

LEWISBURG CHRONICLE & WEST BRANCH FARMER.

land so glorious, and the English and the Americans the happiest people under the sun. Long I pray, may it be by these Americans forgot these, and cease to regard with interest the land of Hauppain and of Sykney. I see, in the Union Jack this evening displayed on my right hand, and the Stars and Stripes upon my left, the blending of principles, that shall yet give happiness and freedom to the nations of the earth; that happiness and freedom which result from good law and stable government. I do not mean that either England or America shall give law to the world; the instrumentality of superior power, but that their example and influence will yet tear away the bandage of political darkness, that binds the eyes of earth's rulers, and dispel the ignorance and bigotry which now envelop, as in a pall, the minds of three-fourths of her inhabitants. This regeneration (if I may so call it) has been going on for the last half century; and where is the land, and where the people that has not felt its benign influence? This is a glorious mission, and the two people seem fast becoming conscious of their destiny. It is said that the Anglo-Saxon language shall yet be spoken in every land, and by every tongue. We do know that the Anglo-Saxon is leading all other nations in civilization, in the arts and sciences; and I have yet to learn of the spot on the earth where virtue, intelligence, and the peaceful fruits of good government, do not distinguish his dwelling place. We are the nation founders of the age. Gentlemen, what a spectacle does continental Europe present at this moment—ignorance, misery, and preparation for a great struggle, which seems close at hand; among the people, political blindness, and a terrible future, that whom the gods intend to destroy, they first make mad! would seem about being fulfilled. The lessons of despotism, periodically taught since 1790, are either forgotten or despised, whilst broken promises, imprisonment, exile, and the abnegation of all rights on the part of the governed, are the maxims of government now relied upon, to produce order and quiet. England and America are the asylums to which the oppressed flee for safety and peace. Gentlemen, whilst we, this evening, are enjoying ourselves in peace and quiet, through the effect of good government, despotism is receiving a shock that will be felt from its centre to its circumference. Louis Kossuth is most probably landed at Southampton, and the noble British heart, from the Land's-end to John O'Grat's-shore, is moved to bid him welcome; whilst a whole nation, on this side of the Atlantic, is ready to do him honor, and throw around him theegis of their protection. Gentlemen, the signs of the times, in the estimation of many, portend a struggle close at hand, between intelligence and ignorance, liberty and despotism. The statesman and the press are perceiving that your country and my country, will stand shoulder to shoulder in the contest. As England and America are the only lands where freedom exists, so they will present a breast-works impregnable, against which the waves of despotism will expend their fury in vain. Gentlemen, I should like to say something about Canada, but I have already occupied too much of your time. I may say, however, that I see around me elements of wealth and prosperity; I see also a people vigorous, virtuous, and intelligent, capable of developing its resources, and of placing Canada, at no distant day, in a high position among the nations of the earth. All low me again, gentlemen, to thank you for the toast you have drunk—and I have done."

The Chairman then arose, and after presenting the testimonials already mentioned to the guests of the evening, proposed their healths, which toast we need not say was received with unbounded enthusiasm. When the cheering had subsided, Mr. John Black remarked:

"Mr. Chairman, and Gentlemen—It is with the most grateful feelings that I receive this beautiful and chaste service of plate, as the highest evidence of your wishes for I regret, Gentlemen, more than I have ever done on any previous occasion of my life, my inability to reply in a suitable manner to the kind feelings that have prompted this mark of your regard. Having been more accustomed to the use of my hands than my tongue, I must ask each of you to frame such a reply as the feeling which have led you to unite in this mark of kindness may suggest, knowing that your hearts will call up emotions, as mine does, which I find myself unable to express. I am well satisfied that this present was not suggested by custom, but is the offering of kind and true hearts. I therefore accept this offering, and shall esteem it the proudest memorial of my connection with the St. Lawrence & Atlantic Railroad. Gentlemen, we have been engaged in a great undertaking, and if not yet fully completed, when we recall its history to the present point of completion, we may congratulate ourselves that we have seen it 'out of the woods.' I have called this road a great undertaking; and I think, when we reflect upon the difficulties that have been overcome, and the incalculable blessings which it will bestow upon the living and the thousands yet unborn, it may be termed as great an undertaking of which this or any other country can boast. We may not live to see, and can not expect to see, but a small portion of the blessings our toil and sweat shall disperse through this region; but our children and our children's children shall see it; and their hearts will swell with becoming pride, when they recount what their fathers' hands added in the accomplishment of this great result. Gentlemen, I wish you every success in your arduous employment of filling the valleys and leveling the mountains—in preparing the highway of advancing civilization; and, if I read the signs of these times aright, the integrity, industry, and perseverance, which you have ever exhibited whilst I have been connected with you, will soon bring to you a rich reward. The time is not far distant when Canada will be covered with a network of railroads, and I think I am not mistaken when I say that the Contractors of the St. L. & A. R. R. occupy, at this moment, a

