BALTIMORE:

SATURDAY MORNING, JUNE 12, 1847.

LATEST DATES—FROM LIVERPOOL, May 19. | HAVRE, May 16.

Letter Sheet Prices Current.

A Review of the Baltimore Market, for the week ending last evening, printed on fine paper and adapted to correspondence, can be had at the Printing office of this paper, South Gay street, next door to the Sun office, to-day by 8 o'clock, at 6¼ cts. single, or 5 cts. each, for 5 or more copies.

Mails and Travelling Facilities.

On the first page of this paper will be found the time of the Arrivals and Closing the Mails in different cities—Steamboat and Car regulations—Departures of Foreign Steamers, Packets, &c.

REVIEW OF THE

BALTIMORE MARKET,

(AND INCIDENTS CONNECTED THEREWITH,)

For the Week ending last evening.

REMARKS.—The market has been either quiet, or prices unsettled, during the week, but the latter applies more particularly to the articles of Breadstuffs; by referring to which it will be seen a material decline has taken place since the first publication of the news received here by the steamer. As relates to other leading articles, we refer also to their respective heads, which will be found below. We would remark, by the way, that the features of the *Wheat crop* of the country have recently assumed a favorable change, in consequence of the influence of moderate, but general rains; and although not an average crop is expected, the approach to it will be considerably nearer than was looked for a month or two since.

AMERICAN DRY GOODS.—The market remains quiet, as usual, at this season of the year.

BEESWAX—Is not enquired for. The last sale reported to us was at 26 cts. per lb. for unselected.

BREAD.—Biscuit and Crackers continue in good demand at steady quoted prices.

COFFEE.—The market during the week has been quite calm. The aggregate sales, reported to us, is only about 400 bags, all Rio, at 7⅜ cts. per lb., 6 mos., for good to very prime lots. We have before had occasion to remark that there was no ordinary Coffee in this market; and the stock of Rio, in first hands yesterday, amounted to 14,000 bags.

COTTON.—The receipts at all Southern points, from 1st Sept. 1846 and 1845, to latest dates, were, and have been, as follow:

	1846.	1845.	
Gulf, with Texas,	1,134,057	1,559,026	less,424,969
Upland, inclu. S.I.	579,207	410,142	plus,169,665
Total decrease			*bales*,255,304

In this market, transactions have been confined to only about 150 bales Upland at 12½*a*13 cts. per lb., 6 mos. There is a fair supply on hand, including a good proportion of New Orleans and Mobile, but a large portion of it is held under limits; and the residue, from the declining rates in other markets, much above the views of buyers.

DRUGS AND DYES.—There have been sales of about 40,000 lbs. Ginseng during the week at about 35 cts. per lb. A larger amount, however, is still in factors' hands, held for a higher price. [In New York the article is reported to have commanded 37½ cts.] There have been sales of 2000 lbs. Pink Root at 15 cts. per lb., cash; and 1200 lbs. Seneca Root at 11. Virginia Snake Root is a perfect *drug*.

FEATHERS—Are not in active request, but there have been moderate sales at 27*a*30 cts. per lb., the latter for prime Western.

FISH.—There have been sales of Dry Codfish, for export, at quotations. New Mackerel are beginning to come to market more freely, and have sold this week, chiefly No. 3's at 6.25 but in some instances $6 has been accepted; $8 for No. 2; and $11 for No. 1. Shad have further given way, and at close we quote sales at $7.50 for short, and 7.75*a*$8 for long nrls. Herrings are also lower, sales having been made yesterday at 4.50*a*$4.62½ for short, and 4.75*a*$4.87½ for long brls.

FLOUR AND MEAL.—Since the close of last week the Flour market has been very inactive, which cause may be ascribed in part, probably, to the fact that fewer orders came out by the steamer for purchases; and those, from the low rate of Exchange, could not be negotiated as contemplated by drawers; and buyers on their own account for the English, or any other market, did not feel justified in paying the prices which holders demanded. We understood that a sale of 200 brls. was made on Thursday at $5.25, which price some purchasers were willing to give, while others would not pay over $5. Some sellers were willing to take $5.75, but most of the Howard street and Susquehanna holders have been contending for $9—and those of City Mills for ——. The sales yesterday, after better demand having sprung up, amounted to 1500 brls., of which 500 were Susquehanna taken at $5.50, and the residue of Howard street, in two lots, at $5.62½ per brl. There were more buyers at $5.50, but no more parcels were to be met with, it would appear, under $5.75. The small stock of City Mills is firmly held at $10. Rye Flour has sold at $7. Among the sales of Corn Meal, reported to us, was a lot of Penna. at $5.25, and 500 brls. City Mills at $5.37½ per brl. Inspected this week:

Corn Meal, 12 hhds., 3010 brls.—
Rye Flour, 242 brls.—

Howard street Flour,	15,225 brls.,	40 hf. brls.	
City Mills	ditto,	2,255 "	364 "
Family	ditto,	243 "	— "
Susquehanna	ditto,	1,530 "	— "
		19,256 brls.	404 hf. brls.

