

# PHANTOM SHIP

—OR—  
The Flying Dutchman.

—BY CAPTAIN MARRYAT.

## CHAPTER XIV.—(Continued.)

In a few days Amine and Philip took leave of the priests, and quitted for Amsterdam—Father Seyzen taking charge of the cottage until Amine's return. On his arrival, Philip called upon the directors of the company, who promised him a ship on his return from the voyage he was about to enter upon, making a condition that he should become part owner of the vessel. To this Philip consented, and went down to visit the Vrow Katerina, the ship to which he had been appointed as first mate. She was still unrigged, and the fleet was not expected to sail for two months. Only part of the crew were on board, and the captain, who lived at Dort, had not yet arrived.

So far as Philip could judge, the Vrow Katerina was a very inferior vessel; she was larger than many of the others, but old, and badly constructed; nevertheless, as she had been several voyages to India, and had returned in safety, it was to be presumed that she could not have been taken up by the company if they had not been satisfied as to her seaworthiness. Having given a few directions to the men who were on board, Philip returned to the hostelry where he had secured apartments for himself and Amine.

The next day, as Philip was superintending the fitting of the rigging, the captain of the Vrow Katerina arrived, and, stepping on board of her by the plank which communicated with the quay, the first thing he did was to run to the mainmast and embrace it with both arms, although there was no small portion of tallow on it to smear the cloth of his coat.

"Oh, my dear Vrow, my Katerina!" cried he, as if he were speaking to a female. "How do you do I am so glad to see you again; you have been quite well, I hope? You do not like being laid up in this way. Never mind, my dear creature! You shall soon be handsome again."

The name of this personage who thus made love to his vessel was Wilhelm Barentz. He was a young man, apparently not thirty years of age, of diminutive stature and delicate proportions. His face was handsome, but womanish. His movements were rapid and restless, and there was that appearance in his eye which would have warranted the supposition that he was a little flighty, even if his conduct had not fully proved the fact.

No sooner were the ecstasies of the captain over than Philip introduced himself to him, and informed him of his appointment. "Oh! you are the first mate of the Vrow Katerina. Sir, you are a very fortunate man. Next to being captain of her, first mate is the most enviable situation in the world." "Certainly not on account of her beauty," observed Philip; "she may have many other good qualities." "Not on account of her beauty! Why, sir, I say (as my father has said before me, and it was his Vrow before it was mine) that she is the handsomest vessel in the world. At present you cannot judge; and besides being the handsomest vessel, she has every good quality under the sun."

"I am glad to hear it, sir," replied Philip; "it proves that one should never judge by appearances. But is she not very old?"

"Old! not more than twenty-eight years—just in her prime. Stop, my dear sir, till you see her dancing on the waters, and then you will do nothing all day but discourse with me upon her excellence, and I have no doubt that we shall have a very happy time together."

"Provided the subject be not exhausted," replied Philip.

"That it never will be, on my part; and allow me to observe, Mr. Vanderdecken, that any officer who finds fault with the Vrow Katerina quarrels with me. I am her knight, and I have already fought three men in her defense; I trust I shall not have to fight a fourth."

Philip smiled; he thought that she was not worth while fighting for; but he acted upon the suggestion, and from that time forward he never ventured to express an opinion against the beautiful Vrow Katerina.

The crew were soon complete, the vessel rigged, her sails bent, and she was anchored in the stream, surrounded by the other ships composing the fleet to be dispatched. The cargo was then received on board, and, as soon as her hold was full, there came, to Philip's great vexation, an order to receive on board one hundred and fifty soldiers and other passengers, many of whom were accompanied by their wives and families. Philip worked hard, for the captain did nothing but praise the vessel, and at last they had embarked everything, and the fleet was ready to sail.

It was now time to part with Amine, who had remained at the hostelry, and to whom Philip had dedicated every spare moment that he could obtain. The fleet was expected to sail in two days, and it was decided that on the morrow they should part. Amine was cool and collected. She felt convinced that she should see her husband again, and with that feeling she embraced

him as they separated on the beach, and he stepped into the boat in which he was to be pulled on board.

