BALTIMORE COMMERCIAL JOURNAL, AND LYFORD'S PRICE-CURRENT.

AGRICULTURE—MANUFACTURES—NAVIGATION]— BALTIMORE—AND HER INTERESTS. —[COMMERCE—TRADE—STATISTICS.

VOL. IX. No. 48.] BALTIMORE, SATURDAY MORNING, JANUARY 23, 1847. [Whole Number 465.

ALMANAC

For the week, commencing on Sunday,
JANUARY 24, 1847.
Moon—First Qr., 23d, 10h. 57m. M.

DAY Mo. Wk.	Sunrises.		Sunsets.		Days' length.		Moon ri. & set.	
24 Sun.	7h	7m	4h	53m	9h	46m	0	56
25 Mon.	7	6	4	54	9	48	1	57
26 Tues.	7	5	4	55	9	50	2	56
27 Wed.	7	4	4	56	9	52	3	51
28 Thurs.	7	3	4	57	9	54	4	40
29 Frid.	7	2	4	58	9	56	5	35
30 Sat.	7	1	4	59	9	58	6	4

POST OFFICE.—MAILS

Are conveyed by Rail Road Cars and Stages daily.

	CLOSE:	DUE:
Eastern, daily, ex. Sun.	8A M. & 7P. M.	3 & 11½ P. M.
Great Southern,	9 P. M.	7½ P. M.
Washington City	8A. M., 4 P. M.	7 P. M.
Western	6 A. M.	6½ P. M.
Winchester, Va. ex Sun.	6 A. M.	6½ P. M.
York, Pa. Route, ex. Sun.	8 A. M.	6½ P. M.
Norfolk, Mon. Wd. & Fri.	3 P. M.	W. F. & Sun. 7 A. M.
Annapolis, Md., ex. Sund.,	8 A. M.	8½ A. M.
Delaware, E. Shore of Va. Somerset & Worcester co., Md., Sunday, Tuesday & Thursday	8 A. M.	11 P. M.
Up counties of E. Shore, Md., Monday, Wednesday and Saturday	8 A. M.	3 P. M.
Upper Marlboro' Route, Monday, Wednesday and Friday,	9 P. M.	8 A. M.
Tobacco Route, Wednesday and Sunday,	9 P. M.	8 A. M.
Westminster Route, Tuesday, Thursday and Saturday,	6 P. M.	7 P. M.
Bel-Air, Tuesday, Thursday & Saturday,	8 A. M.	M. W. & F. 2 P. M.

RATES OF POSTAGE.

Letters composed of one or more pieces of paper, but not exceeding half an ounce in weight, sent any distance not exceeding 300 miles.....5 cents.

Any distance over 300 miles.....10 cents.

On every additional weight of half an ounce, or any fractional excess of half an ounce, an additional postage is charged according to the distance.

Letters dropped in the Post Office for delivery in the same place, 2 cents each.

Letters advertised are charged 2 cents each, besides regular postage, or if advertised in 2 papers, 4 cents.

Circulars, handbills, and advertisements, printed or lithographed, on paper not larger than quarto post or single cap, folded and directed, but unsealed, 2 cents per sheet, any distance; when sealed, same as letters.

Circulars on sheets larger than cap, are rated as pamphlets.

On *Pamphlets*, magazines, periodicals, and every other kind of printed or other matter, (except newspapers, circulars, handbills, and advertisements,) unconnected with any manuscript communication, weighing one ounce or less, 2½ cents per copy, for any distance. For every additional ounce, 1 cent. Any fractional excess exceeding half an ounce, to be charged as an ounce; an excess less than half an oz. to be disregarded.

Newspapers, (when sent by the editors or publishers thereof,) if they do not exceed 1900 superficial inches, free, for any distance not exceeding 30 miles from the place where printed. For any distance beyond 30 miles, within the State where published, 1 cent. For any distance exceeding 100 miles, out of the State where published, 1½ ct. A newspaper exceeding 1900 inches, to be rated as a pamphlet.

When the article to be mailed is a circular, pamphlet, or newspaper, it should be so enveloped as to be open at one end—otherwise, it will be charged as a letter.

