

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 Con-
secon, 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 influ-
ence 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 So-
phiasburg.

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