

The Devil and the Deep Sea. By RUDYARD KIPLING.

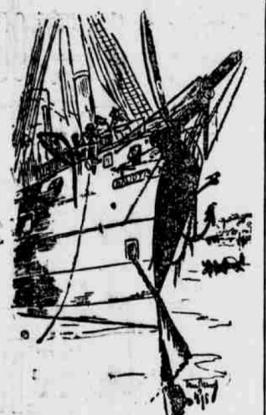
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SYNOPSIS.

The Haliotis, a ship of English origin, but of very sturdy record, has been pursued and captured by a cruiser which found her trespassing in forbidden waters and wrecked her engine with a shell. She was found to be laden with stolen pearls. The victorious warship towed her captive to land—a remote island under the tropics—but meanwhile the chief engineer, Mr. Wardrop, had been concealing certain parts of the machinery, and in making the run appear more complete than it really is. The wrecked crew, who had been confined to the army for jungle service, were at last, on demand of the English government, called back, and they are now confined on board their own ship. They are not much interfered with; but their condition is miserable, and they are almost in despair.

PART IV.

Then the skipper cursed Mr. Wardrop for importing frivolous side issues into the conversation and the crew cursed one another and the Haliotis, and all that they knew or could bring to mind. Then they sat down in silence on the empty decks, and their eyes burned in their heads. The harbor water chuckled at them over-side. They looked at the palm-fringed hills inland; at the white houses above the harbor road, at the single tree of native craft by the quay, at the stolid soldiery sitting around the one can-



"'Til Trouble You for the Rest of the Men."

non, and, last of all, at the blue bar of the horizon. Mr. Wardrop was buried in thought, and he watched the imaginary lines with his untrimmed finger nails on the planking. "I make no promise," he said, at last, for I can't say what may or may not have happened to them. But here's the ship, and here's us."

There was a little scornful laughter at this, and Mr. Wardrop knitted his brows. He recalled that in the days when he wore the uniform he had been chief engineer of the Haliotis. "Harland, Mackey, Noble, Hay, Naughton, Flank, O'Hara, Trumbull."

"Here, sir! The instinct of obedience waked to answer the roll-call of the engine-room. "Below."

"They rose and went. "Captain, 'til trouble you for the rest of the men as I want them. We'll my stores out, and clear away the stores we don't need, and then we'll patch her in the Haliotis under me."

He went into the engine-room and the others stared. They were used to the accidents of the sea, but this was beyond their experience. None who had seen the engine-room believed that anything short of new engines from end to end could stir the Haliotis from her moorings.

The engine-room stores were unearthed, and Mr. Wardrop's face, red with the fifth of the blues and the exertion of traveling on his stomach, lit with joy. The spare gear of the Haliotis had been unusually complete, and two-and-twenty men armed with screw-jacks, differential blocks, tackle, vices, and a forge or so, can look Klismet between the eyes without winking. The crew were ordered to replace the hold-down and shaft-bearing bolts, and return the collars of the thrust-rod to their original positions.

When they had finished Mr. Wardrop delivered a lecture on repairing compound engines without the aid of a dockyard, and the men sat about on the cold machinery. The cross-head jammed in the guides leered at them drunkenly, but offered no help. They ran their fingers helplessly into the cracks of the starboard supporting-column, and sicked at the ends of the ropes round the shores, while Mr. Wardrop's voice rose and fell echoing till the quiet tropic night closed down over the engine-room skylight.

Next morning the work of reconstruction began. It has been explained that the foot of the connecting-rod was forced against

the foot of the starboard supporting-column, which had cracked through and driven outward against the ship's skin. To all appearances the job was more than hopeless, for rod and column seemed to have been joined in one. But here Providence smiled on them for one moment to hearten them through the weary weeks ahead. The second engine—more reckless than resourceful—struck at random with a cold chisel into the cast iron of the column, and a greasy gray flake of metal flew from under the impulsive foot of the connecting-rod while the rod itself flew away slowly, and brought up with a thunderous clang somewhere in the dark of the crankcase. The guides, which the first blow had been struck. They spent the rest of the day grooming the donkey-engine which was half a dozen men working through the engine-room hatch. Its tarpaulin, of course, had been stolen, and eight warm months had not improved the condition. Further, the last dying hicough of the Haliotis seemed—or it might have been the Malay from the boat-house—to have lifted the thing bodily as regards its steam connections.

