Freight of all kinds from New England west, or from the Coal fields east, must now go by one of two routes—by way of Albany, 100 to 125 miles further than necessary, or by way of New York, where it must be unloaded, ferried across the river, and loaded again on the cars before it can proceed. A Bridge at Poughkeepsie would open a new all-rail route many miles shorter than by way of Albany or New York.

Railroads are now built that nearly complete the connections over this route. The proposed bridge and a link of nine miles, already projected, are all that are required to make the line continuous. By these roads the saving in distance is from 20 to 30 per cent., and the distance will be made still shorter by new proposed lines by the time the bridge is built.

The Poughkeepsie Bridge then, will establish the shortest, and hence quickest and cheapest through-route, between two sections of country that ship more freight east and west than any other sections in America. It will furnish the best and most convenient crossing over a river that is crossed by more people than any other on the continent; and will therefore accommodate more travel, do more to promote internal commerce, benefit more and greater interests, and pay a larger revenue to stockholders than any other railroad bridge now built or projected.

Careful Consideration is asked of the following detailed report, which presents facts of unusual significance.