

PIANOS AND ORGANS.

(See also Music and Musical Instruments.)

Babcock C L, 118 S 2d.
Stone Robert, 134 W Chisholm.

PINE LANDS.

Klock Monroe, cor 1st and Chisholm.
White Thomas, Postoffice bldg.

PLANING MILLS.

(See also Sash, Doors and Blinds.)

Fournier J M & Son, cor 7th and Tawas.
Johnston J M, foot Fletcher.
Luther P H, 239 E Chisholm.
Wilson F A, Sable bet 3d and 4th.

PLUMBERS, STEAM AND GAS FITTERS.

Campbell W H, 113 E River. *(See right top lines.)*
Frost A C, 114 S 2d.
Haines J F, 110 E Washington ave.
McDougall & Eddy, 130 W River.
Park C T, 118 W River. *(See right top lines.)*

PRINTERS—BOOK AND JOB.

Alpena Pioneer The, 115-119 Water. *(See p 57.)*
Collins James, 123 E Chisholm.
McDonald & McPhail, 128 Water.

PULP MNFRS.

Alpena Sulphite Fibre Co, 153 Water.

RAILROADS.

See page 44.

REAL ESTATE.

Blakley A R, Centennial Block. *(See p 59.)*
Chisholm John C, 1236 Mill.

W. E. ROGERS, Real Estate, Farm and Pine Lands,
Johnson Block, Cor. 2d and Water Sts.

Frost A C, 100 N 2d.
Greely C B, 130 Water.
Johnson & Collins, Johnson block.
Klock Monroe, cor 1st and Chisholm.
Kunath J A, 200 N 8th. *(See left top lines.)*
Lester G S, 153 Water.
Nicholson G R, Masonic block.
Pack Albert, Masonic block.
Partridge O L, 100 N 2d. *(See left top lines.)*
Robinson G J, 125 State.
Rogers W E, Johnson Block. *(See left bottom lines.)*
Tubbs W T, 130 Water.
Westgate & Paterson, 106 S 2d.
White Thomas, Postoffice bldg.
Williams & Cheney, Masonic block.

RESTAURANTS.

(See also Saloons.)

Cavanagh J B & Son, 308 N 2d.
Duchane Philip, 133 Water.
La Flure & Sisson, 225 N 2d.
Smith Catherine, 114 W River.

ROOFERS.

McDougall & Eddy, 130 W River.
Park C T, 118 W River. *(See right top lines.)*

SADDLE AND HARNESSMAKERS.

Hanover D D, 101 S 2d.
Hutton Mrs S E, 107 S 2d.

SALOONS.

American House, Fletcher bet Dock and Merchant.
Beck F A, 101 Water.
Beck John, 401 Dock.

Field & Gray, Stationery and Wall Paper,
—119 NORTH SECOND STREET.—

SALOONS—Continued.

Behrendt & Wesolowski, 215 N 2d.
Casey M E, 135 E Water.
Central Hotel, 120 Lockwood.
De Carie Elie, 149 Water.
Devereaux P F, cor 9th and Minor.
Doyle J W, 108 S 2d.
Fitzpatrick & Gallagher, 114 N 2d.
Gagnon Benoni, 339 Dock.
Gagnon L J, 215 N 2d. (See p 65.)
Gordon H B, 129 W Chisholm. (See p 65.)
Hall W H, 121 W River.
Hasse Henry, 121 W Chisholm.
Jakubiak & Muszynski, 109 W River.
Kroll Christian, 104 N 2d.
Kunath A F, 201 Long Lake ave.
Kunath J A, 200 N 8th.
La Flamme Jeremiah, 337 Dock.
La Flure & Sisson, 223 N 2d.
Montroy G T, 109 W Chisholm.
O'Boyle & La Bine, 213 N 2d.
Oldenburg Wm, 211 N 2d. (See p 65.)
Placie J B, 115-117 E Chisholm. (See p 55.)
Ranger Bros, 414 Dock.
Richards John, 341 Dock. (See p 63.)
Roach D J, 106 N 2d.
Selonke Carl F, 626 Deck.
Walkeen J S, 416-422 Dock.
Ziem A W, 113 W River.

SASH, DOORS AND BLINDS.

(See also Planing Mills.)

Fournier J M & Son, cor 7th and Tawas.

Johnston J M, foot Fletcher.
Luther P H, 239 E Chisholm.

SECOND-HAND GOODS.

Yake W J, 121 W River.

SEWING MACHINES.

Alpena Installment Co, 122 Water.
Crissman F D, 120 S 2d.
Singer Mfg Co, 204 N 2d.

SHINGLE MNFRS.

Comstock Bros, 221 N 2d.
Davison & Reynolds, 117 N 2d.
Luther P H, 239 E Chisholm.
Masters George, 122 N 2d.
Minor Lumber Co, foot Prentiss. (See p 4.)
Morse Mfg Co, Oldfield 2 w of Walnut.

SHOEMAKERS.

See Boot and Shoemakers.

SPOOL MNFRS.

Ansell Spool Co, W Campbell nr R R crossing.

***SPORTING GOODS.**

Hanover D D, 101 S 2d.

STATIONERY.

See Books and Stationery.

STEAM AND HOT WATER HEATING.

Campbell W H, 113 E River. (See right top lines.)
McDougall & Eddy, 130 W River.
Park C T, 118 W River. (See right top lines.)

