THE CHILDREN.

BY MARY HOWITT.

Beautiful the children's faces!
Spite of all that care and pains:
To my inmost heart appealing;
Calling forth love's tenderest feeling;
Stealing all my soul with tears.

Eloquent the children's faces—
Poverty's leal look, which saith,
Save us! save us! woe surrounds us;
Little knowledge sore confounds us:
Life is but a lingering death;

Give us light amid our darkness;
Let us know the good from ill;
Hate us not for all our blindness;
Love us, lead us, show us kindness—
You can make us what you will.

We are willing; we are ready,
We would learn, if you would teach:
We have hearts that yearn towards duty;
We have minds alive to beauty;
Souls that may heights can reach!

Raise us by your Christian knowledge
Conscious to man our powers;
Let us take our proper station;
We the rising generation,
Let us stamp the age as ours!

We shall be what you will make us;
Make us wise, and make us good!
Make us strong in time of trial;
Teach us temperance, self-denial,
Patience, kindness, fortitude!

Look into our childish faces;
See ye not our willing hearts?
Daily love us—only lead us;
Only let us know you need us,
And we all will do our parts.

We are thousands—many thousands!
Every day our ranks increase;
Let us march beneath your banner,
We, the legion of true honor,
Combating for love and peace!

Train us! try us! days slide onward,
They can ne'er be ours again!
Save us, save! from our undoing!
Save from ignorance and ruin;
Make us worthy to be MEN!

Send us to our weeping mothers,
Angel-stamped in heart and brow!
We may be our fathers' teachers:
We may be the mightiest preachers,
In the day that dawneth now!

Such the children's mute appealing,
All my inmost soul was stirred;
And my heart was bowed with sadness,
When a cry, like summer's gladness,
Said, "The children's prayer is heard!"

[From Household Words.]

INCH BY INCH UPWARD.

Among the ashes and slag of a poor colliery village, near Newcastle-on-Tyne, in the unplastered room—with a clay floor and garret roof—that was the entire home of the family to which he was born—there came into the world, on a June day, seventy-six years ago, one of its best benefactors. The village is named Wylam. The family occupying the two-and-twenty hundred and eighty-one years of the four laborers' apartments contained in the cottage—known as High Street House—was that of Robert Stephenson and his wife, Mabel, their only child, being a two-year old boy, named James; when, on the ninth of June, in the year just named, a second son was born to them, whom they called George. That was George Stephenson, the founder of the railway system.

The family continued to increase; and by the time when George was twelve years old he had three brothers and two sisters. He grew up in war times when bread was very dear, and it was bitterly difficult for working men to earn more than would keep body and soul together. His father, known at old Bob by the neighbors, was a fireman to the pumping-engine at the Wylam colliery, earning not more than twelve shillings a week. Bob was a lean and gentle man, who took pleasure in telling wonderful stories to the children who gathered about his engine-fire of evenings. About his engine-fire, also, tame robins would gather for the crumbs he spared out of his scanty dinner—for he was a man who loved all kinds of animals, and he would give no better treat to his child George than to hold him up that he might look at the young blackbirds in their nest. The mother, Mabel, was a delicate and nervous woman; who, though troubled with what neighbors called the rising of the vapors, had some qualities that won their admiration. A surviving neighbor, who looks back upon the couple, says of them, that "they had very little to come and go upon. They were honest folk, but sore hauden doonein the world."

Little George carried his father's dinner to the engine, helped to tug about and nurse the children younger than himself, and to keep them out of the way of the horses drawing chaldron wagons, on the wooden tramroad that ran close before the threshold of the cottage door. If the rising of the vapors had made Mabel a Pythoness, she might have discovered, as she stood at the door, lines of fate in the two wooden couplets on the road. But they only warned her of danger threatening her children while at play.