Forming a total for the week of 19,453 brls. Wheat Flour. Exported, within the same time, 7,519 brls., of which 3370, and 4523 do. of Corn Meal, were to Great Britain and Ireland.

FRUIT.—Dried Peaches have further sold at $2 per bushel for prime unpeeled halves, and Dried Apples at $1.25 per bushel.

GRAIN.—The market has been without activity, and the few transactions which have taken place were at prices that exhibited as much rapidity in their fall, generally, as in their late rise. The transactions in Wheat have been quite limited, the small receipts not admitting of any thing else. [In our last, an error occurred, but it was fortunate that it was so important an one, as it at once discovered itself; being 1.10*a*$1.18 in place of 2.10*a*$2.18 per bushel for Wheat.] A parcel of Penna. red sold a few days since at $2; and on Thursday 2000 bushels Penna. white at $2 per bushel; yesterday, small lots of Virginia sold at 1.60*a*$1.99 for inferior red and white, but the latter price could not have been obtained for prime Penna. red. Rye is worth 1.25*a*$1.30 in store. White Corn remains where it was this day week, at 1.10*a*$1.15 per bushel, but yellow has declined 10 cts. per bushel, having sold on Thursday and yesterday at 1.07*a*$1.08. Oats cannot be quoted over 58 cts. The Exports this week to Great Britain and Ireland have been 7321 bushels Wheat and 16,810 do. Corn.

HEMP.—Western Dew-rotted is dull, and will not command 6 cts. per lb.

HIDES.—The arrivals are between 5,000 and 6,000, but no sales have taken place.

IRON.—The continual drainage, as the article of Pig is brought to market, contributes to keep down the supply; and although prices are lower at the Eastern ports of delivery, they are kept up here, owing to the steady demand. Our quotations are those of the market.

MOLASSES.—We have not a transaction to report.

OILS.—Linseed has sold at 68*a*70 cts. per gallon, the latter in brls. Other Oils at quotations, but demand in general not brisk.

PLASTER PARIS.—Sales this week at an average of about $2.75 per ton.

PROVISIONS.—In the general market the prices remain much the same as noticed in our last report, which will be found reiterated below; but probably there has not been so active a demand, particularly in respect to Bacon. [We here take occasion to explain what was not understood in the way we intended in our last: we did not mean to say, that *higher prices* were paid for articles under this head, in this market, but that such was the care taken of them while undergoing the curative process, and the condition in which they were turned out afterwards, that they were worth from 25 to 50 per cent. more to purchasers than articles of similar denominations purchased in some other places, which were fully as easy of access as where stocks were as large from which to make selections—and that this fact has been certified to by disinterested persons.]

Beef.—The demand has been moderately fair, taken in connexion with the small supply in market, and sales comprise some few lots Prime at 10*a*$10.50 per brl., cash and time, and 150 brls. Prime Mess at $14.

Pork.—There have been limited sales of Prime in lots of 20 brls and upwards at $14.50, per brl., 150 Mess, at 16.50*a*$17, cash and time; and 120 do. Prime Mess at $16.50. Of Bulk, we note the sale of 15 tons Hams, Sides and Shoulders, packed in salt, for the European market, at 10½ cts per lb.

Bacon.—The market is less buoyant, particularly towards the close, but no change has taken place in prices that we have been enabled to learn. A sale of 7000 lbs. Western assorted has been made at 9 cts. per lb., cash; and other parcels at about the same; besides some 25,000 lbs., including Shoulders at 7*a*7½; Sides, 10; and Hams, 9½*a*10½; and for a lot of 425 superior Hams of suitable size and cut, 11½ cts. per lb. has been paid.

Lard.—There is not much activity in the market, but frequent enquiries have been making, buyers waiting probably for some giving way in prices. The sales have amounted to only about 150*a*200 kegs at 10 cts. per lb.

Butter and Cheese.—The receipts of Butter are light, and the demand is also very limited. The sales of Cheese have been moderate, at 8½*a*9 cts. for new, and 10*a*11½ for old Eastern.

RICE—Has sold in limited lots at 5.37½*a*$5.75 per 100 lbs., according to quality.

SALT.—We note the sale of a cargo of over 3500 bushels Turks Island at 22 cts. per bushel, 6 mos.

SPIRITS.—N. E. Rum sold early in the week at 35 cts. per gallon, but at close we cannot learn that there is any in first hands. Whiskey has sold in hhds. at 36 cts., and in brls. at 37½—at close, held at 38 cts. per gallon.

