

Life On The Mississippi, Part 3.

Mark Twain (Samuel Clemens)

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by Mark Twain (Samuel Clemens)

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LIFE ON THE MISSISSIPPI

BY MARK TWAIN

Part 3.

Chapter 11 The River Rises

DURING this big rise these small-fry craft were an intolerable nuisance. We were running chute after chute,--a new world to me,--and if there was a particularly cramped place in a chute, we would be pretty sure to meet a broad-horn there; and if he failed to be there, we would find him in a still worse locality, namely, the head of the chute, on the shoal water. And then there would be no end of profane cordialities exchanged.

Sometimes, in the big river, when we would be feeling our way cautiously along through a fog, the deep hush would suddenly be broken by yells and a clamor of tin pans, and all in instant a log raft would appear vaguely through the webby veil, close upon us; and then we did not wait to swap

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knives, but snatched our engine bells out by the roots and piled on all the steam we had, to scramble out of the way! One doesn't hit a rock or a solid log craft with a steamboat when he can get excused.

You will hardly believe it, but many steamboat clerks always carried a large assortment of religious tracts with them in those old departed steamboating days. Indeed they did. Twenty times a day we would be cramping up around a bar, while a string of these small-fry rascals were drifting down into the head of the bend away above and beyond us a couple of miles. Now a skiff would dart away from one of them, and come fighting its laborious way across the desert of water. It would 'ease all,' in the shadow of our forecastle, and the panting oarsmen would shout, 'Gimme a pa-a-per!' as the skiff drifted swiftly astern. The clerk would throw over a file of New Orleans journals. If these were picked up without comment, you might notice that now a dozen other skiffs had been drifting down upon us without saying anything. You understand, they had been waiting to see how No. 1 was going to fare. No. 1 making no comment, all the rest would bend to their oars and come on, now; and as fast as they came the clerk would heave over neat bundles of religious tracts, tied to shingles. The amount of hard swearing which twelve packages of religious literature will command when impartially divided up among twelve raftsmen's crews, who have pulled a heavy skiff two miles on a hot day to get them, is simply incredible.

As I have said, the big rise brought a new world under my vision. By the time the river was over its banks we had forsaken our old paths and were hourly climbing over bars that had stood ten feet out of water before; we were shaving stumpy shores, like that at the foot of Madrid Bend, which I had always seen avoided before; we were clattering through chutes like that of 82, where the opening at the foot was an unbroken wall of timber till our nose was almost at the very spot. Some of these chutes were utter solitudes. The dense, untouched forest overhung both banks of the crooked little crack, and one could believe that human creatures had never intruded there before. The swinging grape-vines, the grassy nooks and vistas glimpsed as we swept by, the flowering creepers waving their red blossoms from the tops of dead trunks, and all the spendthrift richness of the forest foliage, were wasted and thrown away there. The chutes were lovely places to steer in; they were deep, except at the head; the current was gentle; under the 'points' the water was absolutely dead, and the invisible banks so bluff that where the tender willow thickets projected you could bury your boat's broadside in them as you tore along, and then you seemed fairly to fly.

Behind other islands we found wretched little farms, and wretcheder little log-cabins; there were crazy rail fences sticking a foot or two above the water, with one or two jeans-clad, chills-racked, yellow-faced male misers roosting on the top-rail, elbows on knees, jaws in hands, grinding tobacco and discharging the result at floating chips through crevices left by lost teeth; while the rest of the family and the few farm-animals were huddled together in an empty wood-flat riding at her moorings close at hand. In this flat-boat the family would have to cook and eat and sleep for a lesser or greater number of days (or possibly weeks), until the river should fall two or three feet and let them get back to their log-cabin and their chills again--chills being a merciful provision of an all-wise Providence to enable them to take exercise without exertion. And this sort of watery camping out was a thing which these people were rather liable to be treated to a couple of times a year: by the December rise out of the Ohio, and the June rise out of the Mississippi. And yet these were kindly dispensations, for

they at least enabled the poor things to rise from the dead now and then, and look upon life when a steamboat went by. They appreciated the blessing, too, for they spread their mouths and eyes wide open and made the most of these occasions. Now what COULD these banished creatures find to do to keep from dying of the blues during the low-water season!

Once, in one of these lovely island chutes, we found our course completely bridged by a great fallen tree. This will serve to show how narrow some of the chutes were. The passengers had an hour's recreation in a virgin wilderness, while the boat-hands chopped the bridge away; for there was no such thing as turning back, you comprehend.

From Cairo to Baton Rouge, when the river is over its banks, you have no particular trouble in the night, for the thousand-mile wall of dense forest that guards the two banks all the way is only gapped with a farm or wood-yard opening at intervals, and so you can't 'get out of the river' much easier than you could get out of a fenced lane; but from Baton Rouge to New Orleans it is a different matter. The river is more than a mile wide, and very deep--as much as two hundred feet, in places. Both banks, for a good deal over a hundred miles, are shorn of their timber and bordered by continuous sugar plantations, with only here and there a scattering sapling or row of ornamental China-trees. The timber is shorn off clear to the rear of the plantations, from two to four miles. When the first frost threatens to come, the planters snatch off their crops in a hurry. When they have finished grinding the cane, they form the refuse of the stalks (which they call BAGASSE) into great piles and set fire to them, though in other sugar countries the bagasse is used for fuel in the furnaces of the sugar mills. Now the piles of damp bagasse burn slowly, and smoke like Satan's own kitchen.

An embankment ten or fifteen feet high guards both banks of the Mississippi all the way down that lower end of the river, and this embankment is set back from the edge of the shore from ten to perhaps a hundred feet, according to circumstances; say thirty or forty feet, as a general thing. Fill that whole region with an impenetrable gloom of smoke from a hundred miles of burning bagasse piles, when the river is over the banks, and turn a steamboat loose along there at midnight and see how she will feel. And see how you will feel, too! You find yourself away out in the midst of a vague dim sea that is shoreless, that fades out and loses itself in the murky distances; for you cannot discern the thin rib of embankment, and you are always imagining you see a straggling tree when you don't. The plantations themselves are transformed by the smoke, and look like a part of the sea. All through your watch you are tortured with the exquisite misery of uncertainty. You hope you are keeping in the river, but you do not know. All that you are sure about is that you are likely to be within six feet of the bank and destruction, when you think you are a good half-mile from shore. And you are sure, also, that if you chance suddenly to fetch up against the embankment and topple your chimneys overboard, you will have the small comfort of knowing that it is about what you were expecting to do. One of the great Vicksburg packets darted out into a sugar plantation one night, at such a time, and had to stay there a week. But there was no novelty about it; it had often been done before.

I thought I had finished this chapter, but I wish to add a curious thing, while it is in my mind. It is only relevant in that it is connected with piloting. There used to be an excellent pilot on the river, a Mr. X., who was a somnambulist. It was said that if his mind was troubled about a bad piece of river, he was pretty sure to get up

and walk in his sleep and do strange things. He was once fellow-pilot for a trip or two with George Ealer, on a great New Orleans passenger packet. During a considerable part of the first trip George was uneasy, but got over it by and by, as X. seemed content to stay in his bed when asleep. Late one night the boat was approaching Helena, Arkansas; the water was low, and the crossing above the town in a very blind and tangled condition. X. had seen the crossing since Ealer had, and as the night was particularly drizzly, sullen, and dark, Ealer was considering whether he had not better have X. called to assist in running the place, when the door opened and X. walked in. Now on very dark nights, light is a deadly enemy to piloting; you are aware that if you stand in a lighted room, on such a night, you cannot see things in the street to any purpose; but if you put out the lights and stand in the gloom you can make out objects in the street pretty well. So, on very dark nights, pilots do not smoke; they allow no fire in the pilot-house stove if there is a crack which can allow the least ray to escape; they order the furnaces to be curtained with huge tarpaulins and the sky-lights to be closely blinded. Then no light whatever issues from the boat. The undefinable shape that now entered the pilot-house had Mr. X.'s voice. This said--

'Let me take her, George; I've seen this place since you have, and it is so crooked that I reckon I can run it myself easier than I could tell you how to do it.'

