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CLASS III SECTION	A.		
Live Stock, &c.	* 20		
Stallion over 4 years of any coun-			
try or breed, best	7	0	0
Do. for agricultural purposes			2
do do	5	0	0
Do do do 2nd do	3		0
Do 2 years old raised in the Pro- vince, best	3		0
Do I year old do	1	0	0
Matched carriage horses, best pr.	5	0	0
Matched daught horses do	5	0	0
Golding or filly two years old,			
raised in the Province, best	2	0	0
Brood mare and foal of any coun-			
try or beed, best	3	0	0
Saddle Horse (Roadster) do best Bull, (pure breed) of any age or	3	0	0
country, best	4	0	0
Do do 2nd do	2	0	0
Do do 2 year old do	2	0	0
Do do do 2nd do	3 1	0	0
Do do 1 vr old do	1	0	0
Do do do 2nd do	1	10	0
Do do of 1852 do Dow do of any age do	1	0	0
Do do do 2nd do	3	0	0
Do do of two years old do	9	0	0
Do do of one do do	ī	0	0
Do do of one do do Do do of 1852 do	î	0	0
Ball (mixed breed) of any age do	2	0	0
Do do do 2nd do	111	0	0
Do do of 1852 do			0
Milch cow do do Do do 2nd do	3	0	0
Do do 2nd do	2	0	0
Do do of 1	2	0	0
Do do of 1852 do	1	0	0
		V	
Working Oxen, best voke	3	0	0
Heifer do of 2 years old do Do do of 1 do do Do do of 1852 do Working Oxen, best yoke Do 2nd do	3	0	0
Do 2nd do	1	0	
Fut ox, steer, cow or heifer, of any age, breed or county do	1	0 0	
Fut ox, steer, cow or heifer, of any age, breed or county do Ram, pure breed, of two years	2	10	0
Fut ox, steer, cow or heifer, of any age, breed or county do Ram, pure breed, of two years and over	l of	0	0
Fut ox, steer, cow or heifer, of any age, breed or county do Ram, pure breed, of two years and over	2 2	10	0 0
Fut ox, steer, cow or heifer, of any age, breed or county do Ram, pure breed, of two years and over Do do of one year and over	2 2	10	0 0 0
Fut ox, steer, cow or heifer, of any age, breed or county do Ram, pure breed, of two years and over Do do of one year and over Do do of 1852	2 2	10	0 0
Fut ox, steer, cow or heifer, of any age, breed or county do Ram, pare breed, of two years and over Do do of one year and over Do do of 1852 Ewes do of two years and over	2 2 1 1	10	0 0 0 0
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CLASS III.—SECTION	3.00		
Manufactures from parts of An			
Beef, salted, best barrel Pork do do Hams best pair Bacen best side	1	0	
Pork do do	1	0	
Hams best pair	all.	0	
Bacen best side	1	0	
Do do 2nd do	0	15	
Do do 2nd do Do do 3d do	0	10	
Cheese not less than 25lbs do Do do 2nd do Bristles or brushes	2	0	
Do do 2nd do	1	0	
Bristles or brushes	0	15	
Wool neeces, best assortment	1	1	
Oil, not less than 1 quart, best	1		
sample		0	
Honey or Wax; not less than ten	TRACT		
lbe of each, best sample	2	0	
Do do 2d do do real	1	0	
Cendles do best assortment	4	0	
Do do 2nd do	1	0	
Cendles do best assortment Do do 2nd do Soap do best assortment Do do 2nd best Leather best variety	. 2	. 0	
do Zno best	1	0	
Furs or shins do	0	0	
Do de manufactured do	-	U	
Boots and shoes do			
Saddle and bridle beet	4	0	
Harness, best assortment	0	0	
Do 2nd do	4	0	
Plealesta best nair	0	0	
Do 2nd do Blankets bes: pair Do 2nd	7	0	
Woollen Carpel, not less than	200	0	
20 wards hest		0	
20 yards best Counterpane, waven, best Plannel, not less than ten yards		0	
Flannel not less than ten wards	Tine	V	
hast	0	0	
Woollen cloth, fulled, not less	1		
than 10 yards best	-	10	
than 10 yards, best Do do do 2 d best Do, not falled, do best Do do 2nd do	1	0	
Do, not fulled, do hest	PERMIT	0	
Do do 2nd do	0	15	
Mixed homespun cloth do, best		10	
Do for womens wear, do best		0	
Do do with reference purticulat		d	
larly to the pattern do		10	
larly to the pattern do Do do 2nd best Woolen showls or scarfs, fancy		0	
Woolen showls or scarfs, fancy		18	
Pattern, Dest	1		
Woothen socks or stockings, best			
assortment	0	10	
De mittens or gleves do	0	10	H
	CONT.	WAS N	

