From the Richmond Enquirer. THE PACIFIC RAIL ROAD. We publish below an article from the Washington Union upon a subject which is destined to engross very much of public attention; and probably to clicit a more elaborate discussion than has been given to any political question for many years.

It is unnecessary to say that this journal is hostile to the appropriation of federal funds, for purposes of

internal improvement. To concede such a right, to the federal government, especially in the case of so stupendous an undertaking as the Pacific Railroad, would be to give up the principles for which Virginia has contended since the day of the elder Adams. It would be to authorize a system of expenditure, and to open the door to a system of extravagance and public speculation, sufficient to undermine the integrity of any government that ever existed. It would fix and perpetuate that loose state of public morals, and that magnificent system of gambling on public means, which took so deep a root in the past administration. It would realize the most enormous evils over predicted by the bitterest and most extravagant denunciators of the policy of internal improvements by the general government.

The road proposed is indeed of vast importance to the country. It will be more than 2,000 miles long. It will cost \$50,000,000 and probably \$100,000,000. But the Union now contains nearly 12,000 miles of completed railroad; which has cost nearly \$500,000,-000. As much more of railroad is projected and in course of construction, which will cost as large a sum as that has cost which already is completed. These roads are the creatures and this vast sum the product of individual and municipal enterprise.

Who shall set limits to American enterprise? Who shall say that the people who have built 12,000 miles of road cannot build one thousand miles, without the aid of the Federal Government? Who shall say that the individual and corporate resources which have furnished \$500,000,000, may not furnish \$50,-000,000 or \$100,000,000 ?

The plea of necessity, urged in favor of making this great work an enterprise for the federal govern-ment, is not valid. It underrates the enterprise of the country. Missouri has commenced the work and will carry it single-handed far beyond her borders. The single city of St. Louis has gone earnestly into the work, and already provided for continuing it through half of the great State of which she is the

Texas has begun the work from another point, and as if to shame the doubters of American enterprise. English bankers have pledged capital enough to carry the road past the remote western borders of Texas. The work is already in active progress from two points. Soon it will be commenced at its western terminus, and California gold will be sure to construct it from the Pacific as far eastward as California

But for the high sources from which that other plea in behalf of its construction by the Federal Government-its importance as a military road-proceeds, the plea would be unworthy of serious notice. We lay down the general proposition, that any such work can n-ver be constitutionally constructed by the General Government for a military purpose, unless the immediate urgencies of actual war require its use for the transportation of troops, before individual or State enterprise can have time to construct it.

The work is already in good hands. It is already in the safest and most efficient hands. It is in the hands of the people. To turn it over to the General Government, would be, even as a measure of economy, in either time or cost, the most deplorable Of all the organizations in existence, that of the Federal Government would be the least efficient, the most extravagant, the most dilatory, and the most indifferent to the impatience and convenience of the great public. To leave it to the auspices of the Federal Government, would be to subject its very incipiency to a contest, respecting the terminus, a northern and southern controversy, as angry, as dangerous, and as protracted as the great controversy upon free-soil. If the road were built with public funds, and become a national work, it would be the means of a thousand and one pretexts for annovance and aggression upon southern citizens. It is bad policy to create any more national, any more partnership property between North and South than is absolutely unavoidable.

Whilst sympathizing with, and approving the main view of our correspondent, "Blue Ridge," in Thursday's paper, we do not sympathise in his apparent animosity towards the administration. Industriously as the effort has been made to prove the sentiments lately uttered by individual members of the administration as a body, we are not as yet convinced of the fact, much less that they desire to make this mammoth scheme a branch of their policy. We believe that will not be the case. If the monster scheme receives such high and influential endorsement, as a national measure, that will not change the views of the Democratic party of the school of strict construction. They will oppose it, manfully, carnestly, to the last.

[From the Washington Union, July 29.]
THE PACIFIC RAIL ROAD. The public mind has been directed for several years, with increased interest, towards the gigantic proposition to connect the Atlantic and Pacific oceans by means of a continuous rail road. This tendency has received a fresh impulse from the favor with which the enterprise was adverted to by two members of the Cabinet on the late visit of the President to New York. These indications of Executive favor have called out comments from the press in different quarters of the country, from which we are able to form some idea of the condition of the public mind on the question. Our observations have brought us to the conclusion that, whilst there is a respectable minority opposed to the enterprise as a government measure, there is a decided majority ready to sanction the general proposition of a Pacific rail road; but that this majority is so well divided as to details, that it can scarcely be said with any degree of certainty that there is a majority for any specific route of a Pacific rail road.

Whilst we have been the advocate of the proposed enterprise ever since Whitney brought the subject before the country, we are constrained to admit that the obstacles in the way of its early consummation are so numerous and so serious in their character, that we indulge no very sanguine hopes of seeing it carried into successful execution for many years to come. If the proposition could be received and acted upon, free from the embarrassment of collateral, political and geographical considerations, its intrinsic importance would command for it such a concentration of public sentiment as would insure its prompt adoption and its early accomplishment. But in our judgment it would be impossible to conceive a great national project which would not be surded with fewer embarrassing incidental issues than this of connecting the Atlantic with the Pacific States by rail road. Without regarding its attainment as impracticable, we think that a glance at some of the obstacles in the way may be profitably considored by those of its friends whose convictions of its vast importance have made them sanguine of its success within a reasonably short time.