'It is kind of you, and I swear _I_ am willing. I haven't got another drop of perspiration left in me. I have been spinning around and around the wheel like a squirrel. It is so dark I can't tell which way she is swinging till she is coming around like a whirligig.'

So Ealer took a seat on the bench, panting and breathless. The black phantom assumed the wheel without saying anything, steadied the waltzing steamer with a turn or two, and then stood at ease, coaxing her a little to this side and then to that, as gently and as sweetly as if the time had been noonday. When Ealer observed this marvel of steering, he wished he had not confessed! He stared, and wondered, and finally said--

'Well, I thought I knew how to steer a steamboat, but that was another mistake of mine.'

X. said nothing, but went serenely on with his work. He rang for the leads; he rang to slow down the steam; he worked the boat carefully and neatly into invisible marks, then stood at the center of the wheel and peered blandly out into the blackness, fore and aft, to verify his position; as the leads shoaled more and more, he stopped the engines entirely, and the dead silence and suspense of 'drifting' followed when the shoalest water was struck, he cracked on the steam, carried her handsomely over, and then began to work her warily into the next system of shoal marks; the same patient, heedful use of leads and engines followed, the boat slipped through without touching bottom, and entered upon the third and last intricacy of the crossing; imperceptibly she moved through the gloom, crept by inches into her marks, drifted tediously till the shoalest water was cried, and then, under a tremendous head of steam, went swinging over the reef and away into deep water and safety!

Ealer let his long-pent breath pour out in a great, relieving sigh, and said--

'That's the sweetest piece of piloting that was ever done on the Mississippi River! I wouldn't believed it could be done, if I hadn't seen it.'

There was no reply, and he added--

'Just hold her five minutes longer, partner, and let me run down and get a cup of coffee.'

A minute later Ealer was biting into a pie, down in the 'texas,' and comforting himself with coffee. Just then the night watchman happened in, and was about to happen out again, when he noticed Ealer and exclaimed--

'Who is at the wheel, sir?'

'X.'

'Dart for the pilot-house, quicker than lightning!'

The next moment both men were flying up the pilot-house companion way, three steps at a jump! Nobody there! The great steamer was whistling down the middle of the river at her own sweet will! The watchman shot out of the place again; Ealer seized the wheel, set an engine back with power, and held his breath while the boat reluctantly swung away from a 'towhead' which she was about to knock into the middle of the Gulf of Mexico!

By and by the watchman came back and said--

'Didn't that lunatic tell you he was asleep, when he first came up here?'

'NO.'

'Well, he was. I found him walking along on top of the railings just as unconcerned as another man would walk a pavement; and I put him to bed; now just this minute there he was again, away astern, going through that sort of tight-rope deviltry the same as before.'

'Well, I think I'll stay by, next time he has one of those fits. But I hope he'll have them often. You just ought to have seen him take this boat through Helena crossing. I never saw anything so gaudy before. And if he can do such gold-leaf, kid-glove, diamond-breastpin piloting when he is sound asleep, what COULDN'T he do if he was dead!'

Chapter 12 Sounding

WHEN the river is very low, and one's steamboat is 'drawing all the water' there is in the channel,--or a few inches more, as was often the case in the old times,--one must be painfully circumspect in his piloting. We used to have to 'sound' a number of particularly bad places almost every trip when the river was at a very low stage.

Sounding is done in this way. The boat ties up at the shore, just above the shoal crossing; the pilot not on watch takes his 'cub' or steersman

and a picked crew of men (sometimes an officer also), and goes out in the yawl--provided the boat has not that rare and sumptuous luxury, a regularly-devised 'sounding-boat'--and proceeds to hunt for the best water, the pilot on duty watching his movements through a spy-glass, meantime, and in some instances assisting by signals of the boat's whistle, signifying 'try higher up' or 'try lower down;' for the surface of the water, like an oil-painting, is more expressive and intelligible when inspected from a little distance than very close at hand. The whistle signals are seldom necessary, however; never, perhaps, except when the wind confuses the significant ripples upon the water's surface. When the yawl has reached the shoal place, the speed is slackened, the pilot begins to sound the depth with a pole ten or twelve feet long, and the steersman at the tiller obeys the order to 'hold her up to starboard;' or, 'let her fall off to larboard;'{footnote [The term 'larboard' is never used at sea now, to signify the left hand; but was always used on the river in my time]} or 'steady--steady as you go.'

When the measurements indicate that the yawl is approaching the shoalest part of the reef, the command is given to 'ease all!' Then the men stop rowing and the yawl drifts with the current. The next order is, 'Stand by with the buoy!' The moment the shallowest point is reached, the pilot delivers the order, 'Let go the buoy!' and over she goes. If the pilot is not satisfied, he sounds the place again; if he finds better water higher up or lower down, he removes the buoy to that place. Being finally satisfied, he gives the order, and all the men stand their oars straight up in the air, in line; a blast from the boat's whistle indicates that the signal has been seen; then the men 'give way' on their oars and lay the yawl alongside the buoy; the steamer comes creeping carefully down, is pointed straight at the buoy, husband's her power for the coming struggle, and presently, at the critical moment, turns on all her steam and goes grinding and wallowing over the buoy and the sand, and gains the deep water beyond. Or maybe she doesn't; maybe she 'strikes and swings.' Then she has to while away several hours (or days) sparring herself off.

Sometimes a buoy is not laid at all, but the yawl goes ahead, hunting the best water, and the steamer follows along in its wake. Often there is a deal of fun and excitement about sounding, especially if it is a glorious summer day, or a blustering night. But in winter the cold and the peril take most of the fun out of it.

A buoy is nothing but a board four or five feet long, with one end turned up; it is a reversed school-house bench, with one of the supports left and the other removed. It is anchored on the shoalest part of the reef by a rope with a heavy stone made fast to the end of it. But for the resistance of the turned-up end of the reversed bench, the current would pull the buoy under water. At night, a paper lantern with a candle in it is fastened on top of the buoy, and this can be seen a mile or more, a little glimmering spark in the waste of blackness.

Nothing delights a cub so much as an opportunity to go out sounding. There is such an air of adventure about it; often there is danger; it is so gaudy and man-of-war-like to sit up in the stern-sheets and steer a swift yawl; there is something fine about the exultant spring of the boat when an experienced old sailor crew throw their souls into the oars; it is lovely to see the white foam stream away from the bows; there is music in the rush of the water; it is deliciously exhilarating, in summer, to go speeding over the breezy expanses of the river when the world of wavelets is dancing in the sun. It is such grandeur, too, to

the cub, to get a chance to give an order; for often the pilot will simply say, 'Let her go about!' and leave the rest to the cub, who instantly cries, in his sternest tone of command, 'Ease starboard! Strong on the larboard! Starboard give way! With a will, men!' The cub enjoys sounding for the further reason that the eyes of the passengers are watching all the yawl's movements with absorbing interest if the time be daylight; and if it be night he knows that those same wondering eyes are fastened upon the yawl's lantern as it glides out into the gloom and dims away in the remote distance.

One trip a pretty girl of sixteen spent her time in our pilot-house with her uncle and aunt, every day and all day long. I fell in love with her. So did Mr. Thornburg's cub, Tom G----. Tom and I had been bosom friends until this time; but now a coolness began to arise. I told the girl a good many of my river adventures, and made myself out a good deal of a hero; Tom tried to make himself appear to be a hero, too, and succeeded to some extent, but then he always had a way of embroidering. However, virtue is its own reward, so I was a barely perceptible trifle ahead in the contest. About this time something happened which promised handsomely for me: the pilots decided to sound the crossing at the head of 21. This would occur about nine or ten o'clock at night, when the passengers would be still up; it would be Mr. Thornburg's watch, therefore my chief would have to do the sounding. We had a perfect love of a sounding-boat--long, trim, graceful, and as fleet as a greyhound; her thwarts were cushioned; she carried twelve oarsmen; one of the mates was always sent in her to transmit orders to her crew, for ours was a steamer where no end of 'style' was put on.

