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RURAL ECONOMY.

My dear rich soil,
I have not, water's better blessings pour
Upon your land.

From the Lowell Farmer.

RECLAIMING EXHAUSTED LANDS.

I will inform you the Rockland farm exhibited a subject for experiment, as it had been reduced by cropping. Having read in various books the result of sowing plaster and clover, it was presumed that the sowing of these would be the extent of the expenses required to fertilize the fields in a few years; but the experiment proved that the plaster and clover used were both lost, as no one could point out any season of the year, what field they had been deposited upon. The soil was cold or heavy clay, blue, white, light brown, and a few s. of red clay, loaded with hard blue-green rocks, chiefly quartz, mixed with iron and copper. Some of the experiments were made with plaster; others were made by top-dressing with lime, at the rate of 25 to 30 bushels per acre; the lime being brought 25 miles from the kiln, and laid on the land at 25 cents per bushel. It was formed into a bed, six inches in thickness, and covered with earth that had been ploughed and thrown over it before it was sowed; a heavy harrow was passed over it as soon as it had been reduced to powder, and the bed of lime and earth was then frequently turned by the plough and harrow, until the whole assumed the appearance and smell of soapers' ashes, containing about ten parts of common soil to one of lime. It was then earthen and spread regularly over the field; and in every instance it gave a return of clover equal to ten loads of stable manure to the acre. The idea of mixing the lime and the earth was suggested from spreading the refuse of lime and sand gathered from about buildings, and laid upon the fields, the effect of which, I observed, was more immediate than any equal quantity of clean lime, although the mixture of lime and earth was equally as the succeeding rains carry the fertilizing principle of the lime, as from a sieve, into the soil below, completely divided it, and rendering that which was before too compact and too cold for the roots of the grass and grain to live in, both warm and open; when immediately the whole soil, which before felt hard under the foot, became so elastic that persons of observation, by walking over the field even in the night, distinctly told how far the lime and compost extended; the color of the soil was likewise changed in that of chocolate; now these effects seemed to prove that any thing which would separate the particles of the soil and admit the air, would render these cold and heavy clays warm and fertile, the free intercourse of air carrying off the acid, &c., and to meet this idea, ploughing in the fall was adopted and found successful. As an experiment, one half a field, six years ago, was ploughed in the autumn, the other half in the spring; but that part which was ploughed in the spring has never yet brought grain or grass equal to the other. Spreading manure in the autumn from the compost heap, has also been attended with universal success, both upon grain and grass; the soil of the manure being carried into the soil by the rain upon the breaking up of frost, which had in some measure prepared the soil to receive it. Vegetable substances have already been rotted, the compost has been used with the same success as stable manure, and so long as they operate in separating the soil and promoting the access of the air, they fertilize and change the color of the mould. Wm. Young.

From the Maine Cultivator.

MANURE.

Messrs. Editors.—Very few farmers, comparatively, are to be found who make any efforts at all to increase either the quantity or quality of their manure. The subject is a very important one, and it is to be hoped that farmers will, ere long, become not only thoroughly convinced of the importance of attending to the manure heap, but that they will do something more than talk of the excellency of manure. Now it does not require a large capital in order to make a sundance of manure—it requires only a firm resolution, a good yoke of oxen, a good cart, a good wheelbarrow, and a good spade. We do not expect to see every farmer in moderate circumstances build a splendid stercorary, but then every farmer may make a compost yard of his barn-yard, and may double or treble the quantity, and also improve the quality of his manure. It would be well if every barn-yard were shap'd somewhat like a milk pan, sloping every way towards the centre; but if a farmer cannot afford the expense of bringing his barn-yard to the right shape, he

can, at least, haul a few loads of dirt, and form a dam at the lower part of the yard to prevent the liquid portion of the manure from escaping. Instead of suffering the liquid part of the manure of the barn-yard to escape, we should move the wheelbarrow, and supply a sufficient quantity of materials to absorb the same. But who has thought highly enough of our manure? Who can calculate the amount of manure or mud to be found in the State of Maine? If this valuable material can be rightly managed—if our farmers one and all will make strong efforts every year to procure this material from swamps, pond holes, from the brooks and other places, what a change may be wrought in our agriculture!

Suppose that a farmer by driving forward his business and making a proper improvement of time can be able to spare three weeks in the course of each year, in collecting materials for manure—what effects will this have upon his prosperity? How much manure will a farmer who like Farmer Thrifty is a man of energy, collect in thirteen days—at only six loads per day it will give one hundred and eight loads—let this be thoroughly mixed with the manure of the barn-yard, the stable, the sheep pen, and the hog yard. When clearing out a manure of a barn-yard, let a quantity of mud, &c. be placed upon the bottom. Let us also cover over the animal manure with loam, turf, mud, &c. so that its virtues may not escape. When digging over manure, let us not forget to cover the same with some material calculated to prevent the precious matter from escaping into the atmosphere.

