

# PHANTOM SHIP

—OR—  
The Flying Dutchman.

—BY CAPTAIN MARRYAT.

## CHAPTER XVI.—(Continued.)

Philip made no reply; he felt a respect even for Capt. Barentz's misplaced regard for the vessel. They made but little way, for the swell was rather against them, and the raft was deep in the water. The day dawned, and the appearance of the weather was not favorable; it promised a return of the gale. Already a breeze ruffled the surface of the water, and the swell appeared to increase rather than go down. The sky was overcast, and the horizon thick. Philip looked out for the land, but could not perceive it, for there was a haze on the horizon, so that he could not see more than five miles. He felt that to gain the shore before the coming night was necessary for the preservation of so many individuals, of whom more than sixty were women and children, who, without any nourishment, were sitting on a frail raft, immersed in the water. No land in sight—a gale coming on, and in all probability a heavy sea and dark night. The chance was indeed desperate, and Philip was miserable—most miserable—when he reflected that so many innocent beings might, before the next morning, be consigned to a watery tomb—and why?—yes, there was the feeling—that although Philip could reason against, he never could conquer; for his own life he cared nothing; even the idea of his beloved Amine was nothing in the balance of these moments. The only point which sustained him was the knowledge that he had his duty to perform, and, in the full exercise of his duty, he recovered himself.

"Land ahead!" was now cried out by Krantz, who was in the headmost boat, and the news was received with a shout of joy from the raft and the boats. The anticipation and the hope the news gave was like manna in the wilderness; and the poor women on the raft, drenched sometimes above the waist by the swell of the sea, clasped the children in their arms still closer and cried, "My darling, you shall be saved."

Philip stood upon the stern-sheets to survey the land, and he had the satisfaction of finding that it was not five miles distant, and a ray of hope warmed his heart. The breeze now had gradually increased and rippled the water. The quarter from which the wind came was neither favorable nor adverse, being on the beam. Had they had sails for the boat, it would have been otherwise; but they had been stowed away and could not be procured. The sight of land naturally rejoiced them all, and the seamen in the boat cheered and double-banked the oars to increase their way, but the towing of a large raft sunk under water was no easy task, and they did not, with all their exertions, advance more than half a mile an hour.

## CHAPTER XVII.

Until noon they continued their exertions not without success; they were not three miles from the land, but as the sun passed the meridian a change took place; the breeze blew strong, the swell of the sea rose rapidly, and the raft was often so deeply immersed in the waves as to alarm them for the safety of those upon her. Their way was proportionately retarded, and by 3 o'clock they had not gained half a mile from where they had been at noon. The men, not having had refreshment of any kind during the labor and excitement of so many hours, began to flag in their exertions. The wish for water was expressed by all—from the child who appealed to its mother to the seaman who strained at the oar. Philip did all he could to encourage the men, but finding themselves so near to the land, and so overcome with fatigue, and that the raft in tow would not allow them to approach their haven, they murmured, and talked of the necessity of casting loose the raft and looking out for themselves. A feeling of self prevailed, and they were mutinous; but Philip expostulated with them, and, out of respect for him, they continued their exertions for another hour, when a circumstance occurred which decided the question, upon which they had commenced a debate.

The increased swell and the fresh breeze had so beat about and tossed the raft that it was with difficulty, for some time, that its occupants could hold themselves on it. A loud shout, mingled with screams, attracted the attention of those in the boat, and Philip, looking back, perceived that the lashings of the raft had yielded to the force of the waves, and that it had separated amidships. The scene was agonizing; husbands were separated from their wives and children—each floating away from each other—for the part of the raft which was still towed by the boats had already left the other far astern. The women rose up and screamed; some, more frantic, dashed into the water between them, and attempted to gain the floating wreck upon which their husbands stood, and sank before they could be assisted. But the horror increased—one lashing having given way, all the rest soon followed; and, before the boats could turn and give assistance, the sea was strewn with the spars which composed the raft, with men, women and children clinging to them. Loud were the

yells of despair and the shrieks of the women as they embraced their offspring and in attempting to save them were lost themselves. The spars of the raft, still close together, were hurled one upon the other by the swell, and many found death by being jammed between them. Although all the boats hastened to their assistance, there was so much difficulty and danger in forcing them between the spars that but few were saved, and even those few were more than the boats could well take in. The seamen and a few soldiers were picked up, but all the females and the children had sunk beneath the waves.

