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The Reading Matter on this Page is from Yesterday's Evening Edition.

The Rights of Shippers—Another Highly Important Decision.

We have already published a decision of the Supreme Court, construing the commutation act, &c. We now publish another decision by Judge Strong, of the same Court, settling still further the rights of individuals and of the Pennsylvania Railroad Company, under that act. At first glance there would seem to be a conflict between these two decisions. But the distinction between the cases is this: Mr. Caldwell had brought his grain into Pennsylvania, and held it for sale. It was thus made an article of domestic trade, after it reached its owner's place of business. In the other case the flour was manufactured at Wheeling, and was carried over the Pennsylvania Railroad to Philadelphia, the owner's residence. The Court think it had not become an article of domestic trade until it reached the owner's place of business. So that, to determine whether articles of freight are protected by the second section of the commutation act, it must first be ascertained whether such articles have been the subjects of domestic trade in Pennsylvania before they are shipped on the railroad, on the transit which will be protected by the commutation act. The following is the decision:

Shipper et al. vs. The Pennsylvania Railroad Company. This was an action brought to recover back what is alleged to have been an overcharge for freight on grain and flour carried for the plaintiffs by the defendants over their railroad from Pittsburgh to Philadelphia, between November 1, 1861, and March 31, 1862. The allegation is that the defendants demanded and received from the plaintiffs for transportation more than was demanded from others for similar transportation, and more than was allowed by what is called the commutation act of March 7, 1861.

The plaintiffs were commission merchants, and dealers in flour and grain, residing and doing business in Philadelphia. They owned a flouring mill at Wheeling, in the State of Virginia, where they purchased grain and manufactured flour. This they sent at their own cost to Pittsburgh, and delivered it there to defendants, to be transported to Philadelphia. The rates demanded for the carriage were forty-nine cents per 100 pounds, and sometimes higher, varying in accordance with a general rule of the company that flour and grain brought to Pittsburgh, from beyond the limits of the State, to be shipped to Philadelphia, should be charged at rates proportioned to the through freights then existing from the point at which the goods started, or at the proportionate rate which the defendants would have charged had they received them at their point of departure and carried them through. These rates, the plaintiffs allege, were excessive, and they insist the defendants were bound to carry their flour and grain at the rates then charged for what was denominated "local freight," at that time thirty-six cents per hundred pounds for flour and grain, from Pittsburgh to Philadelphia. Having paid the alleged overcharge, they now seek to recover it back, on the ground that it was illegally demanded and paid under coercion.

The charter of the defendants authorizes them from time to time to establish, demand, and receive such rates of toll or other compensation for the use of their road, and for the motive power, and for the transportation of passengers, merchandise, and commodities, as to the president, and directors shall seem reasonable, not exceeding a maximum prescribed. There is no expressed stipulation that the rates and charges shall be equal to all who may offer goods for transportation over the road. Such stipulations are common in English railway charters, and they are found in some charters of railroad companies in this country. They are, however, but declaratory of what the common law is. It was so said in Sanford vs. The Catawissa Railroad Company, 12 Harris, 378, and there is certainly good reason for denying such companies the power to discriminate between persons offering goods for transportation. It seems to be implied in the power given them to establish reasonable rates, that the rates must be fixed equal and impartial; but the principle is inapplicable to this case. Here was no discrimination against the plaintiffs, no distinction made between persons. The rates demanded from the plaintiffs for the transportation of their flour and grain were those demanded from all others in like circumstances. Every shipper who started such products from an extra territorial point of departure on the way to Philadelphia, as the place of ultimate destination, was required to pay the same price for carriage over the railway of the defendants. The rates were established by general rule, and of them the plaintiffs had notice before their shipments. The rule was applicable alike to citizens of Pennsylvania and to those of other States; to all who traded in such articles. No reason exists for assailing it as unreasonable, or as discriminating between customers of the road, unless it is found in the fact that "local freight" was charged less at the time when the plaintiffs' property was delivered to the defendants for transportation. No other reason has been assigned. The rates of local freight were, however, exceptional, and authorized as such by the commutation tonnage act of March 7, 1861, to which we shall presently refer.

The nature of the two regulations, one for "local freight" within the meaning of the act of Assembly, and the other for that which is not such, has been misunderstood. In no just sense can the adoption and enforcement of a rate of toll for the transportation of merchandise which is the subject of domestic trade carried on in the prosecution of such trade, and a different rate for similar articles imported and carried on in the conduct of a foreign or extra-territorial trade, be regarded as a discrimination between individuals. The benefits of reduction on domestic trade are extended to all persons alike, and the burdens upon that which is not domestic are imposed equally upon all. We are not prepared to say that a railroad company may not discriminate in its rate of tolls in favor of domestic trade over foreign in favor of home products over those which are extra-territorial, especially when the railroad lies wholly within the State. Ownership may not be a reasonable ground for a distinction, but weight, bulk, value, place of production, and many other things, may be.

