Thesis Approved

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MATHEMATICAL AND GEOGRAPHICAL CHECKS
ON MARK TWAIN'S ACCURACY IN THE
ADVENTURES OF HUCKLEBERRY FINN

BY

HAZEL BURCH JOLLEY

A THESIS
Submitted to the Faculty of The Creighton University
in Partial Fulfillment of the Requirements
for the Degree of Master of Arts
in the Department of
English

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ACKNOWLEDGMENT

The author wishes to express her appreciation for the technical information offered by Captain J. S. Hacker, Captain Tom Good and the Mississippi River Commission.
MAPS ORIENTING INCIDENTS

Powers Island, Scene of Fog......................... I.
Kentucky Bend, Scene of Feud ....................... II.
Gayoso, Scene of Encounter with Fakers ............. III.
Destination Shown in Old Chart ..................... IV.
Raccourci Island, Opposite Plantation Destination. V.
Stage Roads to Lafayette (Vermillionville), La. VI.

These maps are contained in the first copy of the thesis for reference.
Navigators' Charts of 1854

Missouri River Mouth to Fine's Island. ....... 1
Merrimack River to Point above Ste. Genevieve, Mo. ... 2
Ste. Genevieve, Mo., to Wittenberg, Mo. ........ 3
Wittenberg, Mo., to Thebes, Ill. .............. 4
Thebes, Ill., to Baldwinsville, Mo. ......... 5
Columbus, Ky., to below New Madrid, Mo. .... 6
Riddle’s Point to below Hales Point, Tenn. ... 7
Osceola, Ark., to Greenock, Ark. .............. 8
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Above Helena, Ark., to Prier’s Point, Miss. ... 10
Above Montgomery’s Point, Ark., and Victoria, Miss. 11
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Above Grand Lake Landing, Ark., to Lake Providence, La. 13
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Vicksburg, Miss., to below Bayou Pierre, Miss. ... 15
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These charts are contained in the first copy of the thesis for reference.
OUTLINE OF CHAPTER I

1. Introduction showing that we have just passed the age of the setting of the Huckleberry Finn story. (There are people who are still living who were born in 1834-1844, the specified date of the setting of the Huckleberry Finn novel.

2. The thesis problem is the ultimate reconstruction of this life of one hundred years ago by the accurate location and picturization of the settings of the incidents in the novel.

3. The importance of the problem—the use of research material is an authentic source for motion picture backgrounds and historical literature.

4. The problem of orientation has been handled for the first time in this thesis and the solution reached that the number of nights consumed in drifting between the scenes of the story have proved to be exact and fit together as perfectly as the number of pieces in a finely finished mosaic.

5. Sources of information for thesis solution. Rare books. Steel engravings of Mark Twain's time. Rare maps and personal trip.

6. Mark Twain's knowledge of the river together with the illuminating clues given in the novel as a
primary basis for research.

7. Recent material received from Captain Tom Good who for fifty years covered the exact territory piloted by Mark Twain in pre-Civil-War days and covered in the novel, verifies all clues as to river locations and scenes of the incidents of the adventures of Huckleberry Finn.
CHAPTER I

THE PROBLEM STATED

A century of almost magic realization of scientific invention since the period between 1834 and 1844, the time in which Mark Twain's *The Adventures of Huckleberry Finn* is set, has brought about a new world, but a world that touches hands with the days of tallow candles, river boats and plantation life. Over all the glitter of the radio-automobile-aeroplane civilization, the life of a century ago still casts its shadow.

Men who were river captains, slave owners or abolitionists of Andrew Jackson's time are within breathing distance of us. The Mississippi, though its channel has changed many times, keeps its distances from town to town almost unchanged since the days of yesterday when the sailing or landing of a river palace boat set midwestern towns agog. Infant river towns have grown great in population. St. Louis, for example, has increased to nearly a million from the six thousand inhabitants mentioned in the Twain novel.

The problem of this thesis is the reconstruction of the Mississippi of one hundred years ago by the accurate location and picturization of the settings of the
incidents in *The Adventures of Huckleberry Finn*. Rare illustrations, the work of artists and steel engravers of pre-Civil-War days, illuminate the research material. This pictorial review is important not only as a vivification of the novel, but as an authentic source for motion picture backgrounds and historical literature as well.

Mark Twain's book is fiction, yet every point mentioned in Huckleberry Finn's eleven-hundred-mile drift down the Mississippi river on a raft with his companion, Negro Jim, proves itself to be accurate enough in its orientation to be the product of a master pilot's mind. Towns and geographic locations, given fictitious names in the story, have been oriented for the first time, we believe, in this thesis and have been as definitely located as the points on a compass. The number of nights consumed in drifting between scenes of the story and the concurrent drifting speed of the Mississippi have proved to be exact and to fit together as perfectly as the pieces in a finely finished mosaic.

Sources of information for the solution of the thesis problem have been found in river guides published for the use of pilots before the Civil War, in official reports of the Mississippi River Commission, and in the
files of the U. S. District Engineers. Rare maps in the Public Library at St. Louis, in the Jefferson Memorial building of the Missouri Historical Society at St. Louis, in the Louisiana room at the University of Louisiana at Baton Rouge, and in the Howard Memorial Library at New Orleans, have supplied additional data for the substantiation of the actual existence and real names of fictional locations mentioned in the text of The Adventures of Huckleberry Finn.

Mississippi River captains who have been pilots for over a half century, and members of the Master Pilots' Association, with headquarters in St. Louis, have approved of the findings presented in a series of ten maps in the following chapter. As a final test of the accuracy of this investigation, the author made a personal trip to the scenes of the incidents of the river narrative to see if the results of this research and mathematical orientation of the location of incidents actually dove-tail, and still exist after the passing of a century.

Gleanings from The Adventures of Huckleberry Finn regarding the Mississippi river and the amount of time involved in river travel from one scene of the novel to another, together with Mark Twain's own state-
ments in Life on the Mississippi, have furnished a primary basis for this research.

