Thorn Euler, farmer, Long Rapids, Long Rapids.
Thwaites George, farmer, Long Rapids, Long Rapids.
Thwaites James, farmer, Long Rapids, Long Rapids.
Timmore Joseph, farmer, Maple Ridge, Alpena.
Timmack Wm., farmer, Maple Ridge, Bolton.
Titus Benjamin D., farmer, Maple Ridge, Alpena.
Titus Jonas D., farmer, Maple Ridge, Alpena.
Todd James, mechanic, Long Rapids, Long Rapids.
Toland E H., town clerk, Sanborn, Ossineke.
Toloski August, farmer, Maple Ridge, Alpena.
Trotten James, fisherman, Alpena, Alpena.
Trotter Matthew, farmer, Alpena, Alpena.
Truax Aaron, farmer, Long Rapids, Long Rapids.
Truax George, farmer, Long Rapids, Long Rapids.
Truckie Antoine, farmer, Alpena, Alpena.
Tucker Elijah, farmer, Maple Ridge, Bolton.
Tucker Grizelle, laborer, Alpena, Alpena.
Tucker Hiram, farmer, Maple Ridge, Bolton.
Tucker John, farmer, Maple Ridge, Alpena.
Turnbull J D., farmer, Alpena, Alpena.
Turner Daniel, farmer, Wilson, Alpena.
Turner Donald, farmer, Wilson, Alpena.
Turner Henry, farmer, Green, Alpena.
Tweedie Henry, farmer, Green, Alpena.

Vanatstone John, farmer, Ossineke, Ossineke.
Van Natter Dorama, farmer, Wilson, Alpena.
Vannipe Henry, farmer, Alpena, Alpena.
Vanippe Louis, farmer, Alpena, Alpena.
Vassar Alexander, farmer, Alpena, Alpena.
Vechoski John, farmer, Maple Ridge, Alpena.
Vial John C., farmer, Alpena, Alpena.
Vroman Henry, blacksmith, Maple Ridge, Alpena.

Carriages. Potter Bros. & Co.
Cor. Second and River Streets.

Eagle Bakery, KESTEN & PADDEN, Water Street, bet. First and Second.

ALPENA COUNTY DIRECTORY.

Wall Wm., farmer, Ossineke, Ossineke.
Walker John, farmer, Maple Ridge, Alpena.
Wallace Samuel, farmer, Wilson, Alpena.
Warner W S., farmer, Alpena, Alpena.
Wassoski Martin, farmer, Maple Ridge, Alpena.
Wattenbury Wm., engineer, Alpena, Alpena.
Weathers James, farmer, Wilson, Alpena.
Wedge Daniel, farmer, Maple Ridge, Alpena.
Wedge John, farmer, Maple Ridge, Alpena.
Wedge Samuel, farmer, Maple Ridge, Alpena.
Weine John, farmer, Alpena, Alpena.
Welsh Hartley, farmer, Green, Alpena.
Welsh Dennis, farmer, Maple Ridge, Alpena.
Welsh Wm., farmer, Long Rapids, Long Rapids.
Wentworth John P., farmer, Green, Alpena.
Werth Wm., farmer, Wilson, Alpena.
Wessel Conrad, farmer, Alpena, Alpena.
Wheaton James, farmer, Long Rapids, Long Rapids.
Wheeler Francis M., farmer, Maple Ridge, Alpena.
White George, farmer, Maple Ridge, Alpena.
White James B., farmer, Alpena, Alpena.
White Wm J., farmer, Alpena, Alpena.
Whitehead George, farmer, Wilson, Alpena.
Whitehead Louis C., farmer, Wilson, Alpena.
Whitten Wm., fisherman, Alpena, Alpena.
Wiese Herman, farmer, Alpena, Alpena.
Wightman Joseph, farmer, Alpena, Alpena.
Willemski Martin, farmer, Maple Ridge, Bolton.
Wilson Wm., farmer, Alpena, Alpena.
Wise CHARLES H., Farmer and Supervisor, Wilson, Alpena.
Witti John, farmer, Sanborn, Ossineke.

ALBUMS, PHOTOGRAPH, AUTOGRAPH, SCRAP.
CENTENNIAL BLOCK.
GET Mouldings, Sash, LUTHER & FOLKERTS Doors and Blinds of GOODS DELIVERED IN CITY FREE.

302 R. L. POLK & CO'S

Woods Thomas, farmer, Maple Ridge, Alpena.
Wright D B, farmer, Wilson, Alpena.
Wright Eugene, farmer, Ossineke, Hubbard Lake.
Wyman Joseph H, farmer, Wilson, Alpena.

Young Mark, farmer, Wilson, Alpena.
Young Nicholas, farmer, Maple Ridge, Alpena.