But the action of the defendants, of which the plaintiffs complain, had the implied, if not the expressed, sanction of the Legislature in the commutation act, to which reference has already been made. This is quite manifest when it is construed in the light of its history, and in view of the evils existing at the time of its passage, and which it sought to remedy. Those evils affected solely our domestic trade. The tonnage tax, previously imposed, fell inevitably upon those articles which were not brought upon the road from beyond the limits of this State, in other words, upon our home products and articles employed in our internal commerce. Goods of every description, products of the soil or mines, brought from Ohio, Virginia, or any other Western State, had several outlets to Eastern markets. They enjoyed the benefits of competition between the various carrier companies, and it was, therefore, in the power of their owners to compel the Pennsylvania Railroad Company to transport such goods at rates equally low with those of companies in other States not burdened with any tonnage tax. In order to participate in the business of transporting such merchandise, therefore, it became necessary for the company to relieve the shippers indirectly from the charge of the tax, and, of course, to compensate themselves for this relief by increasing the rates demanded for carrying domestic products and such goods as had no choice of routes to market. Thus, in effect, the whole tonnage duty was paid by our domestic trade, and goods started on their journey from points beyond the limits of the State escaped the burden entirely, at the expense of the domestic trader. Practically, this was discrimination against home trade and production. It produced what is historically known to have been a fact. Goods were carried by the defendants over their road and its connections from points far west of Pittsburgh to Philadelphia for smaller prices than were required to be paid for the transportation of similar goods from Pittsburgh to the same point of delivery. Thus the extra territorial trade had an immense advantage over the domestic, and our own traders and citizens were taxed to give to others an advantage in our own markets. All this was before the mind of the Legislature when the commutation act was passed, and one of its main purposes was to provide a remedy for this practical discrimination against our own trade and people. This is plainly evidenced in the preamble to the statute, which recites that the tonnage tax fell "indirectly on flour, grain, cattle, iron, minerals, and other domestic products transported on one line of improvements," while similar products transported on other lines were exempt from the same, "to the injury of our internal trade and commerce," and recites, also, that the defendants agreed to "make reduction for the transportation of 'local trade.'" Hence the second section of the act required the defendants to make reduction of their charges for transportation of local freight as fixed by their toll sheet of February 1st, 1861, equal to the tonnage duty chargeable upon such freight. It fixed, also, a maximum rate of charges thereon. It carefully avoided prescribing any regulation charges for that which was not "local freight," leaving that to be determined by competition and the general laws of trade. To say that the prescribed reduction of the rates upon one kind of freight incured for the benefit of all shippers, and that it was not "local freight," was to lose sight of the avowed purpose of the act, and of the distinction which it makes between rates of freight from Pittsburgh eastward and rates from points west of Pittsburgh.

What, then, is local freight, as understood and intended by the Legislature in the commutation act? The answer is not quite plain at first sight, yet a careful examination of the second section will leave no doubt in what sense the term was used. It was freight, the charges of transportation of which were fixed by the toll sheet of February 1, 1861, on all trade carried between Philadelphia and Pittsburgh, whether carried the entire distance, or to an intermediate station, or between intermediate stations. Thus the company was required to reduce their charges for transportation of their local freight, as fixed by their toll-sheet. The act then proceeds to declare what the winter and summer rates shall be on all "trade carried between Philadelphia and Pittsburgh," and requires the company to file in the office of the Auditor General "a toll-sheet of their rates of charges for the transportation of local freight, accompanied by a statement of the reduction to be made in pursuance of the act." If "local freight" means simply that which is carried over only a part of the road, then no reduction was prescribed for shippers from Pittsburgh to Philadelphia, though the company was relieved from the payment of a tonnage duty on the goods forwarded by them. I think, therefore, it must be conceded that other freight than that which passes over only a part of the road is entitled to the required reduction. Yet it is clear that the act makes a distinction between that which is "local freight," and that which is not; and I think we should overlook the purpose of the Legislature, so manifest in the preamble, and we should forget the mischief intended to be remedied, if we held that all freight was local which does not come upon the defendants' road over connecting Western lines, and covered by through bills of lading. What needed protection and relief were our internal trade and domestic products.

Shippers of flour and grain that commenced their transit in other States toward an Eastern market, whether coming to Pittsburgh by railway or by steamboat, were not the sufferers under the old rates of charges. They were not within the mischief, and no remedy could have been intended for them. They had an advantage which our domestic trader and producer did not enjoy. And this explains why they were not "local freight." It was not simply what was owned by citizens of Pennsylvania, not exclusively domestic products even, though they were doubtless largely in the mind of the Legislature, but articles transported in the prosecution of our own internal trade as contrasted with those brought from abroad into the State, or carried through by a continuous transit. The latter is not local, and no provision was made for any rate of charge for its transportation. To the latter class the flour and grain of the plaintiffs belonged, and they were consequently not entitled to the reduction required to be made upon local freight.