Mark Twain, Samuel Clemens in private life, served as a Mississippi river steamboat pilot from 1859 to 1861. Men of this vocation were required to know every detail of the contour of the big river and know it with absolute exactness. Clemens says:

When I had learned the name and position of every visible feature of the river; when I had so mastered its shape that I could shut my eyes and trace it from St. Louis to New Orleans; . . . I judged my education was complete.

If you take the longest street in New York and travel up and down it, scanning its features patiently until you know every big and little sign by heart, and know them so accurately that you instantly name the one you are abreast of when you are set down at random in the street in the middle of the night, you will have a tolerable notion of the amount of exactness of a pilot's knowledge.

Snags, sawyers, submerged rocks, the shifting bed of the river, the complete disappearance of islands and towns following river floods, the Spring and June rise of the river are recorded by engineers on U. S. Re-

1. S. L. Clemens, Pilot's Certificate, 1859.
2. S. L. Clemens, Life on the Mississippi, 89.
3. Ibid., 87.
4. Ibid., 109.
connaissance maps since 1834. Mark Twain's *Life on the
Mississippi* gives instances of wrecks caused by a pilot's
lack of the perfect memory described in the quotation
above.

It is, therefore, logical to assume that a mas­
ter pilot, who practiced this profession with its strin­
gent requirements for two years, did not forget his pro­
fessional knowledge of the river in the groundwork for
the shifting scenes in *The Adventures of Huckleberry
Finn*. As a Mississippi river pilot, Twain covered many
times the eleven hundred miles of creeks, bends, towns
and villages described in his adventure novel. The
author's later trip down the river after twenty-one
years' absence, a trip made previous to the writing of
his river novel and his book recounting his experiences
as a pilot, together with the actual writing of *Life on
the Mississippi* immediately before *The Adventures of
Huckleberry Finn*, should have supplied adequate accu­
rate river detail in the fiction story.

The identification of towns and scenes by their
actual names, given by Captain Good, recently retired
commander of the U. S. Willow, together with the above

5. Ibid., 31.
cited facts, stimulated the writer's desire for more and complete research. For more than fifty years, Captain Good covered the territory piloted by Mark Twain in pre-Civil-War days. With the aid of Mississippi River Survey Chart 10, published in 1907, he quickly and completely oriented the scene of the fictional steamboat wreck, five days' drift below St. Louis.

Captain Henry Leyha, who has directed the Eagle Packet company for many years, is an authority on the St. Louis-Grand Tower area, and has substantiated Captain Good's orientation of the wreck scene. Captain J. S. Hacker, Treasurer of the East Cairo Ferry Company, a doctor, steamboat builder and licensed pilot, has known the Cairo district since the days of horse-ferries and stage coaches, and has offered interesting data on the orientation of Powers Island and observations regarding the junctions of the Ohio and Mississippi Rivers as delineated in both *The Adventures of Huckleberry Finn* and *Life on the Mississippi*. C. M. Berkley, author of *The Romantic River*, who is a member of the Master Pilots' Association at St. Louis, has contributed a rare book, *Cayton's Landings on All the Western and Southern Rivers and Bayous*, for use in this thesis. With this book and the help of Captain Monaghan, secretary of the Master
Pilots' Association, Kentucky Bend, a peninsula, one-half in Kentucky and the other half in Tennessee, has been identified as the locale of the feud scene in both *The Adventures of Huckleberry Finn* and *Life on the Mississippi*.

It is one thing to discover the real identity of a named location and another to prove it. This is the point where the Mississippi River Commission and the U. S. Engineers, whose business it is to watch the Mississippi with hourly and daily readings, come into the picture. Men from four districts of the U. S. Engineers, (Rock Island, St. Louis, Memphis and Vicksburg) have submitted readings on the speed of the current at various points from the earliest records until now.

Mark Twain, as those who are familiar with his novel know, states directly the number of hours drifted from place to place at night on a raft. The distance covered in a given time naturally offers the exact drifting speed of the river. Competent men, among them the late C. L. del Commune of the St. Louis district, have checked the following data at all points and it is therefore possible to offer the maximum accuracy in the calculations and results presented in the next chapter.

It is now the writer's pleasure to present in
the following chapter a concrete orientation of Huckleberry Finn's trip down the river, which in itself is more eloquent than mere comment in substantiation of the statement that Clemens knew his river, and was ever conscious of exact geographic locations in the writing of The Adventures of Huckleberry Finn.
CHAPTER II

METHODS AND CALCULATIONS

This chapter proves by maps and arithmetic calculations arranged in tabular form that every section of Huckleberry Finn's fictional trip down the Mississippi accurately fits the geography of the river. While the trip starts at a town given the fictional name of St. Petersburg and ends eleven hundred miles down the river, two miles below a point given the fictional name of Pikesville, the actual cities of St. Louis and Cairo as well as the White River are also definitely mentioned as these points are reached. The names of Baton Rouge and Lafayette are given in connection with the destination.

The story states that the trip was made on a raft which would naturally drift at the speed of the current. All of the traveling for the major part of the journey was done at night. The drift for nineteen nights began as soon as it was dark and ended at the first streak of dawn. Of course, this period of darkness varies with the time of year, but Mark Twain definitely indicates the

1. The Adventures of Huckleberry Finn, 401.
time at which the trip started.\textsuperscript{2}

In describing that portion of the trip above St. Louis, the novel states that the velocity of the Mississippi above St. Louis is four miles per hour,\textsuperscript{3} and this is assumed to be the speed of the river for the early part of the journey. He also states that St. Louis was reached at the beginning of the watermelon season.\textsuperscript{4}

This date has been fixed as August tenth upon the authority of W. A. Shroeder of the department of Horticulture at the University of Missouri.

Data obtained from the St. Louis Weather Bureau has enabled the author of this thesis to determine the approximate length of time of darkness at this time of year for various stages of the trip. The rate of speed of the river has been determined from Mark Twain's own statements and records of the Mississippi River Commission. It is possible, therefore, to determine the length of each night's journey in miles as a product of the velocity of the river in miles per hour multiplied by the hours of darkness.

