DRIVEN OUT BY SAVAGES.

NATIVES CAPTURE STANLEY FALLS AND EXPEL THEIR OPPRESSORS.

The Arabs Flee Up the River—White Men Remain Unharmed at the Station—A Revolt Against the Crimes and Cruelty of the Arabs—First Instance in Central Africa of a Native Victory Over Them.

News has been received from Boma, the capital of the Congo State, that the Arab settlement of Stanley Falls, about 1,400 miles up the river, has been captured by the natives who revolted against the cruelty and oppression of the Arabs. One hundred and fifty Arabs were killed in the fighting, and the rest were driven up the river and have probably retreated to the large Arab station at Nyangwe. All their establishments at Stanley Falls have been destroyed, and there remain only two buildings, in which agents of the Congo State are living. This indicates that the natives have not been making war upon the whites, but only upon their enemies, the Arabs. A large force of Congo State soldiers is stationed at the mouth of the Aruwimi River, about 100 miles down the river, and the Congo State will probably have no difficulty in asserting its authority at Stanley Falls. It is noteworthy that on the two occasions when serious trouble has occurred at Stanley Falls since that station was founded Tippu Tib was absent. He was in Zanzibar when the Arabs attacked the State station in 1886 and drove poor Deane into the wilderness, whence he was rescued several weeks later, in a starving condition. He is now in Zanzibar, when the second series of battles have at the Falls been fought, and this time his own people were on the defensive and have met with disaster.

The sympathy of the world will be with the natives. Stanley and Herbert Ward have told us how terribly they have suffered in recent years. The Arabs for seven or eight years have trained bands of Manyema warriors to the use of arms, and sent them into the forests southwest and southeast of Stanley falls to prey upon the natives. Their chief quest has been ivory. It has been their habit to surprise a village, kill any one who resisted them, capture all the women possible, and then camp down to negotiate with the poor savages. They have sent word to the fugitives that for every tusk of ivory delivered to the Arabs one woman would be restored. For a long distance around Stanley Falls the natives had, during a series of years, accumulated much ivory which they kept hidden. The Arabs have gained possession of a great deal of this ivory by sheer robbery. Many of the natives have resisted these outrages, and hundreds have been killed.

Stanley Falls has been the most eastern station of the Arabs. The term "Arabs" applied to the people whom Tippu Tib and the other leaders brought in the country is by no means a precise one. Few among them can boast of pure descent from Muscat, or are able to speak Arabic fluently. Many, and among them Tippu Tib himself, have principally negro blood in their veins, and make use exclusively of Kiswahili the *lingua franca* of Central Africa. They are all, however, strict Mohammedans in their creed and morals. Among their followers are hundreds of soldiers and slaves derived from the most varied races in Africa. This wild robber band, whom the Arabs have used ever since they entered central Africa to carry out their slave and ivory raids, have been held in check only by the iron hand of their masters. They are called by the natives "Matamatamba," and for years, at the very utterance of this name, the poor natives have been aghast with terror. Stanley unwittingly paved the way for the advance of the Arabs down the river to Stanley Falls. Their settlements at the falls and at other points further up the river have ever since been growing in number and size. They occupied the banks of the river at Stanley Falls, and left to the white station only a large island in the stream. All travellers have said that the Arabs and Zanzibaris in their great station at Stanley Falls, with their clean-looking slaves, male and female, have made a very pleasing impression in their dazzling white burnouses, while their fairly built clay houses and their fine fields of rice and other crops, along with their cattle, have formed a striking contrast to the miserable villages of the natives in the neighborhood.

