

mutable on both vessels. They were British ships, manned to the last scullion by British sailors who knew what annihilation meant but had blotted the word "defeat" from their vocabulary. The passengers who had the good fortune at odd times (for they were mostly confined to quarters while these proceedings were going on) to witness the performances of the lads on deck, never saw anything nor had they read of anything to compare with the stolid, unconquerable front these men put on against the most awful looking odds.

Grimly they went ahead—very slowly, and at times it seemed as if they were barely holding their own in the teeth of that pandemonium of wind and water. At midnight, by the use of the megaphone and terrific effort of lung, the officers of both vessels got within hail. Captain Barclay declared that if things didn't improve before long, his duty to his owners and the crew and passengers under his care would compel him to concentrate upon the safety of his own vessel.

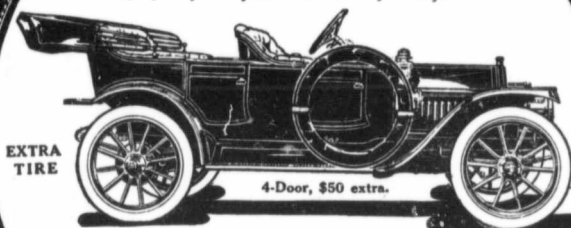
The reply came that if he could hold out a little longer, things in engine room had proceeded so well since they had had the assistance of the young engineer from the "Royal Adelaide" the "Pavonia's" captain hoped to start her engines with power sufficient at least to keep her head on to the weather.

This welcome bit of information had the effect of stiffening the spine of Captain Barclay and it rapidly found its way to all hands with the same satisfaction. Everyone felt as if he were hanging on by a slender thread to the greatest achievement or the greatest failure of his life. It could only be one or the other and every man went to his work afresh with the feeling that it was to a case of death or victory.

Laboring fearfully, the two great vessels toiled through that terrible night and the scene in the "Pavonia's" engine room was one fit for the immortal canvas of the greatest master who has ever engaged himself on the humanities. Black as demons, with the sweat oozing through the grime and pouring down their cheeks in murky rivulets, the "Pavonia's" chief and Johnnie Lundie were wrestling with fate—sometimes wooing her, it seemed, by a sort of kindly caress, at other times getting at her throat, as it were, clutching with the death grip of despair the forces that threatened to prove their own undoing. Without a wink of sleep or cessation of hostilities, except so much as two minutes to drink a cup of hot coffee, these two heroes had been at it together for sixteen mortal hours. And they looked now for all the world as if they had only begun to find real enjoyment in their task, for the gleam of victory was in their eyes and their thoughts were anywhere or everywhere but on their physical needs.

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16

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Just as the last bolt went home that seemed to guarantee success the Captain sent down the cheering news that the weather was clearing, and when the complement to this was telegraphed on deck that the engines could be started now at any moment, there was a great shout of triumph that carried from the bridge to stem and stern and the boys on the "Royal Adelaide" could see that something of stirring importance had happened on board their consort.

As the breakfast bell sounded, the news came over the waters that in half an hour's time the "Pavonia" would try her luck once more under the care of her engineers. The attempt was made, very gingerly at first, but gathering confidence with the

gradual abatement of the storm and the splendid behaviour of the fine piece of surgery that had been performed in the shaft alley, by noon the "Pavonia's" captain announced that he could go full speed.

The most sanguine hopes of all concerned were fully realised. The steel towing hawser had been slipped and was now stowed away on board the "Royal Adelaide," and for a time the two vessels kept together. At last, as it seemed that all danger of a "relapse" had been passed, both engines slowed down to enable the young "third" of the "Royal Adelaide" to find his way back to his own vessel. The send-off from the one and the reception accorded him by the other ship's company as he ap-

peared on deck was something the heart of which cannot be laid bare by any process of language or descriptive art.

The crew and passengers of the Pavonia loaded him with their admiration and gratitude made a "collection" that had more of the real spirit of giving in it than ever entered into church door offertory and the end was not yet in so far as tangible recognition of the lad's services were concerned.

There was absolutely no gallery play in it all. There never is when a sailor man does a job for a mate. The worst disgrace that can attach itself to a man before the mast or to the reputation of one of those Scotch engineers that swarm in every navy is to be found bearing the