SWEAR NOT.

"Swear not at all: neither by Heaven, for it is God's throne, nor by the earth, for it is his footstool."

BY S. P. STREEPER.

Oh! swear not by your God, vain man!
Thy mightiest strength is frail;
Thy longest life is but a span,
A brief, a mournful tale;
Be from thy lip Hosannas heard,
Nor oaths or soffgs profane:
Remember, He hath said the word,
"Take not my name in vain.

And swear not by the holy Heaven!
It is the Almighty's Throne;
Nor by the burning stars of even,
For they are all his own;
Rather, arise at early day,—
Look on the glorious sun,—
Swear not! but bow thee down and pray
To Him,—the Holy One,

Swear not by earth, the beauteous earth,
The footstool of his power!
He gave its every glory birth,
In the primeval hour;
List to the loud rebukes that roll
From ocean, earth, and air;
Let the deep murmurs move thy soul
To worship,—not to swear.

Oh! swear not by that blessed one
Whom God, the Father, gave,
His well beloved and only Son,
A sinning world to save;
But weep that thou so oft hast bent
A worldly shrine before;
Turn to thy Saviour and repent,
Depart and sin no more.

And swear not by thine own weak name!
For thou art but the slave
Of pain and sorrow, sin and shame,
Of glory and the grave.
Thy boasted body is but clay,
Born of the dust you tread,
And soon a swift-approaching day
Shall lay thee with the dead!

Saratoga street, October 15th, 1841.

(Correspondence of the Savannah Georgian)

FROM FLORIDA.

EAST FLORIDA, Oct. 11, 1841.

Dear Sir—A party of from twelve to twenty Indians, some ten days since, passed into the settlements and killed several people, an account of which you have doubtless seen in the St. Augustine papers. It is pretty well ascertained, the same party did all the damage and murders reported; and left the settlements through the It-ter-ni-ah scrub. It so happened that this party passed near the encampment of Captain Fulton, 2d Dragoons, who was in charge of a train of wagons, his company's baggage, &c., and in command of twelve men, about twelve miles north of Fort Russel, on the night of the 25th ult., as he was going to join his company stationed at Fort White, on the Santaffee. The daring rascal's attacked the captain's camp about 7 o'clock in the evening, firing a volley and making a rush into the encampment. The surprise was complete, so far as astonishment was concerned, for the soldiers felt perfect security, no Indians ever having attacked a party of soldiers for a long time since.

Captain Fulton soon rallied his men, and with the assistance of Assistant Surgeon Hammond, who was with him, returned the *varmints'* fire, and charged them with great bravery and determination. His course appeared to be as unexpected to the Indians, as their fire was in the first place to the soldiers. The Indians retreated, which gave Captain Fulton time to break open an arm chest and arm the teamsters with carbines. He hardly did this before the Indians fired another volley form the other side of his camp, and rushed in, even to his wagons. The captain faced his men about, and this time gave them a quietus, for the teamsters being armed with a pistol and carbine, gave good resistance; and drove the *infernal rascals* out of sight and hearing for that night. There was one soldier wounded by the Indians, and several horses; among the rest, the horse of Ass't. Surg. Hammond. A teamster accidentally wounded himself with a carbine.

The news from Tampa Bay is not encouraging, as all expected. Hospitarki's people have not all come in, to the number promised—nor probably will surrender at all. There is at that post about 200 Indians including ninety warriors. It is believed they will be shipped in a few days to the West.

On the 10th inst. a meeting was expected with Tiger Tail, who was firmly believed to be honest and sincere in his professions of peace, and willing to emigrate—perhaps he intends to be true, and is *tired of the war.*" if so, the country will be rid of near 300 *redskins* that are troublesome.

United States Navy and Army.

The official Army Register for 1841, states that the United States army, in officers and men, numbers 12,539—the militia, 1,503,592.

The American navy is composed of

Ships of the line, (74 and 120 guns)	11
" razee, (50 guns)	1
Frigates, 1st class, (44 guns)	11
" 2d class, (36 guns)	2
Sloops of war, (16 to 20 guns)	21
Brigs " (10 guns)	4
Schooners, (4 to 10 guns)	8
Steamers, (two frigates)	4
Store ships, &c.	3
Total,	65

Lead Ore.

