
JOSEPH CONRAD

Youth¹

This could have occurred nowhere but in England, where men and sea interpenetrate, so to speak—the sea entering into the life of most men, and the men knowing something or everything about the sea, in the way of amusement, of travel, or of bread-winning.

We were sitting round a mahogany table that reflected the bottle, the claret-glasses, and our faces as we leaned on our elbows. There was a director of companies, an accountant, a lawyer, Marlow, and myself. The director had been a *Conway*² boy, the accountant had served four years at sea, the lawyer—a fine crusted Tory, High Churchman, the best of old fellows, the soul of honor—had been chief officer in the P. & O.³ service in the good old days when mail-boats were square-rigged at least on two masts, and used to come down the China Sea before a fair monsoon with stunsails set aloft and aloft. We all began life in the merchant service. Between the five of us there was the strong bond of the sea, and also the fellowship of the craft, which no amount of enthusiasm for yachting, cruising, and so on can give, since one is only the amusement of life and the other is life itself.

Marlow (at least I think that is how he spelt his name) told the story, or rather the chronicle, of a voyage:

“Yes, I have seen a little of the Eastern seas; but what I remember best is my first voyage there. You fellows know there are those voyages that seem ordered for the illustration of life, that might stand for a symbol of existence. You fight, work, sweat, nearly kill yourself, sometimes do kill yourself, trying to accomplish something—and you can’t. Not from any fault of yours. You simply can do nothing, neither great nor little—not a thing in the world—not even marry an old maid, or get a wretched 600-ton cargo of coal to its port of destination.

“It was altogether a memorable affair. It was my first voyage to the East, and my first voyage as second mate; it was also my skipper’s first command. You’ll admit it was time. He was sixty if a day; a little man, with a broad, not very straight back, with bowed shoulders and one leg more bandy than the other, he had that queer twisted-about appearance you see so often in men who work in the fields. He had a nutcracker face—chin and nose trying to come together over a sunken mouth—and it was framed in iron-gray fluffy hair, that looked like a chin-strap of cotton-wool sprinkled with coal-dust. And he had blue eyes in that old face of his, which were amazingly like a boy’s, with that candid expression some quite common men preserve to the end of their days by a rare internal gift of simplicity of heart and rectitude of soul. What induced him to accept me was a wonder. I had come out of a crack Australian clipper, where

1. This story is derived from Conrad’s own experience at sea. In an “author’s note,” written in 1917, Conrad remarked that “‘Youth’ is a feat of memory. It is a record of experience; but that experience, in its facts, in its inwardness and in its outward coloring, begins and ends in myself.” The real ship was called the *Palestine*, and Conrad changed the

name to *Judea*; he did not alter the name of the captain, Beard, or that of the mate, Mahon.

2. The *Conway* was a training ship on which student officers for the British merchant marine gained sea experience.

3. “Pacific and Oriental,” a famous British line shipping to the Far East.

I had been third officer, and he seemed to have a prejudice against crack clip-pers as aristocratic and high-toned. He said to me, 'You know, in this ship you will have to work.' I said I had to work in every ship I had ever been in. 'Ah, but this is different, and you gentlemen out of them big ships; . . . but there! I dare say you will do. Join tomorrow.'

"I joined tomorrow. It was twenty-two years ago; and I was just twenty. How time passes! It was one of the happiest days of my life. Fancy! Second mate for the first time—a really responsible officer! I wouldn't have thrown up my new billet for a fortune. The mate looked me over carefully. He was also an old chap, but of another stamp. He had a Roman nose, a snow-white, long beard, and his name was Mahon, but he insisted that it should be pronounced Mann. He was well connected; yet there was something wrong with his luck, and he had never got on.

"As to the captain, he had been for years in coasters, then in the Mediter-ranean, and last in the West Indian trade. He had never been round the Capes.⁴ He could just write a kind of sketchy hand, and didn't care for writing at all. Both were thorough good seamen of course, and between those two old chaps I felt like a small boy between two grandfathers.

"The ship also was old. Her name was the *Judea*. Queer name, isn't it? She belonged to a man Wilmer, Wilcox—some name like that; but he has been bankrupt and dead these twenty years or more, and his name don't matter. She had been laid up in Shadwell basin for ever so long. You may imagine her state. She was all rust, dust, grime—soot aloft, dirt on deck. To me it was like coming out of a palace into a ruined cottage. She was about 400 tons, had a primitive windlass, wooden latches to the doors, not a bit of brass about her, and a big square stern. There was on it, below her name in big letters, a lot of scroll-work, with the gilt off, and some sort of a coat of arms, with the motto 'Do or Die' underneath. I remember it took my fancy immensely. There was a touch of romance in it, something that made me love the old thing—something that appealed to my youth!

"We left London in ballast—sand ballast—to load a cargo of coal in a north-ern port for Bangkok. Bangkok! I thrilled. I had been six years at sea, but had only seen Melbourne and Sydney, very good places, charming places in their way—but Bangkok!

"We worked out of the Thames under canvas, with a North Sea pilot on board. His name was Jermyn, and he dodged all day long about the galley dry-ing his handkerchief before the stove. Apparently he never slept. He was a dis-mal man, with a perpetual tear sparkling at the end of his nose, who either had been in trouble, or was in trouble, or expected to be in trouble—couldn't be happy unless something went wrong. He mistrusted my youth, my common sense, and my seamanship, and made a point of showing it in a hundred little ways. I dare say he was right. It seems to me I knew very little then, and I know not much more now; but I cherish a hate for that Jermyn to this day.

"We were a week working up as far as Yarmouth Roads, and then we got into a gale—the famous October gale of twenty-two years ago. It was wind, light-ning, sleet, snow, and a terrific sea. We were flying light, and you may imagine how bad it was when I tell you we had smashed bulwarks and a flooded deck.

4. The Cape of Good Hope, at the southwestern tip of the African continent, and Cape Horn, the

southern-most point of South America.

On the second night she shifted her ballast into the lee bow, and by that time we had been blown off somewhere on the Dogger Bank. There was nothing for it but go below with shovels and try to right her, and there we were in that vast hold, gloomy like a cavern, the tallow dips stuck and flickering on the beams, the gale howling above, the ship tossing about like mad on her side; there we all were, Jermyn, the captain, everyone, hardly able to keep our feet, engaged on that gravedigger's work, and trying to toss shovelfuls of wet sand up to windward. At every tumble of the ship you could see vaguely in the dim light men falling down with a great flourish of shovels. One of the ship's boys (we had two), impressed by the weirdness of the scene, wept as if his heart would break. We could hear him blubbering somewhere in the shadows.

"On the third day the gale died out, and by and by a north-country tug picked us up. We took sixteen days in all to get from London to the Tyne!⁵ When we got into dock we had lost our turn for loading, and they hauled us off to a pier where we remained for a month. Mrs. Beard (the captain's name was Beard) came from Colchester to see the old man. She lived on board. The crew of runners had left, and there remained only the officers, one boy and the steward, a mulatto who answered to the name of Abraham. Mrs. Beard was an old woman, with a face all wrinkled and ruddy like a winter apple, and the figure of a young girl. She caught sight of me once, sewing on a button, and insisted on having my shirts to repair. This was something different from the captains' wives I had known on board crack clippers. When I brought her the shirts, she said: 'And the socks? They want mending, I am sure, and John's—Captain Beard's—things are all in order now. I would be glad of something to do.' Bless the old woman. She overhauled my outfit for me, and meantime I read for the first time *Sartor Resartus* and Burnaby's *Ride to Khiva*.⁶ I didn't understand much of the first then; but I remember I preferred the soldier to the philosopher at the time; a preference which life has only confirmed. One was a man, the other was either more—or less. However, they are both dead and Mrs. Beard is dead, and youth, strength, genius, thoughts, achievements, simple hearts—all dies. . . . No matter.

"They loaded us at last. We shipped a crew. Eight able seamen and two boys. We hauled off one evening to the buoys at the dock-gates, ready to go out, and with a fair prospect of beginning the voyage next day. Mrs. Beard was to start for home by a late train. When the ship was fast we went to tea. We sat rather silent through the meal—Mahon, the old couple, and I. I finished first, and slipped away for a smoke, my cabin being in a deckhouse just against the poop.⁷ It was high water, blowing fresh with a drizzle; the double dock-gates were opened, and the steam colliers were going in and out in the darkness with their lights burning bright, a great plashing of propellers, rattling of winches, and a lot of hailing on the pierheads. I watched the procession of head-lights gliding high and of green lights gliding low in the night, when suddenly a red gleam flashed at me, vanished, came into view again, and remained. The fore-end of a steamer loomed up close. I shouted down the cabin, 'Come up, quick!' and then heard a startled voice saying afar in the dark, 'Stop her, sir.' A bell jingled. Another voice cried warningly, 'We are going right into that bark, sir.' The

5. A river in the northeast of England, on which the port of Newcastle-on-Tyne is situated. It flows into the North Sea at Tynemouth, nearly 300 miles north of London.

6. A once-popular travel book, published in 1876, by the English soldier and traveler Frederick Gus-

tavus Barnaby (1842–85), describing his 300-mile winter journey on horseback across the Russian steppes. Khiva is now in the Republic of Uzbekistan.

7. Raised deck, often forming the roof of the cabin, at ship's stern.

answer to this was a gruff 'All right,' and the next thing was a heavy crash as the steamer struck a glancing blow with the bluff of her bow about our fore-rigging. There was a moment of confusion, yelling, and running about. Steam roared. Then somebody was heard saying, 'All clear, sir.' . . . 'Are you all right?' asked the gruff voice. I had jumped forward to see the damage, and hailed back, 'I think so.' 'Easy astern,' said the gruff voice. A bell jingled. 'What steamer is that?' screamed Mahon. By that time she was no more to us than a bulky shadow maneuvering a little way off. They shouted at us some name—a woman's name, Miranda or Melissa—or some such thing. 'This means another month in this beastly hole,' said Mahon to me, as we peered with lamps about the splintered bulwarks and broken braces. 'But where's the captain?'

"We had not heard or seen anything of him all that time. We went aft to look. A doleful voice arose hailing somewhere in the middle of the dock, '*Judea* ahoy!' . . . How the devil did he get there? . . . 'Hallo!' we shouted. 'I am adrift in our boat without oars,' he cried. A belated water-man offered his services, and Mahon struck a bargain with him for a half crown to tow our skipper alongside; but it was Mrs. Beard that came up the ladder first. They had been floating about the dock in that mizzly cold rain for nearly an hour. I was never so surprised in my life.

"It appears that when he heard my shout 'Come up' he understood at once what was the matter, caught up his wife, ran on deck, and across, and down into our boat, which was fast to the ladder. Not bad for a sixty-year-old. Just imagine that old fellow saving heroically in his arms that old woman—the woman of his life. He set her down on a thwart, and was ready to climb back on board when the painter came adrift somehow, and away they went together. Of course in the confusion we did not hear him shouting. He looked abashed. She said cheerfully, 'I suppose it does not matter my losing the train now?' 'No, Jenny—you go below and get warm,' he growled. Then to us: 'A sailor has no business with a wife—I say. There I was, out of the ship. Well, no harm done this time. Let's go and look at what that fool of a steamer smashed.'

"It wasn't much, but it delayed us three weeks. At the end of that time, the captain being engaged with his agents, I carried Mrs. Beard's bag to the railway station and put her all comfy into a third-class carriage. She lowered the window to say, 'You are a good young man. If you see John—Captain Beard—without his muffler at night, just remind him from me to keep his throat well wrapped up.' 'Certainly, Mrs. Beard,' I said. 'You are a good young man; I noticed how attentive you are to John—to Captain——' The train pulled out suddenly; I took my cap off to the old woman: I never saw her again. . . . Pass the bottle.

"We went to sea next day. When we made that start for Bangkok we had been already three months out of London. We had expected to be a fortnight or so—at the outside.

"It was January, and the weather was beautiful—the beautiful sunny winter weather that has more charm than in the summertime, because it is unexpected, and crisp, and you know it won't, it can't, last long. It's like a windfall, like a godsend, like an unexpected piece of luck.

"It lasted all down the North Sea, all down Channel; and it lasted till we were three hundred miles or so to the westward of the Lizards;⁸ then the wind went

8. Lizard Head, peninsula in southwest England, on the coast of Cornwall, terminating in Lizard

Point, the southern-most point in England.

round to the sou'west and began to pipe up. In two days it blew a gale. The *Judea*, hove to, wallowed on the Atlantic like an old candle-box. It blew day after day: it blew with spite, without interval, without mercy, without rest. The world was nothing but an immensity of great foaming waves rushing at us, under a sky low enough to touch with the hand and dirty like a smoked ceiling. In the stormy space surrounding us there was as much flying spray as air. Day after day and night after night there was nothing round the ship but the howl of the wind, the tumult of the sea, the noise of water pouring over her deck. There was no rest for her and no rest for us. She tossed, she pitched, she stood on her head, she sat on her tail, she rolled, she groaned, and we had to hold on while on deck and cling to our bunks when below, in a constant effort of body and worry of mind.

