

PAST PRESIDENTIAL NOMINATIONS.

BY JAMES PARTON.

Continued from the last issue of THE EVENING TELEGRAPH.

The Whig party took an unusually early start in that celebrated campaign, still so well remembered. Its nominating convention was held at Harrisburg, in December, 1839, seven months before the election.

Three candidates were presented for its consideration, one civilian and two soldiers, Henry Clay, General Harrison, and General Scott. Mr. Clay, as the founder and chief of the Whig party, its most brilliant orator and most illustrious name, would naturally have been the candidate selected, and a large plurality of the delegates were most warmly devoted to his interests.

But, knowing that the real object of the scheme, he bluntly said, when he was approached, that it was an intrigue for the Presidency and a plot to dissolve the Union, and that he was against it. The plot went on, nevertheless, and the avowed purpose, the public objection, the annexation, was accomplished.

In May, 1844, the Convention of the Democratic party met at the city of Baltimore. Mr. Van Buren, beaten in 1840, claimed the nomination in 1844, because he had been defeated through the firmness with which he had maintained party principles, amid circumstances of peculiar trial.

now resigned this place also—induced, as it was well known, by the altered deportment of the President towards him; and was succeeded first by Mr. Legare, of South Carolina, and, on his early death, by Mr. Upshur, of Virginia.

By a series of adroit manoeuvres, the man in the world who most desired the election of Martin Van Buren, and was most opposed to the elevation of Calhoun, was made to endorse a movement which had for its sole object the frustration of Mr. Van Buren's hopes and the gratification of Mr. Calhoun's ambition. The managers even endeavored to win the cooperation of Colonel Benton, who had always been a Texas man, who had opposed its relinquishment, had tried to get it back, and was in favor of its acquisition.

But, knowing that the real object of the scheme, he bluntly said, when he was approached, that it was an intrigue for the Presidency and a plot to dissolve the Union, and that he was against it. The plot went on, nevertheless, and the avowed purpose, the public objection, the annexation, was accomplished.

Next to Mr. Van Buren, the most prominent candidate was Lewis Cass, recently returned from his mission to France, who had publicly committed himself to the policy of immediate annexation seventeen days before the Convention met. The Southern chiefs accepted this bid for their support; Cass was their man. It soon appeared, however, that Mr. Van Buren was too strong a candidate to be easily set aside, and it proved still more difficult to elect a candidate to whom his real friends were unchangeably opposed.

Upon the first ballot, Van Buren received one hundred and forty-six votes, which was twenty-four more than a majority; Cass received eighty-three votes; Richard M. Johnson, twenty-four; Calhoun, six; and seven votes were scattered. After many ineffectual balloting, and after a struggle, within and without the Convention, of almost unparalleled intensity, it became evident that neither Van Buren nor Cass could ever command, in that Convention, a vote of two-thirds of the whole number.

It seemed likely to many of us, then, to set aside the brilliant, the honorable, the patriotic Henry Clay, and choose in his place the weak and pliant tool of a traitorous faction, determined to rule or ruin. But, even at this short distance of time, we can begin to discern that then, as ever, the American people made a decision which, upon the whole, was the best they were permitted to make.

Mr. Van Buren had his revenge. His friends considered that Mr. Cass, in permitting his name to be used against Mr. Van Buren, in the Convention of 1844, and especially in not withdrawing his name when it became certain he could not be nominated, had violated both the usages of the Democratic party and the courtesies of public life.

Mr. Van Buren had his revenge. His friends considered that Mr. Cass, in permitting his name to be used against Mr. Van Buren, in the Convention of 1844, and especially in not withdrawing his name when it became certain he could not be nominated, had violated both the usages of the Democratic party and the courtesies of public life. He resented it accordingly; his friends resented it; and, especially, his son John. In May, 1848, the nominating Convention of the Democratic party assembled at Baltimore, and again Lewis Cass was the highest bidder for the support of the controlling Southern faction.

ble territory; and, secondly, as needless, since slavery was not likely to be introduced into the provinces which Mexico was about to cede. Avowing that he had changed his opinion on the subject, he said, "In his justification, that public opinion had also changed. The Southern lords once more took his bid. So far as depended on them, he had his reward. On the fourth ballot of the Baltimore Convention he received the requisite two-thirds vote, which made him the Democratic candidate for the Presidency.