\textsuperscript{2} S. L. Clemens, \textit{Life on the Mississippi}, 31.
\textsuperscript{3} \textbf{The Adventures of Huckleberry Finn}, 90.
\textsuperscript{4} \textit{Ibid.}, 91.
To determine the location of the various landmarks mentioned in the story, river distance readings from point to point given in James' River Guide of 1854 have been used in computations. This book was published at the time when Mark Twain was a pilot, and its charts and maps describe the river as he knew it.

St. Louis is the first town in the progress of the journey given its actual name. Therefore, all orientations of scenes and incidents in The Adventures of Huckleberry Finn have been made from this point.

In the accompanying maps and tables, the writer has charted or "logged" each day's journey and identified actual points on the river with the fictional disguises which Mark Twain has chosen for them. The actual book description of locations has been compared with the mathematical results of computations as a final check.

Annotated maps of the entire journey, illuminated with quotations and references from The Adventures of Huckleberry Finn are given at the conclusion of this chapter. Identifications on these maps are not duplicated elsewhere.

St. Petersburg Is Hannibal

By using the methods of calculation described above, it is easy to identify St. Petersburg, the start-
ing point of the journey, as actually being Hannibal, Missouri. The procedure follows:

The novel states that the travelers left an island three miles below St. Petersburg a little after midnight and tied up at the first streak of day, having traveled approximately four hours. The adventurers then drifted the next three nights without incident. At this time of year they would have traveled twenty-four hours on these three nights. On the fifth night they passed St. Louis at two o'clock in the morning, after traveling about six hours that night, or a total of thirty-four hours since leaving the island. At four miles per hour, this would equal a distance of 136 miles to the island, or a total of 139 miles from St. Petersburg to St. Louis.

The actual river distance from Hannibal to St. Louis was 137 miles in 1857. Certainly this should identify Hannibal with St. Petersburg.

A geographic check on this placement by the use of Tanner's Map of Missouri, 1856 and F. F. Perkins' History of Marion County, Missouri, together with Mark Twain's descriptions in the novel, has verified the above conclusion. Even today, the island three miles
below Hannibal corresponds to the Jackson's Island of
the story. Cardiff Hill, in Hannibal, and the cave of
both The Adventures of Huckleberry Finn and The Adven-
tures of Tom Sawyer, three miles below that city, still
remain as evidence that Hannibal was the starting point
of the journey.6

The Missouri Historical Society has placed the
following inscription under the statue of Tom Sawyer
and Huckleberry Finn, presented to the public and to
the city of Hannibal by George A. Mahan, the organiza-
tion's president:

This is the foot of Cardiff Hill, made famous
in Mark Twain's books, Tom Sawyer and Huckle-
berry Finn. On the hill, Tom, Huck and their
gang played and roamed at will.

St. Petersburg is mentioned often in The Adven-
tures of Tom Sawyer.7 Cardiff Hill is definitely de-
scribed in this book, of which the Finn novel is a sequel:
Way off in the flaming sunshine, Cardiff Hill
lifts its soft, green sides through a shimmer-
ing veil of heat, tinted with purple distance.8

Huckleberry Finn is said to have lived with the
Widow Douglas previous to his flight down the river with

7. The Adventures of Tom Sawyer, 58, 71.
8. Ibid., 62.
Negro Jim, her slave.9 Today a tablet marks the location of the Douglas mansion which stood at the summit of Cardiff Hill.10

Tom Blankenship of Hannibal is admitted to be the Huckleberry Finn of the river adventure story. Mark Twain himself admits that Negro Jim was in reality Uncle Daniel, a Florida Missouri slave, whom he says he "carted to Hannibal and down the river on a raft."11

Even Goshen, the fictitious name for Marion City, Missouri, mentioned in the novel as ten miles above St. Petersburg, exactly fits into the picture. Hookerville, eight miles down the river from the town where Huckleberry Finn began his famous adventure, still stands as Saverton, Missouri.

Today, a marker, placed on the river's edge by the Quincy, Illinois, chapter of the D. A. R., marks the site of Marion City, Hannibal's rival of the long ago.12 Mark Twain was a boy in Hannibal during the decade in which *The Adventures of Huckleberry Finn* are supposed to

have taken place, and those were the days when Marion City was laid out on a marsh and designed to be the St. Petersburg of the west.

Mark Twain specifies definitely that the destination of the journey was the fictional town of Pikesville, eleven hundred miles down the river from St. Petersburg, and that the travelers finally stopped at a one-horse plantation on the river road four miles below that point. Having proven Hannibal, Missouri, to be the St. Petersburg of the story, it is necessary to refer only to the table of distances of James' River Guide, 1854 to determine that Red River Landing, Louisiana, 1098 miles down the river is the real name of the town at the end of the story-book adventure.

Red River Landing in those days was an important port of call for steamboats. Pilots loitered there while cargoes were being transferred from Red River boats to steamers bound for points on the upper and

lower Mississippi. That is, perhaps, the reason why Twain in his river novel mentions the road to Lafayette, which can be identified with the old stage road leading from Red River Landing to Lafayette, Louisiana. (See photostat of Mitchell's Map of Louisiana, 1836, accompanying this thesis.)

Personal trips to this locality were made in 1936 and 1937. A river road still runs parallel to an island (Raccourci Island of map 18 of James' River Guide). Authorities there said that in 1859 there was a sawmill two miles below Red River Landing. Modest plantations, relics of pre-Civil-War days, still dot the road as it winds towards Baton Rouge, a point mentioned in the Twain story.

Norman's Chart of the Lower Mississippi, 1856, in the possession of the University of Louisiana, shows that a plantation four miles below Red River Landing belonged, in 1859, to a family by the name of Gaye. Today the main dwelling house still stands as a relic of the days when Mark Twain was a pilot.
Summary

All other calculations for the log of the journey have been made according to the method specified on page eleven. The following table is a summary of all research material given up to this point.