"One night Mahon spoke through the small window of my berth. It opened right into my very bed, and I was lying there sleepless, in my boots, feeling as though I had not slept for years, and could not if I tried. He said excitedly:

"You got the sounding-rod in here, Marlow? I can't get the pumps to suck. By God! It's no child's play."

"I gave him the sounding-rod and lay down again, trying to think of various things—but I thought only of the pumps. When I came on deck they were still at it, and my watch relieved at the pumps. By the light of the lantern brought on deck to examine the sounding rod I caught a glimpse of their weary, serious faces. We pumped all the four hours. We pumped all night, all day, all the week—watch and watch. She was working herself loose, and leaked badly—not enough to drown us at once, but enough to kill us with the work at the pumps. And while we pumped the ship was going from us piecemeal: the bulwarks went, the stanchions were torn out, the ventilators smashed, the cabin door burst in. There was not a dry spot in the ship. She was being gutted bit by bit. The long-boat changed, as if by magic, into matchwood where she stood in her gripes. I had lashed her myself, and was rather proud of my handiwork, which had withstood so long the malice of the sea. And we pumped. And there was no break in the weather. The sea was white like a sheet of foam, like a caldron of boiling milk; there was not a break in the clouds, no—not the size of a man's hand—no, not for so much as ten seconds. There was for us no sky, there were for us no stars, no sun, no universe—nothing but angry clouds and an infuriated sea. We pumped watch and watch, for dear life; and it seemed to last for months, for years, for all eternity, as though we had been dead and gone to a hell for sailors. We forgot the day of the week, the name of the month, what year it was, and whether we had ever been ashore. The sails blew away, she lay broadside on under a weather-cloth, the ocean poured over her, and we did not care. We turned those handles, and had the eyes of idiots. As soon as we had crawled on deck I used to take a round turn with a rope about the men, the pumps, and the mainmast, and we turned, we turned incessantly, with the water to our waists, to our necks, over our heads. It was all one. We had forgotten how it felt to be dry.

"And there was somewhere in me the thought: By Jove! this is the deuce of an adventure—something you read about; and it is my first voyage as second mate—and I am only twenty—and here I am lasting it out as well as any of these men, and keeping my chaps up to the mark. I was pleased. I would not have given up the experience for worlds. I had moments of exultation. Whenever the old dismantled craft pitched heavily with her counter high in the air, she seemed to me to throw up, like an appeal, like a defiance, like a

cry to the clouds without mercy, the words written on her stern: *'Judea, London: Do or Die.'*

"O youth! The strength of it, the faith of it, the imagination of it! To me she was not an old rattletrap carting about the world a lot of coal for a freight—to me she was the endeavor, the test, the trial of life. I think of her with pleasure, with affection, with regret—as you would think of someone dead you have loved. I shall never forget her. . . . Pass the bottle.

"One night when tied to the mast, as I explained, we were pumping on, deafened with the wind, and without spirit enough in us to wish ourselves dead, a heavy sea crashed aboard and swept clean over us. As soon as I got my breath I shouted, as in duty bound, 'Keep on, boys!' when suddenly I felt something hard floating on deck strike the calf of my leg. I made a grab at it and missed. It was so dark we could not see each other's faces within a foot—you understand.

"After that thump the ship kept quiet for a while, and the thing, whatever it was, struck my leg again. This time I caught it—and it was a saucepan. At first, being stupid with fatigue and thinking of nothing but the pumps, I did not understand what I had in my hand. Suddenly it dawned upon me, and I shouted, 'Boys, the house on deck is gone. Leave this, and let's look for the cook.'

"There was a deck-house forward, which contained the galley, the cook's berth, and the quarters of the crew. As we had expected for days to see it swept away, the hands had been ordered to sleep in the cabin—the only safe place in the ship. The steward, Abraham, however, persisted in clinging to his berth, stupidly, like a mule—from sheer fright I believe, like an animal that won't leave a stable falling in an earthquake. So we went to look for him. It was chancing death, since once out of our lashings we were as exposed as if on a raft. But we went. The house was shattered as if a shell had exploded inside. Most of it had gone overboard—stove, men's quarters, and their property, all was gone; but two posts, holding a portion of the bulkhead to which Abraham's bunk was attached, remained as if by a miracle. We groped in the ruins and came upon this, and there he was, sitting in his bunk, surrounded by foam and wreckage, jabbering cheerfully to himself. He was out of his mind; completely and forever mad, with this sudden shock coming upon the fag-end of his endurance. We snatched him up, lugged him aft, and pitched him headfirst down the cabin companion. You understand there was no time to carry him down with infinite precautions and wait to see how he got on. Those below would pick him up at the bottom of the stairs all right. We were in a hurry to go back to the pumps. That business could not wait. A bad leak is an inhuman thing.

"One would think that the sole purpose of that fiendish gale had been to make a lunatic of that poor devil of a mulatto. It eased before morning, and next day the sky cleared, and as the sea went down the leak took up. When it came to bending a fresh set of sails the crew demanded to put back—and really there was nothing else to do. Boats gone, decks swept clean, cabin gutted, men without a stitch but what they stood in, stores spoiled, ship strained. We put her head for home, and—would you believe it? The wind came east right in our teeth. It blew fresh, it blew continuously. We had to beat up every inch of the way, but she did not leak so badly, the water keeping comparatively smooth. Two hours' pumping in every four is no joke—but it kept her afloat as far as Falmouth.⁹

9. Port on southwest English coast, in Cornwall.

“The good people there live on casualties of the sea, and no doubt were glad to see us. A hungry crowd of shipwrights sharpened their chisels at the sight of that carcass of a ship. And, by Jove! they had pretty pickings off us before they were done. I fancy the owner was already in a tight place. There were delays. Then it was decided to take part of the cargo out and caulk her topsides. This was done, the repairs finished, cargo reshipped; a new crew came on board, and we went out—for Bangkok. At the end of a week we were back again. The crew said they weren’t going to Bangkok—a hundred and fifty days’ passage—in a something hooker that wanted pumping eight hours out of the twenty-four; and the nautical papers inserted again the little paragraph: ‘*Judea*. Bark. Tyne to Bangkok; coals; put back to Falmouth leaky and with crew refusing duty.’

“There were more delays—more tinkering. The owner came down for a day, and said she was as right as a little fiddle. Poor old Captain Beard looked like the ghost of a Geordie¹ skipper—through the worry and humiliation of it. Remember he was sixty, and it was his first command. Mahon said it was a foolish business, and would end badly. I loved the ship more than ever, and wanted awfully to get to Bangkok. To Bangkok! Magic name, blessed name. Mesopotamia wasn’t a patch on it.² Remember I was twenty, and it was my first second-mate’s billet, and the East was waiting for me.

“We went out and anchored in the outer roads with a fresh crew—the third. She leaked worse than ever. It was as if those confounded shipwrights had actually made a hole in her. This time we did not even go outside. The crew simply refused to man the windlass.

“They towed us back to the inner harbor, and we became a fixture, a feature, an institution of the place. People pointed us out to visitors as ‘That ’ere barque that’s going to Bangkok—has been here six months—put back three times.’ On holidays the small boys pulling about in boats would hail, ‘*Judea*, ahoy!’ and if a head showed above the rail shouted, ‘Where you bound to?—Bangkok?’ and jeered. We were only three on board. The poor old skipper mooned in the cabin. Mahon undertook the cooking, and unexpectedly developed all a Frenchman’s genius for preparing nice little messes. I looked languidly after the rigging. We became citizens of Falmouth. Every shopkeeper knew us. At the barber’s or tobacconist’s they asked familiarly, ‘Do you think you will ever get to Bangkok?’ Meantime the owner, the underwriters, and the charterers squabbled amongst themselves in London, and our pay went on. . . . Pass the bottle.

“It was horrid. Morally it was worse than pumping for life. It seemed as though we had been forgotten by the world, belonged to nobody, would get nowhere; it seemed that, as if bewitched, we would have to live for ever and ever in that inner harbor, a derision and a byword to generations of long-shore loafers and dishonest boatmen. I obtained three months’ pay and a five days’ leave, and made a rush for London. It took me a day to get there and pretty well another to come back—but three months’ pay went all the same. I don’t know what I did with it. I went to a music-hall, I believe, lunched, dined, and supped in a swell place in Regent Street, and was back on time, with nothing but a complete set of Byron’s works and a new railway rug to show for three months’ work. The boatman who pulled me off to the ship said: ‘Hallo! I thought you

1. A “Geordie” is a native of Tyneside, in northeast England. (See note 5 above.)

2. David Garrick, the 18th-century English actor,

said that “that blessed word Mesopotamia” in the mouth of the famous preacher George Whitefield had the power of making people laugh or cry.

had left the old thing. *She* will never get to Bangkok.' 'That's all you know about it,' I said, scornfully—but I didn't like that prophecy at all.

"Suddenly a man, some kind of agent to somebody, appeared with full powers. He had grog blossoms all over his face, an indomitable energy, and was a jolly soul. We leaped into life again. A hulk came alongside, took our cargo, and then we went into dry dock to get our copper stripped. No wonder she leaked. The poor thing, strained beyond endurance by the gale, had, as if in disgust, spat out all the oakum of her lower seams. She was recaulked, new-coppered, and made as tight as a bottle. We went back to the hulk and reshipped our cargo.

"Then, on a fine moonlight night, all the rats left the ship.

"We had been infested with them. They had destroyed our sails, consumed more stores than the crew, affably shared our beds and our dangers, and now, when the ship was made seaworthy, concluded to clear out. I called Mahon to enjoy the spectacle. Rat after rat appeared on our rail, took a last look over his shoulder, and leaped with a hollow thud into the empty hulk. We tried to count them, but soon lost the tale. Mahon said: 'Well, well! don't talk to me about the intelligence of rats. They ought to have left before, when we had that narrow squeak from foundering. There you have the proof how silly is the superstition about them. They leave a good ship for an old rotten hulk, where there is nothing to eat, too, the fools! . . . I don't believe they know what is safe or what is good for them, any more than you or I.'

"And after some more talk we agreed that the wisdom of rats had been grossly overrated, being in fact no greater than that of men.

"The story of the ship was known, by this, all up the Channel from Land's End to the Forelands, and we could get no crew on the south coast. They sent us one all complete from Liverpool, and we left once more—for Bangkok.

"We had fair breezes, smooth water right into the tropics, and the old *Judea* lumbered along in the sunshine. When she went eight knots everything cracked aloft, and we tied our caps to our heads; but mostly she strolled on at the rate of three miles an hour. What could you expect? She was tired—that old ship. Her youth was where mine is—where yours is—you fellows who listen to this yarn; and what friend would throw your years and your weariness in your face? We didn't grumble at her. To us aft, at least, it seemed as though we had been born in her, reared in her, had lived in her for ages, had never known any other ship. I would just as soon have abused the old village church at home for not being a cathedral.

"And for me there was also my youth to make me patient. There was all the East before me, and all life, and the thought that I had been tried in that ship and had come out pretty well. And I thought of men of old who, centuries ago, went that road in ships that sailed no better, to the land of palms, and spices, and yellow sands, and of brown nations ruled by kings more cruel than Nero the Roman, and more splendid than Solomon the Jew. The old barque lumbered on, heavy with her age and the burden of her cargo, while I lived the life of youth in ignorance and hope. She lumbered on through an interminable procession of days; and the fresh gilding flashed back at the setting sun, seemed to cry out over the darkening sea the words painted on her stern, '*Judea*, London. Do or Die.'

"Then we entered the Indian Ocean and steered northerly for Java Head. The winds were light. Weeks slipped by. She crawled on, do or die, and people at home began to think of posting us as overdue.

“One Saturday evening, I being off duty, the men asked me to give them an extra bucket of water or so—for washing clothes. As I did not wish to screw on the fresh-water pump so late, I went forward whistling, and with a key in my hand to unlock the forepeak scuttle,³ intending to serve the water out of a spare tank we kept there.

“The smell down below was as unexpected as it was frightful. One would have thought hundreds of paraffin lamps had been flaring and smoking in that hole for days. I was glad to get out. The man with me coughed and said, ‘Funny smell, sir.’ I answered negligently, ‘It’s good for the health, they say,’ and walked aft.

