Mr. Gibson, Consul Tobago

Baltimore Commercial Journal,

AND LYFORD'S PRICE-CURRENT.

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

VOL. XI. No. 28.] BALTIMORE, SATURDAY MORNING, DEC. 9, 1848. [Whole Number 549.

ALMANAC

For the week, commencing on Sunday,
DECEMBER 10, 1848.
Moon—Full, 10th. 6h. 50m M.

DAY Mo. Wk.	Sunrises.	Sunsets.	Days' length.	Moon ri. & set.
10 Sun.	7h. 23m.	4h. 37m.	9h 14m.	rises.
11 Mon.	7 23	4 37	9 14	6 24
12 Tues.	7 24	4 36	9 12	7 26
13 Wed.	7 24	4 36	9 12	8 31
14 Thurs.	7 24	4 36	9 12	9 36
15 Frid.	7 25	4 35	9 10	10 39
16 Sat.	7 25	4 35	9 10	11 40

POST OFFICE.—MAILS

Are conveyed by Rail Road Cars and Stages daily.

	CLOSE:	DUE:
Eastern, daily, ex. Sun.	8 A. M. & 7 P. M.	2½ P. M. & 11 P. M.
Sunday,	7 P. M.	11 P. M.
Great Southern, daily,	9 P. M.	7½ A. M.
Washington, daily,	8 A. M., 4 & 9 P. M.	8½ A. M., 3 & 8 P. M.
Western, daily,	6 A. M.	6½ P. M.
Winchester, Va. ex Sun.	6 A. M.	6½ P. M.
York, Pa. Route, ex. Sun.	11 A. M.	6½ P. M.
Annapolis, Md. ex. Sun.	8 A. M. & 4 P. M.	8½ A. M. & 8 P. M
Norfolk, Mon. Wed. & Fri.	3 P. M.	*due* Tues. Thurs. & Sat. 7 A. M.
Delaware, E. Shore of Va. Somerset & Worcester co., Md., Sunday, Tuesday & Thursday	7 P. 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.
Pt. Tobac'o Route, Wednesday and Sunday,	9 P. M	8 A. M.
Westminster Route, Monday, Wednesday and Friday,	6 P. M.	7 P. M.
Bel-Air, daily, ex. Sun.	3 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 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, postage to be prepaid; 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, for any distance in 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.

Newspapers irregularly sent, that is, to a non-subscriber, the person sending must prepay 3 cts. for each paper.

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.

Foreign Mails.—A mail is forwarded from Boston and New York to, and received from England, via Halifax, (Nova Scotia,) by the British Mail Steam Packets, weekly, alternately, for eight months in the year, and twice a month for the four winter months. Letters, thus sent, must have their postage to New York or Boston pre-paid. The postage on Ship Letters, delivered at the office where the vessel arrives, is 24 cents; if conveyed by post, 4 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 the 3d of March, 1845, for mailable matter sent by this line to Europe:—

Upon all letters and packages not exceeding half an ounce in weight.....24c.

For all letters and packages over half an ounce and under one ounce.....48c.

For every additional half ounce.....15c.

For every letter, newspaper, pamphlet, and price current.....3c.

The act of Congress also requires, that the United States postage will be charged in addition to the above upon all mailable matter sent through the mails of the United States to New York, from whence the ship sails for Bremen. All mailable matter addressed to England, Ireland or Scotland, will be left at the British post-office in Cowes or Southampton; and all 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-Haven. And as no arrangements have yet been 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 mailable matter directed to those countries. Upon mailable matter sent to other countries on the Eastern continent pre-payment will not be required—it will be mailed for Bremen, where all unpaid postages will be collected for the United States by the Bremen office.

The American postage only, is charged on letters and newspapers to go by the Cunard line of British steamers—the foreign postage being collected on the other side.

Under present arrangement, letters for the Canadas 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, 7s $8.

