

MISSIONS IN MICRONESIA.

WORK DONE BY AMERICANS IN THE CAROLINE ISLANDS.

Miss Crosby Tells of Voyaging Among Far-Away Archipelagos From the Frontiers of Civilization—Reasons for Territorial Expansion.

"It will be a great thing for our cause in Micronesia if the United States acquire the island of Kusaie in the settlement with Spain," said Miss E. Theodora Crosby, who recently returned to New York after several years of missionary work in the Carolines and Marshall Islands. "Kusaie—it is also called Oualan and Strong's Island—is the most easterly island in the Caroline group, is the headquarters of the American missions in the eastern Carolines, the Marshall and the Gilbert Islands, of volcanic origin, one of the few high islands in the Carolines. Ponape, Ruk, Yap and the Pelews are similar in character, while the other islands of this group, and all the islands of the Marshall and the Gilbert groups, are of coral formation, rising only a few feet above high-water mark. The low islands are not ordinarily fertile and they are so unhealthy to white persons that missionaries seldom try to reside permanently on them. The high volcanic islands have a delightful and salubrious climate and, with little rain in the way of cultivation, beyond the clearing of the land, produce in abundance every variety of tropical plant and fruit. The Ladrones, the fourth and northernmost group in the Micronesian Archipelago, are all high volcanic islands. Here, owing to the occupation of the islands by the Spanish, the American missionaries have never been able to obtain a foothold.

"Micronesia—the name means 'Little Islands'—is composed of these four groups which lie between latitude 20° north and 4° south, and longitude 120° and 170° of Greenwich. The nearest islands, those of the Marshall group, are about 2,000 miles southwest from Honolulu. They comprise about 1,000 islands, with a total population of 95,000 people. The Protestant missions, established and maintained by the American Board of Commissioners for Foreign Missions, extend over an area measuring 2,500 miles from east to west and 1,200 miles from north to south. The Hawaiian Evangelical Association works in unison with the board in the Gilbert and Marshall Islands.

"The inhabitants of the Micronesian Islands are of the brown Polynesian race, having straight hair. The Gilbert Islanders number about 35,000, the Marshall Islanders about 14,000, the Caroline Islanders have a population of 30,000, and the Ladrones, where the Spaniards have a population of about 10,000. Almost every inhabited island has its chief, whose authority is hereditary. All the Micronesian island groups have been seized by European powers. England holds the Gilberts; France, Germany and the United States, the Carolines; and Spain, the Marshall Islands. By decision of the Pope, when the matter was referred for arbitration, the Carolines were awarded to Spain, and in the summer of 1889 the Spaniards took possession of Ponape. Up to that time Ponape had been the headquarters of the Caroline Islands missions. But the next year there arrived at that island a Spanish Governor with troops and six Capuchin priests. Then began the undoing of all that had been accomplished in many years of patient missionary work. True to their record in all history, the Spaniards began at once to oppress the natives, and they seized some of the mission property. Mr. Doane, at the head of the mission, was arrested and taken to Manila for trial on trumped-up and absurd charges. The Spanish Governor, who was charged with the charges against Mr. Doane, who was returned to Ponape. Still the oppression of the natives continued. One encroachment followed another until, exasperated by the wrongs that had suffered, they rose against their oppressors, slaughtering many of them. The missionaries who had tried to maintain the peace were banished from the island and the mission houses burned. Though the Spanish Government agreed to pay an indemnity for the mission property destroyed, it has not permitted the missionaries to return or to hold any communication with the Christianized Ponape natives.

"No American missionaries now reside in either the Gilbert or the Marshall group. The training schools for both these groups are at Kusaie, where foreigners can dwell with much less peril to health. The foreign missionaries laboring among the Gilbert Islanders are all Hawaiians, and the work there is conducted by the Hawaiian Evangelical Association in cooperation with the American Board. No other Protestant missionary organization is engaged in Micronesia except the London Missionary Society, which employs a few helpers in the westernmost islands of the Gilbert group, in connection with its Samoan mission. In the Marshall Islands there are a few German Catholic missionaries, and there are Spanish Capuchin priests at Pohnpei.

"To give an idea of the extent of the Protestant mission work in Micronesia, I will say that there are in the archipelago, under the auspices of the American Board, 131 places of stated worship, 41 churches with 4,761 members, and 73 common schools, taught by native theological students, with an attendance of 2,747 pupils. There are two training schools, a logical school and a girls' school at Kusaie, and a training school for the western Carolines. For its Micronesian work the board maintains at the central station of Honolulu 13 white missionaries, 7 men and 12 women, 13 native pastors and 37 native school teachers. For traveling among the islands and to keep in communication with Honolulu, the base of supplies for the Micronesian missions, there is maintained a ship service from every where in the South Seas as the missionary navy. It comprises three vessels: the Morning Star, a schooner of 471 tons, navigated both by sail and steam, which carries mail and supplies yearly from Honolulu to the central station; the Kusaie, a schooner of 100 tons, which carries the white missionaries on their annual trips to the islands; the Robert W. Logan, a fifty-ton schooner, built for the use of the missionaries at Kusaie, and the Hiram Bingham, a fifty-ton schooner, fitted for the use of an auxiliary vapor engine, which is the house boat and home as well as the transport of Mr. Walker, a missionary who has charge of the work in the Gilbert group.