Twelve shillings a week when times are hard will not go far towards the support of a father, a mother, and a lapful of little children. The coal at Wylam was worked out, and old Bob's engine, which had "stood till she grew fearsome to look at," was pulled down. The poor family then followed the work to Dewly Burn; where Robert Stephenson waited as fireman on a newer engine, and set up his household in a one-roomed cottage near the centre of a group of little collier's huts that stand on the edge of a rift, bridged over here and there, because there runs along its bottom a small, babbling stream. Little George—Geordie Steevle—was then eight years old. Of course he had not been to school; but he was strong, nimble of body and of wit, and eager to begin the business of bread-winning with the least possible delay. In the neighboring farm-house lived Grace Ainslie, a widow, whose cows had a right to graze along the wagon road. The post of keeping them out of the way of the wagons, and preventing them from trespassing on other persons' liberties, was given to George. He was to have a shilling a week, and his duty was to include barring the gates at night after the wagon had all passed.

That was the beginning of George Stephenson's career, and from it he pushed forward his fortune inch by inch upward. Of course he had certain peculiar abilities; but many may have them, yet few do good with them. George Stephenson made his own fortune, and also added largely to the wealth and general well-being of society. Our purpose is—following the details published recently by Mr. Smiles in a most faithful and elaborate biography—to show how a man may get up the hill Difficulty who is content to mount by short firm steps, keeping his eyes well upon the ground that happens to lie next before his feet.

As watcher of Grace Ainslie's cows, the work of little Geordie Steevle gave him time for play. He became an authority on birds' nests, made whistles of reeds and straws; and, with Tom Tholoway his chosen playmate, had especial pleasure in the building of little clay engines with the soil of Dewley Bog: hemlock stalks being used to represent steam-pipes and other apparatus. Any child whose father's work was to attend an engine would have played at engines; but, in the case of George Stephenson, it is, nevertheless, a pleasant to the fancy to dwell on the fact that, as a child, he made mud-engines and not mud-pies, when playing in the dirt. When his legs were long enough to carry him across the little furrows, little George was promoted to the business of leading horses at the plough, and was trusted also to hoe turnips and to do other farm-work at the advanced wages of two shillings a week. But, his brother James—two years his senior—was then earning three shillings a week as corbitter or picker at the colliery; that is to say, he helped to pick out of the coal, stones, bats, and dross. Upon that neat inch of progress, little George fixed his attention. Having made it good, he tried forward till he secured another inch, and received four shillings a week as driver of the gin-horse. In that capacity he was employed at the Black Callerton Colliery, two miles from Dewley Burn, whither he went early of mornings and whence he returned late of evenings, "a grit, bare-legged laddie, very quick-witted and full of fun and tricks." He bred rabbits. He knew all the nests between Black Callerton and Dewley; brought home young birds when they were old enough; fed them, and tamed them. One of his tame blackbirds flew all day in and out of, and about the cottage, roosting at night on the bedhead; but she disappeared during the summer months, to do her proper duty as a bird, duly returning in the winter.

As driver of the gin-horse, Geordie Steevle fixed his eye upon the post of assistant-fireman to his father at the Dewley engine. At the early age of fourteen he got that promotion, and his wages became six shillings a week. He was then so young that he used to hide when the owner of the colliery came round, lest he should think him too small for his place.

The coal at Dewley Burn was worked out; and the Stephensons again moved to Jolly's Close, a little row of cottages shut in between steep banks. The family was now helped by the earnings of the children; and, out of the united incomes of its members, made thirty-five shillings or two pounds a week. But, the boys, as they grew older, grew hungrier, and the war with Napoleon was then raising the price of wheat from fifty-four shillings to one hundred and thirty shillings a quarter. It was still hard to live. George, at fifteen years old—a big and bony boy—was promoted to the pill office of fireman at a new working, the Midmill winning, where he had a young friend named Bill Coe, for his mate. But the Midmill engine was a very little one, and the nominal increase of dignity was not attended with increase of wages. George's ambition was to attain rank as soon as possible as a full workman, and to earn as good wages as those his father had—twelve shillings a week. He was steady, sober, indefatigable in his work, ready of wit, and physically strong. It was a great pleasure to him to compete with his associates in lifting heavy weights, throwing the hammer, and putting the stone. He once lifted as much as sixty stone. Midmill pit, being closed, George and his friend Coe were sent to Worm Moother pumping engine, fixed near Throckley Bridge. While there his work was adjudged worthy of a man's hire. One Saturday evening the foreman paid him twelve shillings for a week's work, and told him that he was, from that date, advanced. When he came out, he told his fellow-workmen his good fortune, and declared in triumph: "Now I am a made man for life."

