The Naval Action below New Orleans.

While awaiting a more reliable account of Hollins's exploit, (whatever it was,) our readers may perhaps enjoy one of the recent rebel accounts of the affair. It will be interesting to note what a "letting down" there is from the first reports. We give the following dispatch, dated New Orleans, October 14th:

The expedition under Commodore Hollins consisted of the Manassas, the ironclad marine battering ram, with one 64 pounder Dahlgreen gun; the steamer Calhoun, the flag-ship, with one 24 pounder and two 18-pounder Dahlgreen guns; the steamer Ivy, with an eight inch 32-pounder, rifled; the steamer Jackson, with two eight inch columbiads; the steamer McRae, with a 64-pounder, mounted on a pivot, four eight-inch columbiads and a 24 pounder, rifled; the steamer Tuscarora with one eight inch columbiad and a 32-pounder, rifled; and the cutter Pickens, with an eight inch columbiad and four 24 pound carronades. The blockaders had the Richmond, Vincennes, Preble, Water Witch and the schooner Joseph H. Toone, in all 53 guns.

On Friday night our fleet started from Fort Jackson, the Manassas leading the way. The night was intensely dark, and the Manasses ran into a vessel, striking her near the bow and cutting into her upward of twenty feet. Appalling shrieks were heard aboard the doomed ship. Signal rockets were fired, the enemy beat to quarters, and a perfect iron hail fell upon and around the Manassas, during which her machinery became deranged.

The Tuscarora and the Watson came up with five barges, which had been cut loose and set adrift on the stream.

When the morning came our fleet commenced to pursue the retreating enemy, and a heavy cannonading began, which lasted until eight o'clock. Several shots struck the Richmond. The shots from the Yankees were badly aimed as they did not touch one of our vessels.

When the firing ended, the fleet returned to the city, with the prise schooner, J. H. Toone, loaded with coal, which had been deserted during the night. A large quantity of lumber, which had been intended for the construction of a fortification at the head of the passage, was burned.

A second dispatch says:

The prizes captured were the Joseph H. Toone and Laurel, belonging to the Federal steamer Richmond, which latter was laden with cutlasses. The vessel sunk was not the Preble, but the Vincennes. Three vessels of our expedition arrived on Saturday night.

The Washington correspondent of the N. Y. Herald writes—Official intelligence from a gentleman just from the South, says our squadron below New Orleans had an engagement with the rebel squadron under Hollins. Two of our vessels got aground and suffered considerably, but none captured and but few lives lost.

And another writer very justly sums up the whole case, thus:

The great rebel success in the naval action below New Orleans, dwindles as the particulars of the affair come to light. If New Orleans was illuminated it is a city that illuminates on a very small provocation.

A Sanction—Kentucky Rebels Repentant.

A correspondent of the Cincinnati Commercial writes from Kentucky:

Whatever may be the prime cause, disaffection or distress, there is little doubt that many of Gen. Buckner's Kentucky recruits are leaving him. On last Saturday a squad of ten entered the camp of Col. Jackson, at Owensboro', candidly told him who they were, gave up their arms and taking the oath, declared they would fight no more against Kentucky. I doubt not that such instances are numerous, and that among the Kentucky secessionists, there is a revulsion of feeling on the subject that will finally disarm even the most rabid. I saw in Louisville, yesterday, two citizens of that place who joined Buckner, at the beginning of the raid, but who are now there again. One of them was reported to be prominent among the bridge burners at Rolling Fork. The other is a graduate of the Journal office, though it is known that he does not approve of the doctrines taught there. It is due to the Journal to say that it has done well in turning out Union soldiers. Besides those mentioned above as having returned to the city, I may also name others, who daily present themselves here and ask to take the oath. Capt. Jack Allen, a notorious man, who was engaged in all the piratical expeditions of Gen. Wm. Walker, and who has seen service in Mexico—naturally a reckless man, and indifferent to the future—has reached his home in Shelby county, and has taken the oath. Thirteen citizens of the same county returned with him, all of whom had been in the rebel service. The oath is being daily administered to returning rebels, who have been enough of the Southern service. Preston Shotwell, son of A. L. Shotwell, of Louisville, has returned and taken the oath. He reports that there are hundreds who will gladly return, if permitted. No inducements however, are held out to them. He reports a son of the Mayor of Louisville, John M. Delph, dying in the army hospital at Bowling Green. The utmost disorganization exists among Buckner's men, and the cause has gained but few recruits in Kentucky.

We find the subjoined statement in the Washington correspondence of the Springfield (Mass.) Republican:

"That Gen. McClelland, backed up by Seward, Chase, the President, and Bates, refuses to advance upon the rebels except by the slow process of fortifying the hills between this and Richmond, while Blair, Cameron, Welles, and Smith, with General Scott, urge an immediate advance upon Manassas and Richmond before cold weather puts an end to the campaign. New facts have come to light, and I believe that McClelland is opposed to an immediate advance. It is said that Gen. Scott agrees with him except upon a single point. Scott agrees that it were better to wait a month longer—if it were possible—but that a month hence it will be impossible to advance an army over the Virginia roads, and that to postpone a battle a month really means to postpone it till next May or June. There is tolerably good evidence that McClelland, if he advances at all within a fortnight, will do so reluctantly."

