

The Democratic Sentinel

RENSSELAER, INDIANA.

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AN ISLAND NATION.

A STUDY OF HAWAII AND HER PEOPLE.

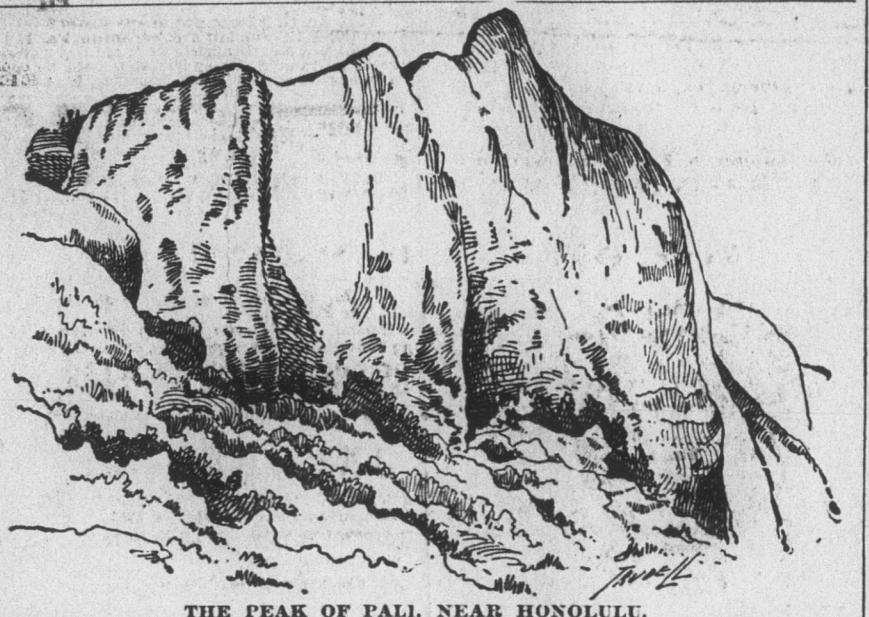
The Simplicity and Barbarous Innocence of the Natives—A Beautiful Land—The Scourge of Leprosy—Value of Our Hawaiian Imports.

Bigger than Wisconsin. Hawaii, land of smiling sunshine and rushing streams, place of paradise and scenes of torment. Ten little islands sleeping in the sea, where indolence and industry meet and mingle; where commerce thrives incredibly, and idleness exists in its laziest perfection! At once a health resort and a breeding-place of humanity's most frightful scourge! Where Nature's most resplendent luxuriance creeps to the very edge of pits



HAWAIIAN HOTEL, HONOLULU.

yourself their enemy, and even then you need but ask forgiveness to receive their love again. And to be a Hawaiian's friend is to be little less than his



THE PEAK OF PALI, NEAR HONOLULU.

where Nature's most malignant anger ever boils and bubbles, and sometimes reaches out a shuddering hand of molten lava to engulf a town and murder the sand. Hawaii is truly a strange little nation—a strange little nation in strange little lands with a strange little people. But with all the strangeness of them all



they are marvelously rich now and richer yet in future possibilities.

Ever since this group of oases on Pacific's watery desert was discovered by Captain Cook and claimed by Vancouver, the Sandwich Islands have been

master. His deeds of kindness stop only with his ability.

The islands are as beautiful as the people are good-natured. Never ceasing in verdure, which invades every nook affording finger-hold for a climbing ten- dril, until it is hard sometimes to guess where habitation and which is thicket; towering mountains, often capped by inextinguishable volcanic fires instead of snow; winding valleys, through whose bosky depths crystal streams glitter in the summer and change to raging torrents in the rainy season—all these are there with other wonders—all beautiful. By the wayside grass cottages for the natives and pretty wooden structures for the foreigners offer open-hearted hospitality to the tourist. Breezes always blow. They blow health to the foreign invalid; but, alas! they sometimes blow horror and death to the native Hawaiians, with their rich brown skins, their big liquid eyes, and their supple, energetic limbs, are far from being an unhandsome race. The men are of good height and muscular; the women charming in their youth, beautiful in their early prime, and no

longer.

Leprosy is decreasing in Hawaii, it is said; but still the famous leper colony on Molokai, one of the most beautiful islands of the group, does not lack tenants.

