

River, or N.Y. & Harlem RRs. to New York city, without transshipment or handling of freight. At no other point on the Hudson can they accomplish this without constructing many miles of railroad and expending large sums for the approaches to the river.

## Engineering Advantages at Po'keepsie.

It is not only true that Poughkeepsie is the most *central and convenient* point for the location of the Bridge, but surveys made by competent engineers show that the engineering advantages in favor of this point make

**Its Construction here perfectly Practicable,**  
and much easier and cheaper than at other locations.

THE POINT SELECTED FOR THE STRUCTURE is near the present Ferry Dock, and at the intersection of the Poughkeepsie & Eastern and Hudson River Railroads.

The bluffs here, that nature seems to have formed for the purpose, rise to the height of 110 feet on the east shore and 130 on the west. Beyond this height the hills gradually recede to a level plain. The proposed elevation of the Bridge above high-water mark is 130 feet. This height will not only place it above the tallest masts of our river vessels, but the nature of the location is such that wind cannot affect it.

This elevation is also most favorable for the Railroad lines running East and West, as the approaches will be on a level with the Bridge. Besides this, the track of the Hudson River Railroad is higher here than at any other place, thus enabling trains to be switched from it to the Bridge without overcoming a heavy grade. The distance across the river at this point is **2,420 feet**, or **220 feet** less than half a mile; and with the land approaches, the entire length of the Bridge will be three thousand four hundred (3,400) feet. The bank on either side is solid rock, affording best foundation for towers, and the best anchorage for cables, if a Suspension Bridge be decided on, as is most likely. The bottom of the river is rocky, and the depth averages but 50 feet, so that