m:			
Tailors work, specimens of do,	2	0	0
Hatters do do	2	0	0
Milliners do do	1	0	.0
Dyers do do	1	0	0
Feathers and down, best assort-			
ment	0	15	0
Quill or hair work do	100	10	0
		11.00	
Horns or horn work de	1	0	0
Snow shoes and moccasins best	1	0	0
Fish, smoked or dried, best sam-			
ple	3	0	0
Do pickled do	2	0	0
Do preserved de	2	0	0
Lobster or other shell fish, preser-	EN WI		
ved, best	1	0	0
veu, beat	1	0	U
	69	10	0
CLASS IV.—FINE ARTS,	&c.		
Oil painting best	3	0	0
Water color painting do	2	0	0
Drawings in crayons do	1	0	0
Pencil drawings do	ī	0	0
Decorative painting, best speci-	10.73	desig	
men painting, best spect.	2	10	0
Do 2nd do	100		10/10/20
	Ibe	10	0
Engraving, specimen of, do	1	0	0
Woodcutting	1	0	0
Lithography do	1	0	0
Tyyography do	1	0	0
Daguerreotype do	1	0	0
Electrotype do	1	0	0
Sculpture or carving do	3	0	0
Bookbinding, specimen of best	1	0	0
Ornamental writing do	i	0	0
Model or design, of any kind	2	0	θ
	2000	IN EUR	
	. 1	0	0
Patterns for castings, best assort-		52	
ment	1	10	0
Crotchet work, of best specimen	0	10	0
Woollen or cotton, fancy knitting			
best	0	10	0
Do do netting best	0	10	0
Embroidery do	0	10	0
Braid Work best	0	10	0
Berlin wool work best	0		0
	- 100	111	
Raised worsted work best	0	10	0
J. E	-	31151	-
of Principle to the	30	0	0
PLOUGHING MATCH			
Ploughing with horses, best	6	0	0
Do 2nd do	3	0	0
Do 3d do	9	0	0

FRIDAY'S MAIL.

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NEW BRUNSWICK.

The Railway.—Messrs. Beattle and Campbell the engineers deputed by the gentlemen in England who have proposed to construct a line of Railway across this Province, from the United States' frontier to the boundary of Nova Scotia, arrived from England in the last steamer, and are now in this city. From Halifax, they came overland; and travelling somewhat leisurely, had an opportunity of examining much of the Country over which the Railway will probably pass.

As might be expected, they were much struck with the line of country from the Bend of Petitcodiac to this City, not only from the general tertility of the soil, but the extremely level character of the country, so admirably adapted to the construction of

All the members of the Executive Council were in town yesterday, and such prelimina-ity arrangements were made as precluded the necessity of the Engineers proceeding to Fredericton. The plans of the preliminary Railway surveys made by Mr Wilkinson have been copied for use in the field; and every other arrangement has been so promptly and periectly made by the Executive Government, prior to the arrival of those gentlemen from England, that not a single day's delay will take place. Messrs. Beattle and Camp-bell will therefore take the field to morrow and commence locating the Railway from this City to Shediac, as the first and most

pressing portion of the contemplated line.

A. C. Morton, Esq., the talented Engineer of the Portland and Montreal Railway, who has had great experience in failways in this portion of North America, was invited by the Executive Council of this Province to accompany the engineers from England over the proposed toute, and arrived here from Portland last week. Yesterday Messes, Beattie, Campbell, and Morion, with the Beattie, Campbell, and Morion, with the Hon, Mr Chandler, visited the valley to the northward of the City, where the railway afterwards they examined the works at Split-Rock for the Suspension Bridge, and the fa-

cilities for a railway crossing at that point.

We are assured that every exertion will be made to have all necessary surveys and locations executed before winter sets in ; and the public may rest satisfied, that where such an earnest and sincere desire exists on both sides to carry out a great work, there can be very little doubt of its being prosecuted in a

successful and satisfactory manner.

We offer our sincere congratulations to all who are interested in the welfare of New Brunswick, on the beginning of The Rall.

The arrival of the U. S. Steam Frigate Mis-Commodore Perty, arrived in the harbour last Saturday evening, and yesterday morning fired the usual sainte.