Newspaper Subscriptions.—The Postmaster General has ordered the following regulations: "Money for newspaper subscriptions, not exceeding TEN DOLLARS in each case, may be paid to a Postmaster for the purpose of being paid to the publisher of a newspaper, at any other office. The Postmaster is, in such case, to give to the person paying the money, a receipt therefor, and advise forthwith the Postmaster who is to pay said amount of such deposit; and upon presentation of this receipt, the amount is to be paid over. The Postmaster receiving the amount is to debit himself therewith in his account, and the Postmaster paying that amount is to credit himself therewith, in his account of contingent expenses."

Foreign Mails.—A mail is forwarded from Boston to, and received from England, via Halifax, (Nova Scotia,) by the British Mail Steam Packets, twice a month, for eight months in the year, and once a month for the four winter months. Letters, thus sent, must have their postage to Boston pre-paid. The postage on Ship Letters, delivered at the office where the vessel arrives, is 6 cents; if conveyed by post, 2 cents in addition to the ordinary postage.

TRAVELLING FACILITIES.

FROM BALTIMORE—

For Philadelphia and New York—

The Cars leave	*Are due*
Daily, ex. Sun. 9 A. M. and 8 P. M.	Daily, 11½ and ex. Sun. at 3 P. M.

For York and Columbia, Pa.—

Daily, ex. Sun. 9 A. M.	Daily, ex. Sun. 6½ P. M.

For Washington City—

Daily, 9A. M. & 5 & 11½ P. M.	Daily at 8 A. M. & 7½ P. M.

For Ellicott's Mills—

Daily at 7¼ A. M. & 4 P. M.	Daily at 8 A. M. & 6 P. M.

For Frederick—

Daily at ..... 7¼ A. M.	Daily at. .....6 P. M.
do. ex. Sun...4 P. M.	

For Harper's Ferry and Winchester—

Daily,..... ..7¼ A. M.	Daily,.....6 P. M.

For Cumberland and Wheeling—

Daily at... ....7¼ A. M.	Daily at.... ....6 P. M.

For Norfolk and Portsmouth—

A steamboat leaves	*Is due*
Mon. Wed. & Fri. 4 P. M.	Mon. Wed. & Sun. morn.

For Fredericksburg via Chinquoteague—
Every Saturday..... .....5 P. M.

For Alexandria and Washington City—
Every Saturday, 4 P. M.

FROM PHILADELPHIA—

For New York—
The Cars leave
Daily.....at 7½ and 10 A. M. and 5 P. M.

For Baltimore—
A steamboat or car leaves
Daily, ex. Sunday, at 8 A. M., and daily at 3 P. M.

For Columbia—
Daily, ...at 8 and 12 P. M.

FROM NEW YORK—

For Boston—
Via Norwich and Worcester; or, Stonington and Providence Rail Roads:
A steamboat leaves
Daily, except Sunday.....at 4 P. M.
Via Long Island Railroad:
A car leaves
Daily, except Sunday,..... .....at 7 A. M.

For Philadelphia—
Cars leave
Daily..... ..at 7 and 9 A. M. and 4½ P. M.

NEW YORK POST OFFICE.

Mail for Boston, via Long Island Rail Road, leaves daily, excepting Sundays, at 6 A. M.

Steamboat Mail for Boston, via Stonington and Providence, closes daily at 4 P. M.

Steamboat Mail, via Norwich and Worcester, for Boston, closes daily at 3 P. M.

The great Southern Mail, including the Mail for the Western States, closes daily at 7½ A. M.

Southern way Mail, which supplies the offices in New Jersey, including Philadelphia, Baltimore, and Washington City, closes at 7½ A. M. and 2½ P. M.

Movements of Steam and other Packets.

The British Steamers leave as follow:

	LIVERPOOL—	—BOSTON.
Cibernia,.....	.....Jan. 5....	.....Feb. 1.

New York and Liverpool Packets.

