

NEW SHORT LINE TO NEWARK COMPLETED

Last Rail Laid Yesterday—Formal Opening to Take Place Next Sunday.

BUSINESS CENTRES LINKED

A Night and Day Service, with About Eighty-Six Trains Running in Each Direction.

The last rail was laid yesterday on the Pennsylvania-Hudson-Manhattan Rapid Transit Line between New York and Newark. The greater part of the line has been finished for some time, but there was a gap in the steel and concrete viaduct due to legal difficulties over a piece of the right of way near Front Street, Newark. This was rapidly bridged as soon as the trouble was settled, and now the connection between the business centres of the two cities by a direct electric road is complete.

The constant increase in commercial relations which link New York and Newark has made quick and convenient transportation facilities imperative. Hitherto it has been impossible to make the trip without a change, which has necessarily added to the time consumed.

The first regular train will be operated between the Hudson Terminal, at Church and Cortlandt Streets, and Park Place, Newark, on next Sunday, Nov. 26. During rush hours trains will run from six to twelve minutes apart, with an average headway of nine or ten minutes.

Throughout the day and night the service will be continued on a close schedule. There will be eighty-six trains daily from New York to Newark and seventy-four in the opposite direction.

Since Oct. 1 the line has been in operation as far as Manhattan Transfer, connecting with all through Pennsylvania trains to and from the financial district of New York, and furnishing the same hourly service to Philadelphia from downtown that is offered at the Thirty-second Street Station.

The construction of the road to Newark, which is only 8.9 miles in length, brought into play all the resourcefulness of modern engineering. About three and a half miles are under ground, and about a mile is subaqueous.

Over a mile is elevated construction of the most massive type, steel and concrete being used. Two rivers are crossed, the Hackensack and the Passaic. Over the latter a double-deck drawbridge has been built to take the place of the one formerly used by the Centre Street freight line.

The freight line will now use the lower level of the new bridge which will afford good facilities for reaching the freight station in the heart of Newark. The upper will be given over to the rapid transit line.

Bronx Loans.

The following Bronx Borough loans have been placed by Smith & Phelps: For the H. G. Construction Company, a first mortgage loan of \$25,000 at 5 per cent. for five years on the two-story business building, covering a plot 73 by 100, known as 3,635 to 3,641 Third Avenue; for the Staab Realty Company, mortgages aggregating \$29,000 on the four-story fifty-foot apartment house known as 1,463 Hoe Avenue; for the Pirk Realty Company, a first mortgage loan of \$40,000 at 5 per cent. for five years on the five-story fifty-foot apartment house situated at the southeast corner of Decatur Avenue and 199th Street; for Mrs. Tompkins, a first mortgage loan of \$4,000 for three years at 5 per cent. on the two-family dwelling, on lot 25 by 100, known as 323 East 145th Street; also, a first mortgage loan of \$9,000 on the one-story brick building known as 548 and 550 Westchester Avenue.

Sell Riverside Drive Residence.

On Monday, Nov. 27, Bryan L. Kennelly will sell at auction a number of valuable Manhattan properties, including 145 Riverside Drive, for the estate of Edward W. Scott. The residence is between Eighty-sixth and Eighty-seventh Streets, and is a four-story dwelling, with a two-story extension, containing 20 rooms and 5 baths. The size of the plot is 32 by 100. Other parcels include the northeast corner of Amsterdam Avenue, and 129th Street, known as 1,403 Amsterdam Avenue, and 499 West 129th Street, a five-story apartment house with store, and 623 West 142d Street, three-story brick dwelling on plot 15 by 99.11.

East Side Tenements Under Hammer.

Joseph P. Day will offer at Supreme Court partition sale, for the estate of George T. Leaired, on Tuesday, Nov. 28, in the Vesey Street salesroom, the following list of properties, located for the most part on the east side:

Nos. 66 to 74 Avenue B, near Fifth Street, five four-story and basement brick tenements, with stores, size of each lot, 16 by 73.9½; 546 East Fifth Street, a five-story and basement tenement on lot 24.11½ by 96.01½; 536 to 540 East Fifth Street, two five-story and basement tenements; 115 West 122d Street, three-story dwelling on lot 19.11½ by 100.11.

Old Brewery in Bankruptcy Sale.

On December 6, at 14 Vesey Street, Bryan L. Kennelly, will hold a bankruptcy sale of the corner property, known as the Clausen & Price Brewery on the northeast corner of Fifty-ninth Street and West End Avenue, formerly Eleventh Avenue. It has a frontage of 100 feet on Fifty-ninth Street, and 125.5 on the avenue. The building is four stories with elevator. The tracks of the New York Central run along the avenue, directly in front of the property.

\$1,000,000 for Crossings.

The Public Service Commission has sent a letter to the State Controller asking for the appropriation by the State of the sum of \$1,000,000, to be expended within Greater New York for the elimination of grade crossings during the coming year.