Z

Zansnewaki John, farmer, Maple Ridge, Alpena.
Zest Isaac, farmer, Alpena, Alpena.
Ziem A W, farmer, Alpena, Alpena.
Zink Ernest, farmer, Maple Ridge, Alpena.

CAUTION.

Pay no money in advance to itinerant Directory Canvassers. We are led to mention this from the fact that certain parties have been fraudulently using our publications as specimens, and by that means collecting moneys in advance. Before signing an order, see that it has the name of R. L. POLK & CO. printed thereon. We ask no payment until the work is delivered, and our solicitors have strict orders not to take payment for either advertisements or subscriptions.

R. L. POLK & CO.

WM. P. MAIDEN, M. D. SURGEON, PHYSICIAN AND GYNECOLOGIST,
Special Attention given to the Treatment of Diseases of Women and Children. Office at Residence, 2d St., near Cong'1 Church.
A Beautiful Marine Picture 20x34 inches of Steamer City of Cleveland, copied from an

ACATION is a cessation of work, and a diversion of the mind into new and pleasant channels.

While it may seem like idleness to loll around at the seashore, the country farm or among the mountains, it is a repairing and oiling of the machinery necessary to the better accomplishment of work.

If you can find rest and recreation during the sultry months, you gain thereby. A water trip best quiets the nerves, diverts the mind. We leave carping cares behind as soon as we cast off, and drift away from worries and anxieties of office, study workshorse and household, are interested in the changing scenes and in the enjoyment of solid comfort, food, sleep, and dream. We revel in the freedom, the doleful niente, the pure, bracing air, the beauties of sky and sea, watch with fascination the leaping spray at the steamer's bow, fall to noting the ever-changing billows, and enter into projects for amusement started by others, or, originate them ourselves with the zest of a child.

On board a steamer we live a new, novel and fresh life, such as is never experienced on land. To those who enjoy great Nature's work, we would say:

Mackinac Island is among the grandest and most romantic of spots. Visitors are overwhelmed with story and legend of every bold cliff and cave and fallen rock around the island, and many a pencil, brush and camera are brought to bear on the wonders found. Every section of the country sends visitors annually. The invalid is attracted by the wonderful purity of the atmosphere, the climate being noted as a sanitarium for hay fever and bronchial affections. Great numbers visit this region to escape from or get relief of these maladies; many experience an improvement on entering Lake Huron. No other resort possesses such entertaining features. The surrounding country offers endless attractions to the adventurous. Gamey fish lurk in all the inland lakes and rivers with which the State of Michigan abounds. Its forests are the hiding places for beaver and beaver, woodchuck, the sailor's relish.

Mackinac Island is reached by the Detroit and Cleveland Steam Navigation Company, by the pleasant lake route, with a splendid line of palatial iron steamers, the largest, finest, and most luxurious on fresh water, forming the only comfortable route to this island resort. These floating palaces were recently built especially for the summer tourists' travel. The forward and after saloons, in mahogany and walnut respectively, are magnificently appointed and tastefully decorated, and their elegant rooms and parlors are replete with modern improvements. The lower saloons are devoted to dining halls, which entirely separate the culinary departments from the main saloons, a desirable feature only possible on these large side-wheel steamers. Their bill of fare, which is equal to that of any first-class hotel, includes all the luxuries of the season, and the price charged barely meets the outlay. Berths are in rooms, an upper, single width, and a lower, double width, in each, are furnished with wire and hair mattresses and Pullman blankets. These steamers have water tight compartments, and their feathering paddles give unusual speed, without jar or noise. This water trip cannot be excelled anywhere, and the round trip affords a delightful view of all the route. No more comfortable place can be found outside of one's own home in which to spend the sultry days, than on board these splendidly appointed steamers. The changing scenes and fresh, bracing air, will benefit many who are weary and sick at heart, and physicians uniformly recommend this particular trip.

Oil Painting by a Celebrated Artist, Lithographed, 14 Colors, Artists' Proofs, mailed, 250
ACKINAC ISLAND, the rock grit, fairy isle, sitting like an emerald gem in the clear, pellucid wave, rises gradually and majestically from the crystal waters, which cover but cannot conceal the glistening, white pebbly depths beneath. It is the central point of the three great lakes. It knows no land breeze, hence the winds are always cool and refreshing, and seem incessantly tossing balls at each other. They no sooner cease blowing from Lake Michigan than they come from Lake Huron, and Lake Superior is never behind in the contest. Mackinac Island contains two thousand two hundred and twenty-one acres, of which the national park comprises eight hundred and twenty-one, and the military reservation one hundred and three acres. The natural scenery is unsurpassed. Nature seems to have exhausted herself in the manifold objects of interest which meet the eye in every direction. The lover of Mother Earth will hardly grow weary of wandering through its shaded glens, and climbing over its rugged rocks, each day bringing to light some new object of beauty and interest. Longfellow, in his poem of "Hiawatha," has put into English verse some of its wild Indian legends, which people every rock and glen with spectral inhabitants. Hiawatha is the Meno-bosho of the Algonquins, and the island of Mackinac was considered his birthplace.