It is hardly necessary to say there is nothing in the Constitution of the United States that prohibits a discrimination between local freight and that which is river, between that when it commences its transit. Such a discrimination denies to no citizen of another State any privilege or immunity which it does not deny to our own citizens. We have already seen it is not a personal distinction. The judgment is affirmed.

Gen. Butler's Brilliant Exploit on the James River.

An army correspondent of the *N. Y. Times* of the recent operations on the James River says:—"To Major Gen. Butler, I am told, is exclusively due whatever credit it shall result from the inception and execution of the plan. When, four weeks since, Lieut. Gen. Grant, the actual commander of the armies of the United States, visited Fortress Monroe, it was for the purpose of ascertaining the views of Gen. Butler respecting an advance upon the rebels by the way of the Peninsula, to be carried out in co-operation with the grand Army of the Potomac. Gen. Grant had considered the various plans proposed with this object in view, but had committed himself to none, and was inclined, therefore, to listen attentively to what General Butler might suggest. The sequel proves that the proposition of General Butler fully commended itself to the judgment and acquiescence of the Commanding General, and measures were at once taken to put it in execution.

"Briefly, the project was to advance upon Richmond by the James River, get a foothold as near the city as possible, on the South bank of the stream, seriously interrupt the communications of the rebel Capital Southward, and eventually compel the evacuation by Lee's army of their strongly-fortified position on the Rapidan, thus forcing the rebels to give Grant battle, or press rapidly rearward to the walls of their Capital. This plan will be generally admitted to be both bold and comprehensive, while the arrangement of its preliminaries has been marked by the rarest shrewdness and military sagacity."

The Cavalry and Artillery of the Potomac Army.

The N. Y. *Tribune's* correspondence from the army contains the following:

The cavalry has had considerable fighting, and has done important service. It has hung upon our left, has kept Stuart at bay, has attacked him when it has been possible to reach him. Sheridan's business was to protect our immense stores, which were marching in the rear toward Chancellorsville—to prevent Stuart from raiding around us toward Fredericksburg; in short, to take care of that enterprising rider, and thrash him if he could be brought to an encounter.

The imperative part of this business has been well and vigilantly attended to.

Wilson's division rode into and drove a portion of the enemy's cavalry on Thursday, on the road to Robertson's tavern. Our loss was some 300—the 5th N. Y. suffering the most.

Sherman seems to have taken the cavalry reins with a master's hand, and to be fast gaining the confidence of the Cavalry Corps. I suspect a general cavalry fight may be contested, far down on the enemy's right before many days, for I know the destruction of Stuart's power for mischief is considered important to the carrying out of the campaign in the shape contemplated.

It is a remarkable circumstance that during three days of battle the artillery reserve has remained quietly parked three miles to the rear. The artillery attached to the corps has been ten times more than could be brought into action.

It was probably to open communications between Fredericksburg and Washington that General GRANT sent his order to the War Department on Saturday for reconstruction trains. As the wounded are now being sent to Fredericksburg, it would certainly be desirable to have the railroad from thence to Acquia Creek opened with as little delay as possible. Just now—that is, while General GRANT remains where our latest advices left him—Fredericksburg would be the most accessible base of supplies he could establish. But if LEE's retreat continues farther southward, GRANT's base of supplies must be moved southward also.

More Rebel Barbarity—Condition of Our Returned Prisoners—Report of the Investigating Committee—Heroic Patriotism of Our Sufferers.

Mr. Wade, from the Committee on the Conduct of the War, in the Senate, and Mr. Gooch, in the House, on Monday submitted a report upon the condition of the returned prisoners at Annapolis. From an examination made at the request of the Secretary of War, it is proved beyond all doubt, in the estimation of the Committee, that the rebel authorities have determined to subject our soldiers and officers who fall into their hands to physical and mental suffering impossible to describe, many presenting now the appearance of living skeletons, literally little more than skin and bones, some maimed for life, and some frozen by lying without tent or covering on the bare ground at Belle Isle.

The general practice is shown to be the robbery of prisoners, as soon as taken, of all money, valuables, and good clothing. The food allowed was totally insufficient to preserve the health of a child. It consisted usually of two pieces of bread made of corn and cob meal, badly cooked, with about two ounces of meat, unfit to eat, and occasionally a few black, worm-eaten bones.

They were obliged to sell clothing received from home to buy food to sustain life. Those in the hospitals were little better fed. Worn and neglected wounds remained for days undressed. One witness, when asked if he was hungry, replied: "Hungry? I could eat anything in the world that came before me." They were submitted to unmerciful treatment from those in charge of them. They were shot and killed for violating rules of which they had no knowledge.