It is a safe and sound rule, that whenever Congress is looked to for aid in any enterprise, the first consideration should have regard to its conformity with constitutional power. There are politicians, and they are not a few in number or deficient in ability, who meet the proposition at the threshold with a denial of its constitutionality. Those who have arrived at this conclusion are actuated by fixed convictions based upon settled principles of constitutional construction to which they adhere with rigid tenacity, and from which they can never be reasonably expected to depart. We set them down as fixed opponents, upon which no process of reasoning that may hereafter be adopted can make an impression. We think they err in making a wrong application of sound principles. Without professing ourselves to be either peculiarly strict or latitudinous constructionists, and with a frank admission that we do not profess to comprehend, with the exactness of scientific definition, the meaning of these antagonistic terms, we have been content to form our opinion on the question upon what we consider the natural, on-sense, mode of construing the constitutionthe mode by which we suppose the intention of the constitution is to be most certainly reached. Upon this rule of construction, we are satisfied that Con-

military material, both of men and munitions, to protect our territory and preserve the Union in its full strength. In other words, we regard the Pacific railroad as necessary for our defence as a government, and that the power of the government to provide for its defence in this mode is as clear and certain as it is to provide for the erection of fortifications to protect the city of San Francisco.

The constitutionality of the proposition, in our opinion, is not to be worked out upon any refined, hair splitting distinctions as to express and implied powers, but it stands fully vindicated upon the plain power of self-defence, in obedience to the obligation to protect the several States, applied to the equally plain facts that a rail road connexion with the Pacific is necessary for our common defence, and that such connexion cannot be secured without aid from the Government. The constitution authorizes Congress to raise revenue for the common defence; it guarantees to every State protection against invasion or insurrection. Armies, navies, and fortifications are the more obvious means by which these obligations of the Federal government are to be satisfied; but it does not follow that they are the only legitimate and constitutional means. California is entitled to the protection of the federal arm to secure her against danger from without and within. How is this pro-tection to be provided? Can it be done effectually by stationing large armies and erecting fortifications on the Pacific coast? That may be possible; and so it might be possible to increase our navy to such an extent as to protect her from aggressions from abroad; but looking at the actual condition of the State, its location on the saaboard, the inadequacy of its population to repel a foreign invasion, its immense distance from the militia of the other States, and the character of the intervening country, we cannot suppose that any one would deny that a railroad would urnish a more certain and reliable means of protection and defence than the standing army, navy and fortifications, all combined. Indeed, we do not see how we can give to all the circumstances their full consideration, without being forced to the conclusion that a railroad to the Pacific furnishes the only perfect fortification to .California. Let us not forget, whilst our federal government is bound to protect the just rights of every citizen in any quarter of the globe, and to this end may lawfully command the entire military and naval power of the Government, so also, does the obligation to protect the States attach to every square foot of territory of every State; and under this broad national obligation, Cali fornia can rightfully demand effectual protection. Congress may answer this demand by standing armies, or stationed naval force, or by fortifications, or by all combined, if they are necessary; and upon exactly the same principle a railroad may be resorted to, either singly or in combination with one or all of the other modes of defence, if necessary for the end to be accomplished. The power, then, to give the proper aid exists in Congress, if a railroad to the Pacific is necessary for the common defence and for the protection of California; and it is necessary, unless it can be shown that some other means of defence and protection may be equally effectual. We have stated the circumstances which convince us that the army, navy and fortifications are less effectual, and we can conceive of no other means, unless we are prepared to rely on securing the benefits of a railroad through Mexican territory, in connexion with water transportation, as a means of common defence and protection to our Pacific possessions; but this suggestion could hardly deserve a moment's consideration as a permanent reliance for defence and protection. Our mind, therefore, reposes confidently on the conviction that there is no constitutional obstacle in the way of an appropriation by Congress; and in reaching this conclusion, we feel perfectly satisfied that we are standing firmly upon the principles of constitutional construction laid down by the 'straightest sect' of Democracy.