SUGARS.—The market has been rather more animated, but transactions have partaken somewhat of a speculative character. Among the sales were 400 hhds. Muscovado, on terms we did not learn; and 1600 bags and 100 brls. white Brazil at 7½ cts. per lb., 4 mos. By auction on Tuesday, 443 hhds. (two cargoes) Porto Rico sold at 6.15*a*$7.12, and 49 brls. at $6.65 per 100 lbs., all 4 mos.

TOBACCO.—The market has been rather more active than last week, the sales having been to a moderately fair extent, comprising probably about 500 hhds. of Maryland and Ohio denominations, of equal proportions. The finer qualities meet ready sale as soon as sampled at full prices, and even the lower qualities are in better request than they were last fall and command from 50 cts. to $1 per 100 more in price. There is very little Tobacco now worthy of attention under $2, but sales are mostly made of these common sorts at 2.50*a*$3; seconds, 3.50*a*$7 for Ground Leaf; and fine Upper Country (for 3 to 4 hhds. only of the latter,) at 8*a*$30 per 100 lbs. The inspections during the week have comprised 1514 hhds. Maryland, 111 do. Ohio, and 30 Kentucky—total, 1655 hhds. Exported this week, 1,479 hhds., of which there were to Bremen 721 and to Rotterdam 772. The exports since Jan. 1st have amounted to 10,664 hhds. of which there were of Maryland and Ohio shipped as follow:

To Bremen,	*hhds.*5,996
" Rotterdam,	2,303
" Havre,	1,114
" Antwerp,	726
" England,	525

WOOL.—The market is still devoid of activity; the stock of new clip, though small, is moderately increasing.

FREIGHTS.—Foreign are rather dull. We note only three engagements during the week, one of which was for London at 3s. 6d. for Flour, and 12d. for Grain; one for Liverpool at 3s. for Flour and 10d. for Grain; and one for Antwerp at 2⅞s. 6d. per hhd. for Tobacco.

WESTERN TRANSPORTATION.—We refer to our table of quotations for rates on the Baltimore and Susquehanna Railroad, the route by which most of the articles of Foreign Merchandize and Western Produce is transported.

BEEF CATTLE.—The offerings at the yards last Monday amounted to 530, of which 486 were sold, city butchers taking 376, and the residue (except 29 for Washington) were for Philadelphia—34 remained unsold. The prices paid ranged from 3 to $4.25 gross, equivalent to 6*a*$6.25 per 100 lbs., net. Sales of Live Hogs were made at about 6.50 to $6.75, the former rates.

EXCHANGE.—Sterling cannot be quoted over 6*a*6½ per cent. prem., and plenty of bills at the former. Other Foreign and Coastwise as subjoined:

Bills on London £ sterl'g	60 days,	6 *a* 6½	perct. prem.
——— Paris,		5.30 *a* 5.32½	
——— Hamburg,		35 *a* 35½	
——— Bremen		78 *a* 78½	
——— Holland,		39 *a* 39½	
Sight Bills on Boston,	para—	pr. ct.	prem.
——— New York City	para—	do.	do.
——— Philadelphia	para—	do.	do.
——— Richmond, Va.	¼ *a* ⅜	do.	dis.
——— Charleston, S. C.	1 *a* —	do.	do.
——— Mobile,	1 *a* —	do.	do.
——— New Orleans	¼ —	do.	prem.
——— Louisville	1 *a* —	do.	dis.
——— St. Louis	1 *a* —	do.	do.
——— Cincinnati	1 *a* —	do.	do.
Treasury Notes, 6 per cents	*a*6	do.	prem.
Mexican Dollars,	para ½	do.	do.
Spanish do.	1 *a* —	do.	do.
American Gold,	para—	do.	do.
Doubloons, Royal,		15 85 *a* 15 90	
Do. Patriot	—	— *a* 15 00	

THE MARKETS.

For abstracts of the Markets generally, see next pag: the following presents the only new features during three days subsequent to those dates:—

At *Boston*: The last sale of Northern Corn was at $1.20; and South'rn, which was scarce, was held at $1.15 for white, and $1.25 for yellow, but prices could hardly be obtained.—Flour was flat and prices declining. Western selling at 9.25*a*9.37½, but Southern was better and scarce, being wanted for shipping, for which 300 brls. Georgetown sold at $10.25, cash. Provisions were in better demand and firmer, Mess Pork having sold at $15 per brl., 4 mos.—4000 hmg dried Chili Hides sold at 11½ cts. 6 mos.