To leave New York.		*To leave Liverpool.*	
New World,....	Nov. 6	New York, ...	Oct. 1
Waterloo,.....	— 11	Liverpool,....	— 6
Fidelia,.....	— 16	Siddons, ...	— 11
Hottinguer,.....	— 21	Columbia,.....	— 16
Roscius, ...	— 26	Patrick Henry,....	— 21
Europe,.....	Dec. 1	Stephen Whitney,.	— 26
Ashburton,.....	— 6	Yorkshire,.....	Nov. 1
John R. Skiddy,...	— 11	Queen of West,...	— 6
New York,.....	— 16	Sheridan,.....	— 11
Liverpool,....	— 21	Oxford, ...	— 16
Siddons, ...	— 26	Henry Clay, ...	— 21
Columbia,..	Jan. 1	Virginian,....	— 26
Patrick Henry,....	— 6	Cambridge,... .	Dec. 1
Stephen Whitney,.	— 11	Rochester, ...	— 6
Yorkshire, ...	— 16	Garrick, ...	— 11
Queen of West,...	— 21	Montezuma, ...	— 16
Sheridan,.....	— 26	New World, ...	— 21
Oxford,.....	Feb. 1	Waterloo,.....	— 26
Henry Clay, ...	— 6	Fidelia,.....	Jan. 1
Virginian, ...	— 11	Hottinguer, ...	— 6
Cambridge,.....	— 16	Roscius, ...	— 11
Rochester, ...	— 21	Europe,.	— 16

New York and Havre Packets.

To leave New York.		*To leave Havre.*	
Bavaria,.....	Nov. 8	Zurich, ...	Oct. 1
Burgundy,.....	— 16	Francois Ier, ...	— 8
Admiral, ...	— 24	Utica,.....	— 16
Zurich, ...	Dec. 1	Albany, ...	— 24
Francois Ier,..	— 8	Silvie de Grasse,	Nov. 1
Utica,.....	— 16	Louis Phillipe, ...	— 8
Albany,.....	— 24	St. Nicolas,.....	— 16
Silvie de Grasse,	Jan. 1	Duke d'Orleans,...	— 24
Louis Philippe,...	— 8	Iowa,.....	Dec. 1
St. Nicolas,.....	— 16	Oneida, ...	— 8
Duke d'Orleans,...	— 24	Havre, ...	— 16
Iowa, ...	Feb. 1	Bavaria,.....	— 24
Oneida,.....	8	Burgundy,.....	Feb. 1

New York and Marseilles Packets.

To sail from New York—		*from Marseilles.—*	
Arcole,.	Nov. 1	Pr. de Joinville,	Dec. 10
Gaston,.....	Dec. 1	Arcole,.....	Jan. 10
Nebraska, ...	Jan. 1	Gaston, ...	Feb. 10
——— ,...	Feb. 1	Nebraska, ...	Mar. 10

BALTIMORE AND OHIO RAILROAD,

TARIFF OF RATES OF TRANSPORTATION

ON THE MAIN STEM

BETWEEN BALTIMORE AND CUMBERLAND—

☞ *Subject to some little modification where a whole car is engaged for a specific article.*

per 100 lbs.		*per 100 lbs.*	
Ale in bottles....	*cents*, 50	Hides, dry	*cents*, 40
Ale brls. or hhds.....	40	Hides, green.....	30
Apples, in brls.	40	Hard ware....	25
Ashes, Pot or Pearl...	25	Hollow ware.....	25
Bacon, in hhds.....	25	Hoop poles..	25
Bark, unground	25	Hops.....	50
Bark, ground	25a30	Horns.....	50
Beef, fresh..	50	Iron, blooms	25
Beef in brls.....	25	Iron manufactured	30
Beer or Porter, bottles	50	Iron, pigs.....	25
Beer in brls.....	40	Iron ore....	25
Beeswax	50	Iron, scrap	25
Bonnets in cases.....	50	Lard, kegs or casks...	25
Boots and Shoes	50	Lead, bars or pigs....	25
Bread.....	50	Leather.	40
Bricks	30	Lemons.....	50
Buhr blocks.....	40	Liquors, foreign	50
Butter, fresh.....	50	Live stock.....	30
Butter, firkins or casks	25	Lumber, generally ...	25
Cabbages	25	Mahogany.....	40
Candles.....	40	Manure....	25
Castings	25	Marble, undressed ...	25
Cedar ware	50	Mill Stones.....	50
Charcoal.....	50	Molasses	40
Cheese.....	25	Nails and Spikes	30
China ware.....	50	Oil, in bottles or cases,	50
Chrome ore.....	25	Oil, in esks.....	40
Cider, bottles.....	50	Oranges	50
Cider in brls	40	Oysters.	50
Cigars.....	50	Paints.....	25
Clover Seed.....	40	Paper.....	50
Coal, see *specific*.		Pipe Clay	25
Coffee.....	25	Pitch.....	25
Copper in pigs	40	Plaster—see *specific*.	
Copper manufactured..	50	Pork, fresh.....	50
Copper ore	25	Pork, salted.....	25
Cordage.....	50	Potatoes, Turnips, &c.	25
Corn brooms	50	Queensware.....	25
Corn Meal.....	25	Rags	40
Cotton, in bales.....	40	Rails & Posts, fencing	25
Drugs and Dyes.....	35	Raisins	50
Dry Goods	35	Rice	40
Earthen & Stone ware	40	Rosin....	25
Feathers.....	50	Salt	25
Fish, fresh	50	Shingles.....	25
Fish in brls.....	25	Ship stuffs.....	25a30
Flax	50	Shot.....	50
Flax Seed.....	40	Skins, deer, &c....	40
Flour, see *specific*.		Slate.....	40
Fruit, dried	40	Snake root.....	50
Furs and Peltry.....	50	Steel.....	40
Ginseng	50	Tallow.....	25
Glass, window	25	Tar.....	25
Glue ..{	50	Tea	50
Grain,* every kind....	50	Tin, in pigs.....	50
Granite.....	25	Tin plate, bxs.....	25
Grapes..	50	Tin ware.....	50
Grindstones.....	30	Tobacco, Amer., in hhds. or bxs.....	25
Groceries generally...	25	Tobacco, foreign, bales	50
Hats.....	50	Whiskey, brls. or hhds.	25
Hay in bales.....	40	Wines	50
Heading and Staves...	25	Wool, bales	40
Hemp & Flax, in bales	30		