The effect of this catastrophe may be imagined, but hardly described. The seamen who had debated as to casting them adrift to perish wept as they pulled toward the shore. Philip was overcome. He covered his face and remained for some time without giving directions, heedless of what passed.

It was now five o'clock in the evening; the boats had cast off the towlines, and vied with each other in their exertions. Before the sun had set they had arrived at the beach, and were safely landed in the little sand bay into which they had steered; for the wind was off the shore and there was no surf. The boats were hauled up and the exhausted men lay down on the sands still warm with the heat of the sun, and forgetting that they had neither eaten nor drunk for so long a time, they were soon fast asleep. Captain Barentz, Philip and Krantz, as soon as they had seen the boats secured, held a short consultation, and were then glad to follow the example of the seamen; harassed and worn out with the fatigue of the last twenty-four hours, their senses were soon drowned in oblivion.

For many hours they all slept soundly, dreamed of water and awoke to the sad reality that they were tormented with thirst, and were on a sandy beach with the salt waves mocking them; but they reflected how many of their late companions had been swallowed up, and felt thankful that they had been spared.

They were not more than fifty miles from Table Bay; and although they had no sails, the wind was in their favor. Philip pointed out to them how useless it was to remain, when before morning they would, in all probability, arrive at where they would obtain all they required. The advice was approved of and acted upon; the boats were shoved off and the oars resumed. So tired and exhausted were the men that their oars dipped mechanically into the water, for there was no strength left to be applied; it was not until the next morning at daylight that they had arrived opposite False Bay and they had still many miles to pull. The wind in their favor had done almost all—the men could do little or nothing.

Encouraged, however, by the sight of land which they knew, they rallied; and about noon they pulled, exhausted to the beach at the bottom of Table Bay, near to which were the houses and the fort protecting the settlers, who had for some years resided there. They landed close to where a broad rivulet at that season (but a torrent in the winter) poured its stream into the bay. At the sight of fresh water some of the men dropped their oars, threw themselves into the sea when out of their depth—others when the water was above their waists yet they did not arrive so soon as the ones who waited till the boat struck the beach and jumped out upon dry land. And then they threw themselves into the rivulet, which coursed over the shingle, about five or six inches in depth, allowing the refreshing stream to pour into their mouths till they could hold no more, immersing their hot hands and rolling in it with delight.

As soon as they had satisfied the most pressing of all wants they rose dripping from the stream and walked up to the houses of the factory, the inhabitants of which, perceiving that boats had landed when there was no vessel in the bay, naturally supposed that some disaster had happened, and were walking down to meet them. Their tragical history was soon told. The thirty-six men that stood before them were all that were left of nearly three hundred souls embarked, and they had been more than two days without food. At this intimation no further questions were asked by the considerate settlers until the hunger of the sufferers had been appeased, when the narrative of their sufferings was fully detailed by Philip and Krantz.

We must pass over the space of two months, during which the wrecked seamen were treated with kindness by the settlers, and at the expiration of which a small brig arrived at the bay and took in refreshments; she was homeward bound, with a full cargo, and, being chartered by the company, could not refuse to receive on board the crew of the Vrow Katerina. Philip, Krantz and the seamen embarked; but Captain Barentz remained behind to settle at the Cape.