It has been often asserted that one load of animal manure will ferment three loads of peat—this is a substance which is to be found in swamps, and differs from mud or muck. It must be more of a task to bring peat into the right condition to operate well as manure than mud or muck.

It is easy enough to see that every farmer who can find mud or muck, &c. may double or treble the quantity of his manure at a very trifling expense. Those who do not happen to reside near some swamp may certainly procure at least a considerable quantity of rich matter in waste places by turning the highway, &c. But suppose that a farmer cannot get materials enough to satisfy his ambition, he can add to his manure by ploughing in green crops. Various modes of ploughing in crops for manure have been recommended. Ploughing in grass stubble immediately after having, and sowing fresh grass seed, is one excellent method of improving the soil. If grazing lands that are cleared of obstructions to the plough were mowed in the same way, the farmer will find his labor to be well applied. Ploughing in crops of clover at fall length, and the using of Plaster of Paris to aid the growth of the clover, should in some cases be practiced. Every farmer should take an agricultural paper, and these should give out to the people in plain unvarnished language the necessary knowledge. If young farmers multiply upon us and contrive by vile intrigues to sit in high places and hold agricultural skill and industry in the most sovereign contempt, there will yet be found a redeeming spirit in the people. J. E. R.

R. K. Smith, S. plumber, 1844

LIQUID MANURE.

It is now a pretty general belief among farmers, that there is "some good" in liquid manure; but, some how or other, we never see much preparation either for the collection or application of this, the cheapest and most valuable of all manures, and we verily believe that the subject is as yet scarcely thought of (in a way to lead to any practical result) by one bona fide cultivating farmer out of a thousand. Now, having for several years been an experimenter in this way, and sensible of the very great importance and value of liquid manure, I shall here take the liberty of throwing in my mite to the general fund, by communicating the little I have gained by experience to my fellow-farmers.

As I discard all chemical formulae—the tank, watering cart, and other *ceteras*, from my system, and attach the fertilizing ingredients to a substance which farmers can actually work in with spades and shovels, I have more hope that my plan will be followed.

Chemists, generally, do not tell us the reason why the liquid manures will not do much good when applied in a fresh state, though this is perfectly plain to all reflecting men. Liquid manure, if applied upon an impervious or gravelly soil, in a fresh state, is not retained long enough for its decomposition to take place, or for the roots to drink it up. It is put on a liquid manure, and runs off in the same state; but apply it to a soil rich in decayed or decaying vegetable matter, and on which a vigorous vegetation is going on, and it never fails of its extraordinary effects. The plan of administering liquid manures in a perfectly fresh state, is probably the best of any, were it not the continued care and consequent expense necessary in supplying our crops with saturated water in all their stages throughout the year, and

were we certain of the exact strength of the solution suited to their wants.

As we, therefore, cannot apply our liquid manures on the best principle, on account of the expense, we must try the next best plan, that of decomposing them by the aid of decomposed vegetable matter; and this can happily be done to great perfection, by reducing the vegetable matter to the state of carbon or charcoal—which we make from peat, as being trifling in expense, easily pulverized, and without an excellent manure of itself. We divide a shed into two compartments, one of which we make water-tight, by puddling the side walls with clay to the height, say, of two feet, and separated from the other compartment by a low water-tight wall or boarding. This is my fermenting tank, which is filled half or three parts full of pulverized burnt peat, and the liquid manure from the stable, pig-styes, &c., directed into it. This is mixed up with the pulverized peat, and allowed to remain three or four weeks, till the decomposition seems about completed, being occasionally stirred about after the composition has become about the consistency of gruel. The whole is then ladled (with a pole and bucket) over the low partition into the second floor, which is also three parts filled with carbonized peat; and as the second floor is meant merely as a filter, we have it lower on one side than the other, by which means, in the course of a day or two, the carbonized peat is left comparatively dry. The water having passed off at the lower side, the first or fermenting floor is again filled as before, and the contents of the second floor, if considered saturated enough, are then shovelled up into a corner, and allowed to drip, and further dry till used, which they may be either immediately, or at the end of twenty years, as scarcely any thing will affect it, if not exposed to the continued washing of pure water, or exposed to the influence of the roots of growing plants. By being thinly spread on a granary floor it soon becomes perfectly dry, and suited to pass through drill machines.

