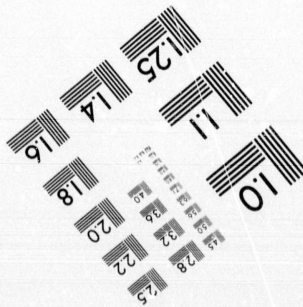
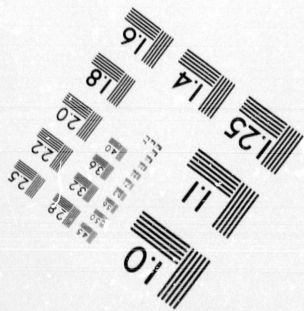
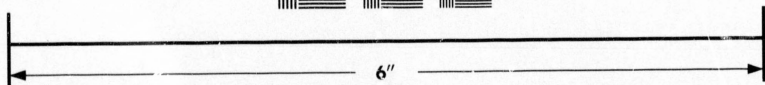
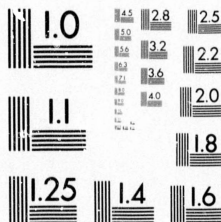


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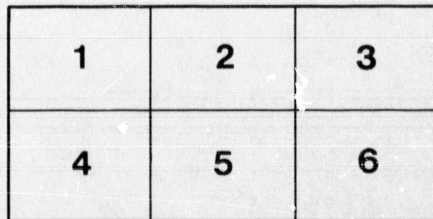
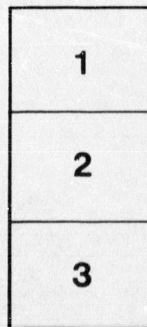
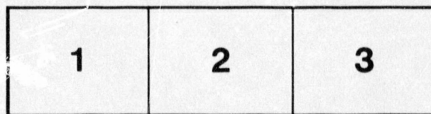
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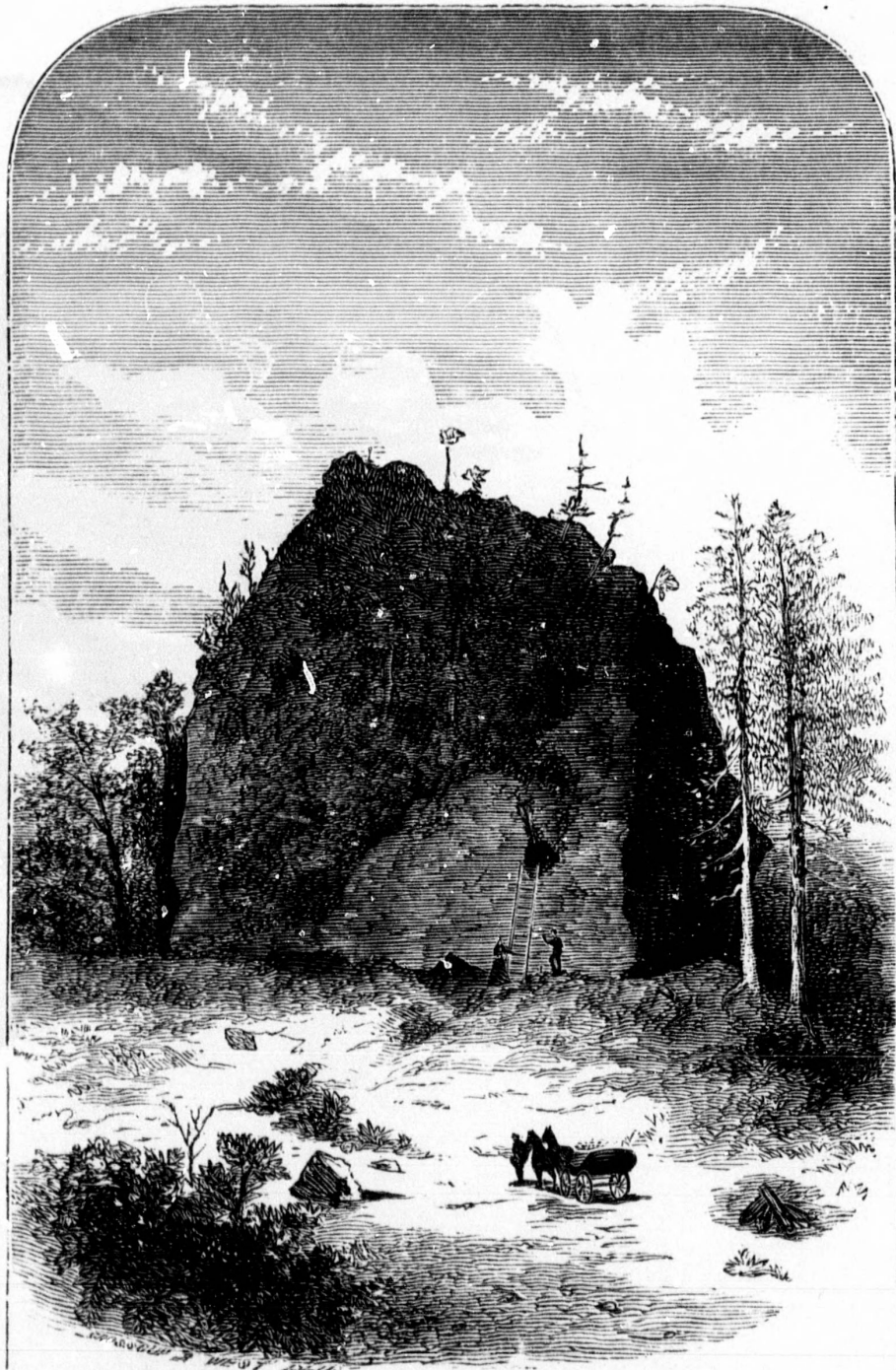
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PYRAMID OR SUGAR LOAF ROCK.

