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ADVERTISING SCHEDULE.

	1 Week	2 Weeks	3 Weeks	4 Weeks	1 Month	2 Months	3 Months	6 Months	9 Months	12 Months
1 Square, (10 lines)	$1.00	$1.50	$2.00	$2.50	$3.00	$4.00	$5.00	$8.00	$10.00	$12.00
2 Squares	1.50	2.00	2.50	3.00	4.00	5.50	7.00	10.00	13.00	15.00
3 Squares	2.00	2.50	3.00	3.50	5.00	6.50	8.50	12.00	15.00	18.00
4 Squares	2.50	3.00	3.50	4.00	6.00	8.00	10.00	15.00	18.00	21.00
5 Squares	3.00	3.50	4.00	4.50	7.00	9.00	11.00	18.00	21.00	24.00
6 Squares	3.50	4.00	4.50	5.00	8.00	10.00	13.00	20.00	24.00	27.00
1 Column	5.00	6.50	8.00	9.00	12.00	18.00	24.00	36.00	45.00	50.00
2 Columns	8.00	12.00	15.00	18.00	24.00	36.00	45.00	75.00	90.00	100.00
3 Columns	12.00	15.00	18.00	21.00	30.00	45.00	60.00	90.00	120.00	150.00
4 Columns	15.00	18.00	21.00	24.00	36.00	54.00	72.00	108.00	144.00	180.00
5 Columns	18.00	21.00	24.00	27.00	42.00	63.00	84.00	126.00	168.00	210.00
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NATIONAL CONTROL OF TRAFFIC.

Our daily exchanges have much to say of the inter-State Commerce bill before Congress. Nearly or quite all of them are strongly in favor of the passage of a bill. If the concensus of opinion correctly reflects public sentiment, then there is no doubt that the *people* are overwhelmingly in favor of the enactment of a law to regulate transportation. The idea seems to be that a bill must be passed and put to work, and then it must be changed to suit the exigencies and to prevent friction, &c. A recent writer in the *Nation* makes the same statement to which we referred in our recent article on the bill. He says that the principles of the bill before the Congress have been tested and with unfavorable results "in England, France, Germany, Belgium and Italy." He goes so far as to say that in the countries named "the railways are infinitely less accommodating, less efficient, and more exorbitant and irresponsible than they are here"—in the United States. How true this is we cannot undertake to say. But we have seen similar statements by another writer.

As railroading in the United States has always been more efficient and satisfactory than in other countries it may be that the bill before Congress may produce results much more favorable than the European experiments would seem to authorize. It is about certain that a law will pass Congress, and we must hope that its provisions will be wise and just to all concerned. We are not satisfied that Congress has legitimate power to act, but some of the strongest State Rights exponents favor it. We have grave doubts if it was ever contemplated that the Federal Government should usurp the power of the States and turn itself into a common carrier of traffic. It is true that it carries and regulates and controls the mails, but this is probably an usurpation to which we have become accustomed as we found it existing in our childhood and have never known any other system.

The tendency is to a strong Government. With the mails, railroads and telegraphs in control of the Government, and the public schools under "National" patronage and surveillance, and then we will see a Government more like Russia than like a great Republic composed of independent Sovereignties. The idea is growing that the Government was instituted to do every thing for the people that they can best do for themselves, which precisely reverses the convictions and theories and plans of the illustrious fathers of our country.

The idea is widening that it is the business of the Government to cure cattle, bestow charities, create work for laborers, and so on. The idea is more and more *personal* and, therefore, less and less republican. The idea is more and more the idea of the advocates of Centralization, and less and less the idea of a "compact" of sovereignties into which independent States entered for certain specific ends, reserving to themselves all rights and privileges not granted in the very terms of the compact.

But all this by the way. It is thought by many legislators and business men that a law similar to that before Congress is much needed. It is held that only the Congress can regulate the traffic between the States, and that this necessity originated in the fact that the States can only regulate traffic within their borders. That is to say, that the States can only deal with business contracts that originate within their own lines. It is because of this that what is known as the "rebate" system has been worked. This system secures better rates for long hauls in spite of State laws, as in Massachusetts for instance.

Tennessee attempted to remedy the evil of "rebates." The Philadelphia *American* thus presents the case:

"The consequence is that railroads which run across the State line are able to emancipate themselves from State control and to secure a monopoly of long hauls within the State, as well as beyond its bounds, by offering rebates which the State laws forbid. The evil of this was seen very clearly in Tennessee a few years ago. The State had enacted a very strict law requiring that charges be exactly proportional to distances, and that no rebates be offered. As a consequence the freight to competitive points within the State was monopolized by those railroads which ran across the State lines, and the others were throttled. It was found impossible even to wait for the repeal of the law by the Legislature; a railroad commissioner was elected on the pledge that he would ignore and nullify the law. The business of granting rebates is a very serious evil to the business of the country. It was imported into this country from England, where it prevailed especially in the hardware trade. In its application to railroad business it operates to crush out the small operators and increase the wealth and power of the great. It is substantially a bargain to give wholesale terms to firms which give the compay a great amount of business, while those which are operating in a smaller way have to pay much higher—in some cases twice as much."