position at the head of the railroad enterprise now opening in Canada, which, to you, Gentlemen, will be the 'tide in the affairs of men,' which, taken at the flood, leads on to fortune." Gentlemen, I shall hail, with great satisfaction, your individual success in this newly-opened field of enterprise. Allow me, Gentlemen, again to thank you for this handsome present, and although I do not observe the names of the generous donors engraved upon this plate it matters but little, for they are indelibly engraved upon the tablet of my memory."

On his father resuming his seat, Mr. W. H. Black thanked the company, with much feeling, for the handsome gift bestowed upon him; and still more for the warmth of heart and kind consideration, on their part, which had dictated it.

The following toasts were then given and duly honored:

By Mr. James Findlay—
"Mrs. Black and Family."

By Mr. John Black—
"The Working Engineers on the St. Lawrence & Atlantic Railroad."

By Mr. W. H. Black—
"Mr. T. B. McLennan, the able and efficient Superintendent of the motive power on the St. Lawrence & Atlantic Railroad."

To which Mr. McL. responded.

"The smiling farms and blooming lawns of the Eastern townships."

"The Corporation of St. Hyacinthe."

Responded to by Dr. Boutillier.

Mr. James Black then arose and said:

"Mr. Chairman—With your permission, I desire on the part of the guests whom you have honored by an invitation to this feast, to offer a toast. In the olden time of which we read, we learn, that it was customary to honor the man who saved the life of a citizen, with a civic wreath. All men everywhere agree in the propriety of rewarding those with honors, who have distinguished themselves, by conferring benefits upon their race. If one life is considered so valuable as to distinguish the savior by so high a reward, are we not called upon to honor those who by their toil and industry, (though in the humble walks of life) may save many lives, and who have added much to the sum of human comfort and happiness. I see before me, men who have displayed a courage and perseverance in overcoming difficulties, and enduring privations, such as no one who now enjoys, in ease and comfort, the fruit of their toil, can possibly conceive. For the past two years the Contractors of the St. Lawrence & Atlantic Railroad, with their laborers, have been immersed in a swampy forest, unapproached by roads, and in the comforts of life, in positions where in many cases, food, and the chief articles of subsistence, cost, in the transportation of a few miles, more than the original price. During those two years they have leveled the forests, filled the valleys, reduced mountains, and built a railroad equal to any on this continent. The first apparent benefit wrought out by their toil, is the opening a market to the Eastern Townships, bringing to its inhabitants cheap food, in exchange for the products of their industry. Who can calculate the value of this one blessing, not only to the present inhabitants, but to the thousands who will hereafter fill the valleys and cultivate the rich soil of the Townships? Are not the men by whom this blessing has been achieved, as much entitled to honor, as he who by his valor won the golden chain? I think they are, and thousands whom they have blessed think so. Let us, therefore, on the occasion of the completion of an enterprise like the one in which you have been engaged, to sing Te Deums of praise to the President and Directors, and say, to them and them alone the honor and the glory are due. But not so, Mr. Chairman: President and Directors are often the least worthy and least entitled to public praise, when their work is done, and they are kept back by men in high places. Honor to whom honor is due. You, Gentlemen, Contractors, are entitled to a great part of the praise which is bestowed upon others. But, Gentlemen, from selfish men we seldom receive a just reward. In after years, when you see the forests in which you have been immersed for two years disappear, and give place to well cultivated farms and smiling homesteads; when the products of this region and the great West shall sweep in an unbroken current towards the Atlantic, and the produce of every land and every clime, shall be received in return; when you behold peace and plenty, where now there is the shriek and the howl, will you enjoy your reward—the proud satisfaction of having been instrumental by your toil in bringing about this great result. But not until the last page of time's records is written, will man be capable of estimating the blessings wrought out by your hands, nor measure the honors due the Contractors of the St. Lawrence & Atlantic Railroad. Mr. Chairman, I have the honor to propose—"Our hosts, the Contractors of the St. Lawrence & Atlantic Railroad—we thank them."