# ISLAND OF MACKINAC,

GIVING A DESCRIPTION

OF ALL THE

OBJECTS OF INTEREST AND PLACES OF RESORT

IN THE

STRAITS OF MACKINAC AND ITS VICINITY;

TOGETHER

OLD MACKINAW, POINT ST. IGNACE,  
CHEBOYGAN, Etc.

ALSO,

AN ACCOUNT OF THE EARLY SETTLEMENT OF THE COUNTRY,  
CLIMATIC INFLUENCE,  
STEAMBOAT AND RAILROAD ROUTES, etc.

WITH A MAP AND EMBELLISHMENTS.

Compiled by J. DISTURNELL,

AUTHOR OF "INFLUENCE OF CLIMATE IN NORTH AND SOUTH AMERICA," ETC.

PHILADELPHIA.

1875.



VIEW OF HAYSTACK ROOF

# ISLAND OF MACKINAC,

GIVING A DESCRIPTION

OF ALL THE

OBJECTS OF INTEREST AND PLACES OF RESORT

IN THE

STRAITS OF MACKINAC AND ITS VICINITY;

INCLUDING

OLD MACKINAW, POINT ST. IGNACE,  
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PHILADELPHIA.

1875.



ISLAND OF MACKINAC

GIVING A DESCRIPTION

OBJECTS OF INTEREST AND TRACES OF HISTORY

IN THE

STRAITS OF MACKINAC AND ITS VICINITY

BY

OLD MACKINAC POINT LIGHT

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AN ACCOUNT OF THE EARLY SETTLEMENT OF THE STRAITS

CLIMATIC REFERENCES

STEAMBOAT AND RAILROAD ROUTES, &c.

WITH A MAP AND EMBELLISHMENTS.

Compiled by J. DISTURNELL.

ACTION OF THE BOARD OF LANDS IN GREAT BRITAIN

INDIAN

1875

## TO THE PUBLIC.

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IN the compilation of this WORK, the Author has been influenced by the desire of numerous individuals to have prepared an ILLUSTRATED GUIDE to this favorite resort, now attracting more than ever the attention of the invalid and the seekers of pleasure, as well as the capitalists, who are interested in steamboat lines, and those engaged in the construction of railroads through the Lower and Upper Peninsulas of Michigan—thereby affording pleasant and speedy access to this hitherto neglected region of country, where health prevails. The NATIONAL PARK to be located on the Island of Mackinac tends to make such a work a matter of necessity, in order to gratify the inquiring mind of the American public.

Having for the past twenty years experienced the benefits of the health-restoring influence of the Straits of Mackinac and the Lake Superior Region, I feel warranted in saying that no more favorable atmosphere exists on the Continent of America than in the Region of the Great Northwest, where vitality and longevity can be insured.

J. DISTURNELL.

PHILADELPHIA, May, 1875.

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# HOW TO REACH THE ISLAND OF MACKINAC.

THERE are now *two* great Lines of Travel, by water, to this far-famed and fashionable place of resort, besides the approach from Lake Superior.

**1.** From BUFFALO, CLEVELAND and DETROIT, passing over Lake Erie and through the Detroit and St. Clair Rivers and over Lake Huron; the distance from Detroit, Mich., being about 340 miles, running for most of the distance along the west shore of Huron, within sight of land.

After leaving PORT HURON the steamer enters the broad waters of Lake Huron, passing within sight a succession of flourishing villages until Point au Barques is reached; then comes Saginaw Bay, which has to be crossed, here about 40 miles wide; then comes another succession of lumbering villages, when next ALPENA is reached. This flourishing city is favorably located on Thunder Bay, where is a celebrated Medicinal Spring, a large Hotel for the accommodation of visitors, numerous stores and large saw-mills.

On leaving Alpena, Thunder Island and Light are passed, and the steamer usually runs for Duncan and Cheboygan, about 90 miles distant. The Island of Mackinac is 18 miles further in a northerly direction—passing Bois Blanc Island and Round Island, lying in the Straits of Mackinac.

*Steamers* also run from Saginaw and Bay City to Alpena and Mackinac, making landings along the west shore of Lake Huron.

**2.** From CHICAGO and MILWAUKEE—passing through Lake Michigan for about 350 miles, when the Straits of Mackinac are entered. On this route the steamers usually run along the Wisconsin shore of the lake to Manitowoc or Two Rivers, then run for the Manitou Island, on the east or Michigan shore of the lake; continuing northward past Grand Traverse Bay and Little Traverse Bay towards Point Waugoshance and Light, when the Straits of Mackinac are entered and Old Mackinaw passed; then comes the ISLAND OF MACKINAC, rising into view with her castellated fort and high grounds, on the summit of which stands old Fort Holmes.

This steamboat route from Chicago and Milwaukee furnishes the most desirable approach to Mackinac from the South, and will always be a favorite mode of travel during warm weather, avoiding the dust and heat of land conveyance. The change of climate experienced in this journey of 300 or 400 miles is most wonderful and beneficial. If the trip is continued to Saut Ste

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Marie and Lake Superior, the benefit to be derived from a change of climate is still more perceptible.

**3.** The new Railroad Route, first opened in 1874, extending from the city of DETROIT, *via* Lansing, to Howard City, 164 miles, and then to Petoskey, situated on Little Traverse Bay, *via* the *Grand Rapids and Indiana Railroad*, a total distance, by railroad, of 320 miles, forms a direct and speedy line of travel through the Lower Peninsula of Michigan. A steamer runs, during the season of navigation, from Petoskey to Mackinac, 60 miles further, passing through the Straits.