STEAMBOAT LINES.**Detroit & Cleveland Steam Navigation Co.**

Dock foot of 1st. (See opp p 316.)

Grummond's Mackinac Line, foot of Fletcher.

Saginaw, Bay City & Alpena Line, Dock rear

123 Water. (See p 57.)

STENOGRAPHERS.

Browning C B, Bank bldg.

STONE QUARRIES.

Fox Owen, foot of Chisholm.

Phelps & Co. 151 Water. (See front cover.)**SURGEONS.***See Physicians.***SURVEYORS.***See Civil Engineers and Surveyors.***TAILORS.***(See also Merchant Tailors.)*

Byer E C, Minton block.

Lempke Henry, 135 W River. (See p 61.)

Mackay & Soh, 122 N 2d.

TELEGRAPH COMPANIES.

Western Union Telegraph Co, The Churchill.

TELEPHONE COMPANIES.

Michigan Bell Telephone Co, 201 N 2d.

THEATRES.

Opera House, s e cor 2d and Water.

TIES, POSTS AND POLES.

Bolton, McRae & Co, 351-353 Dock.

Greely & Gillard, 130 Water.

WEBER, The Clothier, Furnisher and Hatter,
ALPENA, MICH.

ALPENA CITY DIRECTORY.

313

McRae Duncan & Son, 116 Water.

Sampson J A, Sherman House.

Widner J A, Myers block.

TIN, COPPER AND SHEET IRON WORKERS.*McDougall & Eddy**, 130 W River.**UNDERTAKERS.****Denton J E**, 102 N 2d. (See p 7.)

Owens Peter, 410 Dock.

Shannon G A, 103-105 S 2d.

UPHOLSTERERS.

Parker Wm, 115 E River.

VESSEL OWNERS.

Comstock Bros, 221 N 2d.

Gilchrist F W, cor Fletcher and Mill.

VETERINARY SURGEONS.

Elliott Earl G, s s River 1 e of 6th.

Ritchie James, Alpena House.

WALL PAPER.**Field & Gray**, 119 N 2d. (See bottom lines.)**WATCHES, CLOCKS AND JEWELRY.**

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Reynolds C H, 117 N 2d.

Younglove F M, 202 N 2d.

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Alpena City Water Co, Johnson block.

WINES AND LIQUORS—WHOLESALE.

Isaac A & Co, 119 Water.

WOOD DEALERS.*Furbush E H**, 209 N 2d. (See p 2.)**Artists' Materials.** **E. C. NASON'S,**
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MINNESOTA, WISCONSIN, NEW MEXICO,
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ARCHITECTS AND BUILDERS' DIRECTORY OF THE UNITED STATES,
MARINE DIRECTORY OF THE GREAT LAKES,

AND CITY DIRECTORIES

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THE



RUN

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GREAT WESTERN DIVISION
GRAND TRUNK RAILWAY,

Is a Favorite Route **EAST VIA NIAGARA FALLS**

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A Magnificent Line of New Pullman Buffet Sleeping and Parlor Cars is run between Detroit and Chicago, via Durand. Dining Car Service attached, serving breakfast before arrival at Chicago.

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A Daily Line of Pullman Sleeping, Parlor and Chair Cars is run between Chicago and the Saginaw Valley, via Flint, in both directions.

THE GRAND HAVEN LINE

Is a Popular Summer Route to Milwaukee and the West and Northwest.

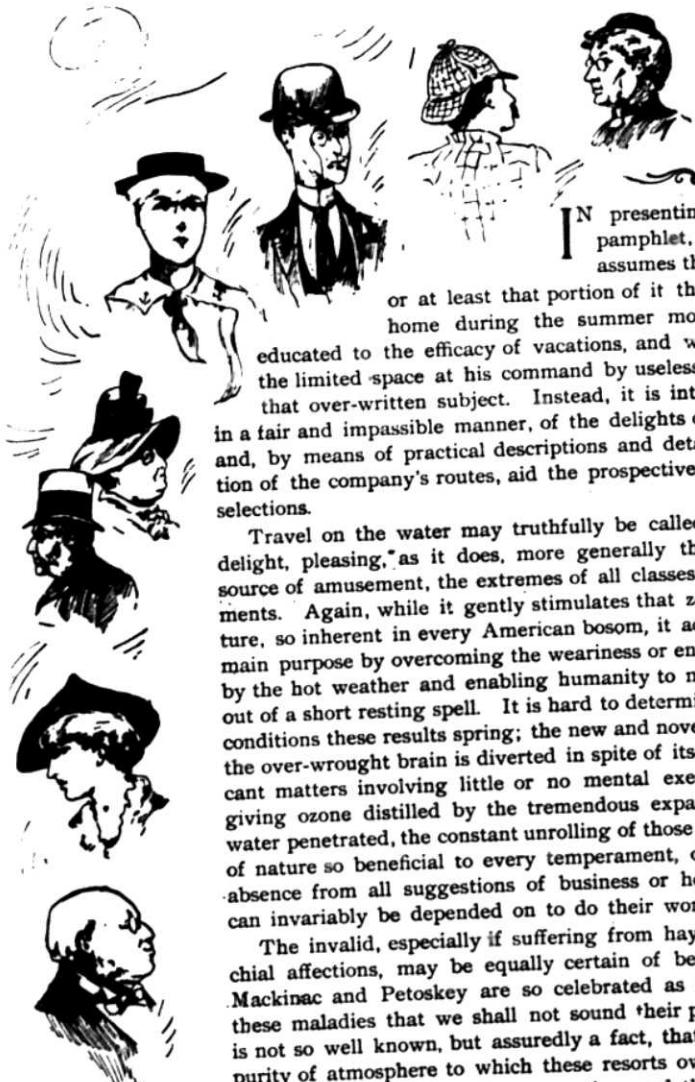
The story of Picturesque Mackinac has caused thousands of strangers to visit our Northern Lakes. Its truthful pictures by both pen and pencil excite wonder and admiration. The original design, embracing both illustrative and typographical features, has recently been much improved, and the revised edition, now in press,

A copy of the work will be forwarded on receipt of 5 cents in stamps to pay postage.