We tied up at the shore above 21, and got ready. It was a foul night, and the river was so wide, there, that a landsman's uneducated eyes could discern no opposite shore through such a gloom. The passengers were alert and interested; everything was satisfactory. As I hurried through the engine-room, picturesquely gotten up in storm toggery, I met Tom, and could not forbear delivering myself of a mean speech--

'Ain't you glad YOU don't have to go out sounding?'

Tom was passing on, but he quickly turned, and said--

'Now just for that, you can go and get the sounding-pole yourself. I was going after it, but I'd see you in Halifax, now, before I'd do it.'

'Who wants you to get it? I don't. It's in the sounding-boat.'

'It ain't, either. It's been new-painted; and it's been up on the ladies' cabin guards two days, drying.'

I flew back, and shortly arrived among the crowd of watching and wondering ladies just in time to hear the command:

'Give way, men!'

I looked over, and there was the gallant sounding-boat booming away, the unprincipled Tom presiding at the tiller, and my chief sitting by him with the sounding-pole which I had been sent on a fool's errand to fetch. Then that young girl said to me--

'Oh, how awful to have to go out in that little boat on such a night! Do you think there is any danger?'

I would rather have been stabbed. I went off, full of venom, to help in the pilot-house. By and by the boat's lantern disappeared, and after an interval a wee spark glimmered upon the face of the water a mile away. Mr. Thornburg blew the whistle, in acknowledgment, backed the steamer out, and made for it. We flew along for a while, then slackened steam and went cautiously gliding toward the spark. Presently Mr. Thornburg exclaimed--

'Hello, the buoy-lantern's out!'

He stopped the engines. A moment or two later he said--

'Why, there it is again!'

So he came ahead on the engines once more, and rang for the leads. Gradually the water shoaled up, and then began to deepen again! Mr. Thornburg muttered--

'Well, I don't understand this. I believe that buoy has drifted off the reef. Seems to be a little too far to the left. No matter, it is safest to run over it anyhow.'

So, in that solid world of darkness we went creeping down on the light. Just as our bows were in the act of plowing over it, Mr. Thornburg seized the bell-ropes, rang a startling peal, and exclaimed--

'My soul, it's the sounding-boat!'

A sudden chorus of wild alarms burst out far below--a pause--and then the sound of grinding and crashing followed. Mr. Thornburg exclaimed--

'There! the paddle-wheel has ground the sounding-boat to lucifer matches! Run! See who is killed!'

I was on the main deck in the twinkling of an eye. My chief and the third mate and nearly all the men were safe. They had discovered their danger when it was too late to pull out of the way; then, when the great guards overshadowed them a moment later, they were prepared and knew what to do; at my chief's order they sprang at the right instant, seized the guard, and were hauled aboard. The next moment the sounding-yawl swept aft to the wheel and was struck and splintered to atoms. Two of the men and the cub Tom, were missing--a fact which spread like wildfire over the boat. The passengers came flocking to the forward gangway, ladies and all, anxious-eyed, white-faced, and talked in awed voices of the dreadful thing. And often and again I heard them say, 'Poor fellows! poor boy, poor boy!'

By this time the boat's yawl was manned and away, to search for the missing. Now a faint call was heard, off to the left. The yawl had disappeared in the other direction. Half the people rushed to one side to encourage the swimmer with their shouts; the other half rushed the other way to shriek to the yawl to turn about. By the callings, the swimmer was approaching, but some said the sound showed failing strength. The crowd massed themselves against the boiler-deck railings, leaning over and staring into the gloom; and every faint and fainter cry wrung from them such words as, 'Ah, poor fellow, poor fellow! is there no way to save him?'

But still the cries held out, and drew nearer, and presently the voice said pluckily--

'I can make it! Stand by with a rope!'

What a rousing cheer they gave him! The chief mate took his stand in the glare of a torch-basket, a coil of rope in his hand, and his men grouped about him. The next moment the swimmer's face appeared in the circle of light, and in another one the owner of it was hauled aboard, limp and drenched, while cheer on cheer went up. It was that devil Tom.

The yawl crew searched everywhere, but found no sign of the two men. They probably failed to catch the guard, tumbled back, and were struck by the wheel and killed. Tom had never jumped for the guard at all, but had plunged head-first into the river and dived under the wheel. It was nothing; I could have done it easy enough, and I said so; but everybody went on just the same, making a wonderful to do over that ass, as if he had done something great. That girl couldn't seem to have enough of that pitiful 'hero' the rest of the trip; but little I cared; I loathed her, any way.

The way we came to mistake the sounding-boat's lantern for the buoy-light was this. My chief said that after laying the buoy he fell away and watched it till it seemed to be secure; then he took up a position a hundred yards below it and a little to one side of the steamer's course, headed the sounding-boat up-stream, and waited. Having to wait some time, he and the officer got to talking; he looked up when he judged that the steamer was about on the reef; saw that the buoy was gone, but supposed that the steamer had already run over it; he went on with his talk; he noticed that the steamer was getting very close on him, but that was the correct thing; it was her business to shave him closely, for convenience in taking him aboard; he was expecting her to sheer off, until the last moment; then it flashed upon him that she was trying to run him down, mistaking his lantern for the buoy-light; so he sang out, 'Stand by to spring for the guard, men!' and the next instant the jump was made.

Chapter 13 A Pilot's Needs

BUT I am wandering from what I was intending to do, that is, make plainer than perhaps appears in the previous chapters, some of the peculiar requirements of the science of piloting. First of all, there is one faculty which a pilot must incessantly cultivate until he has brought it to absolute perfection. Nothing short of perfection will do. That faculty is memory. He cannot stop with merely thinking a thing is so and so; he must know it; for this is eminently one of the 'exact' sciences. With what scorn a pilot was looked upon, in the old times, if he ever ventured to deal in that feeble phrase 'I think,' instead of the vigorous one 'I know!' One cannot easily realize what a tremendous thing it is to know every trivial detail of twelve hundred miles of river and know it with absolute exactness. If you will take the longest street in New York, and travel up and down it, conning its features patiently until you know every house and window and door and lamp-post and big and little sign by heart, and know them so accurately that you can instantly name the one you are abreast of when you are set down at random in that street in the middle of an inky black night, you will

then have a tolerable notion of the amount and the exactness of a pilot's knowledge who carries the Mississippi River in his head. And then if you will go on until you know every street crossing, the character, size, and position of the crossing-stones, and the varying depth of mud in each of those numberless places, you will have some idea of what the pilot must know in order to keep a Mississippi steamer out of trouble. Next, if you will take half of the signs in that long street, and CHANGE THEIR PLACES once a month, and still manage to know their new positions accurately on dark nights, and keep up with these repeated changes without making any mistakes, you will understand what is required of a pilot's peerless memory by the fickle Mississippi.

I think a pilot's memory is about the most wonderful thing in the world. To know the Old and New Testaments by heart, and be able to recite them glibly, forward or backward, or begin at random anywhere in the book and recite both ways and never trip or make a mistake, is no extravagant mass of knowledge, and no marvelous facility, compared to a pilot's massed knowledge of the Mississippi and his marvelous facility in the handling of it. I make this comparison deliberately, and believe I am not expanding the truth when I do it. Many will think my figure too strong, but pilots will not.