"If we only had one cargo derrick!" Mr. Wardrop sighed. "We can take the derrick down by hand, if we sweat, but to get the rod out of the piston's not possible unless we use steam. Well, there'll be steam the morn if there's nothing else. The Haliotis crew were a morning men from the shore saw the Haliotis through a cloud, for it was as though the deck smoked. Her crew were climbing steam through the forward donkey-engine; and its work oakum failed to plug a hole, they stripped on their joint-clothes for lay-up, and worked half-boiled and mother-nailed. The donkey-engine worked at a price—the price of constant attention and furious stoking—worked enough to blow a wire rope. It was made up of a funnel and a foremost-stay, to be led into the engine room and made fast on the cylinder-cover of the forward engine. That rope was cut enough and was hauled through the skylight and on to the deck, many hands assisting the doubtful steam. Then came the tug war for or was necessary to get to the piston and the jammed piston-rod. They screwed an iron screw plate on to the piston, doubled the wire rope, and set a half a dozen men to work with an extemporized battering-ram at the end of the piston-rod where it peered through the piston, while the donkey-engine hauled upward on the piston itself. After four hours of this furious work, the piston-rod suddenly slipped and the piston rose with a jerk, knocking one or two men over into the engine-room. But when Mr. Wardrop declared that the piston had not split, they cheered and thought nothing of their wounds, and the donkey-engine was hauled stopper, for its boiler was nothing to tamper with. And day by day their supplies reached them by boat. The skipper hunched himself over the table, and for his boiler was a concession had leave to get drinking water from the Malay boat-buller on the quay. It was not good drinking water, but the Malay was anxious to get anything in his power if he were paid for it.

Now when the jaws of the forward engine stood, as it were, stripped and empty, they began to wedge up the shores of the cylinder itself. That work alone filled the better part of three days—warm and sticky days, when the hands slipped and sweat ran into the eyes. When the last wedge was hammered home there was no longer an ounce of weight on the supporting columns; and Mr. Wardrop managed the ship for boiler plate three-quarters of an inch thick, where he could find it. There was not much available, but what there was was more than beaten good to him. In one terrible forenoon the entire crew, naked and lean, hauled back, more or less into place, the starboard supporting column, which, as you remember, was cracked clean through. Mr. Wardrop worked hard, and when they had finished the work, and gave them a day's rest, smiling upon them like a father as he drew chalk marks about the cracks. They were to new and more ready labor, for each one of those cracks a plate of three-quarter-inch boiler iron was to be worked hot; the rivet holes being drilled by hand. All that time they were fed on fruits—coconut bananas, with some sago, and those were the days when men were swung over the ratchet drill and the hand force, and where they fell they lay, unless they were carried to the deck in the way of their fellows' feet. And so, patch upon patch, and a patch

over all, the starboard supporting column was closed, but when they thought all was secure Mr. Wardrop decreed that the noble patchwork would never support working engines. As best it could only hold the guide bars across the strength of it, and the weight of the cylinders must be placed by vertical struts, and therefore a gang would repair to the bows and take out with files the big bow anchor davits, each of which was some three inches in diameter. They threw hot coals at Wardrop, and threatened to kill him, those who did not weep (they were ready to weep on the least provocation); but he hit them with iron bars heated at the end, and they limped forward, and the davits came with them when they returned. They slept sixteen hours on the strength of it, and in three days two struts were in place bolted from the foot of the starboard supporting column to the under side of

the cylinder. There remained now the port, or condenser column, which, though not so badly cracked as its fellow, had been strengthened in four places with better plate patches, but needed struts. They took away the main chainstays of the bridge for that work, and a crazy with toil did not see till all was in place that the rounded bars of iron must be fattened from top to bottom to allow the air pump levers to clear them. It was Wardrop's oversight, and he wept bitterly before the men as he gave the order to unbolt the struts and flatten them with hammer and the flame. Now the broken engine was underpinned firmly, and they took away the wooden shores from under the cylinders and gave them to the robbed bridge, thanking God for even half a day's work on gentle, kindly wood under the iron that had entered into their souls. Eight months in the back country among the heathen

at a temperature of 84 degrees moist is very bad for the nerves. They had had the hardest work to do, for the last, as boys say Latin prose, and worn as they were Mr. Wardrop did not dare to give them rest. The piston rod and connecting-rod were straightened, and this was a job for a regular dockyard with every appliance. They fell to it, cheered by a little chalk which was of service at times consumed which Mr. Wardrop wrote upon the engine bulkhead. Fifteen days had gone—fifteen days of killing labor—and there was hope before them.