“The first thing I did was to put my head down the square of the midship ventilator. As I lifted the lid a visible breath, something like a thin fog, a puff of faint haze, rose from the opening. The ascending air was hot, and had a heavy, sooty, paraffiny smell. I gave one sniff, and put down the lid gently. It was no use choking myself. The cargo was on fire.

“Next day she began to smoke in earnest. You see it was to be expected, for though the coal was of a safe kind, that cargo had been so handled, so broken up with handling, that it looked more like smithy coal than anything else. Then it had been wetted—more than once. It rained all the time we were taking it back from the hulk, and now with this long passage it got heated, and there was another case of spontaneous combustion.

“The captain called us into the cabin. He had a chart spread on the table, and looked unhappy. He said, ‘The coast of West Australia is near, but I mean to proceed to our destination. It is the hurricane month, too; but we will just keep her head for Bangkok, and fight the fire. No more putting back anywhere, if we all get roasted. We will try first to stifle this ’ere damned combustion by want of air.’

“We tried. We battened down everything, and still she smoked. The smoke kept coming out through imperceptible crevices; it forced itself through bulkheads and covers; it oozed here and there and everywhere in slender threads, in an invisible film, in an incomprehensible manner. It made its way into the cabin, into the forecabin; it poisoned the sheltered places on the deck; it could be sniffed as high as the mainmast. It was clear that if the smoke came out the air came in. This was disheartening. This combustion refused to be stifled.

“We resolved to try water, and took the hatches off. Enormous volumes of smoke, whitish, yellowish, thick, greasy, misty, choking, ascended as high as the trucks. All hands cleared out aft. Then the poisonous cloud blew away, and we went back to work in a smoke that was no thicker now than that of an ordinary factory chimney.

“We rigged the force pump, got the hose along, and by and by it burst. Well, it was as old as the ship—a prehistoric hose, and past repair. Then we pumped with the feeble head pump, drew water with buckets, and in this way managed in time to pour lots of Indian Ocean into the main hatch. The bright stream flashed in sunshine, fell into a layer of white crawling smoke, and vanished on the black surface of coal. Steam ascended mingling with the smoke. We poured salt water as into a barrel without a bottom. It was our fate to pump in that ship, to pump out of her, to pump into her; and after keeping water out of her to save ourselves from being drowned, we frantically poured water into her to save ourselves from being burnt.

3. A covered hatchway (small opening) in the deck of a ship.

“And she crawled on, do or die, in the serene weather. The sky was a miracle of purity, a miracle of azure. The sea was polished, was blue, was pellucid, was sparkling like a precious stone, extending on all sides, all round to the horizon—as if the whole terrestrial globe had been one jewel, one colossal sapphire, a single gem fashioned into a planet. And on the luster of the great calm waters the *Judea* glided imperceptibly, enveloped in languid and unclean vapors, in a lazy cloud that drifted to leeward, light and slow; a pestiferous cloud defiling the splendor of sea and sky.

“All this time of course we saw no fire. The cargo smoldered at the bottom somewhere. Once Mahon, as we were working side by side, said to me with a queer smile: ‘Now, if she would only spring a tidy leak—like that time when we first left the Channel—it would put a stopper on this fire. Wouldn’t it?’ I remarked irrelevantly, ‘Do you remember the rats?’

“We fought the fire and sailed the ship too as carefully as though nothing had been the matter. The steward cooked and attended on us. Of the other twelve men, eight worked while four rested. Everyone took his turn, captain included. There was equality, and if not exactly fraternity, then a deal of good feeling. Sometimes a man, as he dashed a bucketful of water down the hatchway, would yell out, ‘Hurrah for Bangkok!’ and the rest laughed. But generally we were taciturn and serious—and thirsty. Oh! how thirsty! And we had to be careful with the water. Strict allowance. The ship smoked, the sun blazed. . . . Pass the bottle.

“We tried everything. We even made an attempt to dig down to the fire. No good, of course. No man could remain more than a minute below. Mahon, who went first, fainted there, and the man who went to fetch him out did likewise. We lugged them out on deck. Then I leaped down to show how easily it could be done. They had learned wisdom by that time, and contented themselves by fishing for me with a chainhook tied to a broom handle, I believe. I did not offer to go and fetch up my shovel, which was left down below.

“Things began to look bad. We put the longboat into the water. The second boat was ready to swing out. We had also another, a fourteen-foot thing, on davits aft, where it was quite safe.

“Then, behold, the smoke suddenly decreased. We redoubled our efforts to flood the bottom of the ship. In two days there was no smoke at all. Everybody was on the broad grin. This was on a Friday. On Saturday no work, but sailing the ship of course, was done. The men washed their clothes and their faces for the first time in a fortnight, and had a special dinner given them. They spoke of spontaneous combustion with contempt, and implied *they* were the boys to put out combustions. Somehow we all felt as though we each had inherited a large fortune. But a beastly smell of burning hung about the ship. Captain Beard had hollow eyes and sunken cheeks. I had never noticed so much before how twisted and bowed he was. He and Mahon prowled soberly about hatches and ventilators, sniffing. It struck me suddenly poor Mahon was a very, very old chap. As to me, I was as pleased and proud as though I had helped to win a great naval battle. O! Youth!

“The night was fine. In the morning a homeward-bound ship passed us hull down—the first we had seen for months; but we were nearing the land at last, Java Head being about 190 miles off, and nearly due north.

“Next day it was my watch on deck from eight to twelve. At breakfast the captain observed, ‘It’s wonderful how that smell hangs about the cabin.’ About ten, the mate being on the poop, I stepped down on the main deck for a moment.

The carpenter's bench stood abaft the mainmast: I leaned against it sucking at my pipe, and the carpenter, a young chap, came to talk to me. He remarked, 'I think we have done very well, haven't we?' and then I perceived with annoyance the fool was trying to tilt the bench. I said curtly, 'Don't, Chips,' and immediately became aware of a queer sensation, of an absurd delusion—I seemed somehow to be in the air. I heard all round me like a pent-up breath released—as if a thousand giants simultaneously had said Phoo!—and felt a dull concussion which made my ribs ache suddenly. No doubt about it—I was in the air, and my body was describing a short parabola. But short as it was, I had the time to think several thoughts in, as far as I can remember, the following order: 'This can't be the carpenter—What is it?—Some accident—Submarine volcano?—Coals, gas!—By Jove! We are being blown up—Everybody's dead—I am falling into the after-hatch—I see fire in it.'

"The coal dust suspended in the air of the hold had glowed dull-red at the moment of the explosion. In the twinkling of an eye, in an infinitesimal fraction of a second since the first tilt of the bench, I was sprawling full length on the cargo. I picked myself up and scrambled out. It was quick like a rebound. The deck was a wilderness of smashed timber, lying crosswise like trees in a wood after a hurricane; an immense curtain of solid rags waved gently before me—it was the mainsail blown to strips. I thought: the masts will be toppling over directly; and to get out of the way bolted on all fours towards the poop ladder. The first person I saw was Mahon, with eyes like saucers, his mouth open, and the long white hair standing straight on end round his head like a silver halo. He was just about to go down when the sight of the main deck stirring, heaving up, and changing into splinters before his eyes, petrified him on the top step. I stared at him in unbelief, and he stared at me with a queer kind of shocked curiosity. I did not know that I had no hair, no eyebrows, no eyelashes, that my young mustache was burnt off, that my face was black, one cheek laid open, my nose cut, and my chin bleeding. I had lost my cap, one of my slippers, and my shirt was torn to rags. Of all this I was not aware. I was amazed to see the ship still afloat, the poop deck whole—and, most of all, to see anybody alive. Also the peace of the sky and the serenity of the sea were distinctly surprising. I suppose I expected to see them convulsed with horror. . . . Pass the bottle.

"There was a voice hailing the ship from somewhere—in the air, in the sky—I couldn't tell. Presently I saw the captain—and he was mad. He asked me eagerly, 'Where's the cabin table?' and to hear such a question was a frightful shock. I had just been blown up, you understand, and vibrated with that experience—I wasn't quite sure whether I was alive. Mahon began to stamp with both feet and yelled at him, 'Good God! don't you see the deck's blown out of her?' I found my voice, and stammered out as if conscious of some gross neglect of duty, 'I don't know where the cabin table is.' It was like an absurd dream.

"Do you know what he wanted next? Well, he wanted to trim the yards. Very placidly, and as if lost in thought, he insisted on having the foreyard squared. 'I don't know if there's anybody alive,' said Mahon, almost tearfully. 'Surely,' he said gently, 'there will be enough left to square the foreyard.'

"The old chap, it seems, was in his own berth winding up the chronometers, when the shock sent him spinning. Immediately it occurred to him—as he said afterwards—that the ship had struck something, and ran out into the cabin. There, he saw, the cabin table had vanished somewhere. The deck being blown

up, it had fallen down into the lazarette⁴ of course. Where we had our breakfast that morning he saw only a great hole in the floor. This appeared to him so awfully mysterious, and impressed him so immensely, that what he saw and heard after he got on deck were mere trifles in comparison. And, mark, he noticed directly the wheel deserted and his bark off her course—and his only thought was to get that miserable, stripped, undecked, smoldering shell of a ship back again with her head pointing at her port of destination. Bangkok! That's what he was after. I tell you this quiet, bowed, bandy-legged, almost deformed little man was immense in the singleness of his idea and in his placid ignorance of our agitation. He motioned us forward with a commanding gesture, and went to take the wheel himself.

"Yes; that was the first thing we did—trim the yards of that wreck! No one was killed, or even disabled, but everyone was more or less hurt. You should have seen them! Some were in rags, with black faces, like coal heavers, like sweeps, and had bullet heads that seemed closely cropped, but were in fact singed to the skin. Others, of the watch below, awakened by being shot out from their collapsing bunks, shivered incessantly, and kept on groaning even as we went about our work. But they all worked. That crew of Liverpool hard cases had in them the right stuff. It's my experience they always have. It is the sea that gives it—the vastness, the loneliness surrounding their dark stolid souls. Ah! Well! We stumbled, we crept, we fell, we barked our shins on the wreckage, we hauled. The masts stood, but we did not know how much they might be charred down below. It was nearly calm, but a long swell ran from the west and made her roll. They might go at any moment. We looked at them with apprehension. One could not foresee which way they would fall.

"Then we retreated aft and looked about us. The deck was a tangle of planks on edge, of planks on end, of splinters, of ruined woodwork. The masts rose from that chaos like big trees above a matted undergrowth. The interstices of that mass of wreckage were full of something whitish, sluggish, stirring—of something that was like a greasy fog. The smoke of the invisible fire was coming up again, was trailing, like a poisonous thick mist in some valley choked with dead wood. Already lazy wisps were beginning to curl upwards amongst the mass of splinters. Here and there a piece of timber, stuck upright, resembled a post. Half of a fife-rail had been shot through the foresail, and the sky made a patch of glorious blue in the ignobly soiled canvas. A portion of several boards holding together had fallen across the rail, and one end protruded overboard, like a gangway leading upon nothing, like a gangway leading over the deep sea, leading to death—as if inviting us to walk the plank at once and be done with our ridiculous troubles. And still the air, the sky—a ghost, something invisible was hailing the ship.

"Someone had the sense to look over, and there was the helmsman, who had impulsively jumped overboard, anxious to come back. He yelled and swam lustily like a merman, keeping up with the ship. We threw him a rope, and presently he stood amongst us streaming with water and very crestfallen. The captain had surrendered the wheel, and apart, elbow on rail and chin in hand, gazed at the sea wistfully. We asked ourselves, What next? I thought, Now, this is something like. This is great. I wonder what will happen. O youth!

4. Space between decks.

"Suddenly Mahon sighted a steamer far astern. Captain Beard said, 'We may do something with her yet.' We hoisted two flags, which said in the international language of the sea, 'On fire. Want immediate assistance.' The steamer grew bigger rapidly, and by and by spoke with two flags on her foremast, 'I am coming to your assistance.'

"In half an hour she was abreast, to windward, within hail, and rolling slightly, with her engines stopped. We lost our composure, and yelled all together with excitement, 'We've been blown up.' A man in a white helmet, on the bridge, cried, 'Yes! All right! all right!' and he nodded his head, and smiled, and made soothing motions with his hand as though at a lot of frightened children. One of the boats dropped in the water, and walked towards us upon the sea with her long oars. Four Calashes pulled a swinging stroke. This was my first sight of Malay seamen. I've known them since, but what struck me then was their unconcern; they came alongside, and even the bowman standing up and holding to our main-chains with the boat-hook did not deign to lift his head for a glance. I thought people who had been blown up deserved more attention.