Table of Preliminary Essentials

<table>
<thead>
<tr>
<th>To Be Located</th>
<th>The Answer</th>
<th>Contributing Proof</th>
</tr>
</thead>
<tbody>
<tr>
<td>Setting of story</td>
<td>1834-1844</td>
<td>Title Page, Adventures of Huckleberry Finn.</td>
</tr>
<tr>
<td>St. Petersburg</td>
<td>Hannibal</td>
<td>S. L. Clemens, Mark Twain's Autobiography, I, 106.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Ibid., II, 174.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>The Adventures of Tom Sawyer, 65.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>The Adventures of Huckleberry Finn, 1, 2.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Life on the Mississippi, 31.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Official Markers of Missouri Historical Society.</td>
</tr>
<tr>
<td>Destination, 1100 miles down the river, given in The Adventures of Huckleberry Finn, 401.</td>
<td>Red River Landing, Louisiana</td>
<td>Table of Distances, James' River Guide.</td>
</tr>
<tr>
<td>Time of year voyage to reach the high water in dead summer time.</td>
<td>Life on the Mississippi, 31.</td>
<td>Map 17, James' River Guide.</td>
</tr>
</tbody>
</table>
To Be Located | The Answer | Contributing Proof
---|---|---

St. Louis | | *W. A. Shroeder, Department of Horticulture, University of Missouri.*
Strawberry season | July 10 | *Times of Sunrise and Sunset, St. Louis Weather Bureau.*


Hours of daylight and darkness. | | *

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A "Log" of the Journey

The following chart places the river journey according to readings from *James' River Guide*, 1854. In two instances, where island readings have been omitted in this pre-Civil-War authority on river distances, readings have been substituted from *Detail Chart Number 10* of the folios on file in the offices of the Eighth District of U. S. Engineers at St. Louis, entitled *Detail Charts of the Mississippi River below Cairo*, 1881. These are among the first authentic surveys made by the Mississippi River Commission.

Orientation of Places given Fictitious Names

*Hours of Darkness:* 1 hour after sunset until 1 hour before sunrise. In the "hours of darkness" column, one
hour has been added to the sunset reading given in formal tabulation, "Times of Sunrise and Sunset, St. Louis, Mo., Central Standard Time", and one hour is subtracted from the sunrise reading. This is in accordance with the authority from the St. Louis, Mo., Weather Bureau.

**Locations**

<table>
<thead>
<tr>
<th>Locations</th>
<th>James' Reading</th>
<th>Date</th>
<th>Hrs. of Darkness</th>
<th>River Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hannibal</td>
<td>686</td>
<td>Aug. 5</td>
<td>7 hrs. 57 min.</td>
<td>3.3 M.P.H.</td>
</tr>
<tr>
<td>Island</td>
<td>636 plus down from 3 mi.</td>
<td>Aug. 5</td>
<td>(3 hours)</td>
<td>M.P.H.</td>
</tr>
<tr>
<td>Hannibal</td>
<td>689</td>
<td>(Harris) 18</td>
<td>17 miles</td>
<td></td>
</tr>
<tr>
<td>1st Night</td>
<td>703</td>
<td>Aug. 6</td>
<td>7 hrs. 59 min.</td>
<td>4 M.P.H.</td>
</tr>
<tr>
<td>16-17 mi. below Hannibal</td>
<td>19</td>
<td></td>
<td>(Traveled 17 miles)</td>
<td></td>
</tr>
<tr>
<td>Left little after midnight tied up first streak of day 20 4:06 A.M.</td>
<td>2nd Night</td>
<td>Aug. 7</td>
<td>8 hrs. 1 min.</td>
<td>4 M.P.H.</td>
</tr>
<tr>
<td>All time readings until Aug. 17 counted as 3 hours.</td>
<td>Arrive St. Louis 22</td>
<td>Aug. 8</td>
<td>8 hrs. 3 min.</td>
<td>4 M.P.H.</td>
</tr>
<tr>
<td>A.M. Had traveled 4 nights and about 2 hrs., 34 hours.</td>
<td>Night 6</td>
<td>Aug. 10</td>
<td>109 mi.</td>
<td></td>
</tr>
</tbody>
</table>

17. The Adventures of Huckleberry Finn, 50.
18. Light List Mississippi River 1934, 41.
20. Ibid., 36.
21. U.S. Weather Bureau, St. Louis, Mo.
22. The Adventures of Huckleberry Finn, 90.
23. Ibid.
Cumberland Rock opposite the old Hat Island is 675 mi. above the Grand Tower, according to Cummings' River Guide, 1834. According to the 1934 Light List, Cumberland Rock opposite the old Hat Island is 5 miles above Grand Tower. James, 1854, does not give the Cumberland Rock reading by the average between the two readings. A distance of 6 miles has been accepted and interpolated as the reading at Cumberland Rock.

Locations

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<tr>
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<th>River Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Night 7</td>
<td></td>
<td>Aug.11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Night 8</td>
<td></td>
<td>Aug.12</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Arrive wreck, 24 927</td>
<td></td>
<td>Aug.14</td>
<td>8 hrs. 13 min.</td>
<td>hrs.</td>
</tr>
<tr>
<td>Cumberland Rock after midnight, 25</td>
<td></td>
<td></td>
<td></td>
<td>M.P.H.</td>
</tr>
<tr>
<td>Ferry incident</td>
<td></td>
<td>Aug.14</td>
<td>until almost dawn</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>9 mi. up from the</td>
<td></td>
</tr>
<tr>
<td>Grand Tower</td>
<td></td>
<td>923</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Perry incident until almost dawn, 26

A distance of 6 miles has been accepted and interpolated as the reading at Cumberland Rock.

Rest for day Aug.14 at Grand Tower, 27

Powers Island, 974 Aug.16

Commerce, Mo. 2 A.M., 976 mi. per hour

Left for fog 14 hrs. earlier.

