PITTSBURGH POST.

TUESDAY MORNING.....JANUARY 15.

TIME STILL MOVES ON.

Time still moves on, with noiseless pace;
And we are loiterers by the way,
Few win and many lose the race
For which they struggle, day by day;
And even when the goal is gained,
How seldom worth the toil it seems!
How lightly valued, when obtained,
The prize that flattering Hope redeemed!

Submissive to the winds of chance,
We lose on life's inconstant sea;
This billow may our bark advance,
And that may leave it on the lea.
This court, which rises fair to view
May thick be set with rocky mail,
And that, which beetles o'er the blue,
Be safest for the shattered sail.

The cloud that, like a little hand,
Slow lingers when the morning chimes,
Expands its volume o'er the land,
Dark as a forest sea of pines;
While that which casts a vapory screen
Before the azure realm of day,
Rolls upward from the lowland scene,
And from the mountain-tops away.

Oh, fond deceit! to think the flight
Of time will lead to pleasure stranger,
And ever being some new delight
To minds that strive and sigh for change;
Within ourselves the secret lies—
Let seasons vary as they will,
Our hearts would murmur, though our skies
Were bright as those of Eden still!

PERSONAL ABUSE, in a controversy, shows the weakness, either of one's cause, or his power to manage it. Because he cannot rebut the arguments, or meet the wit of his antagonist, he attacks his person. Hence it is that we meet with so much personal abuse in the newspapers, and so little of editorial courtesy.

NOT TRUE.—That one of the locks on the canal was picked on Wednesday night last during the absence of the tender. The Republic is still safe.—*Alb. Knick.*

Or, if true, it must have been perpetrated by some adjacent skeleton *quays*.—*Dobbs.*

THE GLORY OF ENGLAND.—The *Illustrated News* asks: "If the war were to be brought to a conclusion to-morrow, would England regain the influence of the first-rate?" *Prestige* and glory that she possessed before it broke out? We doubt it." Nobody, out of England, has any *doubt* about it.

THERE are three things a woman cannot do to pass a bonnet shop without looking in—to see a baby without kissing it—and to admire a piece of lace without asking how much it was per yard.

THE man who imagines himself wise because he detected some typographical errors in a newspaper, has gone East to get a perpendicular view of the rainbow.

NUNNS & CLARK'S PIANOS.—FRESH supply.—H. KLEBER & Bro. have been on the way and partly received for some time, and comprise their stock of PIANOS from the factory of NUNNS & CLARK, N. York. They are provided with all the late and important improvements which distinguish Nunns & Clark's Pianos above all others—the overstrung, Folly-tuned Hammer, Iron Frame and Agraffe Treble. Persons about purchasing will find it to their interest to call before purchasing elsewhere. Nunns & Clark's Pianos above all others—the overstrung, Folly-tuned Hammer, Iron Frame and Agraffe Treble. Persons about purchasing will find it to their interest to call before purchasing elsewhere.

Testimonial from M. Strakosch, formerly Pianist to the Emperor Napoleon, at present residing in Paris:

M. H. KLEBER & Bro.—Gentlemen: Prior to my departure for the United States, which has deprived me of the magnificent instrument of yours, Nunns & Clark's Grand Piano, which you have been so kind as to place in my Salle Pleyel Parisienne, I had occasion to play upon it in public and in private, and I can assure you that I never found a piano which possessed more power, richness and sympathetic quality of tone, and which responded better to the touch of the performer, than the one which you have placed at my disposal. Wishing you success in the sale of your splendid instruments, I remain, gentlemen, yours truly, MAURICE STRAKOSCH.

Paris, November 5, 1853.

H. KLEBER & Bro. 69 Fifth street.

Sole Agents for CHICKERING & SONS' Pianos. 14 Fifth and Wood-st. Pittsburgh.

NEW BOOKS.—David, a Story of Republican Equality. By Jean Ingelow. 2 vols.
Self Control. By Miss Brunton. 2 vols.
Henrietta Reinheimer, by D. Wilson.
Godfrey Mauleverer, by Mrs. Meeke.
Edwin Hall, by Dr. Dupuy.
Widow Bedott Papers, by Mrs. F. Read.
Modern Faith, by Marion Harland.
Alaric.
Stray Papers, by H. W. Beecher.
Punch's Pocket Book. Fourteenth supply.
LONDON PAPERS, &c.
London Illustrated News, 26 cents.
" Times.
" Herald.
" Punch.
" Tatstall.
Athenæum and other English papers supplied.
Also—Illustrated 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,
dec3 No. 56 Fifth street.