The white station at Stanley Falls was founded by Stanley in 1883, and for over six months a little Scotchman named Binney lived there all alone with his black assistants He made a flourishing station, got along well with the Arabs, who had already reached the falls, and Stanley complimented him highly. No trouble occurred with the Arabs until 1886, when Deane with one white assistant and a force of Zanzibaris quarrelled with the Arabs, and after being besieged in his buildings he was driven away, his stores captured, and the buildings burned. White supremacy at Stanly Falls was not restored until Stanley went up the river on his way to Emin Pasha, taking with him Tippu Tib, who restored peace between the whites and his followers at Stanley Falls, and became the Congo State Governor of that district. Since then, through the influence of Tippu Tib, slave raiding has been largely decreased though the cruel ivory hunts have been continued, and have inflicted perhaps as much misery upon the natives as the slave chase.

There are seven cataracts along a stretch of the river, nearly 100 miles in length. The Arab settlement that has been captured is at the seventh or lowest cataract. This place is undoubtedly destined to play an important part in the opening up of Africa. Here the long navigable stretch of the Congo ceases, and the heart of Central Africa is reached. There are 1,000 miles of uninterrupted navigation between Stanley Falls and Stanley Pool. The natives were very much impressed in favor of the whites by the events that led to the retreat of Deane and the capture of Stanley Falls by the Arabs. The stubborn defence that was made by the white man was a matter of surprise and admiration to them. They were much impressed by the fact that the Arabs lost sixty men and the whites only two. It is probable that the present revolt was encouraged, if not directly incited, by their knowledge of the fact that the Congo State wishes to protect them against slave raids and injustice.

News travels rapidly throughout Africa, even though they have no railroads nor telegraphs, and the natives undoubtedly have heard that the soldiers of the Congo State within the last year have had several hard fights with raiding parties from Nyangwe, and have on each occasion defeated the Arabs. These fights have occurred both north and south of the Congo, but the most signal defeat of the Arabs was sustained by them upon the Sankuru River, last spring, where about 2,000 of them were put to flight by the soldiers of the Congo State.

NAVAL AND MILITARY PROGRESS.

Matters of Interest to Those in These Branches of the Service.

The bestowal of the historic name Retribution upon the protected cruiser just launched in England has revived the story connected with the old frigate of that name. The old vessel was a steam frigate which served in the Crimean war and passed out of the British Navy in 1864. Since that time the name has been allowed to lapse until now. The old frigate was originally named Hermione, but in 1797 her mutinous crew murdered all her officers except three and handed the ship over to the Spaniards. She was lost to the British Navy for several months, when she was discovered by Capt. Hamilton of the Surprise laying at anchor in a comparatively impregnable position in the harbor of Puerto Cabello, under the walls of two fortresses mounting 200 guns. He determined upon a most daring exploit, and as soon as darkness fell Capt. Hamilton and his crew felt their way along in boats with muffled oars, determined to seize her and carry her off. When just beginning to board her over the bows they were discovered by the ship's launch, which was armed with a 24 pounder. An alarm was given and a deadly hand-to-hand fight ensued over the bows and on the deck. The guns from the forts were directed against English and Spaniards alike. Amid all this, and while the fight continued, the cables were cut and the Hermione was towed out by the boats. At length the Spanish crew and officers surrendered. In memory of her gallant recovery she was called the Retribution.

The recent experiments with the Danish ship Hecla to test the efficiency of her cellulose armor belt have really demonstrated but little concerning the value of this substance in stopping leaks made by the penetration of shot. The vessel was anchored and a five-inch shot was fired through her belt. She then got underway and steamed about for three hours, the small amount of water entering causing no derangement below. Had a shell been fired at her the results would probably have been far more serious, and even disastrous. A shell would have inflicted a much more serious wound, and in all probability would have destroyed enough of the cellulose to make a large opening, which would allow the water to enter freely.

Some interesting experiments were recently made in Switzerland with a new rifle to show the effect of the small calibre projectile upon troops. The objects fired at were materials of various kinds, including osseous structures and pieces of wood filled with liquid, in order to note the effect upon living subjects.

These experiments confirmed the oft repeated claim that the effect of high velocity small-calibre projectiles produced an effect similar to explosive shells. The trials were attended by Swiss army officers and surgeons. The rifle was used at distances varying from 60 to 600 meters.

