THE DAILY EVENING TELEGRAPH—PHILADELPHIA, FRIDAY, JULY 26, 1867.

PAST PRESIDENTIAL NOMINA-TIUNS. BY JAMES PARTON.

We continue the publication of the interesting articles by Mr. Parton, on the means by which the various Presidents secured their nominations:---

The measures taken by General Jackson to insure the succession to Mr. Van Buren shall now be briefly indicated. During the first summer of his Presidency, the General was in such feeble health that his friends concluded that he could not survive the term for which he had been elected, and it occurred to one of them, Major William B. Lewis, that, if the President should die, Mr. Calhoun would succeed him, and Mr. Van Buren's prospects be ruined. To prevent so dire a result, he induced the General to write a letter, to be published in case of his death, warmly commending Mr. Van Buren, and severely denouncing Mr. Cal-houn. This letter contained the following

that I have found him everything J could desire him to be, and believe him to be, not only deserving my confidence, but the confidence o the nation. Instead of his being selfish and intriguing, as has been represented by some of his opponents, I have ever found him frank open, candid, and manly. He, my dear friend, is well qualified to fill the highest office in the gift of the people, who in him will find a true friend and safe depositary of their rights and liberties. I wish I could say as much for Calhoun and some of his friends.'

The latter proceeds, at considerable length. to descant upon Mr. Calhoun and his political errors. To guard against accidents, a copy of this letter, signed by the General's own hand, was retained in the secret archives of the White House. As, however, the event which it contemplated never occurred, the letter was never used, and the old friend of the President, to whom it was addressed, never knew its real object.

Vice-President Calhoun was too important a character at that time, and had too many claims upon the support of his party, to be easily set aside. It was therefore concluded, in the se-oret councils of the White House, that General Jackson must serve a second term, and measures to this end were taken, early in the spring of the General's first year. An adroit letter was written in the White House to a member of the Pennsylvania Legislature, a thorough-going adherent of the Administration, which contained a suggestion that bore fruit. "I am not authorized to say," said the author of this epistle, "that the General would permit his name to be used again; but, knowing him as I do, I feel confident that, if he believed the interest of the country required it, and that it was the wish of the people he should serve another term, he would not hesitate one moment. If, then, it is the desire of your State that he should serve another term, let the members of her Legislature express the sentiments of the people upon that subject. Let it be done in such a way as not to make it necessary for him to speak in relation to the matter."

The hint was promptly taken. In a few days an address appeared in the designated newspaper, requesting General Jackson to serve a second term, and it was signed by sixty-eight members of the Legislature. Similar tactics elicited similar ad-dresses from the Legislatures of New York and Ohio; so that, before General Jackson had served fourteen months of his term, he was brought forward conspicuously, as the candi-date of his party, for a second. The sweeping removals from office, and the filling of all valuable posts with unscrupulous partisans of the Administration, made it the easiest thing in the world for the President to call forth expressions of opinion in favor of any man or any measure.

Mr. Calhoun, who was no match for the President and his Kitchen Cabinet in political craft, was continually giving them advantages over him. He thought to injure Andrew Jackson's popularity by publishing his hostile correspondence with the President, forgetting that the President controlled the Democratic press of the country, and could thus give to the party his own interpretation of that correspondence. Jackson accepted the defiance, and promptly dismissed from his Cabinet the three members of it who regarded the Vice-President as their political chief, and appointed in their place three of his own friends. It was thought to be necessary, also, for Mr. Van Buren to withdraw from the Cabinet, and thus escape the operation of the rule which excluded Cabinet ministers from the succession. His resignation was accepted, and, to remove him for a time from the scene of political strife, he was sent as Minister to England. Then the Vice-President blundered again. Allying himself, for the moment, with Whig Senators, he formed a combination powerful enough to reject the nomination of Mr. Van Buren, who was thus compelled to return from England after holding the post of Minister for a few months. Mr. Calhoun was convinced that such an emphatic censure, by the Senate of the United States, would lay his rival prostrate forever. He was overheard to say to one of his friends: "It will kill him, sir, kill him dead. He will never kick, sir, never kick." Seldom has a man been more mistaken. The Democratic party welcomed Van Buren's return as they would have welcomed a conqueror, and General Jackson instantly set on foot measures to make the rejected minister Vice-President of the United States. There was a difficulty in the way which much perplexed the White House managers, and the solution of which has had important and lasting consequences. How should Mr. Van Buren be nominated for the Vice-Presidency ? Other gentlemen had their eyes upon the post, and Martin Van Buren had not the national reputation which could call forth a spontaneous and universal nomination. was also highly important that this nomination should appear spontaneous, and especially that the President's hand should not be seen in it. It was Major William B. Lewis, the President's most confidential friend, and an inmate of the White House, who suggested the solution of the problem. In a letter to Amos Kendall, of May, 1831, he reviewed the situation and the claims of the several caudidates, and added the following words:-"Surrounded by so many difficulties as the case is, and taking every thing into consideration, many of our friends (and the most judicious of them) think it would be best for the Republican member of the respective Legislatures to propose to the people to elect delegates to a National Convention, to be holden for that purpose at Harrisburg, or some other place, about the middle of next May. That point is preferred, to prevent an May. Interference by members of Confor their respective homes. If the Legislature of New Hampshire will propose this, I think it will be followed up by others, and have the effect, no doubt, of putting a stop to partial nominations. You had better reflect upon this proposition, and, if you think with me, make he suggestion to our friend Hill," (one of the Senators from New Hampshire). This ingenious proposition was approved by Mr. Kendal and Mr. Hill. The docile legisla-

