Strategic Points in Kentucky.

Louisville, the United States headquarters, is situated on the Northern boundary of the State, is connected by river and rail with the whole of the Northern States, and also by rail with the country of active operations, as indicated. The plain on which it is situated extends with but few interruption, and none of a serious character, for thirty-five miles south of Rolling Fork river, where rail communication with the country beyond has been interrupted by the destruction of the bridge. Crossing this stream, which is about two hundred feet in width and three feet deep at the ford, near the bridge lately burned, a good road leads through a level country for two miles to the foot of a series of hills known as Muldraugh's Hills. Their ascent is of the most rugged character. The railroad follows a little stream called Clear Creek, crossing it about half way up the ascent by trestle work, ninety feet high; further on, it again crosses a small tributary to Clear Creek, and passing through a stony, rugged country, enters, near its base, Muldraugh's (more properly Tunnel) Hill and, merges on a smooth and level plain, which extends uninterruptedly for many miles south to Green river thus forming the tableland of the State.

Tunnel Hill is the last of a series forming the ascent from the lowland to the table-land of Kentucky and its virtue as a stronghold depends upon the direction of an approach. Against an attack from the north it presents many advantages; but these become useless against an advance from the south. The Tunnel Hill commands those immediately south of it, and they in turn command their northern neighbors. The United States force, to fight to advantage, must fight beyond Muldraugh's Hill, and for this purpose require a strong force. To admit the foe to advance as far as the hill would be to allow them to possess themselves of what would be a strong hold to them, and which possession would result in the destruction of the most important and costly part of the whole railroad line. Four miles from Tunnel Hill, Elizabethtown, the advance of the United States forces, is reached. This is an old and rather dilapidated town, with about fifteen hundred inhabitants, and presenting no features of importance. It was the centre of a strong Disunion community, composed of a class controlled by ex-Governor John L. Helm, who is a resident of that town. The Rebels looked forward to it for winter quarters, should their attempts on Louisville fail.

Nolin Creek is the first stream of any importance south of Elizabethtown on the line of the railroad. It is at all times fordable, the rail and turnpike roads crossing it near its headwaters. Thence to Green river the country is a plain, level sward of rich country—well watered and producing plenty. The country immediately on the banks of Green river is very rough and poor. The banks of the river at the point crossed by the railroad are very steep. The turnpike road, crossing the river at Munfordsville, winds down a steep declivity, and all the vehicles cross the river by boat. The stream here is seldom fordable, is exceedingly swift and dangerous. Beyond Green river and extending to Barren river are the barrens of Kentucky, as beautiful prairie land as is to be seen in the West, but not very extensive.

Bowling Green, the present basis of Southern operations in Kentucky, is a point of great strategic importance. Located at the junction of the two Kentucky railroads which enters Tennessee, it affords transportation to an almost unlimited extent, and an army in force there could draw reinforcements and supplies to the full capacity of the Confederate States to spare them. The approaches to the town by railroad can be commanded by a small force, as the track crosses a bridge over Barren river.—[Louisville Journal.

Great Big Ducks.

Some secessionists about town are trying to keep up their failing hearts by inventing ridiculous rumors of losses to the Unionists and gains to the Confederates. Among the latest of these inventions with which it is sought to alarm the Union men, is a story to the effect that a frigate built in England for the rebels has just arrived in Savannah, Georgia, having successfully run the blockade. It is added that she was laden with money and army stores. The story bears the marks of untruth upon its face. The report, which we see some of the morning papers credit, about New-Orleans having been assailed by seventy vessels, is another of the same character.

The rumor circulated by a morning journal, to the effect that two millions of money were about to be placed in London by the government for purchase of transport and other vessels, needs contradiction. Every man who knows anything at all of shipping, knows that we have in this country ships enough, of every size and kind, to supply every possible want of the government. As to the "ships employed as transports in the Crimean war," many, like, the Great Republic, were American ships, and others were old English hulks, jobbed on the British, of that kind which are not probably afloat now, or if afloat, not desirable for us.

There is no occasion for uneasiness at such a ridiculous rumor. If funds are placed in London by the government, it is for a very different and perfectly proper purpose.—[N. Y. Post.

The Secession Spirit.

