he Visitors' Book.

A YACHTING STORY. By A. T. QUILLER-COUCH.

(These short serial stories are copyrighted by Bacheller, Johnson & Bacheller, and are printed in The Tribune by special arrangement, simultaneous with their appearance in the leading daily journals of the large cities).

Passing back through the main cabin | cued from the flames of his father's I paused to examine one or two of the rectory, a colored photograph—fittings—particularly a neat glass As the door opened behind me and a fronted bookease, with a small sideboard below it, containing three drawers into her arms. The colored photograph and a cellaret. The bookcase was staring at me from the opposite wall empty and clean swept, as also were above the mantel-shelf, was a portrait the drawers. At the bottom of the -a portrait of the man I had seen on day, the 11th of July. We had left Ply cellaret I found a couple of flags board the Siren! stowed-a tattered yellow quarantine signal tightly rolled into a bundle, and a red ensign neatly folded. As I lifted folds and fell upon the cabin floor a

I picked it up-a thin quarto bound in black morocco, and rather the worse for wear. On its topside it bore the



I Picked It Up.

following ascription in dingy gilt letters. "Job's Hotel, Penleven. Visitors

Book. J. Job, Proprietor." Standing there beneath the skylight, I turned its pages over, wondering vaguely how the visitors' book of a small provincial hotel had found its way into that drawer. It contained the usual assortment of conventional praise and vulgar jocosity

'Mr. and the Hon. Mrs. Smith, of Hudderfield, cannot speak too highly of Mrs. Job's ham and eggs.-Sep. 15,

"Arrived wet through after a 15-mile tramp along the coast; but, thanks to Mr. and Mrs. Job, was soon steaming over a comfortable fire.-John and Annie Watson, March, 1882." Note appended by a humorist:

"Then you sat on the hob, I suppose." There was the politely patronizing

"Being accustomed to Wolverhampton, I am greatly pleased with this coast.-F. B. W. The poetical effusion:

"Majestic spot! Say, doth the sun in Behold aught to equal thee, wave-washed Penleven?" etc.

Lighter verse: .. Here I came to take my ease." (Old joke in margin by another hand:

"Shall I not ache my knees at mine "Agreeably disappointed to find no fl-

"Mrs. Job, your bread and butter-"is quite too utterly, utterly utter! "J. Harper, June, 3, 1883."

The contemplative man's ejaculation:
"It is impossible on viewing these cyclopean cliffs, to repress the thought, How great is nature, how little man!" (Notes in various hands; "So it is

a reproof: "Shut up! can't you see he's The last entry was a brief one: "J. MacGuire, Liverpool; Sept. 2,

old chap! Try Hudson's Extract" and

Twilight forced me to close the book and put it back in ts place. As I did so I glanced up involutarily towards the skylight as if I half expected to find a pair of eyes staring down on me. Yet the book contained nothing but these mere trivialities. Whatever my apprehension, I was, as J. Harper would have said, agreeably disappointed. I climbed on deck again, relocked the hatch, replaced the tarpaulins, jumped into the boat and rowed homewards. Though the tide favored me it was dark before I reached Mr Dewy's quay door, Having, with some difficulty, found the frape, I made the boat fast. I groped my way across the back premises and out into the gaslit streets and so to the Ship inn, a fair dinner and a sound night's

At 10 o'clock next morning I called on Messes. Dewy & Moss. Again Mr. Dewy received me, and again he apologized for the absence of his partner, who had caught an early train to attend a wrestling match at the far end of the county. (Moss was becoming immense.) Mr. Dewy showed me the salls, gear, cushions, etc., of the Siren. Everything was in surprising condition, I told him that I meant business, and added:

one side and asked: "Shall you require explained. She was laid up at once in them?"

"Of course," I said. "The transfer must be regular. We must have her certificate of registry at the very least." "In that case I had better write and get them from my client."

'Is she not a resident here?" "I don't know," he said, "that I ought to tell you. But I see no harm of Hunt, and satisfied myself on the -you are evidently, sir, a bona fide purchaser. The lady's name is Carlingford-a widow-residing at present in

Bristol. "The is annoying," said I; "but if she lives somewhere near the Temple Mead station, I might skip a train there and call on her. She herself de-

sired no delay, and I desire it just as little. But the papers are necessary." After some little demur, he gave me the address and we parted. At the door I turned and asked: "By the way, who was the fellow on board the Siren

last night as I rowed up to her?" He gave me a stare of genuine sur-orise. "A man on board? Whoever he was, he had no business there. I look

was, he had no business there. I look after the yacht myself."

Dewy's versatility was uncanny.

