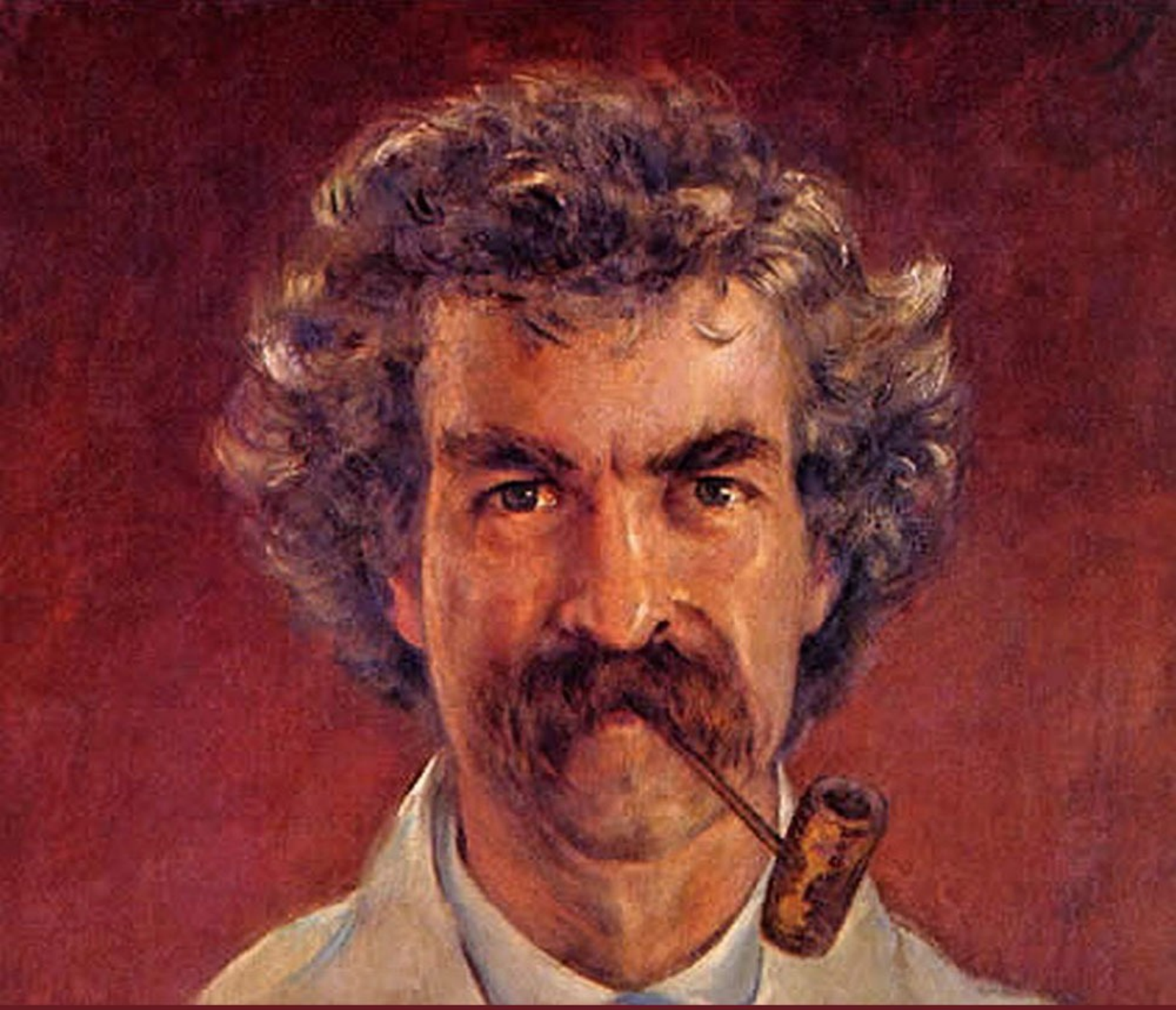

MARK TWAIN

FULLY ILLUSTRATED EDITION

THE INNOCENTS ABROAD

The Innocents Abroad

Mark Twain

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Mark Twain – A Biographical Primer

