

to the tourist of every class, to the antiquarian, to the scientist, the artist, the sportsman, the invalid, and the fashionable pleasure-seeker. The woods are full of game, the waters are full of fish, the air is full of health and vigor, and all, woods, waters, air and sky, are full of beauty beyond the power of pen to portray or imagination to conceive. Seeing alone is believing.

The Michigan Central controls and operates the following roads: Chicago to Detroit, 285 miles; Detroit to Buffalo, 255 miles; Welland to Niagara Falls, 18 miles; Fort Erie to Niagara Falls, 28 miles; Detroit to St. Ignace, 285 miles; Grand Rapids to Jackson, 94 miles; Jackson to Bay City, 114 miles; Vassar to Saginaw, 22 miles; Niles to South Bend, 16 miles; Lake to Joliet, 45 miles; South Haven to Kalamazoo, 40 miles; Toledo to Detroit, 60 miles; St. Thomas to Ridgeway, 80 miles. The



MICHIGAN CENTRAL TRAIN PASSING NIAGARA FALLS.

permanent improvements on the lines during the season of 1883, require an investment of more than six million dollars, and embrace among the most important, a magnificent new Cantilever steel bridge across the Niagara River, in full view of the Falls; a new depot building at Detroit, 3 stories high, 180x400 feet, and acres of sheds and platforms; a new transfer boat and slip on the Detroit River; miles of double track, and some 30 or more side-tracks on the Canada division; iron bridges on the entire road; and the construction of the cut-off from Welland to Niagara Falls. This last addition forms a most important and valuable link, shortening the distance, as now traversed, between Chicago and Niagara Falls, some fifteen miles or over, and making the Canada Division a perfect air-line from Detroit to the Falls.

The advantages offered by the Michigan Central can be summed up in these few words: speed, comfort, safety, directness and the most interesting scenery to be found on the Continent.