(ORIGINAL.)

THE LOST FOUNTAIN.

BY ESTELLE A. LEWIS.

Oh! for that inspiration once I felt
When looking down into thy luminous eyes,
Into whose azure oceans seemed to melt
The soft effulgence of a thousand skies!
Oh! for the sweet refreshment of those showers,
That came to slake my heart's untimely dearth,
As summer rains descend upon the earth,
To cool the parched lips of the panting flowers!
Oh! for those sweet entrancing draughts that lifted
Me, rapt, above this hollow world so far
I could not hear a jeer nor feel a jar;
But, on their sparkling tides serenely drifted
Into a realm where all was fresh and new—
Loving, up-lifting, beautiful, and true!

THE GHOST RAISER.

[From an English magazine.]

My uncle Heagley, who commenced his commercial career very early in the present century as a bagman, *will* tell stories. Among them, he tells his single ghost story so often, that I am heartily tired of it. In self-defence, therefore, I publish it, in order that when the good, kind old gentleman next offers to bore us with it, everybody may say they know it. I remember every word of it:

One fine autumn evening, about forty years ago, I was travelling on horseback from Shrewsbury to Chester. I felt tolerably tired, and was beginning to look out for some snug wayside inn, where I might pass the night, when a sudden and violent thunder storm came on. My horse, terrified by the lightning, fairly took the bridle between his teeth, and started off with me at full gallop through the lanes and cross-roads, until at length I managed to pull him up just at the door of a neat-looking country inn. "Well," thought I, "there was wit in your madness, old boy, since it brought us to this comfortable refuge." And alighting, I gave him in charge to the stout farmer's boy, who acted as ostler.

The inn kitchen, which was also the guest room, was large, clean, neat, and comfortable; very like the pleasant hostelry described by Izaak Walton. There were several travellers already in the room—probably like myself driven there for shelter—and they were all waiting for supper. I joined the party. Presently being summoned by the hostess, we all sat down, twelve in number, to a smoking repast of bacon and eggs, corned beef and carrots, and stewed hare.

The conversation naturally turned on the mishaps occasioned by the storm, of which every one seemed to have his full share. One had been thrown off his horse; another, driven in a gig, had been upset into a muddy ditch; all had got a thorough wetting, and agreed unanimously that it was dreadful weather—a regular witches' Sabbath!

"Witches and ghosts prefer for their Sabbath a fine moonlight to such weather as this!"

These words were uttered in a solemn tone, and with strange emphasis, by one of the company. He was a tall, dark-looking man, and I had set him down in my own mind as a travelling merchant or peddler. My next neighbor was a gay, well-looking, fashionably dressed young man, who, bursting into a peal of laughter, said:

"*You* must know the manners and customs of ghosts very well to be able to tell that they dislike getting wet or muddy."

The first speaker, giving him a dark, fierce look, said: "Young man, speak not so lightly of things above your comprehension."

"Do you mean to imply that there are such things as ghosts?" asked the young man.

"Perhaps there are," replied the other, "if you had the courage to look at them."

The young man stood up, flushed with anger. But, presently, resuming his seat, he said, calmly:

"That taunt should cost you dear, if it were not such a foolish one."

"A foolish one!" exclaimed the merchant, throwing on the table a heavy leathern purse. "There are fifty guineas. I am content to lose them, if, before the hour is ended, I do not succeed in showing you, who are so obstinately incredulous, the form of any one of your deceased friends; and if, after you have recognised him, you will allow him to kiss your lips."

We all looked at each other; but my young neighbor, still in the same mocking manner, replied: "You will do that, will you?"

"Yes," said the other; "I will stake these fifty guineas, on condition that you will pay a similar sum if you lose."

After a short silence the young man, said, gayly: "Fifty guineas, my worthy sorcerer, are more than a poor college scholar ever possessed; but here are five, which, if you are satisfied, I shall be most willing to wager."

The other took up his purse, saying, in a contemptuous tone: "Young gentleman, you wish to draw back?"

"I draw back!" exclaimed the student. "Well, if I had fifty guineas, you should see whether I wish to draw back!"

"Here," said I, "are four guineas, which I will stake on your wager."

