



95c

CLASSICS SERIES CL55

**MARK
TWAIN**

Life on the Mississippi

Introduction by John Willoughby



COMPLETE AND UNABRIDGED

Life on the Mississippi

MARK TWAIN



AIRMONT

AIRMONT PUBLISHING COMPANY, INC.
22 EAST 60TH STREET • NEW YORK 10022

An Airmont Classic

*pecially selected for the Airmont Library
from the immortal literature of the world*

THE SPECIAL CONTENTS OF THIS EDITION

©, Copyright, 1965, by
Airmont Publishing Company, Inc.

PUBLISHED SIMULTANEOUSLY IN THE DOMINION OF CANADA
BY THE RYERSON PRESS, TORONTO

PRINTED IN THE UNITED STATES OF AMERICA
BY THE COLONIAL PRESS INC., CLINTON, MASSACHUSETTS

CONTENTS

CHAPTER	PAGE
<i>The "Body of the Nation"</i>	11
1. <i>The River and Its History</i>	11
2. <i>The River and Its Explorers</i>	16
3. <i>Frescoes from the Past</i>	20
4. <i>The Boy's Ambition</i>	32
5. <i>I Want to Be a Cub Pilot</i>	36
6. <i>A Cub Pilot's Experience</i>	39
7. <i>A Daring Deed</i>	44
8. <i>Perplexing Lessons</i>	49
9. <i>Continued Perplexities</i>	54
10. <i>Completing My Education</i>	59
11. <i>The River Rises</i>	63
12. <i>Sounding</i>	68
13. <i>A Pilot's Needs</i>	73
14. <i>Rank and Dignity of Piloting</i>	79
15. <i>The Pilot's Monopoly</i>	84
16. <i>Racing Days</i>	92
17. <i>Cutoffs and Stephen</i>	100
18. <i>I Take a Few Extra Lessons</i>	106
19. <i>Brown and I Exchange Compliments</i>	110
20. <i>A Catastrophe</i>	113
21. <i>A Section in My Biography</i>	117
22. <i>I Return to My Muttons</i>	118
23. <i>Traveling Incognito</i>	124
24. <i>My Incognito Is Exposed</i>	126
25. <i>From Cairo to Hickman</i>	130
26. <i>Under Fire</i>	134
27. <i>Some Imported Articles</i>	139
28. <i>Uncle Mumford Unloads</i>	143
29. <i>A Few Specimen Bricks</i>	150
30. <i>Sketches by the Way</i>	157
31. <i>A Thumbprint and What Came of It</i>	162
32. <i>The Disposal of a Bonanza</i>	173

CHAPTER	PAGE
33. <i>Refreshments and Ethics</i>	177
34. <i>Tough Yarns</i>	180
35. <i>Vicksburg during the Trouble</i>	181
36. <i>The Professor's Yarn</i>	187
37. <i>The End of the Gold Dust</i>	192
38. <i>The House Beautiful</i>	192
39. <i>Manufactures and Miscreants</i>	197
40. <i>Castles and Culture</i>	201
41. <i>The Metropolis of the South</i>	205
42. <i>Hygiene and Sentiment</i>	208
43. <i>The Art of Inhumation</i>	211
44. <i>City Sights</i>	213
45. <i>Southern Sports</i>	218
46. <i>Enchantments and Enchanters</i>	224
47. <i>Uncle Remus and Mr. Cable</i>	227
48. <i>Sugar and Postage</i>	229
49. <i>Episodes in Pilot Life</i>	233
50. <i>The "Original Jacobs"</i>	237
51. <i>Reminiscences</i>	241
52. <i>A Burning Brand</i>	246
53. <i>My Boyhood's Home</i>	255
54. <i>Past and Present</i>	258
55. <i>A Vendetta and Other Things</i>	264
56. <i>A Question of Law</i>	268
57. <i>An Archangel</i>	272
58. <i>On the Upper River</i>	276
59. <i>Legends and Scenery</i>	281
60. <i>Speculations and Conclusions</i>	286

APPENDIX

A. <i>Voyage of the Times—Democrats Relief Boat Through the Inundated Regions</i>	293
B.	301
C. <i>Reception of Captain Basil Hall's Book in the United States</i>	304
D. <i>The Undying Head</i>	307

Life on the Mississippi



MARK TWAIN (1835-1910)

Introduction

In olden times, it is said, giants walked the earth; and Mark Twain was a pilot during the olden times of steamboating just before the Civil War, when "to get on the river" was the dream of every boy along the Mississippi, and when "pilot was the grandest position of all." Steamboat pilots are likened to princes, kings, and emperors in Twain's celebration of their legendary deeds.