SPECIFIC RATES.

Cumberland Coal—per ton, per mile.....2 cts.
" " from Cumberland to Balt., pr. tn. $3
" " from Cumb'd to Wash. City, $3.56
" " from Cumb'd to Dam No. 6, $0.75
Plaster Paris, per ton, per mile.....2 cts.

FLOUR—

From *Cumberland*	to	*Baltimore*,	50	cents	per brl.
— Patterson's Crk.	"	"	50	"	"
— Green Sp'g Run	"	"	50	"	"
— Little Cacapon	"	"	50	"	"
— Great Cacapon	"	"	50	"	"
— Hancock	"	"	40	"	"
— Licking Creek	"	"	37	"	"
— North Mountain	"	"	33	"	"
— Hedgesville	"	"			
— Martinsburg	"	"			
— Flagg's Mill	"	"			
— Kerneysville	"	"			
— Duffield's	"	"			
— *Harpers' Ferry*	"	"	25	"	"
— Weverton	"	"	25	"	"
— Knoxville	"	"	24½	"	"
— Berlin	"	"	23½	"	"
— Catoctin	"	"	22	"	"
— Point of Rocks	"	"	21½	"	"
— *Frederick*	"	"	20	"	"
— Doup's Switch	"	"			
— Davis' Switch	"	"			
— Buckeystown	"	"			
— Monocacy	"	"			
— Reel's Mill	"	"			
— Ijamsville	"	"			
— Monrovia	"	"			
— Mount Airy	"	"			
— Woodbine	"	"			
— Hood's Mill	"	"			
— Sykesville	"	"			
— Marriottsville	"	"	17	"	"
— Woodstock	"	"	15	"	"
— Elysville	"	"	13	"	"
— Ellicott's Mills	"	"	9	"	"
— Ilchester	"	"	8	"	"

* *Wheat* is 23.15 cts. per 100 lbs., and in the same proportion for intermediate distances as Flour.

COMMERCIAL REGULATIONS
OF THE PORT OF BALTIMORE.

The following is a copy of the Regulations which *was* established by the "Board of Trade of the city of Baltimore:"

COMMISSIONS.

In all transactions in Foreign and Domestic *articles* the following rates to be charged if no agreement to the contrary exists.

	Dom.	For.
On sales of Merchandise.....*per cent.*	2½	5
——— on Stocks.....	½	1
— Bills of Exchange if endorsed, ...	2½	2½
— do. do. not endorsed, ...	½	½
— Purchases of Merchandise in funds,....	2½	2½
— do. do. in advance,..	2½	5
— Purchases of Stocks and Bills of Exchange,.....	½	1
— Accepting or endorsing without funds, .	2½	2½
— Collecting Freights, ...	2½	2½
— Procuring Freights, ...	2½	2½
— Disbursements of Vessels, ...	2½	2½
— do. do. without funds,	2½	5
Effecting Insurance when the premium does not exceed 10 per cent, ...	¼	½
——— If the premium is above 10 per cent. on the amount of premium,	5	5
Adjusting and collecting losses insured if not disputed, or litigated, ...	1½	2½
——— delayed or litigated accounts,..	2½	5
Entering and forwarding Goods, on the amount of Duties and charges,..	2½	2½
Advancing money on letters of Credit, or otherwise,.....	2½	2½

On consignments of Merchandise withdrawn or re-shipped, full commission to be charged on the amount of advances, or responsibilities incurred — and half commission on the residue of the value.