Mark Twain was the nom de plume of Samuel Langhorne Clemens (1835-1910), an American author who was born on the 30th of November 1835, at Florida, Missouri. His father was a country merchant from Tennessee, who moved soon after his son's birth to Hannibal, Missouri, a little town on the Mississippi. When the boy was only twelve his father died, and thereafter he had to get his education as best he could. Of actual schooling he had little. He learned

how to set type, and as a journeyman printer he wandered widely, going even as far east as New York. At seventeen he went back to the Mississippi, determined to become a pilot on a river-steamboat. In his Life on the Mississippi he has recorded graphically his experiences while “learning the river.” But in 1861 the war broke out, and the pilot's occupation was gone. After a brief period of uncertainty the young man started West with his brother, who had been appointed lieutenant-governor of Nevada. He went to the mines for a season, and there he began to write in the local newspapers, adopting the pen name of “Mark Twain,” from a call used in taking soundings on the Mississippi steamboats. He drifted in time to San Francisco, and it was a newspaper of that city which in 1867 supplied the money for him to join a party going on a chartered steamboat to the Mediterranean ports. The letters which he wrote during this voyage were gathered in 1869 into a volume, The Innocents Abroad, and the book immediately won a wide and enduring popularity. This popularity was of service to him when he appeared on the platform with a lecture or rather with an apparently informal talk, rich in admirably delivered anecdote. He edited a daily newspaper in Buffalo for a few months, and in 1870 he married Miss Olivia L. Langdon (d. 1904), removing a year later to Hartford, where he established his home. Roughing It was published in 1872, and in 1874 he collaborated with Charles Dudley Warner in The Gilded Age, from which he made a play, acted many hundred times with John T. Raymond as “Colonel Sellers.” In 1875 he published The Adventures of Tom Sawyer, the sequel to which, Huckleberry Finn, did not appear until 1884. The result of a second visit to Europe was humorously recorded in A Tramp Abroad (1880), followed in 1882 by a more or less historical romance, The Prince and the Pauper; and a year later came Life on the Mississippi. The Adventures of Huckleberry Finn, the next of his books, was published (in 1884) by a New York firm in

which the author was chief partner. This firm prospered for a while, and issued in 1889 Mark Twain's own comic romance, A Connecticut Yankee at King Arthur's Court, and in 1892 a less successful novel, The American Claimant. But after a severe struggle the publishing house failed, leaving the author charged with its very heavy debts. After this disaster he issued a third Mississippi Valley novel, The Tragedy of Pudd'nhead Wilson, in 1894, and in 1896 another historical romance, Personal Recollections of Joan of Arc, wherein the maid is treated with the utmost sympathy and reverence. He went on a tour round the world, partly to make money by lecturing and partly to get material for another book of travels, published in 1897, and called in America Following the Equator, and in England More Tramps Abroad. From time to time he had collected into volumes his scattered sketches; of these the first, The Celebrated Jumping Frog of Calaveras County, appeared in 1867, and the latest, The Man that Corrupted Hadleyburg, in 1900. To be recorded also is a volume of essays and literary criticisms, How to Tell a Story (1897). A complete edition of his works was published in twenty-two volumes in 1890-1900 by the American Publishing Company of Hartford. And in this last year, having paid off all the debts of his old firm, he returned to America. By the time he died his books had brought him a considerable fortune. In later years he published a few minor volumes of fiction, and a series of severe and also amusing criticisms of Christian Science (published as a book in 1907), and in 1906 he began an autobiography in the North American Review. He had a great reception in England in 1907, when he went over to receive from Oxford the degree of Doctor of Literature. He died at Redding, Connecticut, on the 21st of April 1910. Of his four daughters only one, who married the Russian pianist Gabrilowitch, survived him. Mark Twain was an outstanding figure for many years as a popular American personality in the world of letters. He is

commonly considered as a humorist, and no doubt he is a humorist of a remarkable comic force and of a refreshing fertility. But the books in which his humour is broadly displayed, the travels and the sketches, are not really so significant of his power as the three novels of the Mississippi, Tom Sawyer, Huckleberry Finn and Pudd'nhead Wilson, wherein we have preserved a vanished civilization, peopled with typical figures, and presented with inexorable veracity. There is no lack of humour in them, and there is never a hint of affectation in the writing; indeed, the author, doing spontaneously the work nearest to his hand, was very likely unconscious that he was making a contribution to history. But such Huckleberry Finn is, beyond all question; it is a story of very varied interest, now comic, now almost tragic, frequently poetic, unfailingly truthful, although not always sustained at its highest level. And in these three works of fiction there are not only humour and pathos, character and truth, there is also the largeness of outlook on life such as we find only in the works of the masters. Beneath his fun-making we can discern a man who is fundamentally serious, and whose ethical standards are ever lofty. Like Cervantes at times, Mark Twain reveals a depth of melancholy beneath his playful humour, and like Molière always, he has a deep scorn and a burning detestation of all sorts of sham and pretence, a scorching hatred of humbug and hypocrisy. Like Cervantes and like Molière, he is always sincere and direct.