The reason is plain: a pilot, in those days, was the only unfettered and entirely independent human being that lived in the earth. . . . 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*. . . . 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.

During the great age of steamboating on the Mississippi, then, the pilot was regarded as a king and a hero; and the river itself as, in T. S. Eliot's words, a "strong brown god."

Some of the most memorable expressions of Twain's relationship with that god-river are those chapters in *Life on the Mississippi* which chronicle what he calls "My Education." In those chapters is described the often amusing and sometimes agonizing growth of a novice, who fears "that in order to be a

pilot a man had to learn more than any one man ought to be allowed to know," into a man whose disciplined mastery of the river enables him "to read the face of the water as one would cull the news from the morning paper," and which thereby gains him acceptance into the heroic company of Mississippi steamboat pilots.

When he has "learned the river," however, Twain feels that he has lost something. "All the grace, the beauty, the poetry had gone out of the majestic river!" because he has lost the way of looking at the world that he had as a boy. Yet if *Life on the Mississippi* expresses regret for the innocent vision Twain had lost in "growing up" on the river, it betrays an even stronger regret for a whole way of life that had passed out of existence since the end of the Civil War. For the boyhood world that Twain remembered as a pastoral paradise was gone when he returned to the Mississippi in 1882. This mythic theme of a lost paradise in *Life on the Mississippi* links it to works like Wordsworth's *Prelude*, works about the shedding of illusions, about man's growing up into a world concerned with getting and spending, a world in which he feels somehow an alien. For Twain, too, a glory had passed from the earth as he and his country almost simultaneously left their childhoods behind. "Manifestly a glory that once was had dissolved and vanished away" since he had left the Mississippi "such ages and ages ago." Now, even the mighty river itself is dealt with sacrilegiously by the United States River Commission and the West Point engineers who, as Uncle Mumford joys in pointing out, have forgotten what Ecclesiastes 7:13 says. Now, indeed, it is likely that a boy's ambition is to be, not a steamboat pilot, but a railroad engineer! Things have so changed that when Twain gets off the boat at Hannibal, Missouri, his old home town, he steps ashore "with the feeling of one who returns out of a dead-and-gone generation."

His return to Hannibal is, to be sure, disillusioning but Twain never relinquished all of his boyish illusions, and he surrendered those which he did only very gradually and not at all gracefully. It would seem, for example, that at the time he was writing *Life on the Mississippi* his nostalgia for his boyhood home was so great that he cannot be said to have reached an awareness that

the end of all our exploring
Will be to arrive where we started
And know the place for the first time.

For though both he and his home town had changed, there is a sense in which Twain did not truly recognize how little either had changed. Indeed, one of the most fascinating pursuits in reading Twain is the attempt accurately to determine the extent of the changes which had taken place within him and within his country during the years spanned by his writings.

Many of those changes are clearly manifested in *Life on the Mississippi* by the way in which the section comprised of Chapters Four to Twenty-one differs from the rest of the book. That the two parts of the book should be so readily distinguishable is in part explained by the differing circumstances of their composition. In October of 1874, Twain wrote to William Dean Howells, then editor of the *Atlantic Monthly*, that a friend had suggested his memories "about old Mississippi days of steamboating glory and grandeur" would be a good subject for magazine articles. Howells agreed; and "Old Times on the Mississippi" appeared as a series of seven papers in the *Atlantic Monthly* between January and August of 1875. Seven years later, in 1882, Twain returned to the Mississippi for the purpose of refreshing his memories of it, and of gathering material about it for a book which he proposed to make from his earlier articles. The book, *Life on the Mississippi*, appeared in 1883.

The *Atlantic* installments which make up Chapters Four to Twenty-one of *Life on the Mississippi* are recollections of boyhood seen through a mist of memory and imagination: they begin with the magical words, "When I was a boy." The rest of the book is written from the perspective of twenty-one years' absence from the river, and is less a fantasy-like recollection, and an imaginative re-living, of things as they seemed so long ago to Sam Clemens than it is a series of reportorial observations of things in the present by the famous author, Mark Twain.