When they arrived at Annapolis their clothing was so filled with vermin that it had to be destroyed, and repeated washings failed to relieve their heads and bodies of the pests. They are now dying daily, and the physicians in charge entertain no doubt that their emaciation and death are directly caused by the brutal and merciless treatment received while prisoners of war.

The testimony shows that the treatment received at Columbia and Dalton was far more humane than at Richmond.

The Committee cannot resist the conclusion that these inhuman practices are the results of a determination on the part of the rebel authorities to reduce our soldiers by privations and exposure to such a condition that they will never be able to render effective service in the field—the result like the massacre of Fort Pillow of a predetermined policy.

They deem it evident that the Rebel newspaper statements, claiming for the prisoners the same treatment received by their own soldiers, are glaring and unblushing falsehoods; and say no one can for a moment be deceived by such statements, who will reflect that our soldiers, who, when taken prisoners, were stout, healthy men in the prime and vigor of life, but they have died by hundreds under the treatment they have received.

Although required to perform no duties of camp or march, while the rebel soldiers are able to make long and rapid marches and to offer stubborn resistance in the field, they refer with pride and satisfaction to the uncomplaining fortitude and undiminished patriotism exhibited by our brave men under all their privations, even in the hour of death. The Chaplain says:

There is another thing I would wish to state. All the men, without any exception, among the thousands that have come to this hospital, have never, in a single instance, expressed a regret, notwithstanding the privations and suffering they have endured, that they entered their country's service. They have been the most loyal, devoted, and earnest men, even on the last days of their lives. They have said that all they hoped for was just to live and enter the ranks again and meet the foe. It is a most glorious record in relation to the devotion of our men to their country. I do not think their patriotism has ever been equaled in the history of the world."

Lee's Retreat.

In leaving his defensive works on Wednesday last, almost simultaneously with the crossing of the Rapidan by our army, and his energetic assault upon our lines on Thursday and Friday, says the New York *Times*, Lee exhibited a confidence that has terribly failed to justify itself. He failed to break our left, failed to pierce our centre, failed to turn our right, failed to separate our corps, failed to flank us on either wing. He succeeded only in making failures, and in putting a large number of his own men and of ours *hors de combat*. Failing in the field, he attempted to succeed in retreat; but how far he has been successful, is yet to be learned.

It looks very much as if Grant meant to make this pursuit a determined one, though he cannot make it a simple or an easy one. It is a new thing for the Army of the Potomac to follow up a defeated enemy, but we believe it is a thing the Army of the Potomac can do. It is very likely that Lee will now move by his right to head our army, and fall back, step by step, to the North Anna river, behind which he can make a bold stand, if he regards it expedient by the force about the rebel capital. It is possible that our army, moving by its left, could, by forced marches, reach the railroad at the same time, and push along it more rapidly for the enemy to do it much damage.

Evidently the contest will now be for the possession of the Central Railroad—that almost vital line with the rebels. The river in its front gives the enemy an advantage that will enable them to make a bold stand, but it is to be hoped that our heavy force of artillery may be able to drive them from the river, however determined they may be to cling to its high bank. Time is the great thing now. If Lee can gain time to throw up batteries and connect them with lines of rifle-pits, that will be so much against us; but we are going to see that Grant means to give him no time. There is but one thing to be apprehended, and that is the heavy force of rebel cavalry. But Gen. Sheridan will doubtless watch closely the manœuvrings of Stuart.

THE Conference for settling the Schleswig-Holstein controversy met at London on April 25. The Powers represented at the Conference, are England, France, Russia, Prussia, Austria, Denmark, Sweden, and the German Confederacy. It is reported that England and France will demand of the two belligerent parties an armistice. Austria, Prussia, and the German Confederacy, will consent to the integrity of the Danish monarchy, but demand a permanent union of the two Duchies, and their complete separation from Denmark proper.

ZINC.—A large proportion of the public may not be aware that the use of zinc vessels for domestic purposes is extremely dangerous. Vinegar, cider, wine, and in fact all acids which have remained in zinc, become poisonous more or less violent; this is even the case with milk, which contains a powerful acid termed acid lactique. Various cases of sickness, colic, and even many deaths of young children, have occured, the cause of which have been clearly traced to the use of milk that has been in contact with this metal.

PROFITS OF SORGUM AND WHEAT CULTURE.—Thomas Libby, a farmer of Davis county, Wisconsin, gives a statement of the comparative profit of wheat and sorgum culture, in the *Prairie Farmer*. He compares three acres of each on the same farm though the wheat land was much better soil, and makes the net profit of the sorgum field $38 00 and that of the wheat field $9 50. He made 300 gallons of syrup and harvested 45 bushels of wheat.

