

t the same
last year,
and for the

d, on which
table. We
and injury
nt through-
as probably

This is a
which I may,
we advance

tufts in the
otton wood
dreary, and

charge a few
adventurous,
rose bush, in
and apparently
green bushes
the sad but

and-bars, the
skeleton of a
r snag. This
the extensive
several acres
ve noticed in
lebe land yet
om and banks
ifting, and the
in progress on
oals are formed

so rapidly and unaccountably that the keenest eyed pilot cannot always keep track of them.

The universal cotton-wood takes root in these mud banks as soon as they rise above low water mark, and stretches of forest are to be seen in every stage of growth, from the reedy sappling to the sturdy tree. The timber appears to be of little value—it is soft, short-grained, and light when dry, and in this latter state is much used for steamboat fuel. Owing to the peculiar difficulties of the navigation, the profession of piloting is an important one, and we are told that the men employed in this capacity on the steamers receive a salary of about two hundred and fifty dollars per month. Men of important qualifications are also required for masters, mates, and engineers. The business generally is profitable, but wear and tear in men and other material is great.