

# REPORT OF ENGINEERS.

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OFFICE OF  
POUGHKEEPSIE & EASTERN RAILROAD CO.,

No. 16 Market Street.

POUGHKEEPSIE, N. Y., MARCH 5, 1871.

Hon. H. G. EASTMAN,

Mayor City of Poughkeepsie,

*Sir*:—Since our interview regarding the practicability of Bridging the Hudson River at or near this city, I have given the subject careful consideration and examination, and am entirely convinced of the feasibility of the project, and from estimates proximately prepared, I have have no hesitation in saying that either a Suspension or Truss Bridge can be constructed, at a cost for the former not exceeding \$2,800,000, and the latter not exceeding \$1,600,000.

By reference to State Maps it will be seen that an interior line of Railway, passing through this City from East to West on the line of the proposed Bridge would be at least 85 to 100 miles shorter between the Coal Fields of Pennsylvania and the great interior Manufacturing interests of New England than any of those now in operation, and that in point of distance the future even, can produce no rival to this great thoroughfare between the points suggested. The finishing of the Poughkeepsie and Eastern Railroad to the Connecticut State line, where it will form a close connection with the Connecticut Western Railroad, extending to Hartford and Springfield, which will be an accomplished fact within twelve months from this date, will open a line over which the manufactured and other products of New England can reach the Hudson.

With a Bridge at this point, and the further construction of a Road of 9 miles in length immediately upon the West side of the