

# THE IRON PIRATE

A Plain Tale of Strange Happenings on the Sea

By MAX PEMBERTON

## CHAPTER IX.

There were two great ships abreast of each other, and they were steaming with so great a pressure of steam that the dark green water was cleaved into two huge waves of foam before their bows; and the spray fell in tons upon their decks.

The more distant of the two ships was long in shape and dark in color; she had two funnels painted white, but marked with the anchor which clearly set her down to be one of the famous Black Anchor fleet. Her decks were dark with the figures of passengers and crew all crowding to the port side, wherefrom the other ship was approaching her.

It was this other ship which drew our gaze. Almost of the same length as the passenger steamer, she rode the long swell with perfect grace, and many of her deck houses and part of her prow shone with the brightness of pure gold. Full the sun fell upon her in a sheen of shimmering splendor, throwing great reflected lights which dazzled the eye. Every ornament on her seemed to be made of the precious metal, now glowing to exceeding brilliance in the full power of the sunlight.

She was a very big ship, and she had all the shape of a ship of war, while the turrets fore and aft of her capacious funnels showed the muzzles of two big guns. I could see by my glass a whole wealth of armaments in the foretop of her short mast forward. There was a great deck erection, with a gallery and a bridge for navigation; but no men showed upon the platform, and for the matter of that, no soul trod her decks, so far as our observation went. Yet her speed was such as I do not believe any ship achieved before. Now rising majestically on the long roll of the swell, now falling into the concave of the sea, she rushed onward towards the steamer she was evidently pursuing as though driven by all the furies of the deep.

As we watched her the gun in her foremost turret belched out flame and smoke, and we observed the rise and fall of a shell, which cut the water a cable's length ahead of the straining steamer. At that moment she ran up a flag upon her signal mast, and, as I read it with my glass, I saw that it was the flag of the Chilean Republic.

It was a matter of satisfaction to me that Mary still slept, and I looked for the appearance of Paolo with some question. But he remained below through it all. "The skipper was the first to speak."

"That ship yonder," said he, jerking his thumb to starboard, "is it any business of ours?"

"None that I know of," I replied; "but it's a mighty fine sight, skipper, don't you think, a Chilean warship running after a liner in broad daylight? What's your opinion?"

"It's a fine sight enough, but I would give half I'm worth to be a hundred miles away from it: do you want me to get this boat into port again?"

"Of course."

"Then I'm going to put up the helm and sheer off. I'm not a man that loves fighting myself, and, with a ship and crew to look after, I've no business in any affair of this sort."

"Hold on a bit, skipper," said Roderick, "as we are, if you please; why, man, it's a sight I wouldn't miss for a fortune."

I had my glass to my eye in a moment and the light was so full upon the vessel, which must have then been a mile and a half away from us. There was now some one moving upon the bridge, and could recognize the shape of a man.

Throughout the strange scene, this vessel of mystery never gave one sign that men worked at her furnaces below. No evidence of that terrible power which was then driving her through the seas at such fearful speed.

But of the activity of her human crew we had speedily further sign; for, there was some belching of flame from her turret, and at this time the shell, crashed full upon the forepart of the great liner, and we heard the shout of terror which rose from those on the decks. Then men appeared at the signal-mast of the pursuer, and rapidly made signals in the common code.

Then there was activity on the deck of the nameless ship, and men were swinging off a launch, which dropped presently into the sea and with a crew of some half dozen men. Again I got glass full upon the man who walked the bridge; and I knew him. He was the man I had met at Paris, the one styled Captain Black by my friend Hall.

The last link in the long chain was welded then. The whole truth of that weird document, so fantastical, so seemingly wild, so fearful, was made manifest; the dead man's words were vindicated. There on the great Atlantic waste, I had lived to see one of those terrible pictures which he had conceived in the midst of his long dreaming.

"Mark," said Roderick, "it's time to go; we'll be the next when that ship's at the bottom. Remember we have Mary on board."

Indeed, she stood by us as we spoke, very pale and quiet, looking where the two ships lay motionless, the boat from the one now at the very side of the black steamer, whose name, the Ocean King, we could plainly read.

"Don't you think you're better below, Mary?" asked Roderick.

"Men," I said, "there's ugly work over there, work I can make nothing of; but it's clear that an English ship is running from a foreigner, and may want help. Shall we leave her, or shall we stand by?"

