

ishing districts of the vast and teeming West, the travel of which will be drawn to Detroit and thence to the Great Western.

Again the local business on the Great Western line will be of such an extent as to present results, which hardly any expectations which we might feel justified in holding out, would at all approach. The position of Hamilton, at the head of navigation, will make it unquestionably the point of shipment to the ports on Lake Ontario and the St. Lawrence, for the whole of the extensive district West of it.

On the whole, the Directors must express their strong and decided opinion, founded on extensive local knowledge and many years familiar acquaintance with the districts and traffic which are so soon to be served by the Great Western, that nothing but amalgamation with the Grand Trunk line can do us any vital injury.

The Great Western line will, it is confidently expected, be in operation from Niagara Falls to Hamilton on the 1st of November; it will be extended to London by the beginning of the following month, and by the 1st of January 1854, will be opened for its entire length. Its prospects are then about to be realized, and the Directors cannot believe that the shareholders will be so blind to their own interests, as to listen to any suggestion for merging those prospects into a gigantic scheme, for which a spade has hardly been put into the ground West of Montreal.

The Directors of the Great Western will now proceed briefly to indicate the policy which it seems to them should be followed at this juncture, a policy which in