PITTSBURGH POST.

TUESDAY MORNING.....JANUARY 8.

HIAWATHA.—*The Secret out at Last.*—A Boston man (John Smith) has let out the secret of the authorship of Hiawatha. He says Longfellow had nothing whatever to do with the authorship, but that it was written by himself, John Smith, under a contract with Barnum who first secured the silence of Longfellow by laying a wager of "twice five thousand dollars" that he could not remain silent for six months. But we will let him tell the rest of his story in trochaic measure:

Next the poet he engaged—
Mr. John Smith, by mortals called:
Gave me money—paid me freely,
To concoct for him the poem.

At first I wrote in flowing rhyme,
With measure, cadence, ease and time,
A simple thrilling Indian story,
Filled with mist and legends hoary,
Of our hills and lofty mountains,
Of our streams and gushing fountains,
Of the dark blue sky that quivers,
O'er our deep majestic rivers,
Of our glens and caverns rude,
Of our woods' deep solitude,
Of old oceans rolling waves,
Of our patriot fathers' graves,
Of the perils once before them,
Of the green grass growing o'er them,
'Till my soul seemed all on fire,
Soaring like an eagle higher;
But my master checked my flight—
Brought me from Parnassus' height,
Notwithstanding, Smith, pray leave this sense:
I want a book to catch the pence.
A thing to make the masses laugh,
And pay me cash for brain and chaff;
"For these hearts so fresh and simple,
Who believe that in all ages
"Every human heart is human,"
Write with little skill of song craft;
Call it Song of Hiawatha,
Strew in deers, and coons, and flowers—
Mists and rufus of Rocky berries—
"Old stone walls—neglected churchyards—
"Homely phrases—tender pathos
"Blunt, hoof prints—flapping curlew—
Sunshine—moonshine—heroism—bravery—
"Fog and longings—strivings—yearnings
"Eagle's flapping—ever singing
"In the land of Pat potatoes—
"In the land of O-be-gasus.!

* Dacotahs. † Ojibways.

NUNNS & CLARK'S PIANOS.—FRESH STOCK.—[ILLUSTRATED NOTICE.]

Now on the way, and partly received, a splendid and choice stock of PIANOS from the Factory of NUNNS & CLARK, N. Y. They are provided with all the late and important improvements which distinguish Nunns & Clark's Pianos above all others, viz: Iron overstrings, Improved Harmonic Scale, Grand Action, etc. Every Piano is *fully warranted*, with the privilege to the purchaser of returning the same if not as represented.

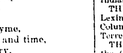
Testimonial from M. STRAKOSH, the narrivalled Pianist:—
CINCINNATI, November 19, 1855.

Messrs. H. Kelsey & Co., Pittsburgh—Gentlemen: Permit me to thank you most sincerely for the splendid Grand Piano of Messrs Nunns & Clark's manufacture, which you have been so kind as to loan me for Miss Teresa Parodi's concerts in your city. The elegant instrument is one of the very best ever made in America; and for sweetness and power of tone as well as solidity of construction, leaves nothing to be desired. I really congratulate the fortunate owner, who shall be so happy as to possess one of the masterworks of American industry. With hearty wishes for your happiness, etc. Your obedient servant,

MAURICE STRAKOSH

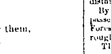
*** Subscribe for Nunns & Clark's unrivalled Pianos at H. KLEBER & BRO.'S, No. 55 Fifth street, sign of the Golden Harp. no28

CHICKERING & SONS' PIANO FORTES.



The Piano of the Leading Artists now style.
PARLOR GRAND PIANOS
Are now in store
The way from Boston, and will be opened for the inspection of the public on Monday the 12th inst. Also, received their
GRAND PIANOS
of the new scale, and with their new patented action.
Also, a full stock of their square and 7 octave Pianos, from the plainest to the best style finished work.
Also on hand and for sale several second hand Pianos of other makers.
All the above will be sold at manufacturers' prices, and warranted for five years.
JOHN H. MELLOR,
No. 61 Wood st., below Diamond alley and Fourth st.
Sole Agent for CHICKERING & SONS' Pianos, for Pittsburgh and Western Pennsylvania. dec15

Joseph White's Carriage Repository.