But it was not written in the book of destiny that Lewis Cass should ever be the President of the United States. Among those, as we have just observed, who had most keenly resented the conduct of Mr. Cass, in 1844, was John Van Buren, son of the ex-President. The father was happy and contented enough upon his farm at Kinderhook, where he expended the income of a considerable estate in scientific agriculture, and a part of his leisure in calmly reviewing the political history of the country. Having little room in his composition, and being in truth a steadfast Democrat, Martin Van Buren would never, if left to himself, have interfered to prevent the election of his rival. His son John, however, was a man of different mettle. Not very successful in the profession of the law, nor much inclined to the plodding industry by which alone success in it is gained, a free liver and boon companion, without serious convictions on any subject, he threw himself into politics as a recreation and an amusement. He it was who had most to do with organizing the Free-soil party of 1848, which nominated for the Presidency Martin Van Buren. "The old man" not only did not advise the movement, but was not even aware of his son's intention, until the nomination was announced to him. Colonel Benton took the alarm, and went to New York to endeavor to get the Free-soil organization abandoned. He might have succeeded with the father, but he could not influence the son; and it was the son who prevailed upon the father to accept a nomination which he did not desire, and of which he did not approve.

By exertions upon the stump seldom equalled either in amount or audacity, John Van Buren drew off a sufficient number of voters in New York to give the State to General Taylor. The defection of New York defeated Cass, elected Taylor, and avenged the house of Van Buren.

What a lesson to politicians was the result of this election! In playing the Presidential game they had precipitated the country into a needless war with Mexico, and that war raised up a victorious general to snatch the ill-gotten sceptre from their hands. The fomenting of a war for political objects is at once the greatest crime and the greatest mistake which it is possible for a politician to commit; since a needless war, besides being a national calamity and a shame, is sure to bring forward a crowd of popular soldiers to push the politicians from their seats.

[To be continued in September.]

FURNITURE, BEDDING, ETC. HOUSE-FURNISHING GOODS.

EXCELLENT OPPORTUNITY TO SECURE BARGAINS. To close the estate of the late JOHN A. MURPHY, Importer and Dealer in House-Furnishing Goods.

NO. 923 CHESNUT STREET, between Ninth and Tenth, South Side, Philadelphia. His Administrators now offer the whole stock at prices below the ordinary rates charged.

Which I will sell at reduced prices, consisting of PLAIN AND MARBLE TOP COFFEE TABLES, WALTER CHAMBER SUITS, PARLOR SUITS IN VELVET, PILEUR, PARLOR SUITS IN HAIR CLOTH, PARLOR SUITS IN REPS, Dressing Rooms, Trunks, Wardrobes, Book cases, Mattresses, Lounges, etc.

ESTABLISHED 1795. A. S. ROBINSON, French Plate Looking-Glasses, ENGRAVINGS, PAINTINGS, DRAWINGS, ETC.

Manufacturer of all kinds of LOOKING-GLASS, PORTRAIT, AND PICTURE FRAMES TO ORDER. No. 910 CHESNUT STREET, THIRD FLOOR ABOVE THE CONTINENTAL, PHILADELPHIA.

COAL. GEO. A. COOKE'S COAL EMPORIUM, No. 1314 WASHINGTON AVENUE. THE GENUINE EAGLE VEIN, the celebrated PRESTON, and the pure hard GREEN WOOD COAL.

MIDDLETON & CO. DEALERS IN HARRISBURG LEHIGH EAGLE VEIN COAL, sold by order of the Pennsylvania State Coal Commission. Office, No. 514 WALNUT STREET.

TO PERSONS GOING OUT OF TOWN. CALL AT SMITH'S. No. 325 CHESNUT STREET. And supply yourselves with STATIONERY, PORTFOLIOS, TOURISTS' WRITING DESKS, DRESSING CASES, GRESHAM'S, CHECKER BOARDS, ETC.

All kinds of Blank Books, Printing, Stationery, Pocket Books, Pocket Cutlery, etc. etc., at very greatly reduced prices. 734

FINANCIAL. THE UNION PACIFIC RAILROAD COMPANY. THEIR FIRST MORTGAGE BONDS AS AN INVESTMENT.

The rapid progress of the Union Pacific Railroad, now building west from Omaha, Nebraska, and forming, with its western co-terminus, an unbroken line across the continent, attracts attention to the value of the First Mortgage Bonds which the Company now offer to the public.

First. The early completion of the whole great line to the Pacific is as certain as any future business event can be. The Government grants of over twenty million acres of land and fifty million dollars in its own bonds practically guarantees it. One-fourth of the work is already done, and the track continues to be laid at the rate of two miles a day.

Second. The Union Pacific Railroad bonds are issued upon what promises to be one of the most profitable lines of railroad in the country. For many years it must be the only line connecting the Atlantic and Pacific, and being without competition, it can maintain remunerative rates.

Third. 35 miles of this road are finished, and fully equipped with depots, locomotives, cars, etc., and two trains are daily running each way. The materials for the remaining 141 miles to the eastern base of the Rocky Mountains are on hand, and it is under contract to be done in September.