"About two months in each year the Morning Star touches at Honolulu, refitting and for the needs of the mission in the islands, carrying supplies, mail, and sometimes passengers. She sails about June 15, going first to the Gilbert Islands, then to the Marshall Islands, and the furthest station, Ruk, which is 3,500 English miles in an air line from Honolulu. The Morning Star is a schooner of 471 tons, carrying the missionaries and theological students of the central station. The Kusaie, a ten weeks' cruise through the Marshall group, in which they visit the outlying stations committed to the charge of the members of the Gilbert Islands station on a similar tour through the Gilberts. These cruises ended, the Morning Star waits at Kusaie for the mail to be made up, then goes to Honolulu, where she arrives about the first of August, and repeats her round of the year.

"Let me describe to you the equipment of a missionary visiting tour among the islands. It is the 1st of September, and the Morning Star is at Kusaie, and the Kusaie and Ruk, has returned to Kusaie to take the missionaries at the Marshall Islands central station to the islands. The Kusaie, a ten weeks' cruise through the Marshall group, in which they visit the outlying stations committed to the charge of the members of the Gilbert Islands station on a similar tour through the Gilberts. These cruises ended, the Morning Star waits at Kusaie for the mail to be made up, then goes to Honolulu, where she arrives about the first of August, and repeats her round of the year.

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Between the fore and main mast another house is placed, containing a night-house, upper saloon, Captain's room, and rooms for chief mate and steward. The foremast is a red, usually of Spanish oak and is used for the crew. The foremast is usually composed of Kanaka, Malay and Japanese. The hollow iron mainmast serves as a smokestack, and as the mainmast is so high, it is necessary to have a second smokestack, which is a small iron pipe, placed in the foremast, and is used for the crew. The foremast is usually composed of Kanaka, Malay and Japanese. The hollow iron mainmast serves as a smokestack, and as the mainmast is so high, it is necessary to have a second smokestack, which is a small iron pipe, placed in the foremast, and is used for the crew.

"In the way of trade products Micronesia does not cut much of a figure. Copra and beche-de-mer are the principal articles of commerce. The beautiful, costly orange cowries and other curious natural or made by the natives, are the principal articles of commerce. The beautiful, costly orange cowries and other curious natural or made by the natives, are the principal articles of commerce. The beautiful, costly orange cowries and other curious natural or made by the natives, are the principal articles of commerce.

COULDN'T LEAVE HIS SHIP TO.

Peccol Experience of a Deep-Sea Skipper on a Fore-and-After. "The philosophy of seamanship is supposed to be the same in all sailing vessels," said the old skipper, "but there is a vast difference between handling a square-rigger and a fore-and-after. A deep-water sailor is at sea in double sense when he gets aboard one of our clipper schooners. I served my apprenticeship on a schooner, and never sailed on a square-rigger vessel until I was a man.

"In 1873 I bought a swift schooner for some trade on the coast of the Hawaiian Islands and Southern waters. Capt. Bill Curran, who had never sailed in a fore-and-after, commanded her. He hunted around for a mate who had sailed in schooners, and finally got a man who had made two or three voyages to the West Indies. I told the owners there was a chance in the world that the vessel would be wrecked on the coast of the Hawaiian Islands, so he decided to go to sea, he persuaded me to make the voyage to Havana in his private interests.

"I was put on off the Battery with a stiff north wind. We had a crew of foreigners, all square-rigger sailors, had nothing to say except in an advisory capacity. We had a good run to Hatteras and across the Gulf Stream. When well to the southward of it, in the squally latitudes, I looked out of the companionway and saw a large black object, which I took to be a whale, and I saw that it worried him all sail set. I went below. Pretty soon I saw the schooner was running down the coast. Then I heard the whistling of the steam whistle, and the Captain yelling, 'Hard up! Hard up!' I ran up on deck. The Captain had just run under the wheel and was holding a sailing log. The vessel's lee rail was under water and the topsails were adrift. I jumped in the wind, but he had held on to the rigging, and had a good grip on the shoulder, and had a good grip on the shoulder. But the vessel had been hit forward of the beam and should have been holed. The men at the wheel couldn't budge it. Neither knew enough to ease off the main sheet, I immediately did this, and the hard-pressed schooner paid off and righted in a jiffy. I got down some where about latitude 25° south, and was making about latitude 25° south. Wall under close reef, with the bonnet of the foremast, and I was making about latitude 25° south. Wall under close reef, with the bonnet of the foremast, and I was making about latitude 25° south. Wall under close reef, with the bonnet of the foremast, and I was making about latitude 25° south.

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STATIONERY.

LADIES' JACKETS.

LADIES' SUITS.

CRUSADE AGAINST BARREN ISLAND.

BARON DE WYCK HAS RECENTLY RECEIVED A REPORT FROM A SPECIAL COMMITTEE OF THE ANTI-BARREN ISLAND LEAGUE, DECLARING THAT THE CONDITION OF AFFAIRS AT BARREN ISLAND HAS NOT CHANGED FOR THE BETTER AND THAT THE WORK THERE IS A SUICIDE AND A DANGER TO HEALTH.

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