Governor's Message

To the General Assembly of North Carolina,

at the commencement of the session of 1844

Governor of the State

and of the House of Commons

Your biennial return to the seat of Government for the purposes of legislation, as the representatives of a free and happy people, is always an occasion of interest to the patriot, and one of gratitude to Him, whose kind providence directed our efforts in the paths of political wisdom, and cast our lots in this favored and happy land. May we not hope for a continuance of the same factors, by walking in the same path, and devoutly asking of Him that guidance and purity of purpose which will lead to wholesome and wise legislation.

Many subjects of importance will engage your attention, but whether you deem this a proper time set upon all of them, is a matter for your deliberate consideration.

PUBLIC FINANCES.

The condition of the Public Treasury should especially engage your attention. The appropriations made at the session before the last, to discharge the debt due for building the Capitol, so far exhausted the public fund, that it was insufficient to meet the current expenses of the government; and the public Treasurer was obliged to borrow of the Literary and Internal Improvement Boards what money might be needed to meet those expenses.

References to his report to the last Legislature and to his monthly settlement with the Comptroller, will show the amount of the literary fund used by him, and the amount that was kept on hand for his use; as it was deemed better that the State should use these funds than go elsewhere to borrow.

The current expenses of the State and the long session of the last Legislature, left the public Treasury at this time, nearly or quite exhausted, except as to the funds belonging to the Boards.

The last Legislature, aware of the condition of the Treasury, and being called upon to make provision to meet the payment of \$50,000 of the bonds of the Wilmington and Raleigh Rail Road fall due in Jan. 1843, and endorsed by the State, directed the Literary Board to redeem these bonds; and finding it necessary likewise to make provision to meet the interest falling due on the bonds of the Raleigh and Gaston Rail Road Company, endorsed by the State, and to raise the funds to meet the current expenses of the State until the taxes of 1843 should be paid into the Treasury, authorized the public Treasurer to borrow the sum of \$50,000 from one of the Boards or of the Banks of the State; and being likewise desirous to do something for the relief of the people, it directed the Literary Board to loan out its funds. At the time these requirements of the board were made, it had less than \$5,000 in the Treasury, about \$100,000 in bonds upon individuals, and the balance of its funds in stocks and permanent securities.

The Literary board, desirous to meet that high confidence manifested by the

Legislature in their financial skill, proceeded to borrow, and with the cash in hand redeemed the \$50,000 of Rail Road bonds, and by the assistance of the funds of the Board of Internal Improvement, and those of the Literary Board had been able to pay into the Treasury, the public Treasurer has been enabled to meet all demands of the Treasury, without borrowing elsewhere, notwithstanding \$30,000 of the bonds of the Wilmington and Raleigh Rail Road, which fell due in January, 1844, endorsed by the State, had to be paid by the Treasurer.

The Literary Board did not believe that it was intended by the Legislature that its stocks and other securities should be sold to raise a fund to be loaned to the people, and however much the Board regretted the disappointment, many were desirous to experience (for applications for loans were very numerous) it was unable to avoid it, and render the State, to which the Board owed its first duty, that aid which it needed.

It is evident upon the lightest reflection, how embarrassing to the Board, charged with the management of the Literary and Internal Improvement funds to be required to hold these funds subject to the requirements of the Public Treasury, and to prevent them from investing them in some profitable and permanent investment, whereby a large amount of interest is lost.

I therefore recommend that simple and permanent provision be made to supply the Public Treasurer, and that whatever interest ought justly to be due to the two Boards, upon their funds kept in the Treasury for the public service, be paid over to the Literary Board, to go into the distribution fund for the use of Common Schools.

RAIL ROADS.

As the embarrassments of the Treasury arise in part from the non-connection of the State with our Rail Road, it becomes a matter of absorbing interest to devise the means whereby their usefulness to the public may be continued, and the State at the same time sustain no detriment on account of her liabilities for these roads. The difficulties under which these roads labor, arise from their indebtedness for their construction. The Wilmington and Raleigh Rail Road, including the route by Charleston, cost some two millions of dollars, while the stock paid in amounted to about fifteen hundred and fifty thousand dollars only, leaving the balance of the cost of construction a debt against the corporation, the interest of which absorbs a large portion of its receipts. So of the Raleigh and Gaston Rail Road. It cost about one million five hundred thousand dollars, while its stock paid in was only about six hundred and fifty thousand dollars, leaving the balance of its cost of construction a debt against the corporation, the interest of which absorbs all its receipts, after defraying the current expenses.