hundred and sixty-nine, immediately met in caucus, and adopted the plan which Major Lewis had suggested. The Globe seconded the proposal for a National Convention ; other Legislatures sanctioned it; and due care was taken, by the friends of the administration. that the right delegates should attend it. The Convention met at Baltimore, in May, 1832, and it consisted of three hundred and twenty six delegates. Leading members, who were disinclined to vote for Mr. Van Buren, were given distinctly to understand that they must rote for the President's candidate or be prepared to quarrel with the President. Such was the power of the Administration, and such the discipline of the party, that, out of the three hundred and twenty-six delegates, only thirty-six presumed to give a vote against Martin Van Buren just enough to impart to the deliberaions of the Convention a slight show of independence. The people, however, were not juite so obedient to the mandates of a party hief. General Jackson received two hundred and nineteen electoral votes in 1832, while Mr. Van Buren received but one hundred and eighty-nine; which, however, was forty-four ore than he needed.

Thus was inaugurated the system of nominating candidates by National Convention; which has continued to the present time. State nominating Conventions had been frequently held; and, when railroads were about to make all parts of the country easily accessible, the system properly and naturally became national.

The plan is open to objections, as every plan would be; but it is probably the fairest and best which the cast admits. The great objection to the system does not exist in the system itself, but in the overshadowing influence of an administration through its control of the office-holders. So long as the President pos-sessed an unlimited power of removal, a nominating Convention consisted, necessarily, either of men in office who desired to keep their offices, or of men out of office who desired to have office. No Convention for the nomination of Presidential candidates has ever yet been held, which did not chiefly consist either of office-holders or office-seekers. The Convention, for example, which nominated Mr. Van Buren for the Presidency in 1836, was almost entirely composed of men pledged to his support, and whose defection would have been instantly visited by their dismissal from valuable posts, or the dismissal of their friends.

It was in no sense a deliberative body. No choice was given it. No regiment of the army could feel itself more bound to obey the orders of its colonel than this Convention felt itself bound to comply with the known desires of the President. It is well for the people to understand this. A President who remains united with the party that elected him, and who has an unlimited power of removal from office, is in a position to dictate to the Convention of his party the man it shall nominate.

Andrew Jackson was gone from the scene. den whose will is stronger than their intelligence are disturbing influences in public affairs, like hurricanes and earthquakes in the natural world; and it is surprising to notice how speedily the ordinary tendencies resume their sway when the disturbing influence is withdrawn. The nations of Europe, for example, took their ancient boundaries and institutions the moment Napoleon was suppressed, and things went their usual course almost as though that conqueror had never existed. Andrew Jackson, by the force of his tyrannical will, had put Van Buren up, but he could not keep him up; and Buren up, but he could not keep inin up, and he had put the nullifiers down, but he could not keep them down. The old fends re-mained, and the natural antagonisms revived. Mr. Van Buren, however, besides being an excellent political manager, was naturally inclined to conciliation, and the personal ambi-tion of Mr. Calhoun was at that time more powerful than his attachment to the compact band of Southern men of whom he was the chief. Mr. Van Buren opened the door of reconciliation very wide, and the country was soon surprised to see the South Carolinian a favored guest of the White House, and a defender of Mr. Van Buren's Administration. The Democratic party, therefore, was still united, and Mr. Van Buren experienced not the slightest difficulty in securing a party nomination for a second term. It was formerly part of the unwritten law o' politics, that a President in full communion with his party was entitled to a nomination for a second term. The example of General Washington, in declining to serve a third term, no President has been willing to disregard, and it appears to be as binding as though it were a part of the Constitution. But a failure to be once reclected used to be considered in the light of a stigma. So the first Adams regarded it, and so the second Adams. It was as though they had been tried in the administration of the Government and had been found wanting; and it was therefore regarded, not as a dignified retirement from an exalted station, but as an ignominious dismissal from it. John Adams, indeed, was so indignant at his rejection by the people in 1800, that he could not bring himself to remain in Washington to witness the inauguration of his rival, but hurried away at daybreak on the last morning of his term. And it was many years before the people generally regarded him in any other light than that of a man rejected and disgraced. His wiser but ess gifted son submitted with a better grace. Not the less, however, was his defeat in 1828considered ignominious by the party which had elected him. Mr. Van Buren, faithful to the principles of his illustrious predecessor, and having at his absolute command the whole army of officeholders, was renominated in 1840 without the slightest formidable opposition. He fully expected to be reëlected. From his remarks upon the campaign of 1840, in his work recently published, we may conclude that he died without understanding the causes of his defeat, which he attributed to a momentary popular delirium, excited, he says, "by a ruthless war of eight years," waged against him by the friends of Henry Clay. He even expected, like General Jackson, to name his successor, and that successor was to have been Thomas H. Benton, of Missouri. But in the United States there is always a power behind the throne greater than the throne itself. In spite of appearances to the contrary, the people do rule. Party managers frequently appear to control the course of events; but, upon the whole, and in the long run, they do so only so far as they execute the real wish and intention of the Everything which they do, every people. part of their mysterious and extensive plans. is executed with a distinct, a conscious reference to its influence upon elections, which is only another way of saying that their aim is to anticipate and execute the public will. Skill in party management chiefly consists in leading the people in the way in which they desire to go. Mr. Van Buren's failure in 1840 was owing