"Yes," thought Amine, as she watched the form of her husband, as she distanced between them increased; "yes, I know that we shall meet again. It is not this voyage which is to be fatal to you or me; but I have a dark foreboding that the next, in which I shall join you, will separate us forever—in which way I know not—but it is destined. The priests talk of free will. Is it free will which takes him away from me? Yes. Yes. But he is not permitted, for he must fulfill his destiny. Free will! Why, if it were not destiny it were tyranny. I feel, and I have felt, as if these priests are my enemies; but why I know not; they are both good men, and the creed they teach is good. Good will and charity, love to all, forgiveness of injuries, not judging others. All this is good; and yet my heart whispers to me that—but the boat is alongside, and Philip is climbing up the vessel. Farewell, farewell, my dearest husband. I would I were a man! No! no! 'tis better as it is."

Amine watched till she could no longer perceive Philip, and then walked slowly to the hostelry. The next day, when she arose, she found that the fleet had sailed at daybreak, and the channel, which had been so crowded with vessels, was now untenanted.

"He is gone," muttered Amine. "Now for many months of patient, calm endurance—I cannot say of living, for I exist but in his presence."

## CHAPTER XV.

We must leave Amine to her solitude and follow the fortunes of Philip. The fleet had sailed with a flowing sheet, and bore gallantly down the Zuyder Zee, but they had not been under way an hour before the Vrow Katerina was left a mile or two astern. Mynheer Barentz found fault with the setting and trimming of the sails, and with the man at the helm, who was repeatedly changed; in short, with everything but his dear Vrow Katerina; but all would not do; she still dropped astern, and proved to be the worst sailing vessel in the fleet.

"Mynheer Vanderdecken," said he, at last, "the Vrow, as my father used to say, is not so very fast before the wind. Vessels that are good on a wind seldom are; but this I will say, that, in every other point of sailing, there is no other vessel in the fleet equal to the Vrow Katerina."

"Besides," observed Philip, who perceived how anxious the captain was on the subject, "we are heavily laden, and have so many troops on deck."

The fleet cleared the sands, and were then close-hauled, when the Vrow Katerina proved to sail even more slowly than before.

"When we are so very close-hauled," observed Mynheer Barentz, "the Vrow does not do so well; but a point free, and then you will see how she will show her stern to the whole fleet. She is a fine vessel, Mynheer Vanderdecken, is she not?"

"A very fine, roomy vessel," replied Philip, which was all that, in consequence, he could say.

The fleet sailed on, sometimes on a wind, sometimes free, but let the point of sailing be what it might, the Vrow Katerina was invariably astern, and the fleet had to heave-to at sunset to enable her to keep company; still the captain continued to declare that the point of sailing on which they happened to be was the only point in which the Vrow Katerina was deficient. Unfortunately the vessel had other points quite as bad as her sailing; she was cranky, leaky, and did not answer the helm well, but Mynheer Barentz was not to be convinced. He adored his ship, and, like all men desperately in love, he could see no fault in his mistress. But others were not so blind, and the admiral, finding the voyage so much delayed by the bad sailing of one vessel, determined to leave her to find her way by herself as soon as they had passed the Cape. He was, however, spared the cruelty of deserting her, for a heavy gale came on which dispersed the whole fleet, and on the second day the good ship Vrow Katerina found herself alone, laboring heavily in the trough of the sea, leaking so much as to require hands constantly at the pumps, and drifting before the gales as fast to leeward almost as she usually sailed. For a week the gale continued, and each day did her situation become more alarming. Crowded with troops, incumbered with heavy stores, she groaned and labored while whole seas washed over her, and the men could hardly stand at the pumps. Philip was active, and exerted himself to the utmost, encouraging the worn-out men, securing where aught had given way, and little interfered with by the captain, who was himself no sailor.

"Well," observed the captain to Philip, as they held on by the belaying pins, "you'll acknowledge that she is a fine weatherly vessel in a gale—is she not? Softly, my beauty, softly," continued he, speaking to the vessel as she plunged heavily into the waves, and every timber groaned. "Softly, my dear, softly! How those poor devils

in the other ships must be knocking about now. Heh! Mynheer Vanderdecken, we have the start of them this time; they must be a terrible long way down to leeward. Don't you think so?"