Picturesque Mackinac
 HISTORICAL AND DESCRIPTIVE

will certainly prove the most powerful exponent of the Great Lakes ever published; while as a tourist guide it is unrivaled, as it both interests and instructs. Address E. B. WHITCOMB, DETROIT, MICH.

A synopsis of the book, under title of "Missumer Voyages on Northern Seas," containing additional routes and rates, mailed free of charge, on application.



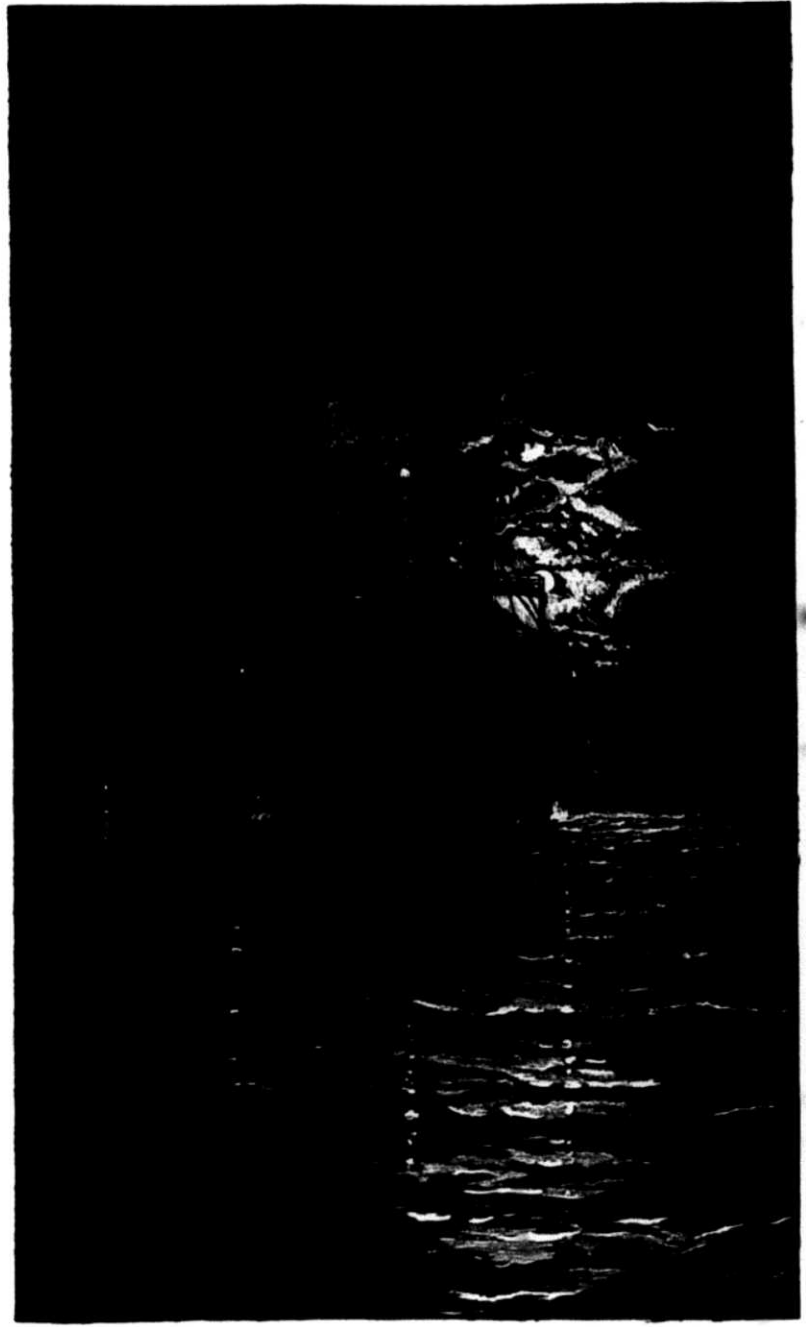
IN presenting this little pamphlet, the writer assumes that the public, or at least that portion of it that goes from home during the summer months, is well educated to the efficacy of vacations, and will not waste the limited space at his command by useless homilies on that over-written subject. Instead, it is intended to tell, in a fair and impassible manner, of the delights of a lake trip, and, by means of practical descriptions and detailed information of the company's routes, aid the prospective tourist in his selections.