Harrowing farewell scenes are not unusual at the isolated Honolulu wharf from which the lepers boat sails. "Aloha" means the departure, which means farewell. "Aloha aloha," cry the dear ones left behind, and they rend the air and fill their mouths with ashes in the extremity of their grief, for it is "aloha" forever! The human freight on the little steamer is carried on its plunging, wave-rocked way to a doom more terrible than death—a living, breathing, conscious decay. In that leper settlement all that is not human thrives and blossoms and is fruitful. All that is human gathers some new loathsome, some novelty of horror



A VOLCANO GUIDE.

worse than other tropical women in their maturity.

From a Materialistic Point of View.

Such are the Hawaiian people and the Sandwich Islands. Surely they form a fascinating study for the romancer. In the commerce of the Hawaiian group this nation just finds a useless addition, subject for research and speculation.

The islands lie between the 15th and 20th degrees, north latitude, and longitude 154°-165° west. Twenty-one hundred miles of uninterrupted ocean roll between them and San Francisco.

The largest of the islands is Hawaii, with Maui, Oahu, Kauai, Molokai, Lanai, Niihau, Kahoolawe, Lehua and Molokini, ranging in size in the order named. The total area of the islands is 61,000 miles. Thus the new State—if the islands be admitted—will be 2,000 square miles larger than Idaho, 2,500 square miles bigger than Michigan, 5,000 square miles larger than Wisconsin, and only 8,000 square miles smaller than Missouri or Washington. Nor does the only richness of Hawaii lie in size. Her population of 89,000 is larger than that of Washington and almost as large as that of South Dakota, which has 15,000 square miles greater area.

Hawaii has been referred to as a land of languor-loving, lazy bodies. But these lazy bodies have built up a trade that is not to be despised. In 1890 Hawaii's total business dealings with this country alone amounted to more than \$17,000,000, the balance of which was largely in Hawaiian favor, for while these brown-skinned islanders were buying \$4,711,167 of American goods, America was buying \$12,313,908 of Hawaiian products. Trade between the United States and Hawaii has reached proportions that few people realize. We bought three-fourths as much in 1890 from that little group of islands in the South Pacific as we did from the whole China as Empire, notwithstanding the firecrackers and tea. Multiply our imports from Hawaii by three and you will have a total almost as great as our imports were from Canada in the same year. Among the commodities which helped to make up these surprising totals were sugar, coffee, palm (a silky vegetable fiber) and hides. It will be observed that this little water-locked nation not to be lightly sneezed at as a commercial entity.

Wholly American in Sympathy. When Queen Liliuokalani was deposed, it was not surprising that her subjects should apply for a bit of the protecting warmth found under the wings of the American eagle. For many years the islands have been entirely American in sympathies. The whole population, except the 5,000 or 6,000 Englishmen, Germans and Frenchmen, is more American in spirit than it is Hawaiian. For years it has been not unusual for residents, whether they had ever visited this land of the free or not, to refer to it as "home," and, should one contemplate coming to see us, he would very likely speak of the projected voyage as "going home."

The agricultural products of the islands are, besides sugar, to which more than seventy larger plantations are given, of which 2,455 tons were exported in 1883; some coffee, pineapples, oranges, mangos, custard, apples, guavas, maize, and wheat. Besides these, great quantities of "alo" are raised, and to the fact that it needs practically no cultivation, and that a patch forty feet square will produce enough food to support a native for a year, is chiefly attributed the indolence of the islanders. Sheep and cattle are raised to some extent. There are only a few sheep owners in the islands, but their flocks are large. In 1878, the latest figures obtainable, 523,000 pounds of wool were exported. The commerce between the islands and the United States practically began in 1876, when a trade treaty was signed.

the steady decrease in their numbers, which in twenty-one years has amounted to 44 per cent. But there are other reasons for this decline. The delate, Nature-loving Hawaiians seem not to

with each succeeding day. This bright and helplessness of the Hawaiians, when they believe death is hovering near, have much to do with their decline.

Even the Meant of Things Love to Protect Their Lives.

An old man cat, hunted out of its abode no doubt by its owner, had established itself in our street, on the footpath of our house, where a little November sun once more warmed its body, says Pierre Loti in "A Book of Piety and Death." It is the custom with certain people whose piety is a selfish piety thus to send off as far away as possible and "lose" the poor animals they care neither to tend nor to see suffer.

All day long it would sit piteously in the corner of a window-sill, looking, oh, so unhappy and so humble, an object of disgust to those who passed, menaced by children and by dogs, in continual danger, and sickening from hour to hour. Its poor head was eaten up with disease, covered with sores, and almost without fur, but its eyes, which remained bright, seemed to reflect profoundly.