He had reached inch by inch the natural object of a boy's ambition—to be man enough to do what he has seen done by his father. But he was man enough for more than that. By natural ability joined to unflagging industry he still won his way slowly up; and, at the age of seventeen, worked in a new pit at the same engine with his father; the son taking the higher place as engine-man, and old Bob being still a fireman as he had been from the first.

It was the duty of the engine-man to watch the engine, to correct a certain class of hitches in its working, and, when anything was wrong that he could not put right, to send word to the chief engineer. George Stephenson fell in love with his engine, and was never tired of watching it. In leisure hours, when his companions went to their sports, he took his machine to pieces, cleaned every part of it, and put it together again. Thus, he not only kept it in admirable working order, but became intimately acquainted with all its parts, and knew their use. He acquired credit for devotion to his work, and really was devoted to it; at the same time he acquired a kind of knowledge that would help him to get an inch higher in the world.

But there was another kind of knowledge necessary. At the age of eighteen he could not read; he could not write his name. His father had been too poor to afford any schooling to the children. He was then getting his friend Coe to teach him the mystery of braking, that he might, when opportunity occurred, advance to the post of brakesman—next above that which he held. He became curious also to know definitely something about the famous engines that were in those days planned by Watt and Bolton. The desire for knowledge taught him the necessity of learning to read books.

The brave young man resolved, therefore, to learn his letters and make pot-hooks at a night-school among a few colliers' sons, who paid threepence a week each to a poor teacher at Wolbottle. At the age of nineteen he could write his name. A night-school was set up by a Scotchman within a few minutes' walk of Jolly's Close; and to this, George Stephenson removed himself. The Scotchman had much credit for his mastery of arithmetic. He knew as far as reduction. George fastened upon arithmetic with an especial zeal, and was more apt than any other pupil for the study. In no very long time he had worked out all that could be yielded to him by the dominie. While this engaged, the young man was getting lessons from his friend Coe in braking; and, with Coe's help, persisting in them against dogged opposition from some of the old hands. At the age of twenty, being perfectly steady and trustworthy as a workman, he obtained the place of brakesman at the Dolly Pit, Black Callerton, with wages varying from seventeen and sixpence to a pound a week. But wheat then cost nearly six pounds the quarter.

George was ambitious to save a guinea or two, because he was in love with something better able to return his good-will than a steam engine. In leisure hours he turned his mechanical dexterity to the business of mending the shoes of his fellow-workmen, and advanced from mending to the making both of shoes and lasts. This addition to his daily twelve hours' labor at the colliery, made some little addition to his weekly earnings. It enabled him to save his first guinea, and encouraged him to think the more of marrying Fanny Henderson, a pretty servant in a neighboring farm-house; sweet-tempered, sensible, and good. He once had shoes of hers to mend, and as he carried them to her she Sunday evening with a friend he could not help pulling them out of his pocket, every now and then, to admire them because they were hers, and to bid his companion observe what a capital job he had made of them.

George Stephenson still enjoyed exercise in feats of agility and strength; still spent a part of each idle afternoon on the pay-Saturday in taking his engine to pieces; cleaning it and pondering over the uses and values of its parts. He was a model workman in the eyes of his employers; never missing a day's wages through idleness or indiscretion; spending none of his evenings in public-houses, avoiding the dog-fights, and cock-lights, and manfights in which pitmen delighted. Once, indeed, being insulted by Ned Nelson, the bully of the pit, young Stephenson disdained to quail before him; though he was a great fighter, and a man with whom it was considered dangerous to quarrel. Nelson challenged him to a pitched battle, and the challenge was accepted. Everybody said Stephenson would be killed. The young men and boys came round him with awe, to ask, whether it was true that he was "goin' to feight Nelsont?" "Aye, aye," said, "never fear for me, I'll feight him." Nelson left off work to go into training. Stephenson worked on as usual; went from a day's labor to the field of battle, and on the appointed evening, and, with his strong muscle and hard bone, put down the bully, as he never for a moment doubted that he would.