It is not to be overlooked that upon any route proposed for the railroad, the great difficulty in the way of its completion is to be found in the passage of its main trunk through territory not yet erected into States. So far as its passage through States is concerned, it is scarcely necessary to say that no question of constitutional power would be allowed to embarrass the enterprise, as those States would at once, and gladly, remove all difficulty growing out of their claim to exclusive jurisdiction. In that view the question of constitutional power becomes still less embarrassing, upon the doctrine which has been maintained by the most eminent of the State Rights statesmen as to the full power of the federal government to construct roads in our territories. It is, as we understand, upon considerations of this character, that the constitutionality of the Pacific railroad, as a measure of defence and protection, is maintained by both the distinguished members of the cabinet above re-

ferred to, and especially by the Secretary of War. In considering the proposition, we cannot well overestimate the weight of those circumstances in the actual condition of our possessions on the Pacific which strongly invite foreign aggression. It cannot be supposed that our population on the western slope of the Rocky mountains is insensible to this danger, and that they are not fully alive to the claims which they have under the constitution to ample protection. We should betray an inexcusable ignorance of human nature not to know that the neglect of the government to provide the means of the protection which their situation requires, may result in a feeling of disaffection and alienation which might seriously endanger the continued harmony and integrity of the confederacy. These considerations are of moment in determining the facts on which the constitutional exercise of the powers of the government must depend. We are satisfied that they are well calculated to fix the conclusiveness of the position on which we rest the constitutionality of the proposition for government aid to the Pacific Rail Road.

But it does not follow that because there is no constitutional difficulty in the way, there may not be other obstacles deserving of attention. We have suggested that there are such obstacles, and on these we shall make a brief comment in another number of our

The Union justifies its departure from strict rules of construction, and illustrates what it calls its "natural, common sense mode of construing the constitution," by maintaining the necessity of the road as a means of "common defence." We had supposed if there was an impossible ground on which this measure could be rested, it would be this very ground of common defence." We had supposed if there could be a construction, wider than any other from that of common sense, this of treating the Pacific Rail Road as a means of common defence, was that one. When we look in the Union's article for the common objects of this common defence, (that is to say common in regard to the whole Union,) we see but the single specification of San Francisco city; or, at most, the State of California. Suppose the road were in fact necessary for the especial defence of San Francisco, or of California, does it thereby, under a "natural common sense" interpretation of the constitution become necessary to the "common defence of the confederated States?" As to all the States but one in the Union; as to all the territories but one belonging to the Union, this road would be as useless for military defence as guns and fortifications in the moon. There is nothing shown in the Union's article, there is nothing existing in fact or within the range of possibility, to make this road a means of common defence to all the States, or to make it, at best, any more than a means of especial defence to one single State of the Union.

We will not stop to show the meaning of the exression, "common defence" as used in the Consitution, by adverting to the circumstances of the country, and the events transpiring in the world, at the time of its enactment. It is sufficient merely to allude to that severe struggle which was referred to by this very term "common defence," from which the States had just emerged, the like of which they could only hope to emerge from successfully. again, by a like united effort in common defence, to that which

they had just made. If California were so situated with reference to the eat powers of the world, as to be immediately liable to an attack and invasion of such a nature, as could only be repelled by the combined military powers of the whole confederacy, and this invasion were probable and imminent; then this argument would possibly apply in favor of this new and mammoth public revenue towards the construction of a railroad to the Pacific that it has to build fortifications to protect our Pacific territory from investors to protect our protec tect our Pacific territory from invasion or aggression. We arrive at this conclusion upon the conviction that our possessons on the Pacific will be unsafe, and liable to be wrested from us, either by foreign invasion or by domestic revolution, without the means of transporting speedily to the Pacific the necessary

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But the Pacific Rail Road is on defence." toe heavy a project to be borne upon the wings of the imagination. It is too costly an undertaking to be made the specific for improbable dangers, and the solace for idle and feigned trepidation. No remonstrances have come up from California to the government, complaining of dangers, probable or possible. No demand has been made for protection by the objects of this new-born anxiety and solicitude. And none will be more amazed and thunder-struck at the new and ingenious pretext for the measure proposed, than the bold, intrepid men of California. They fear no enemy. They cower at the thought of no hostile fleet. They quake at the apprehension of no invading foot of unfriendly gun. They do not demand protection, and they would scout the proffer,

even of such a measure, upon such a pretext.

The argument in favor of the Pacific Rail Road, as military work, has not the merit of candor, and is not urged bona fide. That is at last the objection to it; and which it cannot possibly withstand. Col. Benton rests the project on no such sham justification. He is too plain spoken and straight-forward for that. He calls the road a "highway," and "highway" it is intended to be and will be. It will be nothing else. "Mllitary road" it is not intended to be, nor will be, nor can bo. It will be a "highway," a thoroughfare, and nothing else, Troops may pass over it: military stores may be transported by it: but these will only be incidents of its existence, and will no more be the object for which it will be constructed than they have been the objects for which the 12,000 miles of railroads already built in the Union have been constructed.