JOSEPH WHITE, now carrying on business in his spacious premises, now lately enlarged, on the Pittsburgh and Birmingham Turnpike, near the Two Mile Run, is town in Pittsburgh and Lawrenceville, respectfully invites the public to inspect his stock of CARRIAGES, BUGGIES, &c. And is particularly inhome to all such *purchasers*, that on price and work is made.

Fourteen years experience in the business enables manufacturers to please the most fastidious, and the best assistance, which, in short, in all cases of prostration of the digestive functions, it is of inestimable value. During the prevalence of epidemic cholera and summer complaints, it is peculiarly efficacious; no family, individual or traveler should be without it.

CAUTION.—Be sure to get the genuine Essence, which is prepared only by F. BROWN, at his Drug and Chemical Store, N. E. corner of Fifth and Chestnut streets, Philadelphia, and for sale by all the respectable Apothecaries in the United States, and in Pittsburgh by

B. A. FAHNESTOCK & CO.,
SCULLY & CO.

And in Allegheny by

H. P. SCHWARTZ.
LEE A. BECKHAM.

sep8(6m[aw]

Palmer's Celebrated Epicurean Sauce.

STANDS prominent for flavoring Soups, Gravies, Fish, Meat, Game, &c., &c. We advise all good housewives to try it. Price 25 cents per bottle, at all Grocery Stores in the United States and Canadas.

For sale by SCULLY and G. H. KEYSER, Pittsburgh.
F. T. WRIGHT & CO.,
jan3(satwly[a]) 241 Market street, Philadelphia.

NEW BOOKS.—Cask, a Story of Republican Equality; by S. Stanley.
Self-Culture; or the Lost Word; by Rev. Henrietta Robinson; by D. Wilson.
Woolly Monsters; by Mrs. Meadville Richardson, to Benjamin.
Widow Bedott Papers; by Alice B. Neal.
Hidden Path; by Marian Harland.
Also ..... do
New Papers; by H. W. Beecher.
Twelve Jacquet Chairs, Sweetwater, supply
LONDON PAPERS, &c.
Latest Literature of the Season.
Also ..... do
..... do ..... Popish.
..... do ..... Parish.
..... do ..... Ecclesiastical;
..... do ..... Athenæum and other English papers supplied.

&c.—Hundred Punch and German papers furnished from ten to twenty per cent. lower than any store in the city. Pictorial Clipper, Picayune, Christmas, Pictorial Brother Jonathan, on hand and for sale at

LAUFFER'S Book store,
No. 59 Fifth street.

PRIVATE DISEASES.—DR. BROWN, No. 41 Diamond alley, devotes his entire attention to all other Practice. The business is mostly confined to private *Cases of Business*, and such painful affections, requiring not by any modern, yet truthful management and cases.

Syphilis, Syphilitic Eruptions, Gonorrhœa, Gleet, Stricture, Urethral Discharges, Impurity of the Blood, with all diseases of the Venereal organ. Skin Diseases, Scorbutic Eruptions, Tetter, Ringworm, Mercurial Diseases, Secondary Affections, Impotency, Elfe Elimination, Female Weakness, Monthly suppressions, Pregnancy of the Bowels, Fistula in Ano, Nervous Affections, Pains in the Back and Loins, Irritation of the Bladder and Kidneys, successfully treated. Cure guaranteed.

Twenty years practice, ten in this city enables Dr. Brown to offer assurance of a speedy cure to all who may come under his care.

Office and Private Consultation Rooms 41 Diamond alley.

Dr. Charges moderate. [nov4dawly

F. Brown's Essence of Jamaica Ginger.

THIS ESSENCE is a preparation of unusual excellence. In ordinary diarrhœa, incipient cholera, in short, in all cases of prostration of the digestive functions, it is of inestimable value. During the prevalence of epidemic cholera and summer complaints, it is peculiarly efficacious; no family, individual or traveler should be without it.

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RAILROADS.

1856.

ONLY ROUTE WITH THREE DAILY TRAINS
FROM PITTSBURGH TO CINCINNATI.

ONLY ROUTE WITH THREE DAILY TRAINS
FROM PITTSBURGH TO DAYTON AND INDIANAPOLIS.

OHIO AND PENNSYLVANIA
AND
LITTLE MIAMI RAILROADS.
VIA CRESTLINE AND COLUMBUS.