"A little man, dry like a chip and agile like a monkey, clambered up. It was the mate of the steamer. He gave one look, and cried, 'O boys—you had better quit!'

"We were silent. He talked apart with the captain for a time—seemed to argue with him. Then they went away together to the steamer.

"When our skipper came back we learned that the steamer was the *Somerville*, Captain Nash, from West Australia to Singapore via Batavia with mails, and that the agreement was she should tow us to Anjer or Batavia, if possible, where we could extinguish the fire by scuttling,⁵ and then proceed on our voyage—to Bangkok! The old man seemed excited. 'We will do it yet,' he said to Mahon, fiercely. He shook his fist at the sky. Nobody else said a word.

"At noon the steamer began to tow. She went ahead slim and high, and what was left of the *Judea* followed at the end of seventy fathom of tow-rope—followed her swiftly like a cloud of smoke with mastheads protruding above. We went aloft to furl the sails. We coughed on the yards, and were careful about the bunts.⁶ Do you see the lot of us there, putting a neat furl on the sails of that ship doomed to arrive nowhere? There was not a man who didn't think that at any moment the masts would topple over. From aloft we could not see the ship for smoke, and they worked carefully, passing the gaskets with even turns. 'Harbor furl—aloft there!' cried Mahon from below.

"You understand this? I don't think one of those chaps expected to get down in the usual way. When we did I heard them saying to each other, 'Well, I thought we would come down overboard, in a lump—sticks and all—blame me if I didn't.' 'That's what I was thinking to myself,' would answer wearily another battered and bandaged scarecrow. And, mind, these were men without the drilled-in habit of obedience. To an onlooker they would be a lot of profane scallywags without a redeeming point. What made them do it—what made them obey me when I, thinking consciously how fine it was, made them drop the bunt of the foresail twice to try and do it better? What? They had no professional reputation—no examples, no praise. It wasn't a sense of duty; they all knew well enough how to shirk, and laze, and dodge—when they had a mind

5. I.e., sinking the boat by cutting a hole in the side or bottom.

6. The middle part of a furled sail, gathered into a bunch.

to it—and mostly they had. Was it the two pounds ten a month that sent them there? They didn't think their pay half good enough. No; it was something in them, something inborn and subtle and everlasting. I don't say positively that the crew of a French or German merchantman wouldn't have done it, but I doubt whether it would have been done in the same way. There was a completeness in it, something solid like a principle, and masterful like an instinct—a disclosure of something secret—of that hidden something, that gift of good or evil that makes racial difference, that shapes the fate of nations.

"It was that night at ten that, for the first time since we had been fighting it, we saw the fire. The speed of the towing had fanned the smoldering destruction. A blue gleam appeared forward, shining below the wreck of the deck. It wavered in patches, it seemed to stir and creep like the light of a glowworm. I saw it first, and told Mahon. 'Then the game's up,' he said. 'We had better stop this towing, or she will burst out suddenly fore and aft before we can clear out.' We set up a yell; rang bells to attract their attention; they towed on. At last Mahon and I had to crawl forward and cut the rope with an ax. There was no time to cast off the lashings. Red tongues could be seen licking the wilderness of splinters under our feet as we made our way back to the poop.

"Of course they very soon found out in the steamer that the rope was gone. She gave a loud blast of her whistle, her lights were seen sweeping in a wide circle, she came up ranging close alongside, and stopped. We were all in a tight group on the poop looking at her. Every man had saved a little bundle or a bag. Suddenly a conical flame with a twisted top shot up forward and threw upon the black sea a circle of light, with the two vessels side by side and heaving gently in its center. Captain Beard had been sitting on the gratings still and mute for hours, but now he rose slowly and advanced in front of us, to the mizzen-shrouds. Captain Nash hailed: 'Come along! Look sharp. I have mailbags on board. I will take you and your boats to Singapore.'

"'Thank you! No!' said our skipper. 'We must see the last of the ship.'

"'I can't stand by any longer,' shouted the other. 'Mails—you know.'

"'Ay! ay! We are all right.'

"'Very well! I'll report you in Singapore. . . . Good-by!'

"He waved his hands. Our men dropped their bundles quietly. The steamer moved ahead, and passing out of the circle of light, vanished at once from our sight, dazzled by the fire which burned fiercely. And then I knew that I would see the East first as commander of a small boat. I thought it fine; and the fidelity to the old ship was fine. We should see the last of her. Oh, the glamor of youth! Oh, the fire of it, more dazzling than the flames of the burning ship, throwing a magic light on the wide earth, leaping audaciously to the sky, presently to be quenched by time, more cruel, more pitiless, more bitter than the sea—and like the flames of the burning ship surrounded by an impenetrable night.

"The old man warned us in his gentle and inflexible way that it was part of our duty to save for the underwriters as much as we could of the ship's gear. Accordingly we went to work aft, while she blazed forward to give us plenty of light. We lugged out a lot of rubbish. What didn't we save? An old barometer fixed with an absurd quantity of screws nearly cost me my life: a sudden rush of smoke came upon me, and I just got away in time. There were various stores, bolts of canvas, coils of rope; the poop looked like a marine bazaar, and the boats were lumbered to the gunwales. One would have thought the old man wanted to take as much as he could of his first command with him. He was

very, very quiet, but off his balance evidently. Would you believe it? He wanted to take a length of old stream-cable and a kedge anchor with him in the long-boat. We said, 'Ay, ay, sir,' deferentially, and on the quiet let the things slip overboard. The heavy medicine chest went that way, two bags of green coffee, tins of paint—fancy, paint!—a whole lot of things. Then I was ordered with two hands into the boats to make a stowage and get them ready against the time it would be proper for us to leave the ship.

"We put everything straight, stepped the long-boat's mast for our skipper, who was to take charge of her, and I was not sorry to sit down for a moment. My face felt raw, every limb ached as if broken, I was aware of all my ribs, and would have sworn to a twist in the backbone. The boats, fast astern, lay in a deep shadow, and all around I could see the circle of the sea lighted by the fire. A gigantic flame arose forward straight and clear. It flared fierce, with noises like the whirr of wings, with rumbles as of thunder. There were cracks, detonations, and from the cone of flame the sparks flew upwards, as man is born to trouble,⁷ to leaky ships, and to ships that burn.

"What bothered me was that the ship, lying broadside to the swell and to such wind as there was—a mere breath—the boats would not keep astern where they were safe, but persisted, in a pig-headed way boats have, in getting under the counter and then swinging alongside. They were knocking about dangerously and coming near the flame, while the ship rolled on them, and, of course, there was always the danger of the masts going over the side at any moment. I and my two boat-keepers kept them off as best as we could, with oars and boat-hooks; but to be constantly at it became exasperating, since there was no reason why we should not leave at once. We could not see those on board, nor could we imagine what caused the delay. The boat-keepers were swearing feebly, and I had not only my share of the work but also had to keep at it two men who showed a constant inclination to lay themselves down and let things slide.

"At last I hailed, 'On deck there,' and someone looked over. 'We're ready here,' I said. The head disappeared, and very soon popped up again. 'The captain says, All right, sir, and to keep the boats well clear of the ship.'

"Half an hour passed. Suddenly there was a frightful racket, rattle, clanking of chain, hiss of water, and millions of sparks flew up into the shivering column of smoke that stood leaning slightly above the ship. The cat-heads had burned away, and the two red-hot anchors had gone to the bottom, tearing out after them two hundred fathom of red-hot chain. The ship trembled, the mass of flame swayed as if ready to collapse, and the foretopgallant mast fell. It darted down like an arrow of fire, shot under, and instantly leaping up within an oar's-length of the boats, floated quietly, very black on the luminous sea. I hailed the deck again. After some time a man in an unexpectedly cheerful but also muffled tone, as though he had been trying to speak with his mouth shut, informed me, 'Coming directly, sir,' and vanished. For a long time I heard nothing but the whirr and roar of the fire. There were also whistling sounds. The boats jumped, tugged at the painters, ran at each other playfully, knocked their sides together, or, do what we would, swung in a bunch against the ship's side. I couldn't stand it any longer, and swarming up a rope, clambered aboard over the stern.

7. "Yet man is born unto trouble as the sparks fly upward." Job v.7.

"It was as bright as day. Coming up like this, the sheet of fire facing me was a terrifying sight, and the heat seemed hardly bearable at first. On a settee cushion dragged out of the cabin Captain Beard, his legs drawn up and one arm under his head, slept with the light playing on him. Do you know what the rest were busy about? They were sitting on deck right aft, round an open case, eating bread and cheese and drinking bottled stout.

"On the background of flames twisting in fierce tongues above their heads they seemed at home like salamanders, and looked like a band of desperate pirates. The fire sparkled in the whites of their eyes, gleamed on patches of white skin seen through the torn shirts. Each had the marks as of a battle about him—bandaged heads, tied-up arms, a strip of dirty rags around a knee—and each man had a bottle between his legs and a chunk of cheese in his hand. Mahon got up. With his handsome and disreputable head, his hooked profile, his long white beard, and with an uncorked bottle in his hand, he resembled one of those reckless sea robbers of old making merry amidst violence and disaster. 'The last meal on board,' he explained solemnly. 'We had nothing to eat all day, and it was no use leaving all this.' He flourished the bottle and indicated the sleeping skipper. 'He said he couldn't swallow anything, so I got him to lie down,' he went on; and as I stared, 'I don't know whether you are aware, young fellow, the man had no sleep to speak of for days—and there will be dam' little sleep in the boats.' There will be no boats by and by if you fool about much longer,' I said, indignantly. I walked up to the skipper and shook him by the shoulder. At last he opened his eyes, but did not move. 'Time to leave her, sir,' I said quietly.

"He got up painfully, looked at the flames, at the sea sparkling round the ship, and black, black as ink farther away; he looked at the stars shining dim through a thin veil of smoke in a sky black, black as Erebus.⁸

"'Youngest first,' he said.

"And the ordinary seaman, wiping his mouth with the back of his hand, got up, clambered over the taffrail and vanished. Others followed. One, on the point of going over, stopped short to drain his bottle, and with a great swing of his arm flung it at the fire. 'Take this!' he cried.

"The skipper lingered disconsolately, and we left him to commune alone for a while with his first command. Then I went up again and brought him away at last. It was time. The ironwork on the poop was hot to the touch.

"Then the painter of the long-boat was cut, and the three boats, tied together, drifted clear of the ship. It was just sixteen hours after the explosion when we abandoned her. Mahon had charge of the second boat, and I had the smallest—the fourteen-foot thing. The long-boat would have taken the lot of us; but the skipper said we must save as much property as we could—for the underwriters—and so I got my first command. I had two men with me, a bag of biscuits, a few tins of meat, and a breaker of water. I was ordered to keep close to the long-boat, that in case of bad weather we might be taken into her.

"And do you know what I thought? I thought I would part company as soon as I could. I wanted to have my first command all to myself. I wasn't going to sail in a squadron if there were a chance for independent cruising. I would make land by myself. I would beat the other boats. Youth! All youth! The silly, charming, beautiful youth.

8. In Greek mythology, the entry to Hades, the underworld; hence, total darkness.

“But we did not make a start at once. We must see the last of the ship. And so the boats drifted about that night, heaving and setting on the swell. The men dozed, waked, sighed, groaned. I looked at the burning ship.

“Between the darkness of earth and heaven she was burning fiercely upon a disc of purple sea shot by the blood-red play of gleams; upon a disc of water glittering and sinister. A high, clear flame, an immense and lonely flame, ascended from the ocean, and from its summit the black smoke poured continuously at the sky. She burned furiously; mournful and imposing like a funeral pile kindled in the night, surrounded by the sea, watched over by the stars. A magnificent death had come like a grace, like a gift, like a reward to that old ship at the end of her laborious days. The surrender of her weary ghost to the keeping of stars and sea was stirring like the sight of a glorious triumph. The masts fell just before daybreak, and for a moment there was a burst and turmoil of sparks that seemed to fill with flying fire the night patient and watchful, the vast night lying silent upon the sea. At daylight she was only a charred shell, floating still under a cloud of smoke and bearing a glowing mass of coal within.

“Then the oars were got out, and the boats forming in a line moved round her remains as if in procession—the long-boat leading. As we pulled across her stern a slim dart of fire shot out viciously at us, and suddenly she went down, head first, in a great hiss of steam. The unconsumed stern was the last to sink; but the paint had gone, had cracked, had peeled off, and there were no letters, there was no word, no stubborn device that was like her soul, to flash at the rising sun her creed and her name.

