JULES VERNE

AROUND THE WORLD IN EIGHTY DAYS



Mr. Phileas Fogg lived, in 1872, at No. 7, Saville Row, Burlington Gardens, the house in which Sheridan died in 1814. He was one of the most noticeable members of the Reform Club, though he seemed always to avoid attracting attention; an enigmatical personage, about whom little was known, except that he was a polished man of the world. People said that he resembled Byron—at least that his head was Byronic; but he was a bearded, tranquil Byron, who might live on a thousand years without growing old.

Phileas Fogg got up, took his hat in his left hand, put it on his head with an automatic motion, and went off without a word.

Passepartout heard the street door shut once; it was his new master going out. He heard it shut again; it was his predecessor, James Forster, departing in his turn. Passepartout remained alone in the house in Saville Row.

Madame Tussaud's "people," let it be said, are of wax, and are much visited in London; speech is all that is wanting to make them human.

During his brief interview with Mr. Fogg, Passepartout had been carefully observing him. He appeared to be a man about forty years of age, with fine, handsome features, and a tall, well-shaped figure; his hair and whiskers were light, his forehead compact and unwrinkled, his face rather pale, his teeth magnificent. His countenance possessed in the highest degree what physiognomists call "repose in action," a quality of those who act rather than talk. Calm and phlegmatic, with a clear eye, Mr. Fogg seemed a perfect type of that English composure which Angelica Kauffmann has so skilfully represented on canvas. Seen in the various phases of his daily life, he gave the idea of being perfectly well-balanced, as exactly regulated as a Leroy chronometer. Phileas Fogg was, indeed, exactitude personified, and this was betrayed even in the expression of his very hands and feet; for in men, as well as in animals, the limbs themselves are expressive of the passions.

Having scrutinised the house from top to bottom, he rubbed his hands, a broad smile overspread his features, and he said joyfully, "This is just what I wanted! Ah, we shall get on together, Mr. Fogg and I! What a domestic and regular gentleman! A real machine; well, I don't mind serving a machine."

Phileas Fogg, having shut the door of his house at half-past eleven, and having put his right foot before his left five hundred and seventy-five times, and his left foot before his right five hundred and seventy-six times, reached the Reform Club, an imposing edifice in Pall Mall, which could not have cost less than three millions. He repaired at once to the dining-room, the nine windows of which open upon a tasteful garden, where the trees were already gilded with an autumn colouring; and took his place at the habitual table, the cover of which had already been laid for him. His breakfast consisted of a side-dish, a broiled fish with Reading sauce, a scarlet slice of roast beef garnished with mushrooms, a rhubarb and gooseberry tart, and a morsel of Cheshire cheese, the whole being washed down with several cups of tea, for which the Reform is famous. He rose at thirteen minutes to one, and directed his steps towards the large hall, a sumptuous apartment adorned with lavishly-framed paintings. A flunkey handed him an uncut Times, which he proceeded to cut with a skill which betrayed familiarity with this delicate operation. The perusal of this paper absorbed Phileas Fogg until a quarter before four, whilst the Standard, his next task, occupied him till the dinner hour. Dinner passed as breakfast had done, and Mr. Fogg re-appeared in the reading-room and sat down to the Pall Mall at twenty minutes before six. Half an hour later several members of the Reform came in and drew up to the fireplace, where a coal fire was steadily burning. They were Mr. Fogg's usual partners at whist: Andrew Stuart, an engineer; John Sullivan and Samuel Fallentin, bankers; Thomas Flanagan, a brewer; and Gauthier Ralph, one of the Directors of the Bank of England—all rich and highly respectable personages, even in a club which comprises the princes of English trade and finance.

A memorandum of the wager was at once drawn up and signed by the six parties, during which Phileas Fogg preserved a stoical composure. He certainly did not bet to win, and had only staked the twenty thousand pounds, half of his fortune, because he foresaw that he might have to expend the other half to carry out this difficult, not to say unattainable, project. As for his antagonists, they seemed much agitated; not so much by the value of their stake, as because they had some scruples about betting under conditions so difficult to their friend.

The clock struck seven, and the party offered to suspend the game so that Mr. Fogg might make his preparations for departure.

"I am quite ready now," was his tranquil response. "Diamonds are trumps: be so good as to play, gentlemen."

Having won twenty guineas at whist, and taken leave of his friends, Phileas Fogg, at twenty-five minutes past seven, left the Reform Club.