Cars leave	*Are due*
Daily, at.....8 P. M.	Daily, at.....6 A. M
Daily, exc. Sun. 9 A. M. and 2½ P. M.	Daily, exc. Sun. 2½ and 11 P. M.

For York and Columbia, Pa.—
58 miles, $1.50—70 miles, $2.12½.

Cars leave	
Daily, at.....9 A. M.	Daily, exc. Sun. 11 A. M
Daily, exc. Sun. 3 P. M.	and 6½ P. M.

For Washington City—
40 miles, $1.60—(no round trip tickets issued.)

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

For Cumberland, &c.
178 miles, $7.

Daily, at 7½ A. M. and 4 P. M.	Daily, at 3 A. M. and 6 P. M.

For Ellicott's Mills and Frederick—
15 miles, 60 cts.—69 miles, $2.40.

Daily,.....7½ A. M.	Daily,.....6 P. M.
Daily, exc. Sun. 4 P. M.	Daily, exc. Sun. 10 A. M.

Harper's Ferry and Winchester, Va.—
81 miles.——111 miles.

Cars leave daily, 7½ A. M.	Daily, ...6 P. M.

For Norfolk and Portsmouth, Va.—
180 miles, $5.

A steamboat leaves	*Is due*
Monday, Wednesday and Friday at 4 P. M.	Tuesday, Thursday and Saturday at 7 A. M.

AT PHILADELPHIA—

For New York—
Cars leave
Daily, at.....7 and 9 A. M. and 5 P. M.

For Baltimore—
Daily, at.....4 P. M.
Daily, exc. Sun.....8½ A. M. and 4 P. M.

AT NEW YORK—

For Boston—
Cars or Steamers leave
Daily, exc. Sun., at.....4 P. M.

For Philadelphia—
Daily, exc. Sun.....7 and 9 A. M. and 4½ P. M.

NEW YORK POST OFFICE.

The Mail for Boston, via New Haven, closes daily, excepting Sundays, at 5½ A. M.

The steamboat Mail for Boston, via Stonington and Providence, closes daily, exc. Sunday, at 3½ P. M.

The great Southern Mail, including the Mail also for the Western States, closes daily at 7½ A. M.; and, except on Sunday, at 3 P. M., on which latter day at 1½ P. M.

FOREIGN STEAM & OTHER PACKETS:
(Days of Sailing.)

THE CUNARD STEAMERS.

Proposed sailing of the British and North American Royal Mail Steam Ships between Boston and Liverpool and between New York and Liverpool, for 1848.

America,.....Capt. Charles H. E. Judkins,
Europa,..... " Edward G. Lott,
Hibernia,..... " Neil Shannon,
Britannia,..... " Walter J. C. Lang,
Niagara, ... " Alexander Ryrie,
Canada,..... " Walter Douglas,
Cambria, ... " William Harrison,
Caledonia,..... " John Leitch,
Acadia,..... " James Stone.

Departures from America.

Britannia,	from New York,	Wednesday.....	Oct. 25
Niagara	— Boston,	....Wednesday,	...Nov. 1
Europa,	— New York,	Wednesday,	...Nov. 8
Hibernia,	— Boston,	....Wednesday,	...Nov. 15
America,	— New York,	Wednesday,	....Nov. 22
Acadia,	— Boston,	....Wednesday,	....Nov. 29
Cambria,	— New York,	Wednesday,	....Dec. 6
Britannia,	— Boston,	...Wednesday,	....Dec. 13
Niagara,	— New York,	Wednesday,	....Dec. 20
——	— Boston,	....Wednesday,	....—— —

Departures from Liverpool.