No sooner had I made this proposition than the rest of the company, attracted by the singularity of the affair, came forward to lay down their money; and, in a minute or two, the fifty guineas were subscribed. The merchant appeared so sure of winning that he placed all of the stakes in the student's hands, and prepared for his experiment. We selected for the purpose a small summer-house in the garden, perfectly isolated, and having no means of exit but a window and a door, which we carefully fastened, after placing the young man within. We put writing materials on a small table, and took away the candles. We remained outside with the peddler amongst us. In a low solemn voice he began to chant the following lines:

"What riseth slow, from the ocean caves,
And the stormy surf?
The phantom pale sets his blackened foot
On the fresh green turf."

Then raising his voice solemnly, he said: "You asked to see your friend Francis Villiers, who was drowned three years ago off the coast of South America: what do you see?"

"I see," replied the student, "a white light rising near the window; but it has no form—it is like an uncertain cloud."

We—the spectators—remained profoundly silent.

"Are you afraid?" asked the merchant, in a loud voice.

"I am not," replied the student firmly.

After a moment's silence, the peddler stamped three times on the ground, and sang:

"And the phantom white, whose clay-cold face
Was once so fair,
Dries with his shroud his clinging vest
And his sea-tossed hair."

Once more the solemn question:

"You, who would see revealed the mysteries of the tomb—what do you see now?"

The student answered, in a calm voice, but like that of a man describing things as they pass before him: "I see the cloud taking the form of a phantom; its head is covered with a long veil—it stands still!"

"Are you afraid?"

"I am not!"

We looked at each other in horror-stricken silence, while the merchant, raising his arms above his head, chanted in a sepulchral voice:

"And the phantom said, as he rose from the wave,
He shall know me in sooth!
I will go to my friend, gay, smiling, and fond,
As in curse of youth!"

"What do you see?" said he.

"I see the phantom advance," said the student—"he lifts his veil—'tis Francis Villiers!—he approaches the table!—he writes—'tis his signature!"

"Are you afraid?"

A fearful moment of silence ensued; then the student replied, but in an altered voice.

"I am not!"

With strange and frantic gestures, the merchant then sang:

"And the phantom said to the mocking seer,
I come from the South;
Put thy hand on my hand—thy heart on my heart
—thy mouth on my mouth!"

"What do you see?"

"He comes—he approaches—he pursues me—he is stretching out his arms—he will have me! Help—help! Save me!"

"Are you afraid *now?*" asked the merchant, in a mocking voice.

A piercing cry, and then a stifled groan, was the only reply to this terrible question.

"Help that rash youth!" said the merchant, bitterly. "I have, I think, won the wager; but it is sufficient for me to have given him a lesson. Let him keep the money, and be wiser for the future."

He walked rapidly away. We opened the door of the summer house, and found the student in convulsions. A paper signed with the name of "Francis Villiers" was on the table. As soon as the student's senses were restored he asked vehemently where was the vile sorcerer who had subjected him to such a horrible ordeal—he would kill him! He sought him throughout the inn in vain; then, with the speed of a madman, he dashed off across the fields in pursuit of him—and we never saw either of them again. That, children, is my ghost story!

"And now is it, uncle, that after *that*, you don't believe in ghosts?" said I, the first time I heard it.

"Because, my boy," replied my uncle, "neither the student nor the merchant ever returned; and the forty-five guineas, belonging to me and the other travellers, continued equally invisible. Those two swindlers carried them off, after having acted a farce, which we, like nimnies, believed to be real."

SLOW.—A countryman passing over a railroad in Northern New York, which is proverbially *slow*, asked the conductor why a cow-catcher was attached to the rear car instead of the usual place; he was informed by that officer that it was in order to prevent the cows on that road from running into the train."

A TEACHER had been explaining to his class the points of the compass, and all were drawn up in front, toward the north.

"Now, what's before you, John?"

"The north, sir."

"And what behind you, Tommy?"

"My coat tail, sir," said he, trying at the same time to get a glimpse at it.

Preparations for Launching the Great Eastern.—As may readily be imagined, the manner of launching is as peculiar and novel as the scheme of the ship itself. From the position in which it has been necessary to build her, and to avoid the tremendous strain which a ship of her length would suffer from being launched by the ordinary method, stern foremost, it is absolutely necessary that she should go into the water broadside on. By this plan no risk of strain is incurred, though, as a vessel of her enormous weight and bulk would acquire sufficient momentum in rushing down an inclined plane of three hundred feet to the water to carry her quite across the river, great precautions have to be adopted in order to ease her gently off. The launch, then, if the process by which she will eventually reach the water may be so termed, is likely to be a long and tedious affair, which will certainly occupy eight or ten hours, and probably more.