To aid these corporations, the State, under acts of the Legislature, passed for the purpose, endorsed for the latter \$800,000 dollars of its bonds, none of which is yet due; and for the former \$300,000 of its bonds, half of which have fallen due and been paid or redeemed—\$50,000 by the corporation itself; \$50,000 have been redeemed by the Literary Board as directed by the Legislature; \$30,000 have been paid by the Public Treasurer; and \$50,000 continues to fall due each succeeding January, until all fall due to meet which, the Legislature must make provision in the event the corporation fails to pay.

To secure the State against any loss upon these endorsements, deeds of mortgage have been executed, as required by the acts, upon the property and effects of these roads. This is a very fully submitted to your wisdom to adopt such course in relation to these roads, as will secure the public interest.

In regard to the Wilmington and Raleigh Rail Road, it should be remembered that the State is owner of \$600,000 of its capital stock, and, therefore, whatever course may be pursued as to the State's liability upon its endorsement, due regard should be had to this stock; that it may be protected as far as possible, without involving the State to further difficulties. And further, the State being the principal stockholder in the corporation, her honor requires that its debts should be paid, without any reference whatever to her mere legal liabilities.—She holds a large portion of the stock—she holds the road, steamboats and all its effects of value, under mortgage to the community here—and creditors must rely mainly on the liberality of the State to permit them to get their money from the corporation.

It is believed, from the success attending the operations of this road, no notwithstanding its heavy losses by fire and sea, that if indulged for a few years, it will be able to meet all its liabilities, and extricate itself from debt, and appreciate the value of its stock. This indulgence, it is believed, may be easily given without any further risk to the State. Already the Literary Board holds of the bonds of this corporation, endorsed by the State as before stated, \$50,000; the State Treasurer holds \$50,000 more, paid

for by him out of the funds of the same Board lying in the Treasury; and the Literary Board, by referring to a debt, will be enabled to take up the other bonds, or, at least, the larger part of them, as fast as they fall due. And I doubt not the corporation would promptly pay the interest to procure indulgence on the principal, whereby it will be enabled to meet other liabilities which press, and sometimes embarrass, its operations.

The Literary Fund should be in safe and cert in investments. When a few or more certain investments could be found here, than in these bonds? Safe, because the State is security, and has a mortgage upon property, covering over two millions of dollars, to secure their payment; certain, because they yield nearly a nearly three per cent. interest; which does not fluctuate like the dividends of Bank Stock.

Should this course be adopted, the Board will be aided and relieved; the Literary Fund will have a safe and certain investment; and the State will be no further involved. Whether you will adopt this or some wiser course, is submitted to your consideration. But whatever course is pursued, single provision should be made to sustain the credit of the State, in every possible contingency.

In regard to the Raleigh and Gaston Rail Road, this work was constructed, as before stated, mostly upon credit—the balance due for its construction, after exhausting the whole of the stock subscribed, amounting to a sum much larger than the whole stock. This corporation having failed in January, 1843, to pay the interest due on its bonds endorsed by the State, the Public Treasurer promptly paid it, and preserved the faith of the State, a debt continued to do so ever since. The amount thus paid will appear from his report.

A bill in Equity has been filed according to the requirements of the acts authorizing the endorsement, to requester the profits of the Road to indemnify the State—and a receiver has been appointed. It is believed that the receipts of this Road for years to come will be insufficient to keep it in repair and pay the interest upon its debt; consequently its debt must continue to increase. It is, therefore, respectfully submitted whether it would not be better for the stockholders, the State, and the public, that the road and its effects should be disposed of under the management of the State or into the hands of a new set of stockholders, incorporated for the purpose—it may be deemed hazardous for little doubt is entertained, that with even its present prospects, it will not only keep itself in repair, but will yield besides a considerable income.

Should you determine to take this course, such steps should be adopted as will be calculated to enhance the value of the property. This course is due to the State to protect her against her liabilities—it is due to those individuals who voluntarily entered into bonds to the amount of \$500,000, to indemnify the State against her endorsement; and it is due to the stockholders to make the property, if possible, bring more than the amount of the debts due from the corporation; so that the stock may not be an entire loss.

And, in connection with this subject, I will respectfully refer you to the message submitted by myself to the last Legislature relative to effecting a communication by rail road between this road and the several rail roads which terminate at Weldon, and to constructing a turnpike from Raleigh westward. These two improvements would greatly enhance the utility and value of the Raleigh and Gaston Rail Road, and I doubt not, would cause it to bring a much higher price.

Since the adjournment of the last Legislature, a portion of the Portsmouth and Roanoke Rail Road, within the limits of this State, was torn up and rendered impassable, by an individual claiming it as a purchaser, at a sale made under an execution against the corporation, whereby the travel and transportation on the road were for a time obstructed. The legality of the course pursued by the purchaser has undergone judicial investigation, and the matter is now pending before the Supreme Court.