As a brakesman, George Stephenson had been removed to Willington Ballast Quay, when at the age of twenty-one he signed his name in the register of Newburn Church as the husband of Fanny Henderson; and, seating her behind him on a pillion upon a stout farm-horse borrowed from her sister's master, with the sister as bridesmaid and a friend as bridesman, he went first to his father and mother—who were growing old, and struggling against poverty in Jolly's Close—and, having paid his duty as a son to them, jolted across country, and through the streets of Newcastle, upon a ride homeward of fifteen miles. An upper room in a small cottage at Wellington Quay was the home to which George took his bride. Thirteen months afterwards, his only son, Robert, was born there. The exercise of his mechanical skill, prompted sometimes by bold speculations of his own, amused the young husband—and the wife doubtless—of an evening. He was at work on the problem of Perpetual Motion. He had acquired reputation as a shoemaker. Accident gave rise to a yet more profitable exercise of ingenuity. Alarm of a chimney on fire caused his room to be one day flooded with soot and water by good-natured friends. His most valuable piece of furniture, the clock, was seriously injured. He could not afford to send it to a clock-maker, and resolved to try his own hand on the works; took them to pieces, studied them, and so put them together as to cure his clock in a way marvellous to all the village. He was soon asked to cure a neighbor's clock, and gradually made his title good to great fame as a clock-curer throughout the district.

After having lived three years as brakesman at Willington Quay, George Stephenson removed to Killingworth, where he was made brakesman at the West Moor Colliery. From the high ground of Killingworth, the spires of Newcastle, seven miles distant, are visible—weather and smoke permitting. At Killingworth, when they had been but two or three years married, George Stephenson's wife, Fanny, died. Soon after her death, having his little boy in charge of a neighbor, he marched on foot into Scotland; for he had been invited by the owners of a colliery near Montrose to superintend the working of one of Bolton and Watt's engines. For this work he received rather high wages; and, after year's absence, he marched back again, on foot, to Killingworth, with twenty-eight pounds in his pocket. During his absence a bad accident had happened to his father. The steam-blast had been inadvertently let in upon him when he was inside an engine. It struck him in the face, and blinded him for the remainder of his life. George coming home from Scotland, paid the old man's debts, removed his parents to a comfortable cottage near his own place of work at Killingworth—for he was again taken on as brakesman at the West Moor Pit—and worked for them during the remainder of their lives. At this time there was distress and riot among the laborers. George was drawn for the militia, and spent the remainder of his savings on the payment of a substitute. He was so much disabled in fortune that he thought of emigrating to America, as one of his sisters was then doing in company with her husband, but—happily for his own country—he could not raise enough money to take him out of it. To a friend he afterwards said of his sorrow at this time, "You know the road from my house at the West Moor Killingworth. I remember, when I went along that road, I wept bitterly, for I knew not where my lot would be cast."

It was a slight advance in independence, although no advance in fortune, when Stephenson at the age of twenty-seven joined two other brakesmen in taking a small contract under the lessees for breaking the engines at the West Moor pit. The profits did not always bring him in a pound a-week. His little son, Robert, was growing up, and he was bent firmly on giving him what he himself had lacked—the utmost attainable benefit of education in his boyhood. Therefore, George spent his nights in mending clocks and watches for his neighbors, mended and made shoes, cut out lasts, even cut out the pitman's clothes for their wives to make up, and worked at their embroidery. He turned every spare minute to account, and so wrung from a stubborn fortune power to give the first rudiments of education to his son.

(To be Continued.)

Advices from St. Petersburg announce that the chief of the Boariats, a very powerful and numerous tribe, professing Lamaism, has embraced Christianity, as have also his own family and seventy of his kindred, and that he has begged the Czar to be godfather to his baptism.

The director of the Bayonne Theatre having lately, when getting repairs effected, enlarged the size of the boxes, the ladies in the habit of frequenting the house sent him the next day a magnificent bouquet, with this inscription: "*A. M. Zerezo, les crinolines reconnaissantes !!*"

M. Proudhon, the well-known political economist, who created so much sensation a few years ago by his doctrine, "*la propriete c'est le vol,*" is writing a play. It is asserted that, on this occasion, he will not carry his theory into practice, and that the piece will be really original.