At *New York*: Beeswax was dull.—Coffee market without animation, but no change in the price of Rio, while Sumatra had declined ¼ cent.—Cotton had further declined ¼*a*¼ cent per lb.—Ginseng was in good demand, and some 100,000 lbs., or over, had been purchased at 35*a*37½ cts., closing at the latter.—All kinds of Fish were in brisk demand, and Mackerel had further advanced.—Western Flour, with increased receipts and a moderate demand, had gradually declined from 9.25 for Genesee down to $8.62½, and other Western was down to $8.50—[627,289 brls. had come down the Hudson since the opening of the navigation.] Southern had declined 75 cts. per brl. Rye Flour was lower, the closing sales at 7*a*$7.18¾. Corn Meal had sold freely at 5.62½*a*$5.81¼.—Wheat, with more plentiful supplies, had declined 10*a*15 cts. per bushel, Genesee having sold at 2.15*a*$2.25, Ohio mixed and white at 2*a*$2.10, and red at 1.90. Northern Oats had receded to 60*a*63 cts. Corn had sold to the extent of 150,000 bushels, closing at 1.12½*a*$1.15 for mixed, and 1.15*a*$1.20 for Western and Northern yellow, and $1.12½ for Southern.—American Dew-rotted Hemp had sold at $100 per ton, being a further decline, owing to the accumulating stock.—The market for Lead was inactive.—Molasses was without change.—Naval Stores continued pretty steady.—There had been less doing in Pork, and the market was less buoyant.—The demand for Foreign Brandy had become very limited, and Domestic Whiskey was dull, but towards the close a little more animated, 350 brls. State Prison having sold at 37 cts.—Sugars were only in moderate demand, but without any change in price.—There had recently some improvement taken place in the price of Teas.

At *Philadelphia*: Yesterday, as per telegraphic report in the Patriot, holders of Flour were firmer. There were no sellers of Western brands at less than $8.50, which buyers refused to give; Penna. brands held at 8.62½*a*$8.75—no transactions. Sales of 1000 brls. Corn Meal at $5.37½—an advance. Nothing done in Wheat; the supply on hand is light. Prime red worth $2. A better feeling in Corn with sales of 5,000 bushels prime yellow at 116*a*118c. Nothing done in white. The Provision and Grocery market without change. Whiskey dull at 35 to 36. There had been a fine and most opportune rain.

At *New Orleans*: There was a fair amount of business doing in Breadstuffs, and prices were well supported, but in most other departments of the market great inactivity prevailed; and this was more especially the case with Cotton, which was laboring under great depression. Tobacco continued to meet with ready sale at very full prices, and in this repect the article had agreeably disappointed the apprehensions quite generally entertained in the early part of the season.—Whiskey was selling at 25 cts., and scarce.—Exchanges were still dull and difficult of negociation, and Freights maintained a firm position.—The weather was generally clear and warm.—The river five feet below high water mark, and falling fast.

From the Boston Daily Advertiser.

LYFORD'S PRICE CURRENT, BALTIMORE.—It gives us pleasure to receive once more this well conducted sheet. It notifies us that the mercantile community of that city have become aware of its usefulness, after suffering its publication to be suspended for about three months, and have promised so to increase its patronage as to warrant its continuance.

From the Baltimore American.

Baltimore Commercial Journal.—The publication of this useful sheet has been resumed by its industrious editor, Mr. LYFORD. The number which was issued on Saturday comes to us in a very handsome new dress, and is printed in Mr. James Young's best style. The Journal cannot but commend itself to the favorable consideration of the business community, and we doubt not will receive the support it so well merits.

From the Baltimore Patriot.

Lyford's Price Current and Commercial Journal, is again resumed; the first number of the new series made its appearance on Saturday. It is handsomely printed, and is well stored with valuable commercial statistics and other matters of general interest, and we bespeak for it that patronage which it deserves.

Baltimore and Ohio Railroad via Pittsburgh.—A committee, recently appointed by the citizens of Baltimore to visit Pittsburgh, for the purpose of *there* meeting and exchanging views with a Pittsburgh committee on the subject of extending the Baltimore and Ohio Railroad to Pittsburgh, having discharged that trust—last Tuesday, at a numerous meeting of the citizens of this city at the Exchange, convened for the purpose, the Report was read, and has given great satisfaction. We cannot publish it for want of room, but we select two important items, by way of contrast—and will at another time refer to the subject again.

We have now two routes to the Ohio open to our acceptance—one through Pennsylvania to Pittsburgh; the other through Virginia to Wheeling. The former leads by an easy transition from the Valley of the Patomac to the Valley of the Youhiogany, and forms the route which Nature herself has marked for the connection of two geographical systems—one whose rivers find their way Eastward to the tide of the Atlantic; the other concentrating its waters in the great artery of the Mississippi. The route to Wheeling is marked by no indications of nature. It does not go along valleys following the courses of rivers which have cut down ridges of Mountains and made a path through ledges of rocks; it intersects valleys and crosses rivers and ranges of hills.

* * * * * *

In placing side by side the respective characteristics of these two routes, we beg to say that we do not undertake a comparison, but a contrast. The Valley of the Monongahela, by some of its branches, forms not only the best route to the upper Ohio; it is the only route. The handwriting of nature is legible on this point—too legible for a mistake.