The way in which it will be effected is this: Two launching "ways," or large and powerfully-built tramways, have been constructed by the railway contractors, Messrs. Treadwell and Co., running from under the fore and after portions of the vessel down into the river at low-water spring tide mark. Each of these "ways" is three hundred feet long by one hundred and twenty feet wide, and the distance between the two is also about one hundred and twenty feet. To guard against the shifting nature of the river mud, both the "ways" are constructed with unusual solidity and strength. The foundation of each is formed upon seven rows of piles, the four outside rows being driven at three feet intervals, and the three inner rows at six feet. These piles are all forced home to the gravel of the river bed, so that they graduate from a length of thirty-two feet under the ship's bottom to ten feet at low-water mark.

To both sides of the heads of the rows of piles strong timbers, twelve inches by twelve inches, are *securely bolted*, and the whole area of the "way" covered with concrete to a thickness of two feet. Above the concrete, longitudinal timbers of great strength are scored at intervals of three feet six inches from centre to centre, and run the entire length of the "way." Over these, again, are placed transverse timbers of the same solidity, but only three feet apart, which are bolted together and again bolted down to the waling, to keep them fixed under the pressure they will have to bear and prevent them floating at high tide. On these transverse timbers, but running straight from the vessel to the water's edge, are screwed railway metals at intervals of eighteen inches apart. They are the ordinary solid bridge rails used by Mr. Brunel on the permanent way of the Great Western Railway, and are, of course, of the strongest kind.

The rails complete the "ways," which, thus resting on a bed of piles and concrete, form, as it were, a massive road of crossed and re-crossed timbers stretching from under the Great Eastern to low-water mark at an inclination of one in twelve. Down the railway metals on these "ways," then, the ship will be slowly lowered into the water on cradles, which are now being constructed under her. The cradles will, of course, be of the same width as the "ways" over which they are to run. They are made of large balks of timber, wedged and driven in so as to fit perfectly the bottom of the ship fore and aft. The timbers are principally laid athwart ships with longitudinal beams and shores fastened to the outer sides. All are firmly bound together with iron bolts, and loaded with iron ballast to prevent them floating when the tide takes the vessel off. The bottom of the cradle consists of iron bars seven inches wide and a inch thick, placed at intervals of one foot apart, and with their edges carefully rounded off, so as to offer no resistance to the railway metals of the "ways" down which they will have to pass.

The process of launching, therefore, will consist of lowering these cradles with the vessel on them slowly over the "ways." As we have said, it is expected to take place in October, and will begin at two in the morning, when the Great Eastern will be moved down as the tide ebbs till she reaches low-water mark exactly at low water. As the tide flows again, she will, of course, be floated off, moored in the centre of the river, and continue her fittings, so as to be ready for sea about February next.

As a matter of course, if the monster were left to itself, the instant the shores were knocked away it would push down the ways and very probably strand itself on the opposite side of the river. To prevent this catastrophe massive chains are fastened to the cradles, which are passed through double sheaves secured to clumps of piles driven 35 feet into the solid earth. The ends of these chains are after passing twice through the sheaves, will be attached to *windlasses, so that men working on* them may slacken the speed of the ship, or even stop it altogether, if required.

While passing over the first two hundred feet of the "ways," great care must be used, but that distance once safely accomplished, the Great Eastern may be safely left to find her own way into that element on which for years to come she will be regarded as a marvel and a wonder. The great extent which the launching "ways" cover diminishes the weight per square foot which they will be required to bear to little more than three-quarters of a ton."

Later from Texas.

The steamship *Galveston*, Captain Washburn, from Galveston, arrived at New Orleans on the 15th. She left Galveston at 1 P. M., on Sunday, the 13th.

The office of the district clerk of Sabine county was entered on the night of the 31st ult., and most of the papers relating to the criminal docket abstracted. At last accounts no clue had been found to identify the perpetrators.

Speaking of the returns of the late State election, the Galveston *Civilian* says: "In one hundred and nine counties (of which five are only partial) Runnels has a majority of 9,494. His official majority may reach 10,000—it will not miss it much."

The San Augustine *Eastern Texan* speaks in high terms of the experiments in wheat-growing in that region, and says that this success has given a fresh impetus to every kind of business, and renewed the hopes and spirits and energy of the planters.

The handsome residence of Mr. Feinburg, of San Antonio, was destroyed by fire on the 1st inst. The cause of the fire was accidental. Two children sleeping in the upper part of the house were, with difficulty, saved. The loss of the building and furniture is considerable.

The publication of the *Goliad Express* is suspended.