If the poetic muses are ever to have a new Parnassus in America, they should certainly fix on Mackinac Island. Hygeia, too, should place her temple here, for it is one of the purest, driest, clearest and most healthful of atmospheres. The Island shows unmistakable evidence of the water having once been two hundred and fifty feet above its present line. It is a mooted question whether the lake has fallen from its original level, or the island has, from some cause, been lifted up. Springs of water, clear and cold, may be found at the base of the high cliffs, and scattered through other localities.

Mackinac village is a perfect curiosity in itself. Situated at the foot of the bluff, upon the brow of which stands the fort, it extends for a distance of a mile along the beach. The buildings are a mixture of the modern and antique, some of which were brought from Old Mackinaw when the town and fort were removed from that point after the massacre of June 4, 1763. Many of the fences are of the original palisade style.

Schoolcraft, who visited it in 1820, says: "Nothing can exceed the beauty of this island." It is a mass of calcareous rock, rising from the bed of Lake Huron, and reaching a height of more than three hundred feet above the water. Some of its cliffs shoot up perpendicularly, and in pinnacles like half ruined gothic steeples. It is cavernous in some places, and in these caverns the ancient Indians were wont to place their dead. Portions of the beach are level, and well adapted to landing from boats. The harbor at the south and is a little gem. In it, vessels can anchor and be sure of a holding, and around it, the little old fashioned French town nestles in primitive style, while above frowns the fort, its white walls gleaming in the sun. The whole area of the island is one labyrinth of curious glens and valleys. Old fields appear in spots which were formerly cultivated by Indians. In some of them are circles of gathered stones, as if the Druids themselves had dwelt there.

The soil, though rough, is fertile. The Island was formerly covered with a dense growth of rock maple, oak, iron wood, etc., and there are still parts of this ancient forest left, but all the southern limits exhibit a young growth. There are walks and winding paths of the most romantic character among its hills and precipices. From the eminences overlooking the lake can be seen magnificent views of almost illimitable extent.

The Palatial Steamers belonging to the Detroit & Cleveland Steam Navigation Co
Commercial Travelers can for once avoid the hot, dusty, noisy rail car, and avail

The late Dr. Drake says: "The Island is the last, and, of the whole, the most important summer resort to which we can direct the attention of the infirm or the fashionable. The living streams of pure water, cooled down to the temperature of 44°F, gush from the lime rock precipices, and an atmosphere never sultry or malarious, supersedes all necessity for nauseating iron, sulphur and epsom salts. As a health resort it is unsurpassed. Its cool air and pure water are just what are needed to bring back the glow of health to the faded cheek, and send the warm currents of life dancing through the system with youthful vigor. Its natural beauties and historic associations, together with the innumerable lesser attractions which cluster round about, serve to furnish visitors with so much entertainment and variety for either the robust or weakly ones, that ennui which eventually is felt at all resorts need not be experienced here. In Mackinac you eat with a new relish, and sleep like a child. You row, or ramble, scarcely able to keep your buoyancy within bounds. Dr. Mills, once post surgeon at Mackinac, says: "No better place can be found for sickly girls and puny boys, for worn out men and women, whether from overworked brain or muscle, or for those inclined to hypochondria. A change from the tiresome sameness of home scenes cannot fail to benefit all. From the hour of entering Lake Huron, your feelings will indicate that you have passed beyond the reign of sickness, fever, dyspepsia, blue devils and duns, and you look back upon the whole of them with gay indifference, or a feeling of good-natured contempt, as every turn of the steamer’s wheel carries you farther into the temperate and genial climate of the lakes, and away from your perplexities. Under these influences real diseases may abate, and the imaginary ones be forgotten. In the celebrated white fish (classical name, corvus altus), signifying food of the nymphs, is found a native whose acquaintance is liable to all objection, that of destroying the taste for any other fish, and which, with the trout and pike of the island render all foreign delicacies superfluous. We would caution the gourmand, however, against an excessive use of trout, which are said to produce drowsiness, for those who visit Mackinac should be wide awake, lest some scene of interest should pass unobserved.

Besides the agreeable change of climate on reaching Mackinac, there is the new sensation to one who has not before enjoyed the novelty of an insular life, of having found an island retreat. To his jaded sensibilities all around him is fresh, a feeling of security comes over him, and when, from the rocky battlements of the fort, he looks down on the surrounding waters, they seem a bulwark of defense against the last of annoyances from which he has sought a refuge. Thus the curative state of mind begins to act on the body from the first moment, and this salutary mental excitement will not soon die away, for the historic associations, not less than the surrounding scenery, are well fitted to maintain it, and to make the invalid forget his ailments. Dr. Mann says, "A few whiffs of the air would make your lungs give a hygienic laugh. This air must have been left clear out of Eden, and did not get cursed. Children are crazy with animal spirits, and eat in such a way as to demonstrate the paradox that the quantity contained may be greater than the container." These extracts will no doubt meet with a hearty response from thousands who have visited Mackinac.