“We made our way north. A breeze sprang up, and about noon all the boats came together for the last time. I had no mast or sail in mine, but I made a mast out of a spare oar and hoisted a boat-awning for a sail, with a boathook for a yard. She was certainly over-masted, but I had the satisfaction of knowing that with the wind aft I could beat the other two. I had to wait for them. Then we all had a look at the captain’s chart, and, after a sociable meal of hard bread and water, got our last instructions. These were simple: steer north, and keep together as much as possible. ‘Be careful with that jury-rig,⁹ Marlow,’ said the captain; and Mahon, as I sailed proudly past his boat, wrinkled his curved nose and hailed, ‘You will sail that ship of yours under water, if you don’t look out, young fellow.’ He was a malicious old man—and may the deep sea where he sleeps now rock him gently, rock him tenderly to the end of time!

“Before sunset a thick rain-squall passed over the two boats, which were far astern, and that was the last I saw of them for a time. Next day I sat steering my cockle-shell—my first command—with nothing but water and sky round me. I did sight in the afternoon the upper sails of a ship far away, but said nothing, and my men did not notice her. You see I was afraid she might be homeward bound, and I had no mind to turn back from the portals of the East. I was steering for Java—another blessed name—like Bangkok, you know. I steered many days.

“I need not tell you what it is to be knocking about in an open boat. I remember nights and days of calm, when we pulled, we pulled, and the boat seemed to stand still, as if bewitched within the circle of the sea horizon. I remember

9. Temporary rig.

the heat, the deluge of rain-squalls that kept us baling for dear life (but filled our water-cask), and I remember sixteen hours on end with a mouth dry as a cinder and a steering-oar over the stern to keep my first command head on to a breaking sea. I did not know how good a man I was till then. I remember the drawn faces, the dejected figures of my two men, and I remember my youth and the feeling that will never come back any more—the feeling that I could last forever, outlast the sea, the earth, and all men; the deceitful feeling that lures us on to joys, to perils, to love, to vain effort—to death; the triumphant conviction of strength, the heat of life in the handful of dust, the glow in the heart that with every year grows dim, grows cold, grows small, and expires—and expires, too soon, too soon—before life itself.

“And this is how I see the East. I have seen its secret places and have looked into its very soul; but now I see it always from a small boat, a high outline of mountains, blue and afar in the morning; like faint mist at noon; a jagged wall of purple at sunset. I have the feel of the oar in my hand, the vision of a scorching blue sea in my eyes. And I see a bay, a wide bay, smooth as glass and polished like ice, shimmering in the dark. A red light burns far off upon the gloom of the land, and the night is soft and warm. We drag at the oars with aching arms, and suddenly a puff of wind, a puff faint and tepid and laden with strange odors of blossoms, of aromatic wood, comes out of the still night—the first sigh of the East on my face. That I can never forget. It was impalpable and enslaving, like a charm, like a whispered promise of mysterious delight.

“We had been pulling this finishing spell for eleven hours. Two pulled, and he whose turn it was to rest sat at the tiller. We had made out the red light in that bay and steered for it, guessing it must mark some small coasting port. We passed two vessels, outlandish and high-sterned, sleeping at anchor, and, approaching the light, now very dim, ran the boat’s nose against the end of a jutting wharf. We were blind with fatigue. My men dropped the oars and fell off the thwarts as if dead. I made fast to a pile. A current rippled softly. The scented obscurity of the shore was grouped into vast masses, a density of colossal clumps of vegetation, probably—mute and fantastic shapes. And at their foot the semicircle of a beach gleamed faintly, like an illusion. There was not a light, not a stir, not a sound. The mysterious East faced me, perfumed like a flower, silent like death, dark like a grave.

“And I sat weary beyond expression, exulting like a conqueror, sleepless and entranced as if before a profound, a fateful engima.

“A splashing of oars, a measured dip reverberating on the level of water, intensified by the silence of the shore into loud claps, made me jump up. A boat, a European boat, was coming in. I invoked the name of the dead; I hailed: ‘*Judea* ahoy!’ A thin shout answered.

“It was the captain. I had beaten the flagship by three hours, and I was glad to hear the old man’s voice again, tremulous and tried. ‘Is it you, Marlow?’ ‘Mind the end of that jetty, sir,’ I cried.

“He approached cautiously, and brought up with the deep-sea lead-line which we had saved—for the underwriters. I eased my painter and fell alongside. He sat, a broken figure at the stern, wet with dew, his hands clasped in his lap. His men were asleep already. ‘I had a terrible time of it,’ he murmured. ‘Mahon is behind—not very far.’ We conversed in whispers, in low whispers, as if afraid to wake up the land. Guns, thunder, earthquakes would not have awakened the men just then.

“Looking round as we talked, I saw away at sea a bright light traveling in the night. ‘There’s a steamer passing the bay,’ I said. She was not passing, she was entering, and she even came close and anchored. ‘I wish,’ said the old man, ‘you would find out whether she is English. Perhaps they could give us a passage somewhere.’ He seemed nervously anxious. So by dint of punching and kicking I started one of my men into a state of somnambulism, and giving him an oar, took another and pulled towards the lights of the steamer.

“There was a murmur of voices in her, metallic hollow clangs of the engine-room, footsteps on the deck. Her ports shone, round like dilated eyes. Shapes moved about, and there was a shadowy man high up on the bridge. He heard my oars.

“And then, before I could open my lips, the East spoke to me, but it was in a Western voice. A torrent of words was poured into the enigmatical, the fateful silence; outlandish, angry words, mixed with words and even whole sentences of good English, less strange but even more surprising. The voice swore and cursed violently; it riddled the solemn peace of the bay by a volley of abuse. It began by calling me Pig, and from that went crescendo into unmentionable adjectives—in English. The man up there raged aloud in two languages, and with a sincerity in his fury that almost convinced me I had, in some way, sinned against the harmony of the universe. I could hardly see him, but began to think he would work himself into a fit.

“Suddenly he ceased, and I could hear him snorting and blowing like a porpoise. I said:

“‘What steamer is this, pray?’

“‘Eh? What’s this? And who are you?’

“‘Castaway crew of an English barque burnt at sea. We came here tonight. I am the second mate. The captain is in the long-boat, and wishes to know if you would give us a passage somewhere.’

“‘Oh, my goodness! I say. . . This is the *Celestial* from Singapore on her return trip. I’ll arrange with your captain in the morning, . . . and, . . . I say, . . . did you hear me just now?’

“‘I should think the whole bay heard you.’

“‘I thought you were a shore-boat. Now, look here—this infernal lazy scoundrel of a caretaker has gone to sleep again—curse him. The light is out, and I nearly ran foul of the end of this damned jetty. This is the third time he plays me this trick. Now, I ask you, can anybody stand this kind of thing? It’s enough to drive a man out of his mind. I’ll report him. . . I’ll get the Assistant Resident to give him the sack, by—! See—there’s no light. It’s out, isn’t it? I take you to witness the light’s out. There should be a light, you know. A red light on the—’

“‘There was a light,’ I said mildly.

“‘But it’s out, man! What’s the use of talking like this? You can see for yourself it’s out—don’t you? If you had to take a valuable steamer along this God-forsaken coast you would want a light, too. I’ll kick him from end to end of his miserable wharf. You’ll see if I don’t. I will—’

“‘So I may tell my captain you’ll take us?’ I broke in.

“‘Yes, I’ll take you. Good night,’ he said, brusquely.

“I pulled back, made fast again to the jetty, and then went to sleep at last. I had faced the silence of the East. I had heard some of its language. But when I opened my eyes again the silence was as complete as though it had never been broken. I was lying in a flood of light, and the sky had never looked so far, so high, before. I opened my eyes and lay without moving.

“And then I saw the men of the East—they were looking at me. The whole length of the jetty was full of people. I saw brown, bronze, yellow faces, the black eyes, the glitter, the color of an Eastern crowd. And all these beings stared without a murmur, without a sigh, without a movement. They stared down at the boats, at the sleeping men who at night had come to them from the sea. Nothing moved. The fronds of palms stood still against the sky. Not a branch stirred along the shore, and the brown roofs of hidden houses peeped through the green foliage, through the big leaves that hung shining and still like leaves forged of heavy metal. This was the East of the ancient navigators, so old, so mysterious, resplendent and somber, living and unchanged, full of danger and promise. And these were the men. I sat up suddenly. A wave of movement passed through the crowd from end to end, passed along the heads, swayed the bodies, ran along the jetty like a ripple on the water, like a breath of wind on a field—and all was still again. I see it now—the wide sweep of the bay, the glittering sands, the wealth of green infinite and varied, the sea blue like the sea of a dream, the crowd of attentive faces, the blaze of vivid color—the water reflecting it all, the curve of the shore, the jetty, the high-sterned outlandish craft floating still, and the three boats with the tired men from the West sleeping, unconscious of the land and the people and of the violence of sunshine. They slept thrown across the thwarts, curled on bottom-boards, in the careless attitudes of death. The head of the old skipper, leaning back in the stern of the long-boat, had fallen on his breast, and he looked as though he would never wake. Farther out old Mahon’s face was upturned to the sky, with the long white beard spread out on his breast, as though he had been shot where he sat at the tiller; and a man, all in a heap in the bows of the boat, slept with both arms embracing the stem-head and with his cheek laid on the gunwale. The East looked at them without a sound.

“I have known its fascination since; I have seen the mysterious shores, the still water, the lands of brown nations, where a stealthy Nemesis lies in wait, pursues, overtakes so many of the conquering race, who are proud of their wisdom, of their knowledge, of their strength. But for me all the East is contained in that vision of my youth. It is all in that moment when I opened my young eyes on it. I came upon it from a tussle with the sea—and I was young—and I saw it looking at me. And this is all that is left of it! Only a moment; a moment of strength, of romance, glamor—of youth! . . . A flick of sunshine upon a strange shore, the time to remember, the time for a sigh, and—good-bye!—Night—Good-bye . . . !”

He drank.

“Ah! The good old time—the good old time. Youth and the sea. Glamor and the sea! The good, strong sea, the salt, bitter sea, that could whisper to you and roar at you and knock your breath out of you.”

He drank again.

“By all that’s wonderful it is the sea, I believe, the sea itself—or is it youth alone? Who can tell? But you here—you all had something out of life: money, love—whatever one gets on shore—and, tell me, wasn’t that the best time, that time when we were young at sea; young and had nothing, on the sea that gives nothing, except hard knocks—and sometimes a chance to feel your strength—that only—that you all regret?”

And we all nodded at him: the man of finance, the man of accounts, the man of law, we all nodded at him over the polished table that like a still sheet of brown water reflected our faces, lined, wrinkled; our faces marked by toil, by

deceptions, by success, by love; our weary eyes looking still, looking always, looking anxiously for something out of life, that while it is expected is already gone—has passed unseen, in a sigh, in a flash—together with the youth, with the strength, with the romance of illusions.

1898

1898, 1902

The Brute

Dodging in from the rain-swept street, I exchanged a smile and a glance with Miss Blank in the bar of the Three Crows. This exchange was effected with extreme propriety. It is a shock to think that, if still alive, Miss Blank must be something over sixty now. How time passes!

Noticing my gaze directed inquiringly at the partition of glass and varnished wood, Miss Blank was good enough to say, encouragingly:

“Only Mr. Jermyn and Mr. Stonor in the parlor with another gentleman I’ve never seen before.”

I moved towards the parlor door. A voice discoursing on the other side (it was but a matchboard partition), rose so loudly that the concluding words became quite plain in all their atrocity.

“That fellow Wilmot fairly dashed her brains out, and a good job, too!”

This inhuman sentiment, since there was nothing profane or improper in it, failed to do as much as to check the slight yawn Miss Blank was achieving behind her hand. And she remained gazing fixedly at the windowpanes, which streamed with rain.

As I opened the parlor door the same voice went on in the same cruel strain:

“I was glad when I heard she got the knock from somebody at last. Sorry enough for poor Wilmot, though. The man and I used to be chums at one time. Of course that was the end of him. A clear case if there ever was one. No way out of it. None at all.”

The voice belonged to the gentleman Miss Blank had never seen before. He straddled his long legs on the hearthrug. Jermyn, leaning forward, held his pocket-handkerchief spread out before the grate. He looked back dismally over his shoulder, and as I slipped behind one of the little wooden tables, I nodded to him. On the other side of the fire, imposingly calm and large, sat Mr. Stonor, jammed tight into a capacious Windsor armchair. There was nothing small about him but his short, white side-whiskers. Yards and yards of extra superfine blue cloth (made up into an overcoat) reposed on a chair by his side. And he must just have brought some liner from sea, because another chair was smothered under his black waterproof, ample as a pall, and made of three-fold oiled silk, double-stitched throughout. A man’s handbag of the usual size looked like a child’s toy on the floor near his feet.