The *Waco Southerner* has accounts from Falls county of extraordinary crops of cotton and corn. The best informed farmers in that county say they will make an average of a bale per acre, and forty bushels of corn.

The *Galveston Civilian* of the 11th inst. says:

"The San Antonio *Herald* expresses the opinion that the difficulties between the American wagoners and Mexican carmen, on the route between Indianola and San Antonio, are at an end. That paper has understood that the number of men engaged in these outrages did not exceed twenty or thirty.

"Messrs. R. & D. G. Mills say that the prospect of a sugar crop, which was considered desperate a month ago, has improved. In places improved by rains, and if the fall proves favorable, there may be produced 3,000 hogsheads or more in Brazoria county, where 5,000 hogsheads should be made."

[From the St. Louis Republican of Sept. 20th.]

From Fort Laramie.

We have advices from Fort Laramie to the 22d of August. Capt. Van Vleit, of the Q. M. Department, who had been sent forward to Utah, in advance of the troops, arrived at Laramie six days from Fort Kearney. It was expected that the Tenth Infantry would arrive at that post by the 5th of the present month, and the remainder of the command soon after. Our apprehensions in regard to the expedition are, we are sorry to hear, likely to be realized. The troops will be so late, that it is feared by all sojourners at Fort Laramie that the entire command cannot get to Utah this season.

Col. Sumner has been out, our correspondent says, and as we already know, forty days on twenty days' provisions, in search of the Cheyennes. Our correspondent, who is a discreet observer of what is passing on the frontier, where he has long lived, thinks that the breaking up of the Cheyenne Expedition will embolden the Indians, and make them ten times more troublesome than they have been.

It is reported to us that a great many people from Salt Lake have been met, and they all say that the Mormons are going to give us *jessie*. This is, however, very questionable. One thing is pretty certain—that the road is going to be very unsafe for small parties, unless the Government takes the matter in hand, and prepares itself to thrash every body.

Three trains loaded with provisions had passed Fort Laramie for Utah, and on the 22d another train arrived, bound for the same place.

The Africanization of Cuba.

Some of the Spanish journals are out in the strongest manner against the contemplated Africanization of Cuba. *La Verdad*, published in New York, takes decided ground against the scheme. It changes that the plan, which is of British origin, looks to the conversion of Cuba into a negro colony, under the jurisdiction of a mixed commission. It is said that Lord Palmerston proposes to colonise Cuba and the British and French West Indies, with the wild and untutored sons of Africa, giving them land, and protecting them in their free citizenship, but making no provision for restraining those two or three hundred thousand brutal negroes from converting Cuba into another St. Domingo, by the bloody extermination of the whites. In fact, *La Verdad* assumes—and sustains its position with a startling array of official documents—that the direct object of this British movement is to reinforce the negro population, and drive the whites completely out of Cuba, so as to make it, in the language of a late member of the British Cabinet, "utterly worthless to the Americans."

WHAT THEY EAT AT KEY WEST.—The West Island is about the size of the new Great Eastern steamer, but more thinly populated. The means of supporting human life on the island may be guessed at from the following series of conundrums propounded by the ship-steward to "an important personage" in the crowd on shore: Steward—"Have you got any Beef?" "No!" "Eggs?" "No!" "Milk!" "No!" "Any chickens ashore?" "No!" "Veal?" "No!" "Mutton?" "No!" Steward, (in despair and a clean shirt,) "Have you anything to eat on the island?" "Oh, yes—turtle—lots of it." So sundry green turtles were brought on board, and we have been turtlefied in every conceivable form in which turtle ever has been cooked, and what new forms the imagination of the cook could invent. The dinner bills of fare discourse somewhat in this style: soup, turtle; fish, turtle; boiled turtle; roast turtle side dishes, turtle steak pates, turtle angratin, stewed turtle on the half shell, &c., game turtle doves, (alluding, no doubt, to one that dove overboard,) and so on, including turtle at discretion, (and a slight discount.) Sometimes, I hear, the inhabitants of Key West get a little beef from Tampa Bay, but not often, turtle being the stand-by, and the people politically hard shells.

Distressing Calamity—Five Lives Lost.

Correspondence of the Boston Journal.]

