

approaching nearer, like most of the prospects sketched by hope, it dissolved under the eye into disappointment.

Weary of expectation, I then began to converse with the captain on the subject, and from the tenor of the information my questions drew forth I soon concluded that if I waited for a boat I had little chance of getting on shore at this place. Despotism, as is usually the case, I found had here cramped the industry of man. The pilots being paid by the king, and scantily, they will not run into any danger, or even quit their hovels, if they can possibly avoid it, only to fulfil what is termed their duty. How different is it on the English coast, where, in the most stormy weather, boats immediately hail you, brought out by the expectation of extraordinary profit.

Disliking to sail for Elsinour, and still more to lie at anchor or cruise about the coast for several days, I exerted all my rhetoric to prevail on the captain to let me have the ship's boat, and though I added the most forcible of arguments, I for a long time addressed him in vain.

It is a kind of rule at sea not to send out a boat. The captain was a good-natured man; but men with common minds seldom break through general rules. Prudence is ever the resort of weakness, and they rarely go as far as they may in any undertaking who are determined not to go beyond it on any account. If, however, I had some trouble with the captain, I did not lose much time with the sailors, for they, all alacrity, hoisted out the boat the moment I obtained permission, and promised to row me to the lighthouse.