WRIGHT'S PREMIUM KATHARION stops the Hair from falling out, and promotes a luxuriant growth.
WRIGHT'S PREMIUM KATHARION
Removes all Dandruff and diseases of scalp
For sale, wholesale, by R. E. SELLERS & CO. [aug25

LOT FOR SALE.—A good BUILDING LOT, 24 feet front on Carson street by 100 feet in depth, in Birmingham, will be sold cheap. Enquire of
GEO. F. GILMORE,
9:13 at the office of the Morning Post

REVOLVERS! REVOLVERS!!—Just received, by Express, direct from the manufacturers, a splendid assortment of COLT'S REPEATING PISTOLS, four, five and six inch barrels, all of which we will sell for cash at as low prices as they can be bought in the city of New York. Persons going to Australia and California will find that they can do better by purchasing their outfittings at home, than they can anywhere. Strangers, as we give personal attention to no sales of this kind. Public belong to the city, and in case of a failure we refund the money.
BOWN & TETLEY,
136 Wood street Pittsburgh.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY.—Southeast corner of Third and Walnut streets, Philadelphia.
The following statement of the affairs of the Company is published in conformity with a provision of its charter:
Premiums received from Nov. 1, 1852, to Nov. 1, 1853 ..... $228,726 49
on Marine and Inland Risks 111,462 44
On Fire Risks 287,470 10
Premiums on Policies not marked off, Nov. 1, 1853 ..... 117,462 44
Premiums marked off from 1st November, 1852, to October 31, 1853:
On Marine and Inland Risks $111,462 44
On Fire Risks 169,207 66
Interest, &c., received during same period 280,670 10
Losses, Expenses, &c., during the year, as above:
Marine and Inland Navigation Losses $284,207 66
Fire Losses 70,000 00
Expenses, Premiums, Reinsurance and Agency charges 93,050 66
Profit and Loss, Interest on uncurrent Notes, depreciation on Stocks, &c. 12,000 00
Expenses, Rent, Salaries, Stationery, &c. 13,271 00
The Assets of the Company are as follows:
Bonds and Mortgages, and Real Estate $163,950 00
Philadelphia 6 per cents, par value 1,000 00
Philadelphia and Reading R. R. Stock, par value 1,000 00
Pennsylvania 5 per cent Loan 1,000 00
Pennsylvania Railroad 6 per cent Loan 1,000 00
Camden and Amboy R. R. Stock, par value 1,000 00
Pennsylvania Railroad Company 1,000 00
Pennsylvania Railroad Company 1,000 00
Cape Henlopen Steamboat do 1,000 00
Philadelphia and Harre de Grace Steam Tow Boat Company 1,000 00
Philadelphia and Savannah Steamship Company 1,000 00
Philadelphia Exchange Company 1,000 00
Scripand stock of sundry Insurance Companies 14,400 00
Bills receivable 186,150 00
Cash on hand 26,252 00
Balance due at Agencies, Premiums on Marine Policies, premiums and interest and other debts due the Company 65,800 00
Interest due 1,000 00
Total amount of Assets $1,037,508 66

NOVEMBER 5, 1853.

The Board of Directors have this day declared a dividend of SIX PER CENT. on each of their capital Stock, and SIX PER CENT. on the Scrip of the Company, payable on and after the 1st proximo.

DIRECTORS.

William Martin,	Spencer M'Ilvain,
Joseph H. Seal,	Charles Kelly,
Edmund A. Souder,	Samuel E. Stokes,
John T. Davis,	Henry Sloan,
Robert Burton,	James Traquair,
John R. Penrose,	William Darby,
George G. Leiper,	Joshua L. Pratt,
Edward Darlington,	James Tennent,
H. James Brooke,	James B. M'Farland,
J. G. Johnson,	Wm. C. Ludwig,
James C. Hand,	Charles Schaffer,
Theophilus Paulding,	J. T. Lewis, Pittsburgh,
Jr. R. M. Huston,	D. T. Morgan, "
Hugh Craig,	John B. Semple, "

WILLIAM MARTIN, President
THOS. C. HAND, Vice President
Joseph W. COMLY, Secretary.
P. A. MADEIRA, Agent,
No. 56 Water street, Pittsburgh.