"SKADADDLE."—The Washington correspondent of one of our morning papers informs us that the German soldiers have christened the rebel earthworks back of Munson's Hill "Fort Skadaddle."

For the benefit of future etymologists, who may have a dictionary to make out when the English language shall have adopted "skadaddle" into familiar use by the side of "employee" and "telegram," we here define the new term.

It is at least an error of judgment, if not an intentional unkindness, to foist "skadaddle" on our Teutonic soldiers. The word is used throughout the whole army of the Potomac, and means to cut stick," "vamose the ranche," "slope," "cut your luck," or "clear out." So that Fort Skadaddle is equivalent to "Fort Runaway".—[N. Y. Post.

The discharge of duty at this time involves the discharge of cannon, rifles, and muskets.—[Practice.

COMMERCIAL RECORD.

PITTSBURGH MARKETS.

[Reported especially for the Pittsburgh Gazette.]

WEDNESDAY, October 23, 1861.

FLOUR—There is a fair demand for flour, while rates as a general thing are steady and fully maintained. Sale of 70 bbls Family at $4@5.25; 40 do do at $5.25; 100 do do at $5 for Family, and $4.50 for Fancy; 100 do choice Extra, from wharf, at $4.50; 100 do Family, from depot, at $5.15, and 100 do do, from wharf, on private terms. Rye Flour—Sale of 10 bbls at $3.10 ⅌ bbl.

GROCERIES—quiet but unchanged; sale of 8 hhds N O Sugar at 10@10¼c; 5 hhds do at 10; 16 bbls do, in lots, at 10¼c, 57 bbls Molasses, in lots, at 30c; 32 bags Coffee at 16½@17½c.

BACON—In moderate inquiry, without however, any change in prices; sale of 4,000 lbs Shoulders and Plain Ham at 5¾c and 7¾c; 2,000 do Shoulders and Hams at 5¾ and 8c, and 10,000 lbs Sugar Cured Ham at 8½@9½c.

CHEESE—unchanged; sale of 40 box W R at 8½c; 25 do do at 8½@ 7c—the latter figure for prime.

SALT—steady but unchanged; sale of 110 sacks at $1.30, and 50 bbls do at $1.70—delivered.

OILS—Sale of 22 bbls No 1 Lard at 75 ⅌ gall, and 12 do Bedford Carbon at 42c. Crude Oil is unchanged and rather dull.

WHEAT—steady; a sale of 1600 bush prime Red was reported, but the terms were withheld.

GREEN APPLES—in fair demand with sales at from $1.50 to $2.25 ⅌ bbl, as to quality.

PEARLS—Sale of 2 tons at 5½c ⅌ lb—cash.

STARCH—Sale of 20 boxes Western at 4½c ⅌ lb.

CIDER—Sale of 6 bbls choice Sweet at $4 ⅌ bbl.

POTATOES—Sale on wharf of 250 bush prime Neshannocks at 30c ⅌ bush.

SEED—Sale of 1,500 lbs Rye Shorts at 60c ⅌ cwt.

EGGS—steady, with small sales of fresh at 10c ⅌ dozen.

Receipts of Produce, &c.

Annexed will be found a statement of the receipts of flour, grain, etc., by River and Railroad for the 24 hours, ending last evening:

By Railroad.—165 bbls flour, 685 bush wheat, 169 bbs apples, 1 car empty oil tubs, 5 bbls crackers, 355 kdns, 137 box cheese, 2 cars iron ore, 9 ckw cider, 25 reels lead wire, 56 bbls oil, 3 do sweet potatoes, 25 sks rags.

By River.—100 bbls flour, 170 sks wheat, 60 do wool, 12½ do potatoes, 4 crocks butter, 3 bbls dried apples, 1 hhd tobacco.

HOME TRADE AND COMMERCE.

CHICAGO MARKET, Oct. 21.—The Xtna, with Liverpool dates to the 5th inst, was telegraphed yesterday. All kinds of breadstuffs were firm, and wheat was quoted slightly higher.

Northwestern—the news, however, the general markets here suffered a very heavy decline in prices. The immediate cause of this was the announcement by the Northwestern that the stock of wheat on the road would be 10@20c higher than formerly, in consequence of which freights, already buoyant, advanced 4@6c ⅌ bush.

Wheat opened dull and drooping, but before the close it declined 4@5c ⅌ bush. Only about 25,000 bush or all grades changed hands, at 60c for No 1 Spring; 58@59c for No 2 Red; 70@72c for No 1 Spring; and 65@65½c for No 2 Spring—the market closing unsettled.