Fourth. The net earnings of the sections already finished are several times greater than the gold interest upon the First Mortgage bonds upon such sections, and if not another mile of the road were built, the part already completed would not only pay interest and expenses, but be profitable to the Company.

Fifth. The Union Pacific Railroad bonds can be issued only as the road progresses, and therefore can never be in the market unless they represent a bona fide property.

Sixth. Their amount is strictly limited by law to a sum equal to what is granted by the United States Government, and for which it takes a second lien on its security. This amount upon the first 517 miles west from Omaha is only \$18,000,000.

Seventh. The fact that the United States Government considers a second lien upon the road a good investment, and that some of the shrewdest railroad holders of the country have already paid in five million dollars upon the stock (which is to them a third lien), may well inspire confidence in a first lien.

Eighth. Although it is not claimed that there can be any better securities than Governments, there are parties who consider a first mortgage upon such a property as the very best security in the world, and who sell their Governments to relinvest in these bonds, thus securing a greater interest.

Ninth. As the Union Pacific Railroad bonds are offered for the present at 90 cents on the dollar and accrued interest, they are the cheapest security in the market, being 10 per cent. less than United States stocks.

Tenth. At the current rate of premium on gold they pay OVER NINE PER CENT. INTEREST.

The daily subscriptions are already large, and they will continue to be received in Philadelphia by THE TRADESMEN'S NATIONAL BANK, DE HAVEN & BROTHER, WILLIAM PAINTER & CO., TOWNSEND WHELEN & CO., J. E. LEWIS & CO.

In Wilmington, Del., by H. R. ROBINSON & CO. And in New York by CONTINENTAL NATIONAL BANK, CLARK, DODGE & CO., BANKERS, JOHN J. CISCO & SON, BANKERS.

And by BANKS AND BANKERS generally throughout the United States, of whom maps and descriptive pamphlets may be obtained. They will also be sent by mail from the Company's Office, No. 20 NASSAU Street, New York, on application. Subscribers will select their own Agents, in whom they have confidence, who alone will be responsible to them for the safe delivery of the Bonds.

JOHN J. CISCO, TREASURER, 715 NASSAU ST. NEW YORK. HARRISBURG, JUNE 29, 1867.

TO THE HOLDERS OF THE COMMONWEALTH OF PENNSYLVANIA. DUE JULY 1, 1868.

THE COMMISSIONERS OF THE SINKING FUND WILL RECEIVE PROPOSALS UNTIL SEPTEMBER 3, 1867, FOR THE REDEMPTION OF ONE MILLION OF DOLLARS OF THE Loans of this Commonwealth DUE JULY 1, 1868.

Holders will address their proposals to the Commissioners of the Sinking Fund, Harrisburg, Pennsylvania, and endorsed "PROPOSALS FOR THE REDEMPTION OF LOANS OF 1868."

FRANCIS JORDAN, SECRETARY OF STATE. JOHN F. HARTMAN, AUDITOR-GENERAL. WILLIAM H. KEMBLE, STATE TREASURER.

FINANCIAL. NEW STATE LOAN. NOTICE TO THE HOLDERS OF THE COMMONWEALTH OF PENNSYLVANIA. DUE AFTER JULY 1, 1866, AND BEFORE JULY 2, 1866.

Free from all State, County, and Municipal Taxation, THE NEW SIX PER CENT STATE LOAN.

Will be furnished in sums to suit, on application to either of the undersigned: JAY COOKE & CO., DREXEL & CO., E. W. CLARK & CO.

BANKING HOUSE OF JAY COOKE & Co. Nos. 113 and 114 N. THIRD ST., PHILA.

OLD 5-20s WANTED IN EXCHANGE FOR NEW. A LIBERAL DIFFERENCE ALLOWED. Compound Interest Notes Wanted. INTEREST ALLOWED ON DEPOSITS.

Collections made. Stocks bought and sold on Commission. Special business accommodations reserved for ladies. 10 24 3m

NORTH MISSOURI RAILROAD FIRST MORTGAGE SEVEN PER CENT. BONDS.

Having purchased \$600,000 of the FIRST MORTGAGE COUPON BONDS OF THE NORTH MISSOURI RAILROAD COMPANY, BEARING SEVEN PER CENT INTEREST, having 30 years to run, we are now prepared to sell the same at the low rate of 85.

And the accrued interest from this date, thus paying the investor over 8 per cent. interest, which is payable semi-annually.

This Loan is secured by a First Mortgage upon the Company's Railroad, 121 miles already constructed and in running order, and 52 miles additional to be completed by the first of October next, extending from the city of St. Louis into Northern and Central Missouri.

Full particulars will be given on application to either of the undersigned. E. W. CLARK & CO., JAY COOKE & CO., DREXEL & CO.