Secession is the sum of all villainies. When a man, previously reputable, becomes a Secessionist, his conduct shows that he regards himself as having reached the lowest deep of villainy. He straightway resorts to murder, arson, robbery, destruction of his neighbor's property, devastation of his own State, and finally—like the process of demoralization which, according to De Quincey, follows murder—running into lying, profanity and procrastination. Secession in Eastern Virginia has eaten up the State, like a descent of Locusts. Now it is repeating the process in Kentucky, with the variation of destroying everything that it cannot use. Kentuckians themselves devote their own State to destruction. John C. Breckinridge, whom the State has loaded with favors, without the least remorse, invites in a horde from Tennessee to devastate it. Buckner no sooner avows himself a Secessionist than he acts himself at work to destroy the locks in Green river—works of great cost to the State, and which cannot be of any importance for military purposes. It is only to gratify the spirit of destruction.

CALIFORNIA FIGS.—The *Daily Alta Californian* says:—The Sacramento Valley is vying with the lower coast counties in the quality and quantity of its figs. There are raised on the branches of the former river figs equal to those of the far-famed Smyrna. At present our market is principally supplied from the lower country. The fruit is luscious and very reasonable.

NATHANIEL C. MCLEAN, eldest son of the late Judge McLean, of the Supreme Court, is raising a regiment in Ohio for Gen. Fremont's army. The field officers are among the first citizens of Cincinnati, and it is to be a model regiment.

Kentucky to be the Battle-Field.

The fact that Senator Breckinridge has thrown off the mask, and taken the field against the Government, is significant of of what may be attempted and expected in Kentucky. Such a step would not have been taken but upon the confident expectation that this State was safe for the rebels. All their power will be put forth to overrun and hold it, to prevent which 50,000 National troops should at once be moved upon its soil. The die being cast here, no half-way measures will be resorted to by the rebels. The invasion of the State was not accidental, but a thoroughly preconcerted measure, undoubtedly in the belief that it could be made entirely successful. The importance of Kentucky to both parties cannot be over-estimated. If the rebels can hold it, they can Winter their armies there. If we can drive them from it, we can force them to disband. Both parties understand this. The contest there will be on a scale corresponding to the magnitude of the stake involved.

COMMERCIAL RECORD.

PITTSBURGH MARKETS.

(*Reported especially for the Pittsburgh Gazette.*)

MONDAY, October 8, 1861.

FLOUR—There is a fair local inquiry for Flour, while prices are a shade firmer. Sale of 50 bbls at $4.75 for Extra, and $5 or Family; 50 do do at $5 for Extra, and $5.50 for Family; 50 do do at $4@5.25; 50 do do at $5@5.12½; 40 do do at $5.12½; 200 do Family from wharf, on private terms.

GROCERIES—The market is less active, notwithstanding which prices are firm and fully maintained. We quote Sugar at 10@10¼c; Molasses; 10@32; and Coffee 16@17c.

BACON—dull, while prices remain as before. Shoulders command 4¾c; sides, 6¾c; Plain Hams 7¾@8c; and Sugar Cured 9@9½c.

CHEESE—unchanged; sale of 20 boxes W R at 6¼c, 110 do do at same figure.

GREEN APPLES—in good supply; sale of 20 bbls. at $1.50 ⅌ bbl.

HOOP POLES—Sale on wharf of 6,500 at $1.50 for six ft and $10 for tight.

FLOUR BARRELS—Sale on wharf of 165 new at 35c apiece

HEMP—Sale of 50 dos Common at $1.50 ⅌ doz.

OATS—steady; sale at depot of 1 car load at 25c ⅌ bush.

EGGS—firm, with a sale of 2 bbls at 9c ⅌ doz.

SWEET POTATOES—Sale of 5 bbls Mariotta at $5.00 ⅌ bbl; 10 do Pouns at same figure.

Imports by River.

WHEELING—per S O Baker—20 bdls pap r, 11 sks sacks, 4 S Guffey; 2 bdls paper, Foster & Pearson; 1 bx sundries, John I Hone & co; 1 engine, owner.

WHEELING—per John T McCombs—8 bbls beef, 24 kgs butter, 224 bbls flour, 310 do oil, Clarke & co; 135 do do, Jas S Orr; 98 do do, R M Sellers & co; 125 bbls paper, 19 Gerwig; 245 bgs corn, 84 do oats, W H Hague; 14 empty kgs, John Strutz; 40 bbl ale, Rhodes & Verner; 50 sks wheat, J L Noble; 6 empty hhds, Reymer & bros; 5 bbls appl s, 2 do potatoes, Strater & bit orth; 45 sks corn, A J Hagen.