The above commissions are exclusive of guarantee for sales on credit, Auction duty and Commissions, Storage, Brokerage, and every other expense actually incurred.

FREIGHT AND FREIGHTING.

If a vessel is freighted by the ton, and no special agreement is made, respecting the proportions at which each article shall be computed, the following shall be the standard of computation, and either parcel deemed equal to a ton, viz:

2,240 lbs. Pig and Bar Iron, Lead, Copper, Logwood, Fustic, and other heavy Dye Woods.
2,000 " Nicaragua and Brazilletto Wood.
2,240 " net Sugar and Rice in casks.
1,830 " " Coffee in bags.
1,600 " " do. in casks.
1,300 " " Cocoa in bags or bulk.
1,120 " " do. in casks.
1,110 " " Pimento in bags.
952 " " do. in casks.
800 " " Ship Bread in bags.
700 " " do. do. in casks.
1,120 " " Dried Hides.
900 " " Wt. Green Teas and China Raw Silk.
1,120 " " " Bohea and other Black Tea.
1,500 " " " Virginia Tobacco in hhds.
1,300 " " " Kentucky do. in do.
1,000 " " " Maryland do. in do.
8 brls. Flour of 196 lbs. net.
6 " Beef, Pork and Tallow.
7 " Naval Stores and Pickled Fish.
200 gals. Wine Measure—estimating the full contents of the cask. of Oil, Wine, Brandy, &c.
22 bush. Grain, Peas, Beans, &c. in casks.
40 " do. do. do. in bulk.
40 " Liverpool Blown Salt in bulk.
34 " do. Ground do.
31 " St. Ubes, Cape de Verds, &c. in bulk.
30 " West India Salt in bulk.
30 " Sea Coal in bulk.
40 cubic feet of Plank, Boards, Timber, Bale Goods, Packages and Boxes.

In estimating the contents in cubic feet, of various packages and goods, the following shall be the standard:

A Flour Barrel,.....	5 feet.
A tierce of Rice,.....	15 "
A hhd. of Flaxseed,.....	12 "
A hhd. of Virginia Tobacco,.....	45 "
A hhd. of Kentucky, Georgia and Carolina,.	40 "
A hhd of Maryland and Ohio,.....	35 "
5 bushels of Grain in bulk,.....	5 "

In computing boxes of Candles and Soap, kegs of Butter and Lard, Hams and Bacon—and generally all similar articles, 200 lbs. net wt. shall be considered equal to a barrel of 5 cubic feet.

All goods brought to this port on freight, must be delivered on a wharf, at the expense of the vessel bringing the same—a delivery after due notice on any good wharf at Fell's Point during business hours, is a delivery in the city and port of Baltimore—Hides and articles *prohibited* to be landed in the city at certain periods may be landed where the public authorities may direct.

In all cases when vessels are obliged (by the quarantine regulations, or city authorities) to discharge their cargo in the stream, the expense of delivering the same *East* of Jones' Falls, will be borne by the carrier only. But when requested by the consignee to be delivered *West* of Jones' Falls, then the expense shall be equally borne by the carrier and consignee, (each one-half.)

If a vessel is chartered for a voyage out and home, each shipper shall be entitled to his fair proportion of the whole homeward freight, pro rata, of the bulk or space occupied by each shipper on the outward voyage.

In all cases where a vessel is chartered or freighted for a voyage out and home, the freighter, or charterer is bound to furnish sufficient cargo, to enable said vessel to return safely home, and the same from Port to Port, where the charter provides for more than one Port: Provided, no agreement to the contrary is made by the parties.