The market for corn declined 1@1½c ⅌ bush—with sales of about 60,000 bush, at 22@23½c for Canal Mixed afloat, and 21@21½c for Mixed in store.—[Trib.

CINCINNATI MARKET, Oct. 21.—Flour—The market has not changed. A fair demand for superfine, and the amount offering being light, the market is firm. We quote superfine at $4.71@4.80; Extra, $4.30@4.40.

Whisky—The market is unchanged. Sales of 800 bbls at 15½@16½c, the latter rate for wagon.

Provisions—A moderate demand for Bacon at 5¾, 6½ and 6¾c for Shoulders, Sides and clear Sides, when sales of 1½@ 2½c ⅌ lb. Nothing transpired in bulk Pork. Mess Pork very dull, and first clear city brands were offered at $19.75. The stock of prime Lard is about exhausted. It would bring 8½c.

Groceries—The jobbing demand is fair, and prices steady at 9½@10½c for Sugar, 43@46c for Molasses, and 15½@17½c for Coffee.

The weekly statement of the Philadelphia Banks presents the following aggregates as compared with those of the previous week:

	Oct. 21.	Oct. 14.	
Capital Stock	$11,811,075	$11,811,075	
Loans	22 7m,248	80,281,187	Dec $75,913
Specie	6,875,750	5,962,802	Inc 422,947
Due fm other bks	1,461,857	1,3 4,556	Inc 126,581
Due to other bks	2,887,833	2,900,474	Dec 63,385
Deposits	21,10-,093	19,929,881	Inc 170,161
Circulation	2,256,966	2,219,181	Inc 37,785

The following is a comparative statement of the condition of the banks of New-York city, October 12 and October 19:

	Oct 19.	Oct. 12.	
Loans	$151,823,439	$116,958 914	Dec 4,490,476
Specie	42,242,834	41,159,606	Inc. 1,143,228
Circulation	3,763,002	3,738,002	Dec. 149,417
Deposits	126,433,061	129,188,437	Dec 2,755,424

PHILADELPHIA CATTLE MARKET, Oct. 11.—The offerings of Beef Cattle reached 1700 head at Phillips's Yards, and the market was dull but rather firmer to day. Prices ranged at $5@5½ ⅌ the 100 lbs net for common to good and extra quality, which is a fraction better than last week. The bulk of the sales were at $5@5½ ⅌ 100 lbs.

About 100 Cows and Calves were disposed of at from $20 to $30 each for springers, and $25 to $38 for Cows and Calves, according to condition.

Some 8100 Hogs were offered and sold, including 3530 at Imhoff's, at from $4.50 to $5.40, the latter for good corn fed, and 1600 at the Avenue yard at $5.00@5¾ ⅌ 100 lbs net.

Some 4,500 Sheep arrived and sold at from 6 to 7c ⅌ lb net, as to quality, showing little or no change.

Imports by River.

WHEELING—per John T McCombs—60 sks wool, 100 bbls flour, 1 hhd tobacco, Clarke & co; 183 sks potatoes, R Hornbrook; 4 sks dried apples, John Miller; 24 sks wheat, J L Noble; 20, empty, bbls, John Irwin; 145 sks wheat, S T Kennedy & bro

Imports by Railroad.

PITTSBURGH & CLEVELAND RAILROAD—October 21—126 bbls apples, 2 do cranberries, A B Excell; 91 box cheese, J M Caskaid & co; 1 bbl honey, J R Snowder, 1 kg potash, R B Sellers & co; 5 bbls flour, Geo A Berry; 1 car iron ore, Jones & Laughlin; 1 do do, G A H Shoenberger; 8½ bbls whisky, R A Wilmarth; 75 bbls apples, John Grazier; 10 do do, W A Sneathen; 25 box cheese, R H Collins; 20 do do, J M Snowden; 100 bbls flour, J S Liggett & co; 9 pks cider, J R Caskaid & co, 4 tons, J H Buchanan.

PITTSBURGH, FT WAYNE & CHICAGO RAILROAD—Oct. 23—25 sks rags, R B Godfrey; 4 bbls butters, W Cooper & co; 1 roll carpet, W M Mellrock; 10 bbls oil, economy oil co; 2 bbls sweet potatoes, 10 do apples, Atwell, Lee & co; 8 kgs, 1 bbl scrap iron, Lewis Bu'ell & co, 300 bush wheat, I Wilmarth; 1 car empty bbls, Forsyth & co; 4 bbls cranberries, Jas A Fetterman; 2 bxs glassware, W McCully & co; 24 reels lead wire, Allegheny Arsenal; 60 bbls flour, D Wallace; 116 hides C Bellows; 3 sheets steel, Hussey, Wells & co; 181 hides G Wittock.

RIVER NEWS.