The Innocents Abroad

Preface

This book is a record of a pleasure trip. If it were a record of a solemn scientific expedition, it would have about it that gravity, that profundity, and that impressive incomprehensibility which are so proper to works of that kind, and withal so attractive. Yet notwithstanding it is only a record of a pic-nic, it has a purpose, which is to suggest to the reader how he would be likely to see Europe and the East if he looked at them with his own eyes instead of the eyes of those who traveled in those countries before him. I make small pretense of showing anyone how he ought to look at objects of interest beyond the sea—other books do that, and therefore, even if I were competent to do it, there is no need.

I offer no apologies for any departures from the usual style of travel-writing that may be charged against me—for I think I have seen with impartial eyes, and I am sure I have written at least honestly, whether wisely or not.

In this volume I have used portions of letters which I wrote for the Daily Alta California, of San Francisco, the proprietors of that journal having waived their rights and given me the necessary permission. I have also inserted portions of several letters written for the New York Tribune and the New York Herald.

THE AUTHOR. SAN FRANCISCO.

Chapter I.

For months the great pleasure excursion to Europe and the Holy Land was chatted about in the newspapers everywhere in America and discussed at countless firesides. It was a novelty in the way of excursions—its like had not been thought of before, and it compelled that interest which attractive novelties always command. It was to be a picnic on a gigantic scale. The participants in it, instead of freighting an ungainly steam ferry—boat with youth and beauty and pies and doughnuts, and paddling up some obscure creek to disembark upon a grassy lawn and wear themselves out with a long summer day's laborious frolicking under the impression that it was fun, were to sail away in a great steamship with flags flying and cannon pealing, and take a royal holiday beyond the broad ocean in many a strange clime and in many a land renowned in history! They were to sail for months over the breezy Atlantic and the sunny Mediterranean; they were to scamper about the decks by day, filling the ship with shouts and laughter—or read novels and poetry in the shade of the smokestacks, or watch for the jelly-fish and the nautilus over the side, and the shark, the whale, and other strange monsters of the deep; and at night they were to dance in the open air, on the upper deck, in the midst of a ballroom that stretched from horizon to horizon, and was domed by the bending heavens and lighted by no meaner lamps than the stars and the magnificent moon—dance, and promenade, and smoke, and sing, and make love, and search the skies for constellations that never associate with the "Big Dipper" they were so tired of; and they were to see the ships of twenty navies—the customs and costumes of twenty curious peoples—the great cities of half a world—they were to hob-nob with nobility and hold friendly converse with kings and princes, grand moguls, and the anointed lords of mighty empires! It was a brave conception; it was the offspring of a most ingenious brain. It was well advertised, but it hardly needed it: the bold

originality, the extraordinary character, the seductive nature, and the vastness of the enterprise provoked comment everywhere and advertised it in every household in the land. Who could read the program of the excursion without longing to make one of the party? I will insert it here. It is almost as good as a map. As a text for this book, nothing could be better:

EXCURSION TO THE HOLY LAND, EGYPT,

THE CRIMEA, GREECE, AND INTERMEDIATE POINTS OF INTEREST.

BROOKLYN, February 1st, 1867

The undersigned will make an excursion as above during the coming season, and begs to submit to you the following programme:A first-class steamer, to be under his own command, and capable of accommodating at least one hundred and fifty cabin passengers, will be selected, in which will be taken a select company, numbering not more than three-fourths of the ship's capacity. There is good reason to believe that this company can be easily made up in this immediate vicinity, of mutual friends and acquaintances.The steamer will be provided with every necessary comfort, including library and musical instruments.An experienced physician will be on board.Leaving New York about June 1st, a middle and pleasant route will be taken across the Atlantic, and passing through the group of Azores, St. Michael will be reached in about ten days. A day or two will be spent here, enjoying the fruit and wild scenery of these islands, and the voyage continued, and Gibraltar reached in three or four days.A day or two will be spent here in looking over the wonderful subterraneous fortifications, permission to visit