We were handed, the other day, a specimen of lead Ore, found in the Limestone Quarry of Mr. J. ROAN BARR & Co., about three miles from this place. The Ore very much resembles the Galena lead ore, and we would suppose yield at least 50 per cent. It was discovered between the strata of Limestone, and will, no doubt, upon propers examination, be found in large quantities.—*Muncy Luminary.*

From the N. Y. American of Saturday.

ARRIVAL OF THE NARRAGANSET.

Late and Highly Important from China.

ELEVEN DAYS LATER.

ATTACK ON THE CITY OF CANTON, BY THE COMBINED BRITISH FORCES.

We despatched the steamboat Wave, at an early hour this morning, in search of the Natragansett, and have the pleasure of laying before our readers of the American, ELEVEN DAYS later news from Canton.

Extract of a letter, dated

MACAO, 30th May, 1841.

Messrs. Gary & Co.—Since the date of our general advices events of much importance have transpired, a brief note of which may not be uninteresting to you.

The excitement among the Chinese referred to, continued to increase until the 18th inst. When Capt. Elliot arrivd at Canton, it soon became known that he had already ordered the whole British force, vessels of war, transports, and troops, to the immediate vicinity of Canton; and his advice to his countrymen was to close their business and for removal with as little delay as possible. Up to the 20th inst. the Chinese authorities had avoided holding any communication with Capt Elliot, and wore a very dubious and unsatisfactory aspect.

The local authorities, however, published proclamations, and sent messages through the Hong merchants and linguists, assuring all resident foreigners of their perfect safety in Canton.

On the evening of the 20th, all the English residents had embarked, and only four or five Americans, confiding in the assurance of the Chinese, remained in the Factories; the same night the Chinese commenced hostilities by sending a fleet of fire boats and rafts against the vessels of war lying near the city, but without doing them any damage.

This act was avenged by the Pylades and steamer Nemesis, that attacked and destroyed a battery near the factories, and about forty five boats and as many fire rafts.

On the morning of the 22d, an Americant resident was seized by the Chinese and taken from his factory; at the same time that a boat, belonging to the American ship Morrison, with three messengers and seven seamen, was captured soon after leaving the factories for Whimpoa, and the party carried prisoners into the city.

From this, the time was occupied by English in concentrating their forces near the city, until the 24th, at 4 P. M. The Hyacinth, 18, Modeste 18, Pylades 18, Nimrod 18, Columbus 16, Cruiser 16, and Algerine 10, having taken up their position in front of the city and suburbs, opened their fire upon every offensive point of the Chinese, who returned it with considerable spirit at first, but were soon compelled to desert their guns. At 5 P. M., a body of soldiers, about 400, were landed at the foreign factories, in the vicinity of which the Americans, who had been taken prisoners two days before, and examined by the authorities, were released.

The firing was continued until about 9 P. M. when the suburbs were on fire in several places, and nearly all the batteries on shore in possession of, or destroyed by the English.

While this was going on in front of Canton, General Gough was landing his troops, 800 men, at the foot of the heights, in the rear of the city, and on the morning of the 25th he commenced operations; particulars of the day's work are not yet known further, than that, with the loss of some 40 killed and wounded, four batteries were taken from the Chinese, and great numbers of their officers and soldiers killed, the heights commanding the city taken, and the British forces entrenched upon them.

The loss of the Chinise on this occasion is variously estimated at from 3 to 5000, and even as high as 10,000 men; and they now find to their cost and extreme disappointment, that they are unable to cope with European troops on shore, as they have before proved themselves in their encounters with British forces afloat.

On the 26th, the vessels of war were engaged in quieting and destroying the few remains of opposition, and in the evening, mandarins called on the Captain with flags of truce, to negotiate for the preservation of the city.

Our advices from the seat of action and negotiation are to the morning of 27th, when it was said the Chinese had capitulated, and offered a large sum of money for the ransom of the city, which it was supposed, would then be saved.