They shook hands and parted—Philip

ip promising to execute Barentz's commission, which was to turn his money into articles most useful to a settler, and have them sent out by the first fleet which should sail from the Zuyder Zee. But this commission it was not Philip's good fortune to execute. The brig, named the Wilhelmina, sailed and soon arrived at St. Helena. After watering, she proceeded on her voyage. They had made the Western Isles, and Philip was consoling himself with the anticipation of soon joining his Amine, when to the northward of the islands they met with a furious gale, before which they were obliged to scud for many days, with the vessel's head to the southeast; and as the wind abated and they were able to haul to it, they fell in with a Dutch fleet of five vessels, commanded by an admiral, which had left Amsterdam more than two months, and had been buffeted about by contrary gales for the major part of that period. Cold, fatigue and bad provisions had brought on the scurvy, and the ships were so weakly manned that they could hardly navigate them. When the captain of the Wilhelmina reported to the admiral that he had part of the crew of the Vrow Katerina on board, he was ordered to send them immediately to assist in navigating his crippled fleet. Remonstrance was useless. Philip had but time to write to Amine, acquainting her with his misfortunes and disappointment; and, confiding the letter to his wife, as well as his narrative of the loss of the Vrow Katerina for the directors to the charge of the captain of the Wilhelmina, he hastened to pack up his effects, and repaired on board of the admiral's ship with Krantz and the crew. To them were added six of the men belonging to the Wilhelmina, whom the admiral insisted on retaining; and the brig, having received the admiral's dispatches, was then permitted to continue her voyage.

The admiral sent for Philip into his cabin, and having heard his narrative of the loss of the Vrow Katerina, he ordered him to go on board the commodore's ship as captain, giving the rank of commodore to the captain at present on board of her; Krantz was retained on board his own vessel as second captain, for by Philip's narrative the admiral perceived at once that they were both good officers and brave men.

(To be continued.)

## RING PHAROAH GAVE JOSEPH.

Interesting Relic in the Possession of a Jerseyman.

Prof. John Lansing of New Brunswick, who has been spending the winter in this city, will leave soon for Colorado, where he expects to live for a considerable time for the benefit of his health. He is a very scholarly and accomplished gentleman, being a minister of the Dutch Reformed church. He was born in the city of Damascus, Palestine, in "the street which is called Straight," his father being a resident missionary there. Prof. Lansing for 13 years lived in Egypt and is the master of nine languages. He has many curious and valuable relics of Egypt, stones and jewels of the ancient Pharaohs. He has what is thought by the best Egyptologists to be the identical gold ring set with a stone, which Khab Nub, the Pharaoh, gave to Joseph when he made him prime minister over all Egypt, says an Atlantic City paper. It is a curious old jewel and was worn on the thumb. It was found at Memphis 15 or 20 years ago in the coffin of a mummy. He has a walking stone and many kinds of sacred beetles bearing carved inscriptions telling of the reign in which they were the official emblem. He has a silk crocheted cap which was taken from a mummy and is several thousand years old, rare amber beads, the precious images of cats, and ancient symbols which have been unearthed in the land of the pyramids.

## MILTON'S STAIRCASE.

Brought to Philadelphia, but It Has Since Been Lost.

"Where is the poet Milton's staircase?" asks the Philadelphia Record. "This staircase was brought from London by Richard Rush and built into his country home, named Sydenham, which was located at what is now Columbia avenue and Sixteenth street. A small street of the same name, Sydenham, marks the place. Mr. Rush was United States minister to England when Milton's house was torn down to make room for modern improvements. Being an admirer of the author of 'Paradise Lost,' Mr. Rush bought the old-time staircase and had it erected in his home and inscribed with a silver plate setting forth the dates and facts. Upon the death of Mr. Rush his estate was divided among his children and the real estate soon came into the market for building lots. Sydenham house was torn down and the antique Milton staircase doubtless fell to some one of the heirs. It would be interesting to learn where this relic found its final shrine. Sydenham was a quaint old place, just opposite the country seat of Judge Stroud. It has a variety of odd rooms entered by invisible doors, and much antique furniture, massive silver and many old portraits."