When the Sharpshooter, Spanker and Speedwell, during the recent naval manœuvres, developed structural and machinery defects, the British Admiralty ordered suspension of work on the "improved sharpshooter" class, eighteen in all, as provided for in the Naval Defense act of 1889, pending the investigation of the causes. It was found that the displacement was insufficient to give structural strength adequate to the enormous engine power, viz., 4,500 indicated horse power for 735 tons displacement, and also that the machinery lacked the weight and strength to stand the strain. The Admiralty has ordered that this class be increased in length to 230 feet, with a beam of 27 feet, thus increasing the tonnage to 810. The horse power is also reduced to 3,500, except in the two which are to be engined by Yarrow and Thornycroft. It was also shown in the trials that these boats had difficulty in keeping up with the battle ships going twelve knots in an ordinary sea way. In the new Chilian torpedo vessels, the Almirante Lynch and the Condell, the structural defect was remedied to some extent by building on them a trunk poop deck.

"The Year's Naval Progress"—annual of the Office of Naval Intelligence—has made its appearance. The number should have been ready July 1, but the delay in its issue was due to the Government Printing Office, which, while under pressure of work, allowed 300 of its employees to go on leave for thirty days. The contents of this number are of the same general character as of last year's issue, with the addition of a new feature, viz., "A list of standard books on professional subjects," which will be a valuable guide to naval and military students.

LONDON FOGS.

The Number Constantly Increasing—Their Effects.

An important paper on London fog was read at the hygienic congress by Dr. Russell who has made it the subject of special study. He says, first of all, that the number of fogs is constantly increasing in the metropolis. From 1870 to 1875 there were 93 of them: from 1875 to 1880, 119; from 1880 to 1885, 131; and grom 1885 to 1890, 156. This is the direct result of the increased consumption of coal, which amounted to 6,400,000 tons in 1890, as against 4,400,000 in 1885. Dr. Russell claims to have proved that increased smoke makes fogs more frequent as well as thicker, by adding to impurities in the air. Fogs, he adds, are especially likely to occur in still, cold weather.

The actual effect of fog upon human life is uncertain. It has been noticed, however, that fogs in cold weather are accompanied by a rise in the death rate. This may be due chiefly to the cold, but it must be remembered that cold is intensified by fog, which obstructs the rays of the sun. There is no doubt of the injurious effects upon vegetation, which is effected, even at a distance of thirty or forty miles from London. It is the sulpher, probably, that does the mischief. There seems to be no room for doubt that the number of fogs will increase in London in exact proportion to the growth of the city, unless some means are discovered in getting rid of the smoke, which comes it must be added, from the domestic hearths, not from factories. How this problem will be solved, it ever, no one can now tell. Two plans are suggested—one, the use of improved grates, and the other, the substitution of gas for coal fires.

A TERRIBLE EXPERIENCE.

A Night Struggle and Narrow Escape from Two Raving Madmen.

About twenty years ago a fearful crime was committed at C——, a small town near Halifax. The wife of a farmer named Dillon and her two children were cruelly butchered by a madman. The murderer, however, escaped, and, though well known in the locality, the police and citizens failed to discover his hiding place. It was said that the terrible loss Dillon had sustained was driving him insane. He used to go from house to house searching for Gallagan, the madman, and vowing an awful vengeance.

It was about a month after the murders. I was sitting by my fireside listening to the wind howling outside when I was aroused by a low quick knock at the front door. Opening it I beheld standing on the steps a half naked, shivering creature. Pushing me aside he crept toward the fire. First, however, he closed the door and gazed searchingly around the room.

I at once recognized Dan Callagan.

As I watched him he made a sudden spring from the fire and grasped me by the throat. I felt my breath leaving me as I was dashed against the wall. I fell to the floor nearly dead. I must have remained unconscious for some time.

The first sight that met my opening eyes is one I can never forget. In the middle of the room stood two figures, their hands grasping each other's throats, their eyes leaping madly in their heads! A fearful wound on one of their bodies and a dagger lying close by told of a fearful struggle.