Passepartout, who had conscientiously studied the programme of his duties, was more than surprised to see his master guilty of the inexactness of appearing at this unaccustomed hour; for, according to rule, he was not due in Saville Row until precisely midnight.

Passepartout did not reply. It could not be he who was called; it was not the right hour.

Passepartout opened wide his eyes, raised his eyebrows, held up his hands, and seemed about to collapse, so overcome was he with stupefied astonishment.

Phileas Fogg and his servant seated themselves in a first-class carriage at twenty minutes before nine; five minutes later the whistle screamed, and the train slowly glided out of the station.

The night was dark, and a fine, steady rain was falling. Phileas Fogg, snugly ensconced in his corner, did not open his lips. Passepartout, not yet recovered from his stupefaction, clung mechanically to the carpet-bag, with its enormous treasure.

Phileas Fogg rightly suspected that his departure from London would create a lively sensation at the West End. The news of the bet spread through the Reform Club, and afforded an exciting topic of conversation to its members. From the club it soon got into the papers throughout England. The boasted “tour of the world” was talked about, disputed, argued with as much warmth as if the subject were another Alabama claim. Some took sides with Phileas Fogg, but the large majority shook their heads and declared against him; it was absurd, impossible, they declared, that the tour of the world could be made, except theoretically and on paper, in this minimum of time, and with the existing means of travelling. The Times, Standard, Morning Post, and Daily News, and twenty other highly respectable newspapers scouted Mr. Fogg’s project as madness; the Daily Telegraph alone hesitatingly supported him. People in general thought him a lunatic, and blamed his Reform Club friends for having accepted a wager which betrayed the mental aberration of its proposer.

The effect of this dispatch was instantaneous. The polished gentleman disappeared to give place to the bank robber. His photograph, which was hung with those of the rest of the members at the Reform Club, was minutely examined, and it betrayed, feature by feature, the description of the robber which had been provided to the police. The mysterious habits of Phileas Fogg were recalled; his solitary ways, his sudden departure; and it seemed clear that, in undertaking a tour round the world on the pretext of a wager, he had had no other end in view than to elude the detectives, and throw them off his track.

The steamer “Mongolia,” belonging to the Peninsular and Oriental Company, built of iron, of two thousand eight hundred tons burden, and five hundred horse-power, was due at eleven o’clock a.m. on Wednesday, the 9th of October, at Suez. The “Mongolia” plied regularly between Brindisi and Bombay viâ the Suez Canal, and was one of the fastest steamers belonging to the company, always making more than ten knots an hour between Brindisi and Suez, and nine and a half between Suez and Bombay.

Two men were promenading up and down the wharves, among the crowd of natives and strangers who were sojourning at this once straggling village—now, thanks to the enterprise of M. Lesseps, a fast-growing town. One was the British consul at Suez, who, despite the prophecies of the English Government, and the unfavourable predictions of Stephenson, was in the habit of seeing, from his office window, English ships daily passing to and fro on the great canal, by which the old roundabout route from England to India by the Cape of Good Hope was abridged by at least a half. The other was a small, slight-built personage, with a nervous, intelligent face, and bright eyes peering out from under eyebrows which he was incessantly twitching. He was just now manifesting unmistakable signs of impatience, nervously pacing up and down, and unable to stand still for a moment. This was Fix, one of the detectives who had been dispatched from England in search of the bank robber; it was his task to narrowly watch every passenger who arrived at Suez, and to follow up all who seemed to be suspicious characters, or bore a resemblance to the description of the criminal, which he had received two days before from the police headquarters at London. The detective was evidently inspired by the hope of obtaining the splendid reward which would be the prize of success, and awaited with a feverish impatience, easy to understand, the arrival of the steamer “Mongolia.”

Fix took up a position, and carefully examined each face and figure which made its appearance. Presently one of the passengers, after vigorously pushing his way through the importunate crowd of porters, came up to him and politely asked if he could point out the English consulate, at the same time showing a passport which he wished to have visaed. Fix instinctively took the passport, and with a rapid glance read the description of its bearer. An involuntary motion of surprise nearly escaped him, for the description in the passport was identical with that of the bank robber which he had received from Scotland Yard.

The detective passed down the quay, and rapidly made his way to the consul’s office, where he was at once admitted to the presence of that official.

“Consul,” said he, without preamble, “I have strong reasons for believing that my man is a passenger on the ‘Mongolia.’” And he narrated what had just passed concerning the passport.