And how easily and comfortably the pilot's memory does its work; how placidly effortless is its way; how UNCONSCIOUSLY it lays up its vast stores, hour by hour, day by day, and never loses or mislays a single valuable package of them all! Take an instance. Let a leadsman cry, 'Half twain! half twain! half twain! half twain! half twain!' until it become as monotonous as the ticking of a clock; let conversation be going on all the time, and the pilot be doing his share of the talking, and no longer consciously listening to the leadsman; and in the midst of this endless string of half twains let a single 'quarter twain!' be interjected, without emphasis, and then the half twain cry go on again, just as before: two or three weeks later that pilot can describe with precision the boat's position in the river when that quarter twain was uttered, and give you such a lot of head-marks, stern-marks, and side-marks to guide you, that you ought to be able to take the boat there and put her in that same spot again yourself! The cry of 'quarter twain' did not really take his mind from his talk, but his trained faculties instantly photographed the bearings, noted the change of depth, and laid up the important details for future reference without requiring any assistance from him in the matter. If you were walking and talking with a friend, and another friend at your side kept up a monotonous repetition of the vowel sound A, for a couple of blocks, and then in the midst interjected an R, thus, A, A, A, A, A, R, A, A, A, etc., and gave the R no emphasis, you would not be able to state, two or three weeks afterward, that the R had been put in, nor be able to tell what objects you were passing at the moment it was done. But you could if your memory had been patiently and laboriously trained to do that sort of thing mechanically.

Give a man a tolerably fair memory to start with, and piloting will develop it into a very colossus of capability. But ONLY IN THE MATTERS IT IS DAILY DRILLED IN. A time would come when the man's faculties could not help noticing landmarks and soundings, and his memory could not help holding on to them with the grip of a vise; but if you asked that same man at noon what he had had for breakfast, it would be ten chances to one that he could not tell you. Astonishing things can be done with the human memory if you will devote it faithfully to one particular line of business.

At the time that wages soared so high on the Missouri River, my chief, Mr. Bixby, went up there and learned more than a thousand miles of that stream with an ease and rapidity that were astonishing. When he had seen each division once in the daytime and once at night, his education was so nearly complete that he took out a 'daylight' license; a few trips later he took out a full license, and went to piloting day and night-- and he ranked A 1, too.

Mr. Bixby placed me as steersman for a while under a pilot whose feats of memory were a constant marvel to me. However, his memory was born in him, I think, not built. For instance, somebody would mention a name. Instantly Mr. Brown would break in--

'Oh, I knew HIM. Sallow-faced, red-headed fellow, with a little scar on the side of his throat, like a splinter under the flesh. He was only in the Southern trade six months. That was thirteen years ago. I made a trip with him. There was five feet in the upper river then; the "Henry Blake" grounded at the foot of Tower Island drawing four and a half; the "George Elliott" unshipped her rudder on the wreck of the "Sunflower"--'

'Why, the "Sunflower" didn't sink until--'

'I know when she sunk; it was three years before that, on the 2nd of December; Asa Hardy was captain of her, and his brother John was first clerk; and it was his first trip in her, too; Tom Jones told me these things a week afterward in New Orleans; he was first mate of the "Sunflower." Captain Hardy stuck a nail in his foot the 6th of July of the next year, and died of the lockjaw on the 15th. His brother died two years after 3rd of March,--erysipelas. I never saw either of the Hardys,--they were Alleghany River men,--but people who knew them told me all these things. And they said Captain Hardy wore yarn socks winter and summer just the same, and his first wife's name was Jane Shook--she was from New England--and his second one died in a lunatic asylum. It was in the blood. She was from Lexington, Kentucky. Name was Horton before she was married.'

And so on, by the hour, the man's tongue would go. He could NOT forget any thing. It was simply impossible. The most trivial details remained as distinct and luminous in his head, after they had lain there for years, as the most memorable events. His was not simply a pilot's memory; its grasp was universal. If he were talking about a trifling letter he had received seven years before, he was pretty sure to deliver you the entire screed from memory. And then without observing that he was departing from the true line of his talk, he was more than likely to hurl in a long-drawn parenthetical biography of the writer of that letter; and you were lucky indeed if he did not take up that writer's relatives, one by one, and give you their biographies, too.

Such a memory as that is a great misfortune. To it, all occurrences are of the same size. Its possessor cannot distinguish an interesting circumstance from an uninteresting one. As a talker, he is bound to clog his narrative with tiresome details and make himself an insufferable bore. Moreover, he cannot stick to his subject. He picks up every little grain of memory he discerns in his way, and so is led aside. Mr. Brown would start out with the honest intention of telling you a vastly funny anecdote about a dog. He would be 'so full of laugh' that he could hardly begin; then his memory would start with the dog's breed and personal appearance; drift into a history of his owner; of his

owner's family, with descriptions of weddings and burials that had occurred in it, together with recitals of congratulatory verses and obituary poetry provoked by the same: then this memory would recollect that one of these events occurred during the celebrated 'hard winter' of such and such a year, and a minute description of that winter would follow, along with the names of people who were frozen to death, and statistics showing the high figures which pork and hay went up to. Pork and hay would suggest corn and fodder; corn and fodder would suggest cows and horses; cows and horses would suggest the circus and certain celebrated bare-back riders; the transition from the circus to the menagerie was easy and natural; from the elephant to equatorial Africa was but a step; then of course the heathen savages would suggest religion; and at the end of three or four hours' tedious jaw, the watch would change, and Brown would go out of the pilot-house muttering extracts from sermons he had heard years before about the efficacy of prayer as a means of grace. And the original first mention would be all you had learned about that dog, after all this waiting and hungering.

A pilot must have a memory; but there are two higher qualities which he must also have. He must have good and quick judgment and decision, and a cool, calm courage that no peril can shake. Give a man the merest trifle of pluck to start with, and by the time he has become a pilot he cannot be unmanned by any danger a steamboat can get into; but one cannot quite say the same for judgment. Judgment is a matter of brains, and a man must START with a good stock of that article or he will never succeed as a pilot.

The growth of courage in the pilot-house is steady all the time, but it does not reach a high and satisfactory condition until some time after the young pilot has been 'standing his own watch,' alone and under the staggering weight of all the responsibilities connected with the position. When an apprentice has become pretty thoroughly acquainted with the river, he goes clattering along so fearlessly with his steamboat, night or day, that he presently begins to imagine that it is HIS courage that animates him; but the first time the pilot steps out and leaves him to his own devices he finds out it was the other man's. He discovers that the article has been left out of his own cargo altogether. The whole river is bristling with exigencies in a moment; he is not prepared for them; he does not know how to meet them; all his knowledge forsakes him; and within fifteen minutes he is as white as a sheet and scared almost to death. Therefore pilots wisely train these cubs by various strategic tricks to look danger in the face a little more calmly. A favorite way of theirs is to play a friendly swindle upon the candidate.

Mr. Bixby served me in this fashion once, and for years afterward I used to blush even in my sleep when I thought of it. I had become a good steersman; so good, indeed, that I had all the work to do on our watch, night and day; Mr. Bixby seldom made a suggestion to me; all he ever did was to take the wheel on particularly bad nights or in particularly bad crossings, land the boat when she needed to be landed, play gentleman of leisure nine-tenths of the watch, and collect the wages. The lower river was about bank-full, and if anybody had questioned my ability to run any crossing between Cairo and New Orleans without help or instruction, I should have felt irreparably hurt. The idea of being afraid of any crossing in the lot, in the DAY-TIME, was a thing too preposterous for contemplation. Well, one matchless summer's day I was bowling down the bend above island 66, brimful of self-conceit and carrying my nose as high as a giraffe's, when Mr. Bixby said--

'I am going below a while. I suppose you know the next crossing?'

This was almost an affront. It was about the plainest and simplest crossing in the whole river. One couldn't come to any harm, whether he ran it right or not; and as for depth, there never had been any bottom there. I knew all this, perfectly well.