It would strike the plain-thinking, plain-speaking framers of the Constitution, with a great deal of surprise, if they were alive, to hear this railroad, of continental dimensions, classified among the implements of war, which they intended to authorize the procurement and manufacture of by the General Government, in that plain, straight-forward, intelligible instrument. It is a wide departure from the simplicity and directness of the old republican habits of thought and speech, to call a railroad, and such a railroad, a military work. It is in sad conflict with all commercial notions and all ordinary uses and purposes of railroads, to hold out the object of the great work proposed as peculiarly military. This attempt to invest the monster project with a military character, is contrary to fact, contrary to intention, contrary to possibility, contrary to common sense, contrary to every principle either of the strictest or the most latitudinous construction, and contrary to that direct, blunt, practical sentiment of the American people, which despises subterfuge, indirection and palliation, which makes them march right up to any object, look at it without spectacles, and call a spade a spade, and a shovel a shovel, in defiance and contempt of what enthusiasts, hairsplitters, dreamers or romancers may say to the contrary. It will require a great many speeches, and an immense expenditure of sophistry and rhetoric, to make the sensible, practical American people regard this road as any thing else than what Col. Benton calls it : a HIGHWAY, a PEOPLE'S ROAD, a continental THOROUGHFARE: and we can only commisserate the deluded statesman who undertakes to prove to 25,000,000 of the most shrewd, practicable and impracticable people in the world, that it is any thing else. We pity the honest men who are striving to persuade their own honest minds to accept and to support so monstrous a delusion.

The measure proposed for the National Government is evidently one tending to centralization and consolidation. If the people or the Democratic party in the United States, are prepared for such a charge in the federal policy, they cannot inaugurate the grand innovation more felicitously than by the construction of the Pacific railroad in the manner proposed. If such be their determination, let them change the constitution, so as openly to tolerate it, and not rely upon forced constructions and artificial interpretat for an excuse for doing that which is contrary to the spirit and letter of that instrument. Richmond Enquirer.

PARSON BROWNLOW'S OPINION OF HARRIET BEECHER STOWE. The redoubtable Parson is out upon Harriet after the following fashion :

'This long-tongued visionary woman, and calumniator of the South, is now in Europe, where she is being lionized by the haters of American institutions, and Republican liberties. She is the daughter of old Lyman Beecher, a Presbyterian minister, and has two brothers who are ministers of the same church. Her husband is also a minister, and at present, we believe, is a Professor in Andover College. They are all Abolitionists, both male and female, and the lying book styled Uncle Tom's Cabin, is believed to be the joint production of the entire family, manufactured for the occasion, and as a means for raising the wind. Her Ladyship, it is well understood, s the most talented member of old Lyman's family. But, merciful God! she presents to the world the most hideous physiognomy ever gazed upon by the eye of man! She is as ugly as Original Sin-an abomination in the eyes of all civilized people! A tall, coarse, vulgar looking woman—stoop-shouldered, with a long yellow neck, and a long peaked nose—through which she speaks—an abomination in the sight of Southern negroes, who instinctively turn up their flat noses at the idea of using the nasal organ to aid the organ of speech. A daguerreotype of her Ladyship, which we have seen, sours the stomach of Southern gentleman; but lay aside art and present the reality, and a big black negro is affected with the intensest horror! Pigeon-toed, with a big foot and ankle, added to her long broad sides and flat chest and other personal charms, she may pass through southern negro kitchens at all times, without impressing a rude negro man that he will offer the inlignity sometimes offered to white women, who travel beyond their proper limits!"

RUINS OF THE MORMON TEMPLE AND THE ICARIANS. A correspondent of the Dover (N. H.) Star, under date of June 17th, gives some interesting facts in relation o the city of Nauvoo, Mormonism, &c:

Before the temple was burnt, it was nearly finished. Now, all that remains is the end facing the river, and this is seen for a few miles back in the country, and at some distance on the river, below and above. It was built of limestone; the outside hewn and carved, exhibiting some of the most beautiful figures that I ever saw made on stone. The location for the city is considered one of the best on the river. It is on a point of land formed by a great bend in the river, overlooking quite a portion of Iowa. A considerable part of the city is below the bluff, yet is so high that it is never inundated. The present number of inhabitants is about 3,000, and there is but one evangelical meeting, and this is the Methodist. The Catholics have a meeting in the place.

The ruins of the temple are not the only ruins. Many of the brick houses in the back part of the city are deserted, and the remains of many burnt houses continue upon the grounds. Had the Mormons, even with their humbug, conducted a little better, this would have been a great place. Most of the villages in this county were under their control.

Joe Smith's widow has married, and lives in the city. She and her husband keep the Mansion-House. Her oldest son is about twenty years of age. They have no fellowship with Mormonism. Boynton, who first preached in Maine, as a Mormon, and induced about thirty families, with their innocent children, to leave my native town, has for twelve years been an anti-Mormon. Yet Mormonism is still flourishing. A few miles below, thousands are now encamped, preparing to emigrate to the Salt Lake country. Most of the Mormon sufferers have been women and

The temple site is owned by a company of socialists, called Icarians, mostly French. They number about 400, publish a weekly paper in English, and are infidels. I visited their building—had an interview with their President. They are noted as being peaceable and temperate. They all dine in one room; yet every man has a separate room for his

The Crystal Palace during the past week has improved very much. Many foreign contributions have been received, unpacked, and placed in their proper locality, besides large additions that have been made to our own department.

The number of persons who have visited the Palace, since it was opened to the public, averaged over 3,000 a day. The amount of contributions towards the erection of the Washington Monument up to Sat-

SCHEDULE OF PREMIUMS arded at the First Annual Fair of the North Curolina State Agricultural Society.