They gave a great shout at this, and the skipper touched the bell, which stopped our engines. Glasses were turned upon us from the decks of the yellow ship, and from the Ocean King, whose men were still busy with the signal flags, and this time, as we made out, in a direct request to us that we should stand by. I watched the captain of the steamer parleying with the men in the launch below him.

While a tall man with fair hair—my glass gave me the impression that he was the fellow known as "Roaring John"—stood in the bows of the launch, and appeared to be gesticulating wildly to the skipper of the Ocean King, the nameless ship set up a sudden great shrieking with her deck whistle, which she blew three times with terrific power; and at the third sound of it the launch, which had been holding to the side of the steamer, let go, running rapidly back to the armed vessel, where it was taken aboard again.

The whole thing was done in so short a space of time that our men scarce had opportunity to express surprise when the launch was hanging at the davits again. The great activity that we had observed on the decks of the war vessel ceased as mysteriously as it had begun. She bounded past us at a speed the like to which I had never seen upon the deep.

So remarkable a face-about seemed to dumbfound our men. But the key to the riddle was given, not by one of them, but by Paolo, whom I now found at my elbow.

"Ha!" he cried, "she's American!"

I saw what troubled him. There was a great white steamer coming up at a high speed, and I knew the form of her at once, and of two others that followed her. She was one of the American navy. The secret of the flight was no longer inexplicable: the yellow ship had fled from the trap into which she was so nearly falling.

"You have sharp eyes, Paolo," said I; "I imagine it's lucky for the pair of us."

The nameless ship, of a sudden, ceased her flight, and came almost to a stand some half a mile away on our port bow. As she swung round to head the seas, I saw at once that another cruiser, long and white, and seemingly well armed, had come up upon that side, and now barred her passage.

The nameless ship has now hundreds of men about her decks, and these were at the machine guns and elsewhere active in preparation. The great hull swung round slowly and passed at a moderate speed past the bow of the other. When she was nearly clear, her two great guns were fired almost simultaneously, and, as the shells swept along the deck of the cruiser, they carried men and masts and deck houses with them, in one awful confusion of wreckage and of death. The cruiser was utterly unprepared for the treachery, and lay reeling on the sea as her opponent treated her to the hail of her machine guns.

The battle could have ended but in one way, had not the other American warships now come so close to us that they opened fire with their great guns. The huge shells hissed over our heads, and all about us. The captain of the nameless ship fired twice from his turrets, and then headed off at prodigious speed. In five minutes he was out of gunshot; in ten, the American vessels were taking men from their crippled cruiser, whose antagonists had almost disappeared on the horizon!

Upon our own decks the noise and hubbub were almost deafening. We put out a boat with ease upon the still sea and hailed the passenger steamer after twenty minutes' stout rowing. She was yet a pitiful spectacle. When we got up on her main deck, Captain Ross, her commander, greeted us with great thanks. He took us to his chart room, for he would have all particulars about us.

"Twenty years," he said, with tears of anger in his eyes, "I have crossed the Atlantic, but this is the first time that I ever heard the like! It's piracy on the high seas; and they shall swing, if there's only one rope in Europe. What does it mean? Are we at war? You saw the Chilean flag. Is there no treaty of Paris?"

The first of the American ships came up with us, and the commander of her put out a boat, and having gone aboard the maimed cruiser, he came afterwards to the Black Anchor ship, and joined us in the chart room.

"It's an international question, I guess," he said; "and if he doesn't pay with his neck for the twenty men dead on my cruiser, to say nothing of the twenty thousand pounds or more of damage to her, I will—why, we'll run him down in four-and-twenty hours."

I heard it agreed between them that the second cruiser of the American fleet should start at once in pursuit, while the ironclads should accompany us to New York, so making a little convoy for safety's sake.

With this arrangement we left the ship and regained the Celsius. Paolo stood at the top of the ladder as I came on deck, and listened, I thought, to our protestations that the danger was over with something of a sneer on his face. Indeed, I thought that I heard him mutter, but I did not know then how much the laugh was to be against us, and that we should leave the convoy long before we reached New York.

CHAPTER X.

For full five days we steamed with the other vessels, under no stress to keep the sea with them, since they made no more than twelve knots, for the sake of the cruiser which had been so fearfully maimed in the short action with the nameless ship. On the early morning of the fifth

day I found myself unable to sleep and went above at daybreak, to see the white hulls of the American war vessels a mile away and the Black Anchor boat a few cable-lengths ahead of them. Paolo was on the bridge, I heard Dan the other side of the skylight, and he was holding forth with much fine phrase to Roderick's dog, Belle. I called him to me, and had it out with him there and then.

