

tain sufficient moistures of itself, when taken out of the offices, adequate to the fermentation which is desirable, provided it is not so exposed to the action of the sun and atmosphere as to cause too great an evaporation. A shed would remedy this evil. Moisture is, however, not the only circumstance required to the due fermentation of a manure-heap: oxygen must also be present, which can only be derived from the atmosphere. If a manure-heap were surrounded by an atmosphere of carbonic acid gas, no fermentation would take place whatever degree of moisture was present, oxygen being equally important with moisture and heat. It follows that, if we can devise any means of limiting the admission of the atmosphere, we shall in some degree obtain a control over the fermentation of the heap; and the evil arising from the presence of humic acid, which is *certain to be formed*, can easily be remedied. The fermentation of manure heaps depending upon the presence of heat, moisture, and the atmosphere, the skillful farmer will avail himself of the means in his power to promote or retard fermentation, by dispensing with, or admitting, one or other of these agents as the case may require. This can be done in several ways, to enumerate and explain which would, however, require more space than the compass of this paper will admit. I shall therefore confine my remarks to some general rules, and to modes of proceeding which will fall within the capacity of the humblest cottager.

## Provincial Legislature.

### New Brunswick.

From the Royal Gazette.

This being the day appointed by Proclamation for the Meeting of the Legislature, at two o'clock, His Excellency the Lieutenant Governor came in the usual state to the Council Chamber, and being seated on the Throne, commanded the attendance of the House of Assembly, who being come, His Excellency was pleased to open the Session with the following SPEECH:

"Mr. President, and Honorable Gentlemen of the Legislative Council:

"Mr. Speaker, and Gentlemen of the House of Assembly:

"In calling you together at the usual period of the year, it has been gratifying to me to find that, however important are the interests depending on your deliberations, the situation of the Province has not required that I should subject you to the inconvenience of meeting earlier in Session.

"From the reports which I have received in regard to the failure of the Potato crop in the last year, and which will be laid before you, I apprehend that in some districts the scarcity will be severely felt; but the harvest being otherwise favorable, I indulge a hope that, with due precautions, and the prospect of continued employment for the people, the distress apprehended in the in the ensuing season may, in a great measure, be averted.

"The Fisheries may henceforth be expected to constitute a valuable resource to the Province, under the encouragement you have given to them; and I have the satisfaction to inform you, that on the representations made to her Majesty's Government, the further extension of the privileges sought by the American Government will not be conceded.

"From recent occurrences, some defects in the Criminal Laws have been made apparent, which I recommend to your attention.

"Some further revision of the Election Laws will also be required.

"The Act of 1844, for the settlement of the Indian Reserves, has been found to be defective, without amendment, for the attainment of the objects contemplated.

"The views of her Majesty's Government in regard to the Act of the last Session for the regulation of King's College, will be communicated to you, and I hope will meet with your concurrence and support.

"Abstracts of the Reports of the Inspectors of the Parochial and other Schools having been printed for greater facility of reference, I rely on your adoption of effectual measures to remedy their acknowledged defects.

"Various Reports relative to the erection of a Provincial Lunatic Asylum, will be laid before you, and which, from the condition of that afflicted class of persons in the present defective establishment, will claim your early consideration.

"Some improvements will be required

in the Provincial Penitentiary for the better security and accommodation of its inmates.

"The Survey undertaken by Her Majesty's Government, with a view to the opening of a Military Road through these Provinces, having been ably executed by the Officers employed upon it, a proposal has for some time been under consideration for the construction of a Railway, for which the Country has been found to present great facilities. The intercourse arising from the completion of such a work, and the vast impulse it would give to the settlement of the Province, and the development of its resources, entitle it to all the encouragement you may be prepared to afford to the undertaking.

Mr. Speaker, and Gentlemen of the House of Assembly:

"As the Revenue of the last year has considerably exceeded an average amount, giving proof of the growing prosperity of the Province, I hope that it will be found practicable to effect such a reduction of the Import Duties as will tend further to extend its Commerce, and lead to the liberation of the Intercolonial Trade in particular from the injurious restrictions imposed on it.

"The Provincial Accounts made up for the past year and duly audited, will be laid before you, with the estimates for the current year.

"Some Reports which I have obtained from the Supervisors and Commissioners of Roads will be communicated to you, and will suggest the advantage of acquiring accurate information as a guide in making appropriations for such works.

Mr. President, and Honourable Gentlemen of the Legislative Council,

Mr. Speaker, and Gentlemen of the House of Assembly,

"The Commissioners appointed to carry into effect the Fourth Article of the Treaty of Washington, and who have prosecuted their labours with great assiduity, have made several Reports to me for the information of Her Majesty's Government, copies of which will be laid before you.