“Well, Mr. Fix,” replied the consul, “I shall not be sorry to see the rascal’s face; but perhaps he won’t come here—that is, if he is the person you suppose him to be. A robber doesn’t quite like to leave traces of his flight behind him; and, besides, he is not obliged to have his passport countersigned.”

These dates were inscribed in an itinerary divided into columns, indicating the month, the day of the month, and the day for the stipulated and actual arrivals at each principal point Paris, Brindisi, Suez, Bombay, Calcutta, Singapore, Hong Kong, Yokohama, San Francisco, New York, and London—from the 2nd of October to the 21st of December;

and giving a space for setting down the gain made or the loss suffered on arrival at each locality. This methodical record thus contained an account of everything needed, and Mr. Fogg always knew whether he was behind-hand or in advance of his time. On this Friday, October 9th, he noted his arrival at Suez, and observed that he had as yet neither gained nor lost. He sat down quietly to breakfast in his cabin, never once thinking of inspecting the town, being one of those Englishmen who are wont to see foreign countries through the eyes of their domestics.

Fix soon rejoined Passepartout, who was lounging and looking about on the quay, as if he did not feel that he, at least, was obliged not to see anything.

“Yes; but we travel so fast that I seem to be journeying in a dream. So this is Suez?”

“In Africa!” repeated Passepartout. “Just think, monsieur, I had no idea that we should go farther than Paris; and all that I saw of Paris was between twenty minutes past seven and twenty minutes before nine in the morning, between the Northern and the Lyons stations, through the windows of a car, and in a driving rain! How I regret not having seen once more Père la Chaise and the circus in the Champs Elysées!”

Having uttered these words with a cool, careless air, the detective took leave of the consul, and repaired to the telegraph office, whence he sent the dispatch which we have seen to the London police office. A quarter of an hour later found Fix, with a small bag in his hand, proceeding on board the “Mongolia;” and, ere many moments longer, the noble steamer rode out at full steam upon the waters of the Red Sea.

The distance between Suez and Aden is precisely thirteen hundred and ten miles, and the regulations of the company allow the steamers one hundred and thirty-eight hours in which to traverse it. The “Mongolia,” thanks to the vigorous exertions of the engineer, seemed likely, so rapid was her speed, to reach her destination considerably within that time. The greater part of the passengers from Brindisi were bound for India some for Bombay, others for Calcutta by way of Bombay, the nearest route thither, now that a railway crosses the Indian peninsula. Among the passengers was a number of officials and military officers of various grades, the latter being either attached to the regular British forces or commanding the Sepoy troops, and receiving high salaries ever since the central government has assumed the powers of the East India Company: for the sub-lieutenants get £280, brigadiers, £2,400, and generals of divisions, £4,000. What with the military men, a number of rich young Englishmen on their travels, and the hospitable efforts of the purser, the time passed quickly on the “Mongolia.” The best of fare was spread upon the cabin tables at breakfast, lunch, dinner, and the eight o’clock supper, and the ladies scrupulously changed their toilets twice a day; and the hours were whirled away, when the sea was tranquil, with music, dancing, and games.

Phileas Fogg was in the act of finishing the thirty-third rubber of the voyage, and his partner and himself having, by a bold stroke, captured all thirteen of the tricks, concluded this fine campaign with a brilliant victory.

The “Mongolia” was due at Bombay on the 22nd; she arrived on the 20th. This was a gain to Phileas Fogg of two days since his departure from London, and he calmly entered the fact in the itinerary, in the column of gains.

Everybody knows that the great reversed triangle of land, with its base in the north and its apex in the south, which is called India, embraces fourteen hundred thousand square miles, upon which is spread unequally a population of one hundred and eighty millions of souls. The British Crown exercises a real and despotic dominion over the larger portion of this vast country, and has a governor-general stationed at Calcutta, governors at Madras, Bombay, and in Bengal, and a lieutenant-governor at Agra.

But British India, properly so called, only embraces seven hundred thousand square miles, and a population of from one hundred to one hundred and ten millions of inhabitants. A considerable portion of India is still free from British authority; and there are certain ferocious rajahs in the interior who are absolutely independent. The celebrated East India Company was all-powerful from 1756, when the English first gained a foothold on the spot where now stands the city of Madras, down to the time of the great Sepoy insurrection. It gradually annexed province after province, purchasing them of the native chiefs, whom it seldom paid, and appointed the governor-general and his subordinates, civil and military. But the East India Company has now passed away, leaving the British possessions in India directly under the control of the Crown. The aspect of the country, as well as the manners and distinctions of race, is daily changing.