Mr. G. Barnes gave the health of Mr. James Black, who, having thanked the company for the honor done him added: "All I can say is, if any of you should visit old Pennsylvania, whilst I have a roof over me, you will find a cup and platter spread under it for you—if I have nothing else, I can at least supply you with some 'sour kraut and speck!'"

After the healths of the Chairman and Vice-Chairman had been given and responded to in a few appropriate words by those gentlemen, the last toast of the evening was given from the Chair, and received with "all the honors":

"May the Iron Horse of the St. Lawrence & Atlantic Railroad Company cross the line 45¢ before the 1st January 1854."

A notice could have exceeded the perfect harmony of the evening—the dinner was got up in excellent style by Mr. Savage, the wines were premier quality, and attendance admirable.

During the evening Messrs. Roland and McGowan, Contractors, favored the company with several excellent songs, and it was "the wee short hour a' year's the 12," before they separated.

The following are the inscriptions engraved upon the testimonials presented to the Messrs. Blacks.

[On the Service of Plate]—
Presented to
JOHN BLACK, Esq.,
By the Contractors under Messrs. Black, Wood & Co.,
As a mark of respect, on his leaving the
St. Lawrence & Atlantic Railroad,
October 8, 1851.

[On the Sunb Box]—
Presented to
W. H. BLACK, Esq.,
On his leaving the
St. Lawrence & Atlantic Railroad,
October 8, 1851.
As a mark of the high esteem and respect in
which he is held.
McLennan October 8th, 1851.

Baltimore, Nov. 15.—Littleberry Cartright, Judge of the Hastings Court, hung himself at Richmond, on Friday last.

Official Election and Census Returns.

Counties	Johnston	Bigler	Population
Adams	2472	1945	25981
Allegheny	6797	5983	138290
Armstrong	2184	2472	29560
Beaver	1962	1006	26689
Bedford	2239	2202	23052
Berks	4721	9486	77129
Blair	2295	1704	21777
Bradford	3650	3688	42831
Bucks	5258	5488	58091
Builer	2782	2536	30346
Cambrid	1230	1765	17773
Carbon	787	1374	15686
Centre	1884	2974	23355
Chester	6350	5350	66438
Clarion	1351	2653	23565
Clearfield	962	1698	12586
Clinton	981	1266	11207
Columbia	1624	2011	17710
Crawford	2933	3192	37849
Cumberland	2955	3141	31327
Dauphin	3899	2690	35754
Delaware	2147	1594	21679
Erie	3610	2110	38742
Fayette	2626	3179	39112
Franklin	3782	3236	39004
Fulton	706	840	7567
Greene	1272	2250	22136
Huntingdon	2435	2024	24786
Indiana	2540	1752	27170
Jefferson	1002	1240	13518
Juniata	1143	1357	13029
Lancaster	11064	6226	98041
Lawrence	2137	1079	21079
Lebanon	2924	1949	26071
Lehigh	3915	3392	32479
Luzerne	3471	4009	56075
Lycoming	2007	2675	26257
McKean	409	468	5254
Mercer	2673	2769	33172
Millin	1413	1673	14980
Monroe	423	207	13270
Montgomery	4041	5742	58291
Montour	876	1394	13239
Northampton	2627	4150	40235
Northumberland	1638	2529	23272
Perry	1390	2237	20088
Phillips's City & Co.	21760	22001	405762
Pike	621	836	5851
Porter	621	574	6048
Schuykill	4069	4743	60713
Somerset	2739	1069	21416
Sullivan	227	458	3694
Susquehanna	2153	2815	28688
Tioga	1463	2036	23987
Union	2817	1949	26083
Venango	1142	1698	18310
Warren	1137	1242	13671
Washington	4042	3916	44939
Wayne	1040	2182	21390
Westmoreland	3115	5140	51729
Wyoming	913	1136	10655
York	4727	5739	57450

178034 186499 2311786

Cleaver, Native, 1857.] 178034

Bigler's majority 8465

RECAPITULATION.

