

"high and dry" through the surf to the shore. In the same way all the passengers were safely landed.

This good old lady, when she related this to me, was a widow, seventy-five years of age. In reviewing those early scenes of her girlhood she said she wished that she could know if that sailor were still living, adding that she would like to knit a nice, warm comforter and send him.

CONCLUSION.

But it is time to conclude these reminiscences. I planned to write only concerning the *two* pioneer steamboats which have been already described. I shall not go into a general history of our steamboats, or steamboating on our lakes. That should be written by some of our practical sailors, who have spent the most of their lives on our inland lakes and rivers. But I will say, there have been many improvements made to increase their speed, and also very many for the convenience and comfort of travelers. The earlier boats were all built with their cabins below deck. They did not have what is now called the upper-deck cabin. It was thought to be doubtful whether such cabins would stand the storms and gales of our lakes, and it was not until about twenty years after the first steamboat was built, that what is called the upper-deck cabin was ventured upon. Captain Walker tried the experiment, and put the first "upper cabin" upon the steamboat *Great Western* in 1838. The size of the steamboats continued to increase, as well as the luxurious furnishing of them, until they became literally "floating palaces." And later, those old-fashioned side-wheel steamboats have been almost entirely superseded by the craft usually termed the propeller. Indeed, such is the "march of improvement," that steamboats,—side-wheel and propeller, lower cabin and upper cabin,—with sail vessels of all kinds, yes, canal boats and all waterway craft, though very far from being "things of the past," have come to occupy only the place of helpers to the great system