“I hope that this will not happen again,” said Phileas Fogg coldly, as he got into the train. Poor Passepartout, quite crestfallen, followed his master without a word. Fix was on the point of entering another carriage, when an idea struck him which induced him to alter his plan.

Just then the locomotive gave a sharp screech, and the train passed out into the darkness of the night.

The train had started punctually. Among the passengers were a number of officers, Government officials, and opium and indigo merchants, whose business called them to the eastern coast. Passepartout rode in the same carriage with his master, and a third passenger occupied a seat opposite to them. This was Sir Francis Cromarty, one of Mr. Fogg’s whist partners on the “Mongolia,” now on his way to join his corps at Benares. Sir Francis was a tall, fair man of fifty, who had greatly distinguished himself in the last Sepoy revolt. He made India his home, only paying brief visits to England at rare intervals; and was almost as familiar as a native with the

customs, history, and character of India and its people. But Phileas Fogg, who was not travelling, but only describing a circumference, took no pains to inquire into these subjects; he was a solid body, traversing an orbit around the terrestrial globe, according to the laws of rational mechanics. He was at this moment calculating in his mind the number of hours spent since his departure from London, and, had it been in his nature to make a useless demonstration, would have rubbed his hands for satisfaction. Sir Francis Cromarty had observed the oddity of his travelling companion—although the only opportunity he had for studying him had been while he was dealing the cards, and between two rubbers—and questioned himself whether a human heart really beat beneath this cold exterior, and whether Phileas Fogg had any sense of the beauties of nature. The brigadier-general was free to mentally confess that, of all the eccentric persons he had ever met, none was comparable to this product of the exact sciences.

It only remained now to find a guide, which was comparatively easy. A young Parsee, with an intelligent face, offered his services, which Mr. Fogg accepted, promising so generous a reward as to materially stimulate his zeal. The elephant was led out and equipped. The Parsee, who was an accomplished elephant driver, covered his back with a sort of saddle-cloth, and attached to each of his flanks some curiously uncomfortable howdahs. Phileas Fogg paid the Indian with some banknotes which he extracted from the famous carpet-bag, a proceeding that seemed to deprive poor Passepartout of his vitals. Then he offered to carry Sir Francis to Allahabad, which the brigadier gratefully accepted, as one traveller the more would not be likely to fatigue the gigantic beast. Provisions were purchased at Kholby, and, while Sir Francis and Mr. Fogg took the howdahs on either side, Passepartout got astride the saddle-cloth between them. The Parsee perched himself on the elephant's neck, and at nine o'clock they set out from the village, the animal marching off through the dense forest of palms by the shortest cut.

In order to shorten the journey, the guide passed to the left of the line where the railway was still in process of being built. This line, owing to the capricious turnings of the Vindhia Mountains, did not pursue a straight course. The Parsee, who was quite familiar with the roads and paths in the district, declared that they would gain twenty miles by striking directly through the forest.

Phileas Fogg and Sir Francis Cromarty, plunged to the neck in the peculiar howdahs provided for them, were horribly jostled by the swift trotting of the elephant, spurred on as he was by the skilful Parsee; but they endured the discomfort with true British phlegm, talking little, and scarcely able to catch a glimpse of each other. As for Passepartout, who was mounted on the beast's back, and received the direct force of each concussion as he trod along, he was very careful, in accordance with his master's advice, to keep his tongue from between his teeth, as it would otherwise have been bitten off short. The worthy fellow bounced from the elephant's neck to his rump, and vaulted like a clown on a spring-board; yet he laughed in the midst of his bouncing, and from time to time took a piece of sugar out of his pocket, and inserted it in Kiouni's trunk, who received it without in the least slackening his regular trot.

While Sir Francis was speaking, the guide shook his head several times, and now said: "The sacrifice which will take place to-morrow at dawn is not a voluntary one."

The guide now led the elephant out of the thicket, and leaped upon his neck. Just at the moment that he was about to urge Kiouni forward with a peculiar whistle, Mr. Fogg stopped him, and, turning to Sir Francis Cromarty, said, "Suppose we save this woman."

The project was a bold one, full of difficulty, perhaps impracticable. Mr. Fogg was going to risk life, or at least liberty, and therefore the success of his tour. But he did not hesitate, and he found in Sir Francis Cromarty an enthusiastic ally.

As for Passepartout, he was ready for anything that might be proposed. His master's idea charmed him; he perceived a heart, a soul, under that icy exterior. He began to love Phileas Fogg.