"What's in the wind now, Dan," I asked. "That you're preaching to the dog? Is there any more nonsense amongst the men forward?"

"There's a good deal of talk—maybe more than there should be."

"And what do they talk about? Tell me straight, Dan."

"Well, I've got nothing, for my part, should have, and I don't know as they should have; but you know this ship is a deal mad's!"

"Who told you that stuff?"

"Plain jargon, Mister Mark, is best told in the fo'castle. I feel more like a father to you gentlemen than if I was na'ral born to it; and this I do say—what's this trip mean? what's in yer papers? and why ain't it the pleasure vice we struck flag for? 'Where's it going to end?' says the second mate to the men; 'what's yer wages for, takin' yer lives where they shouldn't be took?' And what follows?—why, white-livered jawings, and this man afeard to go here, and that man afeard to go there, and the Old One amongst 'em, so that half of 'em says, 'We was took false,' and the other half, 'Why not 'bout ship and home again?' No, and you ain't done with it, not by a long day, and you won't have done with it until you drop anchor in Yankee-land, if ever you do drop anchor there, which I take leave to give no word upon."

"It's a curious state of things, you mean to say, I suppose, that there's terror amongst them—plain terror, and nothing else?"

"Ay, sure!"

"Then it remains for us to face them."

I went to bed at 10 o'clock, and for an hour or two I slept with deep forgetfulness. At what hour Dan awoke me I cannot tell. He shook me twice in the effort, he said, and when I would have turned up the electric light, he seized my hand roughly, muttering in a great whisper, "Hold steady!" I know then that mischief was afoot, and asked him what to do.

"Crawl above," he said, "and lie low a-neck," and he went up the companion ladder when I got my flannels and rubber shoe shoes upon me. But at the topmost step he stood awhile, and then he fell flat on his hands, and backed again down the stairs, so that he came almost on top of me; but I saw what prompted his action, for, as he moved, there was a shadow thrown from the deck light down to where we lay; and then a man crept upon the stair and descended slowly, his feet naked, but in his hand an iron bar; for he had no other weapon. At the sight of him, we had backed to the foot of the stairway; and, as the man crept down, we lay still. Swiftly and silently he entered the place; and, going to my cabin door, he slipped a wedge under it, serving the other doors around the big cabin in the same way. The success seemed to please him; he chuckled softly, and came again to the ladder, where with a quick motion, Dan brought his pistol butt full upon the fellow's forehead, and he went down like a dead thing at the foot of the swinging table.

There we left him, after we had bound his hands with my scarf; and with a hurried knock got Roderick and his berth. He, in turn, aroused his sister, and in five minutes we all stood in the big saloon and discussed our plan.

Dan's whispered tale was this. The watch was Paolo's, who had persuaded four stokers and six of the forward hands to his opinion. These men, the dupes of the second officer, had determined on this much—that the voyage to New York should be stopped abruptly. We, being locked in our cabins, were to have no voice in the affair; or, if waked, then we should be knocked on the head, and so quieted to reason.

It was a desperate endeavor, wrought of fear; but at that moment the true hands of the fo'castle were batted down, and Dan, who had seen the thing coming, escaped only by his foresight. That night he had felt danger, and had wrapped himself up in a tarpaulin, and lain concealed on deck.

As it was, Paolo stood at the door of the skipper's room; there were three men guarding the fo'castle, and five at the foot of the hurricane deck. One man was had settled with; but we were three, and eight men stood between us and the true hands.

(To be continued.)

### Bobby's Joke.

"Pa," said Bobby, as he leaned over the deck rail, "what kind of a boat is that out on the lake?"

"That," replied pa, as he raised his glass, "is a sister ship to the one we are on."

Bobby watched the big funnels for a while and then said:

"Pa, I think that must be a brother ship."

"Why so, my son?"

"Because it smokes so much."

### Fixing the Blame.

Stern parent—No, sir, I'll never give my consent to your marriage with my daughter until you are able to support her.

Young Man—Oh, very well. If you want her to die an old maid I have nothing more to say.

### His Journey.

Beenaway—Let me see! About No-goodson—when I left he was going from bad to worse and—

Staidhome—It subsequently developed that he had no return coupon.—Puck.

