

The indications are that Hoffman, (Dem.) has been elected Governor of New York by about 30,000 majority. The Assembly, however, is Republican.

The contest in the elections this fall was for the control of the 42d Congress, and, regarding it in this sense, the Republicans are victorious. The House will consist of 243 members, and the returns of the elections held this week indicate that the relative strength will be about 150 Republicans to 93 Democrats.

From the best information we can obtain, and from hints dropped from the Chronicle, we believe that the defeat of the Republicans in Union, Lycoming and Snyder counties, is due to the action of a man who owes his fortune to the Republican party, principally, who held office under Governor Curtin and has been looked upon as one of the leaders of the party in Union county.

The friends of protection have reason to rejoice over the result of Tuesday's elections. So far as heard from, the great expectations of the free traders have come to naught.

On Tuesday last, attached to the Erie express train, which leaves the West Philadelphia depot at 11 A. M. there was an "extra" car containing a small party of excursionists. These were a number of gentlemen interested in the progress of the Sunbury and Lewistown Railroad, who designed visiting that road for the purpose of inspecting it prior to its completion.

Our destination was Selinsgrove, at which point the projected railway will cross the river and will connect with the Northern Central Railway for Sunbury. Here let it be spoken with honor is a sad commentary on the provincial enterprise and progressiveness of Americans.

Quite to the surprise of the party a really excellent brass band made their appearance at the late hour of the evening, and serenaded the Philadelphia visitors. Speech making after the fatigues of the day was quite out of the question, and a short address from one of the party, congratulating the citizens of the town upon their display of enterprise, and promising valuable results in the future from all the same, was all that was given.

As already intimated, the drive led through a valley, one of the richest in the State, the celebrated Middle Creek Valley. The scenery was, even on the approach of winter, very beautiful. The valley is twelve miles wide in its narrowest part, and in many places spreads out its acres still broader.

When we take into consideration the immense growth of the anthracite coal trade of Pennsylvania, and that none of this coal is found west of the Susquehanna river; that the Sunbury and Lewistown Railroad, the shortest, most direct and easiest railroad connection between these almost inexhaustible coal fields and the city of Pittsburgh, and that, so far as the West and Northwest are concerned, the coal trade is in its infancy, and must for many years continue to increase, there cannot remain any doubt as to the value and importance of this great enterprise.

The early completion of the Danville, Hazleton, and Wilkesbarre Railroad, now more than half completed, will, with the completion of the Sunbury and Lewistown Railroad, form the shortest route by actual measurement between the cities of New York and Pittsburgh. The stockholders must be congratulated upon the prospect of the speedy completion of this additional line to the eastern end of the road as it will throw thereon a large and important trade.

Yesterday morning came up stormy, but soon cleared away into a beautiful day. The excursionists were early awake, and were off for their betimes. A pleasant run down, with the same cheerful companions as the ride up, and the party were sadly at home, greatly delighted with their trip, and profoundly impressed with the fact of the S. and L. R. Co. was an assured success.

George Schowr, Esq., was elected the successor of Mr. Alexander, and served nearly one year. Shortly after the present board was elected, at the instance and with the consent of all the directors, Mr. Simpson, the present efficient president, proceeded in company with Joseph Alexander, Esq., the preceding president to Har-

riburg, and procure the passage of an act changing the name of the company from Middle Creek to the Sunbury and Lewistown Railroad Company, and authorizing the company to issue bonds to the amount of one million two hundred thousand dollars, bearing seven per cent. interest in gold, clear of State and United States taxes; to be secured by first and only mortgage; and authorizing the company to connect not only at any point above Selinsgrove, but also at Port Trevorton, should the company see proper to do so.

A mortgage, payable October 1, 1892, to secure the loan of \$1,200,000, as therein provided, was executed and duly recorded. The officers of the road are now about issuing the bonds secured by the mortgage, in sums of \$1,000, \$500, and \$250 each, aggregating the sum of \$1,200,000, secured by first and only mortgage; and from the importance of the connections formed by the road, the large and thickly settled country through which it passes, together with the fact that it must become the great carrying road for anthracite coal to the West and Southwest, and at the same time bringing into market an immense amount of the most valuable deposits of ores of almost every variety, beginning about four miles west of Selinsgrove, and extending along the line of the railroad from there to Lewistown, it cannot but become an important road; and also a valuable investment to the bond and stockholders.

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