Travel on the water may truthfully be called the acme of delight, pleasing, as it does, more generally than any other source of amusement, the extremes of all classes and temperaments. Again, while it gently stimulates that zest for adventure, so inherent in every American bosom, it accomplishes its main purpose by overcoming the weariness or ennui occasioned by the hot weather and enabling humanity to make the most out of a short resting spell. It is hard to determine from which conditions these results spring; the new and novel life, whereby the over-wrought brain is diverted in spite of itself to insignificant matters involving little or no mental exertion, the life-giving ozone distilled by the tremendous expanse of air and water penetrated, the constant unrolling of those grand beauties of nature so beneficial to every temperament, or the enforced absence from all suggestions of business or household; they can invariably be depended on to do their work, however,

The invalid, especially if suffering from hay-fever or bronchial affections, may be equally certain of beneficial results. Mackinac and Petoskey are so celebrated as sanitariums for these maladies that we shall not sound their praises here. It is not so well known, but assuredly a fact, that the wonderful purity of atmosphere to which these resorts owe their reputation, gives to the lake voyage the same curative properties, and the sufferer may embark with certainty of being so benefited in the outset that his trip will be thoroughly enjoyable.

SOLID COMFORT EN ROUTE

IS an expression full of meaning to the experienced traveler; suggesting that a pleasant journey may have much to do with subsequent enjoyments. The company has considered it so, and always shapes its policy so as to anticipate every want of its patrons. Started in 1850 with the parent route between Detroit and Cleveland, its capital now exceeds a million dollars, and it owns a fleet of



MIDNIGHT ON LAKE ERIE.

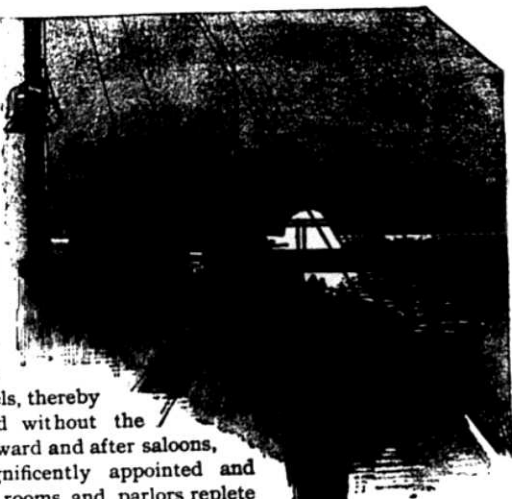
five steamers, the largest, swift-est and most luxurious on fresh waters. The company builds none but steel vessels of the strongest pattern, thus securing, with the addition of sufficient watertight compartments, practical indestructibility.

While all the newest marine ideas of real merit are invariably made use of, the policy of the management is well defined in the uniformity of general design. The steamers are roomy side-wheelers, propelled by the Clyde patterned feathering wheels, thereby developing a marvelous speed without the slightest jar or noise. Their forward and after saloons, of solid mahogany, are magnificently appointed and tastefully decorated, and their rooms and parlors replete with wire and hair mattresses, Pullman blankets, electric lights, etc. The lower saloons are devoted to dining halls, which entirely separate the culinary departments from the main cabins. The cuisine, 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. In fact, it may not be egotistical to say that the Detroit and Cleveland Steam Navigation Co. offers to persons of fastidious tastes the only solid satisfaction to be found in inland travel.

THE LAKE ERIE DIVISION.

BETWEEN Detroit and Cleveland may be called the main stem of the company's lines. Operated between two large cities, a sufficiently steady patronage is received to warrant the best of service, and to this end two mammoth sister ships have just been built. Their extraordinary size and grandeur has placed the route in the front rank of that comparatively small array of trunk lines to which travelers of experience look forward with pleasant anticipations. We may describe the new City of Detroit, the latest addition, as being 300 feet long by 77 feet wide and 16 feet molded depth, with hull divided into nine water-tight compartments. The boilers are four in number, and carry 110 lbs. of steam. The engine is a compound beam of 2700 horse-power. The grand saloon is of solid mahogany, and contains a double tier of state-rooms connected by a broad gallery. It is 240 feet in length, and its dome rises 20 feet overhead. There are over 140 state-rooms and parlors, each lighted by an electric lamp. The City of Cleveland is similar in every respect. A steamer leaves either city late in the evening and arrives at her destination long before breakfast, making connections with all arriving and departing trains, and forming by far the shortest and cheapest as well as the most delightful route between many far distant cities. Steady travelers, usually confined to the hot, dusty, noisy rail car, always avail themselves of the charming quiet, cool fresh air and luxury of a full night's rest afforded by this water route. The Sunday night trips, from June to September, are very popular and have proved a great convenience.

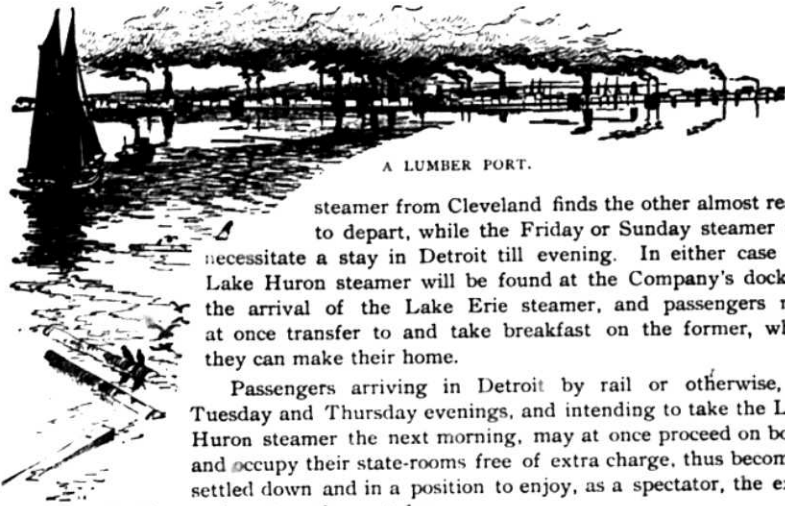
Passengers intending to continue their voyage on the steamers of the Lake Huron Division may so plan their departure from Cleveland as to make direct connections at Detroit, or have a day for sight-seeing. The Tuesday or Thursday



MOONLIGHT ON THE LAKE.