DAYS from Jacksonville, Fla., are to the 25 inst. Gen. Birney had gone, with his colored troops, on an expedition into the interior; his destination was not known. Orders were issued on the 25th that all residents of Jacksonville who had not taken the oath of allegiance should do so immediately, or be sent beyond the lines. Five rebel brigades had gone from Baldwin to reinforce Lee in Virginia.

NEWS from Fort Royal is to the 5th inst. Gen. Hatch had assumed command of the Department, Gen. Gilmore having been ordered to the 10th Army Corps. Admiral Dahlgren had arrived. The rebels were actively pushing around the creeks and islands, trying to find some weak place in our lines, but gunboat reconnoissances kept them at a respectful distance.

PROVOST MARSHAL SANDERSON, of St. Louis, seized on a steamboat, at that city on Friday, 204 one-pound cans of rifle-powder, 10,000 gun caps, and three bags of shot, which were about to be sent to Memphis, and thence to be smuggled through the lines. The boxes in which they were put, were marked eggs, and a layer of the latter surrounded the contraband goods.

A MEETING of English workingmen, held at Primrose, near London, to protest against the manner in which Garibaldi had been ordered to leave, was soon after its beginning, dispersed by the police. A public meeting had been held in Naples, to thank the English people for the reception given to Garibaldi.

STEAMCRAFT has filled all her quotas under the late call for troops, and has a surplus of 1,487 men.

TELEGRAMS.

THE BATTLES IN VIRGINIA.

The Fight on Sunday.

"OLD LONGSTREET WHIPPED."

Gen. Burnside Begins the Attack on Monday.

THE ENEMY WORSTED.

Our Army in Cheerful Condition.

LEE ISSUES AN ORDER.

His Supplies Cut Off!!

A PORTION OF HIS ARMY WITHOUT RATIONS.

Fierce Cavalry Fight.

GENS. TALBOT AND ROBINSON WOUNDED.

LEE PROBABLY FIGHTING SMITH'S FORCES.

Heavy Skirmishing Near Spottsylvania.

&c., &c., &c.

WASHINGTON, May 10.—The Army of the Potomac had a portion of the day to recuperate. Burnside, on Monday, began an attack on the left with great fury and with an encouraging degree of success. He had a fight the day before, in which, to use his own words, "we whipped old Longstreet." Our army could not be in a more cheerful condition. All the men are sanguine of success, and count the days when they shall enter the rebel capital.

Gen. Lee has issued an order in relation to supplies, in which he said that communication with Richmond was cut off, and it was impossible to furnish men and stores. Hill's corps had no rations issued for three days.

Lee enjoins upon his men the necessity of capturing supplies from the Yankees. Up to this moment they have failed to capture a single wagon.

The roads are in excellent traveling order, but very dusty.

All the battles thus far have been a series of attacks and repulses. Musketry has altogether been used, the swampy nature of the ground rendering artillery impracticable.

Gen. Lee very absurdly claims a victory, when he withdrew from our front and retired towards Richmond.

Gen. Stuart's division of cavalry whipped the rebel cavalry near this place, and drove them from Spottsylvania, but being reinforced with infantry, they drove our cavalry back about 4 o'clock. The Maryland brigade of the 4th division, 6th corps, coming to their support the fighting was exceedingly fierce. Gen. Tarbott and Gen. Robinson were both wounded.

Gen. Sedgwick was shot through the head on Monday, while superintending the moving of some heavy guns on an angle the men just prepared. There was no skirmishing at the time, but an occasional sharpshooter sent a bullet in that direction.

Our forces do not occupy the latter place, but are within several miles of it

WASHINGTON, May 11.—All was quiet along the lines until late Monday evening, when it was thought the rebels were falling back, or that Lee had already gone to Richmond, to meet Smith, who was reported close to there. Therefore a reconnoissance was sent out at five p. m. the entire line moved forward. The right crossed a branch of the Po and drove a light battery off, posted to defend a small bridge. Warren's front and Hancock's left had lively engagements with the rebels, who threw shot and shell from a battery in the woods. The enemy were finally driven back about three quarters of a mile, and at dark the firing ceased. It is believed that Longstreet's corps was the only one in our front, and that he was left to impede our progress, while Lee was attending to Smith.

A rebel cavalry brigade is reported having been seen on the North side of the river Rapidan on Monday, near Fredericksburg.

The *World's* special dispatches say that Lee's entire army was on Monday on the south side of the Rapidan River, between that and the river Po. His right stretched nearly to the Fredricksburg and Richmond railroad, which he seemed desirous of reaching to obtain supplies or insure his safety.

We have taken more prisoners in Lee's retreat than during Thursday's and Friday's battles. All information in Grant's possession is of the most favorable character, showing clearly Lee's retreat beyond Spottsylvania.

WASHINGTON, May 11.—*To Gen. Dix:* A dispatch received from the Army of the Potomac, at 5 p. m. yesterday, says both armies held their position at Spottsylvania without material change. The enemy has been driven to their breastworks. The 6th corps under Gen. Wright had carried the first line of the enemy's rifle-pits. There was heavy skirmishing during the day.