PARTICULAR SUBJECTS AND PREMIUMS. Brance I.—Experiments.—For each of the eight best experiments, or series of experiments, on any of the following subjects, a premium as follows:

1. Effects (in profit or loss) of the usual mode of saving corn fodder, by stripping the green blades and cutting the tors. ting the tops,

2. Cost and effects of sub-soil ploughing, under different circumstances of soil and sub-soil,

3. Action or non-action of lime as manure, above the fall of the tide-water rivers of North Carolina, on different soil,

4. Action or non-action of gypsum, below the tide of high-water rivers, and on soils respectively originally rich and originally poor, and on the latter, after as well as before their being made calcareous,

5. Cost and effects of bone-dust, (or phosphate of

lime,) as manure,
6. How late, in reference to the growth, the last tillage (by plough or cultivator) should be given to corn for its best product; and whether the said last tillage should be shallow or deep,

7. Best series of comparative experiments in the cultivation of corn, vation of corn,

8. Benefits and products of guano, compared to costs; to be tested by not less than three different experiments, made under circumstances more or less different,

9. Benefits or profit of preserving or applying human excrements as manure, whether prepared for sale at distant transportation, or otherwise, but the whole operation to be in North Carolina,

10. The marsh mud, or swamp muck, or peaty soil (either kind to be accurately described and characterized) as manure, in compost with lime or other materials, or otherwise.

11. Value of charcoal as an aid to fertility, 12. Value of sulphate of barytes as manure, especially for clover, 18. Tobacco.—Culture, cost and profit of cultivation, and comparative effects on production, from different distances of planting, modes of priming, topping, &c., comprising at least three different experiments, 30

14. Cultivation and comparative feeding value of rye, 10

Branch II.—Essays or written Communications.—For each

of the best five on any of the following subjects, a prem as follows;
1. On improving and enriching poor land—whether naturally poor or naturally rich, or good, and subsequently exhausted by severe cropping,

2. On draining, 3. On rotation of crops, 4. On the accumulation, preparation and application of stock yard and stable manure,
5. On the "green sand" or gypseous earth of lower North Carolina as manure—and the facts and causes of effect or non-effect, 6. On the properties and value of the Southern pea

(or "cornfield pea" of any variety,) and the culture thereof, whether for saving the peas ripened, or ploughing under the growth, green or dry, for manure, and as preparation for wheat, or other grain crops,
7. On the comparative profits of planting and farming, and of the two combined—improvement of land being Branch III .- Best Farming in North Carolina .- Having

reference as much as may be to all the territory of the State. Honorary testimonials for the best twelve farms, which have been managed to greatest benefit and profit in reference to the following great objects of cultivation: improvements of soil—fertility of production—increase of farming capital—sufficient annual profits, and general arrangement and procedure tending to best secure profitable and enduring results. Greater superiority in one or more of these requisites may compensate for deficiency in others.

Branch IV.—For the best product averaged to the acre, of each of the following crops raised in 1853, on a bona fide farm, and for an entire shift of the farm according to its usual or designed rotation—a premium of 1. Best average product of Indian corn.

clover. A premium for the best average product of each of the following crops, of \$10 6. Peas, (Southern or cornfield,) either among corn or sep arate, in grain or in green manure. 7. Sweet potatoes. 8. Irish potatoes. Turnips. 10. Carrots.

11. Parsnips. 12. Pumpkins.
For the largest yield on an acre of the following crops, 13. Tobacco. 14. Corn, (not less than 100 bushels per acre.) 15. Wheat, (not less than 80 bushels per acre.) 16. Hay, (clover or grass, not less than two tons per acre. For the best varieties of the following crops, to be raised, and samples exhibited by the individual raising them, a premium of

17. Corn. 18. Wheat. 20. Onts. 21. Clover and grass seeds. 28. Parsnips. 24. Carrots. 25. Pumpkins

26. Peas.

For the best thorough bred stallion For the second best thorough bred stallion, For the best thorough bred mare, QUICK DRAUGHT AND SADDLE HORSES. 5. For the best stallion for quick draught, \$30 For best brood mare, 8. For 2d best For best stallion for saddle, 10. For 2d best " 11. For best brood mare for saddle,

BRANCH V .- Live Stock Exhibited.

13. For best pair matched horses, For 2d best " "
For best saddle horse, mare or gelding, For best pair of draught horses, For best team of draught horses, not less than 4 18. For best 3 year old colt or filly, 19. For best 2 year old colt or filly, 20. For best 1 year old colt or filly, HEAVY DRAUGHT HORSES 21. For best stallion for heavy draught, 22. For 2d best " 23. For best mare for heavy draught,

25. For best jack, 26. For 2d best jack, 27. For best janet, 28. For second best jannet, 29. For best pair of mules, 30. For best team of mules, not less than five.