At watering-places generally, all the features of the surrounding scenery are soon familiarized to the eye, which then merely wanders over the commingled thongs of coquettes, dandies, dancers and idlers, and soon returns to inspect the real or fancied infirmities of its possessors. A visit to Mackinac reverses all this. The attractions of the surrounding region are of a different and more wholesome kind, and draw to them those who seek health and recreation, and offer a delightful hot weather asylum to all who need escape from crowded cities or sultry climates. Besides this, the voyage imparts a pleasing excitement to the faculty of observation, curiosity is stirred up to the highest pitch, and pleasantly gratified by the hourly unfolding of fresh scenes of nature, some new blending of land and water, a group of islands different from the last, or a shifting series of painted clouds seen in the kaleidoscope of heaven afford constant variety, while the frequent trips of the Detroit and Cleveland Steam Navigation Company’s steamers enable you to return as soon as desired.

Constance Fenimore Woolson knew the charm of the place when she made it the scene of so many romances, among them being the novel "Anne," and the short sketches.

Themselves of the charming quiet, and the luxury of a delightful full night's rest.
This Night Line by water is a Short Cut between the Cities of Cleveland and Detroit.

Miss Woolson's writings have thrown a wierd witchery about Mackinac, and it has been to her a favorite spot for the locale of her romances. In answer to a letter asking for information, as to the number of times she had written of this place, Miss Woolson says: "I have often alluded to Mackinac in my sketches and stories. The second sketch I wrote (then beginning) was about Mackinac, it was called "Fair Island," and was purely descriptive. There was, later, a short story of mine in the "Galaxy," called "Flower of the Snow," whose scene was Mackinac. But these were tentative merely. The first real description I gave of the island in print were two short stories, one called "The Old Agency," the other "Jeanette," both published in "Scribner's Magazine," now the "Century." Twice then, in my novel "Anne" the island appears again; it is the scene of the first quarter of that story."

Indeed, Mackinac might well be the scene of romances yet unwritten, not only on account of its unique and beautiful situation, but because of its native inhabitants, in whose strongly marked characteristics there is yet unmined material for the book-makers. Here are to be found people who were born on the island, have seen their score and ten, and never yet stepped foot upon the mainland, those who taught the Indians in the old days of the mission, and the fashionable loungers of to-day. It is full of contrasts and surprises, and has long been called the "Wonderful Isle" from the fascination it seems to hold for all who have ever lived on its shores. One of the most enthusiastic admirers of the place to whom we ever meet, is an old gentleman now living in Chicago, who was a resident of Mackinac in the old mission days. Since that time he has seen a vast amount of growing from a wilderness to a mighty empire; he has seen Chicago spring from a smaller post than Mackinac now is, to the proud proportions of the western metropolis; he has been a potent factor in its growth, but he has never lost his affection for Mackinac, nor his desire to visit it often. He has not been persuaded to part with a portion of the land which he owns there, nor to share the happiness of its possession with others. The Island is as important from a sanitary point of view, as it is attractive and beautiful from the aesthetic.

Happily Disappointed.—Grandma's advice to lone females. An old lady from Cleveland relates her experience of a trip up the lakes, through the columns of the Leader.

"I may not be telling your readers anything new in relating some of the incidents of my trip to Mackinac, but there are too few Cleveland people who seem to have found out what an elegant place we have in this beautiful island, which we may flee for comfort and recreation. I must plead guilty to my own ignorance until unexpectedly, (for I had started Tuesday evening with the intention of going in a different direction), I found myself safely on board the steamer City of Detroit, together with two young lady friends, who had hardly recovered from the "set back" to our original plans. We had every attention from the officers of this magnificent steamer, and in the morning at 10 o'clock (Wednesday) we left Detroit, passing up the river with its beautiful scenery, across Lake St. Clair and through the canal into St. Clair river to Port Huron, where we launched out on the broad bosom of Lake Huron, and as there was nothing to be seen from the decks but unlimited green waters, on one hand, and a faint suggestion of land on the other, I gave some attention to the internal arrangements of the floating palace, on which it was our good fortune to find ourselves, and I have no apology to make for thus designing our good boat. It is no stretch of fancy, but a veritable fact, as your readers who have seen it will testify. There is nothing to be desired, or even remotely wished for, in the elegant appointments, and as regards the table, it is fully up to the standard of any first-class city hotel. As night comes on, we retire to the cozy state rooms; there is every inducement to enjoy a grateful rest and balmy sleep. Among my fellow voyagers were a party of over forty gentlemen and ladies, from Pittsburg, on a camping trip to Alpena, also a party of twenty or more young people from Bucyrus, O., intending to camp on the island. The grand old island is full of interest, but in our short stay only a hurried glance over the whole could be made. Our government has indeed chosen a lovely spot for a national park. Our three days' stay was soon over, and again the City of Mackinac steamed up to the dock, and we bade farewell to the island and soon found ourselves back in Cleveland. I hope that any lone females who may be at a loss where to go for a pleasant trip, will trust themselves to do likewise, and, in the care of Captain McKay and Steward Thorn, of the City of Mackinac, will derive as much pleasure as our little party, and in so doing, remember:

