

Baltimore Commercial Journal

AND DAILY FORDS PRICE-CURRENT.

AGRICULTURE—MANUFACTURES—NAVIGATION

BALTIMORE—AND HER INTERESTS.

COMMERCE—TRADE—STATISTICS.

Vol. X. No. 30.]

BALTIMORE, SATURDAY MORNING, DECEMBER 25, 1847.

[Whole Number 499.

ALMANAC

For the week, commencing on Sunday,
DECEMBER 26, 1847.

DAY	Sunrise	Sunset	Days' length	Moon
26 Sun.	7h. 23m.	4h. 37m.	9h. 14m.	9 55
27 Mon.	7 23	4 37	9 14	10 52
28 Tues.	7 23	4 37	9 14	11 47
29 Wed.	7 22	4 35	9 16	0 41
30 Thurs.	7 22	4 35	9 16	1 36
31 Frid.	7 22	4 35	9 16	2 31
1 Sat.	7 21	4 39	9 18	3 26

POST OFFICE.—MAILS

Are conveyed by Rail Road Cars and Stages daily.

WINTER ARRANGEMENT.

Line	Days	Time
Eastern, daily, ex. Sun.	8 A. M.	11 P. M.
Washington, daily, ex. Sun.	8 A. M.	11 P. M.
Western, daily, ex. Sun.	8 A. M.	11 P. M.
York, Pa. Route, ex. Sun.	8 A. M.	11 P. M.
Amnapolis, Md. ex. Sun.	8 A. M.	11 P. M.
Delaware, E. Shore, Va.	7 P. M.	11 P. M.
Somerset, W. Shore, Va.	7 P. M.	11 P. M.
Up counties of E. Shore, Md., Monday, Wed.	8 A. M.	3 P. M.
Up counties of W. Shore, Md., Monday, Wednesday	9 P. M.	8 A. M.
Pt. Tobacco, Route, Wednesday and Sunday	9 P. M.	8 A. M.
Westminster, Monday, Wednesday	6 P. M.	7 P. M.
Bel-Air, daily, ex. Sun.	8 A. M.	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 with 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 ep, folded, 4 cents per copy, for 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,) unsealed, with any manuscript communication, weighing one ounce or less, 10 cents. For every additional ounce, an excess less than half an ounce, to be disregarded. Newspapers, when sent by the editors or publishers thereof, if they do not exceed 1000 superficial inches, for any distance in the State where published, 1 cent. For any distance exceeding 100 miles, out of the State where published, 1 1/2 cents. A newspaper exceeding 1000 inches, for any distance, 2 cents. Newspapers irregularly sent, that is, to a non-subscriber, the person sending must prepay 3 cents for each paper. When the article to be mailed is a circular, pamphlet, or newspaper, it should be so marked as to be open at one end—otherwise, it will be charged as a letter. Foreign Mails.—A mail is forwarded from Boston to and received from England, via Halifax, (Nova Scotia,) by the British Mail Steam Packet, 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.

OCEAN STEAM NAVIGATION.

American Mail Steamers.—The following are the rates of postage prescribed by the act of Congress of March, 1845, for mail matter sent by this line to Europe: For every letter and package not exceeding half an ounce in weight, 24c. For every additional ounce, 4c. For every additional half ounce, 15c. For every letter, newspaper, pamphlet, and price current, 3c. The act of Congress also provides, that the United States postage shall be charged in addition to the rates of the United States to New York, from whence the ship sails for Bremen. All mail matter addressed to England, Ireland, or Scotland, will be left at the office for France, the Netherlands, Belgium, Italy, Spain, and Portugal, and Africa, will be sent to Havre, in France; and a separate bag will be made up for Hamburg and delivered at Bremen, when completed between the post-office of the United States and those of the above countries, pre-payment of the postage will be required at the office from which sent upon all mail matter directed to other countries. Upon mail matter sent to other countries on the Continent, pre-payment will not be required—it will be mailed for Bremen, where all unpaid postage will be collected for the United States by the Bremen office. The American postage only, is charged on letters sent to newspapers to go by the French steamers, or the Canadian line of British steamers—the foreign postage being collected on the other side. Under present arrangement, letters for the Canada and other British possessions in America, will not be forwarded by mail unless prepaid.

TRAVELING FACILITIES.—

With Distances and Fare from Baltimore.

AT BALTIMORE—

For Philadelphia and New York—

About 100 miles, \$3.—About 200 miles, 7a 58.

Cars or a Steamer leave A. M. Daily, at 8 P. M. Daily, at 5 A. M. Daily, at 9 A. M. Daily, at 11 P. M.

For York and Columbia, Pa.—

58 miles, \$1.50—70 miles, \$2.12.

Cars leave A. M. Daily, at 9 A. M. Daily, at 11 A. M. Daily, at 3 P. M.

