MISCELLANY.

From the Christian Advocate and Journal.

LECTURES ON CHINA.

There are four great inventions for which the world is indebted to China: the mariner's compass; manufacture of porcelain; printing; and gunpowder—The use of gunpowder was known in China about the time of the Christian era; but cannons have only recently been introduced among them."

AGRICULTURE.

Agriculture is patronized by the imperial court, in the annual ploughing ceremony, which takes place at the vernal equinox, when the emperor in person guides the plough. The agriculturists of China may rather be termed gardeners than farmers; and their success is more owing to their tedious and minute attention to the details than to any knowledge of cultivation as a science.

All the land professedly belongs to the emperor, but the occupiers so hold it that as long as the taxes are regularly paid he cannot dispossess them. The occupier, however, cannot alienate the land from his family; if he dispose of it, his sons, after his death, can reclaim it. The daughters have no share in the patrimony. When land is mortgaged, the mortgagee is responsible for the taxes. Land is registered in the district office where also the titles are deposited. It is estimated that there are 596,000,000 acres of arable land of which a great proportion is under cultivation for food, than in any other country.

Three-fourths of all the grain sown is rice. Before sowing, the seed is soaked in liquid manure; and it is sown so plentifully that its sprouts come up as thick as grass. It is then taken up and transplanted, and the ground put under water. Where there is no stream or river at hand, the contrivances for irrigation are very numerous and ingenious. The first crop ripens in April, the second in November. Wheat and buckwheat are both grown, and are sometimes transplanted, as rice; indeed nearly everything is transplanted by the Chinese. They commonly manure the seed rather than the land; and are entirely ignorant of the art of improving the soil by rotation of crops.

The Chinese excel almost all other nations in the cultivation of flowers, for which there is great demand.

They have no hedges nor fences, the land being separated by dykes. Their agricultural instruments are very simple. The principal animals used in agriculture are buffaloes and asses. In the northern parts of the country they use also cows and camels; and sometimes a buffalo and an ass, or a cow and a camel, may be seen yoked together.

The practice of cultivating the hills in terraces is not so common as has sometimes been represented; it prevails to no great extent, except in the vicinity of large towns, where the ground is valuable. The wages of a laborer in the country is about thirteen cents a day, in towns about twenty cents.

WEAVING, ETC.

Weaving is all done by hand looms. The Chinese have no extensive manufactories; six or eight looms being as many as are commonly seen in one room. Two persons attend at each loom the treddles are worked by a boy; at the top. They never employ steam power in their manufactures; the only use they ever make of steam is to cook rice. The yellow cotton fabric called nankeen is not dyed; it being the natural color of the material of which it is made.

The embroidered shawls brought to this country from China are manufactured at a place about eight or ten miles from Canton, entirely for exportation; the Chinese themselves use no such article of dress.

PORCELAIN.

The porcelain all comes from a single town, King-tu-ching; but the common stone and blue ware is made in many provinces. The people are exceedingly fond of household ornaments of porcelain; some of which are imported into this country. These are sometimes elegant, but more often, grotesque; as the Chinese never imitate nature, always preferring to make something odd. The common earthenware of the country is very cheap; a whole establishment for a family may be bought for five or six shillings.

METALS.

The Chinese have in method, unknown to us, of making copper white by means of alloys. In the manufacture of gongs and bells, experience has taught them to mix the metals in about the same proportion as we do. Their iron utensils, and also locks, &c., are always cast. In gold and silver work they are probably equal to any people; and in carving and chisel work they take the lead in many respects. Gold leaf is extensively used in China, and they also export a considerable quantity; they make it in the same way that we do.

LANTERNS, ETC.

Lantern making is a very extensive business, and the Chinese display their fancy more in the manufacture and adornment of this article than in anything else. They have one kind called the horse-racing lantern, the framework of which is so constructed that the heat of the lamp sets in motion a variety of small figures, which keep moving as long as the lamp continues to burn. Lanterns of very elegant patterns are made expressly for their religious festivals. Some of these are very high, and cost as much as one hundred dollars; but they are generally about a foot high, and sold for five dollars.

Tallow is procured from the tallow tree, which in appearance resembles the aspen poplar. The seeds of this tree are boiled in water, which causes a fatty substance to exude, which is run into moulds; but as this very easily melts, it is commonly covered with vermillion. Their lamp oil is made of pea-nuts; they use no whale oil.