The two routes are to be considered in reference to these particulars, viz: Distance, Expense, the nature of the country traversed, the Legislative privileges of right of way, and the respective recommendations of Pittsburgh and Wheeling as points of termination on the Ohio. Afterwards the subject will include such considerations as belong to the two points, Pittsburgh and Wheeling, relative to the extension of connections Westward.

Distance.—The distance from Cumberland to Pittsburgh as reported by Mr. LATROBE, in 1845, is as follows:

Measured miles	141
Equated for heights	209

From Cumberland to Wheeling, through Virginia, the distance is:

Measured miles	205
Equated for heights	327

Taking the equated distance as the proper measure of comparison, the route to Wheeling is 118 miles longer than the route to Pittsburgh.

We pass briefly from this point of distance. The next and perhaps a more important item is that of

Expense, which may be also stated in few words from Mr. Latrobe's estimates—thus:

From Cumberland to Pittsburgh, double track.—

Construction:	*Working:* Equivalent Capital.	*Total.*
Actual Cost.		
$5,481,107	$6,124,531	$11,606,238

From Cumberland to Wheeling, through Virginia—

Construction:	*Working:* Equivalent Capital.	*Total.*
Actual Cost.		
$8,343,32	$9,295,274	$17,644,196

The item included under the head of "*Working:* Equivalent Capital:" indicates the sum of which the annual expenses of the road for repairs and working would be the interest.

Looking to the actual cost of construction, the expense of the Wheeling route is nearly three millions greater than that of the route to Pittsburgh, while the aggregate expense is more than six millions greater.

A consideration to be noted under this head is that by the terms of the law granting the right of way to Wheeling it is made necessary to complete the whole work by an expenditure of eight or nine millions of dollars before any portion of the line can be opened for use. This proviso, which, under ordinary circumstances, of railroad construction, would be oppressive in the extreme, is not so much so, it must be confessed, in respect to this Wheeling route; for the whole region through which it passes is too unproductive to yield much of trade or travel, if it should be opened for both as fast as completed.

The route to Pittsburgh is through a fertile valley which will yield largely both to trade and travel; and the first section of it, when completed from Pittsburgh to Turkey Foot at an expense of $2,000,000, may be put immediately into use, and be made to yield returns on its cost.

From a pamphlet entitled *a Brief Sketch of the Commerce of the Lakes*, recently put into our hands, we select the following, to show the importance of Pittsburgh to the Western Lakes, and *vice versa*—and then would modestly ask, if, in the event of the Railroad being now under operation to Pittsburgh, Baltimore would not be a large participant in the commerce of the West?

"Foreign commerce can only be sustained by promoting and increasing the internal trade of the country. If we have nothing to sell, we can buy nothing. We cannot deal with money alone,—we have not enough of it. A foreign trade carried on only by money, requires but few ships and men to do the whole business of the country. Whereas our own natural products, being generally of a heavy and bulky character, call into requisition a great many ships to carry it off, and employ a vast amount of labor in a thousand ways, to move it.

How trade through the Erie Canal can be increased, is an important question. Two years ago the Canal Board became satisfied that an entire revision in our canal tariff of tolls was necessary. That the Erie Canal had ceased to be *the* only channel to and from the Western States, to the seaboard. That great reductions in the tolls must be made if we desired to retain the command of the great internal trade of the country. That unless this reduction was made, the ascending trade on our canals would greatly diminish, and although the products of the West might continue to use our canals as a channel to market, the large manufactures in our own State, of iron, steel, nails, spikes and other heavy but cheap articles, requiring cheap transportation to afford any profit to the buyer, as well as sugar, molasses, coffee, dye-woods, hardware and crockery, would cease being purchased from us, for the supply of the Western States. The iron city of Pittsburgh, with her mountains of iron and beds of coal, having a short canal connecting with the lake, upon which the toll and transportation was very low, would supply what our manufactories had heretofore done—the Mississippi lead to the plantations where sugar and molasses were made;—New Orleans lay within a few days of the West Indies, where there were more sugar and molasses, and where coffee and dye-woods were grown; and the ships sailing direct from England to New Orleans for cotton, would carry crockery and hardware on low freight, all of which would find their way up the Mississippi river and through the different channels opened into the Western States, and supply that great demand which had heretofore been our own; not only so, but supply Western New York with the same articles; thus making the cities of Albany, Troy and New York, merely factors to sell western produce, and remit the money to other places, to purchase return supplies. The great increase of steamboats on the Mississippi, required to take the down freight, would cause such competition for up freight, that it would be delivered at St. Louis and Cincinnati from New Orleans, for what was charged on the Erie Canal for tolls alone, from Albany to Buffalo.

