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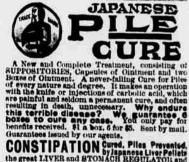


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THE CAMEROONS.

A Country That Is Giving Germany Much Trouble.

English Government Is Vitally Concerned-The Dispute About Its Boundaries.

"Battle in the Cameroons," says a recent cable. What and where are the Cameroons? This from the New York Herald will elucidate a little:

The Cameroons is a territory on the Bight of Biafra, West Africa, one hundred and fifty thousand square miles in extent, and with an estimated population of two millions. It has a east line of one hundred and twenty miles between the Campo river and the Rio del Rey, is bounded on the northeast by a treaty line running northeast to the east of Yola, on the upper Benue, and on the south by a line running inland, due east from the mouth of the Campo river, to about the meridian of longitude fifteen degrees east. which may be regarded as the eastern or inland limit of the so-called "pro-

In 1892 there were one hundred and sixty-six whites, of whom one hundred and nine were German and thirty-one English. It became a German protectorate in 1884, and is placed under an imperial governor, assisted by a chancellor, two secretaries and a local counsil of three representative meris fertile nine numerous valuable African vegetable productions grow in profusion. Plantations of cacao and tobacco have been farmed by a company, and numerous factories carry on an active trade in ivory and palm oil. On January 1, 1888, an import duty was imposed on European goods, and from this the town is Cameroons, and in the South | gin Batania, Bimbia and Bakundu Town are other important trading stations. and Aqua Town and Bell Town are the principal native settlements. The imports and exports are quite large.

In April last, Mr. Henry M. Stanley wrote to the peace association a letter in which he attributed the increase of trade in 1892 at African ports under een miles is equal to about 15% knots. German administration to the growing practice among German merchants of aporting into Africa small arms and ammunition. These materials of war, he said, were sold to the slave traders and do inestimable damage. Mr. Stanley inculpated also the Portuguese in his charges. He appealed to the European nations to suppress the traffic in arms carried on by the Germans and Portuguese. Unless this step be taken, he added, all efforts to stop the slave trade would be useless.

In February a German expedition which was under the command of Freiherr von Stetten, proceeded from the Cameroons coast up the river Sannaga to Balinga, whence it traveled to the thickly populated district of Tikar and reached Ngaudere and Yola. Treaties were concluded with the native tribes in the districts passed through. This reappearance on the coast, the Kreuz Zeitung pointed out, was peculiar in view of the statement made by members of the expedition that Lake Tchad was their goal. It is a fact, though at present an inexplica ble one, that German expeditions fail to reach the more easterly portions of the Hinterland of the Cameroons. The

expedition returned in September. England and Germany had a long dispute about the boundaries of the Cameroons, which was settled in May The third section of the agreement reads: "The German colonial administration engages not to allow any trade settlements to exist or be del Rey Creek or waterway. In like low any trade settlements to exist or the Bakassy peninsula from the first creek below Arsibon's village to the

the Rio del Rey waterway." According to the German view the new agreement is a purely fiscal one, intended to enable the British and German administrations to cope with the widespread smuggling, which was especially detrimental to the Cameroons. There had been no question of altering the frontier laid down by the provisional agreement of 1890, which, provisional agreement be. It is a second to the provisional agreement be. altering the frontier laid down by the provisional agreement of 1890, which, in consequence of disagreement between the two governments, left the RM. WOOLLEY, M. R. Rio del Rey out of count and settled Rio del Rey out of count and settled cessor."

the frontier as a straight time running from the upper end of the waterway to the rapids of the Cross river. But A Woman So Old That Her Muscles Hung this indefinite "upper end" has now been fixed as above set forth. Much satisfaction was expressed in Berlin at the pledge given by the English government not to allow trade settlements went into the hut after some hesi base for contraband operations.

What the Cruiser Columbia Might Have to Do in Case of War.

A comparison of the speed merits of the cruiser Columbia with the two fastest ships affoat in case of war is made by the New York Tribune. The two vessels which the Columbia might have difficulty in eatching are the Campania and Lucania. The Campania has made the highest average hourly cania, which ran at an average of 22.74 knots for 24 hours 50 minutes—a nautical day-coming west. Now, suppose there was war between England and America, and the Columbia was looking for one of the two big ships, which, under those circumstances, would be either in use as transports or transformed into light-armed commerce de stroyers themselves. A sharp lookout would be kept from the crow's nest for the swift and terrific Columbia. As more readily distinguishable than an ordinary ship, she could be recognized miles under ordinary circumstances, or say approximately eighteen miles under the most favorable circumstance. The Columbia would also recognize revenue is mainly derived. The chief the Cunarder and the race would be