these galleries being readily obtained.From Gibraltar, running along the coasts of Spain and France, Marseilles will be reached in three days. Here ample time will be given not only to look over the city, which was founded six hundred years before the Christian era, and its artificial port, the finest of the kind in the Mediterranean, but to visit Paris during the Great Exhibition; and the beautiful city of Lyons, lying intermediate, from the heights of which, on a clear day, Mont Blanc and the Alps can be distinctly seen. Passengers who may wish to extend the time at Paris can do so, and, passing down through Switzerland, rejoin the steamer at Genoa.From Marseilles to Genoa is a run of one night. The excursionists will have an opportunity to look over this, the "magnificent city of palaces," and visit the birthplace of Columbus, twelve miles off, over a beautiful road built by Napoleon I. From this point, excursions may be made to Milan, Lakes Como and Maggiore, or to Milan, Verona (famous for its extraordinary fortifications), Padua, and Venice. Or, if passengers desire to visit Parma (famous for Correggio's frescoes) and Bologna, they can by rail go on to Florence, and rejoin the steamer at Leghorn, thus spending about three weeks amid the cities most famous for art in Italy.From Genoa the run to Leghorn will be made along the coast in one night, and time appropriated to this point in which to visit Florence, its palaces and galleries; Pisa, its cathedral and "Leaning Tower," and Lucca and its baths, and Roman amphitheater; Florence, the most remote, being distant by rail about sixty miles.From Leghorn to Naples (calling at Civita Vecchia to land any who may prefer to go to Rome from that point), the distance will be made in about thirty-six hours; the route will lay along the coast of Italy, close by Caprera, Elba, and Corsica. Arrangements have been made to take on board at Leghorn a pilot for Caprera, and, if practicable, a call will be made there to visit the home of Garibaldi.Rome [by rail], Herculaneum, Pompeii, Vesuvius,

Vergil's tomb, and possibly the ruins of Paestum can be visited, as well as the beautiful surroundings of Naples and its charming bay.The next point of interest will be Palermo, the most beautiful city of Sicily, which will be reached in one night from Naples. A day will be spent here, and leaving in the evening, the course will be taken towards Athens.Skirting along the north coast of Sicily, passing through the group of Aeolian Isles, in sight of Stromboli and Vulcania, both active volcanoes, through the Straits of Messina, with "Scylla" on the one hand and "Charybdis" on the other, along the east coast of Sicily, and in sight of Mount Etna, along the south coast of Italy, the west and south coast of Greece, in sight of ancient Crete, up Athens Gulf, and into the Piraeus, Athens will be reached in two and a half or three days. After tarrying here awhile, the Bay of Salamis will be crossed, and a day given to Corinth, whence the voyage will be continued to Constantinople, passing on the way through the Grecian Archipelago, the Dardanelles, the Sea of Marmora, and the mouth of the Golden Horn, and arriving in about forty-eight hours from Athens.After leaving Constantinople, the way will be taken out through the beautiful Bosphorus, across the Black Sea to Sebastopol and Balaklava, a run of about twenty-four hours. Here it is proposed to remain two days, visiting the harbors, fortifications, and battlefields of the Crimea; thence back through the Bosphorus, touching at Constantinople to take in any who may have preferred to remain there; down through the Sea of Marmora and the Dardanelles, along the coasts of ancient Troy and Lydia in Asia, to Smyrna, which will be reached in two or two and a half days from Constantinople. A sufficient stay will be made here to give opportunity of visiting Ephesus, fifty miles distant by rail.From Smyrna towards the Holy Land the course will lay through the Grecian Archipelago, close by the Isle of Patmos, along the coast of Asia, ancient Pamphylia, and the Isle of Cyprus. Beirut will be reached in

three days. At Beirut time will be given to visit Damascus; after which the steamer will proceed to Joppa.From Joppa, Jerusalem, the River Jordan, the Sea of Tiberias, Nazareth, Bethany, Bethlehem, and other points of interest in the Holy Land can be visited, and here those who may have preferred to make the journey from Beirut through the country, passing through Damascus, Galilee, Capernaum, Samaria, and by the River Jordan and Sea of Tiberias, can rejoin the steamer.Leaving Joppa, the next point of interest to visit will be Alexandria, which will be reached in twenty-four hours. The ruins of Caesar's Palace, Pompey's Pillar, Cleopatra's Needle, the Catacombs, and ruins of ancient Alexandria will be found worth the visit. The journey to Cairo, one hundred and thirty miles by rail, can be made in a few hours, and from which can be visited the site of ancient Memphis, Joseph's Granaries, and the Pyramids.From Alexandria the route will be taken homeward, calling at Malta, Cagliari (in Sardinia), and Palma (in Majorca), all magnificent harbors, with charming scenery, and abounding in fruits.A day or two will be spent at each place, and leaving Parma in the evening, Valencia in Spain will be reached the next morning. A few days will be spent in this, the finest city of Spain.From Valencia, the homeward course will be continued, skirting along the coast of Spain. Alicant, Carthagena, Palos, and Malaga will be passed but a mile or two distant, and Gibraltar reached in about twenty-four hours.A stay of one day will be made here, and the voyage continued to Madeira, which will be reached in about three days. Captain Marryatt writes: "I do not know a spot on the globe which so much astonishes and delights upon first arrival as Madeira." A stay of one or two days will be made here, which, if time permits, may be extended, and passing on through the islands, and probably in sight of the Peak of Teneriffe, a southern track will be taken, and the Atlantic crossed within the latitudes of the northeast trade winds, where mild and pleasant weather,