ELLSWORTH, ME., Sept. 21, 1857.—On Tuesday morning, the 15th inst., at about half-past nine, Capt. Jeremiah Thurlow, of Orotch Island, started in an open boat from N. W. Harbor of Deer Island, to return home. Capt. Edward Beal, of this place, was with him to assist in managing the boat, together with the daughter, (her name not remembered,) and two grand-daughters, Sarah and Helen Jordan, of Capt T. The daughter and Sarah were young ladies, about twelve years of age. At Burn Point, about one o'clock P. M., they took on board two gentlemen, both strangers, but supposed to belong to New York. At about half-past one a squall struck the boat, and capsized it, when all were drowned except Capt. Beal, and Capt. Thurlow's grand-daughter Helen, who were saved by Capt. Bousey, of the schooner Spartan.

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. 26 South FOURTH street,
Philadelphia.
PLEASE GIVE US A CALL. au13-tf

Dancing Academies.

DANCING ACADEMY.—NAYLOR & DAUGHTERS DANCING ACADEMY, TENTH and SOUTH streets, commencing TUESDAY, September 1, 1857. The subscribers, in offering this prospectus to the dancing community, respectfully acknowledge their kindness during past seasons, and pledge themselves that nothing shall be wanting on their part to make the coming season surpass in brilliancy that of former years.

Mr. N. and Daughter have, with untiring exertions, added to their already full list of fashionable dances, many new ones, which will be introduced during the season.

DAYS OF TUITION.

For Children—Tuesday and Saturday Afternoons from 3 to 5 o'clock; for Ladies and Gentlemen—Tuesday and Saturday Evenings from 7 till 10 o'clock. au 27-3m

Sewing Machines.

$10, $12, $10, $12.—OWING TO THE GREAT SUCCESS attending the sale of WATSON'S $10 FAMILY SEWING MACHINE, the subscriber has secured larger accommodations for its sale and exhibition. He has leased the commodious room No. 814 CHESTNUT street, second floor, where they are now open for the inspection of the public.

JNO. B. MCMULLIN,
se16-tf 814 CHESTNUT street, above Eighth.

Coal.

COAL.—The very best assortment of LEHIGH and SCHUYLKILL COAL on hand, in BROAD Street, second yard above Vine street.

se14-1m HOWELL DORMAN.

2240 LBS. IS A TON.—BUYERS will take a great deal more trouble to examine our stock of "LEHIGH LOCUST MOUNTAIN and BLACK HEATH COAL." Our Coal is selected expressly for family use, being carefully screened, we will warrant it free from slate and dust. "We sell 2240 lbs." being "240 lbs. more" than sold by retail dealers, at "25 cents less per ton."

Also, on hand a full supply of "BROAD TOP BITUMINOUS COAL" for Steam-generating, Blacksmithing, and Rolling-mill purposes. This Coal cannot be excelled.

Yards, BROAD and VINE—Big Sign, "2240 LBS. IS A TON." [se8-3m] LEIGHTON & CO.

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

J. & R. CARTER, GREENWOOD, TAMAQUA COAL.
GEORGE WYNDER'S PINE FOREST SCHUYL. KILL 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 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 impurities. Our PRICES are as LOW as the VERY LOWEST.

Orders left at our Office, No. 161 SOUTH FRONT street, or at No. 1 Walnut.

Orders left at our Yard, CALLOWHILL 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. aug-tf

BUCK MOUNTAIN COAL—Direct from the Company's Mines, and the only authorized agents, for sale at the lowest price.

Also Lehigh and Schuylkill Coal.

T. TREADWAY, Swanson street,
an20-2m] 1st Wharf above Washington, Southwark.

SCHUYLKILL AND LEHIGH COAL.—LONG BRIDGE COAL, screened and delivered, 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.

The influence Our 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.—DAILY, PORTER & CO., COAL DEALERS, No. 321 PRINE Street, above Eighth, are 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. 18 S. FIFTH street, or with Mr. WM. D. NEALL, corner PINE and WATER streets. au18-3m

CUSTOM HOUSE, PHILADELPHIA,—SEPTEMBER 8, 1857.

The following described UNCLAIMED and FORFEITED MERCHANDISE will be sold at public sale, at the APPRAISER'S STORES, northeast corner of Front and Lombard Streets, on FRIDAY MORNING, October 9, 1857, at 11 o'clock. By order of

J. B. BAKER, Collector.
SHAW & BAILEY, Auctioneers.

UNCLAIMED MERCHANDISE.

