

By the way of Poughkeepsie, over the Connecticut Western, and Poughkeepsie & Eastern Railroads on the east, and roads projected and building on the west, it will be 216 miles—a

**SAVING IN FAVOR OF THE POUGHKEEPSIE
BRIDGE ROUTE OF MORE THAN ONE
HUNDRED MILES IN 318, OR MORE
THAN THIRTY PER CENT.**

The saving in distance by this route over the one by Jersey City and New York—independent of the cost and delays of transshipment of freight and ferriage of passengers, is, to HARTFORD 50 MILES, AND SPRINGFIELD 69 MILES.

This same important saving in distance not only affects every part of the country on the line from Boston and Providence to Pittsburgh, but proportionately the whole of New England and the West. These facts alone are sufficient proof of the necessity for a bridge at Poughkeepsie, for a direct through Middle Route; and with New England, the headquarters of manufacturing in this country, using millions of tons of coal, it becomes an immediate imperative necessity.

Poughkeepsie is also the only present and prospective

Railroad Centre

from the East to the West, between New York and Albany. A line drawn from Boston to the Coal fields not only passes through Poughkeepsie, but the railroads already built or in progress are on this line.

It is the only point on the Hudson where railroads on either side of the river are concentrating, making direct

Railroad Connections.

The Poughkeepsie & Eastern, and Connecticut Western on the east, to be completed this summer, will make through direct connection with all points east, and all the various lines intersecting them on the East, as follows:

The Hudson River RR. to New York; The Harlem RR. to New York; The Housatonic to Danbury, Norwalk and Bridgeport, on the south, and to Eastern Mass., on the north; The