

unfrequently happens that whole families are so prostrated, that it is with difficulty any one member of it can be found able to alleviate the sufferings of the rest; and in remote situations it is often extremely difficult to procure aid from other families. The effects of this prostration are often very seriously felt in the delay and even non-performance of the necessary farm-work, the neglect of cattle, and often the partial loss of a season's crops. For this reason, if farmers are determined to settle on prairie land, they should make arrangement for three or four or more families to settle together, and, in charity, Mr. Caird should have suggested this; but it is my purpose to shew that settlers in the bush of Canada have much better prospects in every way than in the prairies of Illinois, not only as regards the comparative freedom from ague, but for acquiring actual prosperity and speedy independence. In endeavouring to show this I will take Mr. Caird's own representations as the basis; although very great errors have crept into his work, seriously affecting the general character of Canadian soils and Canadian farming. The quotation of a few passages will serve to show how hurried must have been his ride through the country, how very erroneous the ideas which he formed. At page 20 he says: "From Prescott to Kingston, and thence to Cobourg, the country is but partially cleared; very often the train shoots for many miles together through the primeval forest, a path having been cut in the woods for the railway track, and the felled trees and branches still lying where thrown on both sides of the line." This latter assertion may be literally true, but Mr. Caird himself, as well as his readers, will be surprised to learn, that at least seven-eighths of this very route is through a remarkably fine agricultural country; through lands held by the very best and most successful farmers, having very large clearances, comfortable dwellings, and out-houses, and good orchards. The counties from Prescott to Cobourg, through which Mr. Caird's route lay, contain 240,000 inhabitants. For twenty years there have been fine herds of Ayrshire and Durham cattle little inferior to the best cattle in England, and even 40 miles back of the frontier may be seen farms of from 200 to 400 acres, well cultivated, heavy crops, excellent horses, cattle and sheep. The railway track passes through the rear part of their farms, purposely reserved "a primeval forest," for firewood; three-fourths, more probably, of their large farms being under cultivation. The railway company purchased the land *in rear* because the farmers did not wish their farms to be intersected by railroads, and they sold the land in the rear cheaper than they would have sold any other part of their farms. The quotation above given, shows the great danger of judging a country merely by a railroad ride; and the danger of *publishing* the impressions thus erroneously acquired, especially by so well known a man as Mr. Caird, is greater still.

This may be further illustrated by extracts from pages 26, 27, 28; and 29; and it is certainly much to be regretted that Mr. Caird remained so short a time in Canada, and took such a very cursory glance of the col-