Quickest Route from Pittsburgh to Cincinnati.

CONNECTING at Cincinnati with U. S. Mail Line Steamers, Covington and Lexington Railroad, Ohio and Mississippi Railroad, and the Lawrenceburgh Route. Connecting via Columbus and Xenia, with the Dayton and Xenia, and Indiana Central Railroads.

THROUGH TICKETS, via Columbus and Cincinnati, to Lexington, Louisville, St Louis, Indianapolis, &c., &c. Via Columbus and Xenia, to Dayton, Indianapolis, Lafayette, Terre Haute, St. Louis, &c., &c.

THE LITTLE MIAMI via COLUMBUS, connecting with the Covington and Lexington Railroad, the U. S. Mail Line Steamers, the Ohio and Mississippi Railroad, and the Lawrenceburgh Route, offers facilities no other route can give, as through tickets by all the above routes can only be procured via Columbus and the Little Miami Railroad.

The route from Cleveland via Columbus being the shortest to Cincinnati, enables a *uniform and safe speed*. Connections are certain, and passengers have a full line for meals. By the Forest and Bellefontaine route from Crestline, a *temperate and breakfast speed* is preserved, and comforts for refreshments.

By the route via Columbus to Cincinnati and Indianapolis, passengers ride over roads ballasted and smooth. By the Forest and Bellefontaine route, passengers have over the roughest roads in ohio.

THREE DAILY TRAINS VIA COLUMBUS AND CINCINNATI.

FIRST TRAIN leaves Pittsburgh at 2:30 o'clock A. M. for Crestline, Columbus, Xenia, Cincinnati, Louisville, St Louis, Lexington and Indianapolis, via Lawrenceburgh Route. This Train arrives at Cincinnati one hour and forty minutes in advance of the Forest and Bellefontaine Train.

SECOND TRAIN leaves Pittsburgh at 7 o'clock A. M. for Crestline, Columbus, Xenia and Cincinnati. This Train makes connection only via Columbus and Little Miami Railroad.

THIRD TRAIN leaves Pittsburgh at 7 o'clock P. M. for Crestline, Columbus, Xenia, Dayton, Indianapolis, Lafayette, Terre Haute, Vincennes, St Louis, Cincinnati, &c.

TWO DAILY TRAINS, VIA COLUMBUS, DAYTON, AND INDIANAPOLIS.

FIRST TRAIN leaves Pittsburgh at 2:30 o'clock A. M. for Crestline Columbus, Xenia, Dayton, Indianapolis, Lafayette, Terre Haute, Vincennes, St Louis, Cincinnati, &c.

SECOND TRAIN leaves Pittsburgh at 7 o'clock A. M. for Crestline, Columbus, Xenia, Dayton, Indianapolis, Lafayette, Terre Haute, Vincennes, St Louis, Cincinnati, &c.

THIRD TRAIN leaves Pittsburgh at 7 o'clock P. M. for Crestline, Columbus, Xenia, Dayton, Indianapolis, Lafayette, Terre Haute, Vincennes, St Louis, Cincinnati, &c.

N. B.—Secure your tickets via Columbus, and you are sure of connections

Steamboats, Cincinnati, daily for Memphis, Vicksburgh, Natchez, New Orleans, &c.

The Columbus being the shortest route, the Time Tables of the Eastern Roads are arranged to run in connection with this shortest route.

For all information and Through Tickets please apply at the Ohio and Pennsylvania Railroad office, corner Liberty and Wood streets, under the Monongahela House.

JOHN FLORY, Ticket Agent.

Or at Federal Street Station.

OTTO PARKIN, Ticket Agent.

GEO. O. SESSIONS, Agent, Pittsburgh.

de29 P. W. STRADER, General Agent, Cincinnati.

CENTRAL OHIO RAILROAD.

THREE DAILY TRAINS EACH WAY, SUNDAYS EXCEPTED.

And but one Change of Cars between Columbus and Baltimore.