"I regret that it has not been found practicable to effect a satisfactory arrangement with the Government of Canada, for defining the Boundary between the two Provinces. The negotiation having been finally closed by the Governor General, after a protracted correspondence, the question has been again referred to Her Majesty's Government, by whom the claims of New Brunswick will, I doubt not, be duly considered. Meanwhile, the jurisdiction of this Province, which has been heretofore exercised over the Territory in dispute, has continued to be maintained.

"In the present aspect of affairs, and from the many and urgent claims upon your attention, I rely on your application to the business of the Session, with that cordial unanimity which will evince at once your public spirit, and your regard for the welfare of a people so distinguished for loyalty to their Sovereign and attachment to the Institutions of their Country, and who, I earnestly hope, under Providence, may be secured in the peaceful possession of the blessings, which as British subjects they have so long cherished and so justly appreciated."

## Colonial News.

### Nova Scotia.

Halifax Times, February 3.

The Session.—The most important discussions in the Legislature during the past week, have been upon the question of the Civil List and Arrears, and the subject of the Quebec and Halifax Railway. Neither of these, however, have led to any definite result. Both have to be determined at a future day, and both are, nevertheless, of immense consequence, to the future interests of the country.

The Civil List discussion arose out of the reception of Despatches from the Colonial Secretary, advising His Excellency not to accept any proposition for a surrender of the Casual and Territorial Revenues, unless provision were made for payment of the arrears of salaries due to various officers, and which are borne upon these revenues.

These arrears, owing to deficiencies in the revenues at various periods, amount now to £7800. If the Assembly had consented to pay them, Her Majesty would have assented to the Act of 1844, passed by the Legislature, which reduces the salaries of some of the present Executive officers, and makes a much more considerable reduction in those of future incumbents.

According to the present rate of salaries, the Casual and Territorial Revenues collected for the past year are equal to their payment—so if they increase the Government will be able to pay its officers their arrears; but meanwhile the salaries are not reduced, and the Assembly loses every year that the question remains unsettled, the difference between the amount contemplated by the Bill of 1844, and that which is now borne upon them, besides a control over the revenues, and the power of making the most they can of the resources which would be placed at their disposal for works of public utility.

This question has proved too good a grievance under great liberal management, to be given up while a hope remains of making it in any wise available for purposes of public agitation. They will keep it open so long as it possesses a single element that can be made to administer to popular delusion. Accordingly they made a wonderful discovery when the Attorney General's Resolution was under debate—nothing less than this—that Cape Breton was in jeopardy—that she stood in danger of being separated from Nova Scotia,—and if that event took place away would go one half of the Casual and Territorial Revenues. This discovery actually frightened some of the loose gentlemen who support the Administration, and the Attorney General had to withdraw his Resolution, and submit to an amendment, postponing the settlement of the question, by which the Province every year loses a considerable amount, until the final adjudication of the Cape Breton annexation by her Majesty's Privy Council.

We confess that we were at first in some degree surprised that the Hon. Attorney General had laid himself open to this mortification, by not ascertaining the peculiar sentiments of the loose gentlemen among his supporters, before he brought forward his resolution; but when we consider that he had not the least doubt upon the subject himself—that he does not believe at all that Cape Breton will be separated,—or if separated that she will not be reannexed,—or that even if there should be a final separation, she would not have to pay her proportion of the arrears,—his course was excusable. It is unfortunate however, for the country that he could not impress them with his own belief.

However, there is yet hope that this grievance will not long remain unsettled. The inconsistency of the Great Liberals, who in one year vote a reduction of salaries, and in the next will not accept their own work, because it is coupled with an act of justice, must be too glaring not to cause a reaction in public opinion. The Cape Breton question alone prevented the settlement this time, and it was a lucky thought of the leader. We can easily imagine how strenuously he would have argued against the supposition that Cape Breton could have any effect upon the settlement; of the question had his party been in power. Even as it was, the Speaker scouted the idea, and stood upon the principle that the Civil List ought not to be reserved as a subject of bargain—and Mr. J. B. Uniacke, showed that as regarded Cape Breton, the question might be settled conditionally. It is true, the justice of the arrears, was disputed, but this is a point on which they would have been routed, horse and foot. They have saved their grievance for a few months longer, to the great loss of the Province, but it is wonderfully shorn of its powers of mischief, and is likely to react against them in future, as in their favour.