WAR OR PEACE.

We confess to inability to understand the European war news. Some days the news is exactly contradictory as sent out by correspondents, as was the case two days ago. Why there should be war is beyond us. France would like to have Alsace and Lorraine, but it will hardly try now to wrest them from Germany. After Von Moltke and Bismarck are gone the attempt may be made. Austria is not willing to fight over the Balkan troubles without an ally. Germany has no idea of fighting Russia. England has trouble enough at home. So why should there be war? And yet the news looks warlike. Russia is reported to be moving secretly, and has great armies ready for the "tug of war." The Czar is said to be drinking so heavily he is attacked by dilirium tremens.

France is preparing for war and Germany is believed to be the enemy at which it intends to strike. That is one report. But another report from Paris is that all is serene and the war cloud has disappeared and gayety once more prevails. All these rumors and movements disturb the nations and threaten "the peace of Europe." Where it will all end is beyond us. England, Germany, Italy, Austria have to keep large armies to be ready for any movements of Russia and France. We suspect that these two countries will be allies in the event of war. The question of peace remains very much in the power of Russia, as we do not think that France will move alone.

A HAPPY NEW YEAR

The STAR wishes all of its readers the very best that the year can afford. Let all take heart and go to work in earnest with good hope of success. With intelligent industry and necessary economy all ought to be able to get along fairly well.

You have made many mistakes during the year. Who of us can say truly otherwise? Let us be careful to avoid them in 1887. Let an era of good feeling begin. Let enmities, envyings, jealousies, heart-burnings, all disappear, and the soul of men will be happier and life will be better. Begin afresh. Make a new start with new resolutions and keep them. And may a benignant and propitious Providence smile upon one and all.

Some poet has sung:

With gold of joys and with iron of sorrows,
Freighted and filled shall the New Year glide,
Through storm and sunshine to new to-morrows,
And unknown havens o'er Time's fierce tide.

The bells for the dead Old Year are knelling,
But we drown them all in our lusty cheer,
And the sails in the winds of our hope are swelling—
Happy New Year!

FOR TEN YEARS.

So far as we know the STAR is the only paper in North Carolina that has regularly, daily, gathered the State news. There is not a week that seven columns or more of *State news* have not been gleaned. By a fair calculation the STAR has published within the year just ended full 350 columns of State news, brevier type. This would print nearly three volumes of the Thistle Edition of Scott's novels. Mind you, this is but one feature of the STAR, but a most important one. A leading business man in New York subscribes to the STAR just to get its State news. He says he reads it at home at night when too busy to read it at his office. He is a Northern man at that. In the last ten years the STAR has printed more than 25 volumes of North Carolina news of the type and size of the "Thistle Edition." In that time it has published more than 35 *volumes* of editorial, besides locals. The STAR prints annually matter that would fill *some seventeen or eighteen volumes* of the Thistle Edition of Scott's novels, and all for $7 00.

We make this statement that fair-minded readers may see how much matter they get for their money. Some complain because they do not get more, but they "want the earth?" The STAR gives all the reading matter that its patronage allows. With double the advertising and double the subscription the STAR could afford to print ten or fifteen more volumes of the size of the edition referred to without raising the price of subscription.

MORTALITY FOR 1886.