It is scarcely necessary for us to say, that since the 11th, nothing has been done in the way of sales of imports, and that all shipments of teas, &c. cease on the 21st; our establishment, in common with all others, is again removed to Macao, and we fear with a prospect of being obliged to remain here for several months, inasmuch as in the event of a suspension of hostilities, and Canton being left without further injury, we do not think the British merchants will trust themselves there while the British forces are drawn off to the northward. We think it will be found necessary to renew the blockade of the port, and the most that we can hope for under almost any circumstances is, that neutrals may proceed to Canton, to realize the foreign merchandize deposited there, and to complete the lading of the ships already in port.

We are without late intelligence from India, but Commodore Bremer is daily expected on in the steamer Queen, to resume command of the naval forces, and it is understood that a reinforcement of eight regiments, about 6500 men, is now on the way to China from India.

We enclose a report of the cargo of the Narragansett, by which you will see that the total export since 1st of July of last year, is only 90,900 chests. We doubt if the lading of the American ships at Whompoa will be completed without much delay; and viewing the state and prospects of foreign relations with China, in whatever light we may, still we look upon it as almost certain, that high prices for teas must and will rule in Europe and America during the ensuing year or two.

From the United States Gazette.

Extract of another letter, dated

MACAO, May 31.

"Everything here at the present moment is in a state of utter derangement and confusion. The Chinese are at last paying dearly for their arrogance and obstinacy, foolishly resisting all accommodation, and relying on their numbers, and utterly ignorant of force and skill that can be brought to bear upon them by the Western nations. Canton is at the mercy of the British, and it is said the authorities are negotiating for its ransom by the offer of eight millions, to be forthcoming immediately, or failing that, hostilities to recommence. We know nothing officially as yet, but if they pay up the city will be spared. There has already been great destruction of property and life among the Chinese, and it would have been better for them had they listened to reason before. It will be attended, however, with very beneficial effects on the foreign trade with this country, and sooner or later the Chinese Government will have to come to terms, although to effect this it may be necessary to carry the war along the coast and up to Pekin."

From Africa.

We copy the following curious and interesting announcement from the Southern Literary Messenger for October. Authentic accounts from Timbuctoo will put the literary world on the alert.

Dr. Charles Mathews, who left the United States about fifteen years since, with a view to make discoveries in the interior of Africa, writes to a friend in Vermont from Abyssinia that he shall return in the Summer of 1842, and that he has been generally successful in his researches. He had travelled from Morocco, across the Great Desert, to Timbuctoo, and from that capital nearly to the Cape of Good Hope, back to Timbuctoo, and to Abyssinia, besides making several less important journeys, which had added much to his knowledge of the geography of the country, and the social condition of its people.—*Balt. American.*

For the Ladies.

The models of Fashion at Paris have discarded the use of Corsets! As the people of the United States, as well as those of all other countries, follow any fashion from Paris, however ridiculous, it may be, it is to be hoped, that the last reasonable one, so long recommended by the real but unfashionable friends of suffering humanity, will be generally adopted. It will be a glorious emancipation of many imprisoned ribs, and the heart and lungs of our fair country women will at least have a chance for life. It is a melancholy fact that thousands of women have annually gone to *waist* by means of the corset system.

Temperance.

Judge CHANCE, of Washington city, who is himself, a strict temperance man, in some advice, which he gives to the advocates of the cause through the National Intelligencer, says:—"Men must be persuaded, not driven. Hostility must not be unnecessarily excited. Those who do not come in must be treated with kindness and left to the workings of their own conscience; which, if not stifled by passion, will generally be effectual. It is that still small voice, whispered to the soul, that is effecting the great reform. Let it not be drowned in the voice of the angry passions. It is well to be ardent in a good cause, the ardor itself may become intemperate."

A Cute and Curious Affair.