There remained the guide: what course would he adopt? Would he not take part with the Indians? In default of his assistance, it was necessary to be assured of his neutrality.

The old rajah's body, indeed, now appeared upon the burning pyre; and the priests, recovered from their terror, perceived that an abduction had taken place. They hastened into the forest, followed by the soldiers, who fired a volley after the fugitives; but the latter rapidly increased the distance between them, and ere long found themselves beyond the reach of the bullets and arrows.

The rash exploit had been accomplished; and for an hour Passepartout laughed gaily at his success. Sir Francis pressed the worthy fellow's hand, and his master said, "Well done!" which, from him, was high commendation; to which Passepartout replied that all the credit of the affair belonged to Mr. Fogg. As for him, he had only been struck with a "queer" idea; and he laughed to think that for a few moments he, Passepartout, the ex-gymnast, ex-sergeant fireman, had been the spouse of a charming woman, a venerable, embalmed rajah! As for the young Indian woman, she had been unconscious throughout of what was passing, and now, wrapped up in a travelling-blanket, was reposing in one of the howdahs.

According to his journal, he was due at Calcutta on the 25th of October, and that was the exact date of his actual arrival. He was therefore neither behind-hand nor ahead of time. The

two days gained between London and Bombay had been lost, as has been seen, in the journey across India. But it is not to be supposed that Phileas Fogg regretted them.

The train entered the station, and Passepartout jumping out first, was followed by Mr. Fogg, who assisted his fair companion to descend. Phileas Fogg intended to proceed at once to the Hong Kong steamer, in order to get Aouda comfortably settled for the voyage. He was unwilling to leave her while they were still on dangerous ground.

Just as he was leaving the station a policeman came up to him, and said, “Mr. Phileas Fogg?”

Mr. Fogg betrayed no surprise whatever. The policeman was a representative of the law, and law is sacred to an Englishman. Passepartout tried to reason about the matter, but the policeman tapped him with his stick, and Mr. Fogg made him a signal to obey.

The detective was not far wrong in making this conjecture. Since leaving London, what with travelling expenses, bribes, the purchase of the elephant, bails, and fines, Mr. Fogg had already spent more than five thousand pounds on the way, and the percentage of the sum recovered from the bank robber promised to the detectives, was rapidly diminishing.

The “Rangoon”—one of the Peninsular and Oriental Company’s boats plying in the Chinese and Japanese seas—was a screw steamer, built of iron, weighing about seventeen hundred and seventy tons, and with engines of four hundred horse-power. She was as fast, but not as well fitted up, as the “Mongolia,” and Aouda was not as comfortably provided for on board of her as Phileas Fogg could have wished. However, the trip from Calcutta to Hong Kong only comprised some three thousand five hundred miles, occupying from ten to twelve days, and the young woman was not difficult to please.

Passepartout thereupon recounted Aouda’s history, the affair at the Bombay pagoda, the purchase of the elephant for two thousand pounds, the rescue, the arrest, and sentence of the Calcutta court, and the restoration of Mr. Fogg and himself to liberty on bail. Fix, who was familiar with the last events, seemed to be equally ignorant of all that Passepartout related; and the later was charmed to find so interested a listener.

“Not at all. We are simply going to place her under the protection of one of her relatives, a rich merchant at Hong Kong.”

“Nothing to be done there,” said Fix to himself, concealing his disappointment. “A glass of gin, Mr. Passepartout?”

The detective and Passepartout met often on deck after this interview, though Fix was reserved, and did not attempt to induce his companion to divulge any more facts concerning Mr. Fogg. He caught a glimpse of that mysterious gentleman once or twice; but Mr. Fogg usually confined himself to the cabin, where he kept Aouda company, or, according to his inveterate habit, took a hand at whist.

Passepartout began very seriously to conjecture what strange chance kept Fix still on the route that his master was pursuing. It was really worth considering why this certainly very amiable and complacent person, whom he had first met at Suez, had then encountered on board the “Mongolia,” who disembarked at Bombay, which he announced as his destination, and now turned up so unexpectedly on the “Rangoon,” was following Mr. Fogg’s tracks step by step. What was Fix’s object? Passepartout was ready to wager his Indian shoes—which he religiously preserved—that Fix would also leave Hong Kong at the same time with them, and probably on the same steamer.

One day he was leaning on the railing of the engine-room, and was observing the engine, when a sudden pitch of the steamer threw the screw out of the water. The steam came hissing out of the valves; and this made Passepartout indignant.