"I really cannot pretend to say," replied Philip, smiling.

"Why, there's not one of them in sight. Yes! by heavens, there is! Look on our lee beam. I see one now. Well, she must be a capital sailor, at all events; look there, a point abaft the beam. Mercy on me, how stiff she must be to carry such a press of canvas!"

Philip had already seen her. It was a large ship on a wind, and on the same tack as they were. In a gale, in which no vessel could carry the top-sails, the Vrow Katrina, being under close-reefed foresails and staysails, the ship seen to leeward was standing under a press of sail—top-gallant sails, royals, flying-jib, and every stitch of canvas which could be set in a light breeze. The waves were running mountains high, bearing each minute the Vrow Katrina down to the gunwale; and the ship seen appeared not to be affected by the tumultuous waters, but sailed steadily and smoothly on an even keel. At once Philip knew it must be the Phantom Ship, in which his father's doom was being fulfilled. "Very odd, is it not?" observed Mynheer Barentz.

Philip felt such an oppression on his chest that he could not reply. As he held on with one hand, he covered up his eyes with the other.

But the seamen had now seen the vessel, and the legend was too well known. Many of the troops had climbed on deck when the report was circulated, and all eyes were now fixed upon the supernatural vessel, when a heavy squall burst upon the Vrow Katrina, accompanied with peals of thunder and heavy rain, rendering it so thick that nothing could be seen. In a quarter of an hour it cleared away, and, when they looked to leeward, the stranger was no longer in sight.

"Merciful heaven! she must have been upset, and has gone down in the squall!" said Mynheer Barentz. "I thought as much, carrying such a press of sail. There never was a ship that could carry more than the Vrow Katrina. It was madness on the part of the captain of that vessel, but I suppose he wished to keep up with us. Heh! Mynheer Vanderdecken?"

Philip did not reply to these remarks, which fully proved the madness of his captain. He felt that his ship was doomed, and when he thought of the numbers on board who might be sacrificed he shuddered. After a pause he said:

"Mynheer Barentz, this gale is likely to continue, and the best ship that ever was built cannot, in my opinion, stand such weather. I should advise that we bear up and run back to Table Bay to leeward. Depend upon it, we shall find the whole fleet there before us."

"Never fear for the good ship Vrow Katrina," replied the captain; "see what weather she makes of it."

"Cursed bad," observed one of the seamen, for the seamen had gathered near to Philip to hear what his advice might be. "If I had known that she was such an old crazy beast I never would have trusted myself on board. Mynheer Vanderdecken is right; we must go back to Table Bay ere worse befall us. That ship to leeward has given us warning—she is not seen for nothing—ask Mr. Vanderdecken, captain; he knows that well, for he is a sailor."

This appeal to Philip made him start; it was, however, made without any knowledge of Philip's interest in the Phantom Ship.

(To be continued.)

## The Prince's Defence.

Prince Louis Esterhazy, military attaché of the Austrian embassy at London, was recently traveling alone on an English railway when an elegantly dressed woman entered the carriage. Presently she dropped her handkerchief and employed other expedients to start a conversation, but without avail, for the prince tranquilly smoked his cigar and took no notice of her. At last, as the train approached a station, the woman suddenly tore her hat from her head, disheveled her hair, and, as the train came to a standstill, put her head out of the window and shrieked for assistance. The railroad officials hurried to the scene, and to them the woman asserted that she had been terribly insulted by the prince. The prince did not stir from his seat, but continued tranquilly smoking his cigar, and the stationmaster exclaimed: "What have you got to say to the charge?" Without the slightest appearance of concern the prince, who was seated in the further corner of the carriage, replied: "Only this," and with that he pointed to the cigar which showed a beautiful gray ash considerably over an inch in length. The station-master was wise in his generation, and on perceiving the ash in the prince's cigar, he touched his hat, said quietly, "That's all right, sir," and arrested the woman instead.—Argonaut.

## An Outrage.

Tenant—Some of the plaster in my kitchen fell down last night, and I want you to replace it. Landlord—What caused it? "The man who occupies the floor above sneezed." Landlord—Well, some people think because they pay rent they can carry on just as if they lived in a hotel.