James E. Cole, who was sentenced to the State Prison for fifteen years, about a year since, for high way robbery in this city, contrived an ingenious mode of escape, which, however, lacked the most material part, success. It was after this wise; Cole had been employed in the shop making boxes, in which materials are sent from the prison to the city: he made one, and put buttons on the lid, so as to fasten it inside, and then drove nails around the edge, breaking them off; thus giving it the appearance of being nailed down: then directed it himself to Mr. John Laure, corner of Madison and Pike streets in this city. Having thus far arranged, he employed a negro convict to place it, after he had fastened himself in, on board the sloop Fanny, to be brought to this city. The box was placed on the wharf, *head down*, and remained there for about two hours, when it was put in the cabin of the sloop.

The sloop started during the gale yesterday, but was obliged to put back, and did not arrive until this morning. In the meantime, Mr. Lent, one of the keepers, missed Cole, and came down to the city to look for him; not hearing of him here and learning that the Fanny had not arrived, he mistrusted that Cole was on board, he therefore boarded her this morning on her arrival, and going into the cabin saw the box and opened it where he found Cole nearly exhausted, from his close confinement and not having eaten anything since yesterday. Cole was immediately taken to the Tombs, and will be returned to his old quarters at 3 o'clock this afternoon.—*N. Y. American.*

ADMIRAL WAGER, of the British Navy, began his career, upon the ocean, as an apprentice to an honest old Quaker, Captain Hull, of Newport, Rhode Island. On the first serious trial of his mettle, he gave proof of those qualities so essential to a seaman, and especially an officer—coolness and courage. His master's ship, commanded by his master, was approached by a piratical schooner, full of men, thirsting for spoils and for blood. Captain Hull's quakerism would not allow him to defend himself or his vessel—but young Wager was no quaker, and determined that the guilt of his blood should not, if he could help it, be upon the pirates' heads. After a good deal of earnest entreaty, and a little respectable force, he got the good captain into the cabin, and accidentally fastened him in.

Taking command of the ship he made hasty but efficient preparations to run over the Pirate. Hull watched his movements with intense interest; and looking out from the companion and perceiving the object of the young Wager, could not help observing to him—"*Charles, if thee intends to run over that schooner, thee must put the helm a little more to the starboard.*" Charles observed the direction of the quaker. The ship passed directly the schooner, which sunk instantly, and every pirate perished. This exploit procured for Chales a commission in the British Navy, and thus laid the foundation of his fame and fortune.—*Exeter News Letter.*

E PLURIBUS UNUM

THE AMERICAN.

Saturday, October 30, 1841.

More Accommodations.

An opposition line of cars and stages, from Philadelphia to this place, by way of the Reading and Philadelphia rail road, and the Pottsville and Danville railroad, made its first trip on Monday. This line reaches Pottsville about 5 o'clock in the afternoon, starts from there the next morning after breakfast and reaches here about 4 o'clock. Travellers by this line avoid the disagreeable journey over the mountains by night. This line will be a great accommodation to travellers from the city to the Susquehanna, as they have heretofore been obliged to travel during the night both by the Harrisburg and Pottsville routes.

Our Advantages.

The Philadelphia Gazette, in copying an article upon "the anthracite iron business" from our paper of the 2d of October, remarks:

"We copy the following from the Sunbury American of October 2. The editor, it appears to us, has not stated all the advantages of the position of Sunbury, either for iron or other manufactures. He has omitted any mention of the great Water Power created there by the State. We will endeavor to supply the deficiency. To feed the Canal, from Shamokin Falls, at Sunbury, to Duncan's Island, on the Susquehanna, a distance of about forty miles, it was necessary to make a dam across the river at the beforementioned place. This dam is about three thousand feet in length, and nine feet four inches high, with a schute on the Union county shore, for the passage of arks and rafts. There is, after allowing sufficient water to feed the Canal, a large surplus, to be applied to manufacturing purposes, which now rolls over the dam with the noise of thunder, and forms the most magnificient *artificial* water power in the world. A better opportunity for capitalists does not exist. And we hope they will not be long in taking advantage of it."

