Bridging of the Hudson

at some central point, to accommodate the vastly increasing traffic between New England and the West. The large consumption of the Coal, Oil and Iron products of Pennsylvania by the East, its dependence upon the West for the supply of the main staples of subsistence, and in return the demand in the West for the manufactured products of the New England States, are each year growing greater, and the demand more imperative.

That the vast Coal interests of Pennsylvania must soon establish direct communication with the large Manufacturing districts of New England is not only certain, but equally so is it that the extensive Iron Ore deposits in the vicinity of Poughkeepsie on the east, and the Coal that lies so near it on the west, will very soon make a union at some central point on the Hudson. That the Erie, Midland, Rondout & Oswego, and other Railroad Companies on the west will soon seek direct connection with New York on the east side of the river, (thereby saving the enormous expense of transhipment or re-handling of freight, and ferry delays, at Jersey City,) seems also equally certain.

With a view to establish this means of communication, so urgently needed, "The Poughkeepsie Bridge Company" has been organized under a Charter granted by the Legislature of the State of New York, and is proceeding earnestly with the preliminary work.

The Hudson River country presents but

Three Natural Channels East and West

through which must eventually flow the products of Pennsylvania and the West to the inventive and consuming population of New England. Through the Mohawk Valley and Albany is one, by the way of Jersey City is another—while through the valleys east and west of

POUGHKEEPSIE IS THE MIDDLE CHANNEL.

The whole surface of the western shore, from Albany to