It is stated by one of the British Government Inspectors of Mines that, during the last six years, five thousand persons have been killed by mine or colliery accidents, and nineteen thousand more or less injured.

Coal.

HAZELTON AND SPRING MOUNTAIN, Lehigh, Hickory and Locust Mountain Schuylkill Coal for sale at KNOWLES' Depot, NINTH and WILLOW Streets. au14-1m

COAL! COAL! COAL!—TAGGART'S CELEBRATED SPRING MOUNTAIN LEHIGH COAL.

J. & R. CARTER'S GREENWOOD, TAMAQUA COAL
GEORGE W. SNYDER'S PINE FOREST SCHUYLKILL COAL.

RANDALL & MEREDITH

Have for sale, and are constantly receiving from above celebrated Collieries,

COAL OF ALL SIZES.

There is no Coal mined anywhere, equal in quality to these, and a trial will convince any one of their great superiority. Our Coal is very carefully screened at our yards, and we will warrant it perfectly free from slate, dust and all impurities. Our PRICES are as LOW as the VERY LOWEST.

Orders left at our Office, No. 121 SOUTH FRONT street, above Walnut.

Orders left at our Yard, UALLOWHILL street, below BROAD street.

Orders left at our Wharf, WATER street, above CALLOWHILL—or sent to either place per Despatch Post, will receive prompt attention.

Purchasers for family use will do well to call and examine our Coal before purchasing elsewhere. au4-tf

BUCK MOUNTAIN COAL—Direct from the Company's Mines, and the only authorized agents, by retail, south of Kensington.

Also Lehigh and Schuylkill Coal.

T. TREADWAY, Swanson street,
au20-2m] 1st Wharf above Washington, Southwark.

SCHUYLKILL AND LEHIGH COAL.—I am daily receiving, at my yard, the best quality of SCHUYLKILL AND LEHIGH COAL. My customers and all others who may favor me with their orders, may rely on getting Coal that will be satisfactory to them.

☞ No inferior Coal kept at this establishment to offer at LOW PRICES.

ALEXANDER CONVERY,
au1-tf N. E. corner of Broad and Cherry Sts.

LEHIGH AND SCHUYLKILL COAL.—DALY, PORTER & CO., COAL DEALERS, No. 821 PRIME Street, above Eighth, keep constantly on hand, at the very lowest rates, a full supply of Lehigh and Schuylkill Coal. au 1-6m

LUMBER AND COAL.—MONTGOMERY & NEALL having connected the Coal with the Lumber business, inform their friends that they have made contracts for a supply of the best qualities of Lehigh and Schuylkill Coal, and are now ready to receive orders, Twelfth and Prime streets. Orders may be left with Mr. S. KILPATRICK, No. 13 S. FIFTH street, or with Mr. WM. D. NEALL, corner PINE and WATER streets. au18-3m

Wants.

500 AGENTS WANTED.—A HOME-STEAD FOR $10!—Third Division.—$110,000 worth of Farms and Building Lots, in the gold region of Culpeper county, Virginia, to be divided amongst 10,200 subscribers, on the 7th of December, 1857. Subscriptions only ten dollars down, or fifteen dollars, one-half down, the rest on delivery of the deed. Every subscriber will get a Building Lot or a Farm, ranging in value from $10 to $25,000. These farms are not to be sold so cheap to induce settlements, a sufficient number being reserved, the increase in the value of which will compensate for the apparent low price now asked. Upwards of 1,350 lots and farms are already sold, and a company of settlers called the "Rappahannock Pioneer Association" is now forming and will soon commence a settlement. Ample security, and large sums for the faithful performance of contracts and promises. Nearly 50,000 acres of land, in different parts of Virginia, are yet at command, and will be sold to settlers at from $1 up to $300 per acre. *Unquestionable titles will in all cases be given.* Wood-cutters, coopers, farmers, &c., are *wanted*, and five hundred agents to obtain subscribers, to whom the most liberal inducements will be given. Some agents write that they are making $200 per month. For full particulars, subscriptions, agencies, &c., apply to N. BAUDER,
au24-tf Port Royal, Caroline county, Va.