we refer, the consequences of which were inherited by Mr. Van Buren, was not the destruction of the bank, but the destruction of it without providing a suitable depository of the public money to take its place. The sub-treasury had not yet been thought of. The money of the Government was scattered about among twenty-five State banks, and the possession of these funds gave to the banks an unnatural and pernicious ex-pansion of their capital, and tempted other banks to increase the volume of their currency. Thus the country was flooded with paper money, which stimulated the wildest speculation in land, and brought about a state of things similar to that which prevailed during the third and fourth years of the late war. Three months after Mr. Van Buren's inauguration, the reaction reached a crisis, the bubble burst, the banks suspended, merchants failed, credit ceased to be, and ruin filled the land. General Jackson had sown the wind, and his successor reaped the whirlwind. The retribution was just, for nearly every important financial measure of General Jackson had received Mr. Van Buren's support.

"I arrived," he tells us in his posthumous work, "at New York, from my brief mission to England, after the 'Bank bill' had passed both Houses, and on the day it was sent to President Jackson for his approval, and left the next morning for Washington. Arriving there at midnight, I proceeded at once to the White House, in pursuance of an invitation he had sent to New York in anticipation of my coming. I found the General in bed, sup-ported by pillows, in miserable health, but wake, and awaiting and expecting me. fore suffering me to take a seat, and whilst still holding my hand, he, with characteristic eagerness when in the execution of weighty oncerns, spoke to me of the bank, of the bill that had been sent for his approval, and of the satisfaction he derived from my arrival at so critical a moment; and I have not forgotten the satisfaction which beamed from his countenance when I expressed a hope that he would veto it, and when I declared my opinion that it was in that way only he could discharge the great duty he owed to the country and to himself. Not that he was ignorant of my views upon the subject, for in all our conversations in respect to it before I left the country-and they had been frequent and anxious-my voice had been de-cided as well against the then existing as against any other National Bank. Neither that he was himself in doubt as to the course that he ought to pursue, for he entertained none. But the satisfaction he evinced, and which he expressed in the most gratifying terms, arose olely from the relief he derived from finding himself so cordially sustained in a step he had letermined to take, but in respect to which he had been severely harassed by the stand taken by the leading members of his Cabinet, and by the remonstrances of many timid and not a few false friends, and as yet been encouraged only by the few about him in comparatively subordinate positions, who were alike faithful to principle and to himself."

So the great banks which had for twenty years received and disbursed the public money, passed out of existence, and that public money, distributed all over the country in weak banks, became a public curse. Mr. Van Buren, singularly ignorant of finance, was atterly unprepared for the financial storm which drove him from power. A few days before his inauguration, Colonel Benton took the President elect aside, and predicted the coming crash. Mr. Van Buren, though the best tempered of men, was a little nettled, and said, "Your friends think you a little exalted in the head on that subject." Colonel Benton was silent, and, as he says, "miffed." As he left the room, talking with the President elect on other subjects. he said to himself, "You will soon feel the thunderbolt." The thunderbolt fell in May, 1837, and the effects of it were felt in the ockets of almost every voter during the next four years; and it was through the pockets of many of them that their understandings were reached

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD

DENNSYLVANIA CENTRAL BAILHOAD SUMMER TIME, TAKING EFFFOT JUNE 1, 1967. The trains of the Pennsylvania Central Bailroud leave Jeb Depot, as THIETY-FIRST and MARKET Streets, which is reached directly by the cars of the Market Street Passenger Bailway. Those of the Chae-nut and Walnut Streets Railway run within one mutare of it. Op Sundays-The Market Street cars leave Front and Market Streets thirty-five minutes before the departure of each train. Steeping Car Tickets can be had on application at the Ticket office. N. W.cor. Ninth and Cheenut streets. Agent of the Union Transfer Company will call for and cellver baggage at the Depot. Orders left at No. 901 Cheenut street, or No. 1 South Eleventh streets, will receive attention. TRAINS LEAVE DEPOT, VIZ :-

daily, except Sunday. The Western Accommodation Train runs daily, except Sunday. For full particulars as to fare and accommodations, apply to FRANCIS FUNK, Agent,

No. 187 DOCK Street TRAINS ARRIVE AT DEPOT, VIZ:-Cincinnati Express. Philadelphia Express. Erie Mati aol Accommedation. No. 1 Parkesburg Train andaster Train Fast Line and Eric Express Paol Accommodation, No. 2.

For further information apply to JOHN C. ALLEN, Ticket Agent, No. 901 CHESNUT Street, SA MUEL H. WALLACE, "Tokat Agent at the Depot

The Pennsylvania Ballroad Company will not as sume any risk for Baggage, except for Wearing Ap-parel, and limit their responsibility to One Hundrad beliars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken y special contract. EDWARD H. WILLIAMS,

General Superintendent, Altoona, Pa,

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lorence. At 5 and 10 A. M., 1, 4, 5, 6, and 11:30 P. M., for Edge-At5 and 10 A. M., I. 4, 6, and 11'30 P. M., for Fish

The 1 and 11:30 P. M. Lines leave from Market Street Feiry, upper side, LINES FROM KENSINGTON DEPOT

Will leave as follows:-Atil A, M., 430 P, M., and 12 P. M. (night), via Ken-sington and Jersey City, New York Express Lines,

Fare, \$3, A18, 10'15 and 11 A. M., 2'30, 5'30, 4'30, 5, and 12 P. M., for Trenton and Bristol. At 8 and 10'15 A. M., 2'30, 5, and 12 P. M., for Morris-ville and Tuliviown. Hie and Tullytown. At 8 and 10 15 A. M., 2'50, 4'30, 5, and 12 P. M., for

At 9 and 10 15 A. M., 230 and 5 P. M., for Eddington. At 7036 A. M., 230 and 5 P. M., for Eddington. At 730 and 1015 A. M., 230, 4,5 6, and 12 P. M., for Cornwell's, Torresdale, Hoimesburg, Tacony, Wisai noming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations, BELVIDERE DELAWARE RAILROAD LINES, From Kensington Depot.