It must have felt in its frightful bitterness the worst of all sufferings for a cat—that of not being able to make its toilet, to lick its fur, and to comb itself with the care cats always bestow on this operation.

To make its toilet! I believe that to a beast, as to a man, this is one of the most necessary distractions of life. The poorest, and most diseased, and the most decrepit animals at certain hours dress themselves up, and as long as they are able to do that have not lost everything in life. But to be no longer able to care for their appearance because nothing can be done before the final moldering away, that has always appeared to me the lowest depth of all the supreme agony. Alas! for those poor old beggars who before their death have tried and fit on their faces, their bodies scarred with wounds that no longer

At the present rate the lapse of not many years will bring a time when few full-blooded natives are alive.

How the Queen Laid Idolatry Low.

What is the Use of the Propeller Has Made Possible.

Far back in the year 1834, Captain John Ericsson, whom we all remember as the builder of the first ironclad "Monitor," applied for a patent on a screw propeller to be used in driving ships through the water. Ten years later the Secretary of the British Admiralty persuaded that body to make a trial of the new machine in the frigate "Arrogant."

The device was a success. The frigate went faster than others of her size using sails alone; she could move about in the water when there was no wind, and when other ships were motionless or at anchor, and although her speed, even with the wind, was but little increased, and the sailors grieved at having the ship's hold filled up with "teakettles and bladders," they had to admit that she was safer in a gale, and could go better than before. Popular opinion was against the propeller, however, and it was not until 1852 that it was placed in the larger ships of war.

All great inventions have to fight their way, and this was no exception.

It gradually came into use among merchant ships, and when the naval authorities saw its advantages most of the opposition ceased, and they decided to try it in the greatest ship they had. The "Windsor Castle" had just been completed at the Royal Dockyard, Pembroke. She was 255 feet long, 60 feet wide, and had three tiers of port-holes—room for 120 guns. She was the result of years of labor, and was then the greatest warship in the world.

It seemed a pity to deserve this noble craft by loads of coal, tons of oily machinery, hot boilers, and a company of "greasy engineers," but it would never do to have England's greatest war-ship lacking in anything that could give her greater speed and strength. Therefore it was decided to drag along for a time—to have had still some little thoughts for another week. There remained to me sufficient strength to leap on the window sill, where the dogs could no more torment me, where I was no cold. In the morning when the sun came there I had some moments which were not unbearable, looking at the movements of life around me, interested in the coming and going of other cats, conscious at least of something; while now I am about to decompose and be transformed into I know not what, that will not remember. Soon I shall no longer be."

I should have recollect, in fact, that even the meanest of things love to prolong their lives by every means, even to its utmost limits of misery, preferring anything to the terror of being nothing, of no longer being.

In making a report of this great ship to the French navy, Lieutenant Labrouse urged the French also to adopt the propeller, and wrote that "the use of the screw as a means of propulsion is far from diminishing a ship's sailing qualities. It is, on the contrary, capable of adding to the certainties of navigation."

In 1859 we find the "Great Eastern" using the propeller, but only as an aid to her paddle-wheels. In fact, for many years thereafter, all the ocean steamers used paddle only. The warships alone continued to experiment with the propellers.

Now, however, everything has changed in favor of the screw, and, except some light river boats drawing little water, all steamers are run by propellers. Boats were soon built with propellers under the keel, then others used two, one on either side of the keel, and now three are being successfully operated.

Then came the days of "forced draft," when the fire-rooms were closed up tight, and air was pumped in to go roaring up through the chimneys after fanning the fires into greater heat. The engines worked faster, and the ship's speed was increased; but the increase soon reached a limit, for the boiler-room became so hot that the poor firemen could not stay at their posts for more than fifteen minutes at a time. One hundred and sixty-five degrees was the awful heat they had to work in recently on the fast United States ship "Concord." The men fainted in front of the furnaces, and others were hard to hire. What was to be done? The limit of speed for ships seemed to be reached, while more speed was wanted.

Commodore George W. Melville, of the United States navy, has solved the puzzle by designing a ship with smokestacks 100 feet high. These have the same effect as the tall factory chimneys on land. The firemen do not find this natural draft so oppressive, and these smokestacks give a steam power that sends the great ship with spinning screws, at the rate of twenty-six miles an hour. And, even at this railway speed, she will use so little coal that she can run 24,000 miles, or almost around the world, without renewing her supply.

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