Another year has passed since we gave the necrology for North Carolina in 1885. During the year just closed but few eminent citizens have died, but the usual number of useful and prominent men in localities have gone to their reward. We are able of course to recall but a part. The local papers can supply the deficiencies in enumeration in their respective fields. The list is surely long enough to awaken thought and remind us that we too are mortal and are hastening to that "bourne whence no traveller returns." We mention: Dr. C. C. Peacock, Eugene A. Moffitt, Capt. George C. Buchan, Maj. E. W. Herndon, Rev. Evander McNair, D. D., Judge William J. Clarke, Prof. De Berniere Hooper, A. W. Davenport, Robert C. Patton, A. B. Springs, W. H. Sugg, Eli Moffitt, Dr. James Dusenberry, Maj. W. H. Brown, R. W. Pulliam, Dr. Wm. Hunter, Dr. Jos. A. Drake, J. W. McElroy, Judge R. H. Cannon, Maj. W. H. Bagley, W. L. Reed, Dr. J. A. Jackson, Daniel G. Carter, Dr. J. B. Stallings, Rev. P. T. Penick, P. H. Riddick, Phillemon Holland, Jr., Mrs. Mary Bayard Clarke, Dr. R. R. Robeson, Dr. J. C. Carson, Dr. William Underwood, Rev. Frank Sandford, Dr. John Yancey, James R. Thigpen, Col. Samuel L. Fremont, Rev. W. H. Watkins, Dr. Milton Selby, Dr. J. M. Richardson, Rev. T. A. Nicholson, Dr. Albert Myers, John C. Nixon, James M. Clement, Patrick H. Winston, Jr., Capt. Eugene B. Wiggins, Dr. P. P. Peace, Rev. J. C. Garlick, Rev. N. A. Purefoy, Nicholas Williams, Bacchus J. Smith, Rev. J. J. Beaseley, Col. Henry B. Short, Frank H. Darby, David A. Jenkins, Dr. W. A. Holt, Dr. R. F. Hackett, H. B. Eilers, Capt. W. A. Cumming, Nathan A. Stedman, Jr., Jesse J. Baker, Rev. Walter W. Pharr, D. D., Rev. J. C. Alexander, George E. Bostian, Rev. J. B. Anthony, Dr. W. H. Barker, Marshall Alexander, Frank Thompson, Jesse H. Lindsay, Capt. Jas. W. Strange, and George G. Lynch.

DEATH OF GEN. LORING.

In the death of General William W. Loring, the country loses a highly meritorious officer. He was born in North Carolina, and was taken to Florida when very young. He fought the Indians when but fourteen. He was in the Florida Legislature when quite a young man. He served with gallantry in the Mexican war as captain in a regiment of mounted cavalry. The New York *Herald* says:

"He participated with his command, under General Scott, in all the battles from Vera Cruz to the City of Mexico, during which time he was promoted to Major, and at the close of the conflict was brevetted Lieutenant Colonel and Colonel. He lost his left arm while leading his regiment into the Belen Gate of Mexico. During 1849, on the outbreak of the gold fever in California, Colonel Loring was ordered to cross the continent with his regiment and take command of the Department of Oregon, which position he held until 1851. His march at that time, a distance of 2,500 miles, with a train of 600 mule teams, was considered the greatest military feat on record. In 1851 he was placed in command of the Rio Grande frontier, which he held for five years, enjoying during that time several engagements with the Indians, which resulted in his obtaining the full commission of Colonel in December, 1856.

"In 1858 Colonel Loring marched his regiment to Utah Territory and took part, under the command of the brevet Brigadier General A. S. Johnston, in what was known as the 'Mormon War,' and this ended his active service under the flag of his country."

He bore a most honorable part in the war between the States. He rose to the rank of Major General in the Confederate army and saw much service. He went to Egypt and was engaged in two battles. He rose to the rank of Fereek Pasha in the Egyptian service and was decorated with two orders. The *Herald* says:

"He returned to his native country in 1879, and for a time resided in Florida. He came to this city in 1880 and settled down to write his book, 'Confederate Soldier in Egypt,' which was published about two years ago. General Loring was a brave soldier and a genial companion.

"Since the completion of this book, 'The Confederate Soldier in Egypt,' he had been engaged in the preparation of a sketch of his own life, to which he devoted much of his leisure time. It is not known how much of this work he had completed."

He died in New York City on the 30th of December of pneumonia. His death was unexpected. Col. Chaille-Long, who served with him in Egypt, was by his bedside. Florida was his home. He was 69 years old.

"The Wilmington MORNING STAR doesn't sing together with most of its other esteemed Tar-heel contemporaries on the abolition of the internal revenue, as it ought to do.—*Richmond Whig.*

The STAR thinks for itself. It discusses economic questions after mature consideration. It has for many years opposed free drinks and free "chaws" and free smokes. There are between twenty and thirty of its State contemporaries who take a similar view. According to the *Whig* numbers indicate wisdom just as might makes right.

Gen. Logan makes the thirteenth member of the present Congress who have died.

Correction.

The largest cargo of cotton shipped from this port, it seems, was by the British steamer *Carn Marth*, which cleared October 28d, 1886, with 5,260 bales, weighing 2,493,749 pounds. Messrs. Williams & Murchison were the shippers.

The Missing Murderer.

Advices from Raleigh report an intense feeling of disappointment at the failure to capture Walter Bingham, and on Thursday a demand was made for an increase of the reward from $400 to $1,000. It was hoped that the difference between those sums would be put up by public-spirited citizens, as the present reward is the largest the State can offer. The failure of the detectives to arrest Bingham is considered most singular and not at all creditable.

His whereabouts are yet an absolute, impenetrable mystery. There are surmises by the score. It is the belief and hope of many persons that he has committed suicide. Some actually think that he has had the temerity to return to North Carolina, and is in hiding somewhere.