This railroad line will soon be extended to Mackinac City, opposite Point St. Ignace, and then connect with the Island of Mackinac by steamer, 8 miles distant. A stage line also runs from Petoskey to Cheboygan—30 miles—connecting with a steamer running to the Island of Mackinac, 18 miles.

**4.** The *Grand Rapids and Indiana Railroad* (Grand Rapids and Cincinnati Short Line), extends from Cincinnati to Grand Rapids, Mich., 303 miles; and from thence is finished to Traverse City, 150 miles; and to Petoskey, 190 miles; total distance from Cincinnati, 493 miles.

The Grand Rapids and Indiana Railroad Company usually run a Steamer from Traverse City to Escanaba, Michigan—120 miles—connecting with *Peninsula Railroad* of Michigan, running to Negaunee and Marquette, L. S. A steamer also runs daily from Petoskey to Mackinac—60 miles—forming a direct and speedy line of travel to the above favorite watering place.

A line of travel extends from CHICAGO, *via* Michigan Central Main Line, to Kalamazoo; also, over the Chicago and Michigan Lake Shore Railroad *via* New Buffalo, to Grand Rapids—both lines connecting with the Grand Rapids and Indiana Railroad.

*Pullman Sleeping Cars* are running on all these lines, to and from Grand Rapids, where will be found good Hotel accommodations.

**5.** Another through railroad route will be furnished, *via* the *Detroit and Bay City Railroad*, running from Detroit direct to Bay City, 108 miles, there connecting with the *Jackson, Lansing and Saginaw Railroad*, finished to within a short distance of the Straits of Mackinac. When this road is fully completed, it will furnish the most direct route from Detroit to the Island of Mackinac and Lake Superior.

All the above Railroads run through the Pineries of the Lower Peninsula of Michigan, affording much wild and romantic scenery.

## CINCINNATI TO MACKINAC, MICHIGAN.

VIA RICHMOND, FORT WAYNE AND GRAND RAPIDS.

### *Grand Rapids and Cincinnati Short Line.*

MILES.	STATIONS.	MILES.
303	<b>CINCINNATI, O.</b>	0
278	Hamilton .....	25
233	<b>Richmond</b> .....	45 70
209	Winchester.....	24 94
201	Ridgeville .....	8 102
190	Portland.....	11 113
163	Decatur .....	27 140
142	<b>Fort Wayne, Ind.</b> .....	21 161

### *Grand Rapids and Indiana Railroad.*

*Connects with Pittsburgh, Fort Wayne and Chicago Railroad.*

114	Kendallville.....	28 189
95	La Grange.....	19 208
90	Lima .....	5 213
85	Sturgis, Mich.....	5 218
75	<i>Michigan Central Air Line</i>	
	<i>Crossing</i> .....	10 228
70	Mendon .....	5 233
61	Vicksburg .....	9 242
49	<b>Kalamazoo</b> .....	12 254
	<i>Michigan Central Railroad Crossing.</i>	
37	Plainwell .....	12 266
32	Monteith.....	5 271
21	Wayland .....	11 282
0	<b>GRAND RAPIDS</b> .....	21 303

*Connects with Chicago and Michigan Lake Shore Railroad.*

### *Grand Rapids and Indiana Railroad (Continued).*

MILES.	STATIONS.	MILES.
190	<b>GRANDRAPIDS,</b>	
	Michigan .....	303
187	D. & M. Crossing .....	3 306
176	Rockford.....	11 317
169	Cedar Springs.....	7 324
163	Sand Lake.....	6 330
156	<b>Howard City</b> .....	7 337

*Connects with Detroit, Lansing and L. Michigan Railroad.*

149	Morley .....	7 344
135	Big Rapids.....	14 358
122	Reed City.....	13 371
93	Clam Lake.....	29 400
89	Linden.....	4 404
81	Manton .....	8 412
72	Walton Junction.....	9 421

### **Traverse City**..... 26 447

67	Fife Lake .....	5 426
61	South Boardman.....	6 432
53	Kalkaska .....	8 440
48	Leetsville.....	5 445
44	Havana.....	4 449
40	Mancelona .....	4 453
34	Cascade.....	6 459
26	<b>Elmira</b> .....	8 467
15	Boyne Falls.....	10 477
9	McLrose .....	7 484
0	<b>PETOSKEY</b> *.....	9 493

\* Connects with Steamers for Mackinac, 60 miles.

## DETROIT TO MACKINAC, MICHIGAN.

VIA RAILROAD AND STEAMBOAT ROUTE.

### *Detroit, Lansing and Lake Michigan Railroad.*

MILES.	STATIONS.	MILES.
164	<b>DETROIT</b> .....	0
161	Grand Trunk Junc.....	3
152	Bedford .....	9 12
146	Livonia .....	6 18
141	PLYMOUTH .....	5 23
<i>Flint &amp; P. M. Crossing.</i>		
130	South Lynn.....	11 34
121	Brighton .....	9 43
112	HOWELL .....	9 52
98	Leroy.....	14 96
93	WILLIAMSTON.....	5 71
79	<b>LANSING</b> .....	14 85
73	North Lansing.....	1 86
95	Grand Ledge.....	13 99
53	PORTLAND.....	12 111
46	Lyons .....	7 118
41	<b>Ionia</b> .....	5 123
<i>D. &amp; M. Railroad Crossing.</i>		
37	Stanton Junction.....	4 127
26	Kiddville.....	11 138
20	GREENVILLE .....	6 144
15	Gowen.....	5 149
7	Maple Grove.....	8 157
0	<b>Howard City</b> .....	7 164

### *Grand Rapids and Indiana Railroad.*

MILES.	STATIONS.	MILES.
156	<b>Howard City</b> .....	164
149	Morley .....	7 171
134	Big Rapids.....	15 186
130	Paris .....	4 190
122	Reed City.....	8 198
93	Clam Lake.....	29 227
72	Walton .....	21 248
<hr/>		
	<b>Traverse City</b> .....	26 274
<hr/>		
53	Kalkaska.....	19 267
44	Havana.....	9 276
26	ELMIRA.....	18 294
0	<b>PETOSKEY</b> .....	26 320

### *Steamboat Route.*

During the season of navigation the *Grand Rapids and Indiana Railroad Steamers* run daily from Petoskey direct to Mackinac, passing through the Straits; distance, 60 miles.