GRANDMA."

It has been operated successfully for Thirty-Six years by the Det. & Cleve. St. Nav. Co.
The Charm of a Trip to Mackinac, and the benefits of Fresh Air begin to tell

Notes from my Scrap Book.—"A straight trip to the Strait, where I pined for more pine," wrote the man of the "Hoosier," forced to retreat from the merciless rays of a hoosier sun, which cooked his brain and dulled his faculties. He thanked his lucky stars that he came via Detroit, that he was permitted such comfort as was afforded by the City of Mackinac. No dust, no noise, no rattle or jar, no cramping seats, and no brakeman calling stations in unintelligible Greek; only a smooth, yet perceptible gliding onward of a huge floating palace; his delight was unbounded. He finally solved the Mackinac resort problem, as did his hoosier friends who read the front page of his well-written sheets. Another scite from Hoosierdom, he of the "Wasp," followed closely with his head lines very black and well displayed and his piracy on Mackinac had its desired effect: MACK-IN-AWE, or the Wasp man talks a little about MACK-and how he came to be IN-AWE. His talk was, about Mack's big reputation, Mack's historical scenes, the wonderful events which had taken place on Mack. His keen pictures of panoramic scenes were vivid, for illustrations he referred to "Picturesque Mackinac," and finally, becoming weary of so much sight-seeing, retired to the cabins, and fell to studying the characteristics of others. He found the usual varieties: the real or pretended family of wealth, who held themselves aloof and managed to have things a little better than others. There was the old man whose love for travel and the female society had not yet abated; the commercial man, the soldier on the field, the dead man of spirits, led conversation, told great yarns, knew more. Whatever happened at the vanishing point, eat tells people it's a cold day when he gets up, violates all laws, fast to retire, never ill, he was there. So was the young man, half-fellow-well-met, among the roughs on the lower deck, maintaining his station with the aristocracy in the cabin, great favorite, clothes for every occasion, charms with a fellow equipped as if going to a lawn tennis party, who talks in a loud and familiar way about the ins and outs of travel, etc. There was the vulgar woman, who dresses up on Sunday, and the man who comes on deck with embroidered slippers, and, as usual, the one who by carelessness lost his barge, flies at everybody and fails to describe the property, or explain the circumstances which will lead to its quick recovery.

This Island Summer Resort is famed famous from the magnificence of its scenery, its historic and military associations and Indian legends, while its grand and massive rocks, its smooth beaches of glittering sands, washed by the waves of the great unseated seas, afford never-ending objects of interest. There are natural drives to many historic spots which seem with story of Indian and British warfare. Among the scenes of beauty and grandeur are Lover's Leap, Arch Rock, Sugar Loaf, Devil's Kitchen, etc.; and from the summit of the island the eye rests with satisfaction upon the expanse of forest, fort, village and wave. Living streams of pure, cold water gush from the rocky precipices, and to those desiring grand scenery, pure air, abundance of fresh, health-giving pleasures, and with mind refreshed and body invigorated, to return to the daily pursuits of life, with pleasant recollections of a summer well spent, the Island of Mackinac pre-eminently offers special inducements. The great Straits of Mackinac, attractive in themselves are dotted with islands, and stretch their glittering waters into the dim distance. Many short excursions to other interesting spots help to make one's stay delightful. The longer and most attractive of these is up the Soo river to Sault Ste. Marie, on the morning steamers. By taking the Detroit and Cleveland Steam Navigation Company's steamers from Cleveland, Tuesday or Thursday evenings, and from Detroit Wednesday or Friday mornings, passengers for Sault Ste. Marie have the advantage of a day trip through the water. St. Clair, Port Huron, the first day, also over the picturesque portion of the route from Alpowa to Mackinac Island the second day, a shorter or longer visit to the island as desired, then a day trip up Soo river, leaving the island at a seasonable hour in the morning. This is a pleasant combination of all the attractions by any other line. There is much to interest at Sault Ste. Marie; old Fort Brady, the famous ship canal, and shooting the rapids in an Indian canoe are exciting experiences. Steamers of both American and Canadian lines pass through this canal on route to Lake Superior, which afford a choice of routes, via either the north or south shore.

