

RASH STEPS.

(Correspondence of the Philadelphia Evening Bulletin.) "You can get drunk," said the Sullen Shepherd, "yonder."

His gesture included about two-thirds of the Campagna. I detected, however, behind a group of flexes, a glimpse of yellow plaster, and supposed he meant to indicate some small orator.

The kind creature was ready to talk all day and all night. For my own part, I was conscious of a burning curiosity to see this particular church and relic. To close the subject, I took out a little money, signifying that I would like to pay for a new ribbon for Gulletta.

The Romans have a bad reputation among tourists for dishonesty and extortion. Americans and English, streaming through Italy, are forever telling those streets of the population long since corrupted by the unhealthy contact of travel, without much investigation of the rest.

The woman selected half a franc, and that after a good deal of persuasion. The rest she put back, with a frown that settled the question. The half a franc, even in Italy, was greatly less than the price of the wine.

After the cart rattled off, I took a very short leave, and when out of sight of the house began cutting across the plain to the Appian Way, as fast as my legs could carry me. Once upon the Appian Way, I expected to find myself much fatigued. When you are tired, it is kinder to be on the road than in the fields. A lither-hearted peasant may be passing, and may take you up in his cart.

The red horizon was beginning to kindle and burn behind the loops of the old aqueducts. The Appian Way, running its sad gauntlet among the ruined tombs, was just then deserted, except by a solitary vehicle—a cart, decorated with boughs, and containing two dim figures.

The melancholy road seemed to absorb the flowery cart into its own proper silence and mystery, and sped across the Campagna in a white right line, like a rushing arrow, out of sight, straight to Albano, straight to the Adriatic, straight to Greece, to the conquests of the Emperors and of Alexander, to the east, to the dawn, to the past.

INFANT PERIOD. A NEW CAPE MAY BOAT.—A new iron boat, named Sue, started this morning on her first trip to Cape May, having been substituted on the line for the Samuel M. Felton. She is commanded by Captain C. Taggart. The new boat is 180 feet long, 30 feet beam and 9 feet depth of hold, with two air-tight iron bulkheads, and is fitted with all the latest machinery for speed and safety.

PHILADELPHIA, Thursday, July 18. There is no increase in the demand for money—no falling off in the supply—no change in the rates. The stock market was inactive as follows: Gold, 122 1/2; United States 1861 Bonds, 110 1/2; United States 6-20's, 108 1/2; United States 7-30's, 107 1/2; United States 10-40's, 107 1/2; United States 12-60's, 107 1/2; United States 15-75's, 107 1/2; United States 20-90's, 107 1/2; United States 25-100's, 107 1/2; United States 30-125's, 107 1/2; United States 35-150's, 107 1/2; United States 40-175's, 107 1/2; United States 45-200's, 107 1/2; United States 50-250's, 107 1/2; United States 55-300's, 107 1/2; United States 60-350's, 107 1/2; United States 65-400's, 107 1/2; United States 70-450's, 107 1/2; United States 75-500's, 107 1/2; United States 80-550's, 107 1/2; United States 85-600's, 107 1/2; United States 90-650's, 107 1/2; United States 95-700's, 107 1/2; United States 100-750's, 107 1/2; United States 105-800's, 107 1/2; United States 110-850's, 107 1/2; United States 115-900's, 107 1/2; United States 120-950's, 107 1/2; United States 125-1000's, 107 1/2; United States 130-1050's, 107 1/2; United States 135-1100's, 107 1/2; United States 140-1150's, 107 1/2; United States 145-1200's, 107 1/2; United States 150-1250's, 107 1/2; United States 155-1300's, 107 1/2; United States 160-1350's, 107 1/2; United States 165-1400's, 107 1/2; United States 170-1450's, 107 1/2; United States 175-1500's, 107 1/2; United States 180-1550's, 107 1/2; United States 185-1600's, 107 1/2; United States 190-1650's, 107 1/2; United States 195-1700's, 107 1/2; United States 200-1750's, 107 1/2; United States 205-1800's, 107 1/2; United States 210-1850's, 107 1/2; United States 215-1900's, 107 1/2; United States 220-1950's, 107 1/2; United States 225-2000's, 107 1/2; United States 230-2050's, 107 1/2; United States 235-2100's, 107 1/2; United States 240-2150's, 107 1/2; United States 245-2200's, 107 1/2; United States 250-2250's, 107 1/2; United States 255-2300's, 107 1/2; United States 260-2350's, 107 1/2; United States 265-2400's, 107 1/2; United States 270-2450's, 107 1/2; United States 275-2500's, 107 1/2; 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