LOUISVILLE—per Hucksnow—to moving, J H Gardner; 50 hor es, W J Church; 100 bbls flour, Schomaker & Laug; 25 tcs hams, F Sellers & co; 6 pkgs screw press, J A Mazzick; 50 bbls apples, H Rhoades; 120 do flour, Meacham & Gregg; 422 bbls flour, 122 bags chy frnt, McDonald & Arbuckle; 1400 bgs wheat, R T Kennedy & bro, 520 bgs wheat, 200 bbls flour, R Walker; 14 hhds tobacco, W & D Rinehart; 520 bgs wheat, 456 bbls flour, 2 bbls, 1 roll mdse, 2 bxs, Clarke & co

ST LOUIS—per Dialogue—72 bbls apples, T Potter; 500 bbls flour, J S Liggett & co; 335 do do, D Walker; 16 bdls, 8 hd do mdse, Guckenheimer & bro; 100 do do flour, Mackey & Eng; 88 bbls whisky, S McCrickert & co; 8 bbls oil, lasts, D Kirby; 20 bbls ale, Rhodes & Fahnestock & co; 50 bas so p, h ney; 100 bbls whisky, Miller & Rickerson; 347 sks wheat, R T Kennedy & bro; 306 bbls flour, 100 rolls leather, 300 do lard, 30 kegs, 569 sks wheat, Clarke & co.

CINCINNATI—per Marmora—20 bxs candles, Lumbert & sutphen; 50 cs soap, 16 drum the centre of king bolt hole to the outside of the shoulder washer to the outside of the other, so as to have the wagons all to track five feet from centre to centre of the wheels. Axletrees to be made of the best quality refined American iron, two and a half inches square at the shoulder, tapering down to one and a half inch in the middle, with a seven eighths inch king-bolt hole in each axletree; washers and linchpins for each axletree; axes of linchpins one inch wide, three-eighths of an inch thick, with a hole in each end, a wooden stock four and three-quarter inches wide and four inches deep fastened substantially to the axletree with clips on the ends and with two bolts, six inches from the middle, and fastened to the hounds and coupler, (the bolster to be four feet five inches long five inches wide, and three and a half deep,) with four half-inch bolts.

The tongue to be ten feet eight inches long, four inches wide and three inches thick at front end of the hounds, and two and a quarter inches wide by two and three-quarter inches deep at the front end, and so arranged as to lift up the front end of it to hang within two feet of the ground when the wagon is standing at rest on a level surface.

The front hounds to be six feet six inches long, three inches thick, and four inches wide over axletree, and to retain that width to the back end of the tongue, jaws of the hounds one foot eight inches long and three inches square at the front end, with a plate of iron two and a half inches wide by three-eighths of an inch thick, fastened on top of the hounds over the back end of the tongue with one half-inch screw bolt in each end, and a plate of iron of the same size turned up at each end and a half inch bolt to clamp the front hounds together, and fastened on the under side and at front end of hounds, with half inch screw bolt through each hound, a seven eighth inch bolt through tongue and hounds in the centre of jaws, to secure the tongue in the hounds; a plate of iron three inches wide, one-quarter inch thick, and one foot long to fasten the hounds and coupler on the inside of jaws of hounds with two rivets, and a bolt of the same dimensions on each side of the tongue, where the tongue and hounds run together, secured in like manner; a brace of seven-eighths of an inch round iron to extend from under the front axletree, and take two bolts in front part of the hounds, same brace three-quarter inch of an inch round to continue on the back part of the hounds, and to be fastened, with two bolts, one near the back end of the hounds, and the other in the slider and hounds; a brace over front bolster one and a half inch wide, one-quarter of an inch thick, with a bolt in each end to fasten it to the hounds; the opening between the jaws of the hounds, to receive the tongue, and four and three-quarter inches in front, and four and a half inches at the back part of the jaws.

The hind hounds four feet two inches long, two and three-quarter inches thick, and three inches wide, jaws one foot long where they clasp the coupling pole; the bolster four feet five inches long, and five inches wide, by three inches deep, with steady iron two and a half inches wide, by one-half inch thick, turned up two and a half inches and fastened on each end with three rivets; the bolster stocks and hounds to be secured with four half inch screw bolts, and one half inch screw bolt through the coupling pole.

The coupling pole must be four eight inches long, three inches deep, and four and a half inches wide at front end, and two and three-quarter inches wide at back end, and so turned as to lay the front end of it to hang within two feet of the ground when the wagon is standing at rest on a level surface.

The bolster to be four feet five inches long, five inches wide, and three inches deep, with steady