'Know how to RUN it? Why, I can run it with my eyes shut.'

'How much water is there in it?'

'Well, that is an odd question. I couldn't get bottom there with a church steeple.'

'You think so, do you?'

The very tone of the question shook my confidence. That was what Mr. Bixby was expecting. He left, without saying anything more. I began to imagine all sorts of things. Mr. Bixby, unknown to me, of course, sent somebody down to the fore-castle with some mysterious instructions to the leadsmen, another messenger was sent to whisper among the officers, and then Mr. Bixby went into hiding behind a smoke-stack where he could observe results. Presently the captain stepped out on the hurricane deck; next the chief mate appeared; then a clerk. Every moment or two a straggler was added to my audience; and before I got to the head of the island I had fifteen or twenty people assembled down there under my nose. I began to wonder what the trouble was. As I started across, the captain glanced aloft at me and said, with a sham uneasiness in his voice--

'Where is Mr. Bixby?'

'Gone below, sir.'

But that did the business for me. My imagination began to construct dangers out of nothing, and they multiplied faster than I could keep the run of them. All at once I imagined I saw shoal water ahead! The wave of coward agony that surged through me then came near dislocating every joint in me. All my confidence in that crossing vanished. I seized the bell-rope; dropped it, ashamed; seized it again; dropped it once more; clutched it tremblingly one again, and pulled it so feebly that I could hardly hear the stroke myself. Captain and mate sang out instantly, and both together--

'Starboard lead there! and quick about it!'

This was another shock. I began to climb the wheel like a squirrel; but I would hardly get the boat started to port before I would see new dangers on that side, and away I would spin to the other; only to find perils accumulating to starboard, and be crazy to get to port again. Then came the leadsmen's sepulchral cry--

'D-e-e-p four!'

Deep four in a bottomless crossing! The terror of it took my breath away.

'M-a-r-k three!... M-a-r-k three... Quarter less three!... Half twain!'

This was frightful! I seized the bell-ropes and stopped the engines.

'Quarter twain! Quarter twain! MARK twain!'

I was helpless. I did not know what in the world to do. I was quaking from head to foot, and I could have hung my hat on my eyes, they stuck out so far.

'Quarter LESS twain! Nine and a HALF!'

We were DRAWING nine! My hands were in a nerveless flutter. I could not ring a bell intelligibly with them. I flew to the speaking-tube and shouted to the engineer--

'Oh, Ben, if you love me, BACK her! Quick, Ben! Oh, back the immortal SOUL out of her!'

I heard the door close gently. I looked around, and there stood Mr. Bixby, smiling a bland, sweet smile. Then the audience on the hurricane deck sent up a thundergust of humiliating laughter. I saw it all, now, and I felt meaner than the meanest man in human history. I laid in the lead, set the boat in her marks, came ahead on the engines, and said--

'It was a fine trick to play on an orphan, WASN'T it? I suppose I'll never hear the last of how I was ass enough to heave the lead at the head of 66.'

'Well, no, you won't, maybe. In fact I hope you won't; for I want you to learn something by that experience. Didn't you KNOW there was no bottom in that crossing?'

'Yes, sir, I did.'

'Very well, then. You shouldn't have allowed me or anybody else to shake your confidence in that knowledge. Try to remember that. And another thing: when you get into a dangerous place, don't turn coward. That isn't going to help matters any.'

It was a good enough lesson, but pretty hardly learned. Yet about the hardest part of it was that for months I so often had to hear a phrase which I had conceived a particular distaste for. It was, 'Oh, Ben, if you love me, back her!'

Chapter 14 Rank and Dignity of Piloting

IN my preceding chapters I have tried, by going into the minutiae of the science of piloting, to carry the reader step by step to a comprehension of what the science consists of; and at the same time I have tried to show him that it is a very curious and wonderful science, too, and very worthy of his attention. If I have seemed to love my subject, it is no surprising thing, for I loved the profession far better than any I have followed since, and I took a measureless pride in it. The reason is plain: a pilot, in those days, was the only unfettered and entirely independent human being that lived in the earth. Kings are but the hampered servants of parliament and people; parliaments sit in chains

forged by their constituency; the editor of a newspaper cannot be independent, but must work with one hand tied behind him by party and patrons, and be content to utter only half or two-thirds of his mind; no clergyman is a free man and may speak the whole truth, regardless of his parish's opinions; writers of all kinds are manacled servants of the public. We write frankly and fearlessly, but then we 'modify' before we print. In truth, every man and woman and child has a master, and worries and frets in servitude; but in the day I write of, the Mississippi pilot had none. The captain could stand upon the hurricane deck, in the pomp of a very brief authority, and give him five or six orders while the vessel backed into the stream, and then that skipper's reign was over. The moment that the boat was under way in the river, she was under the sole and unquestioned control of the pilot. He could do with her exactly as he pleased, run her when and whither he chose, and tie her up to the bank whenever his judgment said that that course was best. His movements were entirely free; he consulted no one, he received commands from nobody, he promptly resented even the merest suggestions. Indeed, the law of the United States forbade him to listen to commands or suggestions, rightly considering that the pilot necessarily knew better how to handle the boat than anybody could tell him. So here was the novelty of a king without a keeper, an absolute monarch who was absolute in sober truth and not by a fiction of words. I have seen a boy of eighteen taking a great steamer serenely into what seemed almost certain destruction, and the aged captain standing mutely by, filled with apprehension but powerless to interfere. His interference, in that particular instance, might have been an excellent thing, but to permit it would have been to establish a most pernicious precedent. It will easily be guessed, considering the pilot's boundless authority, that he was a great personage in the old steamboating days. He was treated with marked courtesy by the captain and with marked deference by all the officers and servants; and this deferential spirit was quickly communicated to the passengers, too. I think pilots were about the only people I ever knew who failed to show, in some degree, embarrassment in the presence of traveling foreign princes. But then, people in one's own grade of life are not usually embarrassing objects.

By long habit, pilots came to put all their wishes in the form of commands. It 'gravels' me, to this day, to put my will in the weak shape of a request, instead of launching it in the crisp language of an order. In those old days, to load a steamboat at St. Louis, take her to New Orleans and back, and discharge cargo, consumed about twenty-five days, on an average. Seven or eight of these days the boat spent at the wharves of St. Louis and New Orleans, and every soul on board was hard at work, except the two pilots; they did nothing but play gentleman up town, and receive the same wages for it as if they had been on duty. The moment the boat touched the wharf at either city, they were ashore; and they were not likely to be seen again till the last bell was ringing and everything in readiness for another voyage.

When a captain got hold of a pilot of particularly high reputation, he took pains to keep him. When wages were four hundred dollars a month on the Upper Mississippi, I have known a captain to keep such a pilot in idleness, under full pay, three months at a time, while the river was frozen up. And one must remember that in those cheap times four hundred dollars was a salary of almost inconceivable splendor. Few men on shore got such pay as that, and when they did they were mightily looked up to. When pilots from either end of the river wandered into our small Missouri village, they were sought by the best and the fairest, and treated with exalted respect. Lying in port under wages was a thing

which many pilots greatly enjoyed and appreciated; especially if they belonged in the Missouri River in the heyday of that trade (Kansas times), and got nine hundred dollars a trip, which was equivalent to about eighteen hundred dollars a month. Here is a conversation of that day. A chap out of the Illinois River, with a little stern-wheel tub, accosts a couple of ornate and gilded Missouri River pilots--

'Gentlemen, I've got a pretty good trip for the upcountry, and shall want you about a month. How much will it be?'

'Eighteen hundred dollars apiece.'

'Heavens and earth! You take my boat, let me have your wages, and I'll divide!'

