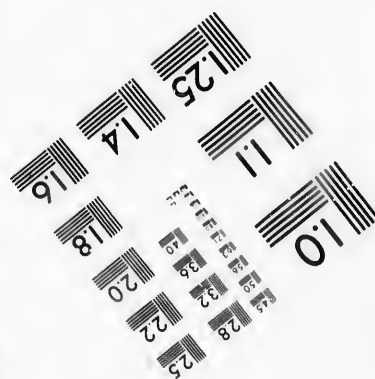
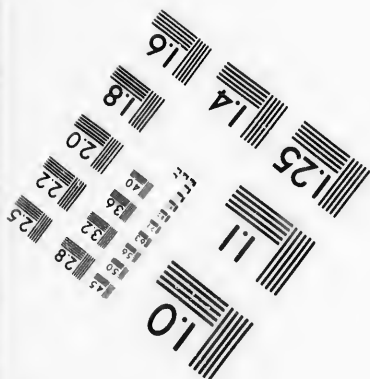
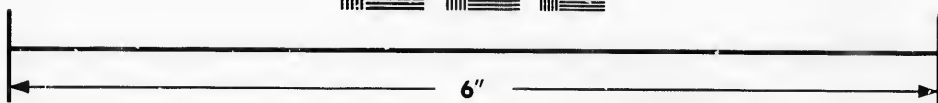
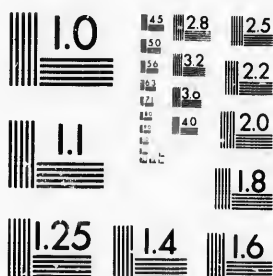


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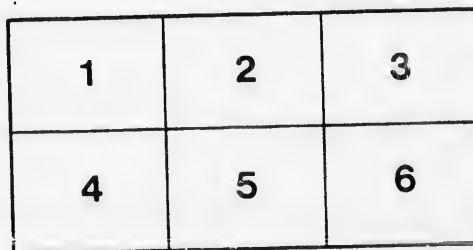
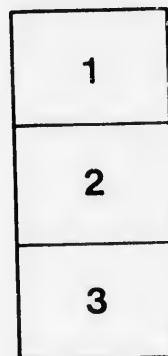
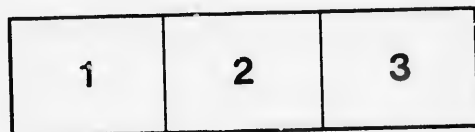
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## NIAGARA AND DETROIT RIVERS RAIL ROAD.

We think this a proper time to republish the following article which appeared in the Buffalo Commercial Advertiser, of the 18th October 1845, as it gives the reasons which induce the Americans, or more properly speaking the Buffalonians, to take an interest in the above Road. They are powerful arguments for the Road in Buffalo, but they are quite as powerful against the Road in this Province.

### NIAGARA AND DETROIT RIVERS RAILROAD.

"We invite the attention of readers at home and abroad, to the Prospectus of the Directors of this Railroad company, in to-day's paper. The road proposed is a necessary link to connect the roads of New England and this State with the one across the peninsula of Michigan. Although in Canada, it will be essentially an American work, and its construction is absolutely necessary, unless we are prepared to acquiesce in the construction of a work that will be purely Canadian, and will divert from our city and the roads of this state much of the trade and travel that we now enjoy. If this road is made there is no probability that any other similar work will be constructed for many years, if ever, across the peninsula of Canada; but unless it is done, three years will not elapse before a chain of iron will encircle the northern shores of Ontario and Erie. In relation to the proper action in the premises, there can be no possible doubt in the minds of reflecting men."

This is the Road which Mr. Wm. Hamilton Merritt advocates. This is the Road which Mr. Merritt wishes to be made instead of the Great Western. If he succeeds, then will Buffalo be built up at the expense of the Provincial interests and at the expense of Hamilton, Toronto, Kingston, Montreal and all the intermediate Towns. Then will the western trade be drawn off from Lake Ontario and the St. Lawrence, through the Erie Canal, and over the American Rail Roads. Then also will he have succeeded in prevailing on the Provincial Parliament to commit a flagrant breach of implied faith with the Stockholders of the Great Western Company, by creating a Company whose object is to construct a rival and almost parallel road, in order that they may strive for the same foreign business. Then will he have succeeded in destroying the credit of the Province in the English market. For upon any further application there of a similar kind to that lately made by the Great Western Company we shall be told something like this. "It is true your project appears a good one and we would gladly take stock in it, but what guarantee have we that your Parliament will not yield to the importunity of persons having different or opposing interests and Charter a rival Company? We have no confidence in your Legislation,"—we cannot embark in your project."