Snakes in South Africa fear the secretary bird, and will even crawl away from its shadow. The bird can easily kill a snake twice its size.

## PRODUCTION OF COAL.

### IT KEEPS PACE WITH THE INDUSTRIAL DEVELOPMENT.

The Fuel Output of the United States Has Increased Until Now It Amounts to Twenty-Five Per Cent. of the World's Total Production.

The announcement that the rapid increase in exportation of coal from the United States is causing uneasiness among British coal producers and exporters lends interest to some figures on the coal production of the United States, just issued by the treasury bureau of statistics. From these it appears that the coal production of the United States is now nearly five times as much as in 1870, that the exportation has in that time increased from a quarter of a million tons to over four million tons, and that the United States, which in 1870 supplied but 17 per cent of the world's output, now furnishes about 25 per cent.

The part played by coal in industrial productiveness explains the phenomenal increase of fuel output noted in these statistics. Just as no other country can match the industrial growth of the United States under the policy of protection, so no other country shows such a rapid increase in coal production as does the United States. Great Britain's average annual coal product, as shown by a recent and widely quoted statistical publication of the Swedish government, in the five-year period, 1871-5, amounted to 127,000,000 tons, and in 1891-5 amounted to 185,000,000 tons, an increase of 45 per cent in the average annual output. Germany's average annual coal product in the period 1871-5 was 45,000,000 tons, and in the five-year period 1891-5 was 97,000,000 tons, an increase of 115 per cent. The average annual coal production of France in the period 1871-5 was 16,000,000 tons, and in the term 1891-5, 27,000,000 tons, an increase of 70 per cent. The average annual coal production of the United States in the period 1871-5 was 45,000,000 tons, and in the period 1891-5, according to our own figures, was 132,000,000 tons, an increase of 193 per cent. The average annual output of "other countries" not individually specified was in 1871-5, 34,000,000 tons, and in 1891-5, 79,000,000 tons, an increase of 132 per cent. The total average annual output of the world in 1871-5 was in round numbers 266,000,000 tons, and in 1891-5 520,000,000 tons, an increase of 95 per cent. Omitting the United States, the annual output in 1871-5 averaged 221,000,000 tons, and the average in 1891-5 was 388,000,000 tons, an increase of 75 per cent.

Comparing the growth of coal production of the United States with other parts of the world in the periods named, the record stands as follows:

Growth of coal production of leading countries, comparing average annual output in the period 1871-5 with that of period 1891-5.

	Increase, 1871-5 to 1891-5.
Great Britain	45
France	115
Germany	115
Other countries (omitting United States)	132
World (omitting United States)	75
World (including United States)	95
United States	193

Both the area of coal production and quantity produced have increased greatly in the United States. In 1870 the number of state in which coal was produced was 20, while in 1897 the number was 32. In 1870 the production of anthracite coal was reported only from Pennsylvania, while the census of 1880 reports production in Pennsylvania, Rhode Island and Virginia, and more recent reports show a production of anthracite coal in Colorado and New Mexico. In the south the increase has been especially rapid. Alabama in 1870 mined but 11,000 tons of coal, and in 1897, 5,262,000 tons. Kentucky, which in 1870 mined but 150,000 tons of coal, produced in 1897, 3,216,000 tons. Tennessee increased her output from 133,000 tons in 1870 to 2,500,000 tons in 1897, and Virginia, which produced but 62,000 tons in 1870, produced 1,365,000 tons in 1897.