CATTLE. Short Horns or Durhams and Herefords, three years old and 2 For 2d best " B For 3d best "

4 For the best cow. For 2d best 6 For 3d best " Short Horns or Durhams and Herefords under 3 years old. 7 For best bull between 2 and 3 years old, For 3d best 10. For best bull between 1 and 2 years old, 12. For best heifer between 2 and 3 years old, For 2d best 14. For best heifer between 1 and 2 years old, 15. For 2 best Devons and Alderneys, over 3 years old. 16. For the best Devon bull 3 years old and upwards, \$30 17. For 2d best 19. For the best Devon cow For 2d best 21. For 3d best Alderneys same premiums as Devons. Decons and Alderneys under 3 years old. 22. For the best Dévon bull between 2 and 8 years 24. For 8d best between 1 and 2 years 25. For the best 26. For 2d best

For the best Devon heifer between 2 and 3 years 28. For 2d best For the best between 1 and 2 years Alderneys same premiums as Devons. Ayrshires and Holsteins, over 3 years old. 31. For best Ayrshire bull 2 years old and upwards. \$30 82. For 2d best 83. For 3d best 84. For the best Ayrshire cow 35. For 2d best " Holsteins same premiums as Ayrshires. Ayrshires and Holsteins, under 3 years old.

37. For the best Ayrshire bull between 2 and 3 years 38. For 2d best 40. For the best Ayrshire heifer 42. For the best Ayrshire bull between 1 and 2 years 43. For 2d best
44. For the best Ayrshire heifer . For 2d best Holsteins same premiums as Ayrshires Natives or Grades.

46. For best bull 3 years old and upwards, \$30
47. For 2d best " " 18
48. For 8d best " " 18
49. For best " " between 2 and 8 years old.

50. For 2d best " " " 15
50. For best hay or straw knife for cutting down stacks.

50. For 2d best " " " 8
50. For best dung fork and hoe, 250
51. For 3d best " " 8
52. For best " " 8
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51. For 3d best " " 8
530,000,000
51. For 3d best " " 8
50. For best dung fork and hoe, 250
51. For best water ram in operation, 10 00
52. For best " between 1 and 2 years 1,050,000
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54. For best stump machine, 10 00
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59. For best water ram in 46. For best bull 3 years old and upwards,

53. For 2d best ... "
54. For best cow 3 years old and upwards, 61. For 2d best Working Oxen. 62. For best yoke of oxen over 4 years old, Fat Cattle. 66. For best pair fat steers,67. For best fat cow,68. For best fat heifer, SHEEP .- Fine Wools and Middle Wools. 1. For best buck-fine wool, 4. For best pen, of ewes, not less than 3-fine wool, 6. For 3d best 7. For best pen of ewe lambs, not less than 4-fine 8. For best pen of buck lambs, not less than 4-fine 9. For best buck-middle wool, 12. For best pen of ewe lambs, not less than four-mid-13. For best pen of buck lambs, not less than fourmiddle wool. Long Wools and Natices. 14. For best buck-long wool, 15. For 2d 16. For 8d " 17. For best pen of ewes, not less than four-long 20. For best pen of ewe lambs, not less than four-21. For best pen of buck lambs, not less than four-Natives or Mixed Blood. 22. For best buck, 23. For 2nd best buck.

25. For best pen of ewes, not less than four 26. For 2d best pen of ewes, not less than four, 27. For 3d best pen of ewes, not less than four, 28. For best pen of ewe lambs, not less than four. 29. For best pen of buck lambs, not less than four, Imported Sheep. 80. For best imported buck of any description, 31. For best imported ewe of any description,
82. For 2d best imported buck of any description,
33. For 2d best imported ewe of any description,

24. For 3d best imported buck of any description, 35. For 3d best imported ewe of any description, Swine-Large Breed. For best boar over two years old, 2. For 2d best boar over two years old, 3. For best boar one year old, For 2d best boar one year old, 5. For best boar six months and under one year old, For 2d best boar " For best breeding sow over two years old, For 2d best For best sow not less than 6 months and under 18

10. For 2d best sow not less than 6 months and under 18 month old.
11. For best lot of pigs, not less than two and under five months old, 12. For 2d best lot of pigs, not less than two and under five months old, The large breed includes the Chester, Berkshire, Russia, Bedford, Woburn, Grazier, Duchess county and their grade. Small Breed.

13. For best boar over two years old,

14. For 2d best boar 15. For best boar over one year old, 16. For 2d best boar ', 17. For the best boar over six months old, For the best breeding sow over two years old, 20. For 2d " 21. For best sow not less than six, nor more than 18 22. For 2d best sow not less than six nor more than 8 months old, 23. For best lot of pigs not less than two and under 24. For 2d best lot of pigs not less than two and under five months old, The small breed includes Neapolitan, Suffolk, Chinese and their grades.

PREMIUM ANIMALS.

