

**The Great Crossing Places** on the Hudson over which now passes nearly all the mighty streams of trade and travel between this great section of country, and the wider and more rapidly growing west are but two, one at Albany and Troy, the other at New York, 150 miles apart. Two thirds of the people of New England are south of Albany, and all of them are north of New York.

**The Only Bridges** are at Albany and Troy. Four fifths of the people east of the Hudson, and nineteen-twentieths of the people west of it are south of the Albany Bridge, and the greater portion of travel and freight carriage between them must therefore—if it takes the only all-rail route now open—make a long journey to the northward of its natural course, increasing the expense and enhancing the price of all articles exchanged, without any corresponding compensation.

**The Commercial Interests** of New England, Pennsylvania and the West demand that a MIDDLE, DIRECT THROUGH-ROUTE with a continuity of tracks across the Hudson, to carry to the east the MILLIONS OF TONS OF COAL consumed there, and to return to the west the products of their GREAT MANUFACTURING DISTRICTS, shall immediately be established.

**This Middle Channel**, or highway of trade, from natural circumstances and geological formation, will centre more advantageously at the CITY OF POUGHKEEPSIE than at any other point on the river, and at no other place is the project as feasible, (if feasible at all at any other point,) or can it be accomplished at so little cost.

**Poughkeepsie** is just half-way between the two great crossings—Albany and New York—and half-way between Springfield and Hartford on the east, and Scranton and Easton on the west, on a direct line from Boston to the coal field of Pennsylvania and to Pittsburg, and on the same parallel as Cleveland, Chicago and Omaha. The river is narrow at this point, the banks bold and rocky, rising from 110 to 130 feet. The approaches by rail on both sides are easy and through a rich country, making it not only the crossing place for the great *Natural Middle Route*, but the proper place for the proposed Bridge to span the Hudson.

**The Distance** between the centre of the coal region of Pennsylvania and the centre of the Manufacturing District of New England is from 80 to 125 miles shorter by this than by *any other* route now open, and the same saving in distance will be effected over any other all-rail route from every large city east of the Hudson to any point west.