ORNAMENTAL WORK.

The Chinese are very ingenious in carving ivory and wood, and specimens of their skill in this work are frequently seen in this country. Mr. Williams described the manner in which they cut and carve a number of ivory balls, sometimes as many as twenty, one within the other. It will take a man about a month to finish one of the largest of these elegant but useless toys.

Chinese lacquered work owes its beauty to the juice of sap of the lacquer tree; which somewhat resembles the sumack. It is very poisonous, and the workmen who use it have to be very careful, and keep the face covered.—They make their lacquered work more generally black than we do. It is first finished plain, and the ornamental gilding is put on after it is sold, according to the direction of the purchaser.

The paintings on rice-paper, such as are imported into this country, employ thousands of persons in Canton. The paper, however, is not made of rice at all, but from the pith of a plant.

COMPUTATIONS OF TIME.

The Chinese begin the day about half an hour before midnight; and divide it into twelve hours, each of course twice as long as ours.

They keep no sabbath, nor is there any evidence that they ever knew of any seventh day of rest. Their year commences with the first new moon after the sun enters Aquarius.

TRANSPORTATION LINES.

1847.

PENNSYLVANIA CANAL & RAILROAD

EXPRESS FAST PACKET LINE,

VIA

PITTSBURGH to PHILADA and BALTIMORE

Exclusively for Passengers

THE public are respectfully informed that this Line will commence running on or about the 15th instant, and continue throughout the season. The proprietors have now placed a superior class of Packets and Railroad Cars on the route, with extra accommodations, which will give greater comfort to travelers.

A Packet Boat will always be in port, and the traveling public are requested to call and examine them, previous to engaging passage elsewhere

FARE ONLY NINE DOLLARS

One of the Packets will leave the landing, opposite the United States Hotel, corner Penn street and the Canal, every night at 9 o'clock

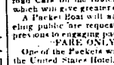
TIME 31 DAYS.

For passage apply at the office, Monongahela House. Water street or to

D LEECH & Co

mch17 cor Penn street and Canal

WESTERN TRANSPORTATION CO.



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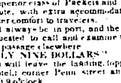


D. LEECH & CO'S.

OLD ESTABLISHED TRANSPORTATION LINE.

BETWEEN PITTSBURGH,

PHILADELPHIA BALTIMORE AND NEW YORK

THE stock of this line consists of a double daily Line of Boats and Cars, formed by these two, which are in good order. The subscribers are prepared to forward a large quantity of Merchandize and Produce with certainty and dispatch.

Produce or Merchandize consigned to any of the undersigned is forwarded free of charge for commission or storage.

Bills Lading transmitted and all instruction promptly attended to

The business of this Line is conducted on strictly Sabbath Keeping principles. Address, or apply to

D LEECH & Co. Proprietors

Canal Basin, Pittsburgh

HARRIS & LEECH, Proprietors,

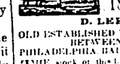
No 178 South Third street, Philadelphia

JOS. TAYLOR & SONS, Agents,

No 14 North Howard street, Baltimore

mch18 No 3 West street, New York

PITTSBURGH PORTABLE BOAT LINE.



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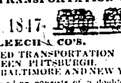

FOR the transportation of Freight between Pittsburgh and the Atlantic cities, among the numerous points on the way, without transhipment of goods, damage, breakage, and separation of goods.

BOERINGER & CASH

No 25 Market street, Philadelphia

J. PEACE (through)

Cor Penn and Wayne sts, Pittsburgh

O'CONNOR & Co, New York and Baltimore { Agents

W & J. TAPSCOTT, 75 South st N Y.