REED'S EYE VIEW LAKE HURON DIVISION, DETROIT AND CLEVELAND STEAM NAVIGATION COMPANY.



A LUMBER PORT.

steamer from Cleveland finds the other almost ready to depart, while the Friday or Sunday steamer will necessitate a stay in Detroit till evening. In either case the Lake Huron steamer will be found at the Company's dock on the arrival of the Lake Erie steamer, and passengers may at once transfer to and take breakfast on the former, which they can make their home.

Passengers arriving in Detroit by rail or otherwise, on Tuesday and Thursday evenings, and intending to take the Lake Huron steamer the next morning, may at once proceed on board and occupy their state-rooms free of extra charge, thus becoming settled down and in a position to enjoy, as a spectator, the exciting scenes incident to departure the next day.

THE LAKE HURON DIVISION

EXTENDS from Detroit to Mackinac Island on the Straits of Mackinac, a distance of 350 miles, mostly through Lake Huron. From Detroit to Port Huron, at the foot of the lake, the scenery is most charming, embracing the headwaters of the Detroit River, the placid Lake St. Clair, the far-famed Government ship canal, the famous St. Clair Flats fishing and shooting ground and the majestic St. Clair River. From Port Huron, all suggestion of land disappears on the starboard bow, and only shows faintly on the port or American side. Occasionally, when the steamer approaches a way port, the passengers have time to gather some ideas of the characteristics and occupations of the inhabitants of this purely lumber region, but for the most part of the twenty-four hours spent on Lake Huron, they will experience the sensation of being in midlake.

Considerable interest attaches to many way ports because of their note as camping or resorting spots. At St. Clair or Port Huron clubs are constantly located from July to September, and at Oscoda, Alpena, Cheboygan and St. Ignace bodies of hardy men may frequently be seen embarking or debarking. Those leaving the steamer are making for some inland lake or stream; the others need naught but the trophies of their skill to tell of their whereabouts during the preceding two weeks. In fact, the whole of the country surrounding Mackinac offers endless attractions to the adventurous. Well-stocked rivers and lakes abound, and the interminable forest is still overrun with furred and feathered creatures.

After touching at Mackinac, the steamers cross to the freight terminus of the route at St. Ignace. This occupies from four to six hours, and those who wish to return at once can, without laying over, see considerable of the main points of interest at the famous National Park, if they engage one of the charioteers for a drive.

This delightful round trip of 920 miles from Cleveland or 700 miles from Detroit occupies $4\frac{1}{2}$ days from the former or $2\frac{1}{4}$ days from the latter point. It costs but a trifle more than \$4.00 per day all told, and at that price is most emphatically within the reach of all. You cannot go anywhere and compass so much enjoyment and solid comfort by the way. A summer trip should be planned to get all the quiet and fresh



ARCH ROCK, FROM THE BEACH.

air possible. Such complete relief is only found by taking a water trip, where the scenery is varied and attractive, and there is ample time for a good look at every interesting object.

THE COST OF A ROUND TRIP

CANNOT be intelligently shown without some explanation. By the company's advanced system, meals and berths are not included in the price of a ticket, and patrons are at liberty to provide for themselves if they so desire. Berths are in rooms, and cost \$1.00 for the upper or \$1.50 for the lower, on each steamer, no matter if the trip be one or two nights. The whole room accommodates three persons and costs \$2.50. Meals cost 50 cents each and may be estimated by the time card. These expenses are invariable, except for children under five, when the meals are 25 cents. Our table of costs is not guaranteed, but the figures are more likely to fall below than rise above the estimate.

	FROM CLEVELAND.	FROM DETROIT.
Transportation.....	\$ 9.00	\$ 7.00
Meals.....	5.00	4.00
An upper berth for the trip.....	4.00	2.00
Total with upper berth.....	\$18.00	\$13.00
Extra for a lower berth.....	2.00	1.00
Total with lower berth.....	\$20.00	\$14.00
Two persons in one room.....	38.00	27.00
Third person, add transportation and meals.....	14.00	12.00
Total cost, three persons in one room.....	\$52.00	\$38.00

Only the transportation is purchased in a through ticket. Meals and berths are arranged for exclusively by the company.

MACKINAC ISLAND.

THE rockgirt, fairy isle, sitting like an emerald gem in the clear, pellucid wave, rises 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; they never cease flowing. Its area is over two thousand acres, of which the national park and military reservation comprise about nine hundred. 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 habitants. 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, dryest, clearest and most healthful of atmospheres.

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 tower in pinnacles like half ruined gothic steeples. 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 been lifted up. It is cavernous in places, and in these the ancient Indians were wont to place their dead. Portions of the beach are level and well adapted for landings.



THE DETROIT AND CLEVELAND STEAM NAVIGATION COMPANY'S NEW STEEL STEAMER CITY OF CLEVELAND.