A gentleman of Raleigh, who was recently at the place where Bingham murdered Miss Turlington, made a strange discovery. It was of hair, evidently from her head, on the bark of a pine tree, only a few feet from the spot where her blood was found upon the ground. The hair was found caught in the bark of the tree in considerable quantity at a point some four and a half or five feet from the ground. This discovery has given rise to a belief that Bingham choked the poor girl before he shot her, and that in choking her he pressed her head and neck against the tree.

A correspondent of the Richmond *Dispatch*, writing from Raleigh, December 30th, says:

To-day Mr. W. J. Young, superintendent of the Institution for the Deaf and Dumb and the Blind, received a letter from Mr. Edward McK. Goodwin of Council Bluffs. The letter says: "It is unfortunate for me that my name should have ever been mentioned in the slightest connection with this terrible tragedy. Bingham never had any provocation whatever nor any grounds for jealousy of me, as you well know—perhaps better than any other man in North Carolina now—as I was with you in the institute last year and went with you and Miss Turlington to the Deaf Mute Instructors' Convention at Berkeley, California, last summer. I have had no news of Bingham since the report of his being at St. Louis two days after he was at New York. If he ever gets here I will not vouch for his going away alive. I shall not suffer at his hands if I can help it, and I think I can."

It is not known to over half a dozen people that Bingham and Goodwin have never seen each other. Bingham had left the institution long before Goodwin became a professor there, and in his infrequent visits he never happened to meet Goodwin, who was only at the institution a year.

Strike of Railroad Firemen.

Colored firemen and wood-passers employed by the Atlantic Coast Line roads inaugurated a strike Friday night, because of the Company's refusal of their demands for an increase of wages. The strike was general, extending from Richmond, Va., to Charleston, S. C. It occasioned but little delay in the arrival or departure of passenger and mail trains at any point, the places of the strikers being at once filled by train-men and other employes. At the depot in this city there was a slight disturbance when new men boarded the northbound passenger train on the Wilmington & Weldon road at 8 50 p m The fireman on this train was shot at by one of the strikers as the locomotive passed Fourth street bridge, the ball passing through the collar of the man's coat but without doing him any injury. Chief of Police Brock, with a detail of men from the City Hall, went to the Front street depot, in answer to a summons, but matters had quieted down and no arrests were made. The strikers in this city do not number more than twenty-five or thirty. They belong to an organization known as the Firemen's Union, and seem to be confident that the railroad company will give them the advance asked for. Railroad officials, however, say that they have no intention of doing so. The striking firemen say that they were receiving ninety cents a day. They asked an increase of wages to $1 25 per day.

The National Parade at Washington.

Col. Wm. C. Jones and other officers in this city of the N. C. S. G., have received descriptive circulars of the national drill and encampment to be held at Washington on May 23rd. The citizens of Washington having subscribed a guarantee fund of $50,000, with which to get up a national drill and encampment in that city, have organized a committee of representative citizens, of which the Hon. Samuel E. Wheatley, Commissioner of the District of Columbia, is Chairman. This committee, having completed its organization, is now arranging for a national drill and encampment, to begin on May 23rd and continue until Decoration Day, May 30. Entries will be opened to regularly organized volunteer militia of the United States, for competition as regiments, battalions or companies in infantry, artillery, cavalry and zouave tactics, and regularly organized corps of cadets from military schools or universities. The prizes offered aggregate $26,500.

Cotton Movement.

The otal receipts of cotton at this port for the first four months of the crop year (ended yesterday) are 114,787 bales, against 78,953 bales for the corresponding period in 1885—showing an increase of 35,834 bales, or nearly 50 per cent.

The receipts for the month of December, 1886, are 25,604 bales, against 15,472 the same month in 1885—an increase of 10,132 bales.

The total exports for the four months ended with December are 100,683 bales, against 67,937 the same months in 1885.

The stock at this port, ashore and afloat, is 14,272 bales.

The Largest Cargo of Cotton.

The British steamship *Jessmore*, Captain Amlot, which cleared for Liverpool yesterday, has the distinction of taking out the largest cargo of cotton ever shipped from this port, and the Wilmington stevedores have the credit of stowing on board the vessel six hundred bales more than she carried out as cargo from Charleston, S. C., on her last trip from that port to Liverpool, in November. The *Jessmore* arrived at Wilmington on the 18th of December, making the run from Liverpool in eighteen days.

Foreign Exports.

Messrs. Jas. Sprunt & Son cleared the British steamer *Jessmore* yesterday, for Liverpool, Eng., with a cargo of 5,202 bales of cotton, weighing 2,408,526 pounds and valued at $218,500. Also, the Norwegian barque *Th Thoresen*, for Dunkirk, France, with 1,600 bales of cotton, weighing 736,950 pounds and valued at $68,200.

