

NEWS OF THE RAILROADS

The Short Line of the New Jersey Junction Company Practically Completed.

A BITTER STRUGGLE ENDED.

For Nearly Nine Years the Pennsylvania Company Fought the West Shore Extension Legally and Physically—Trains May Run Within a Week.

The completion of the short line of the New Jersey Junction Railroad Company, which was practically accomplished yesterday, marks the termination of a bitterly contested legal fight extending over a period of eight years. This little railroad, built in the interest of the West Shore system, has cost nearly \$3,000,000. It crosses the meadows in Jersey City on a trestle, and passes under the Pennsylvania Railroad at the Point of Rocks by means of a tunnel. It connects the tracks of the West Shore and other roads on the north with the tracks of the National Docks Railroad Company on the south, and is designed to greatly facilitate traffic on the other side of the Hudson River.

The Pennsylvania Railroad Company has resisted with great vigor since 1888 the attempts of the New Jersey Junction Company to cross its line. The Vanderbilt and the Standard Oil interests have been back of the New Jersey Junction project, and the contest on both sides has been of the most determined character. Every legal obstruction that could be put in the way of the new project was resorted to, and, in two or three instances, there have been violent physical conflicts between laborers employed by the respective companies. At one stage of the controversy about 400 of the employes of the opposing companies started a small riot, which took 200 Jersey City police to quell.

At each stage of the construction of the New Jersey Junction Line an injunction was served by the Pennsylvania's lawyers. Five years were consumed in disposing of points of law raised to prevent the new line from tunneling under the Pennsylvania Company's tracks at Point of Rocks. Never before in the history of the State of New Jersey has there been such a stubborn resistance made to the construction of a piece of railroad. After the excavation for the tunnel had progressed for a while, the employes of the Pennsylvania Road dumped a large quantity of stone into the mouth of the tunnel, and drove the Junction Company's men off with a four-inch stream of water. The latter retaliated by tearing away a section of water pipe of the Pennsylvania Railroad. Chancellor McGill finally ordered the Pennsylvania Company to make no further resistance. That order was ignored, and it was not until the Chancellor threatened to institute contempt proceedings against the Pennsylvania Railroad that the fight was stopped.

It is expected that the new line will be in full operation within a week. It will make a radical change in freight and passenger communication in Jersey City, affording direct communication for all the freight and passenger business of the different railroads north and south of the Pennsylvania Road. The lines on the north side are the West Shore, the Delaware, Lackawanna and Western, and the Erie, the lines on the south are the Lehigh Valley, the Baltimore and Ohio, the Jersey Central, the Reading, the Newark and New York, and the National Docks Railroad. Trains will be run over the new connecting road, so as to connect with all the terminal stations in Jersey City, except the Pennsylvania.

Permit to Build a New Road.

Representatives of the New Paltz and Walkill Railroad Company appeared before the State Railroad Commissioners in this city yesterday, and effected an agreement with the New York Central interests, by which all objections to the construction of a trolley line from Highland to New Paltz were withdrawn. The State Board thereupon consented to issue an order permitting the new line to be built, on condition that it should not cross the Walkill Valley Railroad or the West Shore Railroad at grade.
