	18½	17½	17½	17½	18½	1,600
North Pac pfd	44½	44½	44	44½	44½	44½	5,840
Ohio Central	1½	1½	1½	1½	1½	1½	200
Ohio & Miss	8	8	8	8	8½	10	100
O R & N	73	73	73	73	71	73	16
Oregon Trans	9	9½	9	9	9	9½	600
P D & E	11½	12½	11½	12½	12	12½	600
Phil & Read	24½	25½	24½	24½	24½	25	3,000
P Ft W & Chic	122	122	122	122			8
P P Cin & St L	101½	101½	101½	101½	101½	103	1,112
Rich & Dan	33	33	33	33	32	35	100
R & W P	14	14	14	14	14	16	100
Roch & Pitts	3½	4	3½	4	3½	4½	300
St L A & TH	24	24	24	24	23	25	100
St L & S F	86	86	86	86	86	86½	200
Texas & Pac	9½	9½	9½	9½	9½	9½	3,050
Union Pac	32½	34½	32½	33½	33½	33½	34,210
Wabash	6½	6½	6½	6½	6½	6½	700
Wabash pref	13	13½	13	13½	13½	14	1,300
Am T & Cable	52	52	52	52	50	51	100
WU Telegraph	54½	55½	54½	54½	54½	54½	16,800
Adams Express	125	126	126	127½	127½	130	205
Wells & F Exp	101½	102	101½	102	101½	105	27
Pacific Mail	46½	48½	46½	47½	47½	47½	11,100
Ontario	18½	18½	18½	18½	19	20	10
Sales for the day							254,150

* 99½ seller 60 days.

GOVERNMENTS.

U S 4s Coupon 1907	
10,000	119¾

BONDS AND BANK STOCKS.

Tradesmens Bank	Lake Shore 2d	N Y Lake E & W'n	
Boston Land	coupon	New 2d Consol	
Alabama Class A	5,000 118	10,000 51½	
7,000 80	Laf Bloom & Mun	10,000 51¾	
Missouri 6s 1887	1st	10,000 51¾	
1,000 104½	1,000 78	10,000 s60 51¾	
Atlantic & Pacific	Mo K & T Gen 6s	5,000 51⅞	
W'n div 1st	10,000 66	50,000 52	
1,000 78	3,000 67	20,000 52¼	
Chic St P M & M 1st	4,000 67¾	15,000 53	
1,000 114½	5,000 68½	120,000 53¼	
1,000 116	3,000 70	30,000 53¾	
Canada South'n 2d	2,000 68¾	35,000 53¾	
2,000 75	Mo K & Tex ex 6s	25,000 53¾	
5,000 78	1,000 53	10,000 53	
Ches & Ohio 1st	5,000 54¼	5,000 52⅞	
Series B	24,000 54	5,000 52⅞	
2,000 90	Mo Kan & Tex	74,000 52¾	
Chic & Mil 1st	cons 7s	N Y Cent ext 5s	
5,000 120	5,000 101	10,000 104	
Canada South's 1st	2,000 101	N'w'st S F deb 5's	
Guaranteed	14,000 101¼	4,000 93½	
1,000 96½	Mil & N J 1st	N Orleans Pac 1st	
10,000 96½	3,000 82	1,000 55	
17,000 97	1,000 83	Ohio & Miss con	
Ch Rock & Q deb 5s	Mil & St P 1st	S F	
10,000 90½	50 Min div	2,000 115½	
Carolina Cent 1st	4,000 106	Oregon Ry & N 1st	
2,000 100¼	Chic & Pac W'ndy	5,000 105	
2,000 100	5,000 93⅝	Pac R of Miss 1st	
Con Pac Gold 1st 6s	2,000 110	1,000 105	
1,000 103	Mo Pacific 1st Con	Rome Wat'n & Og	
Den & R G 1st con	2,000 95½	ex 5's	
1,000 44	1,000 96	10,000 67	
Del & Hud reg	Met Elevated 1st	Roch & Pitts 1st	
bonds 91	9,000 102½	1,000 107	
5,000 115	7,000 103	Shenandoah Val 1st	
E T V & Ga 5s	Mil & St Paul	1,000 105	
6,000 54½	L & D ex	St P Min & M 2d	
10,000 54⅝	15,000 116	1,000 107	
10,000 54⅞	Mich Cen 5s 1902	San Pac of Cal 1st	
20,000 55	1,000 102	5,000 99⅝	
E T Va & Ga 1st	M & L E 1st con	St P Min & Man 1st	
1,000 113	5,000 121	Pacific extension	
Ellz Lex & Big Sandy 6s	Mil & St. Paul	10,000 107	
2,000 80	Land M	Tex & P 1st 3 dify	
Erie 5th Mortgage	9,000 113½	7,000 86¾	
1,000 100	N Y W S & Hud 1st	5,000 46⅞	
Great Western 2d	10,000 40¼	32,000 41	
Main Line	29,000 40⅝	Tex Pac inc L Gra	
H & Tex Cent 1st	5,000 40¼	30,000 34	
Main Line	142,000 40	10,000 38⅝	
1,000 101½	1,000 39⅝	U Pacific 1st M	
Ind Bln & W'n 1st	35,000 39¾	6,000 103	
East div 6s	15,000 39⅝	3,000 107½	
14,000 78	registered	U P Ta Land Grant	
Kan Pac 1st 6s	10,000 39	1,000 107	
Leh and A	N Pac 1st coup	U Pacific S F	
5,000 110	5,000 101⅞	1,000 103	
Lenox & Nash	6,000 101½	Wilmna & St P 1st	
N O & Mob div	Northw Sig F 6s	1,000 104⅞	
2,000 39	coup	W U Tel Coup 1900	
Long Isld con 5s	1,000 102	4,000 110	
1,000 100	5,000 102¼		