For Washington City—

40 miles, \$1.60 (no round trip tickets issued.)

Daily, at 9 A. M. Daily, at 5 A. M. Daily, at 6 A. M. Daily, at 7 P. M. Daily, at 8 P. M.

For Cumberland, &c.—

178 miles, \$7.

Daily, at 7 A. M. Daily, at 6 P. M.

For Wheelock's Mills and Frederick—

15 miles, 60 cts.—60 miles, \$2.40.

Daily, at 7 A. M. Daily, at 6 P. M.

Daily, at 9 A. M. Daily, at 10 A. M.

Harpers Ferry and Winchester, Va.—

81 miles, \$11 miles.

Cars leave daily, 7 A. M. Daily, at 6 P. M.

For Norfolk and Portsmouth, Va.—

180 miles, \$5. A steamer leaves Daily, at 4 P. M. Daily, at 10 A. M. Daily, at 4 P. M.

AT PHILADELPHIA—

For New York—

Cars or a Steamer leave Daily, at 7 and 9 A. M. and 5 P. M.

For Baltimore—

Daily, at 10 P. M. Daily, at 7 A. M. and 3 P. M.

AT NEW YORK—

For Boston—

Cars or Steamers leave Daily, at 4 P. M.

For Philadelphia—

Daily, at 7 and 9 A. M. and 4 P. M.

NEW YORK POST OFFICE.

The Mail for Boston, via New Haven, closes daily, excepting Sundays, at 5 A. M.

The steamboat Mail for Boston, via Stonington and Providence, closes daily at 3 P. M.

The Great Southern Mail, including the Mail also for the Western States, closes daily at 7 A. M. and, except on Sunday, at 3 P. M., on which latter day at 1 P. M.

FOREIGN STEAM & OTHER PACKETS:

(Days of Sailing.)

The British Steamers leave as follows:

LIVERPOOL—BOSTON.

Caledonia, Oct. 19, Nov. 16, Dec. 13.

Acadia, Nov. 19, Dec. 16, Jan. 13.

Britannia, Nov. 19, Dec. 16, Jan. 13.

Hibernia, Nov. 19, Dec. 16, Jan. 13.

Cambridge, Jan. 1, Feb. 1, Mar. 1.

The French Steamers leave as follows:

HAVRE—NEW YORK.

Philadelphia, Oct. 19, Nov. 9, Dec. 9.

Union, Nov. 24, Dec. 24, Jan. 24.

Missouri, Nov. 24, Dec. 24, Jan. 24.

New York and Liverpool Packets.

To leave New York. To leave Liverpool.

Oxford, Oct. 1, Sept. 1.

Henry Clay, Oct. 6, Rottinguer, Oct. 6.

Waterloo, Oct. 11, Roscius, Oct. 11.

Cambridge, Oct. 16, I Wright, Oct. 16.

Garrick, Oct. 21, West Point, Oct. 21.

Montezuma, Nov. 1, Yorkshire, Oct. 6.

New World, Nov. 6, Liverpool, Oct. 6.

John R. Skiddy, Nov. 11, Siddons, Oct. 11.

Wheat, Nov. 16, Columbus, Oct. 16.

Hittinger, Nov. 21, Patrick Henry, Oct. 21.

Roscius, Nov. 26, Waterloo, Oct. 26.

Isaac Wright, Dec. 1, New York, Nov. 1.

Ashburn, Dec. 6, New York, Nov. 1.

West Point, Dec. 8, Columbus, Oct. 16.

Yorkshire, Dec. 16, Oxford, Oct. 16.

Liverpool, Dec. 21, Henry Clay, Oct. 21.

Siddons, Dec. 26, Ste. H. Whitney, Oct. 26.

Columbia, Jan. 1, Cambridge, Dec. 1.

New York and Havre Packets.

To leave New York. To leave Havre.

Admiral, Nov. 24, Splendid, Oct. 24.

Oceania, Dec. 1, Louis Philippe, Nov. 1.

Zaric, Dec. 16, St. Nicolas, Oct. 16.

St. Louis, Dec. 24, Duc d'Orleans, Oct. 24.

Utica, Jan. 1, Iowa, Dec. 1.

COMMERCIAL REGULATIONS

OF THE PORT OF BALTIMORE.

The following is a copy of the Regulations which were 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. 2 1/2

On Stocks, do. do. 2 1/2

On Bills of Exchange, do. do. 2 1/2

On do. do. not endorsed, do. do. 2 1/2

On do. do. without funds, do. do. 2 1/2

On do. do. in advance, do. do. 2 1/2

On do. do. in advance, do. do. 2 1/2

On do. do. in advance, do. do. 2 1/2

On do. do. in advance, do. do. 2 1/2

On do. do. in advance, do. do. 2 1/2

On do. do. in advance, do. do. 2 1/2

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On do. do. in advance, do. do. 2 1/2

On do. do. in advance, do. do. 2 1/2

On do. do. in advance, do. do. 2 1/2

On do. do. in advance, do. do. 2 1/2

bringing the same—a delivery after due notice on any good wharf at the City and Port of Baltimore—Hides and skins 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 on the wharves, the expense of doing the same East of Jones' Falls, shall 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. 25 cts. 25 cts. 25 cts. 25 cts. 25 cts.