Summer Resorts.

EPHRATA MOUNTAIN SPRINGS—Will continue open for visitors until the last of September. This is a large plain building with a view of spending the close of the season, where they can enjoy the mountain air and pure water without the risk of contracting epidemics. For further information reply to Joseph B. Myers, Esq., Third and Vine streets, Philadelphia, and to James S. Earle, Chestnut street above Eighth, Philadelphia, or Ephrata Proprietor.
au27-tw JOSEPH KONIGMACHER,
Ephrata Post Office, Lancaster county, Pa.

Agriculture.

STATE AGRICULTURAL EXHIBITION—AGRICULTURISTS, STOCK BREEDERS, GARDENERS, POMOLOGISTS, INVENTORS, MANUFACTURERS, ARTISANS!! All classes are invited to become exhibitors.

THE PENNSYLVANIA STATE AGRICULTURAL SOCIETY will hold its SEVENTH ANNUAL EXHIBITION at Pittsburg, West Pennsylvania, on SEPTEMBER 29th and 30th, and OCTOBER 1st and 2d ensuing, for the display of Cattle, Horses, Sheep, Swine and Poultry, Agricultural Implements, Domestic Dairy, Field and Garden Products, Seeds, Fruits, Flowers and Vegetables, the Mechanic Arts, Domestic, Household and other Manufactures, Stoves, Machines and Inventions.

A PLOWING MATCH!!

In order to promote skill and efficiency in the important work of the Farm, a Plowing Match will come off on the fourth day of the Exhibition, to which men and youths are invited to compete for the premiums.

To sellers and buyers of farm stock this Exhibition will afford a most favorable market.

The different Railroad Companies will carry all stock and articles for exhibition from the many lines in Ohio as cheap as heretofore, and will issue *Excursion Tickets* for the Fair week at the usual liberal rates.

Lists of premiums and all other information will be furnished on application to ROBERT C. WALKER, Secretary, at the Rooms of "the Philadelphia Society for Promoting Agriculture," Chesnut Street, below Seventh, south side, up stairs.

The books for the entry of articles and animals will be open on and after the 1st of September.

DAVID TAGGART,
President Penna. State Agricultural Society.
au18-4 sep 28

Fire Proof Safes.

SALAMANDER SAFES.

A large assortment of
EVANS & WATSON'S
PHILADELPHIA MANUFACTURED
SALAMANDER SAFES,
VAULT DOORS,
For Banks and Stores.

BANK LOCKS,
Equal to any now in use.
IRON DOORS, SHUTTERS, &c.,
On as good terms as any other establishment in the United States, by
EVANS & WATSON,
No. 25 South FOURTH street,
Philadelphia.
PLEASE GIVE US A CALL. au13-tf

Silver-Ware & Jewelry.

JAMES E. CALDWELL & CO.,
No. 432 CHESTNUT, BELOW FIFTH STREET,
Importers of WATCHES, Fine Jewelry, Manufacturers of Sterling and Standard Silver Tea Sets, Forks and Spoons, sole agents for the sale of Charles Frodsham's new series Gold Medal London Timekeepers—all the sizes on hand, prices $250, $275, and $300.
English and Swiss Watches at the lowest prices.
Rich fashionable Jewelry.
Sheffield and American Plated Wares.
se5-y

J. S. JARDEN & BRO.
MANUFACTURERS AND IMPORTERS OF
SILVER-PLATED WARE,
First door above Chestnut, on Ninth street, second story, Philadelphia.
Constantly on hand and for sale to the Trade,
TEA SETS, COMMUNION SERVICE SETS, URNS, PITCHERS, GOBLETS, CUPS, WAITERS, BASKETS, CASTORS, KNIVES, SPOONS, FORKS, LADLES, &c., &c.
Gilding and plating on all kinds of metal. se2-ly

FRANCIS P. DUBOSQ & SON, late of Dubosq, Carrow & Co., Wholesale MANUFACTURERS OF JEWELRY, 304 CHESTNUT street, Philadelphia.
FRANCIS P. DUBOSQ. WM. H. DUBOSQ.
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Sewing Machines.