CLOSING PRICES OF BOSTON STOCKS.

Boston, July 15, 1884.

	Yesterday.	To-day.		Yesterday.	To-day.
Water Power	1⅞	1¾	Rutland, pref	11⅞	
Boston Land	4⅞	5	Allouez Mt Copper	1	1
A & A Top 1st 7s	112½	113	Calumet & Hecla	142½	144
Eastern R R 6s	107½	107½	Pewabic (new)	⅝	⅝
N Y & N E 7s	97½		Quincy	39	39
A & Top R R	60⅝	60⅝	Wisconsin Cent		9
Boston & Albany	104½	104½	Flint & P M pfd	34	34
Boston & Maine	150	150	do old	17	17
Chic Bur & Quincy	113	114½	Hecla	1⅞	1⅞
Con Gas Boston		11	Mex Central com	7⅞	7⅞
Flint & Pere Mar	10½	10	Mex Cent bond		
L R & Ft S	14	14	scrip	63	66
N Y & N Eng	10	10½	Mex Cent 1st mt		
Old Colony	140	138½	bonds	81½	81½

CLOSING PRICES OF PHILADELPHIA STOCKS.

Reported by JOHN H. DAVIS & CO., 17 *Wall-st.*

	Bid.	Asked.		Bid.	Asked.
City 6s, new	127	127½	Northern Pacific,		
United RR. N J 1st	150	150	preferred	41½	41½
Penna Railroad	54½	54¾	North Cent RR. 5s	50	50
Reading	12⅝	12⅞	Lehigh Nav	41	41½
Reading general			Buffalo, N. Y. and		
mort	77½		Phil. com	4¼	4½
Catawissa, pref	54	60	Buffalo, N. Y. and		
Northern Pacific,			Phil. pref	8	12
common	17¾	18¼	Hestonville Ry	10½	11
Phila & Erie	11	12			

TUESDAY, July 15—P. M.

The Custom House returns of last week's foreign movements of merchandise at this port show an unfavorably resulting balance for the port. The excess of exports was $214,295 against excesses of imports for the same week of 1883 and 1882, respectively, of $3,323,596 and $3,321,336. The imports last week ($56,808,806) were $2,504,109 less than for the week of 1883, and $3,293,662 less than for the week of 1882; the exports ($7,073,101) were $1,033,782 more than for the week of 1883, and $244,963 more than for the week of 1882. For the twenty-seven weeks of this year the imports of merchandise exceed the exports $71,532,913, which is $10,468,049 greater than the excess of 1883, and is $27,228,007 less than the excess for the same period of 1882. The resulting balances, after deducting the specie movements, on the business of twenty-eight weeks for three years, are shown in the subjoined table:

IMPORTS AND EXPORTS FROM JANUARY 1 TO DATE.