The following tables show the coal production of the United States and prices in the Philadelphia and Baltimore markets at five-year periods from 1870 to 1898; also the exportation of coal from the United States during the same period:

United States, 1870 to 1897:	Anthracite	Bituminous	Total
tons.	tons.	tons.	tons.
1870	15,664,275	17,199,415	32,863,690
1880	28,621,371	41,869,955	70,491,326
1885	31,623,529	70,501,024	102,124,553
1890	36,511,042	78,011,224	114,522,266
1895	46,511,477	94,899,496	141,410,973
1897	41,637,864	106,222,516	147,860,380

Average annual price per ton of anthracite (at Philadelphia) and of bituminous (at Baltimore) coal, 1870 to 1898:

	Anthracite, dollars.	Bituminous, dollars.
1870	4.39	4.72
1880	4.53	3.75
1885	4.10	2.25
1890	3.93	2.69
1895	3.59	2.09
1898	3.50	1.60

Exportation of coal from the United States, 1870 to 1897:

	Anthracite	Bituminous	Total
tons.	tons.	tons.	tons.
1870	121,098	106,820	227,918
1880	392,626	222,634	615,260
1885	588,461	683,481	1,271,942
1890	795,753	1,126,068	1,921,821
1895	1,397,204	2,374,988	3,772,192
1898	1,326,582	2,682,414	4,008,996

## 300,000 AFFECTED.

### Continued Increase of the Rate of Wages Throughout the United States.

One of the surest as well as one of the most satisfactory evidences of returned prosperity is the general advance of wages. The increase is not confined to any one section of the country or to any one branch of industry. From the New England states, from Pennsylvania, Illinois, New York, Michigan, Ohio, Tennessee, Alabama and other states comes the same story of advancing wages. Cotton operatives, iron and steel workers, miners, employes of tin plate companies and other classes of workmen all have profited from an advance of wages. The commercial agencies estimate that the advances already reported affect fully 175,000 workers.

During the last campaign, President McKinley said in one of his speeches that what the country wanted was not open mints but open mills for the employment of American labor. That was what he proposed to see accomplished if he were elected. That is what has been accomplished, thanks to the prompt measures taken by the president to secure the American market to American producers by the re-enactment of a protective tariff law. American mills have been opened and American labor employed, and now comes the inevitable sequence of an increased demand for labor, the increase of wages. And, as the wages of partial free trade become more and more repaired under protection, wages will probably advance more and more, until they reach high water mark in all industries. American workmen will not be likely to consent to any repetition of the folly of 1892 which resulted in the paralysis of American industries and in the idleness of the American people.

### Will Not Be April-Fooled.



Uncle Sam knows from experience there is nothing in it.

## Interdependent Prosperity.

The railroad news of 1898 and 1899 under the Dingley law offers a striking contrast to the sort of railroad news which was all too common in the years of tariff reform and the Wilson-Gorman law. Then the regulation railroad news was the going of one road after another into the hands of a receiver. Now nearly every week brings the report of the incorporation of one or more new railroad companies. The published reports of the roads already in existence show increased earnings and a growing volume of business.

The general prosperity of the railroads goes to make a part of the mass of evidence, easily obtainable, which proves that the prosperity which results from a protective tariff is by no means limited to those persons who are engaged in industries, the products of which are subjected to tariff duties. Protection means prosperity for the whole country. The industrial system is one of interdependence and the prosperity of one branch of industry means the prosperity of many others.

## Panics and Panics.

Trade reports from all over the country continue to tell of remarkable business activity, with prices strong and steady, collections good and an increasing demand in all lines of trade. One correspondent to a trade paper sized up the situation as a "buyers' panic." That is the kind of a "panic" that a protective tariff always brings about. In 1893, under the free trade administration of Mr. Cleveland, with its tariff reform, Wilson-Gorman law we had another kind of a panic, the kind that has always followed upon every experiment made with free trade or any approach to it by this country; a panic when banks failed, factories closed, business men went to the wall and idle workmen walked the streets. It is safe to say that the people of the country prefer the "buyers' panic" of 1899 under protection to the sort of panic we had in 1893 under partial free trade.

## Noticeably Silent.

The wages of employes in the various tin plate factories of the country have been raised recently, and since then free trade papers have been noticeably silent about the "ridiculous idea of making tin plate in this country."—New York Press.

## It is a Healthy Advance.

Besides the present wage increases in mills, mines, iron and steel works, the cheap skyrocketing antics of Wall Street operators are insignificant, since they create no values save purely fictional ones. Wages are the bottom gauge to wealth and prosperity.—Boston Globe.