Messrs. S. P. Shotter & Co. cleared the Norwegian barque *Circassian*, for Hull, Eng., with 4,850 barrels of rosin, weighing 1,304,470 pounds and valued at $3,658.95.

The Murderer Bingam.

No tidings of Walter L. Bingham have been received yet. A Raleigh correspondent says that every hour one hears the question, "Will Bingham plead insanity if he is captured and tried for the murder of Miss Turlington?" It goes to prove how much the public mind is set against what is known as the "insanity dodge." The following correspondence in this connection will be read with interest. Rev. C. T. Bailey, one of the best known editors in the State and a leading member of the Baptist Church, a few days since wrote Dr. Eugene Grissom, Superintendent of the North Carolina Insane Asylum, the following letter:

"I see in the secular press the manifestation of a disposition on the part of certain persons of influence to manufacture a public sentiment in favor of Bingham, the murderer of Miss Turlington, on a plea of insanity. This is to be regretted, both for the cause of justice and on account of the recent experience the State has had in the escape of a number of the vilest criminals who ever disgraced the State. The people of North Carolina are tired of this, and are watching with special interest the steps taken by their officers in the present case. Unless our courts are more prompt and certain in the punishment of criminals the people, now to some extent having lost confidence in the execution of the laws, will take matters of this sort into their own hands, nor can I (as one who holds dear the best interests of his fellow-men) blame them. I trust that you, our highest authority on questions of insanity, will not in any way lend your influence to such a plea on the part of Bingham."

Dr. Grissom, in his reply to this letter, says:

"I fully appreciate and sympathize with your general views about crime and the evasion of its penalties by all sorts of subterfuges. While I think we should throw the mantle of charity and protection around those whose reason is *really dethroned*, we should guard against that false sympathy which embraces the criminal and forgets the victim. The hearts of the virtuous are every day wrung at the exhibition in our midst of that sad but sinful philosophy which seems to have been transferred from the stage to real life."

The C. F. & Y. V. Extension.

A party of gentlemen left Wilmington yesterday by private conveyance, to go over the line of the proposed extension of the Cape Fear & Yadkin Valley Railroad from Fayetteville to this city. The party consisted of Col. Roger Atkinson, chief engineer of the road, Mr. J. H. Currie, and Col. A. M Waddell. They were accompanied by Mr. R. MacRae, civil engineer, who conducted the survey made some months ago to ascertain the most practicable route on the east side of the Cape Fear river.

It is understood that by the terms of the agreement made between the railroad company and the representatives of the city, that work on the extension will begin at Wilmington, and that the first payment will be made when the first five miles are finished; and subsequent payments made as the work progresses.

If the agreement is approved by the Board of Aldermen and the Board of Audit and Finance of the city, the question—subscription or no subscription—will be submitted to the qualified voters of the city at the election in March next.

Recognition of Gallant Services.

Capt Robertson, master of the British steamship *Elstow*, now in this port, was presented with a gold watch and chain on the arrival of his vessel in Liverpool from his voyage from Wilmington in October last. The testimonial had been awarded to him by the United States government for having rescued the crew of the American schooner *Martha Brower*. An account of the presentation is published in the Liverpool *Journal of Commerce*. A number of prominent gentlemen of that city were present. The chairman of the meeting (Alderman Shallcross) in making the presentation, said the services rendered involved considerable risk on the part of the crew of the British steamship, and Capt. Robertson was to be greatly commended upon the humanity which he had displayed. The American government always behaved handsomely in matters of this kind, and he was glad to see that the reward in this case had fallen upon one who so richly deserved it Capt. Robertson briefly acknowledged the presentation, and said he had always considered it his duty to offer any assistance in his power to vessels in distress.

The watch bears the following inscription: "From the President of the United States of America to Captain Thomas Robertson, of the British steamer *Elstow*, for his gallant conduct in rendering aid to the distressed American schooner *Martha Brower*."

Naval Stores Movement.

The comparative statement of the movement of naval stores at this port from the beginning of the crop year, April 1st, 1886, to January 1st, 1887, shows an increase in receipts of spirits turpentine and rosin, and a decrease in tar and crude turpentine, as compared with receipts during the same period in 1885. The total number of casks of spirits turpentine received up to date this year is 55,464 casks; last year, 53,708 casks. Rosin, 234,493 barrels; last year, 210,010. Tar, 45,669 barrels; last year, 49,593. Crude turpentine 19,533 barrels; last year, 27,929.

The stock of rosin at this port, ashore and afloat, is 98,617 barrels; at the same time last year, 117,017. The stock of spirits turpentine, ashore and afloat, is 2,857 casks; last year at the same time, 3,047 casks.

Ocean Steamers.