Marks and Numbers.	Description.	Vessel of Importation.	Where Arrived.	Date.
	2 packages wines, cheese, &c.	Bangor Union	Bahamas	October 30, 1856.
	1 box, 4 dozen knives and forks	Steamer Ben Bow	Liverpool	October 31, 1856.
	Rockaway	Ship Kate Hunter	Liverpool	October 25, 1856.
	1 box, 6 shirts and boot-jack	Brig Rachel	Havana	January 7, 1856.
	1 box clothing	Brig Francis O. Fish	Havana	January 7, 1856.
	cask porter, of linen	Brig Robert Lowry	Havana	January 7, 1856.
	1 demijohn, 4½ gallons rum	Brig Arcadia	Havana	March 25,
	10 boxes 1067 cigars	Ship Sarah Park	Liverpool	April 17,
	case brown holland	Ship Kate Hunter	Liverpool	April 18,
	case pillow cases	Ship Arcadia	Liverpool	April 18,
	case pictures, books, chair, &c.	Ship Sailwell	Liverpool	April 22,
	2 pieces, 50 yards carpeting	Steamer City Baltimore	Liverpool	May 6,
	1 trunk, 2 pairs shoes	Steamer City Baltimore	Liverpool	May 6,
	case white wine	Ship Kate Hunter	Liverpool	May 9,
	2 casks white wine	Ship Wyrtoun	Liverpool	June 29,
	2 boxes tobacco	Steamer Ben Bow	Liverpool	June 29,
	1 box, 6 shirts and boot-jack	Brig Brilliant	Liverpool	June 29,
	1 box clothing	Ship Wyrtoun	Liverpool	June 29,
	1 box, 6 pieces	Steamer City Baltimore	Liverpool	August 12,
	1 box, 6 pieces	Ship Wm. Mason	Montego Bay, Ja.	August 12,
	1 box, 6 pieces	Steamer Ben Bow	Liverpool	August 12,
	case comfortables	Schr Wm. Mason	Montego Bay, Ja.	August 12,
	case vegetables	Ship Sarah Park	Liverpool	September 9, 1856.
	case gum matress	Steamer Isaac Trump	Havana	September 25,
		Steamer Kangaroo	Marcelles	
		Brig Cuba	Liverpool	

FORFEITED MERCHANDISE.

Marks and Nos.	Description.	Vessel of Importation.	Where Arrived.	Date.
	1 box, 4 dozen knives and forks	Bangor Union	Bahamas	October 30, 1856.
	Rockaway	Steamer Ben Bow	Liverpool	October 31, 1856.
	cask porter, of linen	Ship Kate Hunter	Liverpool	October 25, 1856.
	1 demijohn, 4½ gallons rum	Brig Francis O. Fish	Havana	January 7, 1856.
	10 boxes 1067 cigars	Brig Robert Lowry	Havana	January 7, 1856.
	case brown holland	Brig Arcadia	Havana	March 25,
	case pillow cases	Ship Sarah Park	Liverpool	April 17,
	case pictures, books, chair, &c.	Ship Kate Hunter	Liverpool	April 18,
	2 pieces, 50 yards carpeting	Ship Arcadia	Liverpool	April 18,
	1 trunk, 2 pairs shoes	Ship Sailwell	Liverpool	April 22,
	case white wine	Steamer City Baltimore	Liverpool	May 6,
	2 casks white wine	Steamer City Baltimore	Liverpool	May 6,
	2 boxes tobacco	Ship Kate Hunter	Liverpool	May 9,
	1 box, 6 shirts and boot-jack	Ship Wyrtoun	Liverpool	June 29,
	1 box clothing	Steamer Ben Bow	Liverpool	June 29,
	1 box, 6 pieces	Brig Brilliant	Liverpool	June 29,
	1 box, 6 pieces	Ship Wyrtoun	Liverpool	August 12,
	case comfortables	Steamer City Baltimore	Montego Bay, Ja.	August 12,
	case vegetables	Ship Wm. Mason	Montego Bay, Ja.	August 12,
	case gum matress	Steamer Ben Bow	Liverpool	September 9, 1856.
		Steamer Isaac Trump	Havana	September 25,
		Steamer Kangaroo	Marcelles	
		Brig Cuba	Liverpool	