I did not nod to him. He was too big to be nodded to in that parlor. He was a senior Trinity pilot¹ and condescended to take his turn in the cutter² only

1. I.e., official government pilot (Trinity House is the name of the government organization in charge of pilots, lighthouses, buoys, etc.).

2. I.e., his turn in the pilot boat, which ferried the pilot to the ship he was piloting.

during the summer months. He had been many times in charge of royal yachts in and out of Port Victoria.³ Besides, it's no use nodding to a monument. And he was like one. He didn't speak, he didn't budge. He just sat there, holding his handsome old head up, immovable, and almost bigger than life. It was extremely fine. Mr. Stonor's presence reduced poor old Jermyn to a mere shabby wisp of a man and made the talkative stranger in tweeds on the hearth rug look absurdly boyish. The latter must have been a few years over thirty, and was certainly not the sort of individual that gets abashed at the sound of his own voice, because gathering me in, as it were, by a friendly glance, he kept it going without a check.

"I was glad of it," he repeated, emphatically. "You may be surprised at it, but then you haven't gone through the experience I've had of her. I can tell you, it was something to remember. Of course, I got off scot free myself—as you can see. She did her best to break up my pluck for me, though. She jolly near drove as fine a fellow as ever lived into a madhouse. What do you say to that—eh?"

Not an eyelid twitched in Mr. Stonor's enormous face. Monumental! The speaker looked straight into my eyes.

"It used to make me sick to think of her going about the world murdering people."

Jermyn approached the handkerchief a little nearer to the grate and groaned. It was simply a habit he had.

"I've seen her once," he declared, with mournful indifference. "She had a house——"

The stranger in tweeds turned to stare down at him, surprised.

"She had three houses," he corrected, authoritatively. But Jermyn was not to be contradicted.

"She had a house, I say," he repeated, with dismal obstinacy. "A great, big, ugly, white thing. You could see it from miles away—sticking up."

"So you could," assented the other readily. "It was old Colchester's notion, though he was always threatening to give her up. He couldn't stand her racket any more, he declared; it was too much of a good thing for him; he would wash his hands of her, if he never got hold of another—and so on. I daresay he would have chucked her, only—it may surprise you—his missus wouldn't hear of it. Funny, eh? But with women, you never know how they will take a thing, and Mrs. Colchester, with her moustaches and big eyebrows, set up for being as strong-minded as they make them. She used to walk about in a brown silk dress, with great gold cable flopping about her bosom. You should have heard her snapping out: 'Rubbish!' or 'Stuff and nonsense!' I daresay she knew when she was well off. They had no children, and had never set up a home anywhere. When in England she just made shift to hang out anyhow in some cheap hotel or boardinghouse. I daresay she liked to get back to the comforts she was used to. She knew very well she couldn't gain by any change. And, moreover, Colchester, though a first-rate man, was not what you may call in his first youth, and, perhaps, she may have thought that he wouldn't be able to get hold of another (as he used to say) so easily. Anyhow, for one reason or another, it was 'Rubbish' and 'Stuff and nonsense' for the good lady. I overheard once young Mr. Apse himself say to her confidentially: 'I assure you, Mrs. Colchester, I am beginning to feel quite unhappy about the name she's getting for herself.' 'Oh,'

3. Capital and chief port of the Seychelle Islands, Indian Ocean.

says she, with her deep little hoarse laugh, 'if one took notice of all the silly talk,' and she showed Apse all her ugly false teeth at once. 'It would take more than that to make me lose my confidence in her. I assure you,' says she."

At this point, without any change of facial expression, Mr. Stonor emitted a short, sardonic laugh. It was very impressive, but I didn't see the fun. I looked from one to another. The stranger on the hearthrug had an ugly smile.

"And Mr. Apse shook both Mrs. Colchester's hands, he was so pleased to hear a good word said for their favorite. All these Apses, young and old you know, were perfectly infatuated with that abominable, dangerous——"

"I beg your pardon," I interrupted, for he seemed to be addressing himself exclusively to me; "but who on earth are you talking about?"

"I am talking of the Apse family," he answered, courteously.

I nearly let out a damn at this. But just then the respected Miss Blank put her head in, and said that the cab was at the door, if Mr. Stonor wanted to catch the eleven three up.

At once the senior pilot arose in his mighty bulk and began to struggle into his coat, with awe-inspiring upheavals. The stranger and I hurried impulsively to his assistance, and directly we laid our hands on him he became perfectly quiescent. We had to raise our arms very high, and to make efforts. It was like caparisoning a docile elephant. With a "Thanks, gentlemen," he dived under and squeezed himself through the door in a great hurry.

We smiled at each other in a friendly way.

"I wonder how he manages to hoist himself up a ship's side-ladder," said the man in tweeds; and poor Jermyn, who was a mere North Sea pilot,⁴ without official status or recognition of any sort, pilot only by courtesy, groaned.

"He makes eight hundred a year."

"Are you a sailor?" I asked the stranger, who had gone back to his position on the rug.

"I used to be till a couple of years ago, when I got married," answered this communicative individual. "I even went to sea first in that very ship we were speaking of when you came in."

"What ship?" I asked, puzzled. "I never heard you mention a ship."

"I've just told you her name, my dear sir," he replied. "*The Apse Family*. Surely you've heard of the great firm of Apse & Sons, shipowners. They had a pretty big fleet. There was the *Lucy Apse*, and the *Harold Apse*, and *Anne*, *John*, *Malcolm*, *Clara*, *Juliet*, and so on—no end of *Apses*. Every brother, sister, aunt, cousin, wife—and grandmother, too, for all I know—of the firm had a ship named after them. Good, solid, old-fashioned craft they were, too, built to carry and to last. None of your new-fangled, labor-saving appliances in them, but plenty of men and plenty of good salt beef and hard tack put aboard—and off you go to fight your way out and home again."

The miserable Jermyn made a sound of approval, which sounded like a groan of pain. Those were the ships for him. He pointed out in doleful tones that you couldn't say to labor-saving appliances: "Jump lively now, my hearties." No labor-saving appliance would go aloft on a dirty night with the sands under your lee.⁵

4. Pilot of coastal vessels plying between North Sea ports on the east coast of Britain, rather than of oceangoing vessels.

5. I.e., would climb into the rigging on a stormy night with the treacherous Goodwin Sands on the sheltered side of the ship.

“No,” assented the stranger, with a wink at me. “The Apses didn’t believe in them either, apparently. They treated their people well—as people don’t get treated nowadays, and they were awfully proud of their ships. Nothing ever happened to them. This last one, the *Apse Family*, was to be like the others, only she was to be still stronger, still safer, still more roomy and comfortable. I believe they meant her to last forever. They had her built composite—iron, teak-wood, and greenheart, and her scantling was something fabulous. If ever an order was given for a ship in a spirit of pride this one was. Everything of the best. The commodore captain of the employ was to command her, and they planned the accommodation for him like a house on shore under a big, tall poop⁶ that went nearly to the mainmast. No wonder Mrs. Colchester wouldn’t let the old man give her up. Why, it was the best home she ever had in all her married days. She had a nerve, that woman.

“The fuss that was made while the ship was building! Let’s have this a little stronger, and that a little heavier; and hadn’t that other thing better be changed for something a little thicker. The builders entered into the spirit of the game, and there she was, growing into the clumsiest, heaviest ship of her size right before all their eyes, without anybody becoming aware of it somehow. She was to be 2,000 tons register, or a little over; no less on any account. But see what happens. When they came to measure her she turned out 1,999 tons and a fraction. General consternation! And they say old Mr. Apse was so annoyed when they told him that he took to his bed and died. The old gentleman had retired from the firm twenty-five years before, and was ninety-six years old if a day, so his death wasn’t, perhaps, so surprising. Still Mr. Lucian Apse was convinced that his father would have lived to a hundred. So we may put him at the head of the list. Next comes the poor devil of a shipwright⁷ that brute caught and squashed as she went off the ways. They called it the launch of a ship, but I’ve heard people say that, from the wailing and yelling and scrambling out of the way, it was more like letting a devil loose upon the river. She snapped all her checks⁸ like packthread, and went for the tugs in attendance like a fury. Before anybody could see what she was up to she sent one of them to the bottom, and laid up another for three months’ repairs. One of her cables parted, and then, suddenly—you couldn’t tell why—she let herself be brought up with the other as quiet as a lamb.

“That’s how she was. You could never be sure what she would be up to next. There are ships difficult to handle, but generally you can depend on them behaving rationally. With *that* ship, whatever you did with her you never knew how it would end. She was a wicked beast. Or, perhaps, she was only just insane.”

He uttered this supposition in so earnest a tone that I could not refrain from smiling. He left off biting his lower lip to apostrophize me.

“Eh! Why not? Why couldn’t there be something in her build, in her lines corresponding to—What’s madness? Only something just a tiny bit wrong in the make of your brain. Why shouldn’t there be a mad ship—I mean mad in a shiplike way, so that under no circumstances could you be sure she would do what any other sensible ship would naturally do for you. There are ships that steer wildly, and ships that can’t be quite trusted always to stay; others want

6. Raised deck on ships’ stern.

7. Ship’s carpenter.

8. Restraining ropes.

careful watching when running in a gale; and, again, there may be a ship that will make heavy weather of it in every little blow. But then you expect her to be always so. You take it as part of her character, as a ship, just as you take account of a man's peculiarities of a temper when you deal with him. But with her you couldn't. She was unaccountable. If she wasn't mad, then she was the most evil-minded, underhand, savage brute that ever went afloat. I've seen her run in a heavy gale beautifully for two days, and on the third broach to⁹ twice in the same afternoon. The first time she flung the helmsman clean over the wheel, but as she didn't quite manage to kill him she had another try about three hours afterwards. She swamped herself fore and aft, burst all the canvas we had set, scared all hands into a panic, and even frightened Mrs. Colchester down there in these beautiful stern cabins that she was so proud of. When we mustered the crew there was one man missing. Swept overboard, of course, without being either seen or heard, poor devil! and I only wonder more of us didn't go.

"Always something like that. Always. I heard an old mate tell Captain Colchester once that it had come to this with him, that he was afraid to open his mouth to give any sort of order. She was as much of a terror in harbor as at sea. You could never be certain what would hold her. On the slightest provocation she would start snapping ropes, cables, wire hawsers, like carrots. She was heavy, clumsy, unhandy—but that does not quite explain that power for mischief she had. You know, somehow, when I think of her I can't help remembering what we hear of incurable lunatics breaking loose now and then."

He looked at me inquisitively. But, of course, I couldn't admit that a ship could be mad.

"In the ports where she was known," he went on, "they dreaded the sight of her. She thought nothing of knocking away twenty feet or so of solid stone facing off a quay or wiping off the end of a wooden wharf. She must have lost miles of chain and hundreds of tons of anchors in her time. When she fell aboard some poor unoffending ship it was the very devil of a job to haul her off again. And she never got hurt herself—just a few scratches or so, perhaps. They had wanted to have her strong. And so she was. Strong enough to ram Polar ice with. And as she began so she went on. From the day she was launched she never let a year pass without murdering somebody. I think the owners got very worried about it. But they were a stiff-necked generation all these Apses; they wouldn't admit there could be anything wrong with the *Apse Family*. They wouldn't even change her name. 'Stuff and nonsense,' as Mrs. Colchester used to say. They ought at least to have shut her up for life in some dry dock or other, away up the river, and never let her smell salt water again. I assure you, my dear sir, that she invariably did kill someone every voyage she made. It was perfectly well-known. She got a name for it, far and wide."

I expressed my surprise that a ship with such a deadly reputation could ever get a crew.

"Then, you don't know what sailors are, my dear sir. Let me just show you by an instance. One day in dock at home, while loafing on the fore-castle head, I noticed two respectable salts come along, one a middle-aged, competent, steady man, evidently, the other a smart, youngish chap. They read the name on the bows and stopped to look at her. Says the elder man: '*Apse Family*. That's

9. Come round with her broadside to the wind.

the sanguinary female dog' (I'm putting it in that way) 'of a ship, Jack, that kills a man every voyage. I wouldn't sign in her—not for Joe, I wouldn't.' And the other says: 'If she were mine, I'd have her towed on the mud and set on fire, blamme if I wouldn't.' Then the first man chimes in: 'Much do they care! Men are cheap, God knows.' The younger one spat in the water alongside. 'They won't have me—not for double wages.'

"They hung about for some time and then walked up the dock. Half an hour later I saw them both on our deck looking about for the mate, and apparently very anxious to be taken on. And they were."

"How do you account for this?" I asked.