STAGES run during the winter months from Petoskey to Cheboygan, 30 miles, making connection with Mackinac, 18 miles, and Saut Ste Marie, 90 miles further.

## MACKINAC AND ITS VICINITY.

---

FOR upwards of two hundred years Point St. Ignace, Old Fort Mackinaw, and the lovely Island of Mackinac, has been celebrated in history. Here tribes of the aborigines, the French, the English, and the Americans have alternately held sway, each alike appreciating the advantages of this gateway of commerce, important alike in times of war and in times of peace. The Straits of Mackinac, and its surroundings, always have and always will be appreciated by a commercial people; yet, strange to say, no large cities have as yet sprung into existence on the Straits, after a lapse of two centuries, since the Jesuit Fathers and French traders first visited Point St. Ignace.

To-day, with the exception of the Island of Mackinac, the white man has not settled to any extent on these beautiful shores—the Indian and the half-breed forming the mass of the population. Here they will continue to linger until the locomotive, with its shrill whistle, shall cause them to retire to less frequented haunts.

Already two events have transpired that will tend to hasten the exodus of the Red Man. The one is the establishment of a *National Park* on the Island of Mackinac, and the other is the chartering of railroad companies that will soon complete lines of railroads to run through this heretofore wilderness region. Cities and villages are here destined soon to spring into existence, where manufactures and the mechanic arts will flourish, in connection with churches, colleges and schools. All these great helps to civilization will be advanced by the healthy, bracing climate which here exists. *Man*, mentally and physically, can, in this section, make rapid advances while breathing the invigorating air of the Upper Lake region, made pure by a large expanse of water combined with the surrounding healthy atmosphere.



On an examination of a chart or map, showing the connection of the three great lakes—Huron, Michigan and Superior—the importance of the Straits of Mackinac are apparent. Here come in close proximity the Lower and Upper Peninsulas of Michigan, where the telegraph wire and a steam ferry will unite both shores, some three or four miles distant. A further examination of the chart shows the outlet of Lake Superior, the *St. Mary's River*, extending from Gros Cap and Point Iroquois on the north, to the De Tour on the south, a distance of about 65 miles; while the Straits of Mackinac are reached about 40 miles westward of the mouth of the above river or strait, making the entrance to White Fish Bay, or Lake Superior, about 120 miles from the Island of Mackinac.

Through the above channels will forever flow the commerce and the pleasure travel of the world, in connection with parallel railroad lines, now being rapidly constructed, both in the United States and in the Dominion of Canada.\* During warm weather the steamers afford the most delightful excursions imaginable, presenting a succession of lake, river and woodland landscape of unsurpassing beauty.

---

### STRAITS OF MACKINAC.

The far-famed *Straits of Mackinac*, or Michilimackinac, as formerly called, lying between Lakes Huron and Michigan, in about 45° 50' north latitude, and extending from Waugoshance Island and Light on the west, to the end of Bois Blanc Island on the east, a distance of 35 miles, with the islands, headlands and shores, are all historic ground, their history running through upwards of two centuries. Here have been enacted many of the stirring events connected with the early Indian wars: the war between the French and English, during the eighteenth century, the war of the Revolution, and the war of 1812 with Great Britain, when, in 1814, the quiet possession of this important point was conceded to the United States by treaty.

*Point St. Ignace*, on the north, and *Old Fort Mackinaw*, on the south, lying opposite each other, were first celebrated in modern history; here the French

\* The foresight of MAJOR LONG, in the Government Report of his Expeditions to the Northwest, 1824, vol. ii. p. 243, is seen:—"Before we dismiss this subject, we would remark, that the Straits of Mackinaw presents itself as one of the most important passes to an extensive interior coast, and directly to the very vitals of the Western Country, that is anywhere to be found westward of the Alleghany Mountains."

Jesuits and voyageurs in search of new discoveries and the possession of wealth arising from Indian traffic, first formed permanent settlements on the borders of the Great Lakes of America, where the shores of the Lower and Upper Peninsulas of Michigan are separated by only four miles of water, while eastward and westward the waters widen—Lake Huron being entered on the east and Lake Michigan on the west. Both these great bodies of water embrace several thousand square miles of surface, and together with Lake Superior, lying 80 miles northwest, cover altogether an area of about 75,000 square miles of water surface—included in a circuit of about 350 miles—bordering on the States of Michigan, Wisconsin and Minnesota, as well as on the Province of Ontario, Canada. Sudden storms often rise on these Inland Seas, causing loss of life and property.

The Straits of Mackinac form the centre of this great expanse of water—hence its commercial importance. Here may now be seen fleets of sailing vessels and the steamers of modern date ploughing their way to the lower and upper lake ports, loaded with agricultural products and rich merchandise, giving profitable employment to many hundred vessels and thousands of mariners.

The most important Islands lying in the Straits are *Mackinac Island*, *Round Island*, a Government Reservation, *Bois Blanc Island*, consisting of a large and fertile body of land, and *St. Helena Island*. The *St. Martin Islands* lie in St. Martin's Bay, to the northward of the Island of Mackinac.