From Kensington Depot, At 8 A. M. Jor Niagara Falls, Buffalo, Dunkirk, Canandaigua, Elmira, Ithaca, Owego, Rochester, Binghamion. Oswego, Syracuse, Great Hend, Mon-trose, Wilkesbarre, Scranton, Stroudsburg, Water Gap,

etc. etc. At 8 A. M. and 330 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 330 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethle-hem, etc. At 5 P. M. for Lambertville and intermediate Sta-

ons. Lines from West Philadelphia Depot, via Connect-

Lines from West Philadelphia Depot, via Connect-ing Rallway, will leave as follows:-At 1'0 A. M., and 1'20 and 6'20 P. M. Washington and New York Express Lines, via Jersey City, Fare, §3 25. The 1'30 A. M. and 6'30 P. M. Lines will run daily. All others, Sundays excepted. July 15, 1887. WM. H. GATZMER, Agent. FOR CAPE MAY BY RAILROAD, FROM foot of MARKET Street (Upper Ferry).

For CAPE MAR Street (Upper Ferry). Commencing SATURDAY, July Is. 1887. 9:00 A. M. Morning Mall. Due 12:25 P. M. 3:00 P.M. Cape May, Passenger. Due 7:18 P. M.

3°60 P.M. Cape May, Passenger. Duc 7'18 P. M. 4°00 P. M. Express. Duc 7'05 P. M. RETURNING TRAINS LEAVE CAPE ISLAND. 6°40 A. M. Morning Mall. Due 10'07 A. M. 9°00 P. M. Fast Express. Due 10'07 P. M. 3°00 P. M. Cape May Express. Due 8'25 P. M. The SUNDAY MAIL and PASSENGER TRAIN leaves Fhiladelphia at 7'00 A. M., returning leaves Cape Island at 5'00 P. M. Commutation tickets, good for ONE, THREE, or TW ELVE months, can be procured at the Office of the Company, Camden, N. J. Through tickets at this office can have their bag-gage checked at their residences.

RAILROAD LINES.

N ORTH PENNSYLVANIA BAILBOAD.-

N ORTH PENNSYLVANIA BAILBOAD.-THE MIDDLE ROUTE.-sshortesi and most direct route to Beblichem, Allentown, Maoch Chunk, Hareiton, White Haven, Wilkesbarre, Mahanoy Guy, Mount Caimei, and all points in the Leingn, Ma-baroy, and Wyorning coal regimes. Passenger Dept In Philadelphila, N. W. corner of BERENS and AMERICAN Surgets. BUMMER ARRANGEMENT. MINE DAILY TRAINS. On and sher WEDNEY-DAY May 8, 1897, Passenger trains leave the New Depot, corner Borks and Ameri-can streis, daily (cundays excepted), as foliows.-AT748 A. M.-Morning Express for Bethlehem and principal stations on North Pennsylvania Bailroad, for Alfaniows, Catasaugue, Stating on, Mauch Chunk, Wentherly, Jennsylie, Haselton, While Haven, Wikesbarre, Kingstor, Pitaton, and all points in Leingh and Wooming valleys: Bairoad, for Mahanoy City, And with Catawasa, Bailroad, for Katriye as barre at & P. M., at Mahanoy City at 2 P. M., art Sab A. M.-Accommodation for Doylestown, stop

and points on New Jersey Central Ballroad to New York. At 8°5 A. M. — Accommodation for Doylectown, stop-ping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hariaville, by this train, take the stage at Old York road. At 10°15 A. M. — Accommodation for Fort Washing-ton, stopping at Intermediate stations. At 1 w P. M. — Express for Bethienem, Allentown Manch Chunk, While Haven, Wilkesbarre, Mahanoy City, Centralia, Shenandoal, Mocat Carneel, and all points in the Mahanoy and Wyoming Coal regions. Passengers for Greenville take this train to Quaker-town.

Passengers for Greenville take this train to Quaker-town. At 245 P. M.-Accommodation for Doylestown, stopping at all intermediate stations, Passengers take for summeriown. At 4 P. M.-Accommodation for Doylestown, stop-ping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville, take stage at All intermediate stations. Passengers for Willow Grove, Hatboro, and Hartsville, take stage at All intermediate stations. Passengers, for Willow Grove, Hatboro, and Hartsville, take stage at All ington: for Lumberville at Doylestown. At 529 P. M.-Through accommodation for Bethle-hem and all stations on main line of North Pennsyl-varia Railroad, connecting at Bethlemen with Lebigh Valley Evening train for Easton, Allentown, and Manch Chunk. At 529 P. M.-Accommodation for Lansdale, stop-ping at all intermediate stations. At 1280 P. M.-Accommodation for Fort Wash-ington. Detrome application of the particulation.

Ington. TRAINS ARRIVE IN PHILADELPHIA.

TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem, at 976 A. M., 205 and 356 P. M. 205 P. M. train makes direct connection with Lebigh Valley Brains from Easton, Wilkesbarre, Mahanoy City, and Hazleton. Passengers leaving Easton at 1120 A. M. arrive in Philadelphis at 200 P. M. Passengers leave Wilkesbarre at 130 P. M., connect at Bethlehem at 625 P. M., and arrive in Philadelphis at 840 P. M.

Transconductory international and the second seco

ELLIS CLARK, Agent, Tickets sold and Baggage checked through to prin-cipal points at Mann's North Feunsylvania Baggage No. 105 S. FIFTH Street.

114 No. 105 S. FIFTH Street. W EST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA. BUMMER ARRANGEMENT. On and after MONDAY, June 24, 1987, Trains will have benot, THIRTY-FIRST and CHESNUT Streets, West Philadelphia, as follows:-Leve Philadelphia, as follows:-Leve Philadelphia, as follows:-Leve West Chester for Philadelphia, from Depot on East Market street, at 615 A. M., 710 P. M., and 16'30 P. M. Tains leaving West Chester at 770 A. M., and 10'45 A. M., 155 P. M., 4'50 P. M., 710 P. M., and 10'45 A. M., 155 P. M., 4'50 A. M., 716 A. M., 730 and 10'45 A. M., 155 P. M., will stop at B. C. Juno-ton East Market street, at 615 A. M., 716 A. M., 730 and 10'45 A. M., 155 P. M., will stop at B. C. Juno-ton and Media only. Tains leaving West Chester at 7780 A. M., and jeav-ing Philadelphia at 4'50 P. M., and going west will take train leaving Philadelphia at 5'30 P. M. Leave Media for Philadelphia at 5'30 P. M. Eave Media for Philadelphia at 5'30 P. M. The Market Street cars will be in waiting as mual. The Market Street cars will be cars on Market street, the last car connecting with eaon market at the convert passengers into the city; and for lines leaving the Depot take the cars on Market street, the last car connecting with eaon market at the market streets thirty minutes previous to the Market streets thirty minutes previous to

The Chesnut and Walnut Street cars connect with

der arture. The Chesmut and Walnut Street cars connect with all of the above trains, carrying passengers down Chesnut street, past the principal hotels and the Cam-den suid Amboy RR. office, at Walnut street wharf, passing out Walnut street to the depot. ON SUNDAYS Leave Philadelphia at 870 A. M. and 2 P. M. Leave West Chester at 745 A. M. and 2 P. M. Leave West Chester at 745 A. M. and 2 P. M. Isounday trains, both ways, as usual, leaving Front and Market street will connect with all Sunday trains, both ways, as usual, leaving Front and Market streets thirty-five minutes before the train leaves Depot, and will leave Depot on arrival of each train, to carry passengers into the city. Trains leaving Philadelphia at 715 A. M. and 450 P. M., connect at B. C. Junction with trains on P. and B. C. R. R., for Oxford and intermediate points. Passengers are allowed to take wearing apparel only, as baggage, and the Company will not in any case be responsible for an amount exceeding one hun-dred dollars, unless a special contract is made for the state. 4 332

RAILROAD LINES,

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REAL DING RAILLEOAD GREAT TRUNK LINE FROM PHILABLE TRUNK LINE PENNSYLVANIA, THE SCHUYLKILL SUS QUFHANNA, CUMBERLAND, AND WYOMING YALLEYS, THE NORTH, NORTHWEST, AND I HE CANADAS SUMMER ARRANGEMENT OF PASSENGE TRAINS, MRY 6, 1807, Leaving the Company's Depoi, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the fol-lowing hours-

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CHESTER VALLEY RAILROAD.

Randing at 800 A. M., returning from Beading at 878 P. M. CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 720 A. M. and 500 P. M. trains from Philadelphia, returning from Downingtown at 810 A. M. and 100 P. M. NEW YORK EXPRESS FOR PITTSBURG AND THE WIST Leaves New York at 9 A. M. and 5 and 8 P. M. medianecing at 100 A. M and 150 and 1008 P. M. ond connecting at 100 A. M and 150 and 1008 P. M. and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains for Pita-burg. Chicago, Williamsport, Elmitra, Battimore, eds. Returning, express train leaves Harrisburg on an stand 454 A. M. and 9 P. M. passing Reading at 44 and 10030 A. M., and 420 and 116 P. M., and arriving in New York at 1010 A. M., and 440 and 520 P. M. Sieeping cara accompany these tains through between Jersey Chy and Pitaburg, without change. A mail train for New York leaves Harrisburg at 718 p. M. Mail train for Harrisburg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD. Trains leave Poitsville at 7 and 1120 A. M., and 718 p. M. Mail train for Harrisburg leaves New York at 12 M. SHUYLKILL AND SUSQUEHANNA RAILROAP Trains leave Auburn at 750 A. M. for Pinegrove and freturing from Harrisburg at 22 P. M. M. BUYLKILL AND SUSQUEHANNA RAILROAP Trains leave Auburn at 750 A. M. for Pinegrove and tramous, and 150 P. M. for Pinegrove and tramous, and 520 P. M. and free mont at 735 A. M. and 520 P. M. and free mont at 735 A. M. and 520 P. M. DruckETS