Commodore Perry has received instructions from the President of the United States to enquire into the fishing difficulties, and will proceed from hence in the Mississippi to

Halifax, and very likely to St John's, New-foundland.—We understand however that the gallant Commodore is not likely to find any thing of which American Citizens can comthing of which American Colored can commit-plain, or that any single act has been commit-ted by Imperial or Colonial Cruisers, with reference to the fishing vessels of the United States, that can be at all objected to by the American authorities.

Commodore Perry and Captain Adams, of the Mississippi, proceed to Prederiction this morning to view the river and pay their respects to His Honor the Administrator of the We understand that it is the intention of a number of our Citizens to invite the Officers of the Mississippi to a public Ball

on Thursday evening.
H. M. Cutter "Netley," under the Command of Capt. Kynaston, arrived in the harbour yesterday on a cruise .- New Brunswicker

UNITED STATES.

New Feature in the Business of Boston .-Sixteen cars, loaded with 8 sticks of timber for ships' masts, 84 feet in length and 3 feet diameter, loaded in Buffalo, were on Tuesday brought over the Buffalo and Rochester Rai! Total, Rochester and Syracuse, Syracuse and Utica, Utica and Schenectady, Renssellear and Saratoga, Soratoga and Washington, Rutland and Washington, Rutland and Purlington, Cheshire, Fitchburg, Grand Junction, to East Boston, and thence over the Eastern Railroad to Portsmouth, N. H. 628 miles, without change of cars. Four car loads of slate were also brought at the same time over the Rutland, Cheshire, and Fitchburg Rail-toads, to the Grand Junction depot, at East Boston, from the slate quarry recently opened in Fairhaven, Vt. - Courier.

Frost in August — A gentleman who passed through Ashheld, Mass., yesterday morning, informs us that frost was plainly visible for some distance along the valley in the vicinity of Spruce Corners.' Fences, bridges, planks, &c., were quite covered with it.—
Journal of Commerce.

The Liquor Law in North Providence .- A posse of officers visited the Mineral Spring House, in North Providence, kept by Mr Langley, yes:erday, for the purpose of searching for liquor. They were resisted by the bar-keeper, who diew two knives and threatened death to any one who should attempt to search the premises. He was secured, however, without injury to any one, and subsequently apologized for his rashness. jugs and a bottle of liquor were seized, and a hearing of the case will be heard to day, be-fore Justice Lee, at Pawtscket.—Providence

Washington August 9 .- Congress will do nothing more the present session except hur-ry through the appropriation bills.

Mr Crampton has informed the President

that Lord Derby has taken the fishery questi-on out of his hands and referred it to the Co-Jonial Government.

We received by the Admiral last evening, thro' Favors Express, Boston papers of Wed-

The owner of the Henry Clay, who was on board at the time of the disaster, has been arrested. Warrants were out for the Captain, and others connected with the boat. They will be tried for morder.

A fire broke out in a small house in Boson, and three children were burnt to death, the youngest 8 months old, and the oldest 10 years .- St. John Morning News.

MEXICO.

Dates have been received at New Orleans from the City of Mexico to 13th July. Sligo of that date publishes the letter of Mr Rice, the American Consul at Acapulco, and justifies the conduct of the Mexican authorities in the matter.

The Sligo says, although, Senor Rice pic-

tures the bad treatment he has received with some vehemence, and although he condemns such haste, we can see sufficient reason for proceeding against a consul who insults our tribunals and threatens the lives of our

The Indians were creating great alarm even in the City of Mexico itself. They have come down into the country from Chihnahua, and are in the neighbourhood of San Lors Potosi, only 200 miles north of the capital, were to the number of 300 at a time, they have attacked many Haciendas, making heir assaults at various points at the same

Some of the papers assert that the Mexican authorities have opened a letter which the English Consul at Acapulco had sent to the English Legation in Mexico, while others attribute the same thing to the En-glish Consul at Mazatlan. F. A. Gibbon has been appointed Consul General in Mexico, vice McIntosh.

The Espanola says that Mexico is on the eve of another crisis in her relations with foreign powers.—Boston Atlas.

NOVA SCOTIA.

The Fisheries .- Since our last week's intelligence we learn that another fishing vessel has been captured in violation of the treaty, and carried into Charlottetown by the tender of the Devastation. It is said that resistance was offered, and that she fired into the tender; but we have no authentic confirmation of the rumor. The Halifax papers also say that the Devastation had carried four We observe that one of the American fishing vessels which had arrived at Newburgport, reported that on the coast of Cape Breton she had seen the Steamer D. seen the Steamer D. - error in supposing that a line to Loch L. vastation with two fishing sche in tow. I mond would shorten the distance ten miles.