Sliding Island 981 Aug.16 8 hrs. 17 min.

a little below (Same night)

New Philadelphia, Mo. Stay up for day, 29

24. Ibid., 92.


27. Ibid., 105.

28. Ibid., 112.

29. Ibid., 121.
<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Next night</td>
<td>Aug.17</td>
<td>8 hrs. 20 min.</td>
<td>2.5 M.P.H.</td>
<td></td>
</tr>
<tr>
<td>Sliding Island to a mile above Cairo</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Meet slave pursuers.</td>
<td>1001</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

When the Ohio river is high, the speed of the Mississippi is slackened above Cairo.

Up to this point all minutes over 8 hrs. counted 8 hrs.

First night below Cairo | Aug.13 | 8 hrs. 25 min. | 3.6 M.P.H. |
below Cairo stopped at a point where line of demarcation between rivers can be seen. (8 mi. below Columbus, Kentucky.)

The line of demarcation between the Ohio and Mississippi river is sometimes seen as far down as Columbus, Ky. In rare cases, this line may be seen even farther down the Mississippi.

Night 2 after Cairo | Aug.19 | 8 hrs. 27 min. |
Arrive

30. Ibid., 121.
31. Ibid., 126.
32. Ibid., 128, 121.
33. Ibid., 130.
34. Captain Tom Good, U. S. Lighthouse Service.
35. S. L. Clemens, Life on the Mississippi, 35.
36. The Adventures of Huckleberry Finn, 130.
Locations | James' Date | Hrs. of Darkness | River Reading | Speed
---|---|---|---|---
feud country next A.M. | 37 | 1063 | Aug.20 | 8 hrs. 29 min. | 3.6

The reading on Island number 10 is established by adding 62 mi. to the mile above Cairo reading. This 61 mi. below Cairo reading is taken by the first authentic survey made by the Mississippi River Commission, 1879-81. 38

At least 3 days at the home of Kentucky feud family. 39

Aug.20
Aug.21
Aug.22

Two nights after feud country. 40

Next A.M. meet with Duke and King. 41 Walkers Bend. 42 1116

Gayoso is the only town in this vicinity with a creek above it. Gayoso, later name for Walkers Bend, Mo. 43

Third night after feud minus episode. 3 mi.

8 hrs. 37 min. 3.3

8 hrs. 38 min. 56 mi. in 17 hrs.

8 hrs. 40 min. 3.2 M.P.H.

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37. Ibid., 130, 131.
38. U. S. Engineer Office, St. Louis, Mo. Detail Charts of the Lower Mississippi from Mouth of Ohio. 152, 158.
39. The Adventures of Huckleberry Finn. 149.
40. Ibid., 166.
41. Ibid., 167.
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<tbody>
<tr>
<td>Scene of equals meeting, 3 mi. above the one-horse town.</td>
<td>Aug. 26</td>
<td>8 hrs. 43 min.</td>
<td>176 mi.</td>
<td>Aug. 26</td>
</tr>
<tr>
<td>From this point on the time readings considered 9 hrs.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Left camp meeting locality 10 P.M., enroute the scene of the Royal None-Such.) 7 hrs. 30 min. traveling.</td>
<td>Aug. 27</td>
<td>8 hrs. 47 min.</td>
<td>mi.</td>
<td>Aug. 27</td>
</tr>
<tr>
<td>Night 4 and 5 after feud.</td>
<td>Aug. 28</td>
<td>8 hrs. 48 min.</td>
<td>mi.</td>
<td>Aug. 28</td>
</tr>
<tr>
<td>Arrive one-horse town in big bend with creek 3/4 mile above it, 55 1/2 hrs.</td>
<td></td>
<td></td>
<td>3.2 M.P.H.</td>
<td></td>
</tr>
<tr>
<td>Allow hours after leaving Hale’s Point, county seat, (Helena, Ark.) 1320</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Allow 2 hrs. to have show bills printed, the number of hours between points would be 55 1/2, which would estimate the current of the river between these points 3.24, which is entirely in accord with river speed records in Humphries and Abbot records.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Performances</td>
<td>Aug. 29</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Performances</td>
<td>Aug. 30</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Leave for point 2 mi. below town shortly after candle-light.</td>
<td>Aug. 31</td>
<td>8 hrs. 55 min.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

44. The Adventures of Huckleberry Finn, 180.
46. The Adventures of Huckleberry Finn, 191.
47. Ibid., 186, 188.
48. Ibid., 191.
49. Ibid., 211.
<table>
<thead>
<tr>
<th>Locations ..........</th>
<th>James' Reading</th>
<th>Date</th>
<th>Hrs. of Darkness</th>
<th>River Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arrive at point where two towns lay opposite one another,</td>
<td>Sep. 1</td>
<td>9 hrs. 5 min.</td>
<td>67 miles</td>
<td></td>
</tr>
<tr>
<td>night next day.</td>
<td></td>
<td></td>
<td>22 hrs.</td>
<td></td>
</tr>
<tr>
<td>12 nights after</td>
<td></td>
<td></td>
<td>Arrive about 6 P.M.</td>
<td></td>
</tr>
<tr>
<td>1 mi. above Cairo.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>These towns are</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Montgomery's Point, Ark., and Victoria, Miss.</td>
<td></td>
<td>1387</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brickville episode.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>And then, for days and days, they drifted along.</td>
<td></td>
<td>399 mi.</td>
<td>3 M.P.H.</td>
<td></td>
</tr>
<tr>
<td>Passed White River.</td>
<td></td>
<td>5½ days</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5½ days and nights at 3 mi. per hr. until they arrived 2 mi. below Red River Landing, Louisiana.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Red River</td>
<td></td>
<td>2 mi.</td>
<td>Traveled day and</td>
<td></td>
</tr>
</tbody>
</table>

50. Ibid., 217, 218.
52. The Adventures of Huckleberry Finn, 290.
53. Ibid., 310.
54. Ibid., 291.
At 34 mi. per hour, they would travel 4.75 days. This would throw them in the neighborhood of Uncle Silas' Plantation late at night. Therefore, the 3 mi. per hr. reading as given previously is more accurate.

