

# The Morning Post.

JAMES P. BARR, Editor and Proprietor.

PITTSBURGH:

MONDAY MORNING, AUGUST 3, 1868.

DEMOCRATIC STATE NOMINATIONS.

FOR SUPREME JUDGE,

**WILLIAM A. PORTER,**

OF PHILADELPHIA.

FOR CHIEF JUSTICE,

**WESTLEY FROST,**

OF FAYETTE COUNTY.

MEETING OF THE DEMOCRATIC COMMITTEE

OF CORRESPONDENCE.—The Democratic

Committee of Correspondence, met at the St. Charles Hotel,

Pittsburgh, on Saturday, July 31, 1868.

One motion of Thomas F. Barry, viz., the following res-

olution was adopted:

Resolved, That the Democratic Committee of the several

wards, counties and cities, be and they are hereby authorized

to prepare for the approaching fall campaign, by holding

public meetings, and by circulating and distributing

the following resolutions, to wit: That the Democratic

Committee of Correspondence, be and they are hereby

authorized to prepare for the approaching fall campaign,

by holding public meetings, and by circulating and

distributing the following resolutions, to wit: That the

Democratic Committee of Correspondence, be and they

are hereby authorized to prepare for the approaching

fall campaign, by holding public meetings, and by

circulating and distributing the following resolutions,

to wit: That the Democratic Committee of Correspondence,

be and they are hereby authorized to prepare for the

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## RESIGNATION OF GEN. GEORGE W. CASS.

We publish this morning the letter of Mr.

Cass, addressed to the stockholders of the

Pittsburgh, Fort Wayne and Chicago

Railroad, resigning his position as President.

Two years Mr. Cass has administered the

affairs of this company as its chief executive

officer. There are but few men in the

country who possess the capacity to admin-

ister the affairs of a great line of unfinished

railroad with the signal ability which Mr.

Cass has displayed. The burden which he

assumed at the period of consolidation was an

immense one, and such as but few men in his

position would have been willing to take upon

themselves. He saw at the start that the

very existence of the road depended upon

early completion to Chicago, and he has

worked for this end with almost superhuman

energy, until it may now be said to be suc-

cessfully accomplished. In all his official acts

he has been solely governed by a desire for

the permanent success of the work, and the

general good of the parties who had invested

their money in it. He has devoted him-

self untiringly to the interests of the stock-

holders, disregarding all personal ends. He

has not been a railroad President for his

own interest or to gratify his own ambition;

he has been in all positions and under all

difficulties the faithful and effective agent

of those who have entrusted him with the

management of the road, and he has accom-

plished his duty with a fidelity and a suc-

cess which have won for him the respect

and admiration of all who have known him.

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## KNIGHTHOOD TO VIRGINIA AND ASSASSIN.

Most of the vast amount of solemn

mumery and nonsense which hedges in

queens in the old country, in the

distribution of honors, has of late years

become so puerile and ridiculous, that even

immense sums cannot save it from the sneers

of the dear people whom it is intended to

impress.

This royal authority and prerogative plays

such fantastic tricks before high heaven, as

would make even angels weep—if they could

look down upon such things.

To a real, genuine John Bull, who has

always been a very great lover of his

king of kings, this must be a terrible

desecration. Why just think of it!

Victoria, with the almost undeviating

blood of the noble Guelph in her veins, deigning

to be the noble mother of a once refugee

king, in her own capital, thus recog-

nizing the knavery suggestion, that success

is the evidence of true merit! This was the

last bar on the tip of the tail of Mr. Bull's

patience, and although he whet his horn

every evening in Hyde Park, and paved the

road, and moaned—and moaned, as any

quadruped should, by and by, he was silent

and got for answer, that state purpose de-

manded it.

But this was not more ridiculous than that

upon the occasion of the knighthood to the

hero of Oude, the brave, valiant, and

time and time, identical honors were bestowed

on the second year of consolidation, and a like

period of service for me in the office which I

now hold in the new corporation. With the close

of this day, I give back to the Board of Directors

the office of President; but, before doing so,

have a few words to say to you.

Very soon after the close of the office of

President of the Ohio and Pennsylvania

Railroad Company, I became convinced that the

ultimate success or failure of the property

of that Company, depended upon the

completion of the road to Chicago, and

the then unfinished portion of road from

Columbus to Chicago, (127 miles), as to make

a continuous railway to the West.

Since that date, each day's experience

has but strengthened the opinion then formed,

and confirmed me in the belief that the

completion of the road to Chicago, was the

essential condition of the success of the

property of all the parties interested in

it.

The difficulties in the way of the completion

of the road to Chicago, by the close of the

term for which the Board of Directors was

elected, was as confidently expected, were

fully met, and the road to Chicago, was

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## THE LATEST NEWS BY TELEGRAPH.

From Nicaragua.

New York, July 31.—The steamship Granada,

which arrived last evening from San Juan

Nicaragua, brought the following news:

On the 28th of July, the President, Don

Antonio Castro, died at San Juan, after

having been ill for some time. He was

about 60 years of age, and was a

man of high character and ability.

His death was a great loss to the

country. He was succeeded by Don

Antonio Castro, who was elected

President on the 30th of July.

The new President is a man of

high character and ability, and is

generally regarded as a man of

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