

traceless prairies within human ken to tempt the immigrant with promise of easy reclamation and quick return for labor expended, so that once the fertility and productiveness of the soil became known the difficulty of clearing it of its forest growth was not considered a great obstacle and the land was taken up much more rapidly than has any similar area since that time.

A large portion of every farm in this section is now under cultivation, fairly good highways intersect the country in every direction, and small villages and hamlets occur at frequent intervals. A drive from Woodstock in a north-westerly direction as far as Centreville, a thriving village about half way between the river and the boundary line, taking the visitor for about twenty-five miles through the heart of this region, enables him to form a good idea of its character and capabilities. Good dwelling houses and farm buildings are the rule, and a good deal more taste is displayed in external decoration, the planting of shade trees, etc., than is usual, I regret to say, in the rural districts of this province. Road-side fences, with their accompaniment of underbrush and weeds, have been generally discarded, so that fields are cultivated right out to the margin of the road. Farmers of Carleton County, generally speaking, keep good stock and keep it in good condition, drive good teams, use improved machinery—Massey-Harris implements are to be seen on every hand—and the country, in fact, bears an appearance of thrift and prosperity considerably in advance of that met with in most other sections of this province.

The average size of farms in this locality is probably about 150 acres, and about two-thirds of each farm—still speaking of averages—may be said to be under cultivation. The principal crops grown are hay, oats and potatoes. Not only are oats found to be better adapted to the soil and climate than any other cereal, but the feeding of teams in the lumber woods during the winter affords a local market for a large part of the crop at fairly remunerative prices, and hence they are grown to the almost total exclusion of other grains. A portion of the hay crop also finds a near-by market in the lumber woods, the remainder of it being shipped to St. John and Boston. Potatoes, which are the chief dependence of farmers in the neighboring county of Aroostook, Maine, are here relegated to third place as a money-

producing crop. Having, in the case of potatoes, to depend upon the same market for disposal of his surplus product, with the American duty against him, the New Brunswick farmer is at a decided disadvantage as compared with his Yankee neighbor. The McKinley tariff had a considerable effect in discouraging the growing of potatoes on this side of the line, and though the difference is not now so great, they are not, in this county, grown very largely in excess of local demands. Without reference to official statistics, I should estimate the average acreage of oat crop in this part of Carleton County at about 30 to 40 acres per farm, and the average yield at about 1200 bushels. Very few farmers in the district of which I am writing thresh less than a thousand bushels, while two thousand bushels and upwards is a more usual crop. As to prices,

promptly met at maturity, has been deferred.

Florenceville, already mentioned, is a village on the west bank of the St. John River about twenty-five miles above Woodstock, at which point is another fine bridge, a wooden one, built ten or twelve years ago. The railway, having crossed the river a mile or two above Woodstock, runs along the east bank for a distance of nearly fifty miles to Perth, where it again crosses to the west side. Between these points only one bridge, that at Florenceville, crosses the river, and though there are numerous ferries, this being the only bridge in such a long distance, Florenceville becomes as a natural consequence the shipping point for a large part of that fine agricultural section of which I have been writing. Not only so, indeed, but previous to the opening of the Bangor & Aroostook Railway last winter the produce of a

large section of Aroostook County, Maine, found its outlet at this point, coming through Centreville to Florenceville and across the bridge here to this station, where as many as twelve or fifteen car loads of produce have sometimes been shipped in a single day. The Aroostook County produce was of course shipped in bond, under supervision of customs' officers, and sent through in sealed cars to Bangor and Boston. It is not surprising, however, that when shippers were paying only \$1.00 per barrel for New Brunswick potatoes, while they could afford to give \$1.60 for those grown across the border, their tubers sometimes very mysteriously and suddenly changed their nationality, becoming, as it were, naturalized American citizens in



RACHEL'S TOMB.

the average price of oats in the fall, delivered at the nearest railway station, would be about 30 cents per bushel, and of hay, up to last winter, about \$8 per ton pressed and delivered at railway. During the past winter, however, the price of hay has been unprecedentedly low, due partly to the magnitude of last year's crop, and partly to the decreased demand in cities, caused by the displacement of horses by electricity as a motive power for street railways, etc., and also to a certain extent, no doubt, by the extended use of bicycles. During last winter \$4 to \$5 per ton has been all that dealers could afford to pay for the best hay pressed and delivered at railway stations in this county. Farmers have been reluctant to accept such low prices, with the result that many hundreds of tons of hay were carried over, and payment of bills, which would otherwise have been

the course of a night; or that carloads of potatoes, although shipped in bond and duly sealed by Uncle Sam's custom's officers, were sometimes confiscated by other officers at destination on suspicion that not all of them had been grown in the right kind of soil. But since the opening of the rival railroad on the other side of the line all this American traffic has been cut off, and although Florenceville still ships more produce probably than any other station on the line, and is the entrepôt for several car loads of Massey-Harris implements in the course of a season, it does not present the scenes of activity it used to when the farmers of Aroostook County were compelled to reach their markets over the C.P.R. Still, Florenceville is a comparatively lively place, with every prospect of steady growth.