The harbor at the south end 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. This village is a perfect curiosity in itself. Situated at the foot of the bluff, its two streets extend for a distance of a mile along the beach. The buildings are a ridiculous mixture of the modern and antique. Some were brought from Old Mackinaw when the town

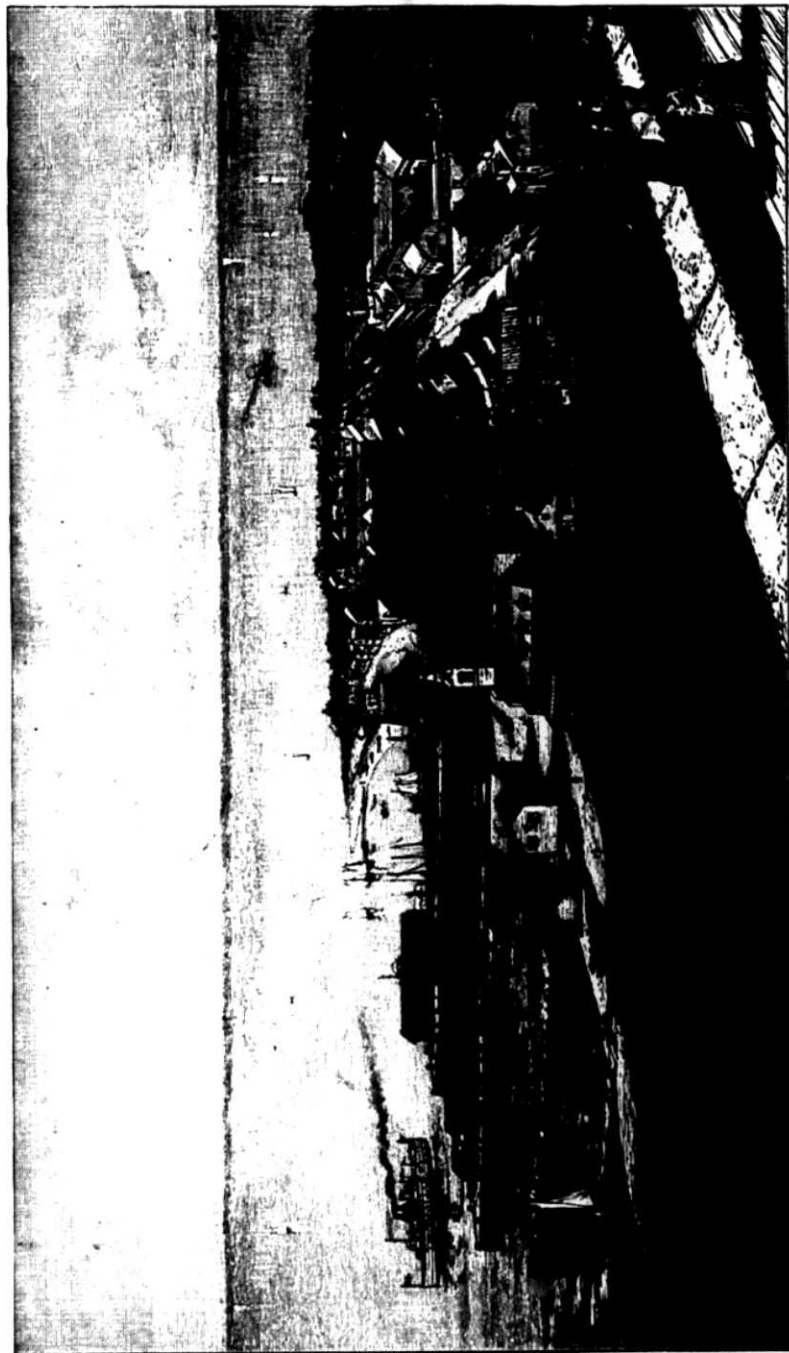


A STREET IN OLD MACKINAW.

and fort were removed from that point after the massacre of June 4, 1763. Many of the fences are of the original palisade style. 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 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, and as the observer gazes from the rocky battlements of the fort upon the surrounding waters, there steals upon him a sense of security which seems a complete bulwark against the host of Summer annoyances.

The late Dr. Drake says: "The island is the most important summer resort to which we can direct the attention of the infirm or the fashionable. As a health resort it is unsurpassed. Its cool, dry air and the living streams of pure water which gush from the lime rock precipices, 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, superseding all necessity for nauseating iron, sulphur and epsom salts."

At watering places generally, all the features of the surrounding scenery are soon familiarized to the eye, which then merely wanders over the commingled throngs of coquettes, dandies, dancers and idlers, and soon returns to inspect the real or fancied infirmities of its possessor. A visit to Mackinac reverses all this. 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 most resorts need not be experienced here. You eat with a new relish, and sleep like a child.



MACKINAC VILLAGE, AS SEEN FROM THE GUN PLATFORM OF THE FORT.



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. From the hour of entering Lake Huron, your feelings will indicate that you have passed beyond the reign of miasma, 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, 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." Dr. Mann says: "A few whiffs of the air would make your lungs give a hygienic laugh. 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.

Dr. Hammond, the famous physician, says: "I have no hesitation in saying that it is the best summer resort of which I have any knowledge, for persons whose nervous systems are run down, or who desire to be built up and strengthened."