Through first-class lickets and emigrant lickets to all the principal points in the North and West and Canada. Excursion lickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation, Market train, Reading and Poitstown Accommodation trains, at reduced rates. Excursion tickets to Philadelphia, good only for one day, are sold at Reading and intermediate stations by Reading and Pottstown Accommodation trains, at reduced rates. The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 237 B. FOURTH Street, Philadelphia, or of G. A. NICOLLA, General Supermendent, Keading:-COMMUTATION TICKETS At 25 per cent, discount, between any points desired for families and firms. MILEAGE TICKETS, Good for 2000 miles between all points, \$32'50 each for families and firms. EEASON TICKETS, For three, six, nine, or twelve months, for holdess only, to all points, at reduced rates. CLERGY MEN Residing on the line of the rost will be furnished cards entilling themselves and wives to tickets at half fare. EXCURSION TICKETS

 Residing on the mine was and wives to tickets at half fare.
 EXCURSION TICKETS

 From Philadelphia to principal stations, good for Satorday, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at THIRTEENTH and CALLOWHILL Streets.

 Goods of all descriptions forwarded to all the above points from the Company's Freight Depot, BROAD and WILLOW Streets.

 FREIGHT

 Goods of all descriptions forwarded to all the above points from the Company's Freight Depot, BROAD and WILLOW Streets.

 FREIGHT TRAINS

 Leave Philadelphia daily at 8'80 A. M., 12'45 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Poss-ville. Fort Clinton, and all points forward.

 MAILS

 Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 215 P. M.

to a single error committed by General Jack son, and sustained by himself. The great event of General Jackson's Administration was the destruction of the United States Bank, a measure popular at the time, and ever since Mr. Kendal and in the number of one | sustained by the people. The error to which

which has a subscription of the second of a second

I'To be continued to-morrow.]

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SHORTEST AND MOST PLEASANT ROUTE TO WILKESBARRE,

MAUCH CHUNK, EASTON, MOUNT CARMEL, HAZLE BETHLEHEM,

And all points in the

LEHIGH MAHANOY, AND WYOMING VALLEYS

Commodions Cars, Smooth Track, Fine Scenery, and Excellent Hotels are the specialities of this route. Through to Wilkesbarre and Mauch Chunk without chaves of cars. change of cars.

EXCURSION TICKETS,

From Philadelphia to Principal Points, issued from the TICK ET OFFICES ONLY, at Reduced Rates, on saturdays, good to return till Monday evening. ANCURSION TICKETS TO WILKESBARRE, Good for TFN DAYS, issued any day. Through Trains leave the Depot, BERKS and AMERICAN streets, at 745 A. M., 150 P. M., and 550 P. M.

HAZLETON,

P. M. For particulars see Time Table in daily papers. ELLIS CLARK, General Agent, Philadeiphia, July 1, 1867. Tickets sold and Baggage Checked through to the principal points at Manb's North Pennsylvania Bag-gage Express Office, No. 105 S, FIFTH St. 79-im

CAMP MEETING. VINELAND, NEW JERSEY,

COMMENCING WEDNESDAY, JULY 17.

WEST JERSEY RAILROAD LINES

Leave foot of MARKET Street (Upper Ferry), as blows, commencing July 17, 1867;---FOR VINELAND, 8'00 A. M., 8'00 A. M., 5'00 P. M., nd 3'80 P. M. RETURNING TRAINS.

LEAVE VINELAND FOR PHILADELPHIA at 10 A.M., 528 A.M., 319 P. M., and 656 P. M. EXUURSION TICKETS, good any time during the Camp, \$175. WM. J. SEW ELL. 7 16 165 Superintendent.

Same and a second second			
628	HOOP	SKIRTS,	600
020	PRICES	"OWN MAKE." REDUCED !!!	628

PRICES REDUCED'!! J' affords us much pleasure to announce to our amerous patrons and Loe public, that in conse-mence of a slight decline in Hoop Skirt material ageiner with our increased facilities for manufac-aring, and a strict adherence to BUYING and ELLING for CASH, we are enabled to offer all our USTLY CELEFRATED HOOP Skirts will always, and spretclore, be found in every respect more desirable, ind really cheaper than any single or double spring doop Skirt in the market, while our assortment is mequalled.

Also, constantly receiving from New York and the Eastern States full lines of low priced Skirts, at very low prices; among which is a lot of Plain Skirts at the following rates; --15 springs, 55c.; 20 springs, 65c.; 25 springs, 75c.; 30 springs, 85c.; 35 springs, 95c.; and 40

springs, 10.06. So springs, soc., as springs, soc., and so springs, 10.06. Skirts made to order, altered, and repaired. Whole sale and retail, at the Philadelphia Hoop Skirt Em-portum, No. 628 ARCH Street, below Seventh. 6 10 um rp WILLIAM T. HOPKINS.

A MMONIATED PHOSPHATE.

AN UNSURPASSED FERTILIZER

For Wheat, Corn, Oats, Potatoes, Grass, the Vegetable

Garden, Fruit Trees, Grape Vines, Etc. Etc.

This Fertilizer contains Ground Bone and the best

Super well light the

ertilizing Salls. Price 50 per ton of 2000 pounds. For sale by the WILLIAM ELLIS & CO., Chemists,

1 18mwill No. 724 MARKET Street.

wEST JERSEY RAILROAD LINES.