### Ought to Be Happy.

"Well, there's really nothing in the world I like better than good, plain, old-fashioned cabbage."

"Judging from the smell of the cigars you habitually smoke you've got cabbage to burn."—Houston Post.

### Surprising.

Bachelor—What brand of smokes does your wife like?

Benedict—My wife, sir!

Bachelor—Yes, why, do you choose your own cigars still?—Detroit Free Press.

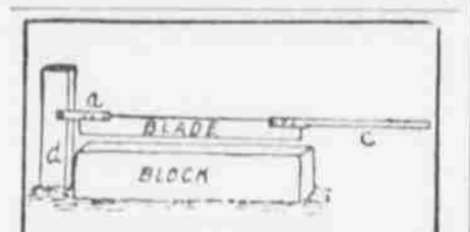


### Utilizing Corn Fodder.

It is desirable to utilize all the food value there is in the corn fodder, though the usual way of feeding it to the stock is a very wasteful method. Where the daily supply of fodder is thrown in the barnyard at feeding time, what the cattle do not eat is trampled down and destroyed, so far as the feeding value is concerned. The leaves and the tops are all stock will eat. From one-third to one-half the length of the fodder is readily eaten in racks without cutting. When the stalks are heavy, coarse and hard, the upper half may be cut for feed with a sharp broadax and heavy block if but few cattle are fed. For a larger herd we have adopted a large shearing knife, homemade, which soon shears enough for a day's feeding.

The cutting knife or shears is best made from an old blade of a crosscut saw. After the handles have been removed, get a stout piece of iron (a) about eight inches long and one and one-quarter inches thick. Have about five inches of this slit up to receive the back of the saw.

Punch holes through both and rivet together. Near the end of this iron have a hole drilled or turn an eye on it to receive a strong bolt. Rivet a strong handle on the other end, as shown at c, long enough to give a good leverage, say two and one-half to three feet. Cut the blade down to a good, sharp cutting edge, attach the cutter at d to a strong post or upright so it will have plenty of swing. Put a heavy



HOMEMADE CORNSTALK CUTTER.

block underneath, and it is ready to cut or shear the bundles as they are fed by a boy or man.—Farm and Home.

### Stops Scarce in Oklahoma.

Most of my 200 acres under cultivation is farmed by renters. Cotton is my main crop. In addition to this, I grow oats and Kafir corn, says an Oklahoma farmer. This year I have on my farm seventy acres of cotton, twenty-five acres of oats, sixty acres of Kafir corn, five acres of cowpeas and thirty acres of weeds caused by continual overfallowing during the planting season. I do not practice any systematic rotation of crops. I have no silo, and do not believe there is one in the county. Most of the grain raised is fed, but some is sold. From my forty head of grade Hereford stock cattle I realize some profit.

### Feeding Animals.

The common mode of feeding animals is to give them grain in a separate trough from hay or fodder, and at different times. Such a method is preferred because it saves labor, but the best results are obtained by mixing the ground grain with coarse food that has been passed through the feed cutter. Less food will then be required to obtain results, because the mixed food will be better digested and assimilated than when the substances are given separately.

### Many Kinds of Bees.

There are about 5,000 species of the wild bees, all with interesting ways of their own. Among them is a species whose females are veritable Amazons and carry more and better weapons than which deposit their eggs in the nest of others, the progeny of both living peacefully together until maturity, when they separate. Then there is the tailoring bee, which cuts leaves with its scissor-like jaws and fits a snug lining of the leaf material into his cave-shaped nest.

### Bran and Oil Meal for Horses.

An Illinois stockman who has had much experience in feeding horses and cattle says: "I consider oats and corn, with bran and oil meal, the best farm feeds for horses and whole and ground corn, with bran and oil meal, the best for beef cattle. I use silage and mixed feed twice a day, and do not shred corn fodder. I grow Reid's yellow Dent corn, which averages about forty bushels per acre. I cut thirty-five acres each year and use the corn harvester. I have twenty-five Shire horses and 100 Hereford cattle."

### Testing Cream.

Much dissatisfaction is often experienced by cream producers because of differences reported in the test of their cream, and though they have made no change in the cream screw, Bulletin No. 237 treats of a number of causes of these differences. The bulletin may be obtained by addressing the experiment station, Manhattan, Kan.