Nothing has been heard from Gen. Sherman or Gen. Butler since mine of yesterday.

[Signed.] E. M. STANTON.

WASHINGTON, May 11—10 P. M.—Nothing has been received here of any reverse to Grant's army.

The impression prevailed in the army yesterday that Lee was about crossing the North Anna river.

NEW YORK, May 11.—Rebel prisoners captured on Monday report Longstreet's death.

Latest from Butler's Command.

ANOTHER SEVERE BATTLE PROBABLY FOUGHT.

Reported Fight Between Iron Clads.

FROM NORTH CAROLINA.

Fight Between our Gunboats and the Rebel Ram.

NEW YORK, May 11.—The *Herald* says that it is probable Butler had another severe battle yesterday. It is also likely a great battle between the Union iron-clads and the rebel iron-clads was commenced yesterday. There are five Union and three rebel iron-clads expected to take part in the engagement.

A Dalton correspondent of the Atlanta *Register* avers that there has been a greater concentration of the Union forces in the direction of Chattanooga than reported on the Potomac. The Raleigh *Press* confirms the statement.

A *Herald* correspondent, writing from Newbern, N. C., under date of Thursday, May 5th, says that the rebel ram Albermarle, accompanied by its satellite Cotton Plant, and the army gunboat Bombshell, captured by them at Plymouth, appeared at the mouth of the Roanoke river. The gunboats Mimsi, White Head, Ceres and Commodore Hull were lying close to the river in the Sound, and on perceiving the ram designing to enter the Sound, they made off as fast as they could, in fear of an encounter, but only anxious to draw the ram into the Sound, the rams following in pursuit about 12 miles where the gunboats Sassacus, Wyoming, and Massabesett, double enders, opposed our gunboats, 7 in number. The enemy opened fire, and a terrific engagement ensued, lasting from 5 till 8 p. m. During the early part of the battle, the Cotton Plant succeeded in making her escape, the ram firing rapidly, slowly, and steadily, and threatening up the sound. The gunboat Bombshell was soon retaken with all on board, 34 in number, the Sassacus having an iron prow, steamed full speed and ran into the ram, striking abaft her centre, but without inflicting any injury. The Sassacus, however, was compelled to retire, moving forward with her rudder knocked off, by a 100 pound Parrott shot fired by random through her boiler. Night had now set in and the movements of the ram could not be accurately discerned. Closely pursued by the gunboats, and under darkness, the ram succeeded in gaining and entering the Roanoke river, where the gunboats could not venture to enter. The ram carried at least four 100-pounders. She has not been seen since, but measures are being taken to capture or destroy her.

Reliable reports from Elmston state, that the rebel ram Neuse is high aground. She draws seven and a half feet of water and the river is only four and a half feet in depth. The rebels for the present have abandoned her and taken her engines out.

CITY AND SUBURBAN.

Casualties in the 61st Regiment.

The following is a partial list of casualties in the 61st regiment, in the battle of the Wilderness, May 5th and 6th:

Capt Dawson, leg; Geo Patton, arm; Aug Siler, shoulder; Irvin Bydick, thigh; John Harper, neck & side; Henry Gump, knee; Chas Martin, rt. shoulder; Joe Murray, thigh; Alex Jamison, abdomen; H O Bird, thigh; Geo K Lutz, neck; Hugh Farley, knee; Peter Huey, groin; A Davies, wrist; Dan Brighty, jaw; Thos M Robinson, knee; Joseph Bowman; Jas Lynch, hand; Wm G Conn, shoulder; Andw Liddy, thigh; Jacob Roberts, groin; Aaron Marks, thigh; John L Taylor, arm; Dan Stewart, groin; Dwight Greer, face; Peter Bradley, head, dead; J D Cox, scalp; Geo R Warnaw, elbow; Wm Woodford, knee.

The 61st Regiment suffered severely in the first day's fighting, as will be seen from the following extract from an army letter:

On Thursday, the 5th, at twenty minutes past 1 p. m., after desultory skirmishing all the earlier part of the day, the 6th Army Corps, forming the right of line, became seriously engaged, Gen. Neill's brigade, which formed the extreme right of the 6th Corps, receiving the brunt of the fight. The enemy had succeeded in turning their flank, and seven regiments of Louisiana troops came charging through the woods, giving them a raking fire, which drove them back for a few rods, when the 4th New Jersey, 7th Maine and 5th Wisconsin came up to their support, and the enemy was driven back more than half a mile. A Louisiana regiment entire threw down its arms and was captured. The same regiment had been previously captured at Rapahannock Station, and had been lately exchanged. The 61st Pennsylvania suffered severely in men and officers in this attack.

Casualties in Pennsylvania Regiments.