Boxes of Sugar, Rum, Molasses and half Pipes, 16 cts. 16 cts. 16 cts. 16 cts. 16 cts. 16 cts.

Pipes of Rice, Coffee, Flaxseed, Alum, &c. 12 cts. 12 cts. 12 cts. 12 cts. 12 cts. 12 cts.

Barrels of Rum, Whiskey, Sugar, Beef, Pork, Fish, Cheese, Oil and quarter casks Wine, 6 cts. 6 cts. 6 cts. 6 cts. 6 cts. 6 cts.

Bricks, Flour, Coffee, and other dry articles, 3 cts. 3 cts. 3 cts. 3 cts. 3 cts. 3 cts.

Boxes of Cuba Sugar, 8 cts. 8 cts. 8 cts. 8 cts. 8 cts. 8 cts.

of Fish, Wine, Oil, Lemons and Oranges, Soap, Candles, Cheese, Tin, Raisins, and other articles, 1 cts. 1 cts. 1 cts. 1 cts. 1 cts. 1 cts.

Bags of Coffee, Cocoa, Pepper, and Pimento, 2 cts. 2 cts. 2 cts. 2 cts. 2 cts. 2 cts.

Bales of Cotton and Hempen Yarn about 100 lbs. 12 cts. 12 cts. 12 cts. 12 cts. 12 cts. 12 cts.

Bales of India Piece, and other similar Goods, 10 cts. 10 cts. 10 cts. 10 cts. 10 cts. 10 cts.

Indigo in seroons, 4 cents; in cases, 10 cts. 10 cts. 10 cts. 10 cts. 10 cts. 10 cts.

Tea in chests, 3 cents; half do. 2 cents; boxes, 3 cts. 3 cts. 3 cts. 3 cts. 3 cts. 3 cts.

Keys of Butter, Lard, Tobacco, Nails, Raisins, 3 cts. 3 cts. 3 cts. 3 cts. 3 cts. 3 cts.

Hemp, per ton, 50 cts. 50 cts. 50 cts. 50 cts. 50 cts. 50 cts.

Corlaze, per do., 30 cts. 30 cts. 30 cts. 30 cts. 30 cts. 30 cts.

Iron and Lead, per do., 20 cts. 20 cts. 20 cts. 20 cts. 20 cts. 20 cts.

Dyewood, per do., 25 cts. 25 cts. 25 cts. 25 cts. 25 cts. 25 cts.

Wax, per do., 10 cts. 10 cts. 10 cts. 10 cts. 10 cts. 10 cts.

Crates of Earthenware, 20 cts. 20 cts. 20 cts. 20 cts. 20 cts. 20 cts.

Grain, per bushel, 2 cts. 2 cts. 2 cts. 2 cts. 2 cts. 2 cts.

Salt, per bushel, 2 cts. 2 cts. 2 cts. 2 cts. 2 cts. 2 cts.

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

All goods to be stored in a warehouse, shall 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 wt. of 112 lbs. or ton of 2000 lbs. shall in future be sold by the decimal hundred of 100 pounds, or of 2000 pounds.

Tare shall be allowed as follows:

Sugar in hds. or tierces, 12 per cent; in Cuba boxes, 15 per cent; in flour brls., 22 lbs. each; in linen bags, 3 per cent; 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.

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, flour, and other articles, 10 per cent.

Copperas, in hds., 10 per cent.

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

Casia, 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, Pepper, Cloves, Cloves, Cloves, Cloves, Cloves, 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.

DRAGS AND FOLLOWS.

On all weights even hds., 1 per cent. to be allowed for draft.

RATES OF PILOTAGE

FOR THE PORT OF BALTIMORE.

Condensed, without matter pertaining 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 of draught, 1 cent, to be paid to the Pilot.

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

For the months of December, January, February and March, in addition to every foot such vessel draws, 1 cent.

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 vessel above Fort Mifflin, and shall continue the same to the Port of destination; and if he shall not do so, he shall be liable to pay the full pilotage to the Pilot who shall speak or board vessel above 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.

Be it enacted by the General Assembly of Maryland, 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 within the limits of the Chesapeake Bay, shall be liable 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 authorized 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 authorized 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.

Those occupying the 2d do. do. 1/2 cent.

All beyond the 3d do. do. 1/2 cent.

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 Merchandise landed on the public wharves, from any vessel, or vessel, or 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. 6

2 Lemons, box, 2

Lumber, may