## Dog Adopts Pig.

Savannah News: Quite a curious freak can be seen at the home of A. Proctor, at Summerfield, who has a dog that has adopted a motherless pig. The mother will fight her own offspring to nurse the pig.

Each man is a hero and an oracle to somebody.—Emerson.

## FOREIGN TESTIMONY.

HOW AMERICAN TRADE EXPANSION IS REGARDED.

European Nations Keenly Alive to the Aggressions of the United States in the Capture of New Markets for Its Surplus Manufactures.

The fact that the March record of the Dingley tariff law set a new mark to the credit of the protective policy affords another opportunity for reminding the Cobdenites that they have been strangely silent, concerning the attitude of the administration toward the doctrine of protection, since the recent notable words of President McKinley in which the executive called attention to the fact that the American people are now engaged, not in academic discussions, but in capturing the world's markets.

Evidence is accumulating to show that the great protection president was as sound and sensible in that declaration as he always has been on the protection question. Before President McKinley uttered these memorable words in his Boston speech, the Cobdenite press of the country was engaged in denouncing the Dingley protective tariff law as a failure, claiming that it was not producing sufficient revenues, and asserting, in the same connection, that the expansion policy into which the United States was forced as a result of the war with Spain would bring about a change from the policy of protection to that of free trade, in order that we might participate in the markets of the world and secure a share of the trade of the new dependencies in distant seas. President McKinley's utterance silenced the croaking Cobdenite press. He told them that the country had "turned from discussing academic theories to trade conditions," and that "we are seeking our share of the world's markets." Not only do the export tables published each month bear out this statement, but the testimony of the best informed foreigners is all to the same effect. The March receipts from customs, nearly \$21,000,000, was a sufficient answer to the "academic theorists," as to the merits of the Dingley protective tariff law as a revenue raiser. That was a record unsurpassed in the history of revenue laws in recent years.

But the president said, also, "We have turned our attention to getting trade wherever it can be found." The foreign authorities on trade conditions are furnishing abundant testimonials of the marked success which the American exporters of products are having in that direction. It is observable, also, that since the president said, in the same speech, that "it will be a long time before any change can be had or any change desired, in our fiscal policy, except to strengthen it," the Cobdenites have been silent on the subject which they were exploiting with great vigor—namely, that the administration would turn its back upon protection, being now wedded to the new policy of expansion, which, they asserted, demanded free trade. It is evident that they have not recovered from the effects of the knock-out blow administered by the protection leader in the executive mansion.

But a little more than a month has passed since President McKinley served notice in his Boston speech that protection has come to stay, and that our present duty is to seek foreign markets under the improved conditions and advantages which our producers have under restored protection. One has but to listen to the comments of the foreign authorities in trade and commerce to learn how handsomely are our exporters of American manufactures and products doing precisely what the president said we should do.

Marvelous as are the achievements of the Germans under the policy of protection which has developed industry in that country, the Germans bear testimony to the activity and success of the Americans in the markets of the world. A report recently sent to the state department of a statement made by the German Industrial Union, the most powerful organization of its class in the empire, shows how the Germans understand and appreciate the growing strength of the Americans in the world's markets. Consul Monaghan at Chemnitz sends an extract from the Industrial Union report, which contains these striking comments:

"The United States is essentially ahead; it is only in the total of imports and exports that we show greater returns. Its exports are ahead of ours. In the last fiscal year (June 30, 1898) the exports of manufactures reached \$290,000,000; and, although agricultural products, as usual, were well represented, the increase in the exports of manufactured articles was considerable and comparatively greater.

"The increase in iron and steel literally borders on the marvelous. In thirty years the value of these exports has gone up tenfold. The increase in the exports of copper wares is, comparatively, still greater. The exports of leather and leather goods more than doubled in the last ten years. Cottons have gone up slowly; only 50 per cent in twenty years. Bicycles, the exports of which began only ten years ago, now almost equal the exports of agricultural implements, which, in thirty years, increased upward of tenfold, and in the last ten years, threefold. The falling off in the sugar exports is not to be put down to a decline in the American industry, but to artificial aids in the form of premiums, which increase the European export. The

increase in quantities exported is greater than the increase in values, since prices have constantly fallen during the last thirty years. The exports in mineral oils show a gain of 150 per cent in value, but of 1,000 per cent in quantity. This is doubtless true, perhaps not in the same percentage, of other articles. The showing is full of stuff for earnest thought for Germans."

That is a high testimonial from one of the most aggressive and intelligent nations on earth, in its labors toward promoting the growth of trade throughout the world. Quotations have repeatedly been made showing the views taken by British statesmen and economists respecting the aggressiveness of Americans in pushing trade upon certain lines of competing products into territory formerly held exclusively by the British exporters. In a recent review of the trade of Scotland, the Glasgow Herald said, among other things:

"Home makers in normal times can not exist by British and colonial markets alone; and so while they are at present endeavoring to meet the urgent wants of these fields, they may be laying up for themselves a store of difficulty and trials, when the time comes round again when they shall have to fight for their existence upon neutral ground. The market of the continent of Europe is already practically closed to them, as a result of tenderings in recent years seems to indicate that our home makers are unable to compete successfully with continental makers in purely continental markets. British activity has been America's opportunity, and the American makers have been successful in very many cases in securing orders from sources which have hitherto been looked upon as purely British markets."

Many causes have contributed to this increase in American activity in the foreign fields, one important cause being the excellent work of American consular officials. But it should not be forgotten that the chief cause is the protective system, which made the development of the home plants in America possible, by keeping out competition from foreign producers, thus making it possible to build up here industries which, on many lines, are now able to go out into the markets of the world to compete with the industries of the mother country, and, indeed, with all Europe. With such results the American people are certain to say with President McKinley, that no change should be made in our present fiscal policy, "except to strengthen it."

## Will the Cat Come Back?



## A Result of Protection.

A lot of 500 tons of steel rails were recently sent by the steamship "Kastalia" of the Donaldson line from the Sparrow's Point mills to Glasgow, Scotland, for the Caledonian railroad. These mills are now supplying both Scotland and Ireland with rails in competition with British makers. The "Ortha," another steamship on the same line, is to carry 500 tons on her next voyage. From the same port rails are being shipped by different vessels to Melbourne, Australia, the total order being for 35,000 tons.

We respectfully submit these facts to Mr. Thomas G. Shearman and to all other free-traders who hold that we should have imported "cheap foreign steel" for American industries instead of establishing an iron and steel industry of our own to supply the American market. And we would say to them for their information that the prices on iron and steel are lower today because of the establishment of the American industry than they ever would have been had Americans depended on British manufacturers for their steel. We have the gigantic steel industry in this country and we have cheap American steel as a result of protection.

## Trusts and the Tariff.

The craze for trusts is great and growing. Their own future as well as their effect upon the industrial and commercial world is something which cannot yet be foreseen with anything like certainty. If they shall prove to be as bad in fact as they are in the anticipations of many persons, and in popular opinion generally, there is no doubt that the American people will find a remedy for them. But the man who knows that there are more trusts without protection of their products in the tariff law than there are with such protection, and who still contends that the remedy for trusts is to take away the protective tariff, is a demagogue, while the man who believes that any political party is responsible for the system or has a ready-made remedy for its evils should begin his work of reform at the primaries in voting for men whom he is sure are wiser than himself.—Milwaukee Sentinel.

## OBVIOUS CONNECTION.

Railroad Prosperity the Result of Generally Improved Conditions.