I fied to the railroad station. Soon after six that evening I knocked at Mrs. Carlingford's lodgings in an unatiractive street of Bedminster, that unattractive suburb. A small maid opened the door, took my card, and showed me into a small sitting-room on the ground floor. I looked about me—a round table, a horsehair couch, a walnut sideboard with glass panels, a lithograph of John Wesley being res-

woman entered, I jumped back almost

"Who is that?" I demanded, wheeling round without ceremony.

But if I was startled, Mrs. Carlingout the latter, there dropped from its ford seemed ready to drop with fright. The little woman-she was a very small, shrinking creature, with a pallid jamb of the door and gasped out: "Why-why do you ask? What do

the face somewhere."

"He was my husband."

"He is dead then?" "Oh, why do you ask? Yes; he died with her shaking finger, and then covdo you ask?" she repeated.

"I beg your pardon sincerely," I said; "it was only that the portrait reminded me-I thought-but my business here is quite different. I am come advertised for sale."

"My agents at F- have full intructions about the sale." "Yes, but they tell me you have the

papers. I may say that I have seen the yacht and gear and am ready to pay the price you ask for immediate possession. I said as much to Mr. Dewy. But the papers, of course-'Are they necessary?"

"Certainly they are. At least the ertificate of registry or, failing that, some reference to the port of registry, if the transfer is to be made. I should also like to see her warrant, if she has one, and her sall makers' certificate. Mesurs. Dewy & Moss could draw up the inventory

She still hesitated. At length she said: "I have the certificate; I will fetch it. The other papers, if she had any, have been lost or destroyed. She never had a warrant, I believe my husband belonged to no yacht club. I understand very little of these mat-

She left the room, and returned in five minutes or so with the open document in her hand.

"But," said I, looking over it, "this is a certificate of a vessel called the

"Ah, I must explain that. I wished the boat to change her name with the new owner-her old name-it has associations-painful ones-I should not like anyone else to know her as the

"Well," I admitted, "I can understand hat. But, see here, she is entered as having one must and carrying a cutter

"She was a cutter originally. My husband had her lengthened in 1886, I think by five feet, and turned her into yaw!. It was abroad, at Malaga-" "A curious port to choose."

"She was built, you see, as long ago as 1875. My husband used to say she



Who Is That?

was a broad boat for those days, and could be lengthened successfully and turned into quite a new looking vessel. He gave an entirely new sheathing, too, and all her spars are new. She was not insured, and being in a foreign port, it was understood he would have her newly registered when he returned, which he fully intended. So no alterations were made in the certificate here, and, I believe, her tonnage is still carved up somewhere inside her."

This was true enough. The figures on the certificate, 29.56, were those I had seen on the beam in the forecastle, "My husband never lived to reach England, and when she came back to F-, though she was visited, of course, "I suppose you have all the yacht's by the custom house officer and coast guard, nobody asked for certificate. He stroked his chin, bent his head to and so the alterations in her were never

the F-- river, and there she has re-Certain structural peculiarities in the main cabin-scarcely noted at the time, but now remembered-served to confirm Mrs. Carlingford's plainly-told story. On my return to London that night I hunted up some back volumes matter of the Wasp and her owner, William Carlingford. And, to be short,

GOOD SPIRITS



the transfer was made on a fresh survey, the check sent to Mrs. Carlingford, and the yawl Siren passed into-

my hands. All being settled, I wrote to my old equaintance, Mr. Dewy, asking him to fit the vessel out, and find me a steady skipper and crew-not without some apprehensions of hearing by return of post that Dewy and Moss were ready and willing to sign articles with me to steer and sail the yacht in their spare moments. Perhaps the idea did not occur to them. At any rate they found me a crew, and a good one; and I spent a very comfortable three months cruising along the southwestern coast. across to Seilly, from Seilly to Cork and back to Southampton, where on Sept. 29, 1891, I laid the yacht up for the winter.

Thrice since have I applied to Messrs. Dewy and Moss for a crew, and always with satisfactory results. But I must pass over 1892 and 1893 and come to this summer; or, to be precise, to Wednesmouth that morning for a run westward; but the wind falling light toward noon, we found ourselves drifting, or doing little more, off the enerance of the small fishing haven of Penleven. Though I had never visited Penleven I knew on the evidence of face, and large, nervous eyes, like a countless picture-shows that the place hare's-put our a hand against the was well worth seeing. Besides, had I not the assurances of the visitors' book in my cabin? It occurred to me that I would anchor for an hour or two in "I beg your pardon," I said; "it was the entrance of the haven, and eat my merely curiosity. I thought I had seen lunch ashore at Mr. Job's hotel. Mr. Job would doubtless be pleased to recover his long-lost volume, and I had no more wish than right to retain it.

