Obituary notices, tributes of respect, Ac., are charged half advertising rates when paid for in advance of publication. In all other cases full advertising rates will be

T Correspondents must not write on both sides of their paper. We cannot undertake to return rejected

THE CIRCULATION OF THE MORNING STAR IS LARGER THAN THAT OF ANY OTHER DAILY NEWSPAPER PUBLISH-ED IN NORTH CAROLINA.

A DECLINE IN GOLD.

The New York Commercial Ad vertiser advises the public against making plans on the basis of a much lower rate in gold, at least for the present. Though there is nothing to keep it up at high figures, the present decline has been too sharp and rapid to be ascribed wholly to natural causes. Speculators generally have sold, and there is now a heavy short interest on the street. Such being the case, a reaction in price may not unnaturally be looked for. Gold will be much more likely to touch 20 again before it does 10. Ultimately the price will probably recede to par, but that such will be the case now, or next year, it would hardly be safe to assume.

A BYRON BANQUET.

A "Byron banquet" is to be given in New York city on the 25th of April next, the auniversary of Byron's final departure from England, by a large number of prominent bankers and lawyers, who propose by this homage to the poet, to testify their reprobation of the foul slanders heaped upon his memory by an American authoress.

UNIVERSAL AMNESTY.

The New York Tribune, commenting on the fact that the Fitteenth Amendment is now ratified beyond question, makes a loud call for universal amnesty. It says that the trimmph is not perfect so long as one man shall remain distranchised and incapable of taking office because of our late convulsion. We have fought secession; the republic has conquered; her triumph is perfect. Now, "let us have peace," and a peace that can best be secured by universal amnesty.

EDUCATIONAL.

The annual report of the South Carolina Superintendent of Education shows that 168,819 children, between the ages of five and eighteen, are attending school in 26 counties of the State. Of the total number 68,108 children are white, and 100,711 are colored. There are 381 schools with 478 teachers, of whom 405 are South Carolinians, and 73 are Northerners.

LONGEVITY.

Instances of great longevity appear to be more numerous, at the present time, than ever before within the memory of those who now live. The "North German Cor respondent" mentions the death of a citizen of St. Polten, called Mathias Schlagintweit, at the age, it is believed, of 126 years. Of his numerous descendants only seven, four grandchildren and two greatgrand-children, survive.

FEMALE SUFFRAGE.

Minnesota will be the first State for woman suffrage. The Senate, by a vote of 19 to 12, has concurred in the Honse bill providing for submitting to the men and women of the State an amendment to the constitution on the question of woman suffrage. The bill provides that the ballots of the ladies shall be taken in separate boxes. It is understood that Gov. Austin will

sign the bill. THE IRISH LAND QUESTION.

Mr. Gladstone has reported to Parliament the features of his Irish Land bill, which include security of tenure, liberty of purchase and transfer, Ulster tenant right, loans to tenants and other points. Thus

He says they hang around the capitol and write home lies about representatives. He is getting des-

MONSTER TEMPERANCE MEET.

A monster temperance meeting was held at Chicago on the night of the 22d. A petition was presented containing 20,000 names in favor of closing liquor saloons on the Sal-

Legislature of North Carolina

SENATE.

EVENING SESSION. .

FRIDAY, Feb. 25. On motion of Mr. Welker, the rules were suspended in order to take up and put upon its passage the bill relating to the powers and duties of State officers. (This is the bill Mr. Long attempted to get up to-day, and relates especially to the powers and duties of the Superintendent of Public Works.)

The bill created considerable discussion, numerous amendments are sufficient and all of the superintendents. merous amendments were offered, and all of

Mr. Cook moved a reconsideration of the Mr. Stephens moved to lay the motion on the table, which prevailed.

which were voted down, and the bill passed.

SATURDAY, Feb. 26.

BILLS INTRODUCED. By Mr. Respass: Bill to incorporate the Raleigh Water Works Company; referred.

THIRD READING OF BILLS. Bill to prohibit the sale of spiritons liquors within three miles of Ashpole Church, Robeson

eounty.

Mr. Bellamy moved to amend the bill so as to read "within three miles of any church in the State," which was adopted, and the bill failed to pass for want of a quorum. Ayes 20, FROM THE HOUSE. Bill to incorporate the Onslow branch of the Wilmington and Weldon Rallroad Company;

Bill in relation to bonds of county officers ; Mr. Robbins moved to suspend the rules in order to take up the bill to prevent the sale of the acversionary interest in the Homestead;

HOUSE OF REPRESENATIVES.

SATURDAY, Feb. 26. RESOLUTIONS AND BILLS. By Mr. Foster: A joint resolution in favo of the Sheriff of Bladen county. Lies over. Mr. Sinclair was allowed to record his vote in the affirmative upon the bill repealing railroad appropriations. On motion of Mr. Ingram, the rules were suspended, and the bill in favor of H. D. Terry

was taken up and Senate amendments con By Mr. Justice: A bill to amend the Mechanics' and Laborers' Lien Law. Lies over.
On motion of Mr. French, the bill to incorporate the Excelsior Planting Company was taken up and passed its several readings. Mr. Proctor gave notice that he would introduce a bill to change the name of Lumber-ton, Robeson county, to that of Proctorsville.