and a smooth sea, can always be expected.A call will be made at Bermuda, which lies directly in this route homeward, and will be reached in about ten days from Madeira, and after spending a short time with our friends the Bermudians, the final departure will be made for home, which will be reached in about three days.Already, applications have been received from parties in Europe wishing to join the Excursion there.The ship will at all times be a home, where the excursionists, if sick, will be surrounded by kind friends, and have all possible comfort and sympathy.Should contagious sickness exist in any of the ports named in the program, such ports will be passed, and others of interest substituted.The price of passage is fixed at $1,250, currency, for each adult passenger. Choice of rooms and of seats at the tables apportioned in the order in which passages are engaged; and no passage considered engaged until ten percent of the passage money is deposited with the treasurer.Passengers can remain on board of the steamer, at all ports, if they desire, without additional expense, and all boating at the expense of the ship.All passages must be paid for when taken, in order that the most perfect arrangements be made for starting at the appointed time.Applications for passage must be approved by the committee before tickets are issued, and can be made to the undersigned.Articles of interest or curiosity, procured by the passengers during the voyage, may be brought home in the steamer free of charge.Five dollars per day, in gold, it is believed, will be a fair calculation to make for all traveling expenses onshore and at the various points where passengers may wish to leave the steamer for days at a time.The trip can be extended, and the route changed, by unanimous vote of the passengers.*CHAS. C. DUNCAN, 117 WALL STREET, NEW YORKR. R. G******, TreasurerCommittee on ApplicationsJ. T. H*****, ESQ. R. R. G*****, ESQ. C. C. DuncanCommittee on Selecting SteamerCAPT. W. W. S* * * *, Surveyor for*

*Board of UnderwritersC. W. C******, Consulting Engineer for U.S. and CanadaJ. T. H*****, Esq.C. C. DUNCAN*
P.S.—The very beautiful and substantial side-wheel steamship "Quaker City" has been chartered for the occasion, and will leave New York June 8th. Letters have been issued by the government commending the party to courtesies abroad.

What was there lacking about that program to make it perfectly irresistible? Nothing that any finite mind could discover. Paris, England, Scotland, Switzerland, Italy—Garibaldi! The Grecian Archipelago! Vesuvius! Constantinople! Smyrna! The Holy Land! Egypt and "our friends the Bermudians"! People in Europe desiring to join the excursion—contagious sickness to be avoided—boating at the expense of the ship—physician on board—the circuit of the globe to be made if the passengers unanimously desired it—the company to be rigidly selected by a pitiless "Committee on Applications"—the vessel to be as rigidly selected by as pitiless a "Committee on Selecting Steamer." Human nature could not withstand these bewildering temptations. I hurried to the treasurer's office and deposited my ten percent. I rejoiced to know that a few vacant staterooms were still left. I did avoid a critical personal examination into my character by that bowelless committee, but I referred to all the people of high standing I could think of in the community who would be least likely to know anything about me.

Shortly a supplementary program was issued which set forth that the Plymouth Collection of Hymns would be used on board the ship. I then paid the balance of my passage money.

I was provided with a receipt and duly and officially accepted as an excursionist. There was happiness in that

but it was tame compared to the novelty of being "select."

This supplementary program also instructed the excursionists to provide themselves with light musical instruments for amusement in the ship, with saddles for Syrian travel, green spectacles and umbrellas, veils for Egypt, and substantial clothing to use in rough pilgrimizing in the Holy Land. Furthermore, it was suggested that although the ship's library would afford a fair amount of reading matter, it would still be well if each passenger would provide himself with a few guidebooks, a Bible, and some standard works of travel. A list was appended, which consisted chiefly of books relating to the Holy Land, since the Holy Land was part of the excursion and seemed to be its main feature.

