

as they are from each other, intermingle freely; *Cereus speciosissimus* is readily inoculated with the night-flowering *Cereus*; and even the creeping *Cereus* has been crossed with the former; the *Rhododendron* will fertilize the *Azalea*; and, strangest of all, the Red Cedar has on several occasions been found to inoculate the American *Arbor Vite*, the issue from which is that curious whipcord-branched plant, called in the gardens *Thuja filiformis*. This singular shrub was so produced for the first time in Messrs Luddiges' nursery at Hackney, and has since been obtained in the same manner at Paris. These facts open a very wide field for inquiry, and are especially valuable as affording evidence that the limits of hybridizing are far from being narrow.

In the midst of many experiments conducted without exactness, from which no safe conclusion can be drawn, there are some which, in the hands of such men as the Dean of Manchester, seem to justify the important inference that, as a general rule, the properties of the male parent will be most conspicuous in the hybrid. For example, Mr. Herbert crossed the long yellow-cupped common *Daffodil*, with the small red-edge-cupped *Poet's Daffodil*; and the seeds of the common *Daffodil* furnished a bulb with most of the attributes of the *Poet's Narcissus*. The same gentleman obtained also out of a capsule of *Rhododendron ponticum*, inoculated by *Azalea pontica*, seedlings which had entirely the habit of the latter or male parent. When the common scarlet *Azalea*, with its crimson flowers and narrow leaves, was inoculated by *Azalea pontica*, Mr. Gower found that its seeds produced plants much more like the male than the female parent. Exceptions, or apparent exceptions to this, do no doubt exist, and hybrids could be found which are either half way between their father and mother, or more like the mother than the father; but as far as any means of judging at present exist, these would seem to be the exception and not the rule; and therefore the greater influence of the male may be taken as a tolerably safe guide in all experiments upon this interesting art.

## The Canadian Agricultural Journal.

MONTREAL, SEPTEMBER 2, 1844.

This makes the ninth number of our *Agricultural Journal*, and we beg to state, that a considerable number of copies both in English and French, complete from the commencement, remain on our hands for new subscribers. We have printed a large number of copies in both languages, in full expectation of obtaining subscribers for the whole, but we now find that we have not subscribers to the extent we expected. By some mistake, the *Journal* has not been sent to several individuals who, we believe, would have been subscribers, and have only discovered this error within a few days. We trust, however, that our friends will pardon the neglect, and we shall now furnish full copies from the commencement. Our *Journal* is not like a political journal, out of date when a few days old. Most of the contents of an *Agricultural publication* will have interest at any time for the farmer—or the farmers' friend. We have done all in our power to make our *Journal* interesting and acceptable to subscribers, and it certainly should not be too much to expect that we would find subscribers to cover all our expenses. If the *Journal* is not deserving of any encouragement we would not ask for public support, but

if its contents are of any value, we think it strange that the only *Agricultural Journal* published in Canada East should not be well supported. We have been at the expense of translating the *Journal* into the French language also, and it now remains with the friends of *Agricultural improvement* whether they will remunerate us for the expenses we have been at on account of this publication.

We may congratulate the inhabitants of Canada on the progress to completion of the St. Lawrence Canal, a public work, that, when finished, must prove a general benefit to the Province, affording easy means of communication from the remotest parts of Canada to the sea. This grand water communication will be as useful to those who have to buy as to those who have to sell, inasmuch as the facility of transporting produce either way, will be greatly improved, and the cost reduced. This will act as an encouragement to the farmer to produce, and to the merchant and consumer to buy. In all cases where a large proportion of the production is consumed in the cost of transporting to market, it must very much check production. This canal when completed, will be equal to offering a premium of fifteen pence the bushel on wheat produced in Canada West, and all other productions in the same proportion—and will be giving the Western country a fair chance of improvement. Many view the construction of this canal as a waste of money, but in the first place the money expended is not lost, but is on the contrary circulated, in the most useful channels in which capital could be employed. And it will be our own fault if the country do not produce what will give ample employment to the canal. We may further congratulate the public on the prospect we have of a Rail-road through the Eastern Townships towards Boston. This Rail-road would be an immense advantage to the inhabitants of the Townships and they have a reasonable claim that this advantage should be theirs as soon as possible, as nothing ever has been done for them to improve their means of communication with Montreal. We can answer for the people of the United States that they are most anxious to see it complete from Montreal to Boston. It is already in full operation from Boston to Concord, a distance of 75 miles, towards the Canada Line. If this Rail-road were completed to Montreal, the journey would be made from this to Boston in little more than twelve hours; from Concord to Boston is now done in three hours. We hope that every exertion will be made to have this road completed as soon as possible. It will afford means of communication with our neighbours of the United States, and we are convinced that such friendly intercourse between nations that ought to be English, in manners and feeling at least, would have a most happy influence. We may be anxious for this easy means of communication by Rail-road without desiring that the produce of the United States should be admitted duty