HOTEL ACCOMMODATION

IS a very satisfactory problem at Mackinac. There are innumerable hostleries of every grade of price and corresponding service. If the tourist wishes to study the ancient features of the island from their stronghold, he will put up at the John Jacob Astor House. This was originally the headquarters of the American Fur Company, and a glance at its low ceilings, scored by heavy timbers, its ancient fireplaces, its clumsy iron door locks, and its old storing vaults will satisfy any lover of antiquities, even before he has been invited by the genial proprietor to inspect the account books of four score years ago. The Mission House, at the extreme easterly point of the island, is another relic of ye olden time. Commanding one of the best views on the island, it is very popular with those loving quiet repose.

The place of all places for the fashionable resorters is Plank's Grand Hotel, situated on a commanding eminence at the western end of the island, and facing the straits. This hotel is the largest summer resort in the West, accommodating as it does upwards of 1,000 guests, and representing a capital of \$300,000. Its rates are from \$4.00 to \$5.00 per day, and the season extends from July 1st to September 20th. This tremendous building is 650 feet in length and five stories in height. Its architecture is of the "Old Colonial" style, the distinctive feature being a colonnaded portico, 30 feet wide, upon which the windows of every floor open. The interior is well arranged and fully equal to every demand of the most fastidious taste. The lower floor is occupied exclusively by the dining-hall, drawing-room and private parlors, with the large rotunda office in the center. The dining-hall is a mammoth apartment, capable of seating 600 people. It occupies the space of two stories, the vaulted ceiling being 27 feet overhead. The guest rooms are large, light and airy. Each front suite is provided with a private balcony. The hotel is lighted by gas and electricity, heated by steam, and provided with elevator and electric call and fire alarm bells. It is also supplied with barber shop, bath-rooms, steam laundry and a first-class livery. A metropolitan orchestra is in constant attendance. The grounds have been made very attractive and a casino constructed for indoor sports. The hotel is under the management of Mr. J. O. Plank.

MACKINAC REGION.

ALL of Northern Michigan's many attractions are within easy reach of Mackinac Island. Indeed, so central is this spot, that the "Mackinac Region," as commonly spoken of, is supposed to include every attraction of the Great Lake Region of Upper Michigan. All methods of travel may be called into use, and all seem to start from a common center or hub, radiating as they do from this small island. Perhaps the most important of these secondary points is the Little Traverse Bay. Here, clustering within a mile or two of each other, and



with fast extending suburbs almost touching, are Petoskey, Bay View, Wequetonsing, Harbor Springs and Harbor Point. The most expeditious route is via the G. R. & I. Railway, whose excellent train service renders communication possible at almost any hour of the day. The distance by this route is only thirty-five miles from Mackinac City, the nearest point to Mackinac, on the mainland. They may also be reached by either the day or night lines of steamers by way of Lake Michigan. By these lines the mileage is nearly doubled, and the better part of a day or night occupied in the journey. By far the prettiest route, however, is via the picturesque Inland Line of steamers through Mullet Lake and Indian River. The Michigan Central Railroad leading directly south, touches Topinabee and Indian River in an hour's ride from Mackinac. These points are also local to the Inland Route.

Charlevoix and Traverse City, on Grand Traverse Bay, are best reached by the steamers on Lake Michigan. They are about a days' ride from Mackinac.

A line of splendid steamers makes daily trips to Sault Ste. Marie, leaving Mackinac about nine in the morning, and passing all of the superb scenery of the St. Mary's River by daylight. At the Soo, connections are made with the through steamships running to the north and south shores of Lake Superior and to the Canadian ports situated on Georgian Bay.

In a water trip to Chicago or Milwaukee, there is considerable diversity of choice. The Lake Michigan and Lake Superior Transportation Co.'s steamers running without stops straight through the center of the lake, afford a quick trip and the novelty of being in mid-sea for twenty-four hours. The Northern Michigan steamers, coasting to all important points on the Lake Michigan east shore, and consequently taking up more time, afford the tourist a better opportunity to view the industries of the region. Coming back to the service more directly connected with the island, we may mention that nothing gives a more general idea of its wonders than a trip around its shores in one of the numerous steam yachts. These trips are on at all hours of the day. So, also, are the fishing excursions to Les Cheneaux, than which no more delightful way of spending one day may be contrived. The ferry steamers, and the constant movement of steamers of regular routes, afford excellent opportunities to visit the mainland either north or south at any hour of the day or night.

PETOSKEY is a charming resort situated on the side of a high bluff near the head of Little Traverse Bay. The town numbers 3,500 souls, and has a water front

of 1 1/2 miles, to which a long pier gives considerable character and life. A lofty limestone cliff flanks it on the west. Among its trees may be seen the tents of many "campers," and further on the pretentious villas of wealthy residents. From the verge of this cliff the view is superb. Five miles distant is the ridge of hills that lines the opposite shore of Little Traverse Bay. These sweep in a symmetrical curve around this vast amphitheatre, and follow up the hither shore until they rise and terminate in high cliffs. The white line of pebbly beach which stands out so prominently against the green of the hills now takes an abrupt turn to the left, and forming a crescent two miles long, ends in a wooded point.