Two madmen—Callagan and the father of the murdered children! A wild laugh resounded through the room, and then I saw the head of Callagan go crashing into the face of his antagonist.

Dillion fell to the floor instantly, and the next moment the dagger was buried deep in his breast. I quickly stood up and was about to interpose, when the madman rushed upon me with the bloody dagger raised above his head ready to strike. I had no means of defending myself, nor was there any apparent chance of escape. But I moved out of his way and eluded the blows he aimed at me for a short time. Suddenly I stumbled over something and fell through the window (which must have been broken by Dillon) into the street.

I heard the door opening, and on getting to the sidewalk I saw the madman come leaping down the steps. I made hastily for the next street, the murderer after me. Seeing a door open, I rushed into a hallway and got into a yard. For a moment I considered whether I could hold the door closed against him, but seeing a garden in the rear which rose as high as the first story, and which was accessible by a row of stone steps projecting out of the masonry, I let go the doorknob.

It did not take me long to gain the top, but the madman was close at my heels. Just then a terrible idea came into my brain. I waited for the murderer at the top, and as he was about to spring into the garden I quickly shoved him into the yard. He fell on his head, breaking his neck.

As he lay dying his fearful cries awoke the people in the house, and I can never forgot the awful scene to the end of my life.

The Navies of the World.

The following table gives the number of vessels in each navy of the world, either built or building. It should be carefully kept in mind that this list does not include sailing vessels, store ships, tugs transports or similar vessels, but is confined entirely to serviceable war vessels, capable of actual fighting. To the British ships must be added the colonial navies, which include many fine modern vessels; and to the Russian navy must be added a number of what are called "volunteer" ships. These additions, however, will make no change in the relative ranks of any navies:

Nation.	Armored vessels	Unarmored vessels	Total	Torpedo boats	Numerical rank
Argentina	3	7	10	20	20
Austria	14	32	46	61	9
Brazil	12	9	21	24	16
Chili	3	10	13	13	18
China	6	23	29	32	13
Denmark	12	12	24	36	15
France	75	118	193	210	2
Germany	34	57	91	180	4
Great Britain	79	220	299	206	1
Greece	5	16	21	51	16
Hayti	None	5	5	None	22
Italy	22	54	76	152	5
Japan	7	35	42	24	10
Mexico	None	3	3	5	25
Netherlands	25	36	61	50	8
Norway	5	6	11	18	19
Peru	None	8	8	None	21
Portugal	1	28	29	9	13
Roumania	None	4	4	5	24
Russia	48	62	110	143	3
Siam	None	5	5	None	22
Spain	13	53	66	36	7
Sweden	17	14	31	19	12
Turkey	18	20	38	41	11
United States	29	46	75	3	6
Uruguay	None	2	2	None	26

Corn as Food.

With the certainty that the scarcity of wheat and rye in Europe will establish high prices for the entire surplus of those products that this country can send abroad, there is a valuable suggestion in the proposition that steps shall be taken to show European countries the availability of corn products as an article of food. Such a suggestion was made years ago by the Hon. A. S. Hewitt to the effect that the United States should provide for a special exhibit of corn products at the Paris Exposition; but, like many suggestions, when there is no imperative incentive backing them, it was not followed up. At present, however, the project presents the combination of a benefit to humanity and a commercial profit, which is common to all legitimate commerce, but is especially prominent in this case. If it is properly prosecuted it will make available to the people of Europe, who at best will be burdened by the scarcity and high prices of food, a cheap and wholesome staple. At the same time it will open up a new market for a great product of which there is nearly always a surplus in North America, and which heretofore could not be sent abroad except in the form of pork. If the project is properly pushed it will be highly successful and will prove beneficial to the workers on both sides of the ocean.

Cricket Champion.