The arrival of two British steamships—the *Roseville* and *Beachville*—within a few hours of each other yesterday, is worthy of note as evidencing the rapidly increasing commerce of Wilmington. Fifteen or more large steamers have already sailed this season for foreign ports, all freighted with full cargoes of cotton, and there are now four more in port. During the whole of the last cotton crop year not more than six or eight of these "ocean tramps" visited Wilmington. There is but one expression of opinion from the masters of these vessels—the harbor is easier of access as compared with other harbors on the coast, their vessels are loaded with dispatch, and generally they take out larger cargoes of cotton than they have carried from any other port.

Bingham.

There is a growing belief in Raleigh that Walter Bingham, Miss Turlington's murderer, has committed suicide. Few persons think he has gone to Canada. One of his relatives says he has probably crossed the ocean. The authorities in Raleigh are greatly puzzled at the continuous failure to hear a word from a man so easily identified.

MISSOURI.

The Adams Express Car Robbers—All of the Gang Captured—Train Wreckers—Confession of One of the Gang.

ST. LOUIS Dec. 30.—Robert Pinkerton says all the accomplices in the robbery have been captured—the five men under arrest and messenger. Upon being asked if Frotheringham was guilty, he repeated, "I am not ready to say. I prepared the evidence for the grand jury, and he was indicted. Draw your own conclusions." There are a large number of accessories after the fact, he said, scattered over the country, and he would use his judgment in making further arrests. Pinkerton's men were scouring the city all night, but the fruits of their labors are not made known. Witrock and Cook were kept in the Adams Express office all day, and were removed to some place of concealment at dusk.

LEAVENWORTH, Ks., Dec 30.—Mrs. Witrock, mother of "Jim Cumming," was seen at her residence last night. She was very unwilling to say anything about the arrest of her son, but was anxious that the public should know the real cause of the robbery. She said that she had wondered from the first what prompted the robbery, and the first question she asked her son after he had been brought to his home by detectives was, "Why did you take the money?" She says he answered that he was greatly worried because the time was growing so short when a mortgage on her home to secure $1,700 that she had borrowed and loaned to him would become due, and he was not making money enough out of his business to pay her. So, instead of allowing the homestead to go to sale, he made up his mind to make a desperate effort to save it, and finally decided upon the plan of robbing the express car.

Oscar Cook made a confession yesterday in which he stated that Frotheringham knew all about the plan to rob his car, and was a willing victim to the attack of the robber. It is said that he was promised $10,000 of the amount stolen, as his share of the booty, and that sum was part of the money which Fred Witrock sent to his mother for safe keeping.

ST. LOUIS, December 30.—A special from Kansas City states that it was the intention of the conspirators to rob the car on the night of October 22d, and that the first "Jim Cummings" letter was written before that time and dated on that day. On that night, however, there was not enough money in the car to pay the robbers for their trouble, and their plan was not finally carried out until the 25th. Should these statements be borne out by the facts in the case Frotheringham will doubtless accompany his fellow conspirators to the penitentiary.

KANSAS CITY, December 30.—In Hamilton's trial at Wyandotte, this morning, for train wrecking, William Vessen, one of the accused, made a clean breast of it, swearing to the circumstances of the wrecking of the train as they have been published heretofore in newspapers. He testified that Lloyd pulled the spikes, aided by Newport, while Hamilton, Vessen and others stood guard. Hamilton stands charged with murder, two lives having been lost in the wreck these men caused during the great Southwestern strike.

ST. LOUIS, January 1.—Robert Pinkerton and Superintendent Damsel, of the Adams Express Company, arrived here today from Kansas City, with Fred Witrock and Officer Robertson, of Pinkerton's Agency, brought Weaver from Chicago. Both were taken to the Four Courts and handed over to the city jailor. Witrock said that he and Haight had planned the robbery and all the stories about Mrs. Haight having done the head work was mere talk and nothing more. Frothingham had known nothing about the contemplated robbery, and had suspected nothing wrong after he (Witrock) had entered the car, until he was thrown down and disarmed. Pinkerton talked freely to a reporter about the case, and said: "We have nearly completed the work now and have turned up a larger part of the money; about $50,000. We have not added up all of our funds, but those figures are pretty nearly correct. There are still seven or eight thousand dollars out, and we expect to recover a greater part of it. So you see the Express Co. are not such very heavy losers after all. The major portion of the money was found under Oscar Cook's house. He was an accessory after the fact, and if convicted can be made to serve a good term in prison. Mrs. Haight knew nothing of the robbery until after it was done, and she has not been arrested. Witrock and Haight did the planning. Weaver weakened at the last moment. He was to ride on the front platform of the express car and was to give warning of any approaching danger; but he backed out. Witrock, however, had to put up $3,000 to induce him to keep his mouth shut. All of that money has been recovered except a few dollars which he spent."

OUR DAILY BREAD.