> made on her trial race of 22.81 knots and the Lucania made the best time she ever made of 22.74 knots an hour, the Columbia would have gained on the Lucania at the end of an hour .07 of a knot. But the Lucania has the advantage of an 18-mile start. Eight-The fraction is a trifle larger, but twothirds is near enough for practical pur poses. Now, if the Columbia gains .07 of a knot in one hour, it would take her a little over nine days to overtake the Lucania. In that time the Lucania could easily make a British fortified port, no matter where the chase should take place. England has a chain of fortifications around the world. In the case of the Campania, taking her best average speed for a transatlantic voyage of 21.28 knots, the Columbia would have a difference in her of 1.53 knots. If she favor gained 1.53 knots an hour on the Campania it would take her to overcome the 15% knots which the Campania had the start about 10 hours and 25 minutes. It would therefore seem as if the Lucania were the only ship which the Columbia could not catch. In a long stern chase, such as the Columbia would have after the Lucania, she would probably not get within fighting range until days enough had passed for the Cunarder to make a port or for the chase to be given up.

If the Columbia made the time she

THE RULER OF ALL RUSSIA.

Many Ways in Which the Autocrat's Generic Title Is Spelled. As we are upon Russian topics, says a Berlin letter to the Philadelphia Ledger, it may be worth while to refer to the notice under the word ezar in the recently-completed second volume of "The New English Dictionary," any trade settlements to exist or be the monumental work of Dr. Murray and his associates. "The spelling with Cz," it says, "is against the usage of manner the administration of the Oil all Slavonic languages. The word was number the administration of the Oil so 'spelled by Herberstein in Rerum rivers protectorate engages not to allow any trade settlements to exist or Muscovit Commentarii, 1549, the chief to be creeted on the western bank of early source of information as to Russia in western Europe, whence it passed into the western languages gensea and eastward from this bank to erally; in some of them it is now old fashioned. The German form is zar, and France has recently adopted tsar. which is also the most suitable English spelling." But Isarevitch, sometimes used to designate the hereditary prince, is wrong. He "has the differentiated title, cesarevitch, which is

EFFECT OF TIME. Like Shreds on Sticks.

In the Cornhill Magazine a writer thus records a visit to an Egyptian domicile situated upon the Nile: "We on the Bakassy peninsula, which other- tation (the dragoman whispered there wise would have afforded an excellent were 'ladies' there) and found a vigorous old man telling his Mussulman beads cross-legged upon a mud bench CHASING A SWIFT CUNARDER. and on the floor bent over the fire the oldest looking human being I ever saw alive. Mummies I have seen, and wondered not that they were dead, but in what part of her withered, desiccated frame that old woman found space to keep the stern, vital energies that lined

seaweed does dried and stretched on paper. "Her arms, her legs (thrust almost speed ever attained by a vessel in a into the fire) were so shrunken that transatlantic voyage. She did it rethe long leathern flesh and flaceid cently when she made an average of muscles hung round them like dangling 21.28 knots from Queenstown to New shreds on sticks. Round her neck were beads of wood and round her one day was made recently by the Lu- wrists leathern bracelets (though, to be sure, I cannot feel certain they were not folds of skin) and on her face lurked not only lines, but gullies and passages they seemed so deep and fallen. But for the occasional upturned glance of her cold, unquestioning eye I could not have supposed her anything else than one of the earliest and best preserved of the remotest queens of Egypt.
"The old man gave us lusty wel-

and sent for milk and dates and filled our pockets. He showed us his long spear that hung against the wall, and told me with a proud gesture that for a certainty with a glass, say fifteen he had often killed his man, but more often with the sword, and, taking me by the shoulder, showed me fiercely how he used to do it. He was ninety years old and had never been farther from home than Assouan, and then only once. All his sons sat and stood around us, and in the background against the mud granary white teeth glimmered and the broad, black faces of the women shone. I asked him what present he would like and he asked for a little rice and a little black coffee. All the time he clutched and fingered his Moslem rosary, which, when I admired it, he wanted me to accept. The son came back with us to the dahbeah and carried off the coffee and rice in envelopes, to which I added a handful of eigarettes and a couple of oranges, with particular injunctions that one was to be given to the old gentleman."

> IMSOMNIA PARTIES THE LATEST. A Buffalo Belle's Unique Plan of Woolng the Drowsy God.

A society young woman of Buffalo has devised a novel entertainment, which is shortly to be made public. It is to be a reception for people who can't sleep at night. Among her friends, says the Medical Record, are a great many delightful people who are troubled with insomnia, and who confess that they spend many frightful, wakeful hours walking the floor, looking out of the window, rocking in easy chairs, trying to read or write and in other useless and tiresome occupations. When her plans are fully matured this original young women intends, on at least two nights in every week, to be at home to those distressed female friends from midnight until morning. The guests are requested to appear in any unique, respectable bedroom gown, bath robes not excluded: the lights are to be dim, soothing music and stunid conversation will be the only diversions permitted, hot chocolate and light wafers will be served, couches and easy chairs will be provided in abundance, and the insomnia victims are earnestly desired to fall asleep as soon as possible. It is whispered that prizes will be offered for the first snore, but this detail is not authentically anbounced. The reception is to be a fact, however, and an eager expectancy as to invitations is in the air.