Conclusive evidence of the prosperity of American railways during the first fiscal year after the triumph of McKinley and "McKinleyism" is afforded by the report of the income account of railways for the year which ended June 30, 1898, issued by the Interstate Commerce Commission. This report shows that the gross earnings were greater by \$165,161,583 than they were during the previous year. The surplus from operations left after paying dividends, interest on bonds, taxes, etc., was \$42,604,999, as against a deficit of \$1,412,339 the year before. Furthermore, the amount of declared dividends, which does not include those declared on the stock of lines operated under lease, exceeds the amount of dividends declared for the previous year by \$6,839,337. Statistician Adams adds in this connection: "This fact taken in connection with the increased surplus suggests in another way the revival of prosperity for American railways."

A prominent free-trader, Mr. Edward Atkinson, once made the statement that only 5 per cent of the people of the country were benefited by a protective tariff. Among the 95 per cent not benefited by the tariff were, of course, according to the simple free-trade process of reasoning, included all those whose living is gained through the railroads, inasmuch as there is no tariff on railroads. Free traders never carry their reasoning far enough to see that if American factories are crowded with work and orders, and are turning out their products to the full limit of their capacity, those products will have to be carried from factory to consumer by the railroads. They do not ever consider that when the people of the country have more money as a result of more employment and higher wages or from larger profits, they will travel more. Yet such is the case, and the report of the railroads shows that they have enjoyed their share of the general prosperity which has returned to the country under the protective Dingley law.

It may be casually remarked that the figures for the receipts for gross earnings in the report for the year given are the largest since 1892. It will be remembered in this connection that the fiscal year ending in June, 1892, was the last full year previous to the coming into power of the Cleveland administration, which was pledged to free trade. The connection is obvious.

## AN INCIDENT.

Bryanism Not the Cause of Four Years of Depression.

Ex-Gov. Flower said in the course of a recent interview: "The situation everywhere presents an interesting contrast with the situation at the time of the nomination of Bryan in 1896. With the great activity in every branch of industry and trade all over the country, with 500,000 employes already benefiting from increases in their wages extending from 5 to 10 per cent, things seem very different now."

Ex-Gov. Flower's political affiliations lead him to refer to the hard times of 1896 as the time of the nomination of Bryan. We would beg to remind the ex-governor that 1896 was also the time of the administration of Grover Cleveland and of the infliction of his free trade fallacies, in a somewhat modified form, upon the country. It is true that Mr. Bryan was nominated in 1893, but industrial paralysis had existed for some three years previous to that time, had in fact come in with Mr. Cleveland and his free trade followers.

There is little show of reason in attempting to saddle upon Mr. Bryan the industrial depression which began in 1892, as soon as it was known that the Democratic party had carried the country on a free trade platform. Mr. Bryan did not appear as a dominant factor in national politics until 1896, when the industrial panic had been in full swing for over three years. Ex-Gov. Flower, shrewd man of business that he is, must realize this. Why doesn't he come out like a man and acknowledge that the hard times of 1893-6 were due to the Cleveland policy of free trade, and that the present marvelous prosperity of the country is the direct result of the restoration of our history policy of a protective tariff?

## Prosperity Is General.

The general advance in wages is an evidence that prosperity has become general instead of being confined to certain classes. It may be that the workingmen of the country are in no better condition than they were in former years, so far as wages are concerned, for the advance in the cost of living may have been equal to the advance in wages. Still, they are in much better condition in other ways. Where two years ago hundreds of thousands of workingmen were idle, they are now employed, and their wages have kept pace with the increased cost of living.

This is evidence of general prosperity, for the advance in nearly all commodities has benefited the producers, especially the great mass of American producers, the farmers.

If this increased cost of living had not been followed by an advance in wages, prosperity would have been one-sided and oppressive to the workingman. As it is all are now prospering together and in like degree. The advance agent did not belie his show. Everything advertised on the bills has been exhibited.—Tacoma (Wash.) Ledger.