The river continues to droop slowly with 4 feet 5 inches by the pier marks last evening. The weather was cloudy, wet and cool, with a steady drizzling of settled rain.....There was not a single arrival from below beyond the regular packets, and the Decotah for St Louis, and Poland for Cincinnati, consists the departures.....The fancy Bide and Citizen from Cincinnati were due last night.....As will be seen by card, the steamer Kenton, Capt Geo Sec. Leaves Wednesday, for Cincinnati and St Louis on Saturday.....The Minerva is the Wheeling packet for to-day, leaving at 12 o'clock.

The fine passenger steamer Kenton, Capt Geo W. Thistle, is up for Cincinnati and St Louis on Saturday next. She is a first class boat, with experienced officers, of light draught, and excellent accommodations for passengers.

The Prima Donna was due from Cincinnati last night

Steamboats.

FOR OIL CITY.—The fine steamer RED FOX, Capt. Ben Vandergrift, will leave for the above and all intermediate points TO-DAY at 4 o'clock. For freight or passage apply on board, at the foot of Irwin st.

FOR CINCINNATI, LOUISVILLE AND ST. LOUIS.—The fine new steamer KENTON, Capt. Geo. W. Adams, will leave for the above and all intermediate ports, on THURSDAY, the 24th inst., at 4 o'clock p. m. For freight or passage apply on board or to

J. S. LIVINGSTON & CO, Agents.

FOR CINCINNATI AND LOUISVILLE.—The fine passenger steamer HASTINGS, Capt. Robinson, will leave for the above and all intermediate ports, on THIS DAY, 24th inst. For freight or passage apply on board or to

J. S. LIVINGSTON & CO, Agents.

FOR CINCINNATI AND LOUISVILLE.—The splendid passenger steamer JACOB POE, Captain Stone, will leave for the above and all intermediate ports, on FRIDAY, 25th inst., at 4 o'clock p. m. For freight or passage apply on board, or to

JNO. FLACK, Agent.

FOR CINCINNATI, LOUISVILLE AND ST. LOUIS.—The steamer ST. LOUIS, Capt. S. A. Reed, will leave for the above and all intermediate ports, on SATURDAY. For freight or passage apply on board or to

J. S. LIVINGSTON & CO, Agents.

PITTSBURGH AND GALLIPOLIS PACKET.—The fine new passenger steamer ONLINE, Capt. S. A. Orr, will leave Pittsburgh for Gallipolis EVERY SATURDAY at 4 p. m. Returning, leaves Gallipolis EVERY TUESDAY at 10 a. m. For freight or passage apply on board or to

J. S. LIVINGSTON & CO, Agents.

REGULAR WEEKLY ZANESVILLE PACKET.—The new and splendid passenger steamer EMMA GRAHAM, Capt. Ayers, leaves Pittsburgh for Zanesville every TUESDAY, at 4 o'clock, P. M. Returning leaves Zanesville for Pittsburgh every FRIDAY at 10 A. M. For freight or passage apply on board or to

J. S. LIVINGSTON & CO, Agents, Pittsburgh.

H. H. PIERCE & CO, Agents, Zanesville.

REGULAR WEEKLY PACKET FOR GALLIPOLIS AND PORTSMOUTH.—The steamer ROCKET, Capt. John Wolf, will leave for the above and all intermediate landings EVERY SATURDAY at 10 o'clock, a. m. For freight or passage apply on board or to

J. S. LIVINGSTON & CO, Agents.

CRANBERRIES—17 bbls. to arrive and for sale by oct7 L. H. VOIGT & CO.

Miscellaneous.

NOTICE.—SALE OF THE PITTSBURGH, FORT WAYNE AND CHICAGO RAILROAD.—By virtue of a decree of the Circuit Court of the United States for the Northern District of Ohio, in a cause in Chancery therein depending, wherein Charles Moran and others are complainants, and the Pittsburgh, Fort Wayne and Chicago Railroad Company are defendants, and pursuant to and in all things according to the decree of said Court, we, the undersigned, the Trustees in the several Deeds of Trust or Mortgages upon which said decrees are founded, and also as Special Master Commissioners of said Courts respectively, duly appointed by said Courts respectively for that purpose, will sell at public auction, to the highest bidder, for cash, (at for not less than the sum of $50,000, at the United States Court House, in the City of Cleveland, in the State of Ohio, on the 24th day of October, A. D. 1861, between the hours of one o'clock p. m. and four o'clock p. m. of said day, the following described property, to wit:

The Railroad of the Pittsburgh, Fort Wayne and Chicago Railroad Company, (including the right of way thereto, the road-bed thereon, the superstructure of all parts thereof, its water and other station houses and shops, and the lands and grounds connected therewith, and all tools and implements used or provided to be used therein, and its constructing and repairing cars and machinery for said road, or the tract and superstructures thereon; all terminal lots, and depots and buildings and fixtures and structures) of whatever name or nature, and the lands and grounds connected therewith, used or provided to be used in operating said road and belonging thereto, and wherever situate; and all cars, engines and rolling stock belonging to said Company; and all supplies of timber, lumber, iron, fuel, and every other thing provided by said companies, or by the several original Companies which were consolidated into said Pittsburgh, Fort Wayne and Chicago Railroad, to be used in operating said road, wherever situate, by the same title by which the same are holden by said Company, or by said original Companies, severally together, with all corporate franchises of said Company, and of the said original Companies severally, including the right and franchise of said several Companies to be and act as a Corporation, to be sold as an entirety.