"What would you say?" he retorted. "Recklessness! The vanity of boasting in the evening to all their chums: 'We've just shipped in that there *Apse Family*. Blow her. She ain't going to scare us.' Sheer sailorlike perversity! A sort of curiosity. Well—a little of all that, no doubt. I put the question to them in the course of the voyage. The answer of the elderly chap was:

"'A man can die but once.' The younger assured me in a mocking tone that he wanted to see 'how she would do it this time.' But I tell you what; there was a sort of fascination about the brute."

Jermyn, who seemed to have seen every ship in the world, broke in sulkily:

"I saw her once out of this very window towing up the river; a great black ugly thing, going along like a big hearse."

"Something sinister about her looks, wasn't there?" said the man in tweeds, looking down at old Jermyn with a friendly eye. "I always had a sort of horror of her. She gave me a beastly shock when I was no more than fourteen, the very first day—nay, hour—I joined her. Father came up to see me off, and was to go down to Gravesend with us. I was his second boy to go to sea. My big brother was already an officer then. We got on board about eleven in the morning, and found the ship ready to drop out of the basin, stern first. She had not moved three times her own length when, at a little pluck the tug gave her to enter the dock gates, she made one of her rampaging starts, and put such a weight on the check rope—a new six-inch hawser—that forward there they had no chance to ease it round in time, and it parted. I saw the broken end fly up high in the air, and the next moment that brute brought her quarter against the pier-head with a jar that staggered everybody about her decks. She didn't hurt herself. Not she! But one of the boys the mate had sent aloft on the mizzen to do something, came down on the poop deck—thump—right in front of me. He was not much older than myself. We had been grinning at each other only a few minutes before. He must have been handling himself carelessly, not expecting to get such a jerk. I heard his started cry—Oh!—in a high treble as he felt himself going, and looked up in time to see him go limp all over as he fell. Ough! Poor father was remarkably white about the gills when we shook hands in Gravesend. 'Are you all right?' he says, looking hard at me. 'Yes, father.' 'Quite sure?' 'Yes, father.' 'Well, then good-bye, my boy.' He told me afterwards that for half a word he would have carried me off home with him there and then. I am the baby of the family—you know," added the man in tweeds, stroking his moustache with an ingenuous smile.

I acknowledged this interesting communication by a sympathetic murmur. He waved his hand carelessly.

"This might have utterly spoiled a chap's nerve for going aloft, you know—utterly. He fell within two feet of me, cracking his head on a mooring-bitt. Never moved. Stone dead. Nice looking little fellow, he was. I had just been

thinking we would be great chums. However that wasn't yet the worst that brute of a ship could do. I served in her three years of my time, and then I got transferred to the *Lucy Apse*, for a year. The sailmaker we had in the *Apsy Family* turned up there, too, and I remember him saying to me one evening, after we had been a week at sea: 'Isn't she a meek little ship?' No wonder we thought the *Lucy Apse* a dear, meek, little ship after getting clear of that big, rampaging savage brute. It was like heaven. Her officers seemed to me the restfullest lot of men on earth. To me who had known no ship but the *Apsy Family*, the *Lucy* was like a sort of magic craft that did what you wanted her to do of her own accord. One evening we got caught aback pretty sharply from right ahead. In about ten minutes we had her full again, sheets aft,¹ tacks down, decks cleared, and the officer of the watch leaning against the weather rail peacefully. It seemed simply marvelous to me. The other would have stuck for half an hour in irons, rolling her decks full of water, knocking the men about—spars cracking, braces snapping, yards² taking charge, and a confounded scare going on aft because of her beastly rudder, which she had a way of flapping about fit to raise your hair on end. I couldn't get over my wonder for days.

"Well, I finished my last year of apprenticeship in that jolly little ship—she wasn't so little either, but after that other heavy devil she seemed but a plaything to handle. I finished my time and passed; and then just as I was thinking of having three weeks of real good time on shore I got at breakfast a letter asking me the earliest day I could be ready to join the *Apsy Family* as third mate. I gave my plate a shove that shot it into the middle of the table: dad looked up over his paper; mother raised her hands in astonishment, and I went out bareheaded into our bit of garden, where I walked round and round for an hour.

"When I came in again mother was out of the dining room, and dad had shifted berth into his big armchair. The letter was lying on the mantelpiece.

"It's very creditable to you to get the offer, and very kind of them to make it,' he said. 'And I see also that Charles has been appointed chief mate of that ship for one voyage.'

"There was, over leaf, a P.S. to that effect in Mr. Apse's own handwriting, which I had overlooked. Charley was my big brother.

"I don't like very much to have two of my boys together in one ship,' father goes on, in his deliberate, solemn way. 'And I may tell you that I would not mind writing Mr. Apse a letter to that effect.'

"Dear old dad! He was a wonderful father. What would you have done? The mere notion of going back (and as an officer, too) to be worried and bothered, and kept on the jump night and day by that brute, made me feel sick. But she wasn't a ship you could afford to fight shy of. Besides, the most genuine excuse could not be given without mortally offending Apse & Sons. The firm, and I believe the whole family down to the old unmarried aunts in Lancashire, had grown desperately touchy about that accursed ship's character. This was the case for answering 'Ready now' from your very deathbed if you wished to die in their good graces. And that's precisely what I did answer—by wire, to have it over and done with at once.

"The prospect of being shipmates with my big brother cheered me up considerably, though it made me a bit anxious, too. Ever since I remember myself

1. Sails towards the stern; "tacks": lower fore-corners of the sails.

2. Spars supporting sails.

as a little chap he had been very good to me, and I looked upon him as the finest fellow in the world. And so he was. No better officer ever walked the deck of a merchant ship. And that's a fact. He was a fine, strong, upstanding, suntanned, young fellow, with his brown hair curling a little, and a eye like a hawk. He was just splendid. We hadn't seen each other for many years, and even this time, though he had been in England three weeks already, he hadn't showed up at home yet, but had spent his spare time in Surrey somewhere making up to Maggie Colchester, old Captain Colchester's niece. Her father, a great friend of dad's, was in the sugar-broking business, and Charley made a sort of second home of their house. I wondered what my big brother would think of me. There was a sort of sternness about Charley's face which never left it, not even when he was larking in his rather wild fashion.

"He received me with a great shout of laughter. He seemed to think my joining as an officer the greatest joke in the world. There was a difference of ten years between us, and I suppose he remembered me best in pinafores. I was a kid of four when he first went to sea. It surprised me to find how boisterous he could be.

"'Now we shall see what you are made of,' he cried. And he held me off by the shoulders, and punched my ribs, and hustled me into his berth. 'Sit down, Ned. I am glad of the chance of having you with me. I'll put the finishing touch to you, my young officer, providing you're worth the trouble. And, first of all, get it well into your head that we are not going to let this brute kill anybody this voyage. We'll stop her racket.'

"I perceived he was in dead earnest about it. He talked grimly of the ship, and how we must be careful and never allow this ugly beast to catch us napping with any of her damned tricks.

"He gave me a regular lecture on special seamanship for the use of the *Apse Family*; then changing his tone, he began to talk at large, rattling off the wildest, funniest nonsense, till my sides ached with laughing. I could see very well he was a bit above himself with high spirits. It couldn't be because of my coming. Not to that extent. But, of course, I wouldn't have dreamt of asking what was the matter. I had a proper respect for my big brother, I can tell you. But it was all made plain enough a day or two afterwards, when I heard that Miss Maggie Colchester was coming for the voyage. Uncle was giving her a sea trip for the benefit of her health.

"I don't know what would have been wrong with her health. She had a beautiful color, and a deuce of a lot of fair hair. She didn't care a rap for wind, or rain, or spray, or sun, or green seas, or anything. She was a blue-eyed, jolly girl of the very best sort, but the way she cheeked my big brother used to frighten me. I always expected it to end in an awful row. However, nothing decisive happened till after we had been in Sydney for a week. One day, in the men's dinner hour, Charley sticks his head into my cabin. I was stretched out on my back on the settee, smoking in peace.

"'Come ashore with me, Ned,' he says, in his curt way.

"I jumped up, of course, and away after him down the gangway and up George Street. He strode along like a giant, and I at his elbow, panting. It was confoundedly hot. 'Where on earth are you rushing me to, Charley?' I made bold to ask.

"'Here,' he says.

"'Here' was a jeweler's shop. I couldn't imagine what he could want there. It seemed a sort of mad freak. He thrusts under my nose three rings, which looked very tiny on his big, brown palm, growling out—

“‘For Maggie! Which?’

“I got a kind of scare at this. I couldn’t make a sound, but I pointed at the one that sparkled white and blue. He put it in his waistcoat pocket, paid for it with a lot of sovereigns, and bolted out. When we got on board I was quite out of breath. ‘Shake hands, old chap,’ I gasped out. He gave me a thump on the back. ‘Give what orders you like to the boatswain when the hands turn-to,’ says he; ‘I am off duty this afternoon.’

“Then he vanished from the deck for a while, but presently he came out of the cabin with Maggie, and these two went over the gangway publicly, before all hands, going for a walk together on that awful, blazing hot day, with clouds of dust flying about. They came back after a few hours looking very staid, but didn’t seem to have the slightest idea where they had been. Anyway, that’s the answer they both made to Mrs. Colchester’s question at teatime.

“And didn’t she turn on Charley, with her voice like an old night cabman’s! ‘Rubbish. Don’t know where you’ve been! Stuff and nonsense. You’ve walked the girl off her legs. Don’t do it again.’

“It’s surprising how meek Charley could be with that old woman. Only on one occasion he whispered to me, ‘I’m jolly glad she isn’t Maggie’s aunt, except by marriage. That’s no sort of relationship.’ But I think he let Maggie have too much of her own way. She was hopping all over that ship in her yachting skirt and a red tam o’ shanter like a bright bird on a dead black tree. The old salts used to grin to themselves when they saw her coming along, and offered to teach her knots or splices. I believe she liked the men, for Charley’s sake, I suppose.

“As you may imagine, the fiendish propensities of that cursed ship were never spoken of on board. Not in the cabin, at any rate. Only once on the homeward passage Charley said, incautiously, something about bringing all her crew home this time. Captain Colchester began to look uncomfortable at once, and that silly, hard-bitten old woman flew out at Charley as though he had said something indecent. I was quite confounded myself; as to Maggie, she sat completely mystified, opening her blue eyes very wide. Of course, before she was a day older she wormed it all out of me. She was a very difficult person to lie to.

“‘How awful,’ she said, quite solemn. ‘So many poor fellows. I am glad the voyage is nearly over. I won’t have a moment’s peace about Charley now.’

“I assured her Charley was all right. It took more than that ship knew to get over a seaman like Charley. And she agreed with me.

“Next day we got the tug off Dungeness; and when the towrope was fast Charley rubbed his hands and said to me in an undertone—

“‘We’ve baffled her, Ned.’

“‘Looks like it,’ I said, with a grin at him. It was beautiful weather, and the sea as smooth as a millpond. We went up the river without a shadow of trouble except once, when off Hole Haven, the brute took a sudden sheer and nearly had a barge anchored just clear of the fairway. But I was aft, looking after the steering, and she did not catch me napping that time. Charley came up on the poop, looking very concerned. ‘Close shave,’ says he.

“‘Never mind, Charley,’ I answered, cherrily. ‘You’ve tamed her.’

“We were to tow right up to the dock. The river pilot boarded us below Gravesend, and the first words I heard him say were: ‘You may just as well take your port anchor inboard at once, Mr. Mate.’

“This had been done when I went forward. I saw Maggie on the forecastle head enjoying the bustle and I begged her to go aft, but she took no notice of

me, of course. Then Charley, who was very busy with the head gear, caught sight of her and shouted in his biggest voice: 'Get off the forecastle head, Maggie. You're in the way here.' For all answer she made a funny face at him, and I saw poor Charley turn away, hiding a smile. She was flushed with the excitement of getting home again, and her blue eyes seemed to snap electric sparks as she looked at the river. A collier brig had gone round just ahead of us, and our tug had to stop her engines in a hurry to avoid running into her.

"In a moment, as is usually the case, all the shipping in the reach seemed to get into a hopeless tangle. A schooner and a ketch got up a small collision all to themselves right in the middle of the river. It was exciting to watch, and, meantime, our tug remained stopped. Any other ship than that brute could have been coaxed to keep straight for a couple of minutes—but not she! Her head fell off at once,³ and she began to drift down, taking her tug along with her. I noticed a cluster of coasters at anchor within a quarter of a mile of us, and I thought I had better speak to the pilot. 'If you let her get amongst that lot,' I said, quietly, 'she will grind some of them to bits before we get her out again.'