Job's hotel was unprefeading. Mrs. abroad." She touched her widow's cap Job offered me ham and eggs and, as an alternative, a cut off a boiled silver ered her face with her hands. "I was side of beef, if I did not mind waiting there—I saw it. Ah!" She drew back for ten minutes or so, when her husa sudden breath as if stabbed, "Why band would be back to dinner. I said that I would walt, and added that I should be pleased to make Mr. Job's acquaintance on his return, as I had a triffing message for him.

About ten minutes later, while studyabout the yacht Siren which you have ing a series of German lithographs in the coffee room, I heard a heavy footstep in the passage and a knock at the door; and Mr. Job appeared, a giant of a man, with a giant's girth and red cheeks, which he appeared to inflate as a preliminary of speech.

"Good day, Mr. Job," said I briskly.
"I won't keep you from your dinner, but the fact is, I am the unwilling guardian of a trifle belonging to you. And I showed him the visitors' book. I thought the man would have had an apoplectic fit there on the spot. He rolled his eyes, dropped heavily upon a chair, and began to breathe hard and short

"Where-where?" he gasped, and began to struggle for breath "Listen," I said; "for some reason or other the sight of this book distresses you, and I think you had better not try to speak for a bit. I will tell you exactly how the book came into my possession, and afterward you can let me have your side of the story, if you choose," And I told him just what I have told the reader.

To be Continued



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Central Railnoad of New Jersey.

Train leaves Scranton for Philadelphia and New York via D. & H. R. R. at 7.45 s.m., 12.65, 2.28 and 11.38 p.m., via D., L. & W. R. R., 6.09, 8.05, 11.20 am., and 1.30 p.m.
Leave Scranton for Pittston and Wilkes-Barre, via D., L. & W. R. R., 6.09, 8.05, 11.20 a.m., 3.59, 6.07, 8.59 p.m.
Leave Scranton for White Haven, Hazleton, Pottisville and all points on the Beaver Meadow and Pottisville branchos, via E. & W. V. R. R., 6.49 a.m., via D. & H. R. et 7.45 a.m., 12.05, 2.38, 4.09 p.m., via D., L. & W. R. R., 6.09, 6.08, 11.29 a.m., 12.0, 3.50 p.m.

Heldge, HOLLIN H. WILBUR, Gen. Supt.

Del., Lack. and Western.

Trains leave Scranton as follows: Ex-press for New York and all points East, 1.40, 2.50, 5.15, 8.00 and 9.55 a.m.; 12.55 and 3.50

p.m. Express for Easton, Trenton, Philadelphia and the south, 5.15, 8.09 and 9.55 a.m., 12.55 and 3.59 p.m.
Washington and way stations, 5.55 p.m. Toly panna accommodation, 6.19 p.m. Express for Binghamton, Oswego, Elmira, Corning, Bath, Dansville, Mount Morris and Buffelo, 12.16, 2.35 a.m. and 1.35 p.m., making close connections at Buffalo to all points in the West, Northwest and Southwest.

Binghamton and way stations, 12.37 p.m. Nicholson accommodation, at 5.15 p.m. Binghamton and Ehnfra Express, 6.05

p.m. Express for Cortland, Syracuse, Oswego Utica and Richfield Springs, 2.35 a.m. and 1.24 p.m. Hhaca, 2.35 and Bath 9 a.m. and 1.24 p.m. For Northumberland, Pittston, Wilkes-Barre, Plymouth, Bloomsburg and Danville, making close connections at Northumberland for Williamsport, Harrisburg, Baltimore, Washington and the South, Northumberland and intermediate sta-

Commsening Monday, day, July 30, all trains will arrive at new Lackawanna avenue station as follows:
Trains will leave Scrantermediate points at 229, 545, 709, 8.75 and 10.10 a.m., 12.00, 2.20, 3.65, 6.15, 6.15, 7.25, p.10 and 11.29 p.m.
For Farview, Waymart and Honesdale at 7.00, 8.25 and 10.10 a.m., 12.00, 2.20 and 5.15 p.m.

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Trains will arrive at Scranton station from Carbondale and intermediate points at 7.40, 840, 8.34 and 10.40 a.m., 12.00, 1.17, 2.34, 3.40, 4.54, 5.55, 7.45, 9.11 and 11.33 p.m.

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From Montreal, Saratoga, Albany, etc., at 4.54 and 11.33 p.m.
From Wilkes-Barre and intermediate points at 2.15, 8.04, 10.05 and 11.55 a.m., 1.16, 2.14, 2.20, 5.10, 6.08, 7.20, 8.03 and 11.16 p.m. **UMBRELLAS**

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