Marks and Nos.	Description.	Vessel of Importation.	Where Arrived.	Date.
Jno. Shipley	2 packages wines, cheese, &c.	Steamer Kangaroo	Marcelles	
Jno. Cumpston	Rockaway	Steamer Ben Bow	Liverpool	
Jno. H. Eckey	1 box, 4 dozen knives and forks	Ship Kate Hunter	Liverpool	
Mary D. Walmut	1 box clothing	Brig Cuba	Liverpool	
	1 box, 6 shirts and boot-jack	Brig Brilliant	Liverpool	
	1 box, 6 pieces	Ship Wyrtoun	Liverpool	
	1 box, 6 pieces	Ship Wm. Mason	Montego Bay, Ja.	
	case comfortables	Schr Wm. Mason	Montego Bay, Ja.	
	case vegetables	Ship Sarah Park	Liverpool	
	case gum matress	Steamer Isaac Trump	Havana	
		Steamer Kangaroo	Marcelles	
		Brig Cuba	Liverpool	
Captain Gallagher	2 tierces rice	Brig Emma	Savannah	
	2 tierces rice	Brig Emma	Savannah	
	1 bale, 7 bags molasses, 140 gallons	Brig Emma	Savannah	
	1 bale, 7 bags molasses, 140 gallons	Brig Emma	Savannah	
	1 bale, 7 bags molasses, 140 gallons	Brig Emma	Savannah	
	Large super, 150 bbls.	Brig D. S. Brown	Rio Grande	
	1 bale, 7 bags molasses, 140 gallons	Brig Emma	Savannah	
	1 bale, 7 bags molasses, 140 gallons	Brig Emma	Savannah	
	2 tierces rice	Brig Emma	Savannah	
	2 tierces rice	Brig Emma	Savannah	
	2 seth-boxes cigars	Brig Emma	Savannah	

Catalogues will be ready three days previous to the day of sale, and the goods will be open for examination early on the morning of that day.

NO MORE PILES—NO MORE PILES.—DR. CHARLES KELLNITZ, from Paris and London, is in possession of a remedy which will cure radically this painful disease, however protracted and obstinate it may be. The first prescription arrests all pain as if by magic, and three days' treatment effects a complete cure. No charge will be made if the remedy fails. All diseases cured. He is also the inventor of a liquid for nourishing the growth of the hair, and removing baldness, the efficacy of which he fully guarantees.

Lewis Fishbiatt cured of piles.

Apply at 923 LOCUST street, near the Unitarian Church. se1-1m

CHEAP SUMMER FUEL.—GAS COKE, of excellent quality, is sold at the PHILADELPHIA GAS WORKS for the reduced price of five cents a bushel, and may be obtained in large or small quantity by applying at the Gas Office, No. 20 South SEVENTH Street.

To Purchasers by Wholesale, it is sold at the Works, in First Ward, by the ton, at a price equivalent to Anthracite, a 12.25 per ton.

(Signed,) J. C. CRESSON, Engineer.
PHILADELPHIA GAS WORKS, Aug. 26, '57. au27-tf

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

ARTICLES OF 2D CLASS.

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

ARTICLES OF 3D CLASS.

Alcohol, Coffee, Hides, (green,) Lard, Oysters & Clams, (in shell) Tobacco, (manufactured,) Potatoes, Turnips, Vinegar, White Lead, Window Glass, Rosin, Salt, Tobacco, (leaf,) Tim, Tar, Whiskey,

ARTICLES OF 4TH CLASS.

Codfish, Cotton, Fish, salted, Grain of all kinds, Nails and Spikes, Pitch, Plaster.

☞ For further information apply to
E. J. SNEEDER, Freight Agent, Phila.
E. K. DOIGE, Freight Agent, Columbia.
au13] W. H. MYERS, Freight Agent, Lancaster.

HOMESTEAD FOR $2,000! LAND DISTRIBUTION!! CHANCE FOR POOR MEN!! The Northwestern Mutual Land Benefit Association will make a grand distribution of $30,000 worth of real estate and maps to its members. The number of members is limited to 15,000. $2.00 and five letter stamps per membership, or a share. Any individual sending $10 and the stamps, shall be entitled to six shares; or any person sending $10 with six names, with the address of each, carefully written, shall be entitled to six shares. The distribution will be made in Chicago, Sept. 25th, 1857.