The Mississippi Disaster--Staterible Hardships of the Saved -Seventy-Five Persons Certainly Lost,

CAIRO, Feb. 24. Capt. Joseph H. Maralta, of the steamer Emma No. 3 furnishes the following account of the disaster:

" The wind was blowing very strong at the time and it was very cold. The boat struck a snag on a pile of logs; immediately all persons put to work, but the whole bow now being torn out it was of no avail. In ten minutes the steamer careened, upsetting the cabin stoves, and in a moment the boat was a sheet of flame. The yawl was lowered and the ladies put into it, but at the instant it was let go over fifty per sons jumped for it sinking it immediately. One lady caught Captain Maralta and pulled him under water two or three times, but as he was floating past the wheel, a colored porter caught him and dragged bim up. He remained there almost scorched to death until he was rescued by a skiff. About an hour after, the mate, Caleb Maralts, and the pilot, Altenborough, who remained on the forecastle almost perishing by smoke and fire, were rescued by the skiff. The remainder of the crew took to the water, but only four succeeded in

reaching the shore. Dr. R. Porter, second clerk, first reached the shore, and the carpenter, second mate and watchmen were all rescued alive. The first engineer, Mr. Lineberger, reached it alive, but died immediately after. The clerk, W. M. Maralta, was lost when the yawl sunk, being caught and taken under by some passengers, and was never seen to rise. Thomas Tinnets, the pilot, perished in the same manner. The second engineer was never seen after the boat took fire. The barkeeper was seen to jump on a plank, but was never seen afterwards. The crew numbered 42, of whom 15 were lost; 45 cabin and 50 deck passengers, of whom 60 were lost. Not one lady was saved. In all, 75 persons were lost. All the boat's books were lost, and only a few of the passengers names could be ascertained.

Queer Freak of a Chicken-The Troubles of a Colored Citi-

Near Paterson there lives a colored person named James Stewart, whom the community, by common consent, have dubbed Commodore Stewart. He is a talented but eccentric individual, and has a weakness for chickens. On one occasion, being found near a poultry yard under suspicious circumstances, he was interrogated rather sharply by the owner of the premises, as tollows:

"Well, Jim, what are you doing herh?"
"Oh, nuffin, nuffin; jess walkin' roun'."
"What do you want with my chickens?" "Nuffin at all. I was only lookin' at

em, dey looks so nice." This answer was both conciliatory and conclusive, and would have been satis-factory had it not been for Jim's hat. This was a rather worn felt, a good deal too large for its wearer's head, and it seemed to have a motion entirely unusual in hats, and manifestly due to some remarkable cause. It seemed to contract and expand and move of itself, and clearly without Jim's volition. So the next inquiry was :

"What is the matter with your hat?"
"My hat? Dat's an old hat. Ise fond of dat hat?" "Well, take it off and let's look at it."

"Take dis hat off? No sah. I'd ketch cold in my head, sartin. I always keep my hat on when I'm out o' doors."

And with that Jim was about beating

low "kluk, klux, klux" was heard coming only too clearly from the region of his head gear. This was fatal, and Jim was stopped and forced to remove his hat, when a plump, half-grown chicken jumped seems yet to move on.

BUTLER DESPERATE.

Butler is abusing newspaper men.

Butler is abusing newspaper men. self, and accounting for so remarkable an incident:

"Well, if dat aint de funniest ting I obber did see. Why, dat ar chicken must have clum up de leg o' my pantaloons."—

Paterson Guardian.

TERRIBLE ACCIDENT.

A Train on the Mississippi Central Road Breaks Through a Trestle Bridge-Four Passenger Cars Dashed to Pieces-A Large List of Killed and Man-

gled. The following dispatches give the par-ticulars of another terrible railroad slaugh-

MEMPHIS, February 26. painful rumor prevailed here last night that a fearful accident had occurred on the Mississippi Central railroad during the afternoon, attended with a great loss of life. The telegram was sent from Water Valley, but it is supposed that the railroad officials would not permit the operator to communicate anything; at least nothing could be learned from there. Passengers from Grenada this morning confirm the report, and say the regular mail train, three miles below Oxford, yesterday afternoon ran through the trestlework, smashing the baggage, express and four passenger cars, killing and wound-

ing a large number. At last accounts twelve bodies had been taken from the wreck, including Mr. Mc-Donald, the road master, and two ladies, names unknown. A. J. McCanico, treas-urer of the road, and his son Samuel were fatally injured. No other names could be learned. An excursion train from Louisville, with delegates and others, failed to connect at Humbolt, else the loss of life would have been fearful. The passengers report that a sleeping car on the northern bound train ran off the track on the trestle near West's Station, last night, and turned on its side, but fortunately did not

> (SECOND DISPATCH.) Мимрия, Feb, 26.