There is another sense in which the book manifests a doubleness: like most of Twain's writing, *Life on the Mississippi* betrays certain ambivalent attitudes. For example, Twain distrusted the technology and the machines which were transforming his old world and, at the same time, greatly admired them. He sympathizes with the notion that it is somehow sacrilegious to attempt to tame the Mississippi; yet he admires the technology that can tame a god. It is significant that Twain once describes a parrot's ugly laugh as "a machine-made laugh, a Frankenstein laugh, with the soul left out of it." A more explicit expression of his distrust of the new machine-civilization is to be seen in his description of a landscape which is

all as tranquil and reposeful, as dreamland, and has nothing this-worldly about it—nothing to hang a fret or a worry upon.

Until the unholy train comes tearing along—which it presently does, ripping the sacred solitude to rags and tatters with its devil's war whoop and the roar and thunder of its rushing wheels—and straightaway you are back in this world, and with one of its frets ready to hand. . . .

Here, Twain clearly sees the unholy train as a destructive force. Yet the forces which that train represents are responsible for "the presence of active, energetic, intelligent, practical nineteenth-century populations" in all those upper-river towns where "one breathes a go-ahead atmosphere which tastes good in the nostrils." And that pleasant dreamlike quality of the landscape which the train dispels is very like the sleepy remoteness, the unenergetic quality of Southern civilization which Twain disparages when he compares it to that of the North.

On the other hand, Twain often seems to regret the loss of that dreamlike pastoral paradise he remembers as the Mississippi before the Civil War. And, though he complains that what is attractive to the Southerner always has "a kind of swell medieval bulliness and tinsel about it that pleases his gaudy barbaric soul," he occasionally suggests that the values of the Gilded Age which emerged in the North after the Civil War can similarly make their appeal to gaudy barbaric souls.

Life on the Mississippi is characteristic of Twain's work in its betrayal of such ambivalent attitudes, as well as in its being an uneven book. Some of Twain's picturesque descriptions, for example, are flawed by that same "artificial-flower complaint" whose presence in Southern journalism he so lamented; but he frequently uses language that has the vernacular authenticity of the language in his masterpiece, *Huckleberry Finn*. There are some flagrant stylistic lapses, and a few overly strained attempts to be "funny" (New Orleans was "the best lighted city in the Union, electrically speaking"). But there are also memorably realized characters, and fine examples of Twain's peculiar kind of tall-tale humor. (As in this striking testimony to the amazing nutritiousness of St. Louis drinking water: "You look at the graveyards; that tells the tale. Trees won't grow worth shucks in a Cincinnati graveyard, but in a Sent Louis graveyard they grow upwards of eight hundred feet high. It's all on account of the water the people drunk before they laid up. A Cincinnati corpse don't richen a soil any.")

Perhaps the best end to this Introduction's exploring is to arrive where *Life on the Mississippi* starts; to know that, as the book's first sentence proclaims, "The Mississippi is well worth reading about." The great river is well worth reading about because it is Mark Twain who writes about it; and because, as Eliot suggests, "the river is within us"—so that its story of a lost paradise of childhood innocence is our story, too.

"Sounds like poetry, but it's the petrified truth."

JOHN WILLOUGHBY

MARK TWAIN

(1835-1910)

MARK TWAIN—Samuel Langhorne Clemens—was born on November 30, 1835, to John Marshall and Sarah Lampton Clemens, in Florida, Missouri. In 1839, however, his father, a storekeeper and part-time lawyer, moved his family to Hannibal, where Samuel Clemens grew up.

Upon the death of his father, in 1847, the boy was apprenticed to a printer; and when, in 1851, his older brother, Orion, became a publisher, Samuel Clemens started to work for him. In 1856, upon the failure of the *Journal*, young Clemens started down the Mississippi on the first leg of a proposed trip to South America, but became so fascinated by the river that he became a pilot. The Civil War put an end to this, and in 1861, he joined his brother on a trip to Nevada territory to make his fortune. He did not make a fortune, but he did start his writing career in Carson City, where he began to write for the *Virginia City Territorial Enterprise*. In 1864, he went to San Francisco as a reporter for the *Call* and as a correspondent for the *Enterprise*.

In 1867, his collection of sketches, *The Celebrated Jumping Frog of Calaveras County and Other Sketches*, was brought out in book form. That same year he visited Europe and the Holy Land, and in 1869, *Innocents Abroad* was published as a result of this trip. In 1870, Clemens married Olivia Langdon and the couple soon moved to Hartford, Connecticut, where they lived during Twain's most productive years. *The Adventures of Tom Sawyer* appeared in 1876, *The Prince and the Pauper* in 1880, *Life on the Mississippi* in 1883, *The Adventures of Huckleberry Finn* in 1884, and *A Connecticut Yankee In King Arthur's Court* in 1889.

