Naugatuck to Waterbury, New Haven and Northampton; New Haven, Hartford & Springfield to Boston; New London & Northern; Connecticut River; Norwich & Worcester; Fitchburg & Worcester; Providence & Worcester; Boston & Providence; and lines to the north. All of which, as feeders, must necessarily contribute largely to the business of this line, and afford to its connecting roads on the west, a means of distributing coal and freight through every corner of the New England states.

**Boston, Hartford and Erie Rail Road.**

The organization of a Company of Poughkeepsie capitalists is projected to build the link of the Hartford & Erie RR. from Hopewell to Poughkeepsie—thus establishing another line from the Bridge to the East and to New York by the Harlem RR. When this road is completed entire, it will give another through line from the Bridge to the East, shortening the distance materially to Southern Connecticut and Rhode Island.

**On the West of the Hudson.**

The Poughkeepsie & Western, now projected to the Wallkill Valley RR. (9 miles), and to the N. Y. and Oswego Midland Branch, at Pine Bush (18 miles), will establish direct through routes (by ferry across the river, until the completion of the Bridge) to all points west.

From these points, railroads are all complete to Scranton, Easton, and the coal region. The Pequest and Wallkill Valley RR., which is an extension of the W.V. RR. south, makes almost a straight line from Easton, which will be another outlet of the Lehigh region to Poughkeepsie and the east. On this route, between Mauch Chunk and the Hudson, the gradients are low, making it a most favorable line for heavy traffic. The completion of but 18 miles of road to Pine Bush, makes not only a direct connection with

**The N. Y. & Oswego Midland RR.,** and connecting roads (all of a uniform gauge), to the Coal Fields and the West, but to Northern New York, Oswego, the Lakes, and to Buffalo by the way of Auburn, thus opening a new route from the Hudson and the East to the West.