Another report from Oxford states that Mr. McCanico, his son, and doctor Adams were instantly killed, and Colonel Samuel Tate, president of the road, had his leg broken. Fifteen bodies have been taken from the wreck. The bottom of the wreck has not yet been reached. No telegrams in reference to the matter have been received. The 3:30 train on the Charleston road is anxiously looked for, when full particulars will be received. It is well known that the excursion train was behind the ill-fated train.

(THIRD DISPATCH.) MEMPHIS, Feb. 26.

The Ledger's Oxford, Mississippi, special says seventeen persons were killed by the railroad accident, among whom were Colonel Spears, of Brandon, Miss.; -- Mc-Donald, road master, and two children, whose names are unknown. The remainder killed, with a few exceptions, were emigrants en route to Texas. Fourteen or fifteen passengers were wounded, several fatally. McDonald's body was horribly mangled, and is hardly recognizable. The ment of Capt. Maralta-Ter- train, with the exception of the engine, is a complete wreck.

(FOURTH DISPATCH.)

Oxford, Miss., Februrary 26 A fearful accident occurred about o'clock yesterday afternoon to the regular morning train on the Mississippi Central railroad for New Orleans, The train leaving Humboldt behind time, rapidly approached Buckner's trestle, which is forty feet high and over a ravine. The engine crossed safely, but the remainder of the train ran off the track, crushing the treste and completely wracking the baggage, mail, express and three passenger cars .-The cause of the accident is believed to have been in the unsound condition of the trestle timbers, which permitted a rail to slip ont of place, and thus switch off the cars, which crushed through the trestle or plunged into the ditch.

Every car was utterly destroyed. The baggage, mail and express freight broke loose, and was scattered on the sides of the ravine into which the wreck plunged. The first and second passenger cars were shattered into pieces. The remaining passenger car kept its place on the track, while its forward end rested on the wreck of the second car in the ravine, at an inclination of fifty degrees.

Two women and four children, twelve white and three colored persons are known to have been killed, and it is feared some

Among the killed was Col. Speers, a planter, residing fourteen miles from Jackson, who was returning from Chicago with thirty laborers; Mr. S. C. Morchouse, of Elkhart, Indiana; Mrs. Duncan H. Garrett, who had just arrived from Scotland via New York, and J. McDonald, supervisor of the southern end of the road. The names of the others could not be ascertained, but they are believed to be from the West and South.

Among the injured was Miss Aggy Elliott, of New York, who was fastened an hour in the wreck by the side of five men who were killed, but she was rescued without apparent injury, except a badly mash-

Colonel Paul Tate, president of the road, was nearly suffocated by a number of passengers thrown upon him in the wreck, but he is now comfortable. One man's leg was badly broken. Another's knee was crushed, many were cut and bruised, and three or four are suffering from severe internal injuries.

A special train from Louisville was only a half hour behind the wrecked train with a large body of Northern and Western railroad men, with their ladies and a few passengers, including Jno. E. Russel and wife, J. W. Simonton, general agent of the Associated Press, and wife, of New York, and Mr. Gorren, of New Orleans. The party are safe, and assisted in succoring the victims of the wreck.

The wounded were chiefly brought to Oxford, where the citizens proffer every assistance possible. H. C. McCarty, of Pulaski, N. Y., mail agent of the train, was slightly hurt, but declined, medical aid. The southward bound passengers will proceed to-day.

Lonnaka Beath of a Gallant Man.

The Hagerstown Mail announces the death at Hancock, Md., of Dr. James Breathed, better known as the "Heroic Maj. Breathed, of Stuart's Horse Artiflery," in which the Beauregard Battery of this city served with such distinction. After paying a just tribute to Major B.'s prowess as a soldier, the Mail concludes: "But the popularity of 'Jim Breathed' was not only martial. He was a noble as well as gallant fellow. Quick-handed and warm-hearted—" with a courage as keen and at the same time as polished as his sword "-generous, without guile and without malice, he was altogether a most trusty and true gentleman. And when the rumor of his death shall have crossed the Potomac and, spreading through the Val-ley of Virginia and over the fields which he helped to make glorious, shall reach the ears of his old companions in arms, there will be such an unison of sorrow and regret, and such a rehearsal of his gallant deeds, as would soothe his sensitive soul could they reach where he has gone."

Dr. Lawrence's "Woman's Friend" cures diseases peculiar to female.

MISCELLANEOUS.

HR.XIE

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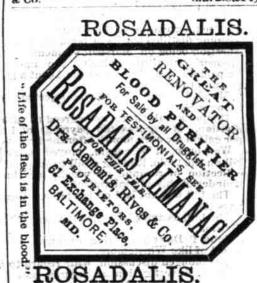
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