THE WATSON
$10 FAMILY SEWING MACHINE
HAS COME!
And is now open for Exhibition at Second Story, front Room, No. 736 CHESTNUT Street. State and County Rights for sale. Apply as above. au26-tf.

Furniture.

L. B. KITE & CO.
FURNITURE, BEDDING, &c.
No. 413 (late 129) WALNUT st.,
Philadelphia.
A new and superior style of Spring Beds.
LYDIA B. KITE. JOSEPH WALTON
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KNIGHT'S COOKING EXTRACTS FOR flavoring Pies, Pudding, Cakes, Jellies, Custards, Ice Creams, Blanc Mange, Sauces, Syrups, Soups, Gravies, &c.
Comprising
Knight's Extract of Lemon.
Knight's Extract of Vanilla.
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Knight's Extract of Orange.
Knight's Extract of Peach.
Knight's Extract of Almond.
Knight's Extract of Strawberry.
Knight's Extract of Nutmeg.
Knight's Extract of Raspberry.
Knight's Extract of Celery.
Knight's Extract of Nectarine.
Knight's Extract of Cinnamon.
Knight's Extract of Nutmeg.
Knight's Extract of Ginger.
Knight's Extract of Cloves.
Knight's Extract of Allspice.
Knight's Extract of Mace.
Knight's Extract of Apricot.
These Extracts are made with great care, and are warranted to retain all the fine aromatic strength of the article represented, in a purified and concentrated form, convenient for all culinary purposes. Retaining their flavor for any length of time and in any climate, and can be used at all seasons of the year when the fresh fruit cannot be obtained.
They are put up in a neat and convenient manner for use, viz: 2 and 1⅔ ounce bottles, and are respectfully recommended to the attention of House and
Hotel Keepers, Bakers, Caterers, and the public in general
Price 25 cents per bottle, or 5 bottles assorted for one dollar.
For sale by C. D. KNIGHT, No. 7 South SIXTH Street.
Grocers and Dealers supplied on liberal terms. au15-1m

TRANSPORTATION OF COAL TO CHINA.

NAVY DEPARTMENT,
Bureau of Construction, &c., August 13, 1857.
PROPOSALS, sealed and endorsed "*Proposals for freight to China,*" will be received at this bureau until 3 o'clock, the 15th September next, for the transportation of not exceeding 3,000 tons of coal, from the port of Philadelphia, in such quantities as may be offered, and the Department deem proper to accept, to be delivered to the United States naval storekeepers at Hong-Kong and Shanghai as may be directed.
The offer will state the price per ton of 2,240 lbs. for that delivered, without primage or any other extra charge, and also the rate at which demurrage will be charged. No other than cargo for the Government to be received on board.
If the draught of water of the vessel offered makes any lighterage necessary in loading, it will be at the cost of the vessel; but good despatch will be given in loading. For the delivery of the coal within reach of the ship's tackel at the ports in China lay days will be demanded, at the rate of one fair-weather working day for every 30 tons of coal.
The vessel named must stand a No. 1, and pass the usual inspection by such officers as may be appointed by the commandant of the yard where the ship may be; and if not offered for inspection within three days after a notice has been given, the department will make such other arrangements as will best subserve the public interest. The vessel must be in Philadelphia and ready to load within ten days after she has passed inspection, and the notice of acceptance given.
Wind and weather permitting, the vessel will sail within five days after being loaded and the bills of lading signed; otherwise there will be deducted from the freight money, for each and every day's delay in sailing beyond the five days named, a sum equal to the amount demanded per day for demurrage.
Payment will be made within thirty days after the presentation of receipts in triplicate of the delivery of the coal, by any navy agent in the United States that the bidder may select, who will be designated in the charter-party. au1 7-uthtw

MACGREGOR HOT-AIR FURNACES. Sold by CHADWICK & BRO., SECOND Street, first door above Race. aug1 3-3mos.

Miscellaneous.