The islands and objects of interest within the Straits are numerous. On approaching from the east, Spectacle Reef and Light are passed, then Bois Blanc Island and Light House are first seen from the deck of the ascending vessel. In passing through the South Channel, between Bois Blanc and the mainland, Cheboygan Light House is seen, then comes Duncan Bay and the mouth of Cheboygan River. Here are situated *Duncan* and *Cheboygan*, both being new and important lumbering towns, from whence steamers run to Chicago, Saginaw, Detroit, &c., as well as to the Island of Mackinac, 18 miles distant. *Round Island*, at present uninhabited, is next passed, then comes in full view the important *Island of Mackinac*, "the Gem of the Straits," with its old, crowning fortress, elevated about 320 feet above Lake Huron, overlooking Point St. Ignace and Old Mackinaw on the mainland. This Island will be fully described in another part of this volume.

To the north lie the St. Martin Islands and Goose Island; also, the *Les Cheneaux Islands*, forming a labyrinth of islands and indentations that line the main shore for several miles. These islands and headlands are known by different names, the principal islands being Isle Marquette and La Salle Island. There are also several beautiful bays, the principal being St. Martin's Bay, where enters Carp and Pine Rivers.

*Point St. Ignace*, the favorite abode of Father Marquette, lies four miles west of the Island of Mackinac, where is a scattered settlement, extending from the Point to East Moran Bay. The first settlement on the Straits is supposed to have been immediately north of East Moran Bay, opposite the north end of the Island of Mackinac. Here is now a small settlement of Indians and half-breeds, where is supposed to be the ancient cemetery containing the remains of the revered Father Marquette.

*Old Fort Mackinaw*,\* celebrated for the Indian Massacre in 1763, is situated on the main land, 4 miles from Point St. Ignace and 8 miles south-west of the Island of Mackinac. Both the above important points are now attracting the attention of the capitalist as well as the historian. A line of railroads will here connect by means of a steam ferry boat, affording, when finished, the most direct and speedy route to Lake Superior, as well as to the lovely Island of Mackinac.

*Point la Barbe* stands opposite Old Mackinaw, now called *Mackinaw City*. On leaving the above points, bound for Milwaukee or Chicago, the Straits widen as you approach the Island of St. Helena and pass Waugoshance Island and Light. Then Lake Michigan is entered, passing the Beaver and Fox Islands; the broad waters of this inland sea extend a further distance, southward, for upwards of 300 miles.

GREEN BAY, lying to the west, also connects with Lake Michigan and the Straits—all the commerce of this fruitful region passing through this passage leading to the ports on the lower lakes and the St. Lawrence River. Vessels sailing to and from Chicago, Milwaukee, Green Bay or Escanaba, bound for Detroit, Cleveland, Buffalo or Collingwood, or to Lake Superior, are required to pass through the Straits of Mackinac.

The waters of the Strait range from 50 to 250 feet in depth, the deepest part being between Old Mackinaw and Point St. Ignace.

\* First constructed by order of the French Government, in 1673.—*Holmes' American Annals*.

## MACKINAC COUNTY

Is bounded on the north by Chippewa County, on the west by Schoolcraft County, on the south by the head of Lake Michigan, Lake Huron and the Straits of Mackinac—being 72 miles in length, from east to west, and 24 miles in width. The Islands included in this county are as follows: Mackinac Island, Round Island, Bois Blanc Island, Marquette Island, Les Chenaux Islands, St. Helena Island, and the St. Martin's Islands—Mackinac Island being the County Seat. But little has been known or said of the county outside of the Island of Mackinac, and but little improvements made up to the present time. The part lying on the Upper Peninsula of Michigan is an almost unbroken wilderness, except along the shore facing the Straits, where reside a few whites, half-breeds and Indians; the county contained, in 1874, 2194 inhabitants.

The *Marquette and Mackinaw Railroad*, when completed, will run across this county, extending through Chippewa and Schoolcraft County to the shores of Lake Superior.

## MACKINAC ISLAND.

(COPIED FROM A LATE HISTORY OF MACKINAC.)

A beautiful Island, located at the Straits, long known as being the most picturesque of any on the Lakes. Here we see nature in all its grandeur and loveliness. The wonderful curiosities which abound here alone repays one for the travel of a thousand miles.

In addition to the Town and Fortress, the Arched Rock, Lover's Leap, Sugar Loaf Rock, Devil's Kitchen, Robinson's Folly, Giant's Stairway, Pontiac's Lookout and Chimney Rock, are objects well worthy of the attention of tourists and pleasure seekers.

The shady walks and drives afford a source of continued recreation, while the rippling waves invite the spectator involuntarily to sail on their gently heaving bosom or bathe in their cool embrace.

"This Island appears to have been designed by a bountiful Providence for the comfort and pleasure of the people, and it only remains for them to extend to it that support to which its pure air, delightful climate and favorable situation entitle it, to make it the Newport or Long Branch of the West. It

certainly seems beyond comprehension that the citizens of the hundreds of cities of our great Republic should pass by this favorable resort to groan and swelter amongst petrolium and shoddy, at Saratoga and Cape May."

### Early History of the Island.

This Island, as far back as we have any account of it, has been a place of great interest. It received its original name from the Indians. An old legend relates that a large number of these people were once assembled at Point St. Ignace, and while intently gazing at the rising of the sun, during the Great Manitou, or February Moon, they beheld the island suddenly rise up from the water, assuming its present form. From the point of observation, it bore a fancied resemblance to the back of a huge turtle, hence they gave it the name *Moe-che-ne-mock-e-nung*, which means a great turtle. This name when put in a French dress, became *Michilimackinac*. From the island it passed to the adjacent points. In some connections in the early history, the name is applied to the section as a whole; in others, to the point north of the Straits; but more frequently, to that south of the Straits now known as Old Mackinaw. The term is now obsolete, except as applied to the county which lies immediately north of the Straits in which the island is included. The island has now taken upon itself the name of *Mackinac*, being an abbreviation of the original French name.