Said decrees provide that the purchaser, upon the confirmation of the sale and full compliance with the conditions thereof, shall hold all the property, rights, franchises, and the appurtenances thereof so sold, by the same title by which they are held by said Pittsburgh, Fort Wayne and Chicago Railroad Company, and each and all of said original Companies, free from the lien of all of said mortgages, and free from all liability for any debts against said original or consolidated Companies, or either of them, and from all claims on account of capital stock; but subject, nevertheless, to the lien, if any such exist, upon any real estate included in the sale, for purchase money thereof not provided by said decrees to be paid over to parties entitled to the sale, or by former orders or decrees to be paid otherwise. The right of way, depot grounds and lots, and lands in the City and vicinity of Chicago, purchased by said Company since the pendency of said suits, and the bridge property and other real estate of the Company at the City of Pittsburgh, are subject to mortgage liens. The same will be included in the sale, but subject to said incumbrances, no provision having been made for the payment thereof.

JOHN FERGUSON,
THOMAS E. WALKER,
Trustees, and Master Commissioners, as aforesaid.
sep28:2d

DITHRIDGE'S XX FLINT GLASS OVAL CARBON OIL LAMP CHIMNEYS,

PATENTED SEPTEMBER 18TH, 1861.

THE BEST THAT HAVE EVER yet been offered to the public. They are the best for the following reasons:

1. Because, being of an oval shape, the glass is everywhere equally distant from the flame, so that the draft is stronger and more regular.

2. The oval shape is better adapted to resist the effect of sudden expansion, so that it is impossible to crack them.

3. The glass is made largely of Lead and Pearlash, giving a great degree of strength and elasticity. The chimneys which housekeepers have found to be so brittle as to crack even when not in use, are invariably made of Lime Glass instead of the Flint Glass, of which ours are manufactured.

4. But the greatest advantage of these Chimneys is that when you have one in use it will almost never break one by the heat of the lamp, letter call at the Manufactory and we will replace her cracked chimney by a dozen sound ones. This proffer we make to anybody and to no other cases of breakage where the chimney has, through inexperience, been screwed so closely to the lamp as to prevent its expansion when heated.

Manufacturers and consumers of Carbon Oil, who have felt the magnitude of the obstacle, which has existed in the great expense of chimneys, in the way of the universal use of the oil, have found a remedy in the Oval XX Flint Glass Chimneys, which has materially lessened the cost of Carbon Oil light to those who use them, and increased the consumption of oil consequent upon the lessened expense for chimneys.

For sale by J. G. Kirkpatrick, L. Thomas & Co., Rogers & Nesbit, F. Hayden, Lucesco Oil Co., Walden & Reineke, W. Ogden & Co., W. P. Wooldridge, W. H. Murray, or at the Manufactory, Washington street near the Grounds avenue.

sat0-tuwsd R. D DITHRIDGE.

JACKSON & TOWNSEND,

PORK PACKERS

AND

DEALERS IN PROVISIONS,

No. 12 Fourth street,

Have on hand a fine assortment of Bacon, Lard and Pork, most of which is of their own cure.

SUGAR CURED HAMS, of Cincinnati and other cures.

PLAIN HAMS, with and without canvas.

SHOULDERS.

SIDES, Smoked and in dry salt.

MESS PORK, Heavy.

LEAF LARD, in bbls, firkins and pails. Put up expressly for family use, and all of their own rendering GUARANTEED SUITABLE for rolling mill purposes. sa8

THE CO-PARTNERSHIP OF JONES & LAUGHLIN expired by limitation on the 1st day of August, 1861. The business of said firm will be settled by the new firm of Jones & Laughlin.

LIMITED PARTNERSHIP.—The undersigned, residing in the City of Pittsburgh, have formed a limited partnership, to be known as Jones & Laughlin, in the business of manufacturing and dealing in iron, (in succession to the firm of Jones & Laughlin,) to be located at the general partners's place of business, in said City, and the name in which said firm will be transacted shall be Jones & Laughlin, and the general partners are Benjamin F. Jones, Thomas M. Jones, George W. Jones, Henry A. Laughlin, and Edwin B. Laughlin, and the special partner is James Laughlin, who has contributed seventy thousand four hundred dollars to the common stock of said partnership, which is to commence as of the 1st day of August, 1861, and to terminate on the 1st day of August, 1866.

B. F. JONES,
T. M. JONES,
G. W. JONES,
HENRY A. LAUGHLIN,
IRWIN B. LAUGHLIN,
JAMES LAUGHLIN.

sel7:2m

September 16, 1861.