LOCAL FREIGHT NOTICE—THE PENNSYLVANIA RAILROAD COMPANY are now prepared to receive and forward FREIGHT between Philadelphia, Lancaster, and Columbia, at the following rates per hundred pounds:

BETWEEN PHILA. AND COLUMBIA.

First Class.	Second Class.	Third Class.	Fourth Class.
22 cts.	18 cts	16 cts.	14 cts.

Flour, 18 cts. per barrel.
Pig metal, 10 cts. per 100 pounds.

BETWEEN PHILA. AND LANCASTER.

First Class.	Second Class.	Third Class.	Fourth Class.
20 cts.	17 cts.	15 cts.	13 cts.

Flour, 25 cts. per barrel.
Pig Metal, 10 cts. per 100 pounds.

ARTICLES OF FIRST CLASS.

Books, Fresh Fish,
Boots and Shoes, Nuts in Bags,
Cedar and Wooden Ware, Porter and Ale in bottles,
Dry Goods, Poultry in coops,
Eggs, Pork, (fresh,)
Furniture, Poultry, (dressed,)
Feathers, Wrapping Paper.

ARTICLES OF 2D CLASS.

Apples, Molasses,
Cheese, Melons,
Clover and Grass Seed, Oils in casks or barrels,
Crockery, Paper in boxes,
Candles, Pasteboard,
Casks or Barrels, (empty,) Peaches, (dried,)
Groceries, Printing Paper,
Guns and Rifles, Paper Hangings,
Herring in boxes and kegs, Queensware,
Hardware, Sweet Potatoes,
Hops, Tobacco in bales,
Iron, hoop, band, or sheet, Tea,
Leather, Tin,
Liquor in wood, Tallow,
Marble Slabs and Marble Type,
Monuments, Turpentine, (spts.)
Varnish.

ARTICLES OF 3D CLASS.

Alcohol, Potatoes,
Coffee, Turnips,
Hides, (green,) Vinegar,
Lard, White Lead,
Oysters & Clams, (in shell) Window Glass,
Tobacco, (manufactured,)

ARTICLES OF 4TH CLASS.

Codfish, Rosin,
Cotton, Salt,
Fish, salted, Tobacco, (leaf,)
Grain of all kinds, Tin,
Nails and Spikes, Tar,
Pitch, Whiskey,
Plaster.

☞ For further information apply to
E. J. SNEEDER, Freight Agent, Phila.
R. K. BOICE, Freight Agent, Columbia.
au15] W. H. MYERS, Freight Agent, Lancaster.

IMPORTANT IMPROVEMENT—NEW GAS CONSUMING FURNACE.

CHILSON'S NEW CONE FURNACE, after having been put to the most severe test, during the two COLD WINTERS of 1856 AND 1857, has proved to be the most *powerful heater in the world, saving* from ½ to ¾ the fuel over any of the best furnaces now in use. THESE FURNACES are constructed with a cast iron ash pit, and a broad, shallow pan-shaped fire pot, lined with fire-brick or iron staves. The fire pot is surmounted with
A SERIES OF CONES, OR TAPERING RADIATORS, large and broad at their base, but tapering to small apertures at the top, and uniting with the angular chamber, which receives the heat and smoke rises to the flue. THE WHOLE products of combustion in the form of *smoke* and GASES, are suspended directly over the fire, and compressed into the tapering CONES and CONTINUALLY REFORCED to the direct action of the rays of heat and light from the fire.
THE HEAT and light is brought to a FOCUS in EACH CONE, not unlike the
COLLECTION OF THE SUN'S RAYS,
to a focus through an ordinary lens, causing the SMOKE AND GASES to become intensely heated and thoroughly CONSUMED, by this operation the SMOKE AND GASES are MADE USEFUL AGAIN with the FOREMOST FUEL for heating purposes, while, in other furnaces, it is CARRIED OFF AND WASTED IN THE CHIMNEY.
A pamphlet containing full information, with
MOST ECONOMICAL HEATING APPARATUS,
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Money is received in any sum, large or small, and interest paid from the day of deposit to the day of withdrawal.
The office is open every day from 9 o'clock in the morning till 7 o'clock in the evening, and on Monday and Thursday evenings till 9 o'clock.
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