Jersey City, does not furnish another opening where railroad construction and connection, east and west, is as practicable as at this point, or where a

**Bridge Structure is so feasible,**

and can be built at so little cost. It requires but a glance at the map, or a knowledge of the geography of this section of the country, to convince the public judgment that there is but this one point between Albany and New York, where all these interests, from natural circumstances and geological formations, can most advantageously centre, and that is at

**The City of Poughkeepsie.**

This city is not only midway between New York and Albany, but half-way on a direct line from Hartford and Springfield on the east, to Scranton on the west. It is the most populous city on the Hudson, between New York and Albany, having a population of more than 21 thousand, and is rapidly increasing in inhabitants and manufacturing wealth; and while it is surrounded by the great Hematite Iron Ore regions, and the richest Agricultural district in the State, it is in close proximity to the Coal fields, and will soon (on the completion of nine miles of projected road) be in direct railroad communication with them, connecting with the Wallkill Valley Railroad within nine miles, The Midland and Oswego at the Pine Bush Branch, within twenty-two miles, The N. Y. and Erie within thirty-six miles, and the Delaware & Hudson Canal within fifty-seven miles. It lies on a direct line from Boston to Pittsburgh, and the west; and lying on or near this line (as will be seen by referring to the accompanying map,) are the cities of Springfield, Hartford, Worcester, Waterbury, Poughkeepsie, the Iron Ore regions and Mining districts of Ancram, Copake, North East, Salisbury, the Dover Marble Quarries, and the Ancram Lead Mines on the east: while on the west are Middletown, Scranton, Easton, Reading, Harrisburg, the Anthracite and Bituminous Coal fields, the Oil districts, and the Iron Manufacturing interests of Pennsylvania.