MERCHANDISE.

	1882.	1883.	1884.
Imports	$271,069,108	$219,317,355	$237,100,491
Exports	173,398,136	188,348,491	165,567,491
Excess of imports	$98,060,929	$30,964,864	$71,532,913

SPECIE.

Imports	$2,027,447	$7,003,610	$8,040,167
Exports	36,103,417	7,986,548	44,932,284
Excess of exports	$34,078,970	$979,938	$35,892,117

MERCHANDISE AND SPECIE.

Excess of imports	$64,582,530	$30,044,926	$35,480,766

A dull opening of the stock market and the development of a general indisposition to trade offered an opportunity to work prices in the direction that suited the large operators. And it so happened that higher figures were consistent with the interests of the principal speculators on both sides of the account. This was manifested by the movement in Central and Hudson, which was marked up from 101½ to 103⅝, and the borrowing rate for the stock was made ½@¾ per cent in the interest of the largest "bear" in the market, but who is carrying a good deal of each stock against sellers' options about to mature. The stock was in free supply, seller sixty days, at about 3 per cent below the current figures for regular stock, but little business was done in that way. Later the stock declined to 101, and just before the close made a quick rally to 101⅞, which is ½ higher than yesterday's last price. What was true of Central and Hudson was also true of the other active stocks, except in relation to borrowing rates. Lake Shore rose from 74¼ to 75⅞, and then sold at 74¾@75. St. Paul, as usual, led the list in point of transactions, and with sales of 76,417 shares (more than one-quarter of the whole business), rose from 67¾ to 70, and later sold at 69⅞@69¾; the closing figure shows a gain for the day of 1⅞ per cent, and Northwestern at 91½ (after 92) shows a final gain of 1½ per cent. The other granger stocks, with small transactions, in figures followed the course of the two active stocks last named. Delaware, Lackawanna and Western, with sales of 27,700 shares, attracted attention at 104¾@108⅝@107½@108½. Reading was dull, but it rose from 24¼ to 25⅛ and closed at 24¾. Union Pacific was second in amount of sales; after an advance from 32½@32¾ to 34¼ it closed at 33⅞. Western Union, after selling up to 55⅛, later sold at 54½@54⅝, which last figure is ¼ higher than yesterday's last price. The movements of the day, such as there were, were entirely local and were uninfluenced by external orders or conditions. The market closed feverish rather than strong.

Government bonds were almost neglected, but the bids for the 4s are ⅜ higher, while for the 4s they are ⅛ lower. Annexed are the closing quotations:

	Bid.	Asked.		Bid.	Asked.
U.S. 6s 1881, reg	112¼	112½	U.S. cur. 6s 1898	125	....
U.S. 6s 1881, coup	112¼	112½	U.S. cur. 6s 1897	127	....
U.S. 4s 1907, reg	119⅝	120	U.S. cur. 6s 1899	129	....
U.S. 4s 1907, coup	119⅝	120	U.S. cur. 6s 1899	131	....
U.S. 5s per cents	100¼	100¾	Dist. Col. 3-65s	103	....
U.S. cur. 6s 1895	123	....			

State bonds were dull with sales of Alabama class A at 80, and of Missouri 6s 1877 at 104½. Of city bank stocks Tradesmen's sold (12) at 100.

The general business in railroad bonds was even smaller than it was yesterday, but there was more activity among the speculative kinds at prices that were sympathetic with the improvement in the share market. Erie second consols rose from 51¾ to 53½ and closed at 52⅝@52¾. Missouri, Kansas and Texas first consols were up 1 per cent at 101¼; the general 6s advanced from 64⅝ to 70@68¼, and the 5s were up 3 per cent at 54¼@54. Rome, Watertown and Ogdensburg consol 5s were ⅜ higher at 67. Canada Southern firsts 5s were ¼ better at 97, and the second rose 3 per cent to 78. East Tennessee, Virginia and Georgia consol 5s were up ½ at 55. West Shore and Bu