Dwelling houses in the State 386,216

Families in the State 408,497

White males 1,142,863

White females 1,115,000

Colored males 25,057

Colored females 28,266

Total population 2,311,786

Deaths during the year 23,318

Farms in cultivation 127,577

Manufacturing establishments producing \$500 and upwards yearly 22,036

FROM CALIFORNIA.

New York, Nov. 16.—The steamship Daniel Webster arrived at half past ten o'clock, this evening, via San Juan, with California dates to the 15th ult., being 11 days later.

The steamer Central America, at last accounts, had made 25 miles up the San Juan river.

The general news from California possesses considerable interest. Business was dull—purchasers holding back for a greater reduction of prices. Flour was steady.

The agricultural interests were prosperous. The mining news was very favorable. New discoveries of gold are daily being made.

The quartz mining attracts great attention.

The steamer California, from San Francisco, took sixteen hundred thousand dollars in gold. Two other steamers took large amounts.

Sixty thousand dollars have been received in the Treasury of California, for fines, taxes, and licenses.

Crime was on the increase in San Francisco. Many criminals have returned from the interior.

Five of the Port Oxford Exploring Expedition were killed by the Indians.

The steamer Minna was destroyed by fire, and several lives were lost. The boat was a total loss.

The yield of gold for the present year will be greater than any previous year.

Steam communication between California and the Sandwich Islands is about being accomplished. Movements are on foot for a railroad to Sacramento city.

Real estate was active and advancing in price.

The sloop-of-war Vincennes left San Francisco for a cruise to the southward.

The Alta California thinks that the movement for the division of the State, will amount to but little.

The liabilities of Wells & Co. are stated to be \$260,000.

The project for supplying San Francisco with water, seems to be falling through.

The papers of the 9th are filled with outrages, duels and murders. There is a strong talk of reviving the Vigilance Committee.

Moj. Reading, the late Whig candidate for Governor, was badly wounded by the accidental discharge of a pistol while hunting.

The Methodists in California have started a new paper, called the Christian Advocate.

Lynching to a considerable extent was still practiced in the mines.

The Mormons have purchased the Rancho at Bernardino, for \$100,000. They

intend to build a large city there, to connect with the Great Salt Lake City by Railroad, and secure a point at San Diego for their maritime intercourse with the world.

The news from Southern California is of the utmost importance. The Southern coming out strongly for a Convention to divide the State. Santa Barbara is the place fixed for holding the Convention. Various counties are engaged in electing delegates. An address is to be prepared by the Convention for consideration, and a petition is to be presented to the Legislature at an early day, in favor of a division of the State.

The news from the miners at Carson's Valley is very discouraging. A company of sixty were taking out but two ounces daily.

The advices from Oregon bring the conclusion of important treaties with the Indians.

Valuable gold mines have been discovered in Oregon—also a valuable mine of Anthracite coal, in Charles river, four miles from Astoria.

Gov. Gaines has left on a visit to San Francisco.

THE CHRONICLE.

H. C. HICKOK, Editor. J. N. WORDEN, Printer.

At \$1.25 cash in advance, \$1.25 in three months, \$2 paid within the year, and \$2.50 at the end of the year. Agents in Philadelphia—J. B. Palmer and E. W. Carr.

Lewisburg, Pa.

Wednesday Morning, November 19, '51

ADVERTISING.—Executors, Administrators, Public Officers, City and Country Merchants, Manufacturers, Mechanics, Business Men—all who wish to procure or to dispose of anything, would do well to give notice of the same through the "Lewisburg Chronicle." This paper has a good and increasing circulation in a community containing as large a proportion of active, solvent traders, consumers, and dealers, as any other in the State.

Thanksgiving Day—Thursday the 27th inst.

FIRE.—About 3 o'clock on Sunday morning last, a frame dwelling occupied by two families named Wertz, in Chillisquaque Tp., a few rods below the Lewisburg bridge, was discovered to be on fire by the inmates, and soon burned to the ground. A late fire for baking bread had been used and it is supposed communicated to the garret, where a light was seen by some citizens coming up on the packet about an hour before the flames broke out; but they supposing some one might be there in a case of sickness, made no alarm. The families' loss considerable in the way of necessaries of life, and a liberal subscription in their aid has been started.

We have been informed (not thro' the press) that at the meeting of the Supreme Court Judges last Friday in Harrisburg, Judge Black drew for 3 years, Judge Lewis " 6 years, Judge Gibson " 9 years, Judge Lowrie " 12 years, Judge Coulter " 15 years.