Through Tickets at excursion rates can be obtained at principal railroad ticket offices.

Stop Over privileges are granted at Detroit, also to visit the celebrated Mineral Spring and Oakland Hotel at St. Clair, (north bound only.)

The beauties of our Northern Lakes which nearly surround the State of Michigan, and

These steamers stop at the island both ways, giving those who wish to return on the same trip, from four to six hours in which to view the curiosities and wonders, or, you can return by one of them every thirty-six hours. Tickets for transportation can be procured from any ticket agent. Round trip tickets are good for the season. The round trip occupies four and one-half days from Cleveland, or two and three-quarters days from Detroit. The few landings made on route are just sufficient to interest without being tedious. Some of your neighbors have certainly made this trip. Enquire about it.

The Cost from Cleveland—This item has received our thoughtful consideration, and is the least possible to insure complete comfort, tickets covering transportation being only $4.50 one way, or $7.00 round trip; half fare for children between five and twelve years of age.) Meals are 50 cents each; the same for children over three years old; under that age 25 cents, and for the first table. The running time, Cleveland to Mackinac, is five and a half hours. Some passengers bring their own lunch. An upper berth of single width is $2.00, a lower berth of double width $3.00. Each room will accommodate three persons, by two occupying the lower berth. Put the items together, say for

<table>
<thead>
<tr>
<th>Single Trip</th>
<th>Round Trip</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>$4.50</td>
</tr>
<tr>
<td>5 meals at 50 cents each</td>
<td>$2.50</td>
</tr>
<tr>
<td>An upper berth for the trip</td>
<td>$2.00</td>
</tr>
<tr>
<td><strong>Total with upper berth</strong></td>
<td><strong>$9.00</strong></td>
</tr>
<tr>
<td>Extra for a lower berth</td>
<td>$1.00</td>
</tr>
<tr>
<td><strong>Total with lower berth</strong></td>
<td><strong>$10.00</strong></td>
</tr>
<tr>
<td>Two persons in one room ($9 and $10)</td>
<td>$19.00</td>
</tr>
<tr>
<td>Three persons in one room add the transportation and meals only for the extra person</td>
<td>$12.00</td>
</tr>
<tr>
<td><strong>Total cost, Cleveland to Mackinac</strong></td>
<td><strong>$26.00</strong></td>
</tr>
</tbody>
</table>

This delightful trip by far is well worth the cost, being only $16.00 to $18.00, or about $3.75 per day. By rail, you reach Mackinac a few hours earlier possibly, which is all that can be said in its favor, and is of the least consequence when seeking pleasure, rest and recreation. It is certainly hot and dusty, you are cramped for room, and the little strength you start with is likely to be used up, especially is this the case with ladies and children. A summer trip should be planned to get all the quiet and fresh air possible. Why do you leave home at all? Simply to reverse the excitement of business cares, the bustle, hurry and rush. Such complete relief is only found by taking a water trip, the scenery is varied and attractive, and there is ample time for a good look at every interesting object. One way by steamer would be better than all rail. The outside expenses by rail will pay the cost by water. Have you taken this view of the matter?

Steamers City of Cleveland and City of Detroit, which form the Lake Erie Division with a nightly service (Sundays excepted) leave Cleveland at 8.30 P.M., arrive at Detroit the following morning at 5.30 o'clock. Returning, leave Detroit at 10.00 P.M., arrive Cleveland 5.30 o'clock, standard time. The fare between the two cities is $2.25 single trip, which is one-half of rail fare, or $4.00 round trip. Upper berths are $1.00, lower berths, $1.50.

Among the advanced steps taken by this Company is that of not including the cost of berths in the ticket fare, which happily dispose of the vexatious question, how to best care for the comfort of our patrons. Commercial travelers, usually confined to the hot, dusty, noisy rail car, avail themselves of the charming quiet, cool fresh air and the luxury of a full night's rest afforded by this night line by water.

Passengers can time it to make close connections at Detroit with steamers City of Mackinac and City of Alpena, which form the Lake Huron Division, and leave every Wednesday and Friday mornings at 10 o'clock, Monday and Saturday nights at 10.00 o'clock for Mackinac and principal Lake Huron ports. The quickest trip and closest connection is made by taking Lake Erie steamers Tuesday or Thursday evening from Cleveland. Breakfast on board before reaching the Company's wharf.

The elegance and comfort of the Det. & Clew. St. Nav. Co's steamers are all without a rival.
The Detroit & Cleveland Steam Navigation Company have adopted the

The Cost from Detroit—Transportation is $3.00 single, or $5.00 round trip. The running time includes four meals at 50 cents, or $2.00 each way. An upper berth of single width is $1.00, a lower berth of double width is $1.50 for the trip.