VALUABLE IMPROVEMENT

In Steam and Atmospheric Hammers.

LETTERS PATENT were granted on 6 Sept. 6th, 1859, to Thomas Roach, for a very simple and efficient improvement in Steam and Atmospheric Hammers, whereby the full stroke of the hammer is obtained, no matter what be the thickness or the mass of iron to be hammered—thereby effecting a great increase of power where large pieces of metal are to be operated upon, and a corresponding saving of expense.

The subscribers are owners of said patent, and are desirous of selling rights to use said improvement, as well as territory under said patent. A model of said improvement is left at the office of Messrs Bakewell & Cushing, Attorneys at Law, corner of Grant and Diamond streets, where parties interested may call and see it, and learn also the terms of license, sale, &c.

F. B. WEAVER,
THOMAS BEACH,
oct8:6t Freeport, Armstrong co., Pa.

Stoves, Ranges, Grates, &c.

JAS. R. YOUNG. J. P. YOUNG.

YOUNG BROTHERS,

Duquesne Foundry,

Liberty st., near Outer Depot Pa. R. R., PITTSBURGH, Pa.

Manufacture MACHINE, HOT BLAST and ROLLING MILL FURNACE CASTINGS, of every description

OIL PIPE, BOILER CASTINGS, FIRE FRONTS, GRATE BARS, WAGON BOXES, SAD AND DOG IRONS, GRATES AND GRATE FRONTS, STOP COCK BOXES, &c., always on hand and for sale low.

Orders left with W. W. YOUNG, corner of Wood street and Diamond alley, will receive prompt attention. mh23

ETNA STOVE WORKS.

A. BRADLEY

Manufactures every variety of

COOK, PARLOR AND HEATING

STOVES,

GRATE FRONTS, FENDERS

&c. &c. &c.

Sole Proprietor of the celebrated

PATENT GAS BURNING AND SMOKE CONSUMING ARRANGEMENTS

Office and Sales Room,

No. 4 Wood Street,

PITTSBURGH, PA.

ja4:y

ALLEN, McCORMICK & CO.

VALLEY FOUNDRY,

PITTSBURGH, PA.

Warehouse, No. 52 St. Clair st.

MANUFACTURERS OF COOK, PARLOR and HEATING STOVES, Parlor and Kitchen Grates, Hollow Ware, etc. Steel and Glass Mantles, Rolling Mill Castings, Mill Gearing, Gas, Water and Steam Pipe, Sad Irons, Dog Irons, Wagon Boxes, Sugar Kettles, Pulleys, Hangers, Car Wheels, Couplings, and Castings generally. Also, Jobbing and Machine Castings made to order. Patented Portable Mills, with Steam or Horse Power. mh12:6md

New-York Advertisements.

BININGER'S

OLD LONDON DOCK GIN,

Gin as a Remedial Agent.

THE DELICIOUS TONIC STIMULANT,

ESPECIALLY designed for the use of the *Medical Profession* and the *Family*, having superseded the so-called "Gins," "Aromatic," "Cordial," "Medicated," "Schnapps," etc., is now endorsed by all of the prominent physicians, chemists and connoisseurs, as possessing all of those *Superlative* medicinal qualities (food and diuretic) which belong to an old and pure Gin. Put up in quart bottles and sold by all druggists, grocers, etc.

Dr. GEO. H. KEYSER, 140 Wood st., Agent.
A. M. BININGER & CO.,
Sole Proprietors,
(Established in 1778.) No. 19 Broad street, N. Y.
oc2:1y

Petroleum & Carbon Oils.

PETRONA OIL WORKS

LONG, MILLER & CO.

Works at Sharpsburg station Allegheny Valley Railroad.

Office and Warehouse 82 MARKET STREET, PITTSBURGH.

Manufacturers of ILLUMINATING AND LUBRICATING CARBON OILS AND BENZOLE.

No. 1 BENZINE OIL, WARRANTED NON-EXPLOSIVE, always on hand. oct2:1yd

CORNPLANTER OIL COMPANY.

R. H. DAVIS, President.

JOHN IRWIN, Jr., Secretary and Treasurer.

DIRECTORS—R. H. Davis, T. H. Nevin, J. L. Cornaghan, A. Cameron, John Irwin, Jr.

PETROLEUM

Of light gravity, from the wells of the company, on the Creek, in Venango county, constantly on hand and for sale.

Office at T. H. Nevin & Co's.

my:dly No. 86 Wood st., Pittsburgh.

EAGLE OIL WORKS.

WIGHTMAN & ANDERSON,

REFINERS AND DEALERS IN

PURE CARBON OIL,

(Quality Guaranteed,) PITTSBURGH, PA.

Our Grease and Benzole constantly on hand.