Encouraged by increased business the Proprietors have added to the stock and extended the accommodations during the winter, and are now prepared to forward freight with regularity and dispatch as usual, and as any other line. Having a preference as carriers, the paramount superiority of the Portable Boat System, the undersigned are induced to solicit a continuance of the patronage so liberally bestowed heretofore, and to which the proprietors will forward in addition to their own, the personal attention of the Mr. Williams, who has been engaged in the business for the last nine years, and who will be pleased to receive the patronage of his friends, and the public generally. Address, or apply to

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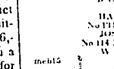

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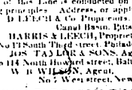

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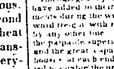

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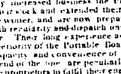

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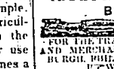

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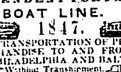

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WILLIAM PETTIT

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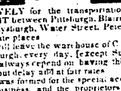

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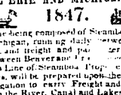

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March 1, 1847 mar1

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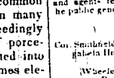

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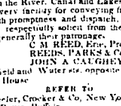

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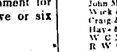

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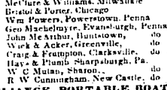

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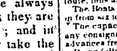

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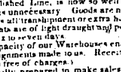

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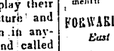

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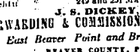

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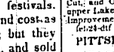

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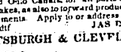

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The Line was formed for the special accommodation of the way business, and the proprietors respectfully solicit a liberal share of patronage.

Proprietors.

JOHN PICKWORTH JOHN MILLER

DANIEL H BARNES ROBERT WOODS

WILLIAM PETTIT

{ JOHN MILLER, Hollidaysburgh

R H CANAN, Johnstown

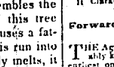
C A McAULEY & Co, Pittsburgh } *Agents*

REFERENCES.

J J McDevitt, John Parker, Robert Moore, Bagaley & Smith Pittsburgh

mar8

LAKE ERIE and MICHIGAN LINE.



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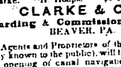


THIS Line being composed of Steamboats Lake Erie and Michigan, running daily between Buffalo and Detroit, and freight and passage taken through between Cleveland and Detroit. C M Reed's Line of Steamboats Propellers and Vessels on the Lakes, will be prepared upon the earliest opening of navigation to carry Freight and Passengers to all points on the River, Canal and Lakes.

Having every facility for conveying freight and passengers with promptness and dispatch, the proprietor and agents respectfully solicit from their friends and the public generally their patronage.

C M REED, Etc, Proprietor

REEDS, PARKS & Co, Beaver Agents

JOHN A CAUGHEY, Pittsburgh Agents

Cor. Smithfield and Water sts, opposite the Monongahela House

REFER TO

Wheeler, Crocker & Co, New York

Geo Davis, Buffalo

E N Parks & Co, Cleveland

Jas A Armstrong & Co, Detroit

Metcalfe & Williams, Milwaukie

Bristol & Hunter, Chicago

Wm Powers, Powerstown, Penna

Geo Macpherson, Bridgeport, Penna

John McArthur, Huntstown, do

Work & Acker, Greensville, do

Craig & Frampton, Clarksville, do

Hays & Plumb Sharpsburgh, Pa.

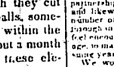
W G Mains, Sharon, do

R W Cunningham, New Castle, do mar3

CLARKE & CO.,

Forwarding & Commission Merchants,

BEAVER, PA.



H Clarke, H Hoops, T. B. Clarke & Co.

THE Agents and Proprietors of this Line (so favorably known to the public), will be prepared on the earliest opening of canal navigation to receive property at their warehouse in the above place, and forward with dispatch to Pittsburgh and Beaver, and deliver the same, or any point on the Ohio canals, and also on Lakes Erie and Michigan, with the greatest dispatch and at reasonable rates.

The proprietors of this line solicit the business of their former customers with confidence; knowing that their facilities are second to none.

Apply to or address

U M HARTON, Act, Pittsburgh.

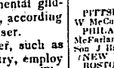
CLARKE & Co, Beaver.

T RICHMOND & Co, Cleveland.

TO THE PUBLIC.

THE Boatmen's Portable Boat Company being dissolved, the Company agents went into articles of Copartnership under the name of the "Boatmen's Line," and likewise agreed to refit the Stock so as to have a number of Boats for the purpose of carrying goods passage as from six to eight days, with certainty—and feel encouraged by the liberality of last year's patronage, to make more extensive arrangements for the ensuing year.

We would therefore respectfully solicit a continuance of our former patrons, and refer all new customers to those we have done business for.



BOATMANS' LINE,

For the transportation of

ALL KINDS OF MERCHANDISE, TO AND FROM PHILADELPHIA, BALTIMORE, NEW YORK AND BOSTON.