The Despised dimpson Weed.

If "jimpson weed" were not a weed, treasured for lawns and greenhouses!

OPPOSED TO ALL PROGRESS. Chinese Aversion to Railroads Manifested | Two Stories That Demonstrate Their Good

Engineering enterprise in China, particularly in so far as regards railroad building, has had, and is still having, a good deal to contend with in the way of native prejudice, cupidity and superstition, says Cassell's Magazine, and the tales are many that have been told of the peculiar difficulties encountered in that country by European engineers and engineering syndicates in the course of their operations. When, for example, the first railroad was built, a number of years ago, the necessary land, it was stated, was bought from several hundred different proprietors, all of whom her grim, carved face I can sarcely wanted additional bounties for the guess. She looked no more living than disturbances of ancestral graves, which, as may be known, abound in and hustled out of the vicinity by the what the "foreign devil" would be apt to consider rather unusual localities. on his strip of land no less than five has but few parallels outside of the mothers-in-law, for whom he had to mothers in-law, for whom he had to human family. Gazing toward the be paid. Satisfying him naturally rebarn one day I saw about half a dozen sulted in a marvelous multiplication sparrows on the ground greatly of dead mothers-in-law, who thus soon agitated over something, and I stopped became the chief item in the cost of the land. Another curious example of the difficulties of railroad construc- With drooping wings and mouth wide tion in the celestial empire has more recently been mentioned, and has been and seemingly peered down the little afforded by the conduct of the Tartar sufferer's throat. After a time the sick general of Moukden, the capital of bird hopped up on the lower board of Manchuria, in connection with the the fence, stretching itself up to its surveying work of the railroad from full length, when one of the other

> but the general got a number of sages reported that the vertebras of the dragon which encircles the holy city of Moukden would be broken by driving the long spikes of the railroad ties into them, and accordingly the general vetoed the decision of the engineers and directed them to carry the railroad in a straight line from Kirin to Newchwang, without approaching Moukden at all. while a shorter route, would compel the crossing of a low and marshy tract of land, liable to floods and only sparsely populated.

BUTTONS THAT SIGNIFY MUCH. How Military Officials Are Distinguished by Them.

The inter-relation of the buttons on a uniform is just as much a matter of regulation as the cut of a coat, says the Washington Star. The general wears two rows of buttons on the breast of his frock coat, twelve in each row, placed by fours. The distance between the rows is five and one-half inches at the top and three and one half at the bottom. The lieutenant general is entitled to only ten buttons in each row, arranged in upper and lower groups of three and a middle group of four. The major general has nine buttons in each row, placed by threes. The brigadier general eight in groups of twos.

The colonel, lieutenant colonel and major have nine buttons in each row arranged at equal distances; the cap tain and lieutenant seven buttons in each row at equal distances.

There are different designs, of course. not only for the buttons of the army, the navy and the marine corps, bu for the different branches of the serv ice. There are the infantry, artillery and cavalry buttons, the engineer's button, the ordnauce corps button, the button of the marine corps and the navy button. The navy button, by the way, is made in England, because no American manufacturer has been able to make a bronze which the sea air will not tarnish. All of these buttons the army and navy tailor must keep on hand and sew on according to regula-

An Aversion for Water

An interesting incident of wild beast life was witnessed by a hunter in Asotin county, Washington, recently. but a costly exotic, how it would be A deer came bounding down the steep side of a bare, rocky hill on the edge of The weed, or stramonium, to give it the Snake river, just above the mouth the botanical name, when in flower, its of the Grande Ronde, closely followed fragrant, lily-like blossoms are the by a big mountain lion. The buck whiter against the vigorous-looking plunged headlong into the river and leaves of dark green. A rare variety swam for dear life toward the farther has a flower of pale purple. The pop-has a flower of pale purple. The pop-ular name of the plant is said to be de-rived from "Jamestown weed," and but gingerly into the water, and then the tradition is that after the destruc- drew back and watched the deer gain

INTELLIGENCE OF BIRDS.