I will remark, in passing, that Mississippi steamboatmen were important in landsmen's eyes (and in their own, too, in a degree) according to the dignity of the boat they were on. For instance, it was a proud thing to be of the crew of such stately craft as the 'Aleck Scott' or the 'Grand Turk.' Negro firemen, deck hands, and barbers belonging to those boats were distinguished personages in their grade of life, and they were well aware of that fact too. A stalwart darkey once gave offense at a negro ball in New Orleans by putting on a good many airs. Finally one of the managers bustled up to him and said--

'Who IS you, any way? Who is you? dat's what I wants to know!'

The offender was not disconcerted in the least, but swelled himself up and threw that into his voice which showed that he knew he was not putting on all those airs on a stinted capital.

'Who IS I? Who IS I? I let you know mighty quick who I is! I want you niggers to understan' dat I fires de middle do'^{footnote [Door]} on de "Aleck Scott!"

That was sufficient.

The barber of the 'Grand Turk' was a spruce young negro, who aired his importance with balmy complacency, and was greatly courted by the circle in which he moved. The young colored population of New Orleans were much given to flirting, at twilight, on the banquettes of the back streets. Somebody saw and heard something like the following, one evening, in one of those localities. A middle-aged negro woman projected her head through a broken pane and shouted (very willing that the neighbors should hear and envy), 'You Mary Ann, come in de house dis minute! Stannin' out dah foolin' 'long wid dat low trash, an' heah's de barber offn de "Gran' Turk" wants to converse wid you!'

My reference, a moment ago, to the fact that a pilot's peculiar official position placed him out of the reach of criticism or command, brings Stephen W---- naturally to my mind. He was a gifted pilot, a good fellow, a tireless talker, and had both wit and humor in him. He had a most irreverent independence, too, and was deliciously easy-going and comfortable in the presence of age, official dignity, and even the most august wealth. He always had work, he never saved a penny, he was a most persuasive borrower, he was in debt to every pilot on the river, and to the majority of the captains. He could throw a sort of splendor around a bit of harum-scarum, devil-may-care piloting, that made it almost fascinating--but not to everybody. He made a trip with good old

Captain Y----once, and was 'relieved' from duty when the boat got to New Orleans. Somebody expressed surprise at the discharge. Captain Y----shuddered at the mere mention of Stephen. Then his poor, thin old voice piped out something like this:--

'Why, bless me! I wouldn't have such a wild creature on my boat for the world--not for the whole world! He swears, he sings, he whistles, he yells--I never saw such an Injun to yell. All times of the night--it never made any difference to him. He would just yell that way, not for anything in particular, but merely on account of a kind of devilish comfort he got out of it. I never could get into a sound sleep but he would fetch me out of bed, all in a cold sweat, with one of those dreadful war-whoops. A queer being--very queer being; no respect for anything or anybody. Sometimes he called me "Johnny." And he kept a fiddle, and a cat. He played execrably. This seemed to distress the cat, and so the cat would howl. Nobody could sleep where that man--and his family--was. And reckless. There never was anything like it. Now you may believe it or not, but as sure as I am sitting here, he brought my boat a-tilting down through those awful snags at Chicot under a rattling head of steam, and the wind a-blowing like the very nation, at that! My officers will tell you so. They saw it. And, sir, while he was a-tearing right down through those snags, and I a-shaking in my shoes and praying, I wish I may never speak again if he didn't pucker up his mouth and go to WHISTLING! Yes, sir; whistling "Buffalo gals, can't you come out tonight, can't you come out to-night, can't you come out to-night;" and doing it as calmly as if we were attending a funeral and weren't related to the corpse. And when I remonstrated with him about it, he smiled down on me as if I was his child, and told me to run in the house and try to be good, and not be meddling with my superiors!'

Once a pretty mean captain caught Stephen in New Orleans out of work and as usual out of money. He laid steady siege to Stephen, who was in a very 'close place,' and finally persuaded him to hire with him at one hundred and twenty-five dollars per month, just half wages, the captain agreeing not to divulge the secret and so bring down the contempt of all the guild upon the poor fellow. But the boat was not more than a day out of New Orleans before Stephen discovered that the captain was boasting of his exploit, and that all the officers had been told. Stephen winced, but said nothing. About the middle of the afternoon the captain stepped out on the hurricane deck, cast his eye around, and looked a good deal surprised. He glanced inquiringly aloft at Stephen, but Stephen was whistling placidly, and attending to business. The captain stood around a while in evident discomfort, and once or twice seemed about to make a suggestion; but the etiquette of the river taught him to avoid that sort of rashness, and so he managed to hold his peace. He chafed and puzzled a few minutes longer, then retired to his apartments. But soon he was out again, and apparently more perplexed than ever. Presently he ventured to remark, with deference--

'Pretty good stage of the river now, ain't it, sir?'

'Well, I should say so! Bank-full IS a pretty liberal stage.'

'Seems to be a good deal of current here.'

'Good deal don't describe it! It's worse than a mill-race.'

'Isn't it easier in toward shore than it is out here in the middle?'

'Yes, I reckon it is; but a body can't be too careful with a steamboat. It's pretty safe out here; can't strike any bottom here, you can depend on that.'

The captain departed, looking rueful enough. At this rate, he would probably die of old age before his boat got to St. Louis. Next day he appeared on deck and again found Stephen faithfully standing up the middle of the river, fighting the whole vast force of the Mississippi, and whistling the same placid tune. This thing was becoming serious. In by the shore was a slower boat clipping along in the easy water and gaining steadily; she began to make for an island chute; Stephen stuck to the middle of the river. Speech was WRUNG from the captain. He said--

'Mr. W----, don't that chute cut off a good deal of distance?'

'I think it does, but I don't know.'

'Don't know! Well, isn't there water enough in it now to go through?'

'I expect there is, but I am not certain.'

'Upon my word this is odd! Why, those pilots on that boat yonder are going to try it. Do you mean to say that you don't know as much as they do?'

'THEY! Why, THEY are two-hundred-and-fifty-dollar pilots! But don't you be uneasy; I know as much as any man can afford to know for a hundred and twenty-five!'

The captain surrendered.

Five minutes later Stephen was bowling through the chute and showing the rival boat a two-hundred-and-fifty-dollar pair of heels.

Chapter 15 The Pilots' Monopoly

ONE day, on board the 'Aleck Scott,' my chief, Mr. Bixby, was crawling carefully through a close place at Cat Island, both leads going, and everybody holding his breath. The captain, a nervous, apprehensive man, kept still as long as he could, but finally broke down and shouted from the hurricane deck--

'For gracious' sake, give her steam, Mr. Bixby! give her steam! She'll never raise the reef on this headway!'

For all the effect that was produced upon Mr. Bixby, one would have supposed that no remark had been made. But five minutes later, when the danger was past and the leads laid in, he burst instantly into a consuming fury, and gave the captain the most admirable cursing I ever listened to. No bloodshed ensued; but that was because the captain's cause was weak; for ordinarily he was not a man to take correction quietly.

Having now set forth in detail the nature of the science of piloting, and likewise described the rank which the pilot held among the

fraternity of steamboatmen, this seems a fitting place to say a few words about an organization which the pilots once formed for the protection of their guild. It was curious and noteworthy in this, that it was perhaps the compactest, the completest, and the strongest commercial organization ever formed among men.

For a long time wages had been two hundred and fifty dollars a month; but curiously enough, as steamboats multiplied and business increased, the wages began to fall little by little. It was easy to discover the reason of this. Too many pilots were being 'made.' It was nice to have a 'cub,' a steersman, to do all the hard work for a couple of years, gratis, while his master sat on a high bench and smoked; all pilots and captains had sons or nephews who wanted to be pilots. By and by it came to pass that nearly every pilot on the river had a steersman. When a steersman had made an amount of progress that was satisfactory to any two pilots in the trade, they could get a pilot's license for him by signing an application directed to the United States Inspector. Nothing further was needed; usually no questions were asked, no proofs of capacity required.