Reverend Henry Ward Beecher was to have accompanied the expedition, but urgent duties obliged him to give up the idea. There were other passengers who could have been spared better and would have been spared more willingly. Lieutenant General Sherman was to have been of the party also, but the Indian war compelled his presence on the plains. A popular actress had entered her name on the ship's books, but something interfered and she couldn't go. The "Drummer Boy of the Potomac" deserted, and lo, we had never a celebrity left!

However, we were to have a "battery of guns" from the Navy Department (as per advertisement) to be used in answering royal salutes; and the document furnished by the Secretary of the Navy, which was to make "General Sherman and party" welcome guests in the courts and camps of the old world, was still left to us, though both document and battery, I think, were shorn of somewhat of their original august proportions. However, had not we the seductive program still, with its Paris, its Constantinople,

Smyrna, Jerusalem, Jericho, and "our friends the Bermudians?" What did we care?

Chapter II.

Occasionally, during the following month, I dropped in at 117 Wall Street to inquire how the repairing and refurnishing of the vessel was coming on, how additions to the passenger list were averaging, how many people the committee were decreeing not "select" every day and banishing in sorrow and tribulation. I was glad to know that we were to have a little printing press on board and issue a daily newspaper of our own. I was glad to learn that our piano, our parlor organ, and our melodeon were to be the best instruments of the kind that could be had in the market. I was proud to observe that among our excursionists were three ministers of the gospel, eight doctors, sixteen or eighteen ladies, several military and naval chieftains with sounding titles, an ample crop of "Professors" of various kinds, and a gentleman who had "COMMISSIONER OF THE UNITED STATES OF AMERICA TO EUROPE, ASIA, AND AFRICA" thundering after his name in one awful blast! I had carefully prepared myself to take rather a back seat in that ship because of the uncommonly select material that would alone be permitted to pass through the camel's eye of that committee on credentials; I had schooled myself to expect an imposing array of military and naval heroes and to have to set that back seat still further back in consequence of it maybe; but I state frankly that I was all unprepared for this crusher.

I fell under that titular avalanche a torn and blighted thing. I said that if that potentate must go over in our ship, why, I supposed he must—but that to my thinking, when the

United States considered it necessary to send a dignitary of that tonnage across the ocean, it would be in better taste, and safer, to take him apart and cart him over in sections in several ships.

Ah, if I had only known then that he was only a common mortal, and that his mission had nothing more overpowering about it than the collecting of seeds and uncommon yams and extraordinary cabbages and peculiar bullfrogs for that poor, useless, innocent, mildewed old fossil the Smithsonian Institute, I would have felt so much relieved.

During that memorable month I basked in the happiness of being for once in my life drifting with the tide of a great popular movement. Everybody was going to Europe—I, too, was going to Europe. Everybody was going to the famous Paris Exposition—I, too, was going to the Paris Exposition. The steamship lines were carrying Americans out of the various ports of the country at the rate of four or five thousand a week in the aggregate. If I met a dozen individuals during that month who were not going to Europe shortly, I have no distinct remembrance of it now. I walked about the city a good deal with a young Mr. Blucher, who was booked for the excursion. He was confiding, good-natured, unsophisticated, companionable; but he was not a man to set the river on fire. He had the most extraordinary notions about this European exodus and came at last to consider the whole nation as packing up for emigration to France. We stepped into a store on Broadway one day, where he bought a handkerchief, and when the man could not make change, Mr. B. said:

"I'LL PAY YOU IN PARIS."

"Never mind, I'll hand it to you in Paris."

"But I am not going to Paris."

"How is—what did I understand you to say?"

"I said I am not going to Paris."

"Not going to Paris! Not g—— well, then, where in the nation are you going to?"

"Nowhere at all."

"Not anywhere whatsoever?—not any place on earth but this?"

"Not any place at all but just this—stay here all summer."

My comrade took his purchase and walked out of the store without a word—walked out with an injured look upon his countenance. Up the street apiece he broke silence and said impressively: "It was a lie—that is my opinion of it!"