If this be correct, Judge Black will be the next Chief Justice, and with the largest vote will have the shortest term, and with the smallest vote Judge Coulter will have the longest term.

Cold Blooded Murder at Beach Haven.

About 10 o'clock on Sunday morning last, Demott Stookey was killed at Beach Haven, in Luzerne county, by Charles Seybert. The two men had a quarrel the Saturday previous. Stookey left, but came back on Sunday morning, and went up a pair of steps outside of the house and went to bed. Sometime after, Seybert went up, opened the door, and shot Stookey as he lay asleep. The murderer escaped, and it is supposed fled West or North to Canada. He is about 30 years old, 5 feet 10 or 11 inches high, slender, thin face, dark complexion, hair, and eyes, down look, rather slow to speak, awkward gait, and rather resolute in manner. (Another man of the name of Seybert committed homicide in the same town, about a year ago.)

We since learn that Seybert was arrested at Wilkesbarre, and is now in jail at that place.

In a preceding column we give the Official returns of the late Election for Governor of Pennsylvania, and of the Census for 1850.

It should be carefully preserved for future reference.

The reported number of Deaths we consider incomplete. For example, 1,819 deaths are reported for Lancaster, and but 799—less than half—for the adjoining county of Berks, whose population is not one-fourth less than that of Lancaster. In Union, but 163 deaths are returned, while the adjacent county of Northumberland, whose population is nearly 3,000 less, returns 340 deaths, or more than double the number of deaths in the more populous county.

Some of the ultra Democrats insist upon "cutting off the heads" of all those Democrats who voted against Judge Campbell, commencing with his 5,000 Democratic neighbors in Philadelphia who voted against him 'because they knew him.' We have no idea the Whigs are to be accommodated by any such act of political suicide. Those rabid partisans would be better employed in frustrating any future impetuous nominations.

DAVID SWENK, Esq., of Middleburg, is appointed Clerk to the Commissioners of Union county, in place of Christian Bryman, elected Register and Recorder.

Mr. Herold has entered upon the duties of his office as County Commissioner. Mr. Barbin's term has expired.

The rains of last week made a rise in the river, and a number of rafts have been run past Lewisburg. The water was not high enough to risk the starting of the 35 or 40 New York boats from the yard of Frick & Slifer.

Canadian Enterprise.

Commencing on the first page of this paper, will be found a long article which we publish for three reasons—1st, for the justice and manliness of the sentiments inculcated; 2d, to show the estimation in which the Lewisburg contractors—Messrs. Blacks—are held; and 3d, to show something of the spirit and efforts of our Canadian neighbors in opening the highways from the Atlantic to the mighty West.

The St. Lawrence & Atlantic Railroad, is to run from Montreal in Lower Canada to Portland in Maine; and in addition to the benefit it confers upon those Cities, will save much time, danger and expense now necessary in going by the Gulfs and River to reach Montreal from the Seaboard. It also lays open to the world a large tract of isolated country.

Another great improvement is projected in Upper Canada. It is a Railroad, about 100 miles in length, connected Toronto with the east arm of Lake Huron—furnishing a route much shorter than the old route via Lake Erie, and completing almost a straight line from the Seaboard at Portland to Lake Superior and the large scope of country North, East, and South of that most important as well as largest of the inland seas of North America. A company of 7 or 8 New Yorkers and Pennsylvanians, among whom is our neighbor, Col. James Moore, Jr., we learn have undertaken the construction of this work, which is to be finished within two years, at an estimated cost of Two Millions of Dollars.

The Yankee nation is too apt, in praising itself, to do so at the expense of equally worthy neighbors. Not satisfied with claiming for our country everything on the credit side of the account, many of our orators and writers are prone to deal some harsh and (in imagination at least) crushing blows upon a certain family on the opposite side of the Atlantic, which seems to be a pretty solid and well-to-do national family after all. Their unmarried daughter, Canada, if not blessed with republicanisim and slavery, is endowed with great natural advantages—has a stirring and energetic population—is very rapidly increasing in wealth and population—and, as will be seen at a glance on the Map and tracing the route of the Railroads we have noticed above, is laying wise plans for future aggrandizement and power.