These are some of the reasons which demanded a change in our canal policy then, and they have not ceased to operate yet. The pork, lard and corn of the West, are at those points of locality, that but a small difference in the cost of transportation determines whether New York or New Orleans shall have them; *time* and *climate* incline to New York, *cost* determines. A constitutional difficulty existed against reducing the tolls until after the first of July, 1845, and the old rates were permitted to remain until the close of that year.

During the year 1846, a new tariff of tolls was in operation, equal, as the Commissioners say, to an average of 14 per cent. below that of 1845. So strong did the necessity appear, for a great reduction on those articles of up freight which would reach the Lakes from Pittsburgh and the Mississippi, that the reduction made was four-ninths, or about forty-five per cent. That this large reduction was necessary, is proven by the property that did reach the Lakes from the before mentioned sources, in 1846. At Toledo the Miami Extension Canal from Cincinnati, delivered—

Sugar,	lbs.1,290,035
Molasses,	" 622,334
Coffee, groceries, and other merchandise,	" 542,566

At Cleveland, the delivery of Pittsburgh iron and nails, was 11,527,908 pounds; and at Erie, through the Erie Extension Canal, a farther supply from Pittsburgh and the Mississippi, of 1,224,000 pounds of iron and nails, and 335,735 pounds of sugar and molasses, all of which went to supply markets which we had heretofore considered *exclusively our own*.

The Canal Board, for the purpose of arriving at the quantity of certain property passing up the canal, has directed the Canal Collectors to make out specific statements. This having only been done this year, no comparison can be made with former years. The returns from the Collector's Office in this city, show that the 45 per cent. reduction caused to be transported the whole distance of the Erie Canal for markets west of Buffalo, of—

On tolls reduced from 9 to 5 mills per 1000 lbs., per mile.

Sugar,	lbs. 8,775,662
Molasses,	" 5,005,410
Coffee,	" 6,734,110
Nails and Spikes,	" 2,971,461
Iron and Steel,	" 4,179,083
Crockery,	" 3,943,660
Oysters,	" 79,662
General mdze—from 9 to 8 mills,	" 57,192,411
Against an aggregate in 1845 of all	88,971,459
at 9 mills per 1000 lbs. per mile	75,426,363
Showing a gain of	lbs.13,545,096

Baltimore and Chesapeake Steam Towing Company.—The judicious management of the concerns of this Company, by its prudent and far-seeing President, is a subject of congratulation with the friends of *one* species of internal improvements; and to carry a point in most similar cases, this proves that the fewer the Directors the more likely will be their efforts to succeed. The American of Saturday, in noticing the subject, says:—

It appears from the Annual Report recently made to the Councils, that the actual debt of the Company at the present time is only $240.81; and indebtedness less than that shown by the previous annual report on the 25th of May, 1846, by $4,755.52. One of the boats, the Patapsco, is about to undergo repairs. The Relief is in excellent order. These boats towed during the last year 99 ships, 48 barks, 35 brigs, 42 schooners and 2 sloops.

A writer in the same paper of Tuesday, over the signature of "Baltimore," remarks, in reference to the foregoing subject, as follows:

I notice with much pleasure that the favorable condition of the Steam Towing Company has been published; and I ask the favor of a place in your journal to say that this favorable result has been produced by the indefatigable and *gratuitous* services of the President, Wm. MASON, Esq., who, for years, has given the affairs of the company his attention, and brought them from debt and disorder into the very satisfactory position which has been shewn. Numbers of lives have been saved; our harbor constantly kept open, and occupation thus given to many at a rigorous season, who, in former years, were unable to get subsistence for themselves and families, and all by means of these boats. It is true the Stockholders have not received any benefit by their stock—but many have from the business which has been created.

The President has received no other compensation than the proud satisfaction he enjoys of having exerted himself for the benefit of very many, and also for the advancement of the interests of the city.

Ohio Wheat Region.—The business of our village (says the Massillon Gaz. of May 29th) was never more brisk than for the last few days. The strings of teams crowding every street to its utmost capacity, gave ample evidence of the productive resources of the country and the business enterprise of our citizens. The quantities of Wheat daily cleared from wagons are enormous, far exceeding any thing heretofore known in this market. The warehouses are groaning under their immense loads, with no prospect of immediate relief, as the quantities received exceed the shipments, though every effort is made to ship it off as fast as possible. Below will be found a table giving the total amounts received during the past week:—

Friday, 14th	*bush.* 26,311
Saturday, 15th	22,000
Monday, 17th	25,000
Tuesday, 18th	30,100
Wednesday, 19th	23,000
Total	126,411

The Crops.—The Columbia Carolinian, of the 1st inst., observes that a week's seasonable weather has done but little to bring out the crops in this State. The rains, it adds, have been gentle and abundant, and the period for most depredating insects having passed, it hopes to see a decided improvement in the crops in the next ten days. The Oat crop had improved beyond expectation. The Barley had been all harvested and wherever sown had been heavy. The Wheat harvest commenced about the 25th of May, three weeks later than last year.