### Proper Way to Dress Capons.

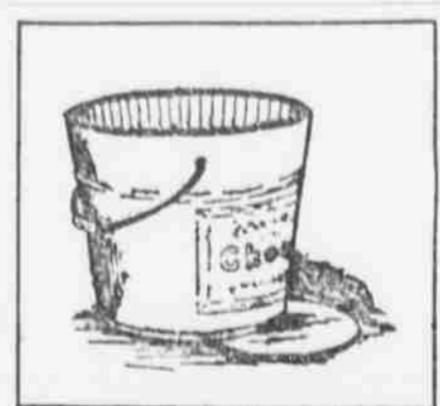
In dressing capons they should always be dry-picked and the feathers left on the neck, wings, legs and rump, and the tail and wing feathers should be left in. Do not dress out any capons that weigh less than seven pounds each. Keep the small ones until they grow a little heavier.

### Barley as a Feed for Hogs.

The advisability of feeding barley to pigs, and the methods to pursue in so doing, is well worthy of agitation. That pigs are delectable on the farm is an established fact. Food must be provided for them, and so far the one most generally used has been corn, either alone or with shorts and milk. But in much of the northwest corn cannot be matured, or is a crop too uncertain and expensive to be practicable. In such regions, barley is a reliable crop; and if it can be utilized generally for pigs a great advantage to the industry will have been secured.

### How to Pack Eggs.

A chocolate, or broken candy put, that can be had for 10 cents at any grocery store, makes an excellent egg carrier when treated in the following manner: Take a sheet of the corru-



SAFETY EGG CARRIER.

gated brown paper board used as wrapping for breakable articles and line the sides and bottom of the pan, as shown in the cut. Then cut circles from other pieces of the same material to use between each layer of eggs, smaller circles for the bottom, increasing in size as the top is approached. Eggs can be gathered from the nests in such a pan and carried to market with reasonable assurance that few, if any, breakages will occur. The corrugated paper can be obtained in large sheets from grocers, to whom it has come packed about breakable goods.

### Food Value of Corn in Silage.

One acre of corn put in a silo will furnish three cows all the silage they will eat for a period of 200 days, forty pounds a day each. Thus ten acres of corn so used will supply thirty cows for the same length of time. In addition to the silage ration, the cows will need a little good hay and a protein ration of bran and gluten feed. This sort of ration will secure profitable results from any dairy of cows.

### Curing Wire Cuts.

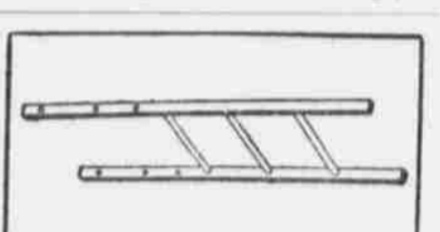
Here is some useful information from a Dakota man. He says: "There are a great many remedies used but I have found the following to be one of the best: Common machine oil and alum. Take alum and burn on stove till white and dry; pulverize fine. Saturate wound with oil, then cover the wound with alum, dusted on with a dust spray. This may be applied once or twice daily."

### Feeding Carrots.

Experiments in the feeding of carrots, beets and small potatoes to cows show that milk fever is less liable to occur when cows are fed liberally on root crops than when they are confined to hay and grain. No corn should be given six weeks before calving. Linseed meal may be allowed with the hay, which should be cut fine and the linseed meal sprinkled over it.

### Simple Extension Ladder.

I made a ladder extension by sawing off seven feet from an old ladder and removing three of the rungs, as



HANDY EXTENSION LADDER.

shown in the cut. Then place it on the outside of the ladder to be lengthened, bore two holes through each side piece, put a bolt in each hole, and the ladder is four feet longer. After using it can be changed to original size much quicker than if tied with ropes, and it's safer. The top ends of the ladder should be cut out to receive the lower rung of the extension.—John Upton, in Farm Progress.

### Keep Fine Poultry as Breeders.

A specimen lacking the shape of the breed is not typical of the breed and should not be admitted to the breeding pen because of fancy points of color, comb or eye. The male bird should be true to type, perfect in shape, proud and showy, and of as good color and markings as possible, the more style and strut he puts on the better.

### Curing Mange in Hogs.

Mange in hogs is not difficult to cure and seldom causes death. It is caused by a parasite under the surface of the skin, which produces irritation and later a scab. This is contagious. The best treatment is to wash the pigs in soft water and soap, then rub in dry sulphur. Repeat in a week. A third treatment is seldom necessary.