STORAGE—*per month.*

Hogsheads of Sugar, Tobacco, Molasses, Rum, Oil, and Pipes of Wine, Brandy and Gin, ...	25	cts.
Hhds. Coffee, Copperas, Codfish and Tallow,	20	"
Tierces of Sugar, Rum, Molasses and half Pipes,.....	16	"
Tierces of Rice, Coffee, Flaxseed, Alum, &c.	12½	"
Barrels of Rum, Whiskey, Sugar, Beef, Pork, Fish, Cheese, Oil and quarter casks Wine,.....	6	"
Brls. Flour, Coffee, and other dry articles..	3	"
Boxes of Cuba Sugar.....	8	"
——— of Fish, Wine, Oil, Lemons and Oranges.....	3	"
——— Soap, Candles, Cheese, Tin, Raisins, and drums of Figs.....	1	"
Bags of Coffee, Cocoa, Pepper, and Pimento,	2	"
Bales of Cotton and Hempen Yarn about 300 lbs.	12½	"
Bales of India Piece, and other similar Goods,	10	"
Indigo in seroons, 4 cents; in cases.....	10	"
Tea in chests, 3 cents; half do. 2 cents; boxes,	1	"
Kegs of Butter, Lard, Tobacco, Nails, Raisins,	3	"
Hides, Dried.....	1	"
Hemp, per ton.....	50	"
Cordage, per do.....	30	"
Iron and Lead, per do.....	20	"
Dyewood, per do.....	25	"
Hampers of Bottles, &c.....	10	"
Crates of Earthenware.....	20	cts.
Grain, per bushel.....	½	"
Salt, per bushel.....	¾	"

The owners of goods to be at the expense of putting them in store, and delivering them.

All goods stored to be subject to one month's storage, if in store 10 days. If less than 10 days, to half a month's storage.

The risque of loss by fire, robbery, theft, and other unavoidable occurrences, is in all cases to be borne by the owner of the goods: provided, *usual* care be taken for the security of the property.

WEIGHTS AND TARES.

Sugar, Copperas, Alum, Brimstone, Shot, Lead, Iron, Steel, Hemp, Dyewoods, and all other articles heretofore sold by the cwt. of 112 lbs. or ton of 2240 lbs., shall in future be sold by the decimal hundred of 100 pounds, or ton of 2000 pounds.

Tare shall be allowed as follows:

Sugar in hhds. or tierces, 12 per cent; in Cuba boxes, 15 per cent.; in flour brls, 22 lbs. each, do; in linen bags 3 per cent.; and in all other packages the actual tare.

Coffee in linen, single gunny and grass bags, 2 per cent.; in flour brls. 20 lbs. each; in all other packages the actual tare.

Cocoa in bags 2 per cent.

Pepper in linen or single gunny bags, 2 per cent.; in other packages the actual tare.

Pimento in linen or single gunny bags, 3 per cent.; in other packages the actual tare.

Rice in tierces and half tierces, 10 per cent.

Copperas, in hhds., 10 per cent.

Teas, Green, whole chests 20 lbs.; half do. the Canton tare: do. Black do. do. 22 lbs.; do. 3-4 chests 18 lbs.; other packages the actual tare.

Cassia, in mats, 9 per cent.; boxes and other packages, the actual tare.

Indigo, in seroons, in single hides, 11 per cent.; in all other cases, the actual tare.

Alum, Brimstone, Ginger, Nutmegs, Mace, Cloves, Almonds, Figs, Cheese, Soap, Candles, Chocolate, Currants, Prunes, Starch, and all other articles not before mentioned, the actual tare.

No charge shall be made for casks, brls., boxes, or other packages whatever.

DRAFTS, AS FOLLOW:

On all weights *even beam*, ¼ per ct. to be allowed for draft.

CUSTOM HOUSE REGULATIONS.

The duties on imported articles required by law to be paid on entering them at the Custom House, will be found specified at the head of such articles, in our page of quotations. The following are other regulations:

Memorandum.—That in all cases in which the invoice or entry shall not contain the weight, or quantity, or measure of goods, wares, or merchandise now weighed, or measured, or gauged, the same shall be weighed, gauged, or measured, at the expense of the owner, agent, or consignee.

Drawbacks.—That, from and after the first day of December, 1846, in lieu of the bounty heretofore authorized by law to be paid on the exportation of pickled fish of the fisheries of the United States, there shall be allowed, on the exportation thereof, if cured with foreign salt, a drawback equal in amount to the duty paid on the salt, and no more: to be ascertained under such regulations as may be prescribed by the Secretary of the Treasury.