Very well, this growing swarm of new pilots presently began to undermine the wages, in order to get berths. Too late--apparently--the knights of the tiller perceived their mistake. Plainly, something had to be done, and quickly; but what was to be the needful thing. A close organization. Nothing else would answer. To compass this seemed an impossibility; so it was talked, and talked, and then dropped. It was too likely to ruin whoever ventured to move in the matter. But at last about a dozen of the boldest--and some of them the best--pilots on the river launched themselves into the enterprise and took all the chances. They got a special charter from the legislature, with large powers, under the name of the Pilots' Benevolent Association; elected their officers, completed their organization, contributed capital, put 'association' wages up to two hundred and fifty dollars at once--and then retired to their homes, for they were promptly discharged from employment. But there were two or three unnoticed trifles in their by-laws which had the seeds of propagation in them. For instance, all idle members of the association, in good standing, were entitled to a pension of twenty-five dollars per month. This began to bring in one straggler after another from the ranks of the new-fledged pilots, in the dull (summer) season. Better have twenty-five dollars than starve; the initiation fee was only twelve dollars, and no dues required from the unemployed.

Also, the widows of deceased members in good standing could draw twenty-five dollars per month, and a certain sum for each of their children. Also, the said deceased would be buried at the association's expense. These things resurrected all the superannuated and forgotten pilots in the Mississippi Valley. They came from farms, they came from interior villages, they came from everywhere. They came on crutches, on drays, in ambulances,--any way, so they got there. They paid in their twelve dollars, and straightway began to draw out twenty-five dollars a month, and calculate their burial bills.

By and by, all the useless, helpless pilots, and a dozen first-class ones, were in the association, and nine-tenths of the best pilots out of it and laughing at it. It was the laughing-stock of the whole river. Everybody joked about the by-law requiring members to pay ten per cent. of their wages, every month, into the treasury for the support of the association, whereas all the members were outcast and tabooed, and no

one would employ them. Everybody was derisively grateful to the association for taking all the worthless pilots out of the way and leaving the whole field to the excellent and the deserving; and everybody was not only jocularly grateful for that, but for a result which naturally followed, namely, the gradual advance of wages as the busy season approached. Wages had gone up from the low figure of one hundred dollars a month to one hundred and twenty-five, and in some cases to one hundred and fifty; and it was great fun to enlarge upon the fact that this charming thing had been accomplished by a body of men not one of whom received a particle of benefit from it. Some of the jokers used to call at the association rooms and have a good time chaffing the members and offering them the charity of taking them as steersmen for a trip, so that they could see what the forgotten river looked like. However, the association was content; or at least it gave no sign to the contrary. Now and then it captured a pilot who was 'out of luck,' and added him to its list; and these later additions were very valuable, for they were good pilots; the incompetent ones had all been absorbed before. As business freshened, wages climbed gradually up to two hundred and fifty dollars--the association figure--and became firmly fixed there; and still without benefiting a member of that body, for no member was hired. The hilarity at the association's expense burst all bounds, now. There was no end to the fun which that poor martyr had to put up with.

However, it is a long lane that has no turning. Winter approached, business doubled and trebled, and an avalanche of Missouri, Illinois and Upper Mississippi River boats came pouring down to take a chance in the New Orleans trade. All of a sudden pilots were in great demand, and were correspondingly scarce. The time for revenge was come. It was a bitter pill to have to accept association pilots at last, yet captains and owners agreed that there was no other way. But none of these outcasts offered! So there was a still bitterer pill to be swallowed: they must be sought out and asked for their services. Captain ---- was the first man who found it necessary to take the dose, and he had been the loudest derider of the organization. He hunted up one of the best of the association pilots and said--

'Well, you boys have rather got the best of us for a little while, so I'll give in with as good a grace as I can. I've come to hire you; get your trunk aboard right away. I want to leave at twelve o'clock.'

'I don't know about that. Who is your other pilot?'

'I've got I. S----. Why?'

'I can't go with him. He don't belong to the association.'

'What!'

'It's so.'

'Do you mean to tell me that you won't turn a wheel with one of the very best and oldest pilots on the river because he don't belong to your association?'

'Yes, I do.'

'Well, if this isn't putting on airs! I supposed I was doing you a benevolence; but I begin to think that I am the party that wants a favor

done. Are you acting under a law of the concern?'

'Yes.'

'Show it to me.'

So they stepped into the association rooms, and the secretary soon satisfied the captain, who said--

'Well, what am I to do? I have hired Mr. S---- for the entire season.'

'I will provide for you,' said the secretary. 'I will detail a pilot to go with you, and he shall be on board at twelve o'clock.'

'But if I discharge S----, he will come on me for the whole season's wages.'

'Of course that is a matter between you and Mr. S----, captain. We cannot meddle in your private affairs.'

The captain stormed, but to no purpose. In the end he had to discharge S----, pay him about a thousand dollars, and take an association pilot in his place. The laugh was beginning to turn the other way now. Every day, thenceforward, a new victim fell; every day some outraged captain discharged a non-association pet, with tears and profanity, and installed a hated association man in his berth. In a very little while, idle non-associationists began to be pretty plenty, brisk as business was, and much as their services were desired. The laugh was shifting to the other side of their mouths most palpably. These victims, together with the captains and owners, presently ceased to laugh altogether, and began to rage about the revenge they would take when the passing business 'spurt' was over.

Soon all the laughers that were left were the owners and crews of boats that had two non-association pilots. But their triumph was not very long-lived. For this reason: It was a rigid rule of the association that its members should never, under any circumstances whatever, give information about the channel to any 'outsider.' By this time about half the boats had none but association pilots, and the other half had none but outsiders. At the first glance one would suppose that when it came to forbidding information about the river these two parties could play equally at that game; but this was not so. At every good-sized town from one end of the river to the other, there was a 'wharf-boat' to land at, instead of a wharf or a pier. Freight was stored in it for transportation; waiting passengers slept in its cabins. Upon each of these wharf-boats the association's officers placed a strong box fastened with a peculiar lock which was used in no other service but one--the United States mail service. It was the letter-bag lock, a sacred governmental thing. By dint of much beseeching the government had been persuaded to allow the association to use this lock. Every association man carried a key which would open these boxes. That key, or rather a peculiar way of holding it in the hand when its owner was asked for river information by a stranger--for the success of the St. Louis and New Orleans association had now bred tolerably thriving branches in a dozen neighboring steamboat trades--was the association man's sign and diploma of membership; and if the stranger did not respond by producing a similar key and holding it in a certain manner duly prescribed, his question was politely ignored. From the association's secretary each member received a package of more or less gorgeous blanks, printed like

a billhead, on handsome paper, properly ruled in columns; a bill-head worded something like this--

STEAMER GREAT REPUBLIC.

JOHN SMITH MASTER

PILOTS, JOHN JONES AND THOMAS BROWN.

+ ----- +
| CROSSINGS. | SOUNDINGS. | MARKS. | REMARKS. |
+ ----- +

These blanks were filled up, day by day, as the voyage progressed, and deposited in the several wharf-boat boxes. For instance, as soon as the first crossing, out from St. Louis, was completed, the items would be entered upon the blank, under the appropriate headings, thus--

'St. Louis. Nine and a half (feet). Stern on court-house, head on dead cottonwood above wood-yard, until you raise the first reef, then pull up square.' Then under head of Remarks: 'Go just outside the wrecks; this is important. New snag just where you straighten down; go above it.'

The pilot who deposited that blank in the Cairo box (after adding to it the details of every crossing all the way down from St. Louis) took out and read half a dozen fresh reports (from upward-bound steamers) concerning the river between Cairo and Memphis, posted himself thoroughly, returned them to the box, and went back aboard his boat again so armed against accident that he could not possibly get his boat into trouble without bringing the most ingenious carelessness to his aid.