Foreign Grain Measures.—The following is a correct Statement in American Bushels, of the various European Measures of Grain:

	American Bushels.
English Quarter	8 23-100
English Imperial Bushel	1 4-100
Dantzic Last	87 15-100
Amsterdam Last	83 37-100
Hamburg Last	91 43-100
Rostock Last	195 71-100
St. Petersburgh Tchetwert	5 49-100
Odessa Tchetwert	6 6-100
Naples Tomolo	1 57-100
Leghorn Sack	2 —
Genoa Emine	3 34-100
Spanish Fanegue	1 62-100
Lisbon Alqueire	41-100
Copenhagen Tonne	4 74-100
Swedish Tonne	3 97-100
Mayence Mattu	3 37-100
French Hectolitre	2 85-100

TREASURY NOTES.

TREASURY DEPARTMENT,
Register's Office, June 1, 1847.

Amount of the several issues of Treasury Notes, outstanding prior to the act of 22d July, 1846, as per records of this office	$303,817 31
Amount outstanding of the issues under the act of 22d July, 1846	3,565,600 00
Amount outstanding of the issues under the act of 28th Jan. 1847	8,100,000 00
	$11,969,417 31
Deduct cancelled notes in the hands of the accounting officers, of which $435,400 is under act of 22d July, 1846, and $314,750 under act of 28th Jan. 1847, and $9550 under other acts	789,700 00
Total	$11,178,717 00

R. H. GILLET,
Register of the Treasury.

United States Treasury Deposits.—The following table will show the amount at the several depositories, subject to the draft of the Secretary of the Treasury.

Assistant Treasurer, Boston	$1,150,446 37
H. W. Rogers, Depositary, Buffalo	378 41
Assistant Treasurer, New York	2,613,158 81
Assistant Treasurer, Philadelphia	1,161,222 45
Treasury of the U. S. Washington	209,471 29
W. H. Marriott, Depositary, Balt'e	131,597 42
Thomas Nelson, do. Richmond, Va.	40 44
M. V. Jones, do. Wilmington	97 41
Assistant Treasurer, Charleston	344,505 95
W. B. Bullock, Depositary, Savannah	812 57
J. E. Saunders, do. Mobile	15,644 06
Assistant Treasurer, New Orleans	92,586 25
J. Thomas, Depositary, Nashville	3,848 21
Assistant Treasurer, St. Louis	160,619 82
P. Collins, Depositary, Cincinnati	366 98
J. Kearsley, do. Detroit	1,972 38
T. Dyer, do. Chicago	72,979 16
D. G. Bright, do. Jeffersonville	23,499 00
L. R. Lincoln, do. Little Rock	2,192 15
Mint of the U. S. Philadelphia, Pa.	861,728 05
Branch do. Charlotte, N. C.	32,000 00
Branch do. Dahlonega, Ga.	26,850 00
Branch do. New Orleans, Lou.	79,421 95
	$6,885,638 93
Add transfers not yet credited	201,171 57
Nett amount subject to draft	$7,086,810 50

The Mexican Privateers in the Mediterranean.—A letter from Gibraltar, received by the Hibernia, (says the Boston Daily Advertiser,) states that a smuggler felucca-rigged, formerly belonging to Gibraltar, had fitted out at Oran as a Privateer. She was of 80 tons, had 50 men and upwards, and one 18 pounder, and was otherwise well armed. She left Oran about the 25th of April, and the letter says, "she is very swift and will do much mischief." This is probably the vessel which took the Carmelita, as the above description tallies as nearly as it probably would with that published by the Barcelona paper.

We find the following additional information with regard to this matter, copied into the London Times of the 17th ult., from the Plymouth (Eng.) Herald. According to this statement, the people of Barcelona have consulted rather the precepts of modern philanthropy and commercial notions of *meum* and *tuum* than the laws of nations, and have interfered to rescue the Carmelita:—

Mexican Privateering.—Extract from a letter received by a merchant at Plymouth, the 12th inst., dated Barcelona:—"On the 1st of May, a small vessel about 45 tons burthen, belonging to this place, armed with a swivel, said to be an 18 pounder having obtained a Mexican Commission to act as a privateer, hoisted Mexican colors, and brought into this port an American bark of 250 tons, from St. Domingo bound to Trieste, laden with coffee belonging to English merchants—having captured her off Majorca. The circumstances created the greatest interest here, for, if such marauding is to be allowed, no vessel would be safe. The authorities took up the matter with spirit, and after due examination, they condemned the privateer as a pirate, and of course the American vessel will be restored to her owners to pursue her voyage. I learn there are three other craft in this neighborhood, with similar commissions. The United States should station a man-of-war on the coast to protect their ships. The Spanish authorities behaved very well in the affair. When the war craft arrived with her prize, she had a portion of the American crew on board as prisoners, while a part of her crew was on board the bark to navigate her in. Both vessels are lying close to my vessel."