In the fullness of time the ship was ready to receive her passengers. I was introduced to the young gentleman who was to be my roommate, and found him to be intelligent, cheerful of spirit, unselfish, full of generous impulses, patient, considerate, and wonderfully good-natured. Not any passenger that sailed in the Quaker City will withhold his endorsement of what I have just said. We selected a stateroom forward of the wheel, on the starboard side, "below decks." It had two berths in it, a dismal dead-light, a sink with a washbowl in it, and a long, sumptuously cushioned locker, which was to do service as a sofa—partly —and partly as a hiding place for our things. Notwithstanding all this furniture, there was still room to turn around in, but not to swing a cat in, at least with entire security to the cat. However, the room was large, for a ship's stateroom, and was in every way satisfactory.

The vessel was appointed to sail on a certain Saturday early in June.

A little after noon on that distinguished Saturday I reached the ship and went on board. All was bustle and confusion. [I have seen that remark before somewhere.] The pier was crowded with carriages and men; passengers were arriving and hurrying on board; the vessel's decks were encumbered with trunks and valises; groups of excursionists, arrayed in unattractive traveling costumes, were moping about in a drizzling rain and looking as droopy and woebegone as so many molting chickens. The gallant flag was up, but it was under the spell, too, and hung limp and disheartened by the mast. Altogether, it was the bluest, bluest spectacle! It was a pleasure excursion—there was no gainsaying that, because the program said so—it was so nominated in the bond—but it surely hadn't the general aspect of one.

THE START.

Finally, above the banging, and rumbling, and shouting, and hissing of steam rang the order to "cast off!"—a sudden rush to the gangways—a scampering ashore of visitors-a revolution of the wheels, and we were off—the pic-nic was begun! Two very mild cheers went up from the dripping crowd on the pier; we answered them gently from the slippery decks; the flag made an effort to wave, and failed; the "battery of guns" spake not—the ammunition was out.

We steamed down to the foot of the harbor and came to anchor. It was still raining. And not only raining, but storming. "Outside" we could see, ourselves, that there was

a tremendous sea on. We must lie still, in the calm harbor, till the storm should abate. Our passengers hailed from fifteen states; only a few of them had ever been to sea before; manifestly it would not do to pit them against a full-blown tempest until they had got their sea-legs on. Toward evening the two steam tugs that had accompanied us with a rollicking champagne-party of young New Yorkers on board who wished to bid farewell to one of our number in due and ancient form departed, and we were alone on the deep. On deep five fathoms, and anchored fast to the bottom. And out in the solemn rain, at that. This was pleasuring with a vengeance.

It was an appropriate relief when the gong sounded for prayer meeting. The first Saturday night of any other pleasure excursion might have been devoted to whist and dancing; but I submit it to the unprejudiced mind if it would have been in good taste for us to engage in such frivolities, considering what we had gone through and the frame of mind we were in. We would have shone at a wake, but not at anything more festive.

However, there is always a cheering influence about the sea; and in my berth that night, rocked by the measured swell of the waves and lulled by the murmur of the distant surf, I soon passed tranquilly out of all consciousness of the dreary experiences of the day and damaging premonitions of the future.

Chapter III.

All day Sunday at anchor. The storm had gone down a great deal, but the sea had not. It was still piling its frothy hills high in air "outside," as we could plainly see with the

glasses. We could not properly begin a pleasure excursion on Sunday; we could not offer untried stomachs to so pitiless a sea as that. We must lie still till Monday. And we did. But we had repetitions of church and prayer-meetings; and so, of course, we were just as eligibly situated as we could have been any where.

I was up early that Sabbath morning and was early to breakfast. I felt a perfectly natural desire to have a good, long, unprejudiced look at the passengers at a time when they should be free from self-consciousness—which is at breakfast, when such a moment occurs in the lives of human beings at all.

I was greatly surprised to see so many elderly people—I might almost say, so many venerable people. A glance at the long lines of heads was apt to make one think it was all gray. But it was not. There was a tolerably fair sprinkling of young folks, and another fair sprinkling of gentlemen and ladies who were non-committal as to age, being neither actually old or absolutely young.

The next morning we weighed anchor and went to sea. It was a great happiness to get away after this dragging, dispiriting delay. I thought there never was such gladness in the air before, such brightness in the sun, such beauty in the sea. I was satisfied with the picnic then and with all its belongings. All my malicious instincts were dead within me; and as America faded out of sight, I think a spirit of charity rose up in their place that was as boundless, for the time being, as the broad ocean that was heaving its billows about us. I wished to express my feelings—I wished to lift up my voice and sing; but I did not know anything to sing, and so I was obliged to give up the idea. It was no loss to the ship, though, perhaps.

