

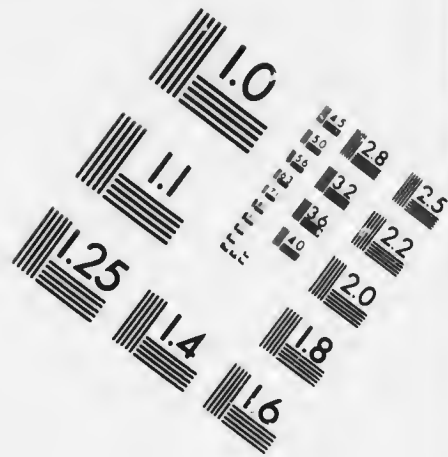
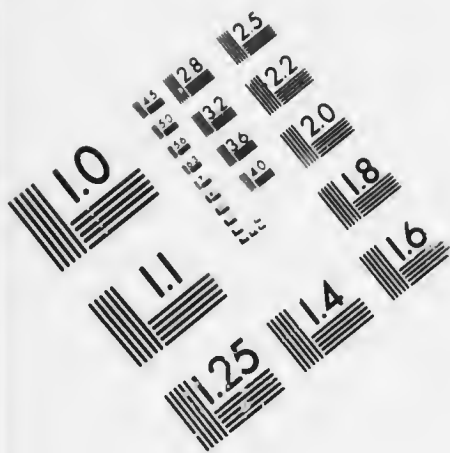
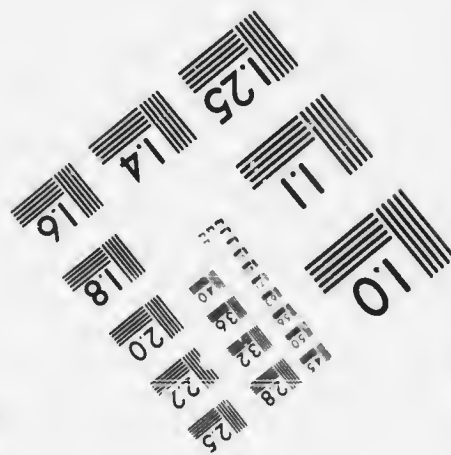
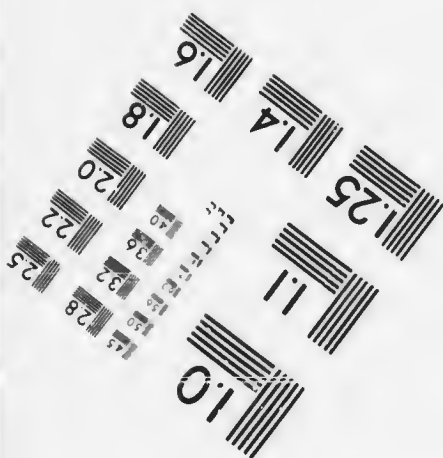
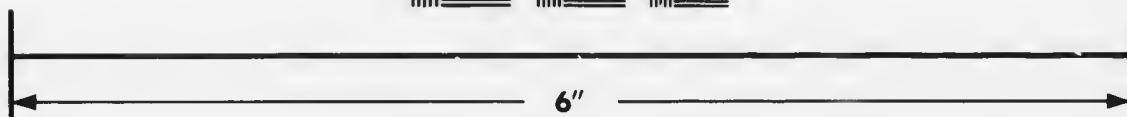
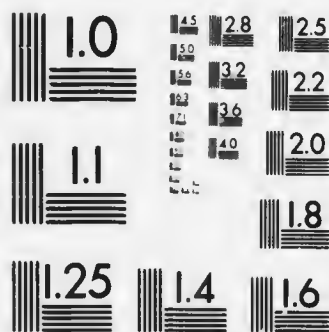


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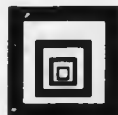