Life on the Mississippi

MARK TWAIN



AIRMONT

AIRMONT PUBLISHING COMPANY, INC.
22 EAST 60TH STREET • NEW YORK 10022

An Airmont Classic

*pecially selected for the Airmont Library
from the immortal literature of the world*

THE SPECIAL CONTENTS OF THIS EDITION

©, Copyright, 1965, by
Airmont Publishing Company, Inc.

PUBLISHED SIMULTANEOUSLY IN THE DOMINION OF CANADA
BY THE RYERSON PRESS, TORONTO

PRINTED IN THE UNITED STATES OF AMERICA
BY THE COLONIAL PRESS INC., CLINTON, MASSACHUSETTS

CONTENTS

CHAPTER	PAGE
<i>The "Body of the Nation"</i>	11
1. <i>The River and Its History</i>	11
2. <i>The River and Its Explorers</i>	16
3. <i>Frescoes from the Past</i>	20
4. <i>The Boy's Ambition</i>	32
5. <i>I Want to Be a Cub Pilot</i>	36
6. <i>A Cub Pilot's Experience</i>	39
7. <i>A Daring Deed</i>	44
8. <i>Perplexing Lessons</i>	49
9. <i>Continued Perplexities</i>	54
10. <i>Completing My Education</i>	59
11. <i>The River Rises</i>	63
12. <i>Sounding</i>	68
13. <i>A Pilot's Needs</i>	73
14. <i>Rank and Dignity of Piloting</i>	79
15. <i>The Pilot's Monopoly</i>	84
16. <i>Racing Days</i>	92
17. <i>Cutoffs and Stephen</i>	100
18. <i>I Take a Few Extra Lessons</i>	106
19. <i>Brown and I Exchange Compliments</i>	110
20. <i>A Catastrophe</i>	113
21. <i>A Section in My Biography</i>	117
22. <i>I Return to My Muttons</i>	118
23. <i>Traveling Incognito</i>	124
24. <i>My Incognito Is Exposed</i>	126
25. <i>From Cairo to Hickman</i>	130
26. <i>Under Fire</i>	134
27. <i>Some Imported Articles</i>	139
28. <i>Uncle Mumford Unloads</i>	143
29. <i>A Few Specimen Bricks</i>	150
30. <i>Sketches by the Way</i>	157
31. <i>A Thumbprint and What Came of It</i>	162
32. <i>The Disposal of a Bonanza</i>	173

CHAPTER	PAGE
33. <i>Refreshments and Ethics</i>	177
34. <i>Tough Yarns</i>	180
35. <i>Vicksburg during the Trouble</i>	181
36. <i>The Professor's Yarn</i>	187
37. <i>The End of the Gold Dust</i>	192
38. <i>The House Beautiful</i>	192
39. <i>Manufactures and Miscreants</i>	197
40. <i>Castles and Culture</i>	201
41. <i>The Metropolis of the South</i>	205
42. <i>Hygiene and Sentiment</i>	208
43. <i>The Art of Inhumation</i>	211
44. <i>City Sights</i>	213
45. <i>Southern Sports</i>	218
46. <i>Enchantments and Enchanters</i>	224
47. <i>Uncle Remus and Mr. Cable</i>	227
48. <i>Sugar and Postage</i>	229
49. <i>Episodes in Pilot Life</i>	233
50. <i>The "Original Jacobs"</i>	237
51. <i>Reminiscences</i>	241
52. <i>A Burning Brand</i>	246
53. <i>My Boyhood's Home</i>	255
54. <i>Past and Present</i>	258
55. <i>A Vendetta and Other Things</i>	264
56. <i>A Question of Law</i>	268
57. <i>An Archangel</i>	272
58. <i>On the Upper River</i>	276
59. <i>Legends and Scenery</i>	281
60. <i>Speculations and Conclusions</i>	286

APPENDIX

A. <i>Voyage of the Times—Democrats Relief Boat Through the Inundated Regions</i>	293
B.	301
C. <i>Reception of Captain Basil Hall's Book in the United States</i>	304
D. <i>The Undying Head</i>	307