The following is the real estate to be distributed:
No. 1. An improved farm of 50 acres in Cooke Co., Illinois, valued at $8,000
No. 2. An improved farm of 160 acres in White-sides Co., Illinois, valued at 3,000
No. 3. An improved farm of 180 acres in White-sides Co., Illinois, valued at 3,000
No. 4. An excellent private residence in Dubuque, Iowa, valued at 3,000
No. 5. 160 acres superior farm land in Cooke Co., Illinois, valued at 2,000
No. 6. 160 acres well plus timbered in Waupaca Co., Wisconsin, valued at 2,000
No. 7. A good lot and cottage residence in Chicago, Illinois, valued at 2,000
No. 8. 160 acres superior land in Whiteside Co., Illinois, valued at 1,000
No. 9. 160 acres good land in Chippeway Co., Wisconsin, valued at 900
No. 10. 160 acres good land in Chippeway Co., Wisconsin, valued at 900
No. 11. 160 acres good land in Chippeway Co., Wisconsin, valued at 900
No. 12. 160 acres good land in Dunn Co., Wisconsin, valued at 800
No. 13. 80 acres good land in Marshall Co., Iowa, valued at 800
No. 14. 80 acres good land in Marshall Co., Iowa, valued at 800
No. 15. 80 acres good land in Marshall Co., Iowa, valued at 800
No. 16. 40 acres good land in Marshall Co., Iowa, valued at 600
No. 17. 40 acres good land in Linn Co., Iowa, valued at 600
No. 18. 40 acres good land in Linn Co., Iowa, valued at 600
No. 19. 40 acres good land in Linn Co., Iowa, valued at 600
No. 20. One building lot in Dubuque, Iowa, valued at 500
No. 21. One building lot in Sterling, Illinois, valued at 500
No. 22. One building lot in Sterling, Illinois, valued at 500
No. 23. One building lot in Sterling, Illinois, valued at 500
No. 24. 40 acres farm land in Grant Co., Wisconsin, valued at 300
No. 25. 40 acres farm land in Grant Co., Wisconsin, valued at 300
No. 26. 40 acres land in Grant Co., Wisconsin, valued at 300
No. 27. 40 acres land in Grant Co., Wisconsin, valued at 300
No. 28. 40 acres land in Crawford Co., Wisconsin, valued at 240
No. 29. 40 acres land in Crawford Co., Wisconsin, valued at 240
No. 30. 40 acres land in Crawford Co., Wisconsin, valued at 240
No. 31. 40 acres land in Monroe Co., Wisconsin, valued at 200
No. 32. 40 acres land in Monroe Co., Wisconsin, valued at 200
No. 33. 40 acres land in Jackson Co., Wisconsin, valued at 200
No. 34. 40 acres land in Jackson Co., Wisconsin, valued at 200
No. 35. 40 acres land in Bad Axe Co., Wisconsin, valued at 160
No. 36. 40 acres land in Bad Axe Co., Wisconsin, valued at 160
No. 37. 40 acres land in Bad Axe Co., Wisconsin, valued at 160
No. 38. One lot in Fulton, Illinois, valued at 160
No. 39. One lot in Fulton, Illinois, valued at 160
No. 40. One lot in Fulton, Illinois, valued at 100

The distribution will be conducted fairly and honorably. The names and address of stockholders shall be written on as many small cards as they have shares, and the whole placed in a box, and the first name taken out shall be entitled to the improved farm No. 1, in the above list, and the second taken out shall be entitled to No. 2, and so on until the 40 items of real estate are all distributed. Then to each of the remaining 14,960 *stockholders will be assigned a lot* in the village plat of a Western State or Territory. A full account of the distribution will be forwarded in a printed circular, to each member of the Association, with the names and address of such as may receive the real estate—to whom also the deeds will be sent and immediate possession given. Each application must be accompanied with $2.00 and five letter stamps. Address LINDELL, JONES & CO., au-13 Chicago, Illinois.

CHOICE FARM LANDS FOR SALE.—THE ILLINOIS CENTRAL RAILROAD COMPANY is now prepared to sell about 1,500,000 acres of choice Mantaing lands, in tracts of 40 acres and upwards, on long credits, and at low rates of interest.

These lands were granted by the Government to aid in the construction of the Road, and are among the richest and most fertile in the world. They extend from North-East and North-West, through the middle of the State, to the extreme South, and include every variety of climate and productions found between those parallels of latitude. The Northern portion is chiefly prairie, interspersed with fine groves, and in the middle and Southern sections timber predominates, alternating with beautiful prairies and openings.

The climate is more healthy, mild and equable than any other part of the country—the air is pure and bracing, while living streams and springs of excellent water abound.

Bituminous Coal is extensively mined, and supplies a cheap and desirable fuel, being furnished at many points at $2 to $4 per ton—and wood can be had at the same rate per cord.

Building Stone of excellent quality also abounds, which can be procured for little more than the expense of transportation.

The great fertility of these lands, which are a black rich mould, from two to five feet deep, and gently rolling; their contiguity to this road, by which every facility is afforded for travel and transportation to the principal markets North