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A warm shampoo with Cuticura Soap, and a single application of Cuticura ointment, the great Skin Cure, clear the scalp and hair of crusts, scales, and dandruff, they itching, soothing irritation, stimulate the hair follicles, and nourish the roots, thus producing Luxuriant Hair, with a clean, wholesome scalp.

THE WORLD OF BUSINESS.

Stocks and Bonds. New York, Nov. 25.—The Industrials were in a preliminary decline in the morning, but the Stock Exchange then for some time past. The activity, however, was at the expense of values and declines, ranging from 5 to 3 per cent. were recorded in these issues. Sugar fell to 97 1/2. Chicago Gas fell to 100. This stock closed at or near the lowest of the day and showed net losses of 1/2 per cent. The rally list was also generally in the red. The market for the Northern Pacific preferred, Manhattan, and other stocks, was generally in the red. In the final dealings money on call worked a little close and the market for the Northern Pacific preferred, but this had no influence. Net changes in the railway list show gains of 1/4 per cent. on the Northern Pacific preferred leading. Total sales, 20,000.

Table with columns: Op'n, High, Low, Close, Change. Lists various stocks like Am. Tobacco, U.S. Steel, etc.

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Table with columns: Bid, Asked. Lists various bonds and financial instruments.

New York Produce Market. New York, Nov. 25.—Flour—Dull, easier; closing steady; winter wheat, low grades, \$2.50-2.65; do, fair to good, \$2.65-2.80; do, extra, \$2.80-3.00; do, superfine, \$3.00-3.20; do, choice, \$3.20-3.40; do, extra choice, \$3.40-3.60; do, premium, \$3.60-3.80; do, extra premium, \$3.80-4.00; do, choice, \$4.00-4.20; do, extra choice, \$4.20-4.40; do, premium, \$4.40-4.60; do, extra premium, \$4.60-4.80; do, choice, \$4.80-5.00; do, extra choice, \$5.00-5.20; do, premium, \$5.20-5.40; do, extra premium, \$5.40-5.60; do, choice, \$5.60-5.80; do, extra choice, \$5.80-6.00; do, premium, \$6.00-6.20; do, extra premium, \$6.20-6.40; do, choice, \$6.40-6.60; do, extra choice, \$6.60-6.80; do, premium, \$6.80-7.00; do, extra premium, \$7.00-7.20; do, choice, \$7.20-7.40; do, extra choice, \$7.40-7.60; do, premium, \$7.60-7.80; do, extra premium, \$7.80-8.00; do, choice, \$8.00-8.20; do, extra choice, \$8.20-8.40; do, premium, \$8.40-8.60; do, extra premium, \$8.60-8.80; do, choice, \$8.80-9.00; 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do, premium, \$68.40-68.60; do, extra premium, \$68.60-68.80; do, choice, \$68.80-69.00; do, extra choice, \$69.00-69.20; do, premium, \$69.20-69.40; do, extra premium, \$69.40-69.60; do, choice, \$69.60-69.80; do, extra choice, \$69.80-70.00; do, premium, \$70.00-70.20; do, extra premium, \$70.20-70.40; do, choice, \$70.40-70.60; do, extra choice, \$70.60-70.80; do, premium, \$70.80-71.00; do, extra premium, \$71.00-71.20; do, choice, \$71.20-71.40; do, extra choice, \$71.40-71.60; do, premium, \$71.60-71.80; do, extra premium, \$71.80-72.00; do, choice, \$72.00-72.20; do, extra choice, \$72.20-72.40; do, premium, \$72.40-72.60; do, extra premium, \$72.60-72.80; do, choice, \$72.80-73.00; do, extra choice, \$73.00-73.20; do, premium, \$73.20-73.40; do, extra premium, \$73.40-73.60; do, choice, \$73.60-73.80; do, extra choice, \$73.80-74.00; do, premium, \$74.00-74.20; do, extra