ON AND AFTER MONDAY, June 16th 1856, Trains will run as follows:

Leave	Express Train	Mail Train	Night Express
Columbus	10:00 A. M.	4:00 P. M.	12:00 P. M.
Newark	11:15 "	5:40 "	1:45 A. M.
Zanesville	12:30 P. M.	7:00 "	3:15 "
Cambridge	1:45 "	8:15 "	4:30 "
Cumberland	4:20 "	10:50 "	7:05 "
Hancock	5:44 "	12:14 A. M.	8:29 "
Arrive Baltimore	9:20 "	4:00 "	12:05 "

GOING WEST.

Leave	Express Train	Mail Train	Night Express
Baltimore	8:00 A. M.	12:00 M.	7:00 P. M.
Hancock	11:36 "	3:36 P. M.	10:36 "
Cumberland	1:00 P. M.	5:00 "	12:00 M.
Cambridge	3:36 "	7:36 "	2:36 A. M.
Zanesville	5:00 "	9:00 "	4:00 "
Newark	6:30 "	10:30 "	5:30 "
Arrive Columbus	7:45 "	11:45 "	7:00 "

The Express Train going East will depart/take up passengers at Parkersburg, Marietta, Cambridge, Zanesville, Newark and Columbus, and arrive at Baltimore at 9:20 P. M. next day, and at Wheeling at 7:45 P. M. next day.

The Night Train will depart/take up passengers at all points at which it stops going West. The Night Train will depart at all points at proper notice going East.

GOING EAST.

The 10:00 A. M. Express Train connects at Columbus with the Express Train which leaves Columbus at 4:00 A. M., and with the Train from the West at the Columbus, Piqua and Indiana Railroad, at Newark with the 10:00 A. M. Train from Zanesville, and with Train 2 from Zanesville to Newark, and with Train 4 from Newark to Columbus, and on the Steubenville and Indiana Railroad at Wheeling with the Express Train from Baltimore and Ohio Railroad for Baltimore, Washington, Philadelphia and the Eastern cities.

The 4:30 P. M. Train will connect at Columbus with the Express Train from the East, and with Train 3 from Zanesville, and at Newark with Train 1 from Zanesville, and at Wheeling with the Night Train from Baltimore and Ohio Railroad for Baltimore, leaving Newark and Zanesville at the usual hour, and reaching the P. & M. Train on Little Miami Railroad will connect with the Express Train for Cincinnati, Xenia, Dayton, Indianapolis and Richmond by morning. Train on Indiana Central Railroad will also connect with the Train of Columbus and Xenia Railroad at Columbus, and with the Train of Ohio and Pennsylvania Railroad at Wheeling, for Baltimore and other Eastern Railroad cities in Baltimore in P. M. next day.

The 7:45 P. M. Train connects at Columbus with the Night Train from Cincinnati at 2:45 P. M., and arrives at Newark at 5:45 A. M., connecting with the Western Express Train on the Baltimore and Ohio Railroad. Passengers leaving Chicago by the Express, Pacific Express, or Mail Train, without a change of cars; and at Vincennes take the Ohio and Mississippi Railroad direct for St. Louis, through in 27 hours; connecting at Sandoval with the Illinois Central Railroad for Cairo, where first-class Steamers can at all times be had for Memphis, Vicksburg, New Orleans, and all points on the lower Mississippi river. In addition to this, passengers can always find at St. Louis, connections for Upper Mississippi, Illinois and Missouri rivers.

This is one hundred miles the shortest route to St Louis.

FARE—First Class.

To St. Louis via Bellefontaine and Union $18 20
To " " Columbus, Xenia and Dayton 18 20
To " " Columbus, Cincinnati and Lawrenceburg 19 20

SECOND CLASS FARE 12 00

Passengers and Baggage transferred from Depot to Depot free of charge.

For Through Tickets, or further information, please apply to J. G. CURRY, Ticket Agent, O. & P. Railroad Company, corner office, Monongahela House, Pittsburgh; or to OTTO PARKIN, Ticket Agent, Federal Street Station, Allegheny City.

JAMES M. WARD,
Superintendent O. & M. Railroad.

F. KNOWLAND, Agent, Pittsburgh, Pa. jy21ly

ALLEGHENY VALLEY RAILROAD.

NOTICE

Pittsburgh to Crooked Creek,
WITHIN FOUR MILES OF KITTANNING.