The celebrated Australian Cricket Team of which Mr. David Scott is a noted champion, is safe against field injuries. Mr Scott writes: "The effects of St. Jacobs Oil are magical. I used it for a terribly bruised leg. The relief was surprising." Members of all athletic clubs would be alike surprised at the results of its use.

TRUE STRANGE SEA STORIES.

Ships Tossed on Unruly Seas in Fine Weather—A Queer Current—Sea Perils.

The one writer of sea stories who of all others has a regular constituency, so to speak, among the seafaring people; the one whose stories, no matter how strange or unusual they may be, are always read with attention and respect; the one, moreover, that is the most prolific of all sea writers, is the hydrographic officer at Washington. There are two things to be said of his stories which commend them to seafaring men; they are true and they are short. Besides that, some of them are exceedingly strange. If George W. Cable or some other writer would collect the "Strange True Stories of the Sea," he would find the task fascinating to himself and the result interesting to the reader.

The last publication of the Hydrographic Office—the periodical for September—is a fair sample of the story-telling ability of the hydrographer, and contains three strange stories, besides a host of tales of such thrilling experiences in storms as would make a landsman's hair stand on end were they related in graphic detail.

On the 23rd of August the British steamship Robert Harrowing, Capt. Hughson, was about 750 miles east of the capes of the Delaware. It is a quiet part of the sea, not at all specially subject to storms or unusual happenings such as one might look for in the Caribbean Sea, but at 10,30 o'clock that morning, although the wind was light, the sea suddenly became so much agitated that the waves poured over the ship's sides, filling her well deck completely full. Then the sea subsided again, and by 1 P. M. it was a dead flat under a calm.

The British ship Ben Cruachan, Capt. Roberts, had a similar experience on the 25th of April last. She was then in the Indian Ocean, about half way between Ceylon and Sumatra, when at 5:41 o'clock in the afternoon, without any previous warning, the ship began to tremble as if in a collision with some hidden wreck, and so continued for seventy-five seconds. A heavy swell from the southeast arose, while there was an unusual convulsion of the water in addition to the swell. According to the hydrographer both of these experiences were due to earthquakes.

Another strange story that is quite as remarkable as, though less striking than, the others was that related of the German steamship Scandia, Capt. Kopff, which at 8 o'clock on the morning of July 19, in latitude 44° 05' north, and 48° 33" west, encountered a strong current, about a third of a mile wide, a sea river, running from north to south with such velocity that while crossing it the steamer's helm had to be put over 15 degrees to counteract its influence. The water was two degrees colder in the current than on either side of it. Its banks were very well marked in the water. This is a part of the sea very often crossed, but no such phenomen on has been noticed there, a fact that suggests the existence of a current flowing from north to south beneath the Gulf Stream, which may now and then break through to the surface, as sub-currents in rivers are known to do.

Among the tales of perils by storms was that of the British steamship Tynedale, Capt. Love. She was in the Gulf of Lyons when a gale came on very suddenly, with a sea that rose more rapidly than the wind. The waves were so high and steep that the ship had no chance to rise—they buried her almost out of sight at every blow they struck her. In this emergency the cargo shifted and the steering gear carried away. She drifted helplessly for two days, when the wind and the sea went down as rapidly as they had come up.

Then there was the British bark Emma Payzant, Capt. Dexter. In a gale off the American coast the vessel was thrown on her beam ends, and there rolled in the hurricane for two days wholly unmanageable.

The case of each ship was as near hopeless as one could well imagine. Lighter gales and less trying circumstances have often sent as good ships as these to the bottom, and for forty-eight hours the crews were on deck facing what seemed to be certain death in a most terrifying form. But they pulled through with no loss of life and comparatively small damage to the ship, because in both cases there was an abundant supply of oil on board suitable for smoothing the combers. The waves that were burying the Tynedale ceased to break as soon as the oil began to spread while the bark rose and fell, even if on her beam ends, without strain as soon as the oil was used. It was because of the saving effect of the oil that the stories were printed by the hydrographer.