The Crops .- The taying, which was com menced about ten days ago, has been retarded by the cloudy and rainy weather of the past week. The hay will be of a light yield. All week. The lay will be of a light yield. All the other crops, with the exception of the wheat, in which the weavel has made its appearance, look well. It is hoped by many that the late rain will have the effect of check ing this scourge .- Eastern Chronicle.

The first sample of new zbeat, was brought into the Toronto market, yesterday. The grain was of superior quality, equal to any that has been displayed in this market, is

former years.
Wheat harvest is general around Toronto, east, west, and north. A gentleman from Lake Simcoe, informs us, that he has never saw a more luxuriant display, than the wheat and other grain fields present, along the route, from lake Simcoe to Toronto. Another gentleman, who crossed the country, from the Township of Brock, gives an equally flatter-ing account of the crops in the Township of York, Toronto, Esquesing, and Chinguaci-ousy, states that the wheat is being cut in ousy, states that the wheat is being cut in large quantities, in those parts, and promises a great yield. There is no kind of blight among it, and its appearance denotes a sample of first quality. The farmers are in good spirits, although the straw is not so heavy as in some years, nor is it so thick in the in some years, nor is it so thick in the ground; yet they expect more than an average crop. Ten days from this (23rd July), the most of the wheat will be gathered here should it be fine weather.

We learn from the vicinity of Coboars, that the country has suffered much in that

that the country has suffered much in that quarter from drought, the spring crops especially. Wheat and hay are tolerably fair there; but spring grains are but indifferent for want of rain .- Toronto Colonist.

Ships, Colonies, and Commerce. - Canada, on the whole, is possibly at this moment more prosperous than she has ever previously been, and works of great magnitude are going on in every section of the province. The very fires, which fell so heavily, when they occurred, upon Montreal, have afforded employment to many hands, and given food to many mouths. New railroad and steamship enterprises are daily engaged in. The country, in a word, is going wonderfully ahead. But, nevertheless, there is a duliness in almost every article of export from this port, which, as Mr Borrowman, in his circular, remarks, may be partly accounted for by the great deficiency in tonnage this year, as compared with the two immediately preceding years, at the same date. Contrasted with last year there is, this year, a deficiency of 198 vessels or 78,268 tons.

Government Loan of £200,000 for Montre-al.—The Montreal Herald says that its calcu-lation of the loss sustained by the fires—£201, 000—founded on the assessed value of the property destroyed was not correct and that the result of the executive Committee's investigations makes the total loss incurred more than double the amount at which the Herald had estimated the value of the house proper-The loss will be little less than £500, 000; and the Herald understands that the Executive committee have determined upon applying to the government for its assistance, in obtaining a lean of say £200,000 from which aid may be given to enable proprietors to re-build, and for the repayment of which, at sta-ted periods the city in its corporate capacity will become hable while its management shall be entrusted to Commissioners appointed by the Government and responsible for the due performance of their duties.

Queen Charlotte's Island .- We understand that the excitement in Oregon in reference to the Queen Charlotte's Island gold mines in unbated, but that the farmers are about put-ting in their crops, and do not like to leave their farms. The schooner Exact, Captain Folger, and the brig Tepic have recently arri-ved from the Island.

The Exact, visited nearly every one of the

harbours without accident. The Island is claimed by the Hudson Bay Company. Captain Folger represents the gold as lying among the hills reaching down to the shore. He states that there is no question of the fie states that there is no question of the great riches of the placers, and isforms us that the natives frequently, wade into the water and obtain gold, which they see shining on the bottom. They place an exhorbitant price, however, on the gold, having received an indefinite idea from the Hudson Bay Coman interinite inea from the Husson Bay Com-pany that it is very valuable. They asked, for one piece werth \$45, some fourteen blankers and twelve muskets.—The Exact is about to return to the Island with gold

SUNDAY'S MAIL.

NEW BRUNSWICK.

The Raiwlay.—Yesterday, Messrs. Beattle and Campbell, Engineers from England, made a reconnaissance of the ground between this City and Hampton Ferry, examining it in connection with the plan of the preliminary Survey for the Shediac Railway made by Mr. Wilkinson in 1848.

We understand these gentlemen expressed themselves much gratified with the general course of the railway line indicated by Mr Wilkinson, and with the facilities which the country presents for a very straight railway, with easy grades.

The route by Loch Lomond toward Sussex Vale, will be examined in a few days. Some of our contemporaries must be in