pier can be built, if found necessary, without difficulty, and without impeding navigation.

It is proposed to construct a double deck Bridge, accommodating wagon travel and foot passengers below, and railroad trains above.

The Interests of the City of New York

Are especially involved in the construction of this Bridge, and the connection with it of the Midland and other new lines to the West. The terminus of leading railroads at Jersey City is building up a "new New York" on the west of the Hudson, affecting seriously the commercial interests of the Metropolis. Wise men see this now, and declare that "as all roads lead to New York, so must their termini for freight and passengers be there, and the method nearest, surest and most practicable, is the spanning of the river at Poughkeepsie."

On every ton of coal now consumed in New York, the consumer pays an extra charge for once re-shipping, extra handling, transportation and storage, and for the waste occasioned by rehandling, which is estimated at 100 pounds to a ton. On the millions of tons used in New York city annually, this becomes an important item of expense. This Bridge will establish a short, feasible all-rail route from the Coal mines directly into the heart of the city, and cars can be loaded at the mines and unloaded into delivery carts in the city—thus effecting a saving to every consumer of coal. (Scranton, and the entire northern Coal district is many miles nearer tide-water at Poughkeepsie than at New York. Ample dock room and facilities can be had at Poughkeepsie at a nominal price compared with Jersey City, and the water is deep enough (50 feet) to float the largest steamers.) So also does the

MARVELOUS GROWTH OF THE FREIGHTING BUSINESS

between the East and the West make it imperative that more RR. lines be at once established. In 1860, the railroad tonnage of the State of New York was 2,167,737. In 1869, it was 5,544,094—an increase of 204 per cent. In 1870, it was 9,457,060—an enormous increase from the year before. In 1860, the