OPENING THE WEST SHORE

THE RUNNING OF TRAINS BEGUN ON THE NEW ROAD.

FIVE TRAINS EACH WAY TO NEWBURG AND OTHER POINTS—THE LITIGATION OVER THE WATSON TRACT.

The New-York, West Shore and Buffalo Railroad was opened to the public yesterday, in accordance with the promises of the managers. Five trains to and from Jersey City were run, and all were largely patronized, the Newburg express reaching Jersey City at 9:42 in the morning having four passenger coaches, a baggage car, and about 200 passengers. Trains leave this City as follows: 8:30 A. M., Ontario express; 9:30 A. M., Haverstraw local; 4:10 P. M., Ulster County express; 5:20 P. M., Newburg express; 5:50 P. M., Haverstraw local. Trains arrive at the Pennsylvania Railroad station, Jersey City, now temporarily used by the road, at 8:08, 9:42, and 11:08 A. M., and 3:48 and 8:20 P. M. Fourteen minutes added to these times will give the time of arrival in this City. The coaches used on these trains are the finest running into this City. They were built by the Pullman Palace Car Company. The wheels of the exceptionally heavy trucks are of greater diameter than those used on other cars, and the springs on the trucks more numerous and heavier. The coaches are all of a deep olive color. The interiors of the passenger coaches are finished in cherry and other natural woods, with little ornamental filigree work, what little there is being in modest colors. The seats are upholstered in crimson plush. The windows are of the same size as in parlor coaches and are provided with triple blinds. This makes them very light, and the improved ventilators give plenty of air and no cinders. Light is furnished by three double-armed kerosene chandeliers. The Johnson heater is used. Two toilet-rooms, respectively for ladies and gentlemen are placed at either end of each coach. The smoking coaches are similar to the passenger coaches, except that the interior is finished in ash and the seats are of cane and made comfortable by the use of many springs. Altogether the equipment is all that could be desired.

NEWBURG, N. Y., June 4.—The opening of the New-York, West Shore and Buffalo Railroad to Newburg has been the event of the day between Jersey City and here. The first train left Newburg at 7:15 o'clock this morning amid the cheers of a large crowd, who assembled to witness the departure. Whistles were blown and other demonstrations were made, and many people took passage, chiefly from curiosity. The first train from Jersey City arrived on time and contained many passengers, including several officers of the road. The train was greeted all along the route with hearty demonstrations. At Haverstraw there was a band of music, and a cannon salute was fired. The first train from here consisted of five coaches, all of which were well filled. The roadbed is in excellent condition, and the riding is much smoother than was anticipated.

UTICA, June 4.—The one stumbling-block between Weehawken and Syracuse in the way of the West Shore and Buffalo Railroad is the right of way through property belonging to Dr. William H. Watson, of this city, lying in the adjoining town of New-Hartford. From the western boundary of this property the track is laid to Syracuse. Eastward, the road-bed is graded, and the rails in place almost without a break. Last year a commission appraised the Watson land and awarded the owner $39,000 damages. The award was out of all proportion to awards for contiguous property, and was considered excessive by the railroad company. A few figures from the Assessor's books will help the public to an approximate understanding of the matter. Dr. Watson's land lies north of the Genesee road, and is principally utilized for agricultural purposes. The railroad company wants one and three-quarters acres. The entire plot embraces 38 acres. In 1880 Dr. Watson was assessed on a valuation of $11,000 for the whole farm. A year later the assessment was reduced to $9,500, and in 1882 another thousand dollars was taken off. That is, the plot of 38 acres was last year assessed at $8,500 and a tax of $65 61 paid thereon. The same year an appraising commission declared that in crossing this land and taking 1¾ acres the West Shore Railroad damaged Dr. Watson to the amount of $39,000. The company refused to pay the price, and made surveys with a view to changing its route. Finding none of these practicable, it applied to the court for relief. Stubborn resistance was made by Dr. Watson's attorneys to the reappraisement of the land by a new commission, Roscoe Conkling making a five hours' argument against it on the final hearing. The railroad company won. A new commission was appointed, consisting of Ward Hunt, Jr., of Utica; Henry E. Turner, of Lowville, and M. J. Shoecraft, of Oneida. This commission is now, and has been for several days, engaged in taking the sworn opinions of landowners, real estate experts, clergymen, civil engineers, and others as to the value of the Watson property and the damage which the railroad will do to it. These opinions have a surprising range. C. W. Adams, ex-City Surveyor, values the 38 acres at $126,050, and estimates—under oath—the damages that will be inflicted by the railroad at $101,740. James F. Mann, owner of city property, valued the land at $123,150, and thinks $93,200 should be paid for damages. Two other witnesses put the worth of the farm above $100,000 and the damages above $70,000. The lowest valuation by any of the land-owner's witnesses is $82,800; lowest estimate of damages, $43,400—figures which future Assessors may study with profit for this town. Among the witnesses or experts called by the railroad company are De Witt C. Grove, senior proprietor of the Utica *Observer*; E. P. Hodges, engineer; Hiram Gilmore, landowner and coal merchant; T. K. Butler, capitalist, and J. B. Wells, merchant. Mr. Grove considers the whole farm worth $47,500, and places the damages at $12,385. Mr. Hodges's figures are $27,148 and $9,008, respectively. Mr. Butler puts the total damages at $7,074. Mr. Wells says the farm is worth $44,192 now, and with the railroad in operation will be worth $9,948 less. The hearing is likely to continue several days, though a decision is hoped for this week. It is possible that if the award is less than that made by the first commission there may be application to the court to stay operations under it. But the railroad company is ready and anxious to get over this stumbling-block. Possessed of the right to go upon the Watson land, it probably would not hesitate to do a little Sunday work to secure permanency for its tenure.

BOSTON, June 4.—The *Journal* to-morrow will say that a bill will probably be introduced into the Legislature in a day or two providing for the charter of a new company, which proposes to buy the Hoosac Tunnel of the State, and also the Fitchburg Railroad. The bill will ask for leave to unite the Massachusetts Central, Troy and Boston, and Boston, Hoosac Tunnel and Western with the tunnel and the Fitchburg, with the intention of forming all the tunnel interests into one and the same corporation, and when this scheme shall have been perfected it is intimated that the New-York, West Shore and Buffalo will lease the new united company. The capital of the company is said to be about $15,000,000, of which it is proposed to give the Commonwealth $5,000,000 or $6,000,000 for the tunnel and connecting railroad, about 50 miles long. There are two reports as to the negotiations with the Fitchburg Railroad—one to the effect that its stock is to be purchased outright at about $150 per share, and the other that it is to be leased at a large yearly rental upon its capital stock.

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