 For best cow of any breed on exhibition,
 For best stallion of any breed on exhibition,
 For best brood mare of any breed on exhibition, 5. For best buck of any breed on exhibition, For best ewe of any breed on exhibition,
 For best boar of any breed on exhibition, For best breeding sow of any breed on exhibition, For best pen of lat hogs, not less than twenty, For best pen of fat hogs, not less than ten,
 For best pen of fat hogs, not less than five, POULTRY-CHICKRNS. 1. For best pair of white Shanghaes, For best pair Cochia China,
 For best pair red Shanghaes, 4. For best pair yellow, 5. For best pair Imperial China, For best pair red Chittagoug, 8. For best pair gray 9. For best pair black Poland For best pair white "
 For best pair Silver Pheasant, 12. For best pair Golden Pheasant. For best pair Spangled Hamburg, 14. For best pair white or red Game, For best pair Brama Pootra, For best pair North-Carolina Game
 For best pair black Spanish,

1. For best bull of any breed on exhibition.

For best pair Ostrich, For best pair Bolton Greys, 28. For best pair Sea bright Bantams 24. For best pair Java Bentams, 25. For best pair Great Malay, 26. For best pair Jersey Biues, 27. For best pair common Dorkin For best pair common Dorkings, 28. For best pair any other breed, TURKEYS, GEESE, DUCKS, &c. 29. For best pair common geese, 30. For best pair wild geese, 31. For best pair China geese, 32. For best pair white Poland ducks, 33. For best pair Muscovy ducks,

18. For best pair Indian Mountain, 19. For best pair Wild Indian Game,

20. For best pair Sumatra Game,

33. For best pair Muscovy ducks,
34. For best pair common ducks,
35. For best pair common turkeys,
36. For best pair wild turkeys,
37. For the greatest variety of poultry, BRANCH VI. AGRICULTURAL IMPLEMENTS CLASS No. 1 .- Ploughs, Cultivators and Rollers. 1. For the best single horse plough, 2. For best shovel plough, 3. For best Cultivator,

 For best harrow,
 For best subsoil plough, 6. For best gang plough, 7. For best hillside plough, 8. For best corn planter, 9. For best roller, Class No. II.—Drills and Broad-casting Machines, Wheat or Grass Rakes by Horse Power, Oradles, Wagons, Wagon Gear, Cart Gear, Ox Yokes, &c.

1. For the best broadcasting and drilling machines for grass and grass seed, 2. For best broadcasting machine for sowing guano, 3. For best broadcasting machine for sowing lime, 4. For best corn planter or drill for depositing seed at regular distances, 5. For best wheat drill, 6. For best horse rake, 7. For best set of wagon harness,

9. For best grain cradle, 10. For best wagon for farm use, 11. For best frame or body for hauling wheat in the sheaf, hay or straw, 12. For best ox cart with body for hauling corn in the 13. For best ox cart with body for hauling wheat in sheaf, hay or straw, 14. For best horse cart, CLASS No. 8. 1. For best sweep horse-power,

 For 2d best sweep horse-power,
 For best railway horse-power,
 For best thrashing machine without separation and leaning apparatus,
5. For best machine for thrashing, separating and cles ing grain at one operation, For best separator or straw carrier. CLASS No. 4. For best hay and straw cutter for horse-power, For best hay and straw cutter for hand-power, For best corn sheller for horse-power,

For best grist mill for horse-power, For best grist mill for hand-power, For best saw mill for farm use for horse-power, 7. For best corn and cob crusher. CLASS No. 5. 1. For best fanning mill,