As a double check on the destination, Mark Twain states that Foster plantation is on the road to Lafayette. Red River Landing, La., is on the junction of two roads to Lafayette, La. The one road is the old stage road from Red River Landing to Narxville, Opelousas and Vermillionville, which was a previous name for Lafayette. The other is the river road of the Mark Twain story, which skirts the Point Coupe settlement and goes in a westerly direction to Opelousas and then to Lafayette. The exact plantation mentioned in the book, 4 miles below the town, is shown on the map of the University of Louisiana at Baton Rouge, La. The exact plantation is standing today.

Baton Rouge, 1854
68 mi. from Red River Landing. Upstream, (Baton Rouge is mentioned on page 307, The Adventures of Huckleberry Finn.)

57. Ibid.
58. A. Persac, Norman's Chart of the Lower Mississippi, 1858.
A comparison of the preceding and following tables shows that the trip could be duplicated today in the same time and the same destinations reached as calculated with the 1854 guide as a basis.

Orientation of Locations According to Light List

The 1934 Light List distance readings are given with Cairo at the junction of the Ohio and Mississippi Rivers as 0. All readings above Cairo are numbered from Cairo, all readings below Cairo are numbered from Cairo, specified as the number of miles down the river from that point.

<table>
<thead>
<tr>
<th>Locations</th>
<th>Light List</th>
<th>Date</th>
<th>Hrs. of Darkness</th>
<th>River Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hannibal</td>
<td>308.3</td>
<td>Aug. 5</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>Harris Island</td>
<td>304.6</td>
<td>Aug. 5</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>departure</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>St. Louis, 34 hrs later</td>
<td>180</td>
<td>Aug. 9</td>
<td>8</td>
<td>3.4</td>
</tr>
<tr>
<td>Cumberland Rock, 32 hrs later</td>
<td>99.7</td>
<td>Aug. 13</td>
<td>8</td>
<td>3.1</td>
</tr>
<tr>
<td>Grand Tower</td>
<td>79.5</td>
<td>Aug. 13</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>Powers Island</td>
<td></td>
<td>Aug. 15</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14 hrs. later</td>
<td>36.5</td>
<td>2 A.M.</td>
<td>8</td>
<td>3.0</td>
</tr>
<tr>
<td>Sliding Island</td>
<td>23.7</td>
<td>Aug. 16</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>1 mi. above</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cairo</td>
<td>1</td>
<td>Aug. 17</td>
<td>8</td>
<td>2.7</td>
</tr>
<tr>
<td>Current immediately above Cairo slackened when the Ohio is on the rise and backs up the Mississippi.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Island 10, 17 hrs later</td>
<td>59</td>
<td>Aug. 20</td>
<td>3.6</td>
<td></td>
</tr>
<tr>
<td>Walker's Bend 59</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

59. President of Mississippi River Commission, Maps of Mississippi River, Cairo to Gulf, Map 7; James' New River Guide, Map 7.
<table>
<thead>
<tr>
<th>Locations</th>
<th>Light List</th>
<th>Date</th>
<th>Hrs. of Darkness</th>
<th>River Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Now Little Prairie Bend</td>
<td>185.5</td>
<td>Aug. 24</td>
<td>9</td>
<td>2.92</td>
</tr>
<tr>
<td>(17 hrs.)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Male's Point</td>
<td>197.3</td>
<td>Aug. 25</td>
<td>9</td>
<td>3</td>
</tr>
<tr>
<td>9 hrs. later</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 mi. above</td>
<td>194.3</td>
<td>Aug. 25</td>
<td>9</td>
<td>3</td>
</tr>
<tr>
<td>Helena</td>
<td>306.8</td>
<td>Aug. 26</td>
<td>8 hrs. 40 min</td>
<td>3.1</td>
</tr>
<tr>
<td>55 hrs. (2 mi. below)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>later</td>
<td>308.9</td>
<td>Aug. 26</td>
<td>8 hrs. 40 min</td>
<td>3.1</td>
</tr>
<tr>
<td>Helena, 53 hrs. 308.9</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>later (2 mi. below)</td>
<td>Aug. 26</td>
<td>3.2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Montgomery's Point</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>22 hrs., later 305.5</td>
<td>Sep. 1</td>
<td>9</td>
<td></td>
<td>3.5</td>
</tr>
<tr>
<td>Red River Landing, La. a little below Angola</td>
<td>771.6</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Red River Mouth (Old River)</td>
<td>771.6</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Smithland Light</td>
<td>774</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Smithland, site of the old Smith plantation and saw-mill is today by speedometer reading, 2 miles below Phillipston, the former Red River Landing. This would give a reading at Phillipston as...772.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Uncle Silas' plantation, 1100 miles down the river60 was 4 miles from the town, 61 the Pratt plantation today and given on the plantation map of 1857 as the Gaye plantation. 776</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The beginning of the journey at Hannibal reads 308.8 miles above Cairo. The Gaye plantation reads 772 miles below Cairo. The total distance is 1084.6 miles, a difference of only 17 miles in 77 years, less than 2%.


61. Ibid., 291, 292.
The old stage road to Lafayette is now a paved highway to Marksville, and then the road continues down to Opelousas and Lafayette, the former Vermillionville, La. The river road still runs from Phillipston, the former Red River Landing, to a point opposite Bayou Sara. From Phillipston, down the river for a number of miles, the road parallels Racourci Island.

<table>
<thead>
<tr>
<th>Location</th>
<th>Light List Reading</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baton Rouge, La.</td>
<td>(67 mi. down the Miss.) 943</td>
</tr>
</tbody>
</table>

All data given in previous chart taken for granted here.

