

A Week in a Chinese House-Boat.

To the uninitiated it may be said that a Shanghai house-boat is very much more of a home than a boat. It is called by the same name which are met with occasionally upon the Thames; and the "bosses" of the great banks and mercantile houses live with each other in the lavish decoration and luxurious comfort of their house-boats. Many of them are, in fact, little floating drawing-rooms, ablaze with mirrors and gilding, and very much better adapted for "lounging" purposes and entertainments than for shooting expeditions and other rough work. The boat in which we made our trip up the river was comfortable and convenient enough; but it was a practical and not an ornamental house-boat. It was late summer when we started, for although a house-boat is generally found in winter, the best season, when nothing else is to be seen, is not much given to lounging and the reception of company. All told we were six on board—including the "loddah" or captain, the cook, and two coolies to row or work the boat. Scenery there is none near Shanghai; and at the first starting, amidst the crowd of boats, junks and sampans which block up the creek below bridge, the only scene titillated to any extraordinary degree was that of smelt. It was very slow work, and we kept in the boat, and passed the time agreeably if not profitably, in eating, drinking and smoking, and listening to the old loddah's tales of his pirate life. The cook did his duty manfully, and varied our meals with a variety peculiar to Frenchmen and Chinamen. Until we passed Sicaew, which may be termed the boundary of the foreign domain, the coolies oared the boat in their peculiar fashion, the loddah steering—with his feet when his hands were busy with his "chow" or his pipe. But when we got into the open country, the rowing was fastened, and the coolies got out on the bank. It was a curious voyage.

Only one thing annoyed us, and that was inevitable, it had to be borne—the ceaseless attention paid to us by the native dogs. Chin dogs—in fact all Chinese animals—possess an extraordinary faculty of discerning a foreigner, and the former invariably announces their discovery by howlings and barking, which only cease with the complete disappearance of the obnoxious intruder. Sometimes in the country these dogs—which, like those of Constantinople, are the public scavengers, and are protected from harm by public edicts—will speak in a loud and varied tone, and strike out with peculiar to Frenchmen and Chinamen. Until we passed Sicaew, which may be termed the boundary of the foreign domain, the coolies oared the boat in their peculiar fashion, the loddah steering—with his feet when his hands were busy with his "chow" or his pipe. But when we got into the open country, the rowing was fastened, and the coolies got out on the bank. It was a curious voyage.

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NEWS OF THE WEEK.

Eastern and Middle States.

The amounts of the forgeries of Charles M. Hildner, the absconding member of John Hillier's firm, Philadelphia molasses refiners, reached \$300,000. The great total was all on his own paper, to which had been forged the acceptance of well-known merchants.

Two vessels with cases of yellow fever on board arrived at Beaton—one from Havana and the other from Hayti—and were quarantined.

After being on a strike about eight weeks many of the freight-handlers in New York have been compelled, by their necessities, to resume work.

The prohibitionists of Massachusetts held a convention at Boston and nominated a full State ticket.

Flourishing KATZ, nineteen years of age, was murdered, in a law lodging house in New York, by Katie Kolp, his mistress. She was arrested.

The boiler in Weaver's mill, Eldersville, Pa., exploded, wrecking the building and killing Thomas Brington and James Phillips.

JOHN BRADLEY and his sister, of Fall River, Mass., were drowned at Stonebridge, Tiverton. Two younger children were rescued.

By the explosion of a premature blast on the West Shore railroad at Cornwall, N. Y., four men (colored) were killed and several injured.

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JOHN MEADY died in Boston at the advanced age of 107 years. He retained his mental faculties to the last.

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The baggage and drawing-room cars were thrown from the track into Lake Champlain, one of the engines carrying over on the baggage car. Edward Leonard, engineer of the wild-cat engine, was killed. His body was badly broken up in the wreck of his engine. The engineer of the passenger train was badly scalded and seriously injured internally. The firemen of both engines were injured, but not fatally. None of the passengers were killed, but a great many suffered severe injuries, which may prove fatal. The engineer of the "wild-cat" should have waited at Dresden Station and allowed the passenger train to pass him. He was found with the top of his head cut clean off, and only spoke a few words, which were, "I forgot all about it," from which it seems he had forgotten his business. The place where the engines met is one of the most narrow and precipitous on the road along Lake Champlain.

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Special Correspondents in the West and Southwest report an improvement in the weather, little damage to the wheat crop by recent rains, and large crops of corn and cotton nearly ready for harvest.

A construction train having on board fifty-seven laborers was thrown from the track near Warren, Minn., turned completely over and went down an embankment. Thirty-two of the laborers were injured, two of them with probably fatal effect.

In Pike county, Ky., during a bloody affray between the McCoy and Hatfield families, one of the Hatfields was shot and so badly that he died. His friends bandaged together, caught three of the McCoy's and tied them to trees and shot them dead.

From Washington.

The chief of the bureau of statistics in a statement in regard to the foreign commerce of the United States during the fiscal year ended June 30, 1882, says: "The total value of the foreign commerce of the country during the year amounted to \$2,624,829,238 during the preceding fiscal year, showing a falling off of \$108,164,862. The value of the exports of domestic merchandise from the United States during the last fiscal year amounted to \$730,073,087, as against \$883,925,947 during the preceding year, a falling off of \$150,852,860. The only commodity the value of the exports of which exhibited an increase of any considerable magnitude was petroleum. The value of the imports of merchandise into the United States during the year amounted to \$2,724,623,017, as against \$2,624,829,238 during the preceding fiscal year, showing an increase of \$99,793,779, or 3.8 per cent."

SECRETARY CHAMBERLAIN has directed Lieutenant Harbor to bring home from Siberia the bodies of Lieutenant DeLong and his companions of the Jeannette expedition.

At the final adjournment of Congress the House did not tender a vote of thanks—usually tendered to the speaker at the close of a session—to Mr. Keifer, as Mr. Robeson was warned early in the day that if a motion to that effect was offered it would be opposed by the Democrats.

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JOHN MYLES, Edward Myles, John Hughson and Wm. Wisdom were drowned in Brewster lake, six miles from Fisherton, Ont., by the upsetting of their boat.

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The British ironclad Superb threw shells into Arabi Pasha's earthworks near Hamlet.

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THE MARKETS.

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Cotton—Com'n to Prime, 6 1/2 6 1/2
Sheep, 4 1/2 4 1/2
Hogs—Live, 8 1/2 8 1/2
Dressed, city, 11 1/2 11 1/2
Flour—No. 1, 1 1/2 1 1/2
Wheat—No. 1, 1 1/2 1 1/2
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