The last strange true sea story to be told is that of the great hurricane at Martinique. Because it shows the sailor's idea of the way to tell a story of that kind the hydrographer's report is given in full:

Reports received by telegraph state that a very severe hurricane in Martinique on the evening of Aug. 18, causing great destruction of life and property and the loss of numerous vessels. The official report is said to state that the loss of life was 378 and of property $10,000,000. The data thus far received are too incomplete to allow of plotting the track of the hurricane with any certainty, although it appears to have moved about west northwest over San Domingo and thence northward and eastward. It is desired to collect as complete information as possible, in order to publish a more complete account.

Armies in Motion.

European nations are getting too impatient for a real fight, and so they went through the motions last week, France, Germany and Austria putting their military forces through their manœuvres to see how their new arms and other appliances are likely to work. The small bore rifles and smokeless powder are the chief objects of interest. It is a question whether there will be any real value in the smokeless powder for use in warfare, except so far as it prevents the fouling of guns, and thus permits the use of smaller calibres. The powder smoke now got rid of, serves as a very useful curtain behind which to change the position of troops. Besides the small-bore rifles, other appliances awaiting the real test of war are telephones and bicycles. The Austrian army has a telephone corps and a bicycle corps, both of which should be extremely useful. The one will enable the general in command to talk directly to his lieutenants, the other will carry despatches with more certainty, than courtiers mounted on horseback. The bycicle corps, however, will be much more useful in Europe, where every battlefield has good roads, than it would be in Canada, where even passable roads, except in the neighborhood of large cities, are few and far between.

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Rumors of War.

War clouds are gathering again in Europe. There does not seem to be much chance of Europe getting clear of these ugly shadows upon its peace except by a thunderstorm which shall shake empires and remodel the Old World's map. No new cause for apprehension has been developed, but that France and Germany are nearing another conflict is the prevailing belief among observers not given to alarmist views. For the moment the innocuous and pretty waterparty at Portsmouth, which enabled the Queen to pay some graceful compliments to her French visitors at the risk of sea-sickness, has given pause to the tide of war-talk that the effusive courtesy of the Czar to the officers of the French fleet at Cronstadt set in motion. Even while all the official newspapers of Russia, Germany and other interested countries, including the excitable scribes of Paris, are describing the pacific effect these international courtesies must have, the arms factories of Russia are running double time, the French troops are preparing for autumn maneuvers on a grander scale than ever, and Emperor William is once more in the saddle reviewing his beloved soldiers, and exhorting them to remember that the peace of Europe depends upon them. The approaching hard times in Europe, which bad harvests have made inevitable in Russia and probable in most of the Continental countries, may prove a new factor in the situation, but whether famine and discontent will weigh for war or peace between the nations is a question.

"August Flower"

Mrs. Sarah M. Black of Seneca, Mo., during the past two years has been affected with Neuralgia of the Head, Stomach and Womb, and writes: "My food did not seem to strengthen me at all and my appetite was very variable. My face was yellow, my head dull, and I had such pains in my left side. In the morning when I got up I would have a flow of mucus in the mouth, and a bad, bitter taste. Sometimes my breath became short, and I had such queer, tumbling, palpitating sensations around the heart. I ached all day under the shoulder blades, in the left side, and down the back of my limbs. It seemed to be worse in the wet, cold weather of Winter and Spring; and whenever the spells came on, my feet and hands would turn cold, and I could get no sleep at all. I tried everywhere, and got no relief before using August Flower Then the change came. It has done me a wonderful deal of good during the time I have taken it and is working a complete cure."

G. G. GREEN, Sole Man'fr, Woodbury, N.J.

In shelling beans take off the green ends, and when washed drain them in a colander; put them into a pan with plenty of boiling water, adding salt; boil them till tender; drain in a colander and serve with parsley sauce. When beans are grown large, but not mealy, boil and blanch them; have ready white sauce made hot; put in the beans and just heat them through in it and serve immediately.

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