It was breezy and pleasant, but the sea was still very rough. One could not promenade without risking his neck; at one moment the bowsprit was taking a deadly aim at the sun in midheaven, and at the next it was trying to harpoon a shark in the bottom of the ocean. What a weird sensation it is to feel the stern of a ship sinking swiftly from under you and see the bow climbing high away among the clouds! One's safest course that day was to clasp a railing and hang on; walking was too precarious a pastime.

By some happy fortune I was not seasick.—That was a thing to be proud of. I had not always escaped before. If there is one thing in the world that will make a man peculiarly and insufferably self-conceited, it is to have his stomach behave itself, the first day at sea, when nearly all his comrades are seasick. Soon a venerable fossil, shawled to the chin and bandaged like a mummy, appeared at the door of the after deck-house, and the next lurch of the ship shot him into my arms. I said:

"GOOD MORNING, SIR."

"Good-morning, Sir. It is a fine day."

He put his hand on his stomach and said, "Oh, my!" and then staggered away and fell over the coop of a skylight.

Presently another old gentleman was projected from the same door with great violence. I said:

"Calm yourself, Sir—There is no hurry. It is a fine day, Sir."

He, also, put his hand on his stomach and said "Oh, my!" and reeled away.

In a little while another veteran was discharged abruptly from the same door, clawing at the air for a saving support. I said:

"Good morning, Sir. It is a fine day for pleasuring. You were about to say—"

"Oh, my!"

I thought so. I anticipated him, anyhow. I stayed there and was bombarded with old gentlemen for an hour, perhaps; and all I got out of any of them was "Oh, my!"

I went away then in a thoughtful mood. I said, this is a good pleasure excursion. I like it. The passengers are not garrulous, but still they are sociable. I like those old people, but somehow they all seem to have the "Oh, my" rather bad.

I knew what was the matter with them. They were seasick. And I was glad of it. We all like to see people seasick when we are not, ourselves. Playing whist by the cabin lamps when it is storming outside is pleasant; walking the quarterdeck in the moonlight is pleasant; smoking in the breezy foretop is pleasant when one is not afraid to go up there; but these are all feeble and commonplace compared with the joy of seeing people suffering the miseries of seasickness.

I picked up a good deal of information during the afternoon. At one time I was climbing up the quarterdeck when the vessel's stem was in the sky; I was smoking a

cigar and feeling passably comfortable. Somebody ejaculated:

"Come, now, that won't answer. Read the sign up there—NO SMOKING ABAFT THE WHEEL!"

It was Captain Duncan, chief of the expedition. I went forward, of course. I saw a long spyglass lying on a desk in one of the upper-deck state-rooms back of the pilot-house and reached after it—there was a ship in the distance.

"Ah, ah—hands off! Come out of that!"

I came out of that. I said to a deck-sweep—but in a low voice:

"Who is that overgrown pirate with the whiskers and the discordant voice?"

THE OLD PIRATE.

"It's Captain Bursley—executive officer—sailing master."

I loitered about awhile, and then, for want of something better to do, fell to carving a railing with my knife. Somebody said, in an insinuating, admonitory voice:

"Now, say—my friend—don't you know any better than to be whittling the ship all to pieces that way? You ought to know better than that."

I went back and found the deck sweep.

"Who is that smooth-faced, animated outrage yonder in the fine clothes?"

"That's Captain L****, the owner of the ship—he's one of the main bosses."

In the course of time I brought up on the starboard side of the pilot-house and found a sextant lying on a bench. Now, I said, they "take the sun" through this thing; I should think I might see that vessel through it. I had hardly got it to my eye when someone touched me on the shoulder and said deprecatingly:

"I'll have to get you to give that to me, Sir. If there's anything you'd like to know about taking the sun, I'd as soon tell you as not—but I don't like to trust anybody with that instrument. If you want any figuring done—Aye, aye, sir!"

He was gone to answer a call from the other side. I sought the deck-sweep.

"Who is that spider-legged gorilla yonder with the sanctimonious countenance?"

"It's Captain Jones, sir—the chief mate."

"Well. This goes clear away ahead of anything I ever heard of before. Do you—now I ask you as a man and a brother—do you think I could venture to throw a rock here in any given direction without hitting a captain of this ship?"

"Well, sir, I don't know—I think likely you'd fetch the captain of the watch may be, because he's a-standing right yonder in the way."

I went below—meditating and a little downhearted. I thought, if five cooks can spoil a broth, what may not five