

BRIDGING THE HUDSON,

—AT—

Poughkeepsie,

FOR A CENTRAL TRUNK LINE FROM NEW ENGLAND TO THE COAL FIELDS,
AND FROM THE EAST TO THE WEST.

So great have become the Railway interests of the country, and so completely has the carrying trade been monopolized by them, that inland rivers will no longer be permitted to break important railroad connections between great centres. The present strifes for commercial dominion, and the eager grasping for the traffic and travel to prominent points, must also lead to more direct through-routes, and those that are not dependent upon ferrying freight and passengers across water courses, and liable to interruption from ice during the winter months. That the great Manufacturing interests of New England, the Mining interests of Pennsylvania, comprising its Coal, Oil and Iron, and the fast-developing Mineral wealth of Eastern New York, with the vast Business and Agricultural Industries, centering on a line from

Boston and Providence to Pittsburgh,

THROUGH

Springfield, Hartford, Poughkeepsie, Scranton and Easton,

are not sufficiently provided for by the present railroad facilities, and that the difficulties of transportation across the Hudson are affecting seriously the commercial interests of the East and West is plainly apparent.

These facts having cost the Manufacturing interests of Connecticut and Massachusetts alone millions of dollars during the past five years, the people are now awake to their interests, and are looking to the