

WEEHAWKEN IMPROVEMENTS.

Filling up of the Cove—New Railroads— A City of Termini over the River.

The improvements being made by the Erie Railroad Company at Weehawken Cove are of a very extensive character. An immense freight depot is to be erected there, and ground for its site, including 2,000 feet of water frontage, has been acquired by the Company, at a cost of \$1,620,000. The cove, which is in the form of a horse-shoe, is being rapidly filled in, and will be made land by the Fall of this year. Over 1,000 laborers are now at work at or near the cove, which presents a busy scene; and a construction track has been laid to carry material to the ground. The line of the West Shore Railroad is fast being pushed on. It will come in at the cove, and will, in point of fact, be a branch line of the Erie Railroad.

A new ferry is also to be established, to run from the cove to Twenty-third-street, New-York; and it is even projected to build an immense hotel near the depot. Liberal offers have been made to the Cunard Steamship Company to build docks at this point, so that their passengers may be landed at the depot of the railroad company. Should the Company accept these offers, it is possible their example will be followed by the French line of steamers.

The Hoboken Land Improvement Company is making new streets and roads across the new-made ground. Meadow-street now runs across the late cove. This Land Company is, in fact, the executors of the Stevens estate, who are very much interested in the improvement going on near the cove.

The great depot of the Erie Railroad will virtually be the extreme Eastern depot of the Union Pacific Railroad. The West Shore Railroad is to run 120 miles up the Hudson, the line nearly following the course of the river. Nor is this the only railroad to come in at this point. The Midland Railroad Company are constructing a line from Oswego, on Lake Ontario, to the Hudson, the terminus of the road to be located, it is said, in Jersey City. From all this, it will be seen that Hudson County is to include, (and it partly does so already,) the termini of eight railroads, with their depots in Jersey City, Hoboken and Weehawken.

The West Shore Railroad is to compete with the Hudson River Railroad, and also with the Northern Railroad, the line of which runs about four and one-half miles back from the river. It is reported this road, which is only about twenty-five miles long, has been acquired by the Erie Railroad Company, so that the business of all the lines coming in at or near Weehawken Cove will form one grand monopoly.

Hoboken is most interested in these improvements of the Erie Railroad Company; and it is believed that, in time, a great city will arise on the site of the Stevens estate, with Castle Point as its centre, and embracing Hoboken. The improvements tend that way, that is, up the river. Jersey City stands too far down to be included in this new city, but may in time form one of the suburbs. So speak the people on the west shore of the Hudson at this day.