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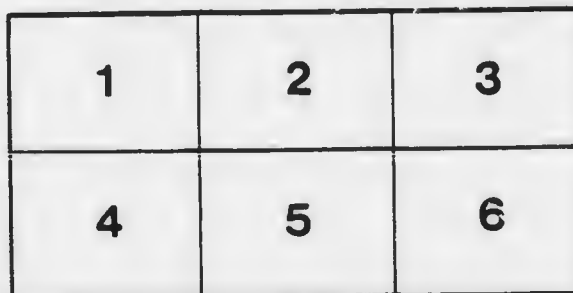
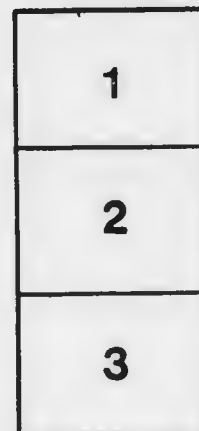
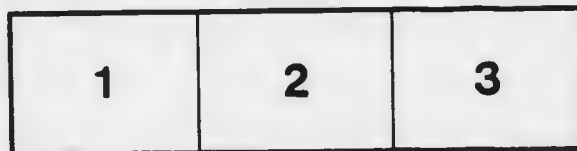
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DETROIT, November 1845.

GENTLEMEN:

A Combined effort is now making along the Southern District of Upper Canada, at Buffalo and Eastward towards Boston, at Boston and at this place, to effect the construction of the "NIAGARA & DETROIT RIVERS RAILROAD," from opposite Buffalo to opposite Detroit; so as to unite the Central Railroad running West from Detroit, with the Boston Railroad running East from Buffalo, by the shortest line.

Committees and Agents are now engaged at the points above referred to, in obtaining subscriptions to the stock. In furtherance of this object, and co-operating with others, the undersigned Committee of Detroit request you to act as a Committee for the same purpose, at the place and in the neighborhood where you reside.

They refer you for more particular information on the subject, to the inclosed Prospectus, Report, and Subscription List.

The limited number of printed Charters of the Niagara & Detroit Rivers Railroad within reach of the Committee, puts it out of their power at this moment to send one to you; but its principal features are these: That it is perpetual; That the Directors regulate their own tolls; That there are no disabilities as regards foreigners holding the stock or managing the Road.

It will be seen by reference to the heading of the subscription list, that unless the Charter is extended, which is confidently expected to be done at the ensuing session of the Provincial Parliament, the subscriptions will not be required. The shares being \$25 each, and payable through a long interval, it is designed to make the stock taken in Canada and the United States a popular stock, in the sense and with the intention rather to interest the greatest number of persons, than to have the stock absorbed by a few. A part of the stock is reserved, to include besides all untaken in this country, to be placed on the London Stock Exchange; where, assuming a known value, the stock certificates in this country may at any time be converted into money at any Banking House or Exchange Office.

It is believed by all who have interested themselves in, or paid any attention to this project, that it will produce these results:

- 1st. That it will pay better than any Railroad Stock in America.
- 2d. That it can never be interfered with by any competition.
- 3d. That by its short and straight line, its low grade, and its consequent adaptation to the greatest celerity of motion, it will cause a connexion with itself of the New York & Erie Road by a branch from Hornellsville to Buffalo.
- 4th. That it will either cause a connexion with itself, of the Great Western Railroad of Canada; or cause that road, the stock of which is taken up, to take the ground proposed to be occupied by this.
- 5th. That it will press the Central road of Michigan to completion with a T. rail.
- 6th. That these results will reduce the freight tolls on the Central road more than one-half; and by putting Western men at all times within reach of the great Eastern markets, both for sale and supply, enable them to conduct their business with a greatly diminished capital.

We have the honor to be, very respectfully, your obedient servants,

E. A. BRUSH,
G. F. PORTER,
CHAS. G. HAMMOND,
H. P. BALDWIN,
GEO. D. CROSSMAN,
FRED'K BUHL,
C. C. TROWBRIDGE,
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