The following names of wounded belonging to Pennsylvania regiments, have been reported in addition to those given elsewhere:

Col Baxter, 72d.
Lt Col Kochpenger, 71st
C A Dateman, K, 45th.
Andrew Holstetter, K, 45
Adjt Gifford, 105, arm.
1st Lieut Miller, 105, severely
Capt Stanton, E, 11th
1st Lieut Armstrong, 11th.
S K Edelman, 143d.
Jos E Whitney, E, 11th
1st Lieut Carroll, 95th, killed.
Capt Wright, 57th.
Col Gilber, 57th.
Capt Rover, 72d.
Capt Whittaker, 72d.
Adj McHadin, 71st
Capt Shriver, 73d
Jno Farley, B, 116th, both thighs.
Capt J N Byrnes, 31st

Bank Note Quotations,

Corrected especially for the *Gazette*, by Messrs. Feld & Lare, of the *National Bank Note Reporter*. Rates uncertain at present:

PITTSBURGH, May 11, 1864.

	Discount.		Discount.
New England States...	¼	Virginia—Interior ...	—
New York State.....	par	North Carolina.....	—
New York City.....	par	South Carolina.....	—
New Jersey.....	¼	Georgia.....	¼
Penn—Phila.....	par	Alabama.....	—
" Pittsburgh.	par	Louisiana.....	—
Bk. of Pittsburgh, pr.	par	Kentucky.....	par
Bk. of Beaver Co., pr.	par	Tennessee.....	¼
Bk. of Fayette Co., pr.	—	Ohio.....	par
Monongahela Bank.	par	Indiana, par.....	—
Brownsville .....pr.	¼	" Bk. of State.	par
Pa. Country Banks...	par	Illinois.....	1½
Delaware and Maryland	¼	Wisconsin.....	2@50
Dist. of Columbia.....	par	Iowa.....	1
Maryland, Baltimore	par	Michigan.....	2
" Interior...	¼	Minnesota.....	2@30
Virginia—Wheeling...	1	Canada.....	pr. 54
Wheeling Branches...	1½		

Exchanges—Selling rates on New York and Philadelphia ¼ @ ¼ ct. over bankable funds.

Gold—Buying rates 124@3, and Silver at 54 over bankable funds.

Casualties in the 102d Regiment.

Capt. Sullwood, of Co. M., 102d Regiment, telegraphs to his father as follows:

FREDERICKSBURG, VA., via WASHINGTON, May 10th.—John Fulwood, Esq.: I have a flesh wound in the right shoulder, not in the least dangerous. Adjutant A. M. Harper (of the 130th) slightly. Lieut. Cooper wounded in right shoulder, not dangerous. Lieut. McLaughlin, flesh wound in leg, not dangerous. Adjutant Alex. Callow, wound in the hip—severe. Lieut. Duval, slightly, in head. Capt. Kirkbride, severe, in breast. Capt. Kirk, severe, in groin.

Col. Patterson and Lieut. Drum are killed.

All our wounded are doing well, and will be in Washington in a few days.

S. FULLWOOD, Capt.

The 139th Regiment—Severe Losses.

JOHN HARPER, Esq., of the Bank of Pittsburgh, received a dispatch this morning from his son Adjutant A. M. HARPER, of the 139th Regiment, (Col. Collier) dated Fredericksburg, Va., in which he states that the 139th was engaged in the groin, and that Lieut. Col. Moody is safe, Major Snider, killed, and no other officers killed, and that the loss in the Regiment is one hundred and ninety-eight—a terrible loss. This regiment was in Gulven's Tavern battle from the Sixth corps to assist Hancock, and aided in repelling Longstreet's terrific charge. They have evidently been in all the battles, and have lost one-third of their entire strength.

Mr. J. P. HUST, Masonic Hall, Fifth street, has for sale two magnificent pictures of considerable interest. One is a "Scene on the McElhany Farm," presenting the celebrated Oil Well and its surroundings. The other brings before us in a very effective way, the busy and business-like scene, which must be familiar to all who now a-days pass up the Alleghany river to that well-known *objective point*, namely, "the Mouth of Oil Creek." The pictures are of large size, suitable for framing, and J. D. Deming, of Oil City is the photographer. We are also indebted to Mr. Hunt for copies of the Daily New York *Tribune*, *Times*, and *Herald*.

ACCIDENT ON THE MANCHESTER RAILWAY.—A lad named Gould, whose parents reside on Rebecca street, in the First Ward, Allegheny, was seriously injured on Monday evening by being run over by a car on the Manchester street line. It is stated that he jumped upon the platform, when the driver grabbed his cap and threw it upon the street; and that the boy, in jumping off to get his cap, fell and was caught in the wheels, which passed over his thigh, fracturing the bone and lacerating the flesh.