America,	for Boston,	....Saturday,	.....Sept. 9
Acadia,	— New York,	Saturday,	.....Sept. 16
Cambria,	— Boston,	....Saturday,	.....Sept 23
Britannia,	— New York,	Saturday,	....Sept. 30
Niagara,	— Boston,	....Saturday,	.....Oct. 7
Europa,	— New York,	Saturday,	.....Oct. 14
Hibernia,	— Boston,	....Saturday,	.....Oct. 21
America,	— New York,	Saturday,	.....Oct. 28
Acadia,	— Boston,	....Saturday,	.....Nov. 4
Cambria	— New York,	Saturday,	.....Nov. 11
Britannia,	— Boston,	....Saturday,	.....Nov 18
Niagara,	— New York,	Saturday,	.....Nov. 25
——	— Boston,	....Saturday,	.....—— —
——	— New York,	Saturday,	.....—— —
——	— Boston,	....Saturday,	.....—— —

New York and Bremen Steamers.

To leave New York—	*To leave Bremen—*
Hermann, ...—— —	Washington,.....—— —
Washington, ...—— —	Hermann,.....—— —

New York and Liverpool Packets.

To leave New York—		*To leave Liverpool—*	
Oxford,	.....Nov. 1	Yorkshire,.....	Oct. 1
New World,	.....— 6	Liverpool,.....	— 6
John R. Skiddy,	...— 11	Siddons, ...	— 11
Fidelia,	.....— 16	Columbia,.....	— 16
Hottinguer,	.....— 21	Patrick Henry,.....	— 21
Roscius,	.....— 26	Waterloo,.....	— 26
Isaac Wright,	...Dec. 1	New York,.....Nov.	1
Ashburton,	.....— 6	Queen of West,	...— 6
West Point,	.....— 11	Sheridan,	.....— 11
Yorkshire,	.....— 16	Montezuma,	.....— 16

New York and Havre Packets.

To leave New York—		*To leave Havre—*	
Baltimore,	.....Nov. 1	Argo,.....	.. Oct. 1
Bavaria,..	..... — 10	Admiral,.....	—— 8
Havre,	.....— 20	St. Denais,	.....— 16
Oneida,	.....Dec. 1	Splendid,	.....— 24
Argo,	10	New York,	.....Nov. 6
Admiral,	20	St. Nicolas,	...— 20

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.*	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, ...	1¼	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 reshipped, 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 csk. 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 serroons, 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 serroons, 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.

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 on, 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. " " ½
All beyond the 2d o. " " 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
Carboys, each,	2	Nails, cask or keg,	1
Carriages, each,	12½	Oars, 1000 feet,	20
Carts, each,	12½	Oil, Whale or Sperm,	
Cart Wheels, each,	2	cask of 150 gals.	12½
Cassia, 100 mats,	10	do trcs. under 100 gals.	10
Castings, ton,	15	do do 80 gals.	4
Cattle, horned, each,	¼	do brl.	2
Chairs, each,	½	do box,	2
Chalk, ton,	15	do jar,	2
Cheese, box,	½	Olives, jar,	1
do cask,	2	Onions, bus. or 20 bunch.	½
Chocolate, box,	1	Oranges, box,	½
Cider, box,	2	Paper, wrapping, bdl.	½
Coal, ton of 28 bushels,	5	Pepper, &c , box,	1
Coffee, bag,	1	Pipes, box,	1
Copper, case,	3	Pitch, barrel,	2
Cordage, ton,	16	Plaster, ton,	5
Cotton, bale,	4	Ploughs, each,	2
Crackers, keg,	1	Potatoes, bushel,	¼
Crates, each,	4	Rags, bale,	4
Demijohns, each,	1	Raisins, box,	½
Drugs, box,	3	do drum,	1
Dry Goods, box,	3	Rice, per tree.	4
do bale,	4	Rosin, brl.	2
Dyewood, ton,	15	Salt, hogsheads,	6¼
Feather, baks or bags,	2	do sack,	1
Figs, drum,	¼	do bushel,	½
Fish, quintal,	1	Sheep, each,	2
do brl.	2	Shingles, 1000,	2
do ½ & qr. brl	1	Shoes, box,	3
do drum	5	Shot, bag,	¼
do firkin	1	do keg, (12 bags)	1
Flour, brl.	2	Shovels, dozen,	2
do ½ brl.	1	Slate, ton	15
Gin, case,	1	Soap, box,	½
Ginger, box,	1	Staves, barrel, 1000,	12½
Glass, wind., bx. 100 ft.	¾	do hhd. & pipe, do.	20
do do ½ box,	¼	Steel, ton,	5
Grain, not of the state of Md.,	½	Stone, granite, &c. perc.	10
Grapes, jar,	1	Stoves, each,	6¼
Grind Stones, each,	1	Sugar, Havana, box,	3
Gun Stocks, 1000,	30	do mats,	1
Hay, bale,	6¼	do Brazil bxs, ton,	15
Hemp, ton,	5	do hhd.	6¼
Herrings, box,	½	Swine, each,	2
Hides, ox or horse,	100, 30	Tar, brl.	2
Hogsheads, empty,	*free*	Tea, chests,	4
Hoop Poles, hhd.,	1000, 20	do ½ chest,	2
do do brls.,	10	do ¼ chest,	1
Hops, sack,	6¼	Tea Kettles, doz,	1½
Horns, 1000,	20	Timber, 1000 feet,	15
do tips, 1000,	6¼	Tin, box,	½
Horse,	5	Tobacco, hhd.	6¼
Indigo, seroon,	6¼	do bale,	2
do case,	12½	do box,	2
Iron, ton,	5	do ½ box,	1
Ivory, ton,	50	do keg,	2
Lard, keg,	1	do ½ keg,	1
Laths, 1000,	2	Turpentine, brl.	2
Lead, sheet or pig, ton,	15	Wagons, each,	12½
Leather, 100 sides,	15	Ware, wooden, nest,	1
Lime, cask,	5	Wine, box,	2
Liquids, brl.	2	Wood, fuel, may remain	
		2 days, cord,	6¼