### Fresh Eggs.

There are never too many eggs in the markets that are strictly fresh, and the farmer who will take the management of his fowls from the female members of the family, keep large flocks and seek his customers, will find poultry more profitable than larger stock in proportion to capital invested.

# THE WEEKLY HISTORIAN



1792—Trial of Louis XVI. of France.

1811—William Pinkney of Maryland became Attorney General of United States.

1814—The Hartford convention was opened. Benjamin W. Crowninshield of Massachusetts became Secretary of the Navy. British captured a flotilla of American gunboats in Lake Borgne.

1819—Alabama admitted to the Union.

1862—Gen. Banks superseded Gen. Butler at New Orleans. The Union troops occupied Baton Rouge, La. Fredericksburg, Va., bombarded by Union troops, under cover of which they crossed the Rappahannock. Confederates victorious at battle of Fredericksburg, Va.

1864—Fort McAllister captured by Gen. Sherman's army.

1866—French occupation of Rome terminated.

1867—Finnish explosion at Clerkenwell.

1871—Grand Duke Alexia of Russia gave \$5,000 to the poor of New York City as a memento of his visit. "Boss" Tweed arrested on a charge of felony and confined in the Metropolitan hotel, New York.

1872—Jay Gould restored \$9,000,000 worth of property to Erie Railroad Company for sake of peace.

1874—Emigrant ship 'Gospatrak' burned at sea; 465 lives lost. William Mosher and Joseph Douglas, supposed abductors of Charlie Ross, shot and killed in New York.

1878—Gold sold at par in New York, for first time since January, 1862.

1885—U. S. Supreme Court reaffirmed constitutionality of law prohibiting polygamy.

1889—Marquis de Caux, divorced husband of Adeline Patti, died in Paris.

1891—France broke off diplomatic relations with Bulgaria. Marquis of Dufferin appointed British ambassador at Paris.

1892—Prof. Henry P. Smith of Iowa Theological seminary, suspended for heresy.

1895—President Cleveland sent to Congress his memorable message on Venezuela.

1897—Mother of President McKinley died at Canton, Ohio.

1898—Gen. Garcia, the Cuban leader, died in Washington. Sir Wm. Vernon Harcourt resigned leadership of Liberal party in England.

1899—President directed Gen. Otis to open Philippine ports to commerce. Boers defeated the British at the Tugela.

1900—Queen Wilhelmina of the Netherlands gave a dinner to Mr. Kruger. Lord Roberts sailed from Cape Town for England, after close of Boer war. Boers expelled British at battle of Nootgedacht.

1902—Mrs. Ulysses S. Grant died at Washington, D. C. Venezuelan government appealed through United States for arbitration of European claims. British and German cruisers demolished Venezuelan fort at Puerto Cabello.

1905—Sultan of Turkey succumbed to the demands of the powers concerning Macedonia. Engagement of Miss Alice Roosevelt and Congressman Nicholas Longworth announced.

### Cities for Working Men.

A movement patterned after the Garden City Association of Great Britain, which is now building its first group of model working men's homes at Letchworth, is about to be started in this country under the leadership of Rev. Dr. W. D. Bliss, who will resign the rectorship of St. Mary's Episcopal church at Antyville, L. I., and become secretary of the Garden Cities of America. Dr. Bliss has been an active socialist worker for years and is a graduate of Amherst college. The object of the association is the founding of cities where men of small means may have attractive homes with their own gardens and combined, as far as possible, with attraction of both city and country. The association includes such wealthy New Yorkers as John L. Childs, proprietor of the string of modern cheap restaurants; President Ralph Peters of the Long Island railroad and Bishops Burgess and Potter.

### Woman Invents Aeroplanes.

Miss E. L. Todd of Washington, D. C., has an exhibition at the Aero Club's show as a model of a novel aeroplane, so designed as to produce greater equilibrium. It has a large wheel directly under the center for the purpose of sustaining the balance. Miss Todd is the only woman in the world who is actively engaged in solving the airship problem. Many airships and balloons were on exhibition.

### World's Greatest Gas Plant.

The greatest gas plant in the world was opened at Astoria, Long Island, by the Consolidated Gas Company of New York. When completed there will be six huge tanks, each nearly as high as the Flatiron building and having each a capacity of 15,000,000 cubic feet of gas. Each tank cost \$1,000,000. An increase in wages of 10 per cent a year to 5,500 employees was announced at the same time, the reason given being that men were leaving, and in order to keep them the company considered it good business principle to increase wages.