No summer resort or watering-place on the continent can boast of purer air, fresher breezes or better hotels. Facilities for recreation are also good. Boating on the bay and short excursions by steamer or railroad may be indulged in at all times. Owing to the salubrious climate and central location, the Western Hay Fever Association makes its headquarters here

BAY VIEW, of Summer University fame, lies one mile further up the beach. Though but a few years have passed since the location of the grounds, this Assembly has become immensely popular in the East and South, ranking next to Chautauqua in size and completeness. The location is beautiful and no expense has been spared in improving its natural advantages. The land rises in natural terraces from the bay and affords cozy and picturesque sites for the four hundred cottages, of which glimpses may be caught through the trees. Clear cool water has been brought to these cottages through pipes from a never-failing spring further up the hill side.

HARBOR SPRINGS lies six miles further round the shore of Little Traverse Bay. It is located on a beautiful harbor (Wequetonsing) formed by the crescent of Harbor Point. Along the water's edge are large springs from which gush streams of water as clear as air and of a temperature only 12 to 15 degrees above freezing point. The history of the place is full of interest. Pieces of pottery show that it was once a stopping place for the ancient mound builders. It was for many years a central point for the payment of annuities, and for ages a favorite camp ground for the Indians. Many curious legends are extant. Strangers always visit the antiquated Catholic church, founded more than 200 years ago by Marquette.

THE HARBOR POINT RESORT, directly opposite, is singularly favored. The strip of rolling land on which it is situated is hardly more than a stone's throw in width, and while on the outer shore the heavy surf of Lake Michigan rolls grandly over a fine bathing beach, the children may with perfect safety paddle about the harbor within. Besides the large amusement hall and hotel which stands high above the beach on the breezy Lake Michigan side, the resort includes numerous cottages, which are provided for such of the guests as prefer the seclusion of their own roof.

CHARLEVOIX, 18 miles below Petoskey, on the Lake Michigan shore, is a most picturesque spot. The beautiful little town is situated at the mouth of a short strait, the outlet of Round and Pine Lakes. Further up, and just between the lakes, are the handsome grounds and residences of the Kalamazoo and Chicago Resorts, which occupy the north and south shores respectively.



BAY VIEW COLLEGE.

THE INLAND ROUTE is undoubtedly the most interesting one between Mackinac and Petoskey. Nothing short of a water trip through the heart of Florida can compare to this wonderfully novel route by crooked rivers and lovely lakes, across the northern end of Michigan. Even with the former the comparison ends here, as the salubrious climate and the high forest grown shore are lacking. A little steamer leaves Mackinac at 7 o'clock, Cheboygan at 9 o'clock every morning, and after picking her way among logs and booms, past saw-mills and through the lock, steams up the crooked Cheboygan to Mullet Lake. The lake is 12 miles long by 5 wide, with a charming ruggedness of outline, caused by the thickly wooded hills which completely encircle it and form its shores. Topinabee, a favorite spot for campers, is situated at the further end, and here the passengers disembark for dinner. After a short rest the little vessel resumes her journey, and worries through Indian River into Burt Lake. The lower end of which is crossed in reaching Crooked River. The latter stream is the shallowest and most crooked of the three, and although the steamer draws but thirty inches of water, it is only by a constant succession of twists and turns, scrapes and pushes and stops and backs that she gets through to Crooked Lake, where after a run of three miles, she ties up to the wharf at Oden, after an exciting and highly interesting day. A dummy starts immediately on the eight-mile run to Petoskey, where it arrives in season for supper. The little steamers Romeo and Juliet, which compose this line, are marine marvels. A vessel capable of carrying 150 passengers, which may safely and constantly make the trip through mid-lake from Mackinac to Cheboygan, yet at the same time is compact enough to wriggle through stretches of river that would seem impossible to crafts larger than a skiff, must be the handiwork of a genius. The twin screw system now in use on the most famous ocean flyers, has been employed in miniature to furnish the motive power. This enables the boat to turn in her own length, but even then, poles and ropes are in frequent demand, and the ingenuity and experience of the captain is taxed to the utmost.

MARQUETTE, the metropolis of Lake Superior country, is a very handsome city. Its business portion displays great activity and metropolitan tastes. Its residences, which are exceedingly beautiful, are placed high up on a bluff to the north, and command a view of the lake for 30 miles. While its central location makes it a capital base of operations for all the lovers of the rod and gun who visit these natural game preserves, it possesses no small attractions within itself. Speckled trout may be caught in the streams near by, while in the bay lake trout of twenty to thirty pounds in weight furnish exciting sport. The hotels are of the best, and everything necessary for hunting and fishing may easily be obtained.

THE TRIP TO THE SOO is worthy of note. The steamer after rounding Mackinac Island follows the northern shore of Lake Huron as far as Detour, at the entrance of the St. Mary's River, where the real interest begins. The river is 62 miles long, and is composed of a succession of beautiful straits and broad lakes. It is almost entirely shut in by high hills, which rise from the water's edge. In the many beauties and eccentricities of the stream and its outline, it is freely compared to the Hudson and other famous rivers. The channel is narrow, crooked and shallow, however, and must be passed by daylight. This is usually accomplished at dawn, this line being the only one which makes it at mid-day. The river is full of islands, and there are many popular hunting and fishing resorts along its course.

SAULT STE. MARIE, a city of 8,000 inhabitants, may be reached by rail or water. There is much of interest about the old place. It lies on the left bank of the river, just below the famous government ship canal, built for the purpose of passing the St. Mary's Rapids. The government works are exceedingly interesting. The immense and perfect structure of masonry, the water power which runs all the machinery necessary to operate the monster gates of the lock, and the dynamos which furnish the electric lighting, are perfect in all their details, and well display man's ingenuity.

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