WOUNDED IN WASHINGTON.—The following slightly wounded arrived in Washington on Monday night:

One Hundred and Second Regiment.—Amos Steele, John W. M'Naughton, George C. Gibson, Alex. M'Cann.

Sixty-Second Regiment.—John Anderson, Simon P. Bowser, Quincy A Pedrick, Robert Stewart.

MORE POCKET PICKING.—Last night as the express train was about leaving for the east, one of the passengers, named William Richter was robbed of his pocket book containing $149, a railroad ticket, and some valuable papers. Mr. Richter made an information before the Mayor, but the guilty parties have not yet been arrested.

REPORTED WOUNDED.—In a list of casualties reported in a New York paper, we observe the name of "Col. Banks, 53d Pennsylvania." The nature of the wound is not stated. The name is intended for Col. John A. Danks, who formerly commanded Co. E, and was promoted to Lieut. Colonel.

CASUALTIES IN THE 155TH REGIMENT.—The following is a partial list of casualties in the 155th Regiment: George F. Platt, I; J. Wentling, G; J. Bryant, E. The nature of their injuries is not stated. The regiment was organized here by Colonel E. J. Allen.

CHILD BURNED TO DEATH.—A few days ago, a little son of Mr. Wm. Johnson, of Huntingdon, set his clothes on fire with a lighted stick, and before assistance could be rendered his clothing was consumed and the body horribly burned. He died soon after.

N. Y. PAPERS.—Mr. J. Hunt, Masonic Hall, Fifth street, has received the *N. Y. Evening Post*, and the Evening Edition of the *N. Y. Herald* of yesterday. Also, the New York *Clipper* and *Wilkes' Spirit of the Times*, for Saturday, May 14.

OPTIMAN'S COURT SALE OF REAL ESTATE IN PENNSYVILLE.—The farm of 44 acres, of the late Nelson Campbell will be sold on the premises to-day, (Thursday) at 10 o'clock, by A. Leggate, Auctioneer.

THE BODY OF GEN. HAYS.—We learn that the body of General Alexander Hays, who was killed during Thursday's battle, arrived in Washington on Tuesday, and will be immediately forwarded to this city.

WATCHES, JEWELRY, &c.—J. M. Roberts, No. 17 Fifth street, is now opening the most choice stock of fine Gold and Silver Watches, Jewelry, Silver Ware and Fancy Goods ever displayed in this city, and is selling them at remarkably low prices.

AUCTION SALES.

CITY GROUND RENTS.—On TUESDAY MORNING, May 19th, at 10 o'clock, will be sold at the Commercial Sales Rooms, 54 Fifth street, by order of Orphans' all the following ground rents on property in the city of Pittsburgh.

1. A ground rent of $200 per annum, on property beginning on corner of Market and Fifth streets, and running north-eastwardly along Market street 18 feet, 6 inches, and extending back an equal width to Liberty street.

2. A Ground Rent of $-00 per annum on property adjoining the above, being 36 feet on Market street, and extending same width to Liberty street.

3. A ground rent of $200 per annum on the two following lots together, viz: one lot on Market street, beginning 20 feet 8 inches north-eastwardly from Fourth street, thence along Market street 18 feet 4 inches, by 70 feet deep. And one lot on Fourth st., beginning 120 feet below Market street, being 20 feet on Fourth street, by 54 feet deep.

4. A ground rent of $140 per annum on property beginning on the corner of Decatur street, (Jail alley,) and extending up Fourth street, 30 feet, by 54 feet deep.

Terms of Sale, Cash, U. S. Legal Tender.

For further particulars enquire of D. W. & A. S. Dill, Esqs., 144 Fourth street.

DAVIS & McILWAINE, Auct'rs.

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AUCTION SALE OF CONDEMNED HORSES.

WAR DEPARTMENT, CAVALRY BUREAU, Office of Chief Quartermaster, Washington, D. C., April 25th, 1864.

Will be sold at public auction, to the highest bidder, at the times and places named below, viz:

Newport, Penna, Thursday, May 5th;
Gettysburg, Penna, Monday, May 9th;
Altoona, Penna, Thursday, May 12th;
Mifflin, Penna, Thursday, May 19th;
Reading, Penna, Thursday, May 26th;
Lebanon, Penna, Thursday, June 2d;
Northumberland, Penna, Thursday, June 9th;
Scranton, Penna, Thursday, June 16th;
Williamsport, Penna, Thursday, June 23d;

One hundred (100) horses at Gettysburg, and two hundred and fifty (250) at each of the other places.

These horses have been condemned as unfit for the cavalry service of the United States Army.

For road and farm purposes many good bargains may be had.

Horses will be sold singly.

Sales begin at 10 A., and continue daily till all are sold.

Terms: CASH, in United States Treasury notes only.

JAMES A. ERIN, Lieut. Col. and C. Q. M. Cavalry Bureau.

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SUMMER DRY GOODS, &c.—THURSDAY MORNING AND A