<table>
<thead>
<tr>
<th>Item</th>
<th>Single Trip</th>
<th>Round Trip</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>$3.00</td>
<td>$5.00</td>
</tr>
<tr>
<td>4 meals at 50 cents each</td>
<td>$2.00</td>
<td>$4.00</td>
</tr>
<tr>
<td>An upper berth for the trip</td>
<td>$1.00</td>
<td>$2.00</td>
</tr>
<tr>
<td>Total with upper berth</td>
<td>$6.00</td>
<td>$11.00</td>
</tr>
<tr>
<td>Extra for a lower berth</td>
<td>$5.00</td>
<td>$1.00</td>
</tr>
<tr>
<td>Total with lower berth</td>
<td>$6.50</td>
<td>$12.00</td>
</tr>
<tr>
<td>Two persons in one room ($6.00 and $6.50)</td>
<td>$12.00</td>
<td>$23.00 or $11.50 each.</td>
</tr>
<tr>
<td>Three persons in one room, add transportation and meals</td>
<td>$17.50</td>
<td>$32.00 or $10.67 each.</td>
</tr>
<tr>
<td>only for the extra person</td>
<td>$5.00</td>
<td>$9.00</td>
</tr>
<tr>
<td>Total cost Detroit to Mackinac</td>
<td>$22.50</td>
<td>$38.00</td>
</tr>
<tr>
<td>A single individual desiring to occupy a room by himself, can arrange for it at an advance of the above prices. Meals and berths are arranged exclusively by the company.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

This delightful trip from Detroit to Mackinac by water, a distance of 74 miles in the round trip, occupying 21/2 days, costing only $11.00 or $12.00, or about $4.00 per day, is within the reach of a large number who make a practice of leaving home for a short time during the summer months.

It is not expensive by steamer. These steamers being side-wheelers and large, afford the utmost comfort. Those who intend taking the Wednesday or Friday morning steamer, and arrive in Detroit Tuesday or Thursday evening, will be accommodated with rooms for those nights without extra charge, if applied for early in the evening at the General Passenger Office.

Common sense plan of making Separate Charges for Meals and Berths.
THE NORTHERN PACIFIC RAILROAD

TO THE WHEAT FIELDS AND FARMING LANDS OF MINNESOTA AND DAKOTA.
TO THE STOCK RANGES AND MINING REGIONS OF MONTANA AND IDAHO.
TO PORTLAND, TACOMA, SEATTLE, VICTORIA AND ALASKA.

The Shortest Line from the East, and the only
THROUGH CAR LINE
o

The above ticket includes rail and stage transportation.

EXCURSION THROUGH WONDERLAND!
SPECIAL ANNOUNCEMENT.

RATES FROM ST. PAUL OR MINNEAPOLIS
To Resorts in the Lake Park Region of Minnesota.

To Glenwood (Lake Minnetonka) and return, $6.00
To Battle Lake and return, $6.00
To Detroit Lake and return, $10.00

To the Yellowstone National Park.

To Upper Geyser Basin and return,
The above ticket includes rail and stage transportation.
Special book ticket, including complete tour of the Park, $120.00

To the Pacific Coast and Alaska.

To Portland, Ore., and return. Tickets good six months, $60.00
To Tacoma, W. T., " 90.00
To Victoria, B. C., " 95.00
To Sitka, Alaska, " 175.00

Portland Excursion Tickets good to return via San Francisco to Kansas City, Council Bluffs, New Orleans and other points, on payment of $15 additional at St. Paul, Minneapolis or Duluth.

Special book tickets on sale at Livingston, Mont., permitting side-trip through Yellowstone Park, including rail and stage transportation, meals and lodgings.
One day, $10.00; two days, $15.00; three days, $30.00; and five days, including complete tour, $40.00.

The equipment of the Northern Pacific is first-class in every respect. Its Coaches, Second-class and Emigrant Sleeping Cars are the best of the kind. Its Pullman Sleepers are unequalled for elegance and comfort, and its Dining Car appointments, service, and fare unsurpassed. Handsomely illustrated publications descriptive of the Line and contiguous country, giving full information to the Tourist and General Traveler, sent free on application to the undersigned. Among the publications are the following:


CHAS. S. FEE,
G. F. & T. A., S. F. L.
ST. PAUL, MINN.
THE NORTHERN PACIFIC RAILROAD

TO THE WHEAT FIELDS AND FARMING LANDS OF MINNESOTA AND DAKOTA.
TO THE STOCK RANGES AND MINING REGIONS OF MONTANA AND IDAHO.
TO PORTLAND, TACOMA, SEATTLE, VICTORIA AND ALASKA.

The Shortest Line from the East, and the only

THROUGH CAR LINE

to Helena, Butte City, Deer Lodge and all Montana Points.

ONLY DINING CAR LINE TO THE PACIFIC COAST.
ONLY SAIL LINE TO THE YELLOWSTONE NATIONAL PARK.