The preceding charts show that the entire distance between Hannibal, Missouri, the starting point of the journey, and Red River Landing, Louisiana, the destination, has varied only one and seven-tenths per cent in seventy-seven years. A detailed proof follows:

According to the U. P. James River Guide, 1854, Red River Landing is one thousand and ninety-eight miles from Hannibal. The 1934 Light List readings show that Hannibal is three hundred and eight and eight-tenths miles from Cairo, and that Angola, Louisiana, opposite Red River Landing, is seven hundred and seventy-two miles below Cairo. This makes a total of one thousand eighty and eight-tenths miles, or one and seven-tenths per cent of the total.

When distance readings from The Western Pilot,

---


63. Ibid.
an 1834 Mississippi river guide, are used as a basis for calculation, the location of the destination of the travelers falls between Red River Landing, Louisiana, and Bayou Sara, Louisiana, an old river port, thirty-one and one-half miles above Baton Rouge. Further computations show that the scenes of incidents below St. Louis practically duplicate the locations given in the two preceding tables.

According to C. L. Del Commune of the Eighth District of U. S. Engineers, the entire river distance between St. Louis and Red River Landing, Louisiana, has varied little in one hundred years. The similarity of the 1834, 1864 and 1934 river guide readings also indicate that Mark Twain was not only accurate in the geography of the river in his own day but that the habits of the river itself have kept that accuracy constant over the period of a century.

The Mississippi river is like a ribbon of given length with marked designs upon its surface, Mr. Del Commune says. He further explains that these designs are geographical locations, and that the ribbon may be swirled into varying shapes without substantially ef-

64. Samuel Cummings, The Western Pilot, Tables of Distances.
fecting the distances between geographical points.

The following chart is offered to show a system of checking the orientation of the scenes of the incidents in the Twain story. Clues as to these locations fall under the headings given below:

Further Proof of Real Names of Towns and Locations

<table>
<thead>
<tr>
<th>Class 1</th>
<th>Class 2</th>
<th>Class 3</th>
<th>Class 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Towns exactly named in novel.</td>
<td>Exact Distance between towns given.</td>
<td>Descriptions in novel check locations.</td>
<td>Number of night's drift.</td>
</tr>
<tr>
<td>St. Louis, Mo.</td>
<td>Goshen is the 5th island, 5 or 1st night's drift.</td>
<td>The Fog, on former Marion City, 10 mi. 6 miles long, 67 night's drift.</td>
<td>66 The Adventures of Huckleberry Finn, 90.</td>
</tr>
<tr>
<td>Cairo, Ill.</td>
<td>66 U. P. James, River Guide, 1.</td>
<td>67 The Adventures of Huckleberry Finn, 112.</td>
<td></td>
</tr>
<tr>
<td>Cairo, Ill.</td>
<td>Cairo, Ill.</td>
<td>68 The Mysterious Huckleberry Finn, 112.</td>
<td></td>
</tr>
<tr>
<td>Cairo, Ill.</td>
<td>Hookerville is Saverton, No. 69</td>
<td>Answer book description.</td>
<td>69 Tanner, Map of Missouri, 1836.</td>
</tr>
<tr>
<td>Cairo, Ill.</td>
<td>Jackson's Island is 71</td>
<td>The wreck, 32 hours drift from St. Louis. 70 (Falls also in class 3.)</td>
<td></td>
</tr>
</tbody>
</table>

65. The Adventures of Huckleberry Finn, 90.
67. The Adventures of Huckleberry Finn, 112.
68. Ibid., 39.
69. Tanner, Map of Missouri, 1836.
70. The Adventures of Huckleberry Finn, 92; U. S. Weather Bureau, St. Louis, Mo.
71. Light List Mississippi River, 1934.
<table>
<thead>
<tr>
<th>Class 1</th>
<th>Class 2</th>
<th>Class 3</th>
<th>Class 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harris Island</td>
<td>Location, Cumberland Rock</td>
<td>Booth's Landing, is Landing 76.72</td>
<td>Ferry is the Wittenberg Ferry.75</td>
</tr>
<tr>
<td>White River.75</td>
<td>Walker's Bend only location Camp meeting, Hale's Point, one night's drift.</td>
<td>2 night's drift below Island 10 that meets book requirements, creek above town.76</td>
<td></td>
</tr>
</tbody>
</table>

**Pikesville**, 77 **Montgomery's**, 78 **Brickville, 53**

72. *The Adventures of Huckleberry Finn*, 102; Maps of the Mississippi River Commission from St. Louis to Cairo.


The following annotated maps show that the real names of towns and locations established for Mark Twain's fictional disguises in his river adventure novel actually fit the geography of the river. The first map is an original drawing of the Hannibal vicinity. All other maps are copies made from the U. P. James River Guide of 1854.

Photostatic copies of original maps, 1, 3, 4, 5, 6, 10, 11 and 17 in the 1854 guide precede this thesis. As supplementary material on the island 10 vicinity, a photostatic copy of a section of a trace made for the

79. The Adventures of Huckleberry Finn, 191.
80. Ibid.
1874 survey of the Mississippi River Commission has been added.

This map, drawn by Captain Charles Sutter, gives the names of the plantation owners of the Island 10 vicinity as Darnell and Watson. These names and the same locality are specified in Mark Twain's feud account in *Life on the Mississippi*. This incident is practically duplicated in *The Adventures of Huckleberry Finn*.

The author now offers a pictorial check on all previous calculations. As a variation of the regular foot-note form, in order to make room for the presentation of the map proper, references from *The Adventures of Huckleberry Finn* are indicated only by their page numbers beneath the quotation.

George A. Mahan, president of the Missouri Historical Society, has reviewed and approved the following map presentations. Mr. Mahan, a resident of Hannibal for many years and an intensive student of Mark Twain's books, has given special attention to the vicinity of his home town, as much hearsay and often incorrect information is frequently passed out to travelers visiting Mark Twain's boyhood home.

---

"Goshen's 10 mi. further up the river." p. 84.
Marion City, Mo.
(Exact mileage.)