“The valves are not sufficiently charged!” he exclaimed. “We are not going. Oh, these English! If this was an American craft, we should blow up, perhaps, but we should at all events go faster!”

The weather was bad during the latter days of the voyage. The wind, obstinately remaining in the north-west, blew a gale, and retarded the steamer. The “Rangoon” rolled heavily and the passengers became impatient of the long, monstrous waves which the wind raised before their path. A sort of tempest arose on the 3rd of November, the squall knocking the vessel about with fury, and the waves running high. The “Rangoon” reefed all her sails, and even the rigging proved too much, whistling and shaking amid the squall. The steamer was forced to proceed slowly, and the captain estimated that she would reach Hong Kong twenty hours behind time, and more if the storm lasted.

Aouda at first said nothing. She passed her hand across her forehead, and reflected a few moments. Then, in her sweet, soft voice, she said: “What ought I to do, Mr. Fogg?”

Passepartout, delighted that the young woman, who was very gracious to him, was going to continue the journey with them, went off at a brisk gait to obey his master’s order.

Hong Kong is an island which came into the possession of the English by the Treaty of Nankin, after the war of 1842; and the colonising genius of the English has created upon it an important city and an excellent port. The island is situated at the mouth of the Canton River, and is separated by about sixty miles from the Portuguese town of Macao, on the opposite coast. Hong Kong has beaten Macao in the struggle for the Chinese trade, and now the greater part of the transportation of Chinese goods finds its depot at the former place. Docks, hospitals, wharves, a Gothic cathedral, a

government house, macadamised streets, give to Hong Kong the appearance of a town in Kent or Surrey transferred by some strange magic to the antipodes.

Passepartout felt himself yielding more and more to the effects of the liquor. Fix, seeing that he must, at all hazards, be separated from his master, wished to entirely overcome him. Some pipes full of opium lay upon the table. Fix slipped one into Passepartout's hand. He took it, put it between his lips, lit it, drew several puffs, and his head, becoming heavy under the influence of the narcotic, fell upon the table.

"At last!" said Fix, seeing Passepartout unconscious. "Mr. Fogg will not be informed of the 'Carnatic's' departure; and, if he is, he will have to go without this cursed Frenchman!"

While these events were passing at the opium-house, Mr. Fogg, unconscious of the danger he was in of losing the steamer, was quietly escorting Aouda about the streets of the English quarter, making the necessary purchases for the long voyage before them. It was all very well for an Englishman like Mr. Fogg to make the tour of the world with a carpet-bag; a lady could not be expected to travel comfortably under such conditions. He acquitted his task with characteristic serenity, and invariably replied to the remonstrances of his fair companion, who was confused by his patience and generosity:

The sails and the English flag were hoisted at ten minutes past three. Mr. Fogg and Aouda, who were seated on deck, cast a last glance at the quay, in the hope of espying Passepartout. Fix was not without his fears lest chance should direct the steps of the unfortunate servant, whom he had so badly treated, in this direction; in which case an explanation the reverse of satisfactory to the detective must have ensued. But the Frenchman did not appear, and, without doubt, was still lying under the stupefying influence of the opium.

John Bunsby, master, at length gave the order to start, and the "Tankadere," taking the wind under her brigantine, foresail, and standing-jib, bounded briskly forward over the waves.

This voyage of eight hundred miles was a perilous venture on a craft of twenty tons, and at that season of the year. The Chinese seas are usually boisterous, subject to terrible gales of wind, and especially during the equinoxes; and it was now early November.

It would clearly have been to the master's advantage to carry his passengers to Yokohama, since he was paid a certain sum per day; but he would have been rash to attempt such a voyage, and it was imprudent even to attempt to reach Shanghai. But John Bunsby believed in the "Tankadere," which rode on the waves like a seagull; and perhaps he was not wrong.

A small brass cannon stood on the forward deck of the "Tankadere," for making signals in the fogs. It was loaded to the muzzle; but just as the pilot was about to apply a red-hot coal to the touchhole, Mr. Fogg said, "Hoist your flag!"

The flag was run up at half-mast, and, this being the signal of distress, it was hoped that the American steamer, perceiving it, would change her course a little, so as to succour the pilot-boat.

The "Carnatic," setting sail from Hong Kong at half-past six on the 7th of November, directed her course at full steam towards Japan. She carried a large cargo and a well-filled cabin of passengers. Two state-rooms in the rear were, however, unoccupied—those which had been engaged by Phileas Fogg.

Nothing, say you? Perhaps so; nothing but a charming woman, who, strange as it may appear, made him the happiest of men!

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