A correspondent of the Indiana Farmer writes: "Once I noticed a turkey buzzard that had taken a position on a fence near by where a dead chicken had been thrown when a crow made every effort to dislodge him, but the buzzard only put up his left or right wing in the direction the crow came at him and held his place with defiant mien, when Mr. Crow alighted on a fence stake near by and began to "caw" in a rapid manner that soon brought two comrades on swift wings, when after a brief interval of conversation two of them approached him from either side simultaneously, with the third one going at him from the rear. The buzzard was soon dislodged

successive sparrings administered. Another instance came to my notice One proprietor claimed to have buried several years ago that for sympathy to watch the proceedings. I soon saw that one of them was in great distress. open the others hovered close about it Kirin, another large Manchurian town, birds flew up on a board higher directthe ly above and nervously made some calprovince. According to current report it was proposed to make a junely lowered itself, and, clutching the
"Morganton ...
"Morganton ...
"Marion.......
"Round Knob... port it was proposed to make a june- ly lowered itself, and, clutching the tion of this line for Moukden at a lower side of the top board with its place a short distance outside the city, claws, put its bill down into the open mouth of the other one and as each geomancers to investigate the effect bird steadily drew back with some of this selection upon Moukden. These force, the bird from above pulled out from the other's throat a white, thinlooking object about the size of a silver quarter, darting away, letting it drop on the grass some rods off, but, as I could not find the piece, I thought it was possibly a piece of bone that the too greedy little fellow had attempted to swallow. After being relieved it flew away with the others, chirping a chorus of notes with apparent delight.

> AN ELECTRIC CAR YARN. How a Complacent Citizen Had His Quiet

Joke on the Fresh Conductor. The platform of the electric car was pretty well taken up by the driver, a man of the "slugger" variety and a big bag, over which the man of the "slugger" type appeared to be standing When the conductor came to collect the fares he looked sharply at the bag, and then said to the tough: "I'll have ter charge yer fer that

"I'll bet yer won't," answered the man, looking argrily at him, as if any attempt at collection would produce a "Yes, I will; an' if yer don't pay, I'll

put ther bag off. See?" said the conductor, shortly. He gave the man five minutes more, asked him a second and a third time, then stopped the ear and put the bag off on the sidewalk. 'slugger" didn't even move, and when the ear had gone about a mile further the conductor said to him:

"Yer don't care much fer that bag if you wouldn't pay five cents for it." "Ah, come off" was the reply. "What's der bag got ter do wid me? "Tain't mine. I'd 'a' told yer so if yer'd asked me."

The monitor Saugus, that took part in

Admiral David Porter's bombardment of Fort Fisher in December, 1864, now lies dismantled at a Philadelphia whar awaiting a purchaser who needs a coal barge. Her armor has been stripped off and the spinning turret removed. The Saugus was one of the monitors (that, casting anchor within range of Fort Fisher, opened fire upon it, and in little more than an hour demolished all but the bomb-proof portions of the fort. The attacking fleet consisted of thirty-five regular cruisers, five iron thirty-five regular cruisers, five iron-clads and a reserve of nineteen other vessela. According to Gen. Grant it was "the most formidable armada ever collected for concentration upon one given point." The Saugus was built during the latter part of the war. In 1801 she was sold by the government Taylor Mfg. Co., St. Louis. to a Philadelphia firm, which made the purchase with the object of reselling to some South American state in need of a second-hand warship. The negotiations failed, and the Saugus was then its ruins filled with thickets of this sppear in the woods. With a disaptive work of unsheathing her hull.

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WESTERN NORFY, CAROLINA DIVISION. EASTBOUND Ly Knoxville,.... " Morristown. 12 30pm 12 44pm 2 10pm 2 30pm 3 52pm 4 33pm 6 19pm 6 40pm 7 31pm 8 20pm 11 09pm 12 27am 7 00am Morganton 7 00am 12 01am 3 35am 7 30am 1 06pm 12 36am 2 18am 7 13am 8 23am 10 86am 1 23pm NO. II 4 30pm 6 55pm 9 20pm WESTBOUND 8 00am 10 15am 11 06am 11 54am A. & S. A AILROAD Lv. Asheville.
Hendersonville.
Flat Rock.....
Saluda.... 6 50am 7 48am 7 59am 8 22am 852am 9 55am Ar. Spartanburg NO.18 8 15pm 9 18pm 9 48pm 10 12pm 10 22pm 11 20pm Ar. Asheville.... **MURPHY BRANCH** NO. 17

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AND BEST IN

HHE



A. FRECK

Has removed his shop in basement of Legal the tradition is that after the destruction of Jamestown the English found the opposite bank in safety and distinct of Jamestown the English found the opposite bank in safety and distinct of Jamestown the English found the opposite bank in safety and distinct of Jamestown the English found the opposite bank in safety and distinct of Jamestown the English found the opposite bank in safety and distinct of Jamestown the English found the opposite bank in safety and distinct of Jamestown the English found the opposite bank in safety and distinct of Jamestown the English found the opposite bank in safety and distinct of Jamestown the English found the opposite bank in safety and distinct of Jamestown the English found the opposite bank in safety and distinct of the