EXCURSION THROUGH WONDERLAND!
SPECIAL ANNOUNCEMENT.

RATES FROM ST. PAUL OR MINNEAPOLIS
To Resorts in the Lake Park Region of Minnesota.

To Glenwood (Lake Minnewaska) and return,... $6.40
To Battle Lake and return,... $6.90
To Detroit Lake and return,... $19.00

To the Yellowstone National Park.

To Upper Geyser Basin and return,... $75.00

The above ticket includes rail and stage transportation.

Special book ticket, including complete tour of the Park,... $120.00

The above ticket includes rail and stage transportation for entire tour, including Upper
and Lower Geyser Basins, Grand Falls, and Canon of the Yellowstone; also includes
double berth in Pullman Car St. Paul to Livingston, Mont., and return; meals each
way in Northern Pacific Dining Cars, and meals and lodgings for five days at hotels
of the Yellowstone Park Association. Tickets good forty days, and allow stop-over
privileges.

To the Pacific Coast and Alaska.

To Portland, Ore., and return. Tickets good six months,... $60.00
To Tacoma, W. T.,... $90.00
To Victoria, B. C.,... $95.00
To Sitka, Alaska,
Portland Excursion Tickets good to return via San Francisco to Kansas City, Council Bluffs, New
Orleans and other points, on payment of $15 additional at St. Paul, Minneapolis or Duluth.

Stop-overs allowed on above tickets.

Special book tickets on sale at Livingston, Mont., permitting side-trip through Yellowstone Park,
including rail and stage transportation, meals and lodgings.

One day, $10.00; three days, $30.00; and five days, including complete tour, $40.00.

The equipment of the Northern Pacific is first-class in every respect. Its Coaches, Second-class
and Emigrant Sleeping Cars are unequaled for elegance
and comfort, and its Dining Car appointments, service, and fare unsurpassed. Handsomely illustrated
publications descriptive of the Line and contiguous country, giving full information to the Tourist and
General traveler, sent free on application to the undersigned. Among the publications are the
following:

Speech," Illustrated; "Northern Pacific Excursions," Northern Pacific

CHAS. S. FEE,
G. P. & T. L. R. R.
ST. PAUL, MINN.
GRAND TRUNK RAILWAYS
RUN SOLID TRAINS DAILY BETWEEN
CHICAGO AND NIAGARA FALLS

Without change of cars of any class, with Through Pullman Cars to NEW YORK and BOSTON without change.

DINING CARS ON LIMITED EXPRESS TRAINS.

THROUGH PULLMAN CARS DAILY Chicago to Saginaw Valley, Chicago to Buffalo, Chicago to Niagara Falls, Chicago to New York, Chicago to Toronto, Chicago to Montreal, Chicago to Boston.

CANADIAN PASSENGERS
Can now have their Baggage examined and Passed Customs at our Depot in Chicago, cor. Fourth Avenue and Polk St., thereby avoiding all annoyance and delay at the Canadian frontier.

Detroit, Grand Haven & Milwaukee Railway
THE SHORTEST, CHEAPEST AND MOST PLEASANT ROUTE BETWEEN
THE NORTHWEST, MICHIGAN, CANADA AND THE EAST.

SLEEPING CARS ON NIGHT TRAINS AND PARLOR CARS ON DAY TRAINS.

100 MILES IN DISTANCE SAVED BETWEEN MILWAUKEE and DETROIT and the EAST.

JOSEPH HICKSON, General Manager,
L. J. BEARGANT, Traffic Manager,
WM. EDOUR, Gen'l Pass. Agent.
Grand Trunk Railway, Montreal.

W. J. SPICER, General Manager, Detroit, Mich.
Geo. B. HAYES, Traffic Manager, Chicago, Ill.
W. E. DAVIS, General Passenger Agent, Chicago, Ill.
Chicago & Grand Trunk R'y and Det., O. Haven & Milwaukee R'y, Chicago, Ill.

A. F. BARTLETT & CO., PIONEER
Iron and Galvanizing Works

ROPE STEAM FEED ENGINES.
Direct and Geared Engines, Three Different Sizes.
6½x7, Geared; 8x8 Geared; 9x16 Direct Acting.

FRICTION HOISTING ENGINES.
Used for Steam Barges, Coal Yards, Mining Shafts, Etc.
Cortiss, Slide-Valve and Marine Engines, Saw Mill and Salt Well Machinery, Gang Edges, Trimmers, Circulars, Slasher, Etc., Tubing Clamp.
Agents for Wrought-Iron Pipe, Salt-Water Tubing and Boiler Fuses, Heading and Stave Machinery, Brass Fitting of all kinds, Cold-Rolled and Annealed Sheet, Etc. Galvanizing a Specialty.

EAST SACINAW, MICH.