ON AND AFTER TUESDAY, December 11, Freight and Passenger Trains will leave Pittsburgh daily, (Sundays excepted,) at 3 o'clock P. M., and stop at the following stations:

Sharpsburg, Ireland's, Sandy Creek, Verner, Hulton, Logan's Eddy, Logan's Ferry, Parnassus, Arnold's, Tarentum, Charter's, McKain's, Freeport, Kiskiminitis, White Rock Eddy, Kelly's, T. Logan's, and Crooked Creek.

Returning, will leave Crooked Creek at 8 o'clock A. M., and stop at all the above intermediate stations.

☞ The Company are prepared to receive and deliver Freight for any of the above stations, at their Freight Depot, corner of Penn and Wayne streets, Pittsburgh.

☞ Tickets can be had at the Company's Office, corner of Penn and Wayne streets, or from the Conductor.

NEW CONNECTIONS.

Stages will leave Crooked Creek on the arrival of the Trains, for Kittanning, Catfish, Carlisville, Middlesex, Redbank, Clarion, Brady's Bend, Rymersburg, Brookville, Smicksburg and Punxsutawney.

Fare to Kittanning, $1,35.

☞ The Keystone Omnibus Line will leave the corner of Fifth and Market streets, in connection with the cars, at 2 o'clock P. M. [dec13] A. J. HOPPER, Supt

RAILROADS.

CLEVELAND AND PITTSBURGH RAILROAD,

CONNECTING with
Ohio and Pennsylvania Railroad,
Via ALLIANCE,
THE SHORTEST, QUICKEST, AND MOST RELIABLE ROUTE to TOLEDO, CHICAGO, ROCK ISLAND, GALENA AND ST. LOUIS, via CLEVELAND.

This Route is one Hundred miles shorter and at least three hours quicker than the old route via Indianapolis.

Three Daily Trains from Pittsburgh to Cleveland.

Three Daily Trains from Cleveland to Chicago.

Time to Cleveland six hours, Chicago twenty three hours, and St. Louis thirty seven hours.

On and after THURSDAY, December 20, 1855, the Trains on this Road will run as follows:

VIA ALLIANCE.

The trains of the Ohio and Pennsylvania Railroad leaving Pittsburgh at 7:30 A. M. and 8:00 A. M., connect at Alliance at 7:50 A. M. and 11:15 A. M., as follows:

Trains for Cleveland leave Alliance at 8:30 A. M. and 11:45 A. M., arriving at Hudson with Trains for Cuyahoga Falls and Akron, and arriving at Cleveland at 10:45 A. M. and 2:00 P. M.

The train leaves Pittsburgh at 3:00 P. M. makes 30 minutes at Alliance, and arrives at Cleveland at 8:00 P. M.

Passengers for Rock Island, Chicago, St. Louis, Rock Island, Galena, and the North-west, who wish to avoid Night travel, and the inconvenience of changing cars at Cleveland, will take the 8:00 A. M. and arrive at Cleveland at 2:00 P. M. and at Chicago at 8:00 A. M. next morning, thus avoiding Night travel, and the necessity of changing cars at Cleveland.

The Trains from Cleveland for Toledo and Chicago, run as follows:

Leave Cleveland at 7:30 A. M. and 4:00 P. M.
Arrive at Toledo at 12:30 P. M. and 9:00 P. M.
Arrive at Chicago at 8:00 A. M. and 4:00 P. M.

The Trains from Cleveland for Toledo and Chicago, run as follows:

Leave Cleveland at 7:30 A. M. and 4:00 P. M.
Arrive at Toledo at 12:30 P. M. and 9:00 P. M.
Arrive at Chicago at 8:00 A. M. and 4:00 P. M.

Trains leave Chicago for Rock Island and St. Louis at 9:00 A. M. and 5:00 P. M.

Trains leave Rock Island for St. Louis at 9:00 A. M. and 5:00 P. M.

Trains leave St. Louis for Rock Island at 9:00 A. M. and 5:00 P. M.

Passengers for Rock Island, Chicago, St. Louis, Rock Island, Galena, and the North-west, who wish to avoid Night travel, and the inconvenience of changing cars at Cleveland, will take the 8:00 A. M. and arrive at Cleveland at 2:00 P. M. and at Chicago at 8:00 A. M. next morning, thus avoiding Night travel, and the necessity of changing cars at Cleveland