

or an excess of \$34,286, if the coast line be adopted. In other words, local bonuses to the amount of this excess should be subscribed by the various villages along the coast route, in addition to the general bonus of \$87,500 from the county, before the two lines would be placed on the same monetary footing.

Closely allied with this financial view of the matter, and one which will no doubt exercise some influence with the company, is the relative amount of local traffic which each line will obtain.

At first sight, it might be thought that the central line, passing more directly through the county, would command the greatest amount, by drawing the traffic from each side. This no doubt would be correct in most localities, but in the present instance, the following reasons seem to militate against this being the case.

The villages of Bloomfield, Wellington, Melville and Conseccon, on the coast line, are business points, created by the trade of the interior and surrounding country. From their proximity to the lake navigation, they must continue to be outlets as well as inlets of traffic to a considerable extent. The rail, if touching those points, would no doubt divide the business with the water navigation, in addition to that it would draw from the interior. It might on the other hand lose a portion from the extreme northern part of the district, which would come more immediately under the influence of the Grand Trunk Railway, and in consequence flow naturally in that direction. This movement would even to a certain extent take place if the central line were adopted, especially from the northern portion of the township of Sophiasburg.

The following table will give an approximate idea of the number of people who would probably receive an equal amount of benefit, if the coast line were adopted, with that they would have if the central one were followed.

Hallowell—say $\frac{1}{2}$ of population, or.....	1777
Pictou	2361
Hillier.....	2224
Ameliasburg say $\frac{1}{2}$ of population, or.....	1101