The foregoing is extracted from an amended Ordinance, passed, and approved March 28, 1845.

BALTIMORE.—RATES OF INSPECTION, &c.

The following table comprises the Rates established by law for the Inspection, Guaging, Measuring, &c., of the various articles of Domestic Produce, whether brought from any other place, or manufactured or packed in the city of Baltimore:

Firewood—Cord, 6¼ cts.
Fish—Herrings 3, Mackerel or Shad 10 cts. per brl.
Flour or Meal—per brl. 1 ct.
Leather—per Side 2 cts.
Lime—per brl. 6.
Lumber—Boards, Plank, or Scantling, including handling, 37½ cts. per M ft.
———Shingles, loose, 20 cts. per M.
Molasses—Casks 6 to 10, and brls. 3 cts.
Oils—same as Molasses.
Plaster Paris—Ground, 6¼ cts. per brl.
Provisions—Beef or Pork, including overhauling, 25 cts. per brl.
———Butter or Lard, inspection optional with the parties.
Spirits—All descriptions, 10 cts. for brls. and 15 for hhds., including proving.
Spirits Turpentine—brls. 6, and trcs. 10 cts.

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 regular tions:

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 guaged, the same shall be weighed, guaged, 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 ceroons 6. Cocoa in casks 10; and in bags 1. Cheese in boxes 20. Indigo in ceroons 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 Americans 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	2.30
Mexico Doubloon	15.54
Holland, Double Rix Dollar.....	12.27
" Rix Dollar.....	6.00
" Ducat	2.20
" Ten Guilder piece.....	4.00
Portugal, Dobraon	32.76
" Dobra	17.32
" Johannes	17.00
Spain, Doubloon 1772	16.00
" " 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

FOREIGN WEIGHTS AND MEASURES.

There are denominations frequently met with in reports of foreign markets, but their English value not always readily recollected. The following table will be found, we believe, correct:

Ahm, in Rotterdam, ...	nearly *gals.* 40
Almude, in Portugal,.....	contains, *gals.* 4.37
Almude, in Madeira,.....	*do.* 4.68
Alquiere, in Madeira, ...	over *peck* 1½
Alquiere, in Portugal,.....	*pecks,* ⅛ to nearly 2
Alquiere, in Bahia, ...