## THE THING TO DO.

### Preserve the American Market for the Benefit of Americans.

The future fiscal course of the United States in its newly-acquired possessions is a question of absorbing interest outside our own country. Great Britain is particularly concerned to know to what extent, if any, the economic policy which has made America the most envied among the nations of the earth is going to be modified in reference to new territorial conditions, and new trade possibilities; in short, how wide the "open door" is to be. In a recent issue the Newcastle Journal deals with the question at considerable length in its relation to British prospects and probabilities. The writer is duly impressed with the magnitude of the events of the past year, and is moved to say that

"The rapid extension of the trade of the United States of late years, and the prodigious acceleration of its rate of progress during and since the naval war with Spain, are most extraordinary facts in the modern history of the world's trade. Like all similar facts, they have naturally excited feelings of pride and exultation in the United States."

The determination of the United States to enter upon a career of trade conquest has not been misunderstood by the commercial interests of the Old World. They evidently appreciate the fact that a new era of vast importance is at hand. They see the full significance of the fact that the waterway connecting the two oceans is to be absolutely under the control of the United States. On this point the Newcastle Journal remarks:

"A committee of the Senate has decided that the flag of the states shall wave over the canal when it is finished, and the new waterway will add enormously to the prestige and power, as well as to the trade and commerce, that are certain to follow the annexation of Hawaii and the Philippines. The United States will then enter into direct rivalry with Great Britain, Russia, Germany, France, China and Japan in the Far East, in the vast Pacific area estimated by Levasseur in 1886 to contain at least a population of 1,500,000,000; while on the shores washed by the waters to be connected with the Atlantic by the Nicaragua Canal there is a population of about 878,000,000—less than half of which dwells in China, and more than a quarter of which is occupied by the Indian dependencies of Great Britain."

If the passage from the Atlantic to the Pacific were controlled jointly by Great Britain and the United States, the British Empire and the colonies, especially our Australasian colonies, who are watching the onward progress of the United States with the deepest interest, would no doubt share largely the benefits of the trade created to be developed in the Far East. But if the Nicaragua Canal is to be a monopoly of the United States—fortified on its sides and at both ends, and patrolled by United States war vessels; and if Hawaii and the Philippines are to be shut to our trade, like Cuba and Porto Rico, by high tariffs, the prospect will be very different for the future of our trade in the Pacific and in its seaboard."

On the whole, the outlook is not cheering from the British viewpoint. Our English friends are not encouraged to hope for a very large share in the commercial round-up. They are afraid that, once having tasted the fruits of a tremendous prosperity, the American people will not take kindly to a diet made up of the moldy chestnuts of free trade. The Journal says: "There is no symptom of any tendency, in Congress or the Senate, to change the fiscal policy of the United States; and as far as can be guessed from the language of the American press and of American public men, the 'boom' that has followed the new tariff, after a brief spurt of free trade in the Wilson tariff of the Cleveland regime, has confirmed the opinion held in many influential quarters that from 1813 to 1898 a free-trade policy has generally resulted in 'lean' years, while the various returns to protection in 1813, 1842-46, 1860-62, and 1896 to 1898, have been mostly marked by extraordinary advances in the volume and value of American trade."

If anything were needed to confirm the people of the United States in their determination to adhere firmly to the policy which brings the "fat" years, and to take to themselves every benefit of that policy which shall be involved in the enlarged horizon of possibilities now opened to view, the fears and dreads of foreign competitors furnish that confirmation. A safe economic rule for this country in the future as in the past is to do the thing which foreigners are most afraid we shall do—preserve America for Americans. It is only when we have departed from that rule that the "lean" years have come.

## No Further Meddling Wanted.

Nothing is more certain than that the people have had enough of Democratic tariff reform to last them for more than a generation. While the remembrance of the panic years from 1893 to 1897 lasts, none but theorists and others who have nothing to lose will consent to further meddling with the protective tariff policy. Few others will care for more experiments with silver. Good gold money has become plenty enough since its standard was established and it is rapidly becoming plentier. The gold mines of the world are now turning out more value each year than mines of both gold and silver produced together seven years ago. Their output is increasing. Even the advocates of fiat money can now get as much gold as they will work for.—Tacoma Ledger

A first-rate collection of insects contains about 25,000 distinct species.