It is not my design to express or intimate an opinion as to the propriety or legality of the course pursued by the purchaser.

The interest which stockholders have in a corporation created for the public use and convenience, should be subject to their debt; and the property held by such corporation should be liable to its debts; but this interest and property should be reached by the creditor in such way as not to put the public to inconvenience, destroy the franchise, and defeat the object had in view by the Legislature in its creation. If there be no law to enable creditors to reach the interests of stockholders and the property of corporations, without detriment to the public, such a law should be passed as will enable creditors to secure their debts, and, at the same time, secure to the public the benefit and convenience intended by creating the corporation.

INTERNAL IMPROVEMENTS.

Upon the subject of Internal Improvements, I frequently refer to your attention to the suggestions made in my message to the last Legislature. And, in addition to those suggestions, I will add that few rivers in the State are more susceptible of improvement for navigable purposes, and at a small expense, than the Neuse in the lower part of our State.

It is true that for a portion of the year they are deficient in depth of water for navigation; but that may be easily remedied by the construction of dams and locks at those parts of the river where the water is so shallow in depth, as there is always water enough to keep the dams filled. There being but little descent in these rivers after leaving the great falls, usually found near the commencement of the alluvial region, but few dams would be requisite to make them permanently navigable.

Take the Cape Fear, for instance—I am not informed as to the descent of its channel below Fayetteville; but beginning at that point on the river which can, at all stages of the water, be reached by steamboats from Wilmington—and I think it very probable that a half dozen dams with locks of ten feet each, would render the river at all times navigable for steamboats to Fayetteville.

With a permanent steamboat navigation from our excellent port of Wilmington, to Fayetteville, and a good Turnpike from there to some navigable point on the noble Yadkin, who can estimate the vast advantages to the State?

Take the Neuse—already has a steamboat ascended it, in its present improved condition, as far as Smithfield, within twenty eight miles of Raleigh.

It is said, by those better acquainted with the river than myself, to be at all times navigable from Newbern to within a short distance of Waynesborough; some fifty miles distant from Raleigh. Allowing a foot or two descent in every mile necessary to give to any stream a current, can doubt be entertained that eight or ten dams with locks of ten feet each, would give permanent steamboat navigation to the immediate vicinity of Raleigh?

Again, the course of this river in some places is extremely circuitous; after winding about for miles it returns to within a very short distance of its own channel. Across the isthmus at those points of approximation, short navigable canals might be cut, with locks at their lower terminations,—thus at once avoiding the expense of any d.—shortening the navigation, and overcoming whatever recent there might be in the natural channel.

This improvement would give permanent steamboat navigation from Newbern to any point on the Neuse to which it might be carried, and the facility of navigation would be greatly increased by glazing the current and making it equal to slack water navigation. Boats of burden could be easily towed by steam boats, or propelled by other power.

Immediately connected with this improvement of the Neuse, is another subject of importance altogether worthy of consideration.

Our Harbour of Beaufort is believed to be equal, if not superior to any other on our coast, south of the Chesapeake.

In my last message I drew the attention of the Legislature to the propriety of pressing upon Congress the necessity of sinking a ship, channel from Pamlico Sound to this Harbour; as well as the necessity and utility of opening a ship channel at or near Nag's Head, between the Albemarle Sound and the Atlantic Ocean.

I now invite your attention, likewise, to those subjects, with a recommendation that you press their consideration upon the attention of the General Government. But to the connection between the navigation of the Neuse and Beaufort Harbour—what ever connection there may be between Beaufort Harbour and Pamlico Sound, the freight boats on the Neuse cannot avail themselves of its benefit.

Such craft as will navigate the river cannot live in stormy weather in the wide waters of the Neuse below Newbern, and of the Pamlico Sound. The river boats, therefore, will have to put their cargoes aboard of larger craft at Newbern to be taken to Beaufort. This transshipment it is desirable to avoid, and it is more than probable it can be avoided.

The section of country between Newbern and Beaufort, a distance of some forty or fifty miles, is comparatively a plain, but little elevated above the Neuse at Newbern, or the Ocean at Beaufort, with a soil admirably adapted to the purposes of constructing canals. A canal may be cut from Beaufort to some point on the Trent and Neuse at or near Newbern, so as to avoid any wide waters that might make the navigation dangerous, and the river boats be locked into this canal, and thus deliver their cargoes from the upper country direct on ship board in one of the best Harbours of the Union.

The practicability of this improvement is unquestionable, if there be streams between these two points of sufficient magnitude and elevation to serve for feeders to the canal. Upon this point I am not informed; but if there be not such a stream there is ample water of sufficient elevation