2. For the best two horse plow, as shown by work actually performed and the test of the dynamometer,
2. For the best 3 or 4 horse plough, as shown by work actually performed and the test of the dynamometer,
3. For the best ploughman with horses,
4. For 2d best ploughman with borses,
5. For the best ploughman with steers,
6. For 2d best ploughman with steers, 15 WHEAT REAPER AND MOWER. For the best wheat reaper and mower, to be tested in such manner and at such where as the Executive com-mittee shall designate, a premium of HARNESS. For the best wagon harness cart plough RIDING VEHICLES, &C. For the best 2 horse carriage, For 2d best 2 horse carriage For the best rockaway, For 2d best rockaway, For the best top buggy, For the best open buggy, For 2d " For the best sulkey, 10. For best set carriage harness,
11. For best set buggy "
12. For best gent's saddle, bridle, and martingals,
13. For best ladies' saddle, bridle, and martingals,
14. For the best centre table,
15. For the best rocking chair, 16. For best suit gent's clothes, 16. For the best pair boots. BRANCH VII-Fruits and Fruit Trees. 1. For the best and largest variety of apples suitable for Southern raising, each labelled,
2. For the best and largest variety of pears,
3. For the greatest number of choice varieties of different kinds of fruit, 4. For best and largest collection of apple trees, sui able for Southern raising, 5. For best pear trees, 6. For best peach trees, For best grape vines,
 For best strawberry vines, 9. For best raspberry plants, VEGETABLES. 1. For the largest and best assortment of table vegeta 2. For best dozen long blood beets, For "head of cabbage, carrots, egg plants, 6. For best peck of on 7. For best dozen parsnips, 8. For best bushel Irish potatoes, 9. For best bushel sweet potatoes, 10. For three finest pumpkins, 11. For best sample of beans, 12. For best sample garden peas, BRANCH VIII .- Dairy and Honey. For the best specimen of fresh butter, not less the 2. For the 2d best specimen of fresh butter, not le 3. For best firkin or tub of salted butter, not less than six months old,
4. For 2d best firkin or tub of salted butter, not les than six months old, 5. For best cheese, not less than 25 lbs 6. For best ten pounds of honey, The honey to be taken without destroying the bees, and the kind of hive used, and management of same to be stated by competitors. Also, the methods of making and preserv-ing the cheese and butter to be stated. BACON HAMS. 1. For the best ham cured by exhibitor, 2. For 2d best ham, cured by exhibitor,
Manner of curing to be described by the competitors, and
the hams exhibited to be cooked. FLOWERS. 1. For the largest and choicest variety of flowers, the 2d largest and choicest variety of flowers 3. For the best and greatest variety of dahlins, 4. For the best and greatest variety of roses, For the best floral ornament, 6. For the best and largest variety of green house HOUSEHOLD MANUFACTURES. 1 For the best quilt, 2 For the 2d best quilt, For the best counterpane, 4 For the best counterpane,
4 For the 2d best counterpane,
5 For the best specimen of embroidery,
6 For the best specimen of worsted work,
7 For the best hearth rug,
8. For the best pair of home made blankets,
9. For the best home made carpet,
10. For the best piece, not less than 7 yards, of home negro shirting, 11. For best piece, not less than 10 yds., winter clothing for negroes, to be woven by hand,
12. For the best piece heavy woolen jeans, to be woven 18. For second best piece heavy woolen jeans, to b woven by hand. 14. For piece best linsey, not less than 7 yards, to b

AGRICULTURAL STRAM ENGINE

1. For the best steam (portable) applicable to ag-ficultural purposes generally, as a substitute for horse

For the most extensive and valuable collection a useful machines and implements exhibited and made at any one factory, whether including subjects for other premiums or not, a premium of

PLOUGHING MATCH.

18. For best home made pound cake,
19. For best home made sponge cake,
20. For best varieties home made pickles,
21. For best varieties home made preserves,
22. For best varieties home made fruit jelly, 23. For best sample of home made soap, the CHLOROFORM FOR BEES. Mr. D. Smith, in a letter to the Edinburgh Courant, thus describes his discovery of "Chloroforming bees;" "The quantity of chloroform required for an ordinary hive is the sixth part of an ounce. A very large hive will take nearly a quarter of an ounce. My mode of operation is as follows: I set down a table opposite to, and about four feet distance from, the hive; on the table I spread a thick linen cloth; in the centre of the table I place a small shallow breakfast plate, which I cover with a piece of wire gauze, to prevent the bees from coming in immediate contact with the chloroform; and into this plate I pour the chloroform, I now quickly and cautiously lift the hive from the board on which it is standing, set it down on the top of the table, keeping the plate in the centre; cover the hive closely up with cloths, and in twenty minutes or so the bees are not only sound asleep, but, contrary to what I have seen when they are suffocated with sulphur, not one is left among the combs; the whole of them are lying helpless on the table. You now remove what honey you think fit, replace the hive in its old stand, and the bees, as they recover, will return to their domicile. A bright, calm, sunny day is the best; and you should commence your operations in the morning, before many of them are abroad.

15. For 2d piece best linsey, not less than 7 yards,

to be woven by hand, 16. For best fine long yarn hose, 17. For best home made bread,

FAST MEN. The vicious die early. They fall like shadows or tumble like wrecks and ruins in the grave, often while quite young, almost always before forty.

The wicked "liveth not half his days." The world at once ratifics the truth and assigns the reason by describing the dissolute as "fast men"-that is, they live fast; they spend their twelve hours in six, getting through the whole before the meredian, and dropping out of sight and into darkness, while others are in the glow and glory of life. "Their sun goes down while it is yet day." And they might have helped it. Many a one dies long before he need. Your men of genius, like Burns and Byron, to whom, when dissipated and profligate, thirty-seven is so fatal; and your obscure and nameless wandering stars, who waste their youth in libertine indulgence, they cannot live long. They must die early. They put on the steam till they blow up the boiler. They run at such a rate that the fire goes out for want of fuel. The machinery is destroyed by reckless speed and rapid wear. Nothing can save them. Their physical system cannot stand the strain they put it to; while the state of their minds is often such that the soul would eat the substance of the most robust body, and make for itself a way of escape from the incessant hell of its own thoughts.

THE MANUFACTURES OF THE UNITED STATES. We subjoin a summary of the manufacturing industry of the United States, derived from the report of the superintendent of the census.

The period which has elapsed since the receipt of the returns has been so short as to enable the officer to make but a general report of the facts relating to few of the most important manufactures. The entire capital invested in the various manufactures in the United States, on the first of June, 1850, not to include any establishments producing 120 less than the annual value of \$500, assembled in round numbers to \$580,000,000