The West Branch Country

is now well represented in the prominent official stations of the Commonwealth; and her interests—so far as they are connected with, and can be benefited by, the political power and influence now in the hands of her representatives—well provided for. Col. Bigler, the Governor elect, heads the list, followed by Hon. John A. Gamble of the Canal Board, and by Gen. Clover from a county adjacent to the West Branch region. In the Senate we have Gen. Wm. F. Pecker of Lycoming, and Col. Eli Slifer of Union, and in the Assembly, Hon. James L. Gillis of Elk—all thoroughly acquainted with the wants and capabilities of this neglected part of the Commonwealth; and withal gentlemen of liberal views and enterprising disposition, and calculated from their personal weight of character, as well as high political position, to exert a potent influence, both in and out of the halls of legislation, in favor of whatever public measures or business enterprises may be set on foot to penetrate the wilds of the West Branch and develop its large but slumbering resources. We confess to strong hopes that a fresh impulse will now be given to various important projects which have been originated with reference to these desirable results.

As a location for great iron thoroughfares, in the direction of both Erie City and the N. Y. & Erie Road, it presents routes correspondingly second to none, leading to and from the great West and the Atlantic sea-board. The amount of gain to this State and our principal commercial emporium from the through trade and travel on this route, can not readily be computed. But independent of all that, the local advantage to be gained is such as would tell powerfully upon the wealth, population, and prosperity of the Commonwealth. A look on the Map of the State, will show one fifth of its territory is drained by the waters of the West Branch; and the large gain in population of those counties for a few years past, is but an index of what it would be with enlarged facilities for improvement and travel. When it shall be exhausted of its lumber—an event by no means near at hand—it will be found an excellent grazing if not grain country, and also abounding in the minerals adapting it for manufacturing purposes. It is not too much to predict of the country between Lycoming and Erie counties, that a railroad through it would in ten years double its wealth and population. There is no one who has carefully studied the progress of the North Western States, and noticed the location, who will not admit that the Sunbury & Erie Road is a matter of more importance than the Central Penn. or the N. Y. & Erie Road, not only as a sectional but as a State enterprise.

The rains of last week made a rise in the river, and a number of rafts have been run past Lewisburg. The water was not high enough to risk the starting of the 35 or 40 New York boats from the yard of Frick & Slifer.

Important Event.

The Railroad from Lackawanna River to the N. Y. & Erie, at Great Bend, is completed, and Anthracite Coal is now taken from Pennsylvania beds to warm the houses and stores of Southern and Western New York. The advantage which the State might long since have gained by the completion of the North Branch Canal, is thus transferred to a private Company.

New Proposition.

An effort is now under contemplation, to carry the railroad from Cattawissa up Fishing Creek in Columbia county, through Lupton in Sullivan county, down the South Branch of Towanda creek to the Susquehanna at Towanda, thence to unite with the N. Y. & Erie at Waverly, 16 miles east of Elmira. The route is very direct, and seems so practicable that a survey is said to be determined upon.

The following gentlemen were elected Directors of the Northumberland Bank on Monday last:

John Taggart, Wm. Forsyth, Wm. H. Waples, Amos E. Kapp, North'd; W. L. Dewart, John B. Packer, Sunbury; Geo. Schure, Selingsgrove; Saml Wilson, New Berlin; Wm. Cameron, John Walls, Lewisburg; Saml T. Brown, Milton; Wm. Hayes, McEvensville; and Wm. Neal, Bloomsburg.

It is stated that Judge Lewis offers his Lancaster property for sale, with the intention of removing to Philadelphia.

Jesse Beaver, an ex-printer, and Geo. Stroop, a live printer, are the new Associate Judges of Perry county.

The Bank of Danville has declared a second semi-annual dividend—4 per cent.

News & Notions.

A CONTRAST.—The conduct of the people and authorities of Havana, on hearing that the Spanish Consul's office at New Orleans had been attacked and his papers destroyed, was in honorable contrast to that popular outrage. Americans at Havana were secure, and they knew and felt so. The Captain General wisely took such precautionary measures as were necessary, and orders were issued to trifle the city guard, and to shoot down the first man who should be seen to molest an American. So says a correspondent of the N. Y. Jour. of Commerce.

Jenny Lind sung in Harrisburg, Monday evening, 17th inst.

New Orleans, Nov. 14.—The Legislature has gone Whig. The State ticket is doubtful. The Congressional delegation stands as follows: