

End of the Tether

by

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Chapter 1

For a long time after the course of the steamer Sofala had been altered for the land, the low swampy coast had retained its appearance of a mere smudge of darkness beyond a belt of glitter. The sunrays seemed to fall violently upon the calm sea--seemed to shatter themselves upon an adamant surface into sparkling dust, into a dazzling vapor of light that blinded the eye and wearied the brain with its unsteady brightness.

Captain Whalley did not look at it. When his Serang, approaching the roomy cane arm-chair which he filled capably, had informed him in a low voice that the course was to be altered, he had risen at once and had remained on his feet, face forward, while the head of his ship swung through a quarter of a circle. He had not uttered a single word, not even the word to steady the helm. It was the Serang, an elderly, alert, little Malay, with a very dark skin, who murmured the order to the helmsman. And then slowly Captain Whalley sat down again in the arm-chair on the bridge and fixed his eyes on the deck between his feet.

He could not hope to see anything new upon this lane of the sea. He had been on these coasts for the last three years. From Low Cape to Malantan the distance was fifty miles, six hours' steaming for the old ship with the tide, or seven against. Then you steered straight for the land, and by-and-by three palms would appear on the sky, tall and slim, and with their disheveled heads in a bunch, as if in confidential criticism of the dark mangroves. The Sofala would be headed towards the somber strip of the coast, which at a given moment, as the ship closed with it obliquely, would show several clean shining fractures--the brimful estuary of a river. Then on through a brown liquid, three parts water and one part black earth, on and on between the low shores, three parts black earth and one part brackish water, the Sofala would plow her way up-stream, as she had done once every month for these seven years or more, long before he was aware of her existence, long before he had ever thought of having anything to do with her and her invariable voyages. The old ship ought to have known the road better than her men, who had not been kept so long at it without a change; better than the faithful Serang, whom he had brought over from his last ship to keep the captain's watch; better than he himself, who had been her captain for the last three years only.

She could always be depended upon to make her courses. Her compasses were never out. She was no trouble at all to take about, as if her great age had given her knowledge, wisdom, and steadiness. She made her landfalls to a degree of the bearing, and almost to a minute of her allowed time. At any moment, as he sat on the bridge without looking up, or lay sleepless in his bed, simply by reckoning the days and the hours he could tell where he was--the precise spot of the beat. He knew it well too, this monotonous huckster's round, up and down the Straits; he knew its order and its sights and its people. Malacca to begin with, in at daylight and out at dusk, to cross over with a rigid phosphorescent wake this highway of the Far East. Darkness and gleams on the water, clear stars on a black sky, perhaps the lights of a home steamer keeping her

unswerving course in the middle, or maybe the elusive shadow of a native craft with her mat sails flitting by silently--and the low land on the other side in sight at daylight. At noon the three palms of the next place of call, up a sluggish river. The only white man residing there was a retired young sailor, with whom he had become friendly in the course of many voyages. Sixty miles farther on there was another place of call, a deep bay with only a couple of houses on the beach.

And so on, in and out, picking up coastwise cargo here and there, and finishing with a hundred miles' steady steaming through the maze of an archipelago of small islands up to a large native town at the end of the beat. There was a three days' rest for the old ship before he started her again in inverse order, seeing the same shores from another bearing, hearing the same voices in the same places, back again to the Sofala's port of registry on the great highway to the East, where he would take up a berth nearly opposite the big stone pile of the harbor office till it was time to start again on the old round of 1600 miles and thirty days. Not a very enterprising life, this, for Captain Whalley, Henry Whalley, otherwise Dare-devil Harry--Whalley of the Condor, a famous clipper in her day. No. Not a very enterprising life for a man who had served famous firms, who had sailed famous ships (more than one or two of them his own); who had made famous passages, had been the pioneer of new routes and new trades; who had steered across the unsurveyed tracts of the South Seas, and had seen the sun rise on uncharted islands. Fifty years at sea, and forty out in the East ("a pretty thorough apprenticeship," he used to remark smilingly), had made him honorably known to a generation of shipowners and merchants in all the ports from Bombay clear over to where the East merges into the West upon the coast of the two Americas. His fame remained writ, not very large but plain enough, on the Admiralty charts. Was there not somewhere between Australia and China a Whalley Island and a Condor Reef? On that dangerous coral formation the celebrated clipper had hung stranded for three days, her captain and crew throwing her cargo overboard with one hand and with the other, as it were, keeping off her a flotilla of savage war-canoes. At that time neither the island nor the reef had any official existence. Later the officers of her Majesty's steam vessel Fusilier, dispatched to make a survey of the route, recognized in the adoption of these two names the enterprise of the man and the solidity of the ship. Besides, as anyone who cares may see, the "General Directory," vol. ii. p. 410, begins the description of the "Malotu or Whalley Passage" with the words: "This advantageous route, first discovered in 1850 by Captain Whalley in the ship Condor," &c., and ends by recommending it warmly to sailing vessels leaving the China ports for the south in the months from December to April inclusive.

This was the clearest gain he had out of life. Nothing could rob him of this kind of fame. The piercing of the Isthmus of Suez, like the breaking of a dam, had let in upon the East a flood of new ships, new men, new methods of trade. It had changed the face of the Eastern seas and the very spirit of their life; so that his early experiences meant nothing whatever to the new generation of seamen.

In those bygone days he had handled many thousands of pounds of his employers' money and of his own; he had attended faithfully, as by law a shipmaster is expected to

do, to the conflicting interests of owners, charterers, and underwriters. He had never lost a ship or consented to a shady transaction; and he had lasted well, outlasting in the end the conditions that had gone to the making of his name. He had buried his wife (in the Gulf of Petchili), had married off his daughter to the man of her unlucky choice, and had lost more than an ample competence in the crash of the notorious Travancore and Deccan Banking Corporation, whose down-fall had shaken the East like an earthquake. And he was sixty-five years old.

Chapter 2

His age sat lightly enough on him; and of his ruin he was not ashamed. He had not been alone to believe in the stability of the Banking Corporation. Men whose judgment in matters of finance was as expert as his seamanship had commended the prudence of his investments, and had themselves lost much money in the great failure. The only difference between him and them was that he had lost his all. And yet not his all. There had remained to him from his lost fortune a very pretty little bark, Fair Maid, which he had bought to occupy his leisure of a retired sailor--"to play with," as he expressed it himself.

He had formally declared himself tired of the sea the year preceding his daughter's marriage. But after the young couple had gone to settle in Melbourne he found out that he could not make himself happy on shore. He was too much of a merchant sea-captain for mere yachting to satisfy him. He wanted the illusion of affairs; and his acquisition of the Fair Maid preserved the continuity of his life. He introduced her to his acquaintances in various ports as "my last command." When he grew too old to be trusted with a ship, he would lay her up and go ashore to be buried, leaving directions in his will to have the bark towed out and scuttled decently in deep water on the day of the funeral. His daughter would not grudge him the satisfaction of knowing that no stranger would handle his last command after him. With the fortune he was able to leave her, the value of a 500-ton bark was neither here nor there. All this would be said with a jocular twinkle in his eye: the vigorous old man had too much vitality for the sentimentalism of regret; and a little wistfully withal, because he was at home in life, taking a genuine pleasure in its feelings and its possessions; in the dignity of his reputation and his wealth, in his love for his daughter, and in his satisfaction with the ship--the plaything of his lonely leisure.

He had the cabin arranged in accordance with his simple ideal of comfort at sea. A big bookcase (he was a great reader) occupied one side of his stateroom; the portrait of his late wife, a flat bituminous oil-painting representing the profile and one long black ringlet of a young woman, faced his bedplace. Three chronometers ticked him to sleep and greeted him on waking with the tiny competition of their beats. He rose at five every day. The officer of the morning watch, drinking his early cup of coffee aft by the wheel, would hear through the wide orifice of the copper ventilators all the splashings, blowings, and splutterings of his captain's toilet. These noises would be followed by a sustained deep murmur of the Lord's Prayer recited in a loud earnest voice. Five minutes afterwards the head and shoulders of Captain Whalley emerged out of the companion-hatchway. Invariably he paused for a while on the stairs, looking all round at the horizon; upwards at the trim of the sails; inhaling deep draughts of the fresh air. Only then he would step out on the poop, acknowledging the hand raised to the peak of the cap with a majestic and benign "Good morning to you." He walked the deck till eight scrupulously. Sometimes, not above twice a year, he had to use a thick cudgel-like stick on account of a stiffness in the hip--a slight touch of rheumatism, he supposed. Otherwise he knew nothing of the ills of the flesh. At the ringing of the breakfast bell he went below to feed

his canaries, wind up the chronometers, and take the head of the table. From there he had before his eyes the big carbon photographs of his daughter, her husband, and two fat-legged babies --his grandchildren--set in black frames into the maplewood bulkheads of the cuddy. After breakfast he dusted the glass over these portraits himself with a cloth, and brushed the oil painting of his wife with a plumate kept suspended from a small brass hook by the side of the heavy gold frame. Then with the door of his stateroom shut, he would sit down on the couch under the portrait to read a chapter out of a thick pocket Bible --her Bible. But on some days he only sat there for half an hour with his finger between the leaves and the closed book resting on his knees. Perhaps he had remembered suddenly how fond of boat-sailing she used to be.

She had been a real shipmate and a true woman too. It was like an article of faith with him that there never had been, and never could be, a brighter, cheerier home anywhere afloat or ashore than his home under the poopdeck of the Condor, with the big main cabin all white and gold, garlanded as if for a perpetual festival with an unfading wreath. She had decorated the center of every panel with a cluster of home flowers. It took her a twelvemonth to go round the cuddy with this labor of love. To him it had remained a marvel of painting, the highest achievement of taste and skill; and as to old Swinburne, his mate, every time he came down to his meals he stood transfixed with admiration before the progress of the work. You could almost smell these roses, he declared, sniffing the faint flavor of turpentine which at that time pervaded the saloon, and (as he confessed afterwards) made him somewhat less hearty than usual in tackling his food. But there was nothing of the sort to interfere with his enjoyment of her singing. "Mrs. Whalley is a regular out-and-out nightingale, sir," he would pronounce with a judicial air after listening profoundly over the skylight to the very end of the piece. In fine weather, in the second dog-watch, the two men could hear her trills and roulades going on to the accompaniment of the piano in the cabin. On the very day they got engaged he had written to London for the instrument; but they had been married for over a year before it reached them, coming out round the Cape. The big case made part of the first direct general cargo landed in Hongkong harbor--an event that to the men who walked the busy quays of to-day seemed as hazily remote as the dark ages of history. But Captain Whalley could in a half hour of solitude live again all his life, with its romance, its idyl, and its sorrow. He had to close her eyes himself. She went away from under the ensign like a sailor's wife, a sailor herself at heart. He had read the service over her, out of her own prayerbook, without a break in his voice. When he raised his eyes he could see old Swinburne facing him with his cap pressed to his breast, and his rugged, weather-beaten, impassive face streaming with drops of water like a lump of chipped red granite in a shower. It was all very well for that old sea-dog to cry. He had to read on to the end; but after the splash he did not remember much of what happened for the next few days. An elderly sailor of the crew, deft at needlework, put together a mourning frock for the child out of one of her black skirts.

He was not likely to forget; but you cannot dam up life like a sluggish stream. It will break out and flow over a man's troubles, it will close upon a sorrow like the sea upon a dead body, no matter how much love has gone to the bottom. And the world is not bad. People had been very kind to him; especially Mrs. Gardner, the wife of the senior

partner in Gardner, Patteson, & Co., the owners of the Condor. It was she who volunteered to look after the little one, and in due course took her to England (something of a journey in those days, even by the overland mail route) with her own girls to finish her education. It was ten years before he saw her again.

As a little child she had never been frightened of bad weather; she would beg to be taken up on deck in the bosom of his oilskin coat to watch the big seas hurling themselves upon the Condor. The swirl and crash of the waves seemed to fill her small soul with a breathless delight. "A good boy spoiled," he used to say of her in joke. He had named her Ivy because of the sound of the word, and obscurely fascinated by a vague association of ideas. She had twined herself tightly round his heart, and he intended her to cling close to her father as to a tower of strength; forgetting, while she was little, that in the nature of things she would probably elect to cling to someone else. But he loved life well enough for even that event to give him a certain satisfaction, apart from his more intimate feeling of loss.

After he had purchased the Fair Maid to occupy his loneliness, he hastened to accept a rather unprofitable freight to Australia simply for the opportunity of seeing his daughter in her own home. What made him dissatisfied there was not to see that she clung now to somebody else, but that the prop she had selected seemed on closer examination "a rather poor stick"--even in the matter of health. He disliked his son-in-law's studied civility perhaps more than his method of handling the sum of money he had given Ivy at her marriage. But of his apprehensions he said nothing. Only on the day of his departure, with the hall-door open already, holding her hands and looking steadily into her eyes, he had said, "You know, my dear, all I have is for you and the chicks. Mind you write to me openly." She had answered him by an almost imperceptible movement of her head. She resembled her mother in the color of her eyes, and in character--and also in this, that she understood him without many words.

Sure enough she had to write; and some of these letters made Captain Whalley lift his white eye-brows. For the rest he considered he was reaping the true reward of his life by being thus able to produce on demand whatever was needed. He had not enjoyed himself so much in a way since his wife had died. Characteristically enough his son-in-law's punctuality in failure caused him at a distance to feel a sort of kindness towards the man. The fellow was so perpetually being jammed on a lee shore that to charge it all to his reckless navigation would be manifestly unfair. No, no! He knew well what that meant. It was bad luck. His own had been simply marvelous, but he had seen in his life too many good men--seamen and others--go under with the sheer weight of bad luck not to recognize the fatal signs. For all that, he was cogitating on the best way of tying up very strictly every penny he had to leave, when, with a preliminary rumble of rumors (whose first sound reached him in Shanghai as it happened), the shock of the big failure came; and, after passing through the phases of stupor, of incredulity, of indignation, he had to accept the fact that he had nothing to speak of to leave.

Upon that, as if he had only waited for this catastrophe, the unlucky man, away there in Melbourne, gave up his unprofitable game, and sat down--in an invalid's bath-chair at

that too. "He will never walk again," wrote the wife. For the first time in his life Captain Whalley was a bit staggered.

The Fair Maid had to go to work in bitter earnest now. It was no longer a matter of preserving alive the memory of Dare-devil Harry Whalley in the Eastern Seas, or of keeping an old man in pocket-money and clothes, with, perhaps, a bill for a few hundred first-class cigars thrown in at the end of the year. He would have to buckle-to, and keep her going hard on a scant allowance of gilt for the ginger-bread scrolls at her stem and stern.

This necessity opened his eyes to the fundamental changes of the world. Of his past only the familiar names remained, here and there, but the things and the men, as he had known them, were gone. The name of Gardner, Patteson, & Co. was still displayed on the walls of warehouses by the waterside, on the brass plates and window-panes in the business quarters of more than one Eastern port, but there was no longer a Gardner or a Patteson in the firm. There was no longer for Captain Whalley an arm-chair and a welcome in the private office, with a bit of business ready to be put in the way of an old friend, for the sake of bygone services. The husbands of the Gardner girls sat behind the desks in that room where, long after he had left the employ, he had kept his right of entrance in the old man's time. Their ships now had yellow funnels with black tops, and a time-table of appointed routes like a confounded service of tramways. The winds of December and June were all one to them; their captains (excellent young men he doubted not) were, to be sure, familiar with Whalley Island, because of late years the Government had established a white fixed light on the north end (with a red danger sector over the Condor Reef), but most of them would have been extremely surprised to hear that a flesh-and-blood Whalley still existed--an old man going about the world trying to pick up a cargo here and there for his little bark.

And everywhere it was the same. Departed the men who would have nodded appreciatively at the mention of his name, and would have thought themselves bound in honor to do something for Dare-devil Harry Whalley. Departed the opportunities which he would have known how to seize; and gone with them the white-winged flock of clippers that lived in the boisterous uncertain life of the winds, skimming big fortunes out of the foam of the sea. In a world that pared down the profits to an irreducible minimum, in a world that was able to count its disengaged tonnage twice over every day, and in which lean charters were snapped up by cable three months in advance, there were no chances of fortune for an individual wandering haphazard with a little bark --hardly indeed any room to exist.

He found it more difficult from year to year. He suffered greatly from the smallness of remittances he was able to send his daughter. Meantime he had given up good cigars, and even in the matter of inferior cheroots limited himself to six a day. He never told her of his difficulties, and she never enlarged upon her struggle to live. Their confidence in each other needed no explanations, and their perfect understanding endured without protestations of gratitude or regret. He would have been shocked if she had taken it into

her head to thank him in so many words, but he found it perfectly natural that she should tell him she needed two hundred pounds.

He had come in with the Fair Maid in ballast to look for a freight in the Sofala's port of registry, and her letter met him there. Its tenor was that it was no use mincing matters. Her only resource was in opening a boarding-house, for which the prospects, she judged, were good. Good enough, at any rate, to make her tell him frankly that with two hundred pounds she could make a start. He had torn the envelope open, hastily, on deck, where it was handed to him by the ship-chandler's runner, who had brought his mail at the moment of anchoring. For the second time in his life he was appalled, and remained stock-still at the cabin door with the paper trembling between his fingers. Open a boarding-house! Two hundred pounds for a start! The only resource! And he did not know where to lay his hands on two hundred pence.

All that night Captain Whalley walked the poop of his anchored ship, as though he had been about to close with the land in thick weather, and uncertain of his position after a run of many gray days without a sight of sun, moon, or stars. The black night twinkled with the guiding lights of seamen and the steady straight lines of lights on shore; and all around the Fair Maid the riding lights of ships cast trembling trails upon the water of the roadstead. Captain Whalley saw not a gleam anywhere till the dawn broke and he found out that his clothing was soaked through with the heavy dew.

His ship was awake. He stopped short, stroked his wet beard, and descended the poop ladder backwards, with tired feet. At the sight of him the chief officer, lounging about sleepily on the quarterdeck, remained open-mouthed in the middle of a great early-morning yawn.

"Good morning to you," pronounced Captain Whalley solemnly, passing into the cabin. But he checked himself in the doorway, and without looking back, "By the bye," he said, "there should be an empty wooden case put away in the lazarette. It has not been broken up--has it?"

The mate shut his mouth, and then asked as if dazed, "What empty case, sir?"

"A big flat packing-case belonging to that painting in my room. Let it be taken up on deck and tell the carpenter to look it over. I may want to use it before long."

The chief officer did not stir a limb till he had heard the door of the captain's state-room slam within the cuddy. Then he beckoned aft the second mate with his forefinger to tell him that there was something "in the wind."

When the bell rang Captain Whalley's authoritative voice boomed out through a closed door, "Sit down and don't wait for me." And his impressed officers took their places, exchanging looks and whispers across the table. What! No breakfast? And after apparently knocking about all night on deck, too! Clearly, there was something in the wind. In the skylight above their heads, bowed earnestly over the plates, three wire

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