premium, \$74.20-74.40; do, choice, \$74.40-74.60; do, extra choice, \$74.60-74.80; do, premium, \$74.80-75.00; do, extra premium, \$75.00-75.20; do, choice, \$75.20-75.40; do, extra choice, \$75.40-75.60; do, premium, \$75.60-75.80; do, extra premium, \$75.80-76.00; do, choice, \$76.00-76.20; do, extra choice, \$76.20-76.40; do, premium, \$76.40-76.60; do, extra premium, \$76.60-76.80; do, choice, \$76.80-77.00; do, extra choice, \$77.00-77.20; do, premium, \$77.20-77.40; do, extra premium, \$77.40-77.60; do, choice, \$77.60-77.80; do, extra choice, \$77.80-78.00; do, premium, \$78.00-78.20; do, extra premium, \$78.20-78.40; do, choice, \$78.40-78.60; do, extra choice, \$78.60-78.80; do, premium, \$78.80-79.00; do, extra premium, \$79.00-79.20; do, choice, \$79.20-79.40; do, extra choice, \$79.40-79.60; do, premium, \$79.60-79.80; do, extra premium, \$79.80-80.00; do, choice, \$80.00-80.20; do, extra choice, \$80.20-80.40; do, premium, \$80.40-80.60; do, extra premium, \$80.60-80.80; do, choice, \$80.80-81.00; do, extra choice, \$81.00-81.20; do, premium, \$81.20-81.40; do, extra premium, \$81.40-81.60; do, choice, \$81.60-81.80; do, extra choice, \$81.80-82.00; do, premium, \$82.00-82.20; do, extra premium, \$82.20-82.40; do, choice, \$82.40-82.60; do, extra choice, \$82.60-82.80; do, premium, \$82.80-83.00; do, extra premium, \$83.00-83.20; do, choice, \$83.20-83.40; do, extra choice, \$83.40-83.60; do, premium, \$83.60-83.80; do, extra premium, \$83.80-84.00; do, choice, \$84.00-84.20; do, extra choice, \$84.20-84.40; do, premium, \$84.40-84.60; do, extra premium, \$84.60-84.80; do, choice, \$84.80-85.00; do, extra choice, \$85.00-85.20; do, premium, \$85.20-85.40; do, extra premium, \$85.40-85.60; do, choice, \$85.60-85.80; do, extra choice, \$85.80-86.00; do, premium, \$86.00-86.20; do, extra premium, \$86.20-86.40; do, choice, \$86.40-86.60; do, extra choice, \$86.60-86.80; do, premium, \$86.80-87.00; do, extra premium, \$87.00-87.20; do, choice, \$87.20-87.40; do, extra choice, \$87.40-87.60; do, premium, \$87.60-87.80; do, extra premium, \$87.80-88.00; do, choice, \$88.00-88.20; do, extra choice, \$88.20-88.40; do, premium, \$88.40-88.60; do, extra premium, \$88.60-88.80; do, choice, \$88.80-89.00; do, extra choice, \$89.00-89.20; do, premium, \$89.20-89.40; do, extra premium, \$89.40-89.60; do, choice, \$89.60-89.80; do, extra choice, \$89.80-90.00; do, premium, \$90.00-90.20; do, extra premium, \$90.20-90.40; do, choice, \$90.40-90.60; do, extra choice, \$90.60-90.80; do, premium, \$90.80-91.00; do, extra premium, \$91.00-91.20; do, choice, \$91.20-91.40; do, extra choice, \$91.40-91.60; do, premium, \$91.60-91.80; do, extra premium, \$91.80-92.00; do, choice, \$92.00-92.20; do, extra choice, \$92.20-92.40; do, premium, \$92.40-92.60; do, extra premium, \$92.60-92.80; do, choice, \$92.80-93.00; do, extra choice, \$93.00-93.20; do, premium, \$93.20-93.40; do, extra premium, \$93.40-93.60; do, choice, \$93.60-93.80; do, extra choice, \$93.80-94.00; do, premium, \$94.00-94.20; do, extra premium, \$94.20-94.40; do, choice, \$94.40-94.60; do, extra choice, \$94.60-94.80; do, premium, \$94.80-95.00; do, extra premium, \$95.00-95.20; do, choice, \$95.20-95.40; do, extra choice, \$95.40-95.60; do, premium, \$95.60-95.80; do, extra premium, \$95.80-96.00; do, choice, \$96.00-96.20; do, extra choice, \$96.20-96.40; do, premium, \$96.40-96.60; do, extra premium, \$9