Salem

 WEST JERSEY KALLROAD LINKS
 from foot of MARKET Street (Upper Ferry), Commencing SATURDAY, July 15, 1867.
 600 A. M. Morning Mail, for Britigeton, Sate Milville, Vincland, and Intermediste Stations, 940 A. M. Cape May Morning Mail.
 866 P. M. Cape May Accommodation.
 830 P. M. Bridgeton and Satem Passenger, 440 P. M. Cape May Express.
 840 P. M. Woodbury Accommodation.
 Cape May Freight Leaves Camden at 920 A. M. West Jersey Freight Train leaves Camden at 12 (noon). 1 at 12 M noon). Freight will be received at Second Covered Wharf slow Walnut street, from 700 A. M. until 500 P. M. Freight will be breet, from 700 A. M. until 800 P. M. Freight received before 900 A. M. will go forward the

ame day, Freight Delivery, No. 228 S. DELAWARE Avenue 7214 WILLIAM J. SEWELL, Superintendent, PHILADELPHIA, GERMANTOWN, ANI NORRISTOWN RAILROAD.

TIME TABLE,

TIME TABLE, On and alter Wednesday, May 1, 1897. FOR GERMANTOWN. Leave Philadelphia 6, 7, 8, 906, 10, 11, 12 A. M. 1, 35, 35, 4, 5, 54, 610, 7, 8, 9, 10, 11, 12 P. M. Leave Germantown 6, 7, 7%, 8, 820, 9, 10, 11, 12 A. M. 1, 2, 3, 43, 6, 65, 7, 8, 9, 10, 11, 12 P. M. The scio lown Train and 35, and 35 Up Trains will not stop on the Germantown Branch. ON SUNDAYS, Leave Philadelphia 55, A. M. 2, 7, 10% P. M. Leave Germantown Start, 1, 6, 57 P. M. Leave Childelphia 6, 8, 10, 12 A. M. 2, 834, 534, 7, 9 and 11 P. M. Leave Chesnut Hill 710, 8, 940, and 1140 A. M. 146, 540, 540, 540, 840, and 1040 P. M. Leave Philadelphia 9, A. M. 2 and 7 P. M. Leave Chesnut Hill 700 A. M. 1240, 6, 50, and 928 P. M. Con SUNDAYS.

Leave Chesnut Hill 750 A. M. 1240, 540, and 928 P.M. FOR CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia 6, 75, 6, and 1105 A. M. 154, 8, 45, 55, 654, 805, and 115 P. M. Leave Norristown 540, 7, 750, 9, and 11 A. M. 154, 8, 45, 654, 654, 805, 800 Hills P. M. Leave Philadelphia 6 A. M., 230 and 745 P. M. Leave Philadelphia 6, 75, 92 and 9 P. M. Leave Norristown 7 A. M., 550 and 9 P. M. Leave Philadelphia 6, 75, 92 and 105 A. M. 154, 3, 45, 55, 654, 805, 954, and 115 P. M. Leave Philadelphia 6, 754, 9, and 115 A. M. 154, 3, 45, 55, 654, 805, 954, and 115 P. M. Leave Philadelphia 6, 754, 92 and 755 P. M. Leave Philadelphia 6, 754, 92 and 115 A. M. 154, 3, 45, 55, 654, 805, 954, and 115 P. M. Leave Philadelphia 9, A. M. 255 and 754 P. M. Leave Philadelphia 7, A. M. 6 and 955 P. M. Leave Manayunk 75, A. M. 6 and 955 P. M. Bedot, NINTH and GREEN Streets.

SHORTEST BOUTE TO THE SEA-SHORE CAMDEN AND ATLANTIC RAILROAD, THROUGH IN TWO HOURS. Five Trains daily to Atlantic City, and one on Son-

On and after SATURDAY, June 29, 1867, trains will

enve VINE Street Ferry, as follows:-

Express (inrough in two hours)..... .7 08 A. M.

 Pregation
 708 A. M.

 Express (inrough in two hours)
 543 A. M.

 Accommodation
 543 A. M.

 Tomion Accommodation to Jackson and intermediate Stations leaves. Vine street
 530 P. M.

 Batter is a street at the street at the street at the stations leaves. And the street at street at the street at street at street at s

4 3 52 General Superintendent.

DHILADELPHIA AND ERIE RAILROAD .-

SUMMER TIME TABLE. Through and arect route between Philadelphia, Entimore, Harrisburg, Williamsport, and the Great Chi Region of Pennsylvania. ELEGANT SLEEPING CARS on all Night Trakas. On and after MONDAY, April 29, 1867, the trains on the Philadelphia and Erie Railroad will run as follows:follows:-

follows:-Mall Train leaves Philadelphia..... "" leaves Williamspor..... Eric Express leaves Philadelphia... "" leaves Williamsport... " " arrives at Eric... " " arrives at Eric... " " arrives at Eric... 4'30 A. Fimira Mail leaves Philadelphia..... ' leaves Willamspert..... " arrives at Lock Haven. . 8'00 A 645 P. M 840 P. M

PHILADELPHIA AND BALTIMORE CEN-TRAL RAHLBOAD.—Sommer Arrangements, on and aiter SATURDAY, June 1,1857, Trains will leave Philadelphia, from the Depot of the West chester and Philadelphia Rahlroad, corner of the philadelphia, from the Depot of the West delphia), at 715 A. M. and 450 F M. Lave Rising Sun at 5 '16 and Oxford at 606 A. M., and leave Oxford at 355 P. M. A Market Train, with Passeners Car attached, will at 115 A. M. Oxford at 1200 M., and Kenneti at 1960 P. M., connecting at West Chester Junction with a train for Philadelphia. On Wednesdays and Satar-days trains leave Philadelphia at 715 A. M. con-metts at Oxford with a daily line of Stages for Peach fotom, in Lancaster county, Returning, leaves peach Rottom to connect at Oxford with the Atter-com Train for Philadelphia at 450 P. M. runs to maing Sun, Md. Tassengers allowed to take wearing apparellonity. Subsengers and the Company will not in any case be esponsible for an amount exceeding one hundred collary, unless a special contract be made for the same at MENT M. M. SHORT LINE DHILADELPHIA AND BALTIMORE CEN-

ANNAMESSIC SHORT LINE AND

United States Mail Route to the South and Southwest.

