

Bangor, and thence forward to the Brighton and other markets. Sheep in droves of from one to five hundred pass through Woodstock during the summer. This trade has existed for many years, and is on the increase. In 1863 probably some 7,000 sheep were thus exported; notwithstanding this great and regular annual exportation such has been the production that while the increase of sheep in the whole Province, from 1851 to 1861, was about 27 per centum, the increase in Carleton was over 36 per centum. Were there a communication the whole distance by Railway, the whole of these sheep and cattle would be sent thus to market; and their freight would form an important item in the receipts of a Railway. Put the rate from Woodstock to St. Stephen at 25 cents each; and the 7000 sheep would produce annually for the Road \$1750. Cheapness and facility of transport would increase the business; and with the proposed Railway extension the export would be doubled in a few years.

We have entered at some length upon the various productions and resources of Carleton County in order to show what business we could immediately furnish to a Railway; what increase in that business we might reasonably expect. We desired also to place Carleton County before the public in a light somewhat more consistent with her actual importance than that in which she is generally viewed. In other portions of the Province, more particularly in the commercial metropolis, no adequate notion of what Carleton is, and of what she is capable, exists. True she has a high reputation as an agricultural district, and her people are favorably known for their intelligence and enterprise; but that reputation is rather a shadowy one; and if people abroad were asked to give facts and figures to substantiate the popular opinion concerning us, they would probably be puzzled to do so off-hand. Many of the facts and figures which are given in this Report may be found in official and other documents; but these are little studied. And it must be recollected that Carleton cannot be fairly judged by her present actual production, magnificent proportionately as that is. What she now does is but a trifle to what she can do under favorable circumstances. As we have already stated, the inland position which she occupies, and the consequent difficulty and expense of reaching markets, have been a fearful clog to her advance; not only keeping down production in the branches of industry already opened, but preventing most effectively the opening of others which might be made equally remun-

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