The "Body of the Nation"

But *the basin of the Mississippi is the BODY OF THE NATION*. All the other parts are but members, important in themselves, yet more important in their relations to this. Exclusive of the Lake basin and of 300,000 square miles in Texas and New Mexico, which in many aspects form a part of it, this basin contains about 1,250,000 square miles. In extent it is the second great valley of the world, being exceeded only by that of the Amazon. The valley of the frozen Obi approaches it in extent; that of the La Plata comes next in space, and probably in habitable capacity, having about $\frac{8}{9}$ of its area; then comes that of the Yenisei, with about $\frac{7}{9}$; the Lena, Amoor, Hoangho, Yang-tse-kiang, and Nile, $\frac{5}{9}$; the Ganges, less than $\frac{1}{2}$; the Indus, less than $\frac{1}{3}$; the Euphrates, $\frac{1}{5}$; the Rhine, $\frac{1}{15}$. It exceeds in extent the whole of Europe, exclusive of Russia, Norway, and Sweden. *It would contain Austria four times, Germany or Spain five times. France six times, the British Islands or Italy ten times.* Conceptions formed from the river basins of Western Europe are rudely shocked when we consider the extent of the valley of the Mississippi; nor are those formed from the sterile basins of the great rivers of Siberia, the lofty plateaus of Central Asia, or the mighty sweep of the swampy Amazon more adequate. Latitude, elevation, and rainfall all combine to render every part of the Mississippi Valley capable of supporting a dense population. *As a dwelling-place for civilized man it is by far the first upon our globe.*—EDITOR'S TABLE, *Harper's Magazine*, February, 1863.

1. The River and Its History

The Mississippi is well worth reading about. It is not a commonplace river, but on the contrary is in all ways remarkable. Considering the Missouri its main branch, it is the longest river in the world—four thousand three hundred miles. It seems safe to say that it is also the crookedest river in the world, since in one part of its journey it uses up one thousand three hundred miles to cover the same ground that the crow would fly over in six hundred and seventy-five. It discharges three times as much water as the St. Lawrence, twenty-five

times as much as the Rhine, and three hundred and thirty-eight times as much as the Thames. No other river has so vast a drainage basin: it draws its water supply from twenty-eight States and Territories; from Delaware, on the Atlantic seaboard, and from all the country between that and Idaho on the Pacific slope—a spread of forty-five degrees of longitude. The Mississippi receives and carries to the Gulf water from fifty-four subordinate rivers that are navigable by steamboats, and from some hundreds that are navigable by flats and keels. The area of its drainage basin is as great as the combined areas of England, Wales, Scotland, Ireland, France, Spain, Portugal, Germany, Austria, Italy, and Turkey; and almost all this wide region is fertile; the Mississippi valley, proper, is exceptionally so.

It is a remarkable river in this: that instead of widening toward its mouth, it grows narrower; grows narrower and deeper. From the junction of the Ohio to a point halfway down to the sea, the width averages a mile in high water: thence to the sea the width steadily diminishes, until, at the "Passes," above the mouth, it is but little over half a mile. At the junction of the Ohio the Mississippi's depth is eighty-seven feet; the depth increases gradually, reaching one hundred and twenty-nine just above the mouth.

The difference in rise and fall is also remarkable—not in the upper, but in the lower river. The rise is tolerably uniform down to Natchez (three hundred and sixty miles above the mouth)—about fifty feet. But at Bayou La Fourche the river rises only twenty-four feet; at New Orleans only fifteen, and just above the mouth only two and one half.

An article in the New Orleans *Times-Democrat*, based upon reports of able engineers, states that the river annually empties four hundred and six million tons of mud into the Gulf of Mexico—which brings to mind Captain Marryat's rude name for the Mississippi—"the Great Sewer." This mud, solidified, would make a mass a mile square and two hundred and forty-one feet high.

The mud deposit gradually extends the land—but only gradually; it has extended it not quite a third of a mile in the two hundred years which have elapsed since the river took its place in history. The belief of the scientific people is that the mouth used to be at Baton Rouge, where the hills cease, and that the two hundred miles of land between there and the Gulf was built by the river. This gives us the age of that piece of country, without any trouble at all—one hundred and twenty thousand years. Yet it is much the youthfulest batch of country that lies around there anywhere.

The Mississippi is remarkable in still another way—its disposition to make prodigious jumps by cutting through narrow necks of land, and thus straightening and shortening itself.