We are glad to see an editor of a city print calling the attention of capitalists to the opportunities which the interior of Pennsylvania offers for the profitable investment of capital, and we join the Gazette in the hope that capitalists will not be long in taking advantage of them. The great water power created by the Shamokin dam is not exceeded by any in the Union, and this power can be brought into immediate use at a comparatively trifling cost. A company obtained a charter several years since, to construct a canal 130 ft wide from the basin formed by the dam in front of this place, to the Shamokin creek, which empties into the Susquehanna about a quarter of a mile below the dam. Part of the stock of this company has been subscribed, and the canal commenced; but the *pressure of the times* has prevented the prosecution of the work. The length of the canal from the river to the creek is about a half a mile, and the *fall* obtained upwards of eight feet. This *fall*, with the whole Susquehanna for a forebay, affords a power sufficient to drive any amount of machinery, and the supply of water will be exhaustless as the fountains of our noble river. The total costs of the construction of the canal, ready for the erection of iron or other manufactories, has been estimated by a competent engineer at $16,000. The facility of communication between this place and the seaboard is an important consideration. We have a canal down the Susquehanna, reaching the Chesapeake bay at Havre de Grace. Following the Pennsylvania Canal to Middletown, thence by the Union and Schuylkill canals, we have a communication by water to Philadelphia. A rail road is nearly constructed from Philadelphia to this place, by the way of Pottsville and Reading, and in addition to these we have canals running up both branches of the Susquehanna, the one intended to connect with the Erie Canal of New York, and the other with the great New York and Erie Rail Road.

Cannot the capitalists of our cities who have millions to invest in *fancy* stocks, perceive these advantages? We speak not to *speculators* who expect to realize a fortune in a day, but to the man who desires to invest his capital in a sure and permanent business, which will yield him a handsome profit.

State Treasurer.

The Upland Union names Calvin Blythe as a candidate for this office. Judge Blythe stands deservedly high with the Democratic party, and his election would give general satisfaction. His talents and integrity, joined with his thorough knowledge of the financial affairs of the state, eminently fit him for the station.

Importance of One Vote.

George Darsie has been elected to the Senate in the district composed of Allegheny and Butler counties, by a majority of one vote, there having been upwards of 11,000 votes polled.

China.

We refer our readers to another column for late and highly important news from China. The English have bombarded Canton, destroyed between five and ten thousand human lives, and at the latest dates the Chinese were offering an enormous amount of money to save their city from total destruction. There never was a more unjustifiable and outrageous war waged by any nation, infidel or christian, than this of the English against the Chinese. The former import into the country of the latter a poisonous drug, destructive alike of mind and body. The authorities of China interfere to save its inhabitants from the ruinous effects of the drug, destroy all they can find, and prohibit its future importation. But the English determined not to suffer the loss of so valuable a branch of trade, assemble a great military force and attack one of their chief cities. The result we suppose will be, that the Chinese must eat *opium*, as they will find it more digestable than British *iron*. Verily these poor Chinese are not so far wrong when they call the English *barbarians.*

Specie Payments.

The city papers are talking about a resumption of specie payments, but it will end in talk. There will be no resumption until the state repays the banks the money which she loaned from them last winter, or lays a tax amply sufficient to pay the interest upon the state debt. This will restore confidence, bring our stock to par value, and enable the banks to sell that which they hold, and thus put themselves in a situation to resume. Unless one or the other of these measures are adopted, we do not believe there will be a permanent resumption for several years to come.

Lists of Members of the Pennsylvania Legislature---1841.

STATE SENATE.

