

gallant fellows eagerly responded, among them Johnnie Lundie. Johnnie was told by his chief that he couldn't be spared from the engine room, especially under the circumstances, but he pleaded so earnestly, urging the possibility of his helping to get the "Pavonia" again under her own steam, that he was ultimately allowed to go on the "forlorn hope."

The business of getting the boat into the water was a dangerous proceeding but not more so than that of negotiating the brief space that lay between the two vessels. But it was bravely and even accomplished under the directions of the second officer. Johnnie was hauled on board the crippled liner and with him the line that would ultimately enable them to make fast a new steel two-rope belonging to the "Royal Adelaide" which looked to the average mortal eye as if it would stand any strain that might be put upon it.

Johnnie was no superfluous addition to the "Pavonia's" ships company, for it transpired that in an accident following the breaking of her shaft, in making a brave attempt to get near to the fracture, the second and fourth engineer had been seriously injured and were at that moment in their berths under the doctor's care. The chief gladly welcomed the new man and set him to work immediately. Things had looked extremely awkward at first, but by incessant labor and dogged perseverance under the most exasperating conditions they were beginning to give promise that it would not be long until it might be possible to start the engines on an easy trial. What with drilling and splicing and fitting on a strange, unwieldy-looking "collar," those indomitable fellows who seemed to be able to tackle and overcome the apparently impossible in a ship's engine room at last had the machinery in such order that with average care they might safely be tried again at half-speed ahead.

Meanwhile, all had gone well on the deck of both vessels. The hawser had been safely made fast and gradually the "Pavonia" fell into line astern of the "Royal Adelaide." The weather was gradually moderating overhead, but it was judged that it still blew great guns at no great distance, for the sea-way was nearly as bad as it had been at the worst. Toward nightfall, after making splendid headway with the twelve hours towing that had been then accomplished, there were ominous looking signs to windward betokening a fresh outburst, and by ten o'clock it came away as if there was the intelligence of ten thousand furies in the blast, impelled by one common hellish impulse to compass the destruction of these two gallant ships.

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