MARINE LIST.

BALTIMORE—*Arrived*
June 4. Br. bark Barbadian, Gimlett, ... Liverpool
Brig Niger, Babson, ... Belfast, Ire.
—— Victorine, Small, ... Boston
Sch. Juliet, Walker, ... Pernambuco
—— Ann, Bartlett, ... Boston
—— Welcome, Besse, ... Wareham
—— Altamaha, Shearman, ... New Bedford
—— Betsey Ames, Hill, ... Providence
—— Rio, Bell, ... Charleston via Beaufort
—— Lawrence, Lawrence, ... Charleston
—— E. A. Stevens, Briggs, ... Newbern
—— Eliza Ann, Phillips, ... Richmond
—— Saratoga, Wheeler, ... Norfolk
Canal boat Baltimore and *fourteen* others, Sus. valley
June 7. Sch. Meridian, Dashield, ... Philadelphia
June 5. Brm. ship George Washington, Probst, Bremen
Ship Pioneer, Graham, ... Philadelphia
Brm. brig Bremen, Koper, ... ditto
Brig Poultney, Mouatt, ... Rio Janeiro
Sch. Emily A. Thompson, Keene, ... Nassau
—— Exact, Folger, ... Nantucket
—— William, Wixon, ... New York
—— Iowa, Dayton, ... ditto
—— Emily Johnson, Snedicor, ... ditto
—— Repeater, Travers, ... Alexandria
June 9. Dutch bark Nagaske, Bunnemeyer, Rotterdam
Brig Four Brothers, Slater, ... Sagua-la-Grande
—— Chickasaw, Kendrick, ... Boston
—— Patapsco, Barnham, ... Charleston
Sch. Josephine, Eldridge, ... Ponce, P. R.
—— Ellen, Reid, ... Laguayra and Porto Cabello
—— Concord, Butler, ... St. Pierre, Mart.
—— Gazelle, ——, ... New Bedford
—— Hiram Gerrard, Price, ... New York
—— Maria, Swain, ... ditto
—— Wm. Penn, Driscoll, ... Woodbridge, N. J.
Canal boat Adventurer, Adams, Susquehanna valley
June 10. Brm. ship Ann, Horstman, ... Rotterdam
Bark Helen Maria, Taylor, ... Boston
Br. brig Tancred, Foster, ... Sunderland
Brm. brig Don Quixotte, Oest, ... Bremen
—— Henrietta, Sajesken, ... ditto
Sch. Maria, Johnson, ... Charleston
—— Wm. Brown, Hunt, ... New Bedford
June 11. Dutch ship Peter Floriz, Sietzes, Amsterdam
Dutch ship Staatszaad Baud, Snepe, ... ditto
Ship Manchester, Prentiss, ... Liverpool
Brig St. Andrew, Cromwell, ... Cienfuegos
Sch. Iowa, Lane, ... Gloucester, Mass.
—— *Put back*
June 10. Br. Bark Christian, McKellar, hence for Glasgow
—— *Cleared*
June 4. Brm. ship Johannes, Klockgether, ... Bremen
Br. brig Otter, Wallace, ... West Indies
Brig Ben. Franklin, Flina, ... Boston
Sch. Roe, Johnson, ... New York
—— Mary Eliza, Wynne, Elizabeth City, N. C.
June 5. Dan. ship Louise Sophie, Shaawing, ... St. Thomas, &c.
Br. bark Wilson, Jordan, ... Cork
Bark Massasoit, Carter, ... Vera Cruz
Brig El Dorado, (new) Collier, U.S. squad. off ditto
Br. sch. Adventure, Roberts, ... Nassau
Dan. sch. Emilie, Osjers, ... West Indies
Sch. Ray, Murphy, ... Gulf Mexico
—— A. Emery, Hutchinson, ... Portland
—— Mary Elizabeth, Jones, ... Norfolk, &c.
—— John Emory, Wood, ... Alexandria
June 7. Br. bark Barlow, Foody, ... Cork, &c.
Fr. brig Heranger, Lentz, ... West Indies
Brig Sarah Ellen, Tarr, ... Providence
Sch. John Edmondson, Edmondson, Elizab'h City, N.C.
June 8. Br. brig Shaw, Hewitt, ... Cork, &c.
Br. brig Lannen, Codner, ... Londonderry
—— Ann Davies, Hughes, ... St. John's, N. B.
June 9. Sch. Albion, Harding, ... Boston
Sch. J. L. Whipple, Kelleran, ... Pensac