dec13

BROTT & CURTIS, Dealers in Real Estate, St. Anthony Falls, Minnesota Territory. Land bought and sold throughout the Territory. Money loaned, investments made to the best advantage, and Land Warrants located. Also, Agents for the sale of lots in the town of ST. CLOUD, 65 miles from St. Anthony, and head of navigation above the Falls. The survey of the great Pacific Railroad crosses the Mississippi at this point, and the numerous advantages it possesses as a place of business, will make it one of the largest cities in the Northwest.
REFERENCES:
Ex-Governor Ramsey, Minnesota.
Hon. Wm. H. Welch, Chief Justice of Minnesota.
Hon. J. Meeker.
Hon. H. M. Rice, Delegate to Congress.
Hon. Hollingshead & Becker, Attorneys at Law.
Messrs. Borup & Oaks, Bankers.
Rev. T. M. Fullerton, Register of U. S. Land Office.
sep20

ONE DOLLAR will be paid to the person leaving a small BRASS SAFE KEY at this office. Lost on Tuesday, supposed at the Orphans' Fair. jan4

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. Connection 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 Columbus 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 routes can only be procured at Columbus and the Little Miami Railroad Office.

The route from Crestline via Columbus being the shortest to Cincinnati, enables a more rapid transit. Double loss or accident, and passengers have full time for meals. By this route certain, direct and unsurpassed connection is made in the Forest and Bellefontaine route, passengers ride 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 makes connection only via Columbus to Cincinnati.

SECOND TRAIN leaves Pittsburgh at 8 o'clock A. M. for Crestline, Columbus, Xenia, Cincinnati, Louisville, St. Louis, Lexington and Indianapolis, via Lawrenceburgh Route.

TWO DAILY TRAINS, VIA LITTLE MIAMI AND INDIANAPOLIS.

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

SECOND TRAIN leaves Pittsburgh at 8 o'clock A. M. for Crestline, Columbus, Xenia, Dayton, Indianapolis, Lafayette, Terre Haute, Columbus, St. Louis, Cairo, Evansville, &c.

N. B.—Say you have tickets via Columbus, and you are on the right cars.

Steamer leave Cincinnati daily for Memphis via Louisville, Nashville and Decatur.

The Columbus being the most commodious, Tare Table, Eddy, Kelly's, T. Logan's, and Crooked Creek.

Returning, will leave Crooked Creek at 5 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, Curryville, Middlesex, Redbank, Clarion, Brady's Bend, Rymersburg, Brookville, Smicksburg and Punxsutawney.

Fare to Kittanning, $1.95.

☞ The Excelsior 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.

CENTRAL ROUTE.

NEW AND DIRECT ROUTE OPENED through
Northern Illinois to Mississippi River,
IOWA, MISSOURI,
KANSAS AND NEBRASKA.
ALL RAILROAD TO THE MISSISSIPPI.

Chicago, Burlington and Quincy
RAILROAD.

FORMERLY THE CHICAGO AND ALTON, AND CENTRAL MILITARY TRACT RAILROADS.

IS NOW COMPLETED, and Trains run the entire distance from CHICAGO TO BURLINGTON, Iowa, without change of Cars.

The only Direct Route to Burlington, Quincy, Keokuk, Muscatine, Iowaska, Wapello, Fort Des Moines, Council Bluffs, &c., and the only all RAILROAD ROUTE from Chicago to St. Louis, Bloomington, Clinton, Decatur, Cairo, Springfield, Jacksonville, Naples, and all the other Stations on the Illinois Central, Great Western, and Ohio and Mississippi East and West.

Trains on the above Line leave Chicago on the arrival of Trains from the East, arriving, all laying over at any of the points.

Stages leave Burlington daily for Southern and Central Iowa and Northern Missouri, making the quickest time ever given, as through tickets by all the routes can only be procured at Burlington, the important route west of the Mississippi at present being via Crestline, Columbus and Xenia to Burlington, Iowa, 250 miles, all laying over at any of the points.

The Great Direct Route to Burlington, Quincy, Keokuk, Muscatine, Iowaska, Wapello, Fort Des Moines, Council Bluffs, &c., and the only all RAILROAD ROUTE from Chicago to St. Louis, Bloomington, Clinton, Decatur, Cairo, Springfield, Jacksonville, Naples, and all the other Stations on the Illinois Central, Great Western, and Ohio and Mississippi East and West.

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