SAMUEL WHITMAN & Co,

Corner Liberty street and Canal Basin, Pittsburgh.

A L GERHART & Co,

No 203 Market street, Philadelphia.

ELDER, GELSTON & Co, Agents,

Baltimore, Md.

REFERENCES.

PITTSBURGH—Jas. McCully, Geo. Morgan & Co, W McCully & Co, B A Sampson & Co, N Allen & Co,

PHILADELPHIA—Morris Patterson & Co, Reynolds McFarland & Co, Fleming & Buzby, Peter Wright & Son, J Hepburn, Joseph Gratz.

NEW YORK—Goodhue & Co, Theo. Perry & Co.

BOSTON—Redd, Hird & Co.

CINCINNATI—Adams & Creagh, W W Scarborough.

ST PLEASANT, VA—P A Mechler.

NASHVILLE—F Fleming.

Note—All merchandize from New York and Boston, consigned to A L Gerhart & Co, Philadelphia, will be promptly forwarded free of commission. feb15

LEECH & CO'S

Package Express to Philadelphia.

THE Canal being now open, the above Express which has been established for the conveyance of valuable packages of merchandize, specie, bank notes, jewelry, &c, commenced running on Thursday, March 18.

An Iron Chest will be dispatched daily until the close of the canaling season.

Apply to D LEECH & Co

mch19 cor Penn st and Canal

TRANSPORTATION LINES.

1847.

PITTSBURGH AND CINCINNATI

DAILY LINE OF

MAGNIFICENT PASSENGER PACKETS.

THIS well known and popular Line of Steamers has been greatly improved the past Winter, by the addition of several new and magnificent boats, built and continue throughout the season. The proprietors have now placed a superior class of Packets and Railroad Cars on the route, with extra accommodations, which will give greater comfort to travelers.

A Packet Boat will always be in port, and the traveling public are requested to call and examine them, previous to engaging passage elsewhere

FARE ONLY NINE DOLLARS

One of the Packets will leave the landing, opposite the United States Hotel, corner Penn street and the Canal, every night at 9 o'clock

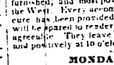
TIME 31 DAYS.

For passage apply at the office, Monongahela House. Water street or to

D LEECH & Co

mch17 cor Penn street and Canal

WESTERN TRANSPORTATION CO.



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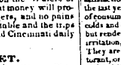


D. LEECH & CO'S.

OLD ESTABLISHED TRANSPORTATION LINE.

BETWEEN PITTSBURGH,

PHILADELPHIA BALTIMORE AND NEW YORK

THE stock of this line consists of a double daily Line of Boats and Cars, formed by these two, which are in good order. The subscribers are prepared to forward a large quantity of Merchandize and Produce with certainty and dispatch.

Produce or Merchandize consigned to any of the undersigned is forwarded free of charge for commission or storage.

Bills Lading transmitted and all instruction promptly attended to

The business of this Line is conducted on strictly Sabbath Keeping principles. Address, or apply to

D LEECH & Co. Proprietors

Canal Basin, Pittsburgh

HARRIS & LEECH, Proprietors,

No 178 South Third street, Philadelphia

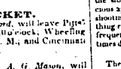
JOS. TAYLOR & SONS, Agents,

No 14 North Howard street, Baltimore

mch18 No 3 West street, New York

PITTSBURGH PORTABLE BOAT LINE.

1847.



FOR the transportation of Freight between Pittsburgh and the Atlantic cities among the numerous points on the way, without transhipment of goods, damage, breakage, and separation of goods.

BOERINGER & CASH

No 25 Market street, Philadelphia

J. PEACE (through)

Cor Penn and Wayne sts, Pittsburgh

O'CONNOR & Co, New York and Baltimore { Agents

W & J. TAPSCOTT, 75 South st N Y.

Encouraged by increased business the Proprietors have added to the stock and extended the accommodations during the winter, and are now prepared to forward freight with regularity and dispatch as usual, and as any other line. Having a preference as carriers, the paramount superiority of the Portable Boat System, the undersigned are induced to solicit a continuance of the patronage so liberally bestowed heretofore, and to which the proprietors will forward in addition to their own, the personal attention of the Mr. Williams, who has been engaged in the business for the last nine years, and who will be pleased to receive the patronage of his friends, and the public generally