

CHAPTER XXX.

Voyage from New Orleans to Port Hudson.—The Coast, Villas, and Gardens.—Cotton Steamers.—Flat Boats.—Crevasses and Inundations.—Decrease of Steamboat Accidents.—Snag-Boat.—Musquitoes.—Natural Rafts.—Bartram on buried Trees at Port Hudson.—Dr. Carpenter's Observations.—Landslip described.—Ancient Subsidence in the Delta followed by an upward Movement, deducible from the buried Forest at Port Hudson.

March 10, 1846.—ON leaving New Orleans, I made arrangements for stopping to examine the bluff at Port Hudson, 160 miles up the river, where I was to land in the night, from the Rainbow steamer, while my wife started in another boat, the Magnolia, to go direct to the more distant port of Natchez. If a lady is recommended to the captain of one of these vessels she feels herself under good protection, and needs no other escort; but Mr. Wilde introduced my wife to Judge ——, who kindly undertook to take charge of her, and see her to the hotel at Natchez. The Rainbow ascended the river at the rate of eleven miles an hour, keeping near the bank, where the force of the current was broken by eddies, or where the backwater was sometimes running in our favor. Occasionally her speed was suddenly checked, when it became necessary to cross the stream on reaching a point where the current was setting with its full force against the bank along which we had been sailing. In spite of such delays, the rate of going up is only one-third less than going down the stream. The recent introduction of separate engines to work each of the wheels greatly economizes the time spent in the landing of passengers. The boat may be turned round or kept stationary with more facility, when each wheel can be moved in an opposite direction. In this part of the Mississippi, and at this season, the points where passengers can be set ashore are very numerous, the water being often forty feet deep close to the banks. But there are certain regular places