Heavy and sour bread or biscuit have a vast influence through the digestive organs upon the measure of health we enjoy. How important to our present happiness and future usefulness the blessing of good health and a sound constitution are, we can only realize when we have lost them, and when it is too late to repair the damage. And yet, notwithstanding these facts, thousands of persons daily jeopardize not only their health, but their lives, and the healths and lives of others, by using articles in the preparation of their food the purity and healthfulness of which they know nothing. Perhaps a few cents may have been saved, or it may have been more convenient to obtain the articles used, and the housekeeper takes the responsibility and possibly will never know the mischief that has been wrought. Paterfamilias may have spells of headache, Johnny may have lost his appetite, Susie may look pale; if so, the true cause is rarely suspected. The weather, the lack of out-door air, or some other cause, is given, and the unwholesome, poisonous system of adulterated food goes on. Next to the flour, which should be made of good, sound wheat and not ground too fine, the yeast or baking powder, which furnishes the rising properties, is of the greatest importance, and of the two we prefer baking powder, and always use the Royal, as we thereby retain the original properties of the wheat, no fermentation taking place. The action of the Royal Baking Powder upon the dough is simply to swell it and form little cells through every part. These cells are filled with carbonic acid gas, which passes off during the process of baking.

The Royal is made from pure grape acid, and it is the action of this acid upon highly carbonized bicarbonate of soda that generates the gas alluded to; and these ingredients are so pure and so perfectly fitted, tested and adapted to each other, that the action is mild and permanent, and is continued during the whole time of baking, and no residue of poisonous ingredients remains to undermine the health, no heavy biscuits, no sour bread, but if directions are followed, every article prepared with the Royal Baking Powder will be found sweet and wholesome.

ILLINOIS.

The Vacant Senatorship—Gov. Oglesby not a Candidate.

[By Telegraph to the Morning Star.]

WASHINGTON, Jan. 1.—The *Star* this evening says: "Last night Gov. Oglesby of Ills., who came here to attend the funeral of the late Senator Logan, in conversation with several leading citizens of that State, declared most positively and unequivocally that he would not be a candidate for the seat in the Senate made vacant by Gen. Logan's death. He reiterated his formerly expressed intention of retiring to private life at the end of his term as Governor. This declaration on the part of the Governor is regarded by Illinois Republicans here as being final and conclusive so far as he is concerned. Representative Cannon leaves for Illinois to-night to look after his chances for the Senatorship. Representative Payson will remain in Washington, as there are matters pending in Congress which he says he must attend to. His interests will be cared for by his friends."

ALABAMA.

The Steamer Bradish Johnson Burned Near Mobile—Several Lives Lost.

MOBILE, December 30.—News was received here late last night of the burning of the steamer Bradish Johnson, used as a boarding house, at Jackson, on the Bigbee river, eleven miles above Mobile, on Wednesday night. There is no telegraph line to that point. The Johnson was lying with her nose in the bank, and a gang-plank out. A. Cyrell, one of the bosses, gave the following description of the fire:

"I had just gone to bed when I heard the cry of fire. I got into my pants somehow and seized my other effects and rushed out into the cabin. There had been a party of men out there playing cards, and they saw smoke rising. When I came into the cabin the fire seemed to be in a stateroom aft of the pantry on the port side, and the men who had been playing cards were standing there at the door, looking in at the fire. They seemed dazed and did not know what to do. There they stood, staring at it. I shouted, 'For God's sake, what are you stadding there for? Wake up, and let us get out of here.' There was an old Alabaman in the room next to mine. He was asleep when I went to bed. I hammered and pounded away with all my might, but I don't know whether I got him awake or not. Smoke was already filling the cabin and men were running around like mad. I hardly know what happened. I ran forward through the cabin and my mouth and eyes got so full of smoke that I did not know where I was going, or how. Negroes were mostly lodged on the lower deck, and they all came running forward about the same time we got there. The vessel was a solid mass of flames in a moment. When I reach the bank I turned around and saw the pilot house and the texas fall in, with some of the negroes. The others fled up the bank in a mob and rushed to the woods, where they huddled like sheep, and could not be persuaded to come down to the boat. They knew that some of their number were lost in the burning boat, and they were seemingly superstitious about it. The boat became a mass of flames and burned about an hour, when she sank, nothing but the jack-staff remaining out of the water. As soon as I got ashore there was a report that there were men in the water on the other side of the steamer. Skiffs were manned and sent to the rescue. They picked up Mr Davis, one of the Caisson men. Dowling, the cook, who received slight burns on the face and hands, found a white man lying in a state-room door; Dan Hillhouse came up and the two dragged the man, supposed to be McElroy, out on the boiler deck. The man was unconscious from the effects of smoke. Just then flames burst out on the side, and Dowling jumped over the railing to save his life. Hillhouse, however, said he heard a man groaning just in ide, and he went back into the cabin to rescue this man. He never came out again and was never seen alive after that, and it is believed he was sacrificed in the noble attempt to save another man's life. Hillhouse was from New York, and was considered the oldest pressure man in the caisson business, and was employed in building the Bigbee bridge. There is no telling just how many lost their lives in the fire and in the river; some say that ten others are missing. I think two other white men were turned with the boat and there may have been others, for I don't think they had a chance to be awakened and then escape, for it was all I could do with the smartest kind of running to get out alive. Had the fire broken out one hour later, when all the men would have been in bed, none of us would have made our escape, for there would have been nobody in the cabin to discover the smoke, and the whole crowd would have been suffocated. As to the origin of the fire, I know nothing. The cook was sick and knows nothing about it. He says the boys told him before he went to sleep that the fires in the galley were all out and everything safe. The watchman, on the deck below, did not see the fire until the alarm was given. The Bradish Johnson was built in the West for what is called the Louisana lower coast trade—that is, from New Orleans down to the passes of the Mississippi river. She was named after Bradish Johnson, reputed to be one of the richest sugar planters in Louisiana in 1874. Capt. J. Stone, brought her here from New Orleans and ran her on the Alabama and its tributaries for several years, until she got in litigation and was finally sold at a marshal's sale. The purchaser was Capt. H. C. Baldwin, who kept her in the same trade. After his death she passed to Mr. Rittenhouse Moore, who has owned her ever since. Two years ago she was condemned and went out of commission. She was not insured and her value was nominal.