### Indian Traditions.

Indian mythology makes this Island the home of the Giant Fairies, hence the Indians have always regarded it with a species of veneration. The day is still within the memory of many individuals now living on the island when the heathen Indians, in passing to and fro by its shores, made offerings of tobacco and other articles to these Great Spirits to propitiate their good will. These fairies, we are told, had a subterranean abode under the island, the entrance to which was near the base of the hill, just below the present southern gate of the fort. An old Indian, *Chees-a-kee*, or Spiritualist, who once encamped within the limits of the present garrison, is related to have visited this abode of the fairies under the following circumstances: During the night, while wrapt in the unconsciousness of a sound slumber, one of these spirits approached the place where he was, laid his shadowy hand upon

him and beckoned him to follow. In obedience to the mysterious request, his spirit left the body and went with the fairy. Together they entered into the mystic dwelling-place of the spirits. Here the Cheesakee was introduced to the Great Spirits assembled in solemn conclave. He was lost in wonder and admiration at what he saw around him. The place where they were assembled seemed to be a very large and beautiful wigwam. After spending some time in the fairy abode, the master spirit of the assembly directed one of the lesser spirits to show the Indian out and conduct him back to his body. What were the proceedings of that assembly, the Indian could not be induced to tell, nor were the particulars of what he saw during that mysterious visit ever made known to the red men. From their fairy abodes, these spirits issued forth at the twilight hour to engage "with rapid step and giddy whirl in their mystic dance."

Something of the feeling of veneration which the red men had for this, to them, enchanted island may be learned from the following soliloquy of an old Indian chief. He was just leaving the island to visit his friends in the Lake Superior country. The shades of night were falling around him and the deep blue outlines of the island were dimly shadowed forth. As he sat upon the deck of the steamer and watched the "lovely isle" fast receding from his view, memory was busy in recalling the scenes of by-gone days and the emotions of his heart found expression in these words:

"*Mock-che-ne-mock-e-nung*, thou isle of the clear, deep-water lake, how soothing it is, from amidst the curling smoke of my opawgun (pipe) to trace thy deep blue outlines in the distance; to call from memory's tablets the traditions and stories connected with thy sacred and mystic character. How sacred the regard with which thou hast been once clothed by our Indian seers of by-gone days. How pleasant in imagination for the mind to picture and view, as it now present, the time when the Great Spirit allowed a peaceful stillness to dwell around thee, when only light and balmy winds were permitted to pass over thee, hardly ruffling the mirror surface of the waters that surrounded thee; or to hear by evening twilight, the sound of the Giant Fairies as they, with rapid step and giddy whirl, dance their mystic dance on thy limestone battlements. Nothing then disturbed thy quiet and deep solitude but the chipping of birds and the rustling of the leaves of the silver-barked birch." But these fairy spirits have long since deserted their island

home and gone we know not where, and the race of beings in whose imagination they lived has also well nigh passed away.

### American Fur Company.

The most interesting feature of the Island, since the War of 1812, has been its connection with the fur trade carried on by John Jacob Astor, of New York. Previous to 1809 an association of traders existed, called the Mackinac Company, but at that date Mr. Astor organized the American Fur Company. Two years after this he bought out the Mackinac Company and established a new company known as the Southwest. During the winter of 1815 and 1816 Congress enacted a law that no foreigner should engage in trade with the Indians who did not become a citizen, and after this Mr. Astor again established the American Company, which organized with a capital of two million dollars. It had no chartered right to a monopoly of the Indian trade, yet by its wealth and influence it virtually controlled that trade through a long series of years. The outposts of the company were scattered throughout the whole West and Northwest. This Island was the great central mart. The goods were brought from the company's storehouse from New York by way of the Lakes, and from Quebec and Montreal by way of the Ottawa, Lake Nipissing and French River, and from this point they were distributed to all the outposts, while from all the Indian countries the furs were annually brought down to the Island by the company's agents, whence they were sent to New York, Quebec, or the various markets of the Old World.

An Hotel called the *Astor House* now forms part of the premises used by the American Fur Company, standing near the steamboat landing.

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### PLACES WORTH SEEING ON THE ISLAND.

"We may now proceed to visit the various places of interest. Starting from Fort Mackinac, let us follow the foot-path along the brow of the bluff overlooking the eastern part of the town. If fond of natural scenery, we shall be delighted with the grand panorama of nature, the successive scenes of which will be presented to us as we proceed. Half or three-quarters of a mile from the Fort, at the south-eastern angle of the Island, is the overhanging cliff known as '*Robinson's Folly*,' rising 128 feet perpendicular above the

water. The following is the interesting history of this point: After the removal of the fort to the Island in 1780, Captain Robinson, who then commanded the post, had a summer-house built upon this cliff. This soon became a place of frequent resort for himself and his brother officers. Pipes, cigars and wine were called into requisition, for at the time no hospitality or entertainment was complete without them, and thus many an hour that would have been lonely and tedious, passed pleasantly away. After a few years, however, by the action of the elements, a portion of this cliff, with the summer-house, was precipitated to the base of the rocks, which disastrous event gave rise to the name. Around the beach below is a confused mass of debris, the remains, doubtless of the fall.

‘A little to the north of ‘Robinson’s Folly’ may be seen an immense rock stand out boldly from the mountain’s side, near the base of which is a very beautiful little arch of the ‘*Arch of the Giant’s Stairway*.’ This arch is well worth the trouble of a visit.