Credits.—All duties are payable in cash—or, Goods, Wares and Merchandise, on their importation, may be placed in Public Stores under the Warehousing law, and duties paid when such Goods, Wares, &c., are withdrawn therefrom (except for re-exportation,) but if not claimed at the expiration of a year, or duties and charges paid, are then to be appraised and sold under the direction of the Collector of the Port.

Tares allowed.—On sugar in boxes 15 per cent.; in casks 12; in bags and mats 5. Coffee in casks 12; in bags 2; and bales 3; Cotton in bales 2; and in cerroons 6. Cocoa in casks 10; and in bags 1. Cheese in boxes 20. Indigo in cerroons 11; and in cases 15. Pepper in bags 2. Pimento in bags 3. And Figs in drums 10 per cent.

Leakage and breakage.—On spirits 2 per cent.—Ale, Beer and Porter in bottles 10. All other Liquors in bottles 5 per cent.

Restrictions.—No goods to be imported in vessels less than 30 tons burthen. No *Beer, Ale* and *Porter* in casks of less capacity than forty gallons beer measure; or if in bottles, of packages less than six dozen. No distilled spirits in casks of less capacity than ninety gallons, wine measure, except Brandy, which may be imported in casks in any capacity not less than 15 gallons.

Tonnage duty.—On American vessels and the vessels of Denmark, Central America, Netherlands Hamburg, Bremen, Lubec, Prussia, Sweden, Norway, Oldenburg, Russia, Austria, Brazil, Hanover, Papal Dominions, Portugal, Sardinia, English, Mexican and Texian, from whatever port or place, *free*; and on French vessels coming from Martinique and Guadaroupe *five cents per ton*—when laden with other than colonial produce. On French vessels from other ports, and on all other foreign vessels (except as above enumerated) coming from ports where American are permitted to trade, *ninety-four cts. per ton.*

On Spanish vessels coming direct from Spain 5 cts. per ton; from Cuba $1.67 cts. per ton; other ports $1 per ton.

RATES OF GOLD.

Rates allowed in the Custom House for Gold Coins, as per Act of Congress of 1834, fixing the value thereof.

United States Eagle, old emission....	$10 66
" " " new "	10.00
England, Guinea.....	5.07
" Sovereign.....	4.84
" Seven Shilling piece.....	1.69
France, Double Louis (before 1786)	9.69
" Louis	4.84
" Double Louis (since 1786)	9.15
" Louis "	4.57
" Double Napoleon or 40 francs	7.70
" Napoleon or 20 francs	3.85
" Same as the new Louis Guinea.	4.65
Frankfort on the Main, Ducat	2.27
Hamburg "	2.27
Malta, Double Louis	9.27
" Louis	4.85
" Demi Louis	2.33
Mexico Doubloon	15.53
Holland, Double Rix Dollar	12.20
" Rix Dollar.....	6.04
" Ducat	2.27
" Ten Guilder piece.....	4.00
Portugal, Dobraon	32.70
" Dobra	17.30
" Johannes	17.06
Spain, Doubloon 1772	16.02
" " since 1772	16.35
" Pistole	3.88
Columbia, Doubloon	15.35

RATES OF SILVER, &c.

As established by Congress, May 23, 1846:

Sweden and Norway, Specie Dollar..	$1.05
Denmark Specie Dollar	1.05
Prussia and N. States of Germany, Thaler	.69
Southern States of Germany, Florin	.40
Augsburg and Austrian empire, Florin.....	48½
Venitian kingdom of Lombards and Tuscany, Livre	16
France and Belgium, Franc	18 cts. & 6 mills
Sardinia, Livre.....	18 cts. 6 mills
Naples, Ducat.....	.80
Sicily, ounce.....	$2.40
British Provinces of Nova Scotia, Canada, &c.	$4.00

RATES OF PILOTAGE
FOR THE PORT OF BALTIMORE,

Condensed, with other matter appertaining thereto, from various Acts of the General Assembly of Maryland.

For every vessel, either drawing 9 feet water or upwards, or measuring 75 tons custom house tonnage, coming from the sea to the city of Baltimore, per foot, ... $3 50

For every vessel of like draft, from Baltimore to sea,..... 2 50

For the months of December, January, February and March, in addition to every foot such vessel draws,..... .75

Be it enacted by the General Assembly of Maryland, That every master or owner of a merchant vessel going to sea, whether sailing under a coasting license or registered, of the burthen of one hundred and twenty tons and upwards, shall be obliged to receive the first Pilot who offers to conduct or pilot his vessel, and shall continue the same Pilot to the Capes, or shall pay to him half pilotage; provided the said Pilot shall speak or board said vessel above Fort McHenry, and shall be duly licensed to act as Pilot; and provided further, that the Pilot who shall have conducted any vessel from the Capes into port shall be entitled to take charge of the same vessel as Pilot to the Capes, on her next voyage.