The second topic to which we have alluded, was little more than a conversation, induced by Mr. G. R. Young laying upon the table, as a notice of motion, a series of Resolutions, on the subject of the Halifax and Quebec Railway. He was followed by Mr. J. B. Uniacke, who presented a Memorial and a number of documents embracing considerable information, from the Halifax Provisional Committee. The Hon. Attorney General also explained with reference to the proceedings of the Government, and at his suggestion the further consideration of the subject was postponed until the arrival of the next Steamer from England. There was a wonderful display of unanimity, which we hope may continue and increase; but when we consider that there are already three Richards in the field—Mr. G. R. Young, in behalf of the Provisional Committee in London—Mr. J. B. Uniacke on behalf of the Halifax Provisional Committee—and the Attorney General on behalf of the Executive—we are constrained to feel that more than a common share of prudence is necessary to prevent a conflict of opinion upon the principal or details of the scheme. We trust however, that the

Government will be the balance wheel which will regulate all the various parts of the machinery, and that all will work well together, so that Mr. Young's conception may be realised, and ground broke for this great undertaking next Fall.

### Prince Edward Island.

Charlottetown, January 20.

Steamboat Meeting.—A Special General Meeting of the Prince Edward Island Steam Navigation Company, took place at the Court House, on Wednesday last, for the purpose of taking into consideration the propriety of providing a Steam Boat in the place of the *St. George*, recently sold at Quebec, in consequence of her being too large and too slow a boat for the route she had been plying in for the last three years. The Meeting took place agreeably to the Act of 8th Vic. cap. 12. About twelve o'clock, the hour appointed for the meeting, a large number of the shareholders of the Company had collected together, when the Hon. Charles Hensley, the Chairman of the Directors was requested to take the chair. Mr. Hensley then stated the object for which they were called together, pointed out the necessity of procuring another boat, of smaller dimensions, and of greater speed; and if this was done, said he, so satisfied was he that it would be a profitable speculation, that he intended to increase his interest in the boat from £400 to 1000. The Hon. T. H. Haviland, and James Peake, Esq., also agreed to buy up the shares of any persons who felt disposed to sell out, allowing them the price which the assets of the Company would have yielded to them if a division of the property of the Company had been considered the most advisable step. The Hon. Joseph Pope, and several other gentlemen, also spoke on the necessity of procuring another boat, and of the probability of the speculation turning out more profitable than with that of the *St. George*.

The Hon. T. H. Haviland then proposed the following Resolution, which was seconded by Thomas Pethick, Esq., and carried unanimously, with, we believe, the exception of four or five dissentient voices:—

Resolved, That it is expedient that a Steam Boat, of 50 or 60 horses power, as may appear most advisable, and of a speed equal to 11 knots, be procured for the services of the Company, and that the Directors be requested to take the necessary steps for providing one at as early a period as possible.

The Annual Meeting takes place in the first week in February next, when a statement of the Receipts and Expenditures for the past year, will be laid before the public.

## PROVINCIAL RAILROAD.

We copy the following highly interesting Letter, of GEORGE R. YOUNG, Esq., on the contemplated Railroad, from the *St. John Courier*.

St. John, January 23<sup>d</sup>, 1846.  
GENTLEMEN.—In accordance with the request made by you, and others who feel interested in laying—if practicable—the great Colonial Railway, from Halifax to Quebec, to connect the waters of the Atlantic and the St. Lawrence, by one unbroken line, I have no hesitation in giving, as far as they are known to me, a clear and unqualified statement of the views entertained by the promoters of this magnificent project, in London, relative to the proposed line from Fredericton to the Grand Falls. So far from shrinking from this exposition, I am glad to embrace it, that the prejudices and misconceptions afloat in this city may be removed. They, and I have been misrepresented; for, in place of impeding, we will rejoice to see it completed. For myself, I can say that my late journey from the Madawaska to St. John has given me a higher conception of the vast resources and active trade of that fine tract of country through which it is intended to pass.

Before I had formed any public connexion with the promoters in London, the plan on the West side of the River was made known to me. Its friends there came to me—not I to them—and, if I can faithfully represent my motives and actions, I did not advise the course subsequently adopted, from any feeling hostile to the Province. The whole scheme of Colonial Railway communication, ought to be governed by higher motives than by any regard to sectional, or even Provincial interests; any desire to elevate one city or port at the expense of another;—and it is our duty (for trade, like the zones of the atmosphere or waters, will adjust its own level, and any advantage would be temporary and delusive) to seek, with the view of saving Canada from being annexed to the United States, irrespective of local claims and prejudices, the cheapest route for the transit of the products of the west to a British port on the Atlantic.

Finding thus, in London, that two schemes were likely to be put before the public, and that they would present hostile and conflicting claims, unless a reconciliation could be effected