“A walk along the beach northward from this point is somewhat difficult, on account of the large portions of the cliffs which have in places been precipitated to the water’s edge, but a good foot-path along the brow of the bluff brings us, with only a few minutes’ walk, to the famed ‘*Arch Rock*’ (see engraving). This is one of Nature’s freaks which must be seen to be appreciated. Words cannot fully describe it in all its grandeur. It is a magnificent natural arch spanning a chasm of eighty or ninety feet in height, and forty or fifty in width. The summit of this rock is one hundred and forty-nine feet above the level of the lake. Its abutments are composed of calcareous rock, and the opening underneath the arch has been produced by the falling down of the great masses of rock now to be seen on the beach below. A path to the right leads to the brink of the arch, whence the visitor, if sufficiently reckless, may pass to its summit, which is about three feet in width. Here we see twigs of cedar growing out of what appears to be solid rock,



ROBINSON'S FOLLY.



while in the rear and on either hand the lofty eminence is clothed with trees and shrubbery—maple, birch, poplar, cedar and balsam—giving to the landscape richness and variety; before us are the majestic waters of Lake Huron, dotted in the distance with islands. We may now descend through the great chasm, ‘arched by the hand of God,’ and at the base of the projecting angle of the main rock find a second arch, less magnificent, but no less curious and wonderful. Passing under this, we soon reach the beach below, whence the view is particularly grand and imposing. The mighty arch seems suspended in mid-air above us, and as we gaze upon it, lost in wonder and admiration, we exclaim with the Psalmist, ‘Lord, what is man that thou takest knowledge of him, or the son of man that Thou makest account of him!’ Foster and Whitney say of this rock: ‘The portion supporting the arch on the north side, and the curve of the arch itself, are comparatively fragile, and cannot for a long period resist the action of rains and frosts, which in this latitude, and on a rock thus constituted, produce great ravages every season. The arch which now connects this abutment with the main cliff, will soon be destroyed, as well as the abutment itself, and the whole precipitated into the lake.’

“The following parody on a popular song was found written on a stone near the base of Arch Rock, about five years since:

“Beauteous Isle! I sing of thee,  
Mackinac, my Mackinac,  
Thy lake-bound shores I love to see,  
Mackinac, my Mackinac.  
From Arch Rock’s height and shelving steep  
To western cliffs and Lover’s Leap,  
Where memories of the lost one sleep,  
Mackinac, my Mackinac

“Thy Northern shore trod British foe,  
Mackinac, my Mackinac,  
That day saw gallant Holmes laid low,  
Mackinac, my Mackinac.  
Now Freedom’s flag above thee waves,  
And guards the rest of fallen braves,  
Their requiem sung by Huron’s waves,  
Mackinac, my Mackinac.”

“Taking the road which leads into the interior of the Island, we soon find ourselves at the ‘*Sugar Loaf Rock*.’ This rock is about one hundred and fifty yards from the foot of the high ridge, upon the southeast extremity of which stands Fort Holmes. The plateau upon which it stands is about one hundred and eighty-four feet above the lake giving an elevation of 134 feet to the rock itself. (See engraving.) The composition of this rock is the same as that of Arch Rock. Its shape is conical, and from its crevices grow a few vines and cedars. It is cavernous and somewhat crystalline, with its strata distorted in every conceivable direction. In the north side is an opening sufficient in its dimensions to admit several individuals. Here one might find



ARCH ROCK.

while in the other band the lofty eminence is clothed with trees of the birch, poplar, cedar and balsam—giving to the landscape rich variety; before us are the majestic waters of Lake Huron dotted in the distance with the islands. We may now descend through the great chasm, 'the hand of God,' and at the base of the projecting angle of the second arch, less magnificent, but no less curious and interesting, we soon reach the beach below, whence the view is grand and imposing. The mighty arch seems suspended in mid-air, and as we gaze upon it, let in wonder and admiration, we exclaim with the Psalmist, 'Lord, what is man that thou takest knowledge of him? What is man that thou makest account of him?' Foster and Whitcomb say of this rock: 'The rocks supporting the arch on the north side cannot resist the action of water and frosts, which in this latitude, a destroyed, the lake.'

"The following words on a tablet were found written on a stone near the base of the arch about ten years since:

"I thought I'd like to say of thee,  
Blackinac, my Blackinac,  
My gallant features I love to see,  
Blackinac, my Blackinac,  
From a rock high and shelving steep  
Thy western cliffs meet Huron's deep,  
Where hundreds of the lost are lying,  
Blackinac, my Blackinac."

"Thy Northern shore took British prey,  
Blackinac, my Blackinac,  
Thy sea was gallant Holmes' last day,  
Blackinac, my Blackinac,  
The British flag above thee waves,  
And o'er the head of fallen braves,  
Thy waves were huron's waves,  
Blackinac, my Blackinac."

"Taking ourselves fifty yards from the base of the arch, which stands about one hundred feet to the rock as that of vines and distorted efficient in

the arch which leads into the interior of the Island, we soon find the *Sugar Loaf Rock*. This rock is about one hundred and thirty feet of the high side, near the southeast extremity of the island. The plateau upon which it stands is about one hundred feet above the lake level, an elevation of 134 feet (see engraving.) The composition of this rock is the same as that of the arch. Its shape is conical, and there are crevices grow a few lichens, green and somewhat crystalline, with its strata in the same direction. In the north side is an opening sufficient to admit several individuals. Here one might find



L. OSSING - BARRETT.

ARCH ROCK.

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shelter from the most violent storm. Within this opening, upon the smooth surfaces of the rock, may be found the autographs of hundreds of eager aspirants after immortality. As we take refuge in this rock we are reminded of the Rock of Ages, and led to sing, with the poet,

‘Rock of Ages, cleft for me,  
Let me hide myself in thee.’

