

Athol.....	1740
Marysburg	3934
Wellington	517

Total of 13,654

or considerably more than one-half the population of the entire county.

If the scheme be considered in relation to a through business *via* Long Point and Oswego, to New York, of course the central line will be preferable, assuming an equality of gradients.

With these two rival lines presenting advantages so nearly equivalent, it is rather a difficult matter to decide in favor of one or the other. This decision no doubt will be arrived at by the Company, with greater facility, when the question of local bonuses is decided, and a more thorough examination of each route made. In the meantime for our present purpose, it may be well to assume the amount required for the Coast line, from the Grand Trunk Railway to Picton, and ascertain the probabilities of it being a paying speculation: afterwards considering the extension of the road from Picton to Long Point.

As before shewn the entire cost of this line will be....\$658,961
 From this deduct government and municipal bonuses. 166,550

Leaving balance to be provided of.....\$492,411

This amount at 7 per cent will require annually for

interest.....\$34,469

Or say \$35,000.

In well settled countries like Prince Edward district, it is considered safe to assume that every inhabitant living within a belt of fifteen miles on each side of the road will contribute a yearly amount to the railway traffic of at least \$7, made up of charges on exports, imports, and travel. This rate, assuming the population at 20,000 souls, would give a total revenue of \$140,000 or allowing 50 per cent for traffic expenses, a net balance of \$56,000 per annum, or after paying the interest on the bonds (\$35,000), a surplus of \$21,000 for renewals and extensions.

In a case like the present, however, with the county in