Orders received for the present at OHREN, SMITH & CO'S, Water and First streets.

o:2dfm

Lubricating Oil,

AT THE LOW PRICE OF 25 CENTS per GALLON, constantly on hand and for sale by

A. & J. H. SAWYER.

As to the quality, we refer to annexed certificate:

PITTSBURGH, Nov. 27, 1860.

MESSRS. A. & J. H. SAWYER: Gents—The Lubricating oil we are getting from you, we find to be the best for our purposes we have ever used.

THE I. & M. R. R. CO.,
By WM. BEST, Pres't.

FRUIT TREES,

INDUCEMENT TO PURCHASERS.

A very large stock of choice Trees of selected varieties to choose from, with every possible care taken to have every variety true to name.

Of Apple alone we have 175,000—50,000 of which are three year olds, 10,000 four year old. Pear, 10,000 two to three year old. Peach, Plum, &c., a fine stock.

REFERENCE—The trees in the nursery. Call and see them.

EVERGREENS from 1 to 8 feet, by the hundred, cheap; also, SHRUBS TREES AND SHRUBBERY wholesale and retail.

Address Pittsburgh and Oakland Nurseries, Pittsburgh, Pa. sel9:dawT JOHN MURDOCH, Jr.

REMOVAL.—THE PEKIN TEA STORE has been removed from No. 88 Fifth street to

NO. 50 ST. CLAIR ST.,

four Doors from Liberty st.

ap2:tf

CONSIGNMENTS—

150 bbls. choice selected Green Apples,
500 dos. assorted Fancy Brooms,
100 boxes Western Reserve Cheese,
18 do Wood's Pearl Starch,
14 sacks Timothy Seed,
10 bbls. heavy, clear Mess Pork,
100 cases fresh Eggs, for family use,
6 sacks Genee Feathers,
5 kegs fresh No. 1 Lard, for family use,

Just received and for sale by

FRANK VAN GORDER,
114 Second street.
oct1.

500 BBLS. PRIME N. O. MOLASSES.

125 hhds. fair good, fair and prime Sugar.
150 boxes 6s, 8s and 10s Lynchburg, Va., Tobacco.
700 bbls. R Sned Sugar.
450 bags Rio Coffee.
10 bbls Pennsylvania Rosin.

For sale by SHRIVER & DILWORTH,
182 Second street.

SUNDRIES—

76 bbls. choice Green Apples,
16 do Sweet Cider,
10 kegs prime Leaf Lard,
4 bbls. fresh Eggs,
3 do packed Butter,

In store and for sale by GULP & SHEPARD,
oct1 343 Liberty street.

BROOM CORN BRUSH—3 tons of a superior article of Chip Brush for sale by

HENRY H. COLLINS.

OIL REFINERS—5 casks cheap Paint oil for oil barrels, making them perfectly tight.

HENRY H. COLLINS.

FRESH LOBSTERS AND SALMON, put up in one and two pound cans, hermetically sealed, and warranted fresh, just received from Boston and for sale by JNO. A. BENSHAW,
oct cor. Liberty and Hand streets.

KENTUCKY FLOUR.—450 barrels choice White Wheat Family Flour, in store and arriving per Pennsylvania Railroad, for sale by

MOONAL & ARBUCKLE,
oct8 No. 242 Liberty street, near head of Wood

JUST RECEIVED AND FOR SALE,

4 bbls. Sweet Cider,
21 extra Cream Cheese.

L. H VOIGT & CO.
se21

MOLASSES.—300 bbls prime New Orleans Molasses in store and for sale by

LITTLE & TRIMBLE,
se14 112 Second street.

SWEET POTATOES—60 bbls. Maryetta Sweet Potatoes just received and for sale by

JAS. A. FETTER,
oct8 Corner Market and First streets.

PAINTING AND GLAZING in all its branches done at short notice, by

J. & H. PHILLIPS.
oc10

CORROSIVE SUBLIMATE—100 lbs. for sale by

B. A FAHNESTOCK & CO.
oc10

APPLES! APPLES!—72 bbls. choice Green Apples received and for sale by

HENRY H. COLLINS.
oc10

CRANBERRIES—10 bbls. nice Berries to arrive and for sale by

J. H. CANFIELD & CO.
oc14

GREEN APPLES—50 bbls. this day received and for sale by

HENRY H. COLLINS.
oc2

WINDOW SHADES of all descriptions; also, Buff Holland, all widths, at wholesale prices, by

J. & H. PHILLIPS,
oc10 Nos. 26 and 28 St. Clair street.

INDIGO—ASSORTED QUALITIES—1000 lbs. for sale by

B. A. FAHNESTOCK & CO.,
oc8 corner of First and Wood streets.

APPLES—72 bbls. Green Apples to arrive and for sale by

HENRY H. COLLINS.
oc7

BEANS—30 bags White Beans for sale by

HENRY H. COLLINS.
oc2

Hotels.

ST. LOUIS HOTEL,

CHESTNUT ST., ABOVE THIRD,

PHILADELPHIA,

In the immediate neighborhood of the Jobbing Houses on Market, third and Chestnut streets, the banks, Post Office, Merchants' Exchange, &c. &c.