DIST 1. Philadelphia City.—*Henry S. Spackman,*† *Jacob Gratz.*†

II. County of Philadelphia—Benjamin Crispin, Edward A. Penniman,† Thomas McCulley.†

III. Montgomery, Chester and Delaware—*Nathaniel Brooke, Abraham Brower, John T Hiddleson.*

IV. Bucks—Samuel A. Smith.

V. Berks—Samuel Fegely.

VI. Lancaster and York—*John Strohm, Thomas E. Cochran, William Hiester.*

VII. Dauphin and Lebanon—*Levi Kline.*†

VIII. Huntingdon, Mifflin, Juniata, Perry and Union—*Robert P. Maclay, James Mathers.*

IX. Columbia and Schuylkill—Samuel F. Headly.

X. Lehigh and Northampton—John S. Gibbons.

XI. Luzerne, Monroe, Wayne and Pike—Luther Kidder.†

XII. Lycoming, Centre, Clinton and Northumberland—Robert P. Fleming.

XIII. Bradford and Susquehanna—Asa Dimmock.†

XIV. Franklin, Cumberland and Adams—James X. McLanahan,† William Gorgas.†

XV. Bedford and Somerset—*George Mullin.*†

XVI. Westmoreland—John C. Plumer.

XVII. Washington—*John Ewing.*

XVIII. Fayette and Greene—William F. Coplan.

XIX. Allegheny and Butler—*Charles C. Sullivan, George Darsie.*†

XX. Beaver and Mercer—*William Stewart.*†

XXI. Crawford and Erie—*James W. Farrally.*†

XXII. Jefferson, McKean, Potter, Tioga, Venango and Warren—Samuel Hays.

XXIII. Indiana, Armstrong, Clarion, Cambria and Clearfield—William Bigler.†

New members thus [†]—democrats 17, in roman—federal 16, in *italic.*

[*Mr. Farrally was elected by the democrats, and we have pretty sure information that his political course will be guided by their will. He has heretofore been counted a *moderate whig.*]

HOUSE OF REPRESENTATIVES.

Philadelphia City—*William A. Crobb, E. Joy Morris, William F. Boone, James B. Beers, John Rush, George Sharswood, C. B. Trego.*

Philadelphia County—John Felton, John W. Ryan, Wm. Bonsall, John Painter, Joseph L. Hancock, John J. McCahan, A. L. Roumfort, Thomas M. Scott.

Bucks—John Apple, Abel M. Griffiths, Joseph Thomas.

Chester—Emmor Elton, *Wm. K. Correy, Robert Futhey,* Robert Laverty.

Lancaster—*Christian Kieffer, Joseph McClure, Philip Von Neida, Jacob Foreman, Hugh Andrews, Benjamin Pennell.*

York—Isaac Garretson, Adam Ebaugh, Wm. S. Picking.

Cumberland—William Barr, Joseph Culver.

Perry—George Beaver.

Berks—Samuel Moore, John Schenk, John Potteiger, John Bachman.

Schuylkill—Christain M. Straub.

Northampton and Monroe—Joseph Kerr, Jefferson K. Heckman, Asa Packer.

Lehigh—Benjamin Fogel, Peter Haas.

Wayne and Pike—John H. Brodhead.

Northumberland—D. B. Montgomery.

Mifflin, Juniata and Union—*John McCrum, William Ross, John A. Vanvalzah.*

Columbia—Daniel Snyder.

Washington—Wallace McWilliams, James McFarren, Jesse Martin.

Westmoreland—Samuel Hill, William Johnston.

Armstrong—George W. Marchand.

Indiana—*John Cummins.*

Jefferson, McKean and Warren—Lewis B. Dunham.

Fayette—Aaron Bugher, John H. Deford.

Bedford—Abraham Weisel, M. Holderbaum.

Franklin—Peter Cook, *Andrew Snively.*

Montgomery—William Bean, William B. Hahn, Charles Kegler.

Dauphin—*Samuel H. Clark, Benjamin Musser.*

Lebanon—*John Bruner.*

Luzerene—Hendrick B. Wright, A. Cortright.

Susquehanna—Calvin Leet.

Bradford—William Elwell.

Tioga and Potter—D. L. Sherwood.

Huntingdon—Jesse Moore, Thomas Weston.

Beaver—*Mathew T. Kennedy, John Ferguson.*

Mercer—Thomas Wilson, *Jones Banks.*

Allegheny—David Beeler, John Murray, Wm Karns, *Isaac Lightner.*

Butler—*Samuel M. Lyne.*

Delaware—*Joshua P. Eyre.*

Somerset and Cambria—*J. Hanna, J. Royer.*

Lycoming, Clearfield and Clinton—Jas. Gamble, George R. Barrett.