"'Don't I know her!' cries he, stamping his foot in a perfect fury. And he out with his whistle to make that bothered tug get the ship's head up again as quick as possible. He blew like mad, waving his arm to port, and presently we could see that the tug's engines had been set going ahead. Her paddles churned the water, but it was as if she had been trying to tow a rock—she couldn't get an inch out of that ship. Again the pilot blew his whistle, and waved his arm to port. We could see the tug's paddles turning faster and faster away, broad on our bow.

"For a moment tug and ship hung motionless in a crowd of moving shipping, and then the terrific strain that evil, stony-hearted brute would always put on everything, tore the towing-chock clean out. The towrope surged over, snapping the iron stanchions of the head-rail one after another as if they had been sticks of sealing wax. It was only then I noticed that in order to have a better view over our heads, Maggie had stepped upon the port anchor as it lay flat on the forecastle deck.

"It had been lowered properly into its hardwood beds, but there had been no time to take a turn with it. Anyway, it was quite secure as it was, for going into dock; but I could see directly that the towrope would sweep under the fluke⁴ in another second. My heart flew up right into my throat, but not before I had time to yell out: 'Jump clear of that anchor!'

"But I hadn't time to shriek out her name. I don't suppose she heard me at all. The first touch of the hawser against the fluke threw her down; she was up on her feet again quick as lightning, but she was up on the wrong side. I heard a horrid, scraping sound, and then that anchor, tipping over, rose up like something alive; its great, rough iron arm caught Maggie round the waist, seemed to clasp her close with a dreadful hug, and flung itself with her over and down in a terrific clang of iron, followed by heavy ringing blows that shook the ship from stem to stern—because the ring stopper held!"

"How horrible!" I exclaimed.

"I used to dream for years afterwards of anchors catching hold of girls," said the man in tweeds, a little wildly. He shuddered. "With a most pitiful howl

3. I.e., she stopped going forward.

4. Triangular piece of iron on each arm of the anchor.

Charley was over after her almost on the instant. But, Lord! he didn't see as much as a gleam of her red tam o' shanter in the water. Nothing! nothing whatever! In a moment there were half a dozen boats around us, and he got pulled into one. I, with the boatswain and the carpenter, let go the other anchor in a hurry and brought the ship up somehow. The pilot had gone silly. He walked up and down the fore-castle head wringing his hands and muttering to himself: 'Killing women, now! Killing women, now!' Not another word could you get out of him.

"Dusk fell, then a night black as pitch; and peering upon the river I heard a low, mournful hail, 'Ship, ahoy!' Two Gravesend watermen came alongside. They had a lantern in their wherry, and looked up the ship's side, holding on to the ladder without a word. I saw in the patch of light a lot of loose, fair hair down there."

He shuddered again.

"After the tide turned poor Maggie's body had floated clear of one of them big mooring buoys," he explained. "I crept aft, feeling half-dead, and managed to send a rocket up—to let the other searchers know, on the river. And then I slunk forward like a cur, and spent the night sitting on the heel of the bowsprit so as to be as far as possible out of Charley's way."

"Poor fellow!" I murmured.

"Yes. Poor fellow," he repeated, musingly. "That brute wouldn't let him—even him—cheat her of her prey. But he made her fast in dock next morning. He did. We hadn't exchanged a word—not a single look for that matter. I didn't want to look at him. When the last rope was fast he put his hands to his head and stood gazing down at his feet as if trying to remember something. The men waited on the main deck for the words that end the voyage. Perhaps that is what he was trying to remember. I spoke for him. 'That'll do, men.'"

"I never saw a crew leave a ship so quietly. They sneaked over the rail one after another, taking care not to bang their sea chests too heavily. They looked our way, but not one had the stomach to come up and offer to shake hands with the mate as is usual.

"I followed him all over the empty ship to and fro, here and there, with no living soul about but the two of us, because the old ship keeper had locked himself up in the galley—both doors. Suddenly poor Charley mutters, in a crazy voice: 'I'm done here,' and strides down the gangway with me at his heels, up the dock, out at the gate, on towards Tower Hill. He used to take rooms with a decent old landlady in America Square, to be near his work.

"All at once he stops short, turns round, and comes back straight at me. 'Ned,' says he, 'I am going home.' I had the good luck to sight a four-wheeler and got him in just in time. His legs were beginning to give way. In our hall he fell down on a chair, and I'll never forget father's and mother's amazed, perfectly still faces as they stood over him. They couldn't understand what had happened to him till I blubbered out, 'Maggie got drowned, yesterday, in the river.'

"Mother let out a little cry. Father looks from him to me, and from me to him, as if comparing our faces—for, upon my soul, Charley did not resemble himself at all. Nobody moved; and the poor fellow raises his big brown hands slowly to his throat, and with one single tug rips everything open—collar, shirt, waistcoat—a perfect wreck and ruin of a man. Father and I got him upstairs somehow, and mother pretty nearly killed herself nursing him through a brain fever.'

The man in tweeds nodded at me significantly.

"Ah! there was nothing that could be done with that brute. She had a devil in her."

"Where's your brother?" I asked, expecting to hear he was dead. But he was commanding a smart steamer on the China coast, and never came home now.

Jermyn fetched a heavy sigh, and the handkerchief being now sufficiently dry, put it up tenderly to his red and lamentable nose.

"She was a ravening beast," the man in tweeds started again. "Old Colchester put his foot down and resigned. And would you believe it? Apse & Sons wrote to ask whether he wouldn't reconsider his decision! Anything to save the good name of the *Apsy Family*! Old Colchester went to the office then and said that he would take charge again but only to sail her out into the North Sea and scuttle her there. He was nearly off his chump. He used to be darkish iron-gray, but his hair went snow-white in a fortnight. And Mr. Lucian Apse (they had known each other as young men) pretended not to notice it. Eh? Here's infatuation if you like! Here's pride for you!

"They jumped at the first man they could get to take her, for fear of the scandal of the *Apsy Family* not being able to find a skipper. He was a festive soul, I believe, but he stuck to her grim and hard. Wilmot was his second mate. A harum-scarum fellow, and pretending to a great scorn for all the girls. The fact is he was really timid. But let only one of them do as much as lift her little finger in encouragement, and there was nothing that could hold the beggar. As apprentice, once, he deserted abroad after a petticoat, and would have gone to the dogs then, if his skipper hadn't taken the trouble to find him and lug him by the ears out of some house of perdition or other.

"It was said that one of the firm had been heard once to express a hope that this brute of a ship would get lost soon. I can hardly credit the tale, unless it might have been Mr. Alfred Apse, whom the family didn't think much of. They had him in the office, but he was considered a bad egg altogether, always flying off to race meetings and coming home drunk. You would have thought that a ship so full of deadly tricks would run herself ashore some day out of sheer cussedness. But not she! She was going to last for ever. She had a nose to keep off the bottom."

Jermyn made a grunt of approval.

"A ship after a pilot's own heart, eh?" jeered the man in tweeds. "Well, Wilmot managed it. He was the man for it, but even he, perhaps, couldn't have done the trick without the green-eyed governess, or nurse, or whatever she was to the children of Mr. and Mrs. Pamphilius.

"Those people were passengers in her from Port Adelaide to the Cape. Well, the ship went out and anchored outside for the day. The skipper—hospitable soul—had a lot of guests from town to a farewell lunch—as usual with him. It was five in the evening before the last shore boat left the side, and the weather looked ugly and dark in the gulf. There was no reason for him to get under way. However, as he had told everybody he was going that day, he imagined it was proper to do so anyhow. But as he had no mind after all these festivities to tackle the straits in the dark, with a scant wind, he gave orders to keep the ship under lower topsails and foresail as close as she would lie, dodging along the land till the morning. Then he sought his virtuous couch. The mate was on deck, having his face washed very clean with hard rain squalls. Wilmot relieved him at midnight.

"The *Apsy Family* had, as you observed, a house on her poop . . ."

"A big, ugly white thing, sticking up," Jermyn murmured, sadly, at the fire.

"That's it: a companion⁵ for the cabin stairs and a sort of chart-room combined. The rain drove in gusts on the sleepy Wilmot. The ship was then surging slowly to the southward, close hauled, with the coast within three miles or so to windward. There was nothing to look out for in that part of the gulf, and Wilmot went round to dodge the squalls under the lee of that chart-room, whose door on that side was open. The night was black, like a barrel of coal tar. And then he heard a woman's voice whispering to him.

"That confounded green-eyed girl of the Pamphilius people had put the kids to bed a long time ago, of course, but it seems couldn't get to sleep herself. She heard eight bells struck, and the chief mate come below to turn in. She waited a bit, then got into her dressing gown and stole across the empty saloon and up the stairs into the chart-room. She sat down on the settee near the open door to cool herself, I daresay.

"I suppose when she whispered to Wilmot it was as if somebody had struck a match in the fellow's brain. I don't know how it was they had got so very thick. I fancy he had met her ashore a few times before. I couldn't make it out, because, when telling the story, Wilmot would break off to swear something awful at every second word. We had met on the quay in Sydney, and he had an apron of sacking up to his chin, a big whip in his hand. A wagon driver. Glad to do anything not to starve. That's what he had come down to.

"However, there he was, with his head inside the door, on the girl's shoulder as likely as not—officer of the watch! The helmsman, on giving his evidence afterwards, said that he shouted several times that the binnacle lamp had gone out. It didn't matter to him, because his orders were to 'sail her close.' 'I thought it funny,' he said, 'that the ship should keep on falling off⁶ in squalls, but I luffed her up every time as close as I was able. It was so dark I couldn't see my hand before my face, and the rain came in bucketfuls on my head.'

"The truth was that at every squall the wind hauled aft a little, till gradually the ship came to be heading straight for the coast, without a single soul in her being aware of it. Wilmot himself confessed that he had not been near the standard compass for an hour. He might well have confessed! The first thing he knew was the man on the lookout shouting blue murder forward there.

"He tore his neck free, he says, and yelled back at him: 'What do you say?'

"'I think I hear breakers ahead, sir,' howled the man, and came rushing aft with the rest of the watch, in the 'awfulest blinding deluge that ever fell from the sky,' Wilmot says. For a second or so he was so scared and bewildered that he could not remember on which side of the gulf the ship was. He wasn't a good officer, but he was a seaman all the same. He pulled himself together in a second, and the right orders sprang to his lips without thinking. They were to hard up with the helm⁷ and shiver the main and mizzen-topsails.

"It seems that the sails actually fluttered. He couldn't see them, but he heard them rattling and banging above his head. 'No use! She was too slow in going off,' he went on, his dirty face twitching, and the damned carter's whip shaking in his hand. 'She seemed to stick fast.' And then the flutter of the canvas above his head ceased. At this critical moment the wind hauled aft again with a gust, filling the sails and sending the ship with a great way upon the rocks on

5. Wooden hood covering stairway.

6. Deviating from her course; "luffed her up": brought the head of the ship nearer to the wind.

7. Put the tiller as far as possible to windward so as to turn the ship's head away from the wind; "shiver": cause to shake in the wind.

her lee bow. She had overreached herself in her last little game. Her time had come—the hour, the man, the black night, the treacherous gust of wind—the right woman to put an end to her. The brute deserved nothing better. Strange are the instruments of Providence. There’s a sort of poetical justice——”

The man in tweeds looked hard at me.

“The first ledge she went over stripped the false keel⁸ off her. Rip! The skipper, rushing out of his berth, found a crazy woman, in a red flannel dressing gown, flying round and round the cuddy,⁹ screeching like a cockatoo.

“The next bump knocked her clean under the cabin table. It also started the stern-post and carried away the rudder, and then that brute ran up a shelving, rocky shore, tearing her bottom out, till she stopped short, and the foremast dropped over the bows like a gangway.”

“Anybody lost?” I asked.

“No one, unless that fellow, Wilmot,” answered the gentleman, unknown to Miss Blank, looking round for his cap. “And his case was worse than drowning for a man. Everybody got ashore all right. Gale didn’t come on till next day, dead from the West, and broke up that brute in a surprisingly short time. It was as though she had been rotten at heart.” . . . He changed his tone, “Rain left off? I must get my bike and rush home to dinner. I live in Herne Bay—came out for a spin this morning.”

He nodded at me in a friendly way, and went out with a swagger.

“Do you know who he is, Jermyn?” I asked.

The North Sea pilot shook his head, dismally. “Fancy losing a ship in that silly fashion! Oh, dear! oh dear!” he groaned in lugubrious tones, spreading his damp handkerchief again like a curtain before the glowing grate.

On going out I exchanged a glance and a smile (strictly proper) with the respectable Miss Blank, barmaid of the Three Crows.

1908

8. Additional keel attached to the bottom of the true keel for protection and to give stability.

9. Cabin.