"He took me up the river about 3 miles in a skiff on the Illinois shore."
p.

"Why it's from St. Petersburg, it's from Sis." p. 292.
St. Petersburg is Hannibal.

"I was way below the ferry now. I rose up and there was Jackson's Island, 2 1/2 miles down stream."
p. 49.

"I went up and set down on a log at the head of the island and looked out on the big river and way over to the town, 3 miles away." p. 50.
(Harris Island, 3 mi. below Hannibal.)
"We had mountains on the Missouri shore and heavy timber on the Illinois side."

p. 89. (This exactly follows contour detail of any map covering that district. Mississippi River Commission. (Clerksville, Louisiana, Mo. district.)

"The fifth night we passed St. Louis... that wonderful spread of lights at 2 o'clock that still night."

p. 90.
"...three or four more (lights) showed up on a hillside. It was a village." p. 101.

"When the lightning glared, we could see a big straight river ahead, and high rocky bluffs on both sides. It was a steamboat that had killed herself on a rock." p. 92.

The Wreck.
"...we struck for an island, and hid the raft, and sunk the skiff, and Muddy River turned in and slept like dead people." p. 105.
"That cut bank was an island and Jim had gone on the other side of it."
p. 114.
(Note double channel, Powers Island.)

Fourteen hours later, Jim and Huck ran into a fog. "The second night a fog began to come on." p.

"Jim and his companion lose one another at an island about 5 miles long and 3 miles wide." p. 114.
(Powers Island, about 2 miles below Commerce, only island to answer that description on entire Mississippi.)

"You float down until you come to a big town in a left hand bend." p. 126.

"Toward daybreak, we tied up." p. 128.
"We passed another town before daylight but it was on high ground." p. 121.

"We slept all day among a cotton-wood thicket." p. 130.

"It got to be very late and still..."

"It was one of them long slanting two mile crossings." p. 132.
"Two days and nights went by (after feud country.)" p. 163.

"Just as I was passing a place where a kind of cow-path crossed a creek, here comes Gayoso.

a couple of men as hot as they could foot it." p. 167. These men were the "Duke" and the "King", who were running from a town below. p. 169, 177. (The town meets all the description of the Walker's Bend settlement, later Gayoso, Mo.) The creek is about a mile above the town.

"One more night's drifting and the company arrives at the scene of the camp-meeting fake." p. 177.
Helena.
"Traveled 53 to 55 hours, (p. 186, 188) until one morning when they were pretty well down in the state of Arkansas, they came in sight of a one-horse town in a big bend. p. 191. This town was a county seat, p. 191.

There is only one county seat river town listed in the 1854 river guide in that section of Arkansas.

Sterling

It is necessary that this town be about 22 hours drift from the towns opposite one another. p. 217.

(Helena, alone meets these qualifications."
"The Duke decided to work the Arkansas village, the King the village on the opposite side." p. 218.

"Next day toward night, we laid up...on a towhead out in the middle where there was a village on each side of the river." p. 217.
"We began to come to trees with Spanish moss on them, hanging down from the limbs like long, gray beards." p. 290.

"He lives forty miles back in the country on the road to Lafayette." p. 301.

"Two miles below the little shabby village of Pikesville." p. 291.

"So now I have to go and trap all the way down the river 1100 miles...." p. 401.
Following this specific orientation check by map and quotation, a catalogue of towns and locations is herewith presented in order that the route followed in the story proper may be made clear. The listing follows:

<table>
<thead>
<tr>
<th>Names</th>
<th>Dates of Arrival</th>
<th>Night Hrs.</th>
<th>travel-Number ed at night.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hannibal, Mo.</td>
<td>Arrive</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Harris Island</td>
<td>Depart, Aug. 5.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>St. Louis, Mo.</td>
<td>2 A.M. Aug. 8.</td>
<td>5</td>
<td>34 hrs.</td>
</tr>
<tr>
<td>Cumberland</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ferry Incident</td>
<td></td>
<td>Aug. 14</td>
<td></td>
</tr>
<tr>
<td>Same night</td>
<td></td>
<td>Aug. 14</td>
<td></td>
</tr>
<tr>
<td>Sleep Grand</td>
<td></td>
<td>Aug. 14</td>
<td></td>
</tr>
</tbody>
</table>
| Leave Aug. 14, Grand Tower Island. Travel until midnight Aug. 14 and on until daylight Aug. 15 when they tie up. Then travel until midnight Aug. 16 and at about 2 A.M., 14 hours later, Aug. 16, arrive at fog. Towers Island 2 A.M. Aug. 16 11 14 hrs. Same night float down as far as Sliding Island and retire for day. Next night meet slave pursuers and drift down to 1 mile above Cairo. Sliding Island Aug. 16 11 1 m. above Cairo Aug. 17 12 8 hrs. Next night float past Fort Jefferson, Ky., and Columbus, Ky., and stop in the morning at a point where they can see the dividing line between the Mississippi and Ohio. 3 m. below Columbus, Ky. Aug. 19 13 9½ hrs. Island 10 Peud Aug. 20 14 9½ hrs. At least 3 days here. Walker's Bend Encounter Duke and King. Aug. 24 18 At least 17 hrs. Hale's Point, Camp meeting Aug. 25 19 9½ hrs. Leave at 10 P.M. float at least 48 hours more to Helena, Ark.,
<table>
<thead>
<tr>
<th>Names</th>
<th>Dates of Arrival</th>
<th>Night</th>
<th>Hrs. traveled at night</th>
</tr>
</thead>
<tbody>
<tr>
<td>None-Such</td>
<td>Aug. 28</td>
<td>22</td>
<td>55 hrs.</td>
</tr>
<tr>
<td>Montgomery's Point, Ark.</td>
<td>Sep. 1</td>
<td>25</td>
<td>22 hrs.</td>
</tr>
</tbody>
</table>

Twenty four nights consumed to this point with an additional daytime drift until 6 P.M. 18 nights traveling.

Red River Landing, La., according to the destination.
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