

Canal constructed on its present magnificent scale, we have heard men of talent and respectability say that it was the most foolish and unwarrantable expenditure of public funds that was ever made, and that it would be a ruinous debt to the country it would never be able to pay. This work was only commenced about seven years ago, and it is not yet complete, and by reference to official returns, it will be seen what is the result of this improvement, that is a credit and honour to our country. There is very little doubt that in a short period the trade and commerce by the canal in question will be increased a hundred-fold what it was previous to 1844, when the work was commenced. We are constantly taunted in this country for our slow progress in improvements compared with our neighbours on the South side of line 45° but this taunt is very unjust by those who make it, and they would not make it, if they took the trouble to examine all the circumstances of both countries. Might we not reasonably expect that the constructing of a railroad through the country east of Quebec, where perhaps, not one, or at least very few of the inhabitants ever saw a such a road, would be productive of great benefit, in showing them the vast advantages of such improvements, and of easy and rapid means of communication. The inhabitants of cities and towns may fancy that they are every thing to the country, but we can tell them that the prosperity of the cities and towns must depend upon the improvement and prosperity of the country, and that it is the products of the country, and not of the houses and streets of cities and towns, that must support railroads and canals, and trade and commerce, where not directly, certainly, indirectly. We have gone at great length into this subject, as we consider it one of vast importance. We are not influenced by any party or other motives, except what we conceive to be for the good of British America generally,

and Canada particularly. Railroads and canals are strictly connected with agriculture, and it is from this conviction we advocate them. They may not be of so much importance in every locality, but their general benefit to the agriculture of the country will be unquestionable. The Legislature of Nova Scotia, and, we believe, of New Brunswick, have in their late Session, passed Acts for constructing this road through their respective Provinces, and it would indeed be extraordinary if we should now annul our Act of Parliament, and refuse to meet them.

---

*To the Editor of the Agricultural Journal.*

SIR,—In a letter I addressed to you last spring, and which you had the courtesy to give a place in the pages of the Journal, I proposed that the farmers of Lower Canada should try some experiments on the different kinds of spring wheat, with a view to ascertain which kind will be most profitable for us to cultivate under present circumstances.

I do not wish you to understand that I think I have found out the best kind for us to sow, but to be consistent with myself, I give below the result of an experiment I made on a small scale on ten different varieties, and found them as follows:—

	Straw & Grain,	Clean Grain.
Webster's wheat,.....	86 lbs.	36½ lbs.
Jerusalem,.....	77	30½
Black Sea,.....	80	29½
Oregon,.....	82	29
Siberian,.....	74	26
Leroy's,.....	68	24½
Tea,.....	68	23
Club,.....	67	21
Red Hedge Row,.....	66	20
Lyman's English,.....	67	18

I kept a journal of the progress of their growth but it may not be of much interest to the readers of the Journal, although a source of amusement to myself in watching the race towards maturity. I only mention that the same quantity of seed was sown on the same extent of land on the 26th May; the Club was the first through the ground with the Oregon close upon it, five of the others came up at the same time, and three others, viz., Webster's, Jerusalem and English came