SEC. 2. *And be it enacted,* That any master or owner of a merchant vessel, sailing under a coasting license or registered, of the burthen of one hundred tons and upwards coming from sea, shall be obliged to take the first Pilot who shall offer to conduct or pilot his vessel, and shall continue the same to the port of destination, or shall pay to him half pilotage; provided said Pilot shall speak or board said vessel before Cape Henry Light House shall bear south, and provided also, the said Pilot shall have a branch or license to the destined port of said vessel.

SEC. 3 *And be it enacted,* That the owners of all vessels of the burthen of seventy-five tons and upwards, not exceeding one hundred tons, before going to sea, shall apply to the Board of Pilots for a license to navigate the Chesapeake Bay, and shall pay to the said Board, for such license, at the rate of six cents per ton, and such license shall be good for twelve months.

SEC. 4 *And be it enacted,* That the master of any vessel, for which a license is made necessary, by the preceding section, who shall navigate the same without such license, shall subject himself to receive a Pilot upon the same terms as is provided for in the first section of this Act.

REGULATIONS
OF THE PORT OF BALTIMORE.

Extracts from the Ordinances now in force.

It is incumbent on the Harbor Master to collect all tonnage daily, and whenever two days tonnage is due, and the payments not secured to his satisfaction, he shall enforce the payment thereof in the same manner as other city dues are collected.

The sum of two cents per ton shall be, and is hereby assessed and levied upon every vessel of sixty or more tons, arriving at the Port of Baltimore, which by the laws of the United States, is required to report and enter at the Custom House, and the collector of the port shall be, and is hereby authorised to collect the same.

Also the sum of two cents per ton shall be, and is hereby assessed and levied upon every vessel of sixty tons or more arriving at the Port of Baltimore, which, by the laws of the United States is not required to report and enter at the Custom House, and that the Harbor Masters shall be, and they are hereby authorised to collect the same, provided, nevertheless, that the sum of money assessed and levied by this section, shall be collected from each vessel but once a month, although she may arrive more frequently.

DOCKAGE.

All vessels, except those with fire wood, lying at, or in manner making use of any wharf belonging to or rented by the state, shall pay dockage according to the following rates:

Those occupying the 1st tier, per ton, per day..	1	*cent.*	
" " 2d do. " "	¾		
All beyond the 2d do. " "	½		

WHARFAGE.

SECTION 1. *Be it enacted and ordained by the Mayor and City Council of Baltimore,* That from and after the passage of this Ordinance, all Goods, Wares or Merchandize landed on the public wharves, from on board any vessel or vessels lying at said wharves, or placed thereon for the purpose of shipment or exposure for sale, shall pay the following Rates of Wharfage for each and every day the same may remain thereon, or any less time, (excepting, however, Fire Wood and Lumber, the rates of which are to be accounted for the whole time allowed by Ordinance, for the same to remain on the wharves,) to be paid by the owner or consignee, or in event of their being none, the master of the vessel, and all goods shipped from one vessel to another, one-half price, also to be paid by the shipper, or owner, or the master as aforesaid.

Almonds, per sack,	*cts.* 2	Liquids, hhd.	*cts.* 6¼
do. bag,	½	Lemons, box,	2
Anchors, ton,	25	Lumber, may remain	
Anvils, each,	1	5 days,	10
Ashes, cart load,	5	Mahogany, 500 feet,	30
Bark, cord,	6¼	Manure, cart load,	5
Barrels, empty,	*free.*	Merchandise, bale,	4
Beef, brls.	2	do brl.	2
Bottles, hmpr.	4	do case or box,	3
Bread, brl.	2	do trunk,	3
do ½ brl.	1	do tree,	4
Bricks, 1000,	12½	do ½ do	2½
Butter, keg,	1	Meal, brl.	2
Cables, chain, ton,	25	do ½ brl.	1
Cambooses, each,	6¼	Mill Stones, each,	25
Candles, box,	½	Mules, each,	5
Cannon, each,	6¼	Muskets, case,	4