Board per Day, $1 50.

Accommodation, when required on the EUROPEAN PLAN. *Rooms from 50 cents and upwards, per day, and Meals at a* FIRST CLASS RESTAURANT ATTACHED TO THE HOTEL. *Prices according to the Bills of Fare.*

The City Cars take Passengers from any Station TO or CLOSE TO the Hotel.

English, French, German and Spanish spoken.
jy17:4m

FRENCH'S HOTEL,

ON THE EUROPEAN PLAN.

CITY OF NEW YORK.

Single Rooms, Fifty Cents Per Day.

City Hall Square, corner Frankfort st. [Opposite City Hall.]

Meals, as they may be ordered, in the spacious Restaurant. There is a Barber's Shop and Bath Rooms attached to the Hotel.

N. B.—Beware of Runners and Hackmen, who may we are full.

oct8:4yd E. FRENCH, Proprietor.

SUNDRY CONSIGNMENTS.—

80 sacks Middlings,
700 do Nockamack Potatoes,
100 do Prince-Albert do
100 barrels Russett Apples,
15 do Mercists Sweet Potatoes,
15 bushels Shellbark Hickory Nuts,
5 barrels Cranberries

Just received and for sale by

JAS. A. FETTER,
oct8 Corner Market and First streets.

PROPOSALS.

PROPOSALS FOR ARMY BAGGAGE WAGONS.

QUARTERMASTER GENERAL'S OFFICE,
Washington, June 21, 1861.

Proposals are invited for the furnishing of Army Baggage Wagons.

Proposals should state the prices at which they can be furnished at the place of manufacture or at New York, Philadelphia, Baltimore, Washington, or Cincinnati, as preferred by the bidders.

The number which can be made by any bidder within one month after receipt of the order, also the number which he can deliver within one week.

The Wagons must exactly conform to the following specifications, and to the established patterns.

Six mule (covered) wagons, of the size and description as follows, to wit:

The front wheels to be three feet ten inch high, hubs ten inches in diameter, and fourteen and a quarter inches long; hind wheels four feet ten inches high, hubs fourteen and a quarter inches in diameter and fourteen and a quarter inches long; felloes two and a half inches wide and two and three quarter inches deep; cast iron pipe boxes twelve inches long, two and a half inches at the large end and one and seven eighths inch at small end; tire two and a half inches wide by five-eighths of an inch thick; fastened with one screw bolt and nut in each felloe; hubs made of gum, tire spokes and felloe of the best white oak, free from defects, each wheel to have a sand band and linchpin, hand two and three quarter inches wide, of No. 8 band iron, and two driving bands—outside band one and a quarter inch by one-quarter inch thick, inside band one inch by three-sixteenths in thickness; the hind wheels to be made and boxed so that they will measure from the inside of the tire to the large end of the box six and a half inches, and front wheels six, and one eighth inches in a parallel line, and each axle to be three feet eleven and three eighth inches from the outside of one 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. Axletree to be made of the best quality refined American iron, two and a half inches square at the shoulder, tapering down to one inch and a half inch in the middle, with a seven eighths inch square bolt, nuts in each axletree; washers and linchpins for each axletree; size of linchpins each inch wide, three-eighths of an inch thick, with a Solo on each end, and a hole through the three-quarter inch 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 tongue, (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 in the rear, to rest on the coupling pole; a pair of eyes and a half inch thick by one and seven eighth inch wide; lower ends one inch thick by one and seven-eighth inch wide, three studs and one set in front, with a seat on strap hinges to close it up as high as the sides; a tox three feet four inches long, the bottom five inches wide front side, nine and a half inches deep, and slight as a half inch thick at the top in parallel line to the body all in the tox, to be substantially fastened to the front end of the body, to be limited per an iron strap passing out each side, secured to the head piece and front rail by a rivet in each end of it passing through them, the tox to be fastened to the front rail with two good strap hinges, a strap of five-eighth iron round the box a half inch from the top edge, and two straps same size on the lid near the front edge, to prevent the mules from eating the tox; to have a good hasp fastened to the middle of the lid, with a good wooden clout on the inside, a strap of iron on the centre of the box with a staple passing through it to fasten the lid to; eight studs and two rails on each side, one bolster fastened to the body, six inches deep and four inches wide as king bolt hole, iron rod in front and centre, of eleven-sixteenths of an inch round iron, with a head on the top of rail and not on lower end; iron rod and brace behind, with shoulders on top of rail piece, and nuts on the under side, and a nut on top of rail; a plate two and a half inches wide, of No. 10 band iron on tail piece, across the body; two mortices in tail piece, and band two and a quarter inches wide and one inch thick, to receive piece three feet four inches long, to be used as harness bearer, for three inches through each side stud, and two rivets through each front stud, to secure the lining boards, to be of the best quality iron, and riveted on