On and after JULY 8, trains will leave Depot Philadelphia, Wilmington, and Baltimore Railroad, BROAD Street and WASHINGTON Avenue, at 11 P. M., connecting closely with Express trains for the principal cities South, including Wilmington, N. C., Goldsboro, Newbern, Charleston, Savannah, Raleigh, Charlotte Columbia, Macon, Augusta, Montgomery, Mobile,

Coundris, and intermediate points, For thekets and intermediate points, For thekets and information inquire at Offices. Nos. 41 and 825 CHEENUT Street, or at Depot. BROAD Street and WASHINGTON Avenue. H. V. TOMPKINS, General Agent. Norfolk, Va. C. I. TROWHRIDGE, General Passenger Agent.

W EST JERSEY RAILROAD. SUNDAY MAIL TRAIN FOR CAPE MAY. Commencing SUNDAY, June 23, 1867, the SUNDAY MAIL AND PASSENGER TRAIN will leave Phila delphils, foot of Market sireet (up) of forfy), at 7 A. M. Returning leave Cape Ialand at 5 P. M., stopping at principal Stations only. Fare, \$200, Excursion Lickets, \$400, Good this day and train only. WILLIAM J. SEW ELL.

6 20 19

WILLIAM J. SEWELL,

Principal stations only at 215 P. M. 48
PHILADELPHIA, WILMINGTON AND BAL-TIMORE RAILROAD. TIME TABLE
Ommencing MODAY, July 8, 1867, Trains will eave Depot, corser BROAD Street and WASH-ing MODAY, July 8, 1867, Trains will eave Depot, corser BROAD Street and WASH-ing With Delaware Railroad at Wilmington for cristicid and intermediate stations. Con-necting with Delaware Railroad at Wilmington for cristicid and intermediate stations. There is a statistic statistic statistic statistic statistic statistic method and intermediate stations. Con-necting with Delaware Railroad at Wilmington for cristicid and intermediate stations. Con-necting with Delaware Railroad at Wilmington for cristic dam at 1760 A. M. (Sundays excepted) for Ballimore and Washington, stopping at Chester, Thur-iow, Linwood, Claymont, Wilmington, Newbort, Stan-ton, Newark, Elkion, Northeast, Charlestown, Perry-ville, Havre-de-Grace, Aberdeen, Perryman's, Edge-wood, Magnolis, Chase's, and Stemmer's Run. Night Express at 1700 P. M. (daily) for Baltimore and Weedand, Schurger Railroad Line, stopping at New Casile, Middletown, Clayton, Dover, Harting-ion, Seaford, Salisbury, Princess Anone, and nonneot-ing a Cristicid with Hoelsware Railroad Line, stopping at New casile. Middletown, Clayton, Dover, Harting-ton, Seaford, Salisbury, Princess Anone, and nor-folk via Eatimore will take the 1950 A. M. Train, Via Cris-ied will take the 1950 A. M. Train, Via Cris-tic will take the 1950 A. M. Train, Science Mill MINGTON TATAINS.

WILMINGTON TRAINS. Stopping at all Stations between Philadelphia and winnington. Leave Philadelphia at 1230, 200, 430, 600, and 1130 (daily) P. M. The 430 P. M. Train connects with belaware Railroad for Milford and intermediate sta-tions. The 600 P. M. Train to connects with belaware Railroad for Milford and intermediate sta-tions. The 600 P. M. Train to and intermediate sta-tions. The 600 P. M. Train to and intermediate sta-tions. The 600 P. M. Train to and intermediate sta-tions. The 600 P. M. Train will not stop at stations between Chester and Philadelphia; TROM BALITIMORE TO PHILADELPHIA. Leave Baltimore 730 A. M., Way Mail, F15 A. M., Express, 216 P. M., Express, 620 P. M., Express 506 P. M., Express, 620 P. M., Express Store, Perryville, and Wilmington. Also stops at Northeast, Elkton, and Newark to take passengers for Philadelphia and leave passengers from Washing-ton Washington or Baltimore. Through Tickets to all points West, South, and Southwest, may be procured at the Continental Hotel, Persons purchasing these ta this office can have built be passenger to baye passengers for Transfer Company. 48 H. F. KENNEY, Superintendent,

FITLER, WEAVER & CO.

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Manilla and Tarred Cordage, Cords

Twines, Etc.

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TRUNKS, VALISES, and BAGS suitable for Europe Travel. (Formerly at 708 CHESTNUT ST.)

COTTON AND FLAX, BAIL DUCK AND CANVAS, Of all numbers and brands. Of all numbers and brands. Tent Awning, Trunk, and Wagon Cover Pank. Also, Tent Awning, Trunk, and Freins, from one to seven Paper Manaitothrers' Driar Fells, from one to seven feet wide; Pauling, Beiling, Ball Pyrine, etc. JOHN W. EVERMAN & CO., No. 100 JON ME Alloy.

8 12 600

J. B. KIMES & CO.,

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