P. S.—Parties holding other securities, and wishing to change them for this Loan, can do so at the market rates.

THE UNDERSIGNED HAVE PURCHASED THE NEW SIX PER CENT REGISTERED LOAN OF THE LEHIGH COAL AND NAVIGATION COMPANY, DUE IN 1897.

INTEREST PAYABLE QUARTERLY, FREE OF UNITED STATES AND STATE TAXES, AND OFFER IT FOR SALE AT THE LOW PRICE OF NINETY-TWO, AND ACCRUED INTEREST FROM MAY 1.

This LOAN is secured by a first mortgage on the Company's Railroad, constructed and to be constructed, extending from the southern boundary of the borough of Mauch Chunk to the Delaware River at Easton, including their bridge across the said river now in process of construction, together with all the Company's rights, liberties, and franchises appertaining to the said Railroad and Bridge.

Copies of the mortgage may be had on application at the office of the Company, or of either of the undersigned. DREXEL & CO., E. W. CLARK & CO., JAY COOKE & CO., W. H. NEWBOLD, SON & AERTSEN.

7 3/10s—SEVEN—THIRTY NOTES CONVERTED WITHOUT CHARGE INTO THE NEW 5-20s. BONDS DELIVERED AT ONCE. COMPOUND INTEREST NOTES WANTED at highest market rates. W. H. PAINTER & CO., No. 25 SOUTH THIRD STREET.

FINANCIAL. NOTICE TO THE HOLDERS OF THE COMMONWEALTH OF PENNSYLVANIA.

LOAN OF THE COMMONWEALTH OF PENNSYLVANIA. DUE AFTER JULY 1, 1866, AND BEFORE JULY 2, 1866.

Holders of the following LOANS OF THE COMMONWEALTH OF PENNSYLVANIA are requested to present them for payment (Principal and Interest) at The Farmers' and Mechanics' National Bank of Philadelphia.

Loan of March 30, 1850, due March 4, 1858. " February 16, 1853, due July 1, 1858. " March 27, 1853, due July 1, 1858. " January 26, 1859, due July 1, 1859. " June 7, 1859, due August 1, 1859. " March 30, 1852, due July 1, 1860. " April 5, 1852, due July 1, 1860.

Also, all BANK CHARTER LOANS due prior to July 2, 1860. All of the above LOANS will cease to draw interest after August 15, 1867.

JOHN W. GEARY, GOVERNOR. JOHN F. HARTMAN, AUDITOR-GENERAL. WILLIAM H. KEMBLE, STATE TREASURER.

7 3-10s, ALL SERIES, CONVERTED INTO Five-Twenties of 1865, JANUARY AND JULY, WITHOUT CHARGE.

BONDS DELIVERED IMMEDIATELY, DE HAVEN & BROTHER, No. 40 S. THIRD STREET.

THE INTEREST IN GOLD ON THE FIRST MORTGAGE BONDS OF THE UNION PACIFIC RAILROAD COMPANY, EASTERN DIVISION, DUE AUGUST 1, 1867.

Will be paid, on presentation of the Coupons therefor, at the BANKING HOUSE OF DARNETT, MORGAN & CO., No. 53 EXCHANGE PLACE, NEW YORK, On and after that date.

(Signed) WM. J. PALMER, Treasurer. 723 N. 10th St.

U. S. SECURITIES A SPECIALTY. SMITH, RANDOLPH & CO., BANKERS AND BROKERS, No. 16 S. THIRD ST., NO. 3 NASSAU ST., PHILADELPHIA, NEW YORK.

ORDERS FOR STOCKS AND GOLD EXECUTED IN PHILADELPHIA AND NEW YORK.

NATIONAL BANK OF THE REPUBLIC, 809 and 811 CHESNUT STREET, PHILADELPHIA. CAPITAL \$1,000,000.

DIRECTORS: Joseph T. Bailey, Nathan Miles, Benj. Rowland, Jr., Samuel A. Bishop, Edward B. O'Connell, William Erwin, Osgood Wain, Frederick A. Hoyt, Wm. H. Rhawn.

WM. H. RHAWN, President, Late Cashier of the Central National Bank. JOS. P. MUMFORD, Cashier, Late of the Philadelphia National Bank.

ST. LOUIS BONDS—We offer for sale a limited amount of SIX PER CENT. BONDS OF THE CITY OF ST. LOUIS, Having twenty years to run, principal and interest payable in New York.

AT THE LOW PRICE OF EIGHTY-ONE. And accrued interest. We recommend them as a reliable and undoubted security, yielding about eight per cent. to the purchaser. TOWNSEND, WHELEN & CO., No. 39 WALNUT STREET.

JOHN CRUMP, CARPENTER AND BUILDER, SHOP: No. 215 LODGE STREET, AND NO. 1783 CHESNUT STREET, PHILADELPHIA.