

MICHIGAN

Detroit.

Its annals stretch much further back.

Than gloomy days of Pontiac,

Or Cadillac of yore.—Bishop.

AS the first French voyageurs paddled their canoes along the shores of Lake Erie in 1610, they found at the western end of the lake a majestic river, filled with beautiful islands, pouring its flood into the lake. Its shores were lined with the tents of Indians who came down to the banks to see what strange wonder this was that had come upon them. Vines and orchards dotted the banks, while rearing above these in the distance were the tall trees of the forest primeval.

The beauties of the straits connecting Lake Erie and Huron were the admiration of the *coureurs des bois* and the Jesuit missionaries that ventured thus far into the wilderness, but no permanent settlement was made until nearly a century later. The English were pushing their outposts further and further into the wilderness and Antoine de la Mothe Cadillac determined to erect a fort at this strategic position. He foresaw that all the commerce of the upper lakes was destined to pass Detroit on its way to the lower lakes, and this gave the sovereign of the straits a very great advantage.

Until 1760 the fort remained a French military and trading post, but in that year with all of Canada it changed hands and came under the jurisdiction of Great Britain. Again in 1783 Detroit changed hands, this time going to the United States, with all the northwestern territory, and has never passed out of its hands except for a single year during the second war with England.

As Cadillac prophesied the whole commerce of the upper lakes must pass Detroit to gain the lower lakes, but not even his most extravagant fancies could imagine the great amount of commerce that now passes through the Detroit river every year. During 1913 there were 37,473 vessel passages through the river, carrying a total of 85,376,705 tons, a huger commerce than passes through the Suez Canal or enters any port in the world. During the eight months of the year that the lakes are open for navigation a vessel passes Detroit, on the average, every nine and one-half minutes and in the summer months the passages run as many as two hundred and forty a day. An hour spent watching these mighty leviathans as they pass slowly, majestically on is indeed a thing every visitor to Detroit should undertake.

Detroit is a beautiful city all the year round, but it is summer that the visitor should plan to go there. The spacious avenues are lined with wide-spreading trees; beautiful homes in commodious grounds make the residential sections almost beyond comparison. Over thirty small parks dot Detroit, offering everyone a place of quiet and rest, and providing a pleasing change in the business section. The Grand Boulevard which completely encircles the city, is a perfect drive with wide lawns on each side where landscape gardening may be found in its most beautiful aspect.

The real pearl of Detroit, the most precious of all her jewels, is the city park, Belle Isle, located in the river just east of the city. On this island seven miles in circumference are provided opportunities for every citizen to enjoy himself. The boat and yacht clubs are located here; in summer the municipal swimming beach is always crowded and the canals which cut through the island in every direction are covered with gaily decorated canoes. Casinos

provide places of refreshment and rest, while the whole island is open to picnic parties and others. Beautiful drives care for the automobile enthusiast; the zoo is a source of constant enjoyment to thousands who watch the antics of the strange animals. The aquarium has won just fame for the many strange fish it contains and the horticultural building has one of the finest flower shows in America.

The lower part of the island has been given over to the landscape gardener and he has created a veritable paradise out of it. The upper part has been left in its wild state and here one may find many cool nooks and groves which will protect him from the heat of the day.

Second only to Belle Isle is Palmer Park on the north end of the city, the gift of Senator Thomas W. Palmer. A huge tract of woodland unbroken except for winding paths and drives and a few canals it offers a retreat for the tired city man that is indeed unique.

Nature has been truly bountiful to Detroit and no one has to depend upon these features alone for his outings. Besides Belle Isle there are sixteen islands in the river, all within a few hours of Detroit. Many of these offer picnic grounds for excursionists and others provide the summer homes of Detroit residents. The resorts of the St. Clair river and the famous flats are none of them more than a few hours away by boat. On the flats, the "Venice of America", is found duck shooting in the fall and spring that is unequalled anywhere in America, and the fishing has few peers. Michigan itself is not to be outdone in the beauties of its small lakes and many of these are within easy reach of the city either by automobile or train. Concrete roads lead from Detroit in every direction for many miles, providing the autist and farmer alike a perfect pavement.

So magnificently provided for in location and surroundings Detroit can also boast an equable climate tempered both in winter and in summer by the vast bodies of water which nearly surround it.

With these many natural advantages it is no wonder that Detroit has become one of the leading cities of America. In 1900 Detroit was twelfth in population of the cities in the United States; by 1910, with an enormous gain of 63 per cent. of population it had passed three rivals and stood ninth. Now Detroit has passed both Pittsburgh and Baltimore and is doing battle royal with Cleveland for sixth position.

When one mentions Detroit it is natural to think of automobiles and Detroit is known as the automobile city of America. Last year (and that is to say last automobile year, ending Sept. 1) 261,800 automobiles were manufactured in Detroit, considerably over half the production of cars in the United States. Their value was \$208,000,000 which was in excess of that of all other cars produced in the United States during that period. There were twenty factories that were engaged in the production of automobiles and eighty factories that made auto accessories. A single company manufactured 183,200 cars last year and in their rush season put out over a thousand cars a day. In all these companies gave employment to 60,000 men.

But Detroit is by no means a one industry city. In the diversity of manufactures there are few cities in the United States that lead the City of the Straits. Detroit is easily a leader in the manufacture of stoves and ranges; the largest adding machine factory in the world is located there; no city can compete with the production of pharmaceutical manufactures; in varnish and paints it has few peers; in building freight cars Detroit is without a leader in America;