Greene—Thomas P. Pollock.

Adams—*Thaddeus Stevens, G. L. Fauss.*

Centre—James Macmanus.

Crawford—Morrow B. Lowery, J. P. Brawley.

Erie—*James C. Dunlap, Stephen C. Lee.*

Venango and Clarion—James R. Snowden.

Democrats in roman—antimasons, whigs and federalists, in *italic.*

RECAPITULATION.

	Democrats.	Federal.
Senate,	17	16
House,	64	34
	81	50

NOTE.—Two members in Huntingdon were elected as working men. Working men are usually democrats, and such, it is fair to class them.

ELECTION RETURNS.

COUNTIES.	Porter,	Banks,
Adams,	1599	1941
Allegheny,	4281	5068
Armstrong,	1892	1096
Beaver,	1851	2158
Bedford,	2550	2261
Berks,	7495	2925
Bradford,	2705	2143
Butler,	1674	1716
Bucks,	4412	4066
Cambria,	874	810
Centre,	2300	1126
Chester,	4565	4711
Clarion,	1096	424
Clearfield,	886	419
Clinton,	786	603
Columbia,	2569	1103
Crawford,	690	0000
Cumberland,	2721	1997
Dauphin,	2249	2049
Delaware,	1289	1578
Erie,	1855	2956
Fayette,	2749	1812
Franklin,	2779	2636
Greene,	825	0000
Huntingdon,	0000	726
Indiana,	0000	400
Jefferson,	678	447
Juniata,	671	868
Lancaster,	4914	8085
Lebanon,	1542	1340
Lehigh,	2553	2328
Luzerne,	3426	2194
Lycoming,	2261	1393
McKean,	000	000
Mercer,	2316	2757
Mifflin,	1324	1124
Monroe,	4402	269
Montgomery,	1262	3144
Northampton,	3466	2302
Northumberland,	2162	1143
Perry,	1827	870
Philadelph city,	4380	5020
Philadelphia co.	11098	7348
Pike,	450	000
Potter,	000	000
Schuylkill,	2408	1415
Somerset,	792	1853
Susquehanna,	1962	1152
Tioga,	1598	574
Union,	1568	2122
Venango,	1280	755
Warren,	763	628
Washington,	3434	3291
Wayne,	1167	553
Westmoreland,	4080	2135
York,	3825	2429
	127,279	104,933
	104,938	
Porter's majority	22,346	

[COMMUNICATED.]

MESSRS. EDITORS—Permit me again through your paper to call the attention of the Canal Commissioners to repairing the guard bank and towing path of the Penn'a. Canal, between the Shamokin Dam and the mouth of Penns Creek. Why not put on a sufficient force and complete the work before the winter sets in, so that the embankments may settle? This work would cost but a small sum and if done immediately will save the state some thousands next season. The work ought to have been done months ago. If it is not properly done depend upon it, a good part of the banks of the canal will be swept off, and the canal rendered useless for miles between those points, next Spring.

A TAX PAYER.

New Era in the Coal Trade.

Much credit is due our public spirited fellow townsman, Col. JOHN M. CROSLAND, for his industry, perseverance and success, in opening a direct trade with the city of New York, for the product of our coal mines, by means of Boats built expressly for that purpose. For two seasons past our coal operators have shipped large quantities of coal to that city, without the delay, labor and expense, incident, to a transshipment at Philadelphia. Col. CROSLAND has just finished a new Canal *Steam* Boat, of a novel and ingenious construction, which he calls the "New Era," intended for the double purpose of carrying coal, and towing Boats between this and New York. The first trial of this new Boat, was made on Thursday last—and although we had not the pleasure of witnessing the experiment, we have heard several gentlemen speak of it in the most flattering terms. Should the "New Era" prove successful, and as well adapted to canal navigation as its friends anticipate it will not only be a fortune to its ingenious projector, but of immense benefit to our citizens generally, and especially to the Schuylkill Navigation Company. We hope soon to enjoy an excursion