VIRGINIA.

A Murder Trial in the U. S. Court at Norfolk—The Prisoner Acquitted.

NORFOLK, Dec. 31.—The trial of Geo. W. Hill, for the murder last month of J. D. Potter, closed in the U. S. District Court this evening with a verdict of acquittal. Potter was a draughtsman in the steam engineering department of the Norfolk Navy Yard and a married man. Hill's daughter, a pretty girl of sixteen, attracted the attention of Potter who visited her as a single man until the imposition was discovered and his visits were forbidden. He afterwards wrote her several notes, which were received and read by her father. One afternoon in November Hill and his daughter called upon Potter at his office. The father became greatly enraged and during the conversation which ensued, drawing a pistol shot Potter, who died in a day or two.

WASHINGTON.

Public Debt Statement—The Chilian Minister Robbed of Money and Jewelry.

WASHINGTON, December 31.—The public debt statement to be issued Monday will probably show a reduction in the debt during the past month of a little over eight million dollars.

A bold robbery was perpetrated at the residence of Don Domingo Gams, Chilian Minister, last night. The burglar was F. B. Silva, a Brazilian, who had formerly been employed as a servant in the Minister's household. About a month ago Silva was discharged under suspicion and went to New York. He returned to this city last night, entered the home of his former employer, 2024 G street, and stole a sum of money and $7,000 worth of jewelry and other valuables. The police were promptly notified and the thief was arrested this morning while boarding a train for New York. The valuables were recovered.

SOUTH CAROLINA.

New Year's Day in Charleston.

By Telegraph to the Morning Star.

CHARLESTON, January 1.—New Year's day was celebrated in Charleston by a parade of colored troops of the First Brigade National Guard of South Carolina. It was the largest parade held by colored troops in a number of years. The march was through the principal streets and to Hampstead Hall, where the proclamation of emancipation was read. Business was generally suspended. The weather was cool and threatening rain.

GEORGIA.

Escape of Six Convicts from Their Guard.

[By Telegraph to the Morning Star.]

AUGUSTA, Jan. 1.—A squad of six convicts working on the Augusta & Chattanooga Railroad overpowered and disarmed their guard to-day, imprisoned two "trustys" in a hole just dug, and with picks and shovels triumphantly marched into the adjoining woods and escaped.

VIRGINIA.

A Tragedy in Floyd County.

By Telegraph to the Morning Star.

LYNCHBURG, Jan. 1.—Two brothers named Conner, living at Copper Hill, Floyd county, while engaged in a drunken row to-day, stabbed their father, who tried to separate them, and he cannot live.

Spirits Turpentine.

— With Wade H. Harris as local editor of the Charlotte *Chronicle* that young paper will take on new life and energy. The *Chronicle* is to be congratulated upon securing such an experienced and gifted journalist. We are glad that Mr. Robinson will continue his connection with the paper, A Happy New Year to all.

— Raleigh *News Observer:* Reduced rates have been secured over the railroads for the benefit of those who will attend the Farmers' Convention in this city January 15th. Tickets will be issued at two cents a mile or about one fare for both ways. —— Prof. H. T. J. Ludwig was re elected Secretary of the State Grange at its meeting at Seaboard on the 15th instant.

— Raleigh *News-Observer:* Mr. N. A. Stedman, who was quite severely injured