Imagine the benefits of so admirable a system in a piece of river twelve or thirteen hundred miles long, whose channel was shifting every day! The pilot who had formerly been obliged to put up with seeing a shoal place once or possibly twice a month, had a hundred sharp eyes to watch it for him, now, and bushels of intelligent brains to tell him how to run it. His information about it was seldom twenty-four hours old. If the reports in the last box chanced to leave any misgivings on his mind concerning a treacherous crossing, he had his remedy; he blew his steam-whistle in a peculiar way as soon as he saw a boat approaching; the signal was answered in a peculiar way if that boat's pilots were association men; and then the two steamers ranged alongside and all uncertainties were swept away by fresh information furnished to the inquirer by word of mouth and in minute detail.

The first thing a pilot did when he reached New Orleans or St. Louis was to take his final and elaborate report to the association parlors and hang it up there,--after which he was free to visit his family. In these parlors a crowd was always gathered together, discussing changes in the channel, and the moment there was a fresh arrival, everybody stopped talking till this witness had told the newest news and settled the latest uncertainty. Other craftsmen can 'sink the shop,' sometimes, and interest themselves in other matters. Not so with a pilot; he must devote himself wholly to his profession and talk of nothing else; for it would be small gain to be perfect one day and imperfect the next. He has no time or words to waste if he would keep 'posted.'

But the outsiders had a hard time of it. No particular place to meet and exchange information, no wharf-boat reports, none but chance and unsatisfactory ways of getting news. The consequence was that a man sometimes had to run five hundred miles of river on information that was a week or ten days old. At a fair stage of the river that might have answered; but when the dead low water came it was destructive.

Now came another perfectly logical result. The outsiders began to ground steamboats, sink them, and get into all sorts of trouble, whereas accidents seemed to keep entirely away from the association men. Wherefore even the owners and captains of boats furnished exclusively with outsiders, and previously considered to be wholly independent of the association and free to comfort themselves with brag and laughter, began to feel pretty uncomfortable. Still, they made a show of keeping up the brag, until one black day when every captain of the lot was formally ordered to immediately discharge his outsiders and take association pilots in their stead. And who was it that had the dashing presumption to do that? Alas, it came from a power behind the throne that was greater than the throne itself. It was the underwriters!

It was no time to 'swap knives.' Every outsider had to take his trunk ashore at once. Of course it was supposed that there was collusion between the association and the underwriters, but this was not so. The latter had come to comprehend the excellence of the 'report' system of the association and the safety it secured, and so they had made their decision among themselves and upon plain business principles.

There was weeping and wailing and gnashing of teeth in the camp of the outsiders now. But no matter, there was but one course for them to pursue, and they pursued it. They came forward in couples and groups, and proffered their twelve dollars and asked for membership. They were surprised to learn that several new by-laws had been long ago added. For instance, the initiation fee had been raised to fifty dollars; that sum must be tendered, and also ten per cent. of the wages which the applicant had received each and every month since the founding of the association. In many cases this amounted to three or four hundred dollars. Still, the association would not entertain the application until the money was present. Even then a single adverse vote killed the application. Every member had to vote 'Yes' or 'No' in person and before witnesses; so it took weeks to decide a candidacy, because many pilots were so long absent on voyages. However, the repentant sinners scraped their savings together, and one by one, by our tedious voting process, they were added to the fold. A time came, at last, when only about ten remained outside. They said they would starve before they would apply. They remained idle a long while, because of course nobody could venture to employ them.

By and by the association published the fact that upon a certain date the wages would be raised to five hundred dollars per month. All the branch associations had grown strong, now, and the Red River one had advanced wages to seven hundred dollars a month. Reluctantly the ten outsiders yielded, in view of these things, and made application. There was another new by-law, by this time, which required them to pay dues not only on all the wages they had received since the association was born, but also on what they would have received if they had continued at work up to the time of their application, instead of going off to pout in idleness. It turned out to be a difficult matter to elect them, but it was accomplished at last. The most virulent sinner of this batch had

stayed out and allowed 'dues' to accumulate against him so long that he had to send in six hundred and twenty-five dollars with his application.

The association had a good bank account now, and was very strong. There was no longer an outsider. A by-law was added forbidding the reception of any more cubs or apprentices for five years; after which time a limited number would be taken, not by individuals, but by the association, upon these terms: the applicant must not be less than eighteen years old, and of respectable family and good character; he must pass an examination as to education, pay a thousand dollars in advance for the privilege of becoming an apprentice, and must remain under the commands of the association until a great part of the membership (more than half, I think) should be willing to sign his application for a pilot's license.

All previously-articled apprentices were now taken away from their masters and adopted by the association. The president and secretary detailed them for service on one boat or another, as they chose, and changed them from boat to boat according to certain rules. If a pilot could show that he was in infirm health and needed assistance, one of the cubs would be ordered to go with him.

The widow and orphan list grew, but so did the association's financial resources. The association attended its own funerals in state, and paid for them. When occasion demanded, it sent members down the river upon searches for the bodies of brethren lost by steamboat accidents; a search of this kind sometimes cost a thousand dollars.

The association procured a charter and went into the insurance business, also. It not only insured the lives of its members, but took risks on steamboats.

The organization seemed indestructible. It was the tightest monopoly in the world. By the United States law, no man could become a pilot unless two duly licensed pilots signed his application; and now there was nobody outside of the association competent to sign. Consequently the making of pilots was at an end. Every year some would die and others become incapacitated by age and infirmity; there would be no new ones to take their places. In time, the association could put wages up to any figure it chose; and as long as it should be wise enough not to carry the thing too far and provoke the national government into amending the licensing system, steamboat owners would have to submit, since there would be no help for it.

The owners and captains were the only obstruction that lay between the association and absolute power; and at last this one was removed. Incredible as it may seem, the owners and captains deliberately did it themselves. When the pilots' association announced, months beforehand, that on the first day of September, 1861, wages would be advanced to five hundred dollars per month, the owners and captains instantly put freights up a few cents, and explained to the farmers along the river the necessity of it, by calling their attention to the burdensome rate of wages about to be established. It was a rather slender argument, but the farmers did not seem to detect it. It looked reasonable to them that to add five cents freight on a bushel of corn was justifiable under the circumstances, overlooking the fact that this advance on a cargo of forty thousand sacks was a good deal more than necessary to cover the new wages.

So, straightway the captains and owners got up an association of their own, and proposed to put captains' wages up to five hundred dollars, too, and move for another advance in freights. It was a novel idea, but of course an effect which had been produced once could be produced again. The new association decreed (for this was before all the outsiders had been taken into the pilots' association) that if any captain employed a non-association pilot, he should be forced to discharge him, and also pay a fine of five hundred dollars. Several of these heavy fines were paid before the captains' organization grew strong enough to exercise full authority over its membership; but that all ceased, presently. The captains tried to get the pilots to decree that no member of their corporation should serve under a non-association captain; but this proposition was declined. The pilots saw that they would be backed up by the captains and the underwriters anyhow, and so they wisely refrained from entering into entangling alliances.

As I have remarked, the pilots' association was now the compactest monopoly in the world, perhaps, and seemed simply indestructible. And yet the days of its glory were numbered. First, the new railroad stretching up through Mississippi, Tennessee, and Kentucky, to Northern railway centers, began to divert the passenger travel from the steamers; next the war came and almost entirely annihilated the steamboating industry during several years, leaving most of the pilots idle, and the cost of living advancing all the time; then the treasurer of the St. Louis association put his hand into the till and walked off with every dollar of the ample fund; and finally, the railroads intruding everywhere, there was little for steamers to do, when the war was over, but carry freights; so straightway some genius from the Atlantic coast introduced the plan of towing a dozen steamer cargoes down to New Orleans at the tail of a vulgar little tug-boat; and behold, in the twinkling of an eye, as it were, the association and the noble science of piloting were things of the dead and pathetic past!

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