“As we approach this rock along the road, the effect is grand and imposing. The patriarch of the ages, it lifts its hoary head high up towards heaven, in utter defiance of the fury of the elements. The view is also very fine from the top of the ridge, whence by its isolated position and bold form, it strikes the beholder with wonder and admiration.

“Let us now return to the Fort, whence we started, and again start out in a different direction. Half a mile to the rear of Fort Mackinac, and only a few yards to the right of the road that leads to Early’s farm, is ‘Skull Cave,’ noted as the place where Alexander Henry was secreted by the Chipewewa chief Wawatam, after the horrid massacre of the British garrison at old Mackinaw. The entrance to this cave is at present low and narrow, and promises little to reward the labors of exploration.

“Two miles west of the village and fort is Early’s (formerly Michael Dousman’s) farm. This farm consists of a section of land, and produces annually large quantities of hay and vegetables of the best quality. Near the house now occupied by Mr. Early, is that relic of 1812, the old Dousman house, across the road from which is the battle ground hallowed by the blood of the lamented Holmes and others. After the battle such fragments of the slain as had been left on the field by the Indians were gathered up and buried near the east end of the little mound or ridge on the opposite side of the field from the road.

“Following the road leading through this farm, we soon arrived at the ‘British Landing,’ so named from the fact that Captain Roberts, with his mixed command of English, French and Indians here disembarked his forces to take the place in 1813. It is also noted as the point where the American troops under Colonel Groghan effected a landing, under cover of the guns of the American squadron, on the eventful 4th of August, 1814.

“Near the northwestern point of the Island is Scott’s or Flinn’s Cave. To find this we turn to the right a few rods this side of British Landing, and follow an unfrequented trail through the woods. This cave is underneath one of the huge rocks peculiar to Mackinac. Its entrance is extremely low, but when once inside the Goliath might stand erect. Those intending to visit this cave should provide themselves with a lamp or candle, as but an occasional ray of sunlight can penetrate its hidden chamber.

“Our next tramp will be around the high bluffs which bound the southwestern side of the Island. Leaving the town at its western extremity, we may follow the foot-path around those bluffs, or continue along the beach close to the water’s edge. About a mile from the village, as we pursue the latter course, is the ‘Devil’s Kitchen,’ a cavernous rock, curious, both in its

formation and in its name. Near it is a spring of clear, cold water shaded by evergreens and other trees.

"A few yards further on is the famous "Lover's Leap." This rock stands out boldly from the side of the cliff, and in appearance is similar to the Sugar Loaf Rock. There are other points on the Island to which romantic visitors have applied this name, but tradition has bestowed the title only on this. William M. Johnson, Esq., formerly a resident of this village, gives us the following legend concerning it:

"The huge rock called the '*Lover's Leap*,' is situated about one mile west of the village of Mackinac. It is a huge perpendicular bluff, one hundred and fifty to two hundred feet in height, rising boldly from the shore of the lake. A solitary pine tree formerly stood upon its brow, which some vandal has cut down.

"Long before the pale faces profaned this island home of the genii, Me-che-ne-mock-e-nung-a-qua, a young Ojibwa girl, just maturing into womanhood, often wandered there, and gazed from its dizzy heights and witnessed the receding canoes of the large war-parties of the combined bands of the Ojibwas and Ottawas speeding south for fame and scalps.

"From this bluff she often watched and listened for the return of the war parties, for amongst them she knew was Ge-niw-e-gwon, his head decorated with war-eagle plumes, which none but a brave could sport. The west wind often wafted far in advance the shouts of victory and death, as they shouted and sang upon leaving Pe-quod-e-nong (Old Mackinaw), to make the traverse to the Spirit of Fairy Island.

"One season, when the war party returned, she could not distinguish his familiar and loved war-shout. Her spirit told her that he had gone to the spirit land of the west. It was so; an enemy's arrow had pierced his breast, and after his body was placed leaning against a tree, his face fronting his enemies, he died, but ere he died he wished the mourning warriors to remember him to the sweet maid of his heart. Thus he died, far away from home and the friends he loved.

"Me-che-ne-mock-a-qua's heart hushed its beatings, and all the warm emotions of that heart were chilled and dead. The moving, living-spirit of her beloved Ge-niw-e-gwon she witnessed continually beckoning her to follow him to the happy hunting grounds of spirits in the west; he appeared to her in human shape, but was invisible to others of his tribe.

"One morning her body was found mangled at the foot of the bluff. The soul had thrown aside its covering of earth, and had gone to join the spirit of her beloved Ge-niw-e-gwon, to travel together in the land of spirits realizing the glories and bliss of a future, eternal existence.'

"Some little distance further on is '*Chimney Rock*,' which Professor Winchell denominates one of the most remarkable masses of rock in this or any other State.

"A foot-path which leads from the beach or base of the '*Lover's Leap*' to the plateau above, brings us to the old Davenport farm, now owned by G. S. Hubbard, of Chicago.

"Having now made the circuit of the Island, let us once more ascend to Fort Holmes, take our seats upon the high station built some years since by the government engineers, and look around us. The Island lies at our feet, and we can see almost every part of it. The little clearings seen in various places were once gardens cultivated by American soldiers. That in the vicinity of Arch Rock was called the 'Big Garden.' In 1812, when the English captured the Island, the clearing on the high plateau back of the Fort Holmes was planted with potatoes, and when the Americans came back to take possession of the Island in the spring of 1815 the English not having cultivated it during the time, were compelled to plow it up and plant it, that, according to the terms of the treaty, they might leave everything as they found it.

"As we gaze upon the adjacent islands and main land memory is busy with the scenes of the past. Two hundred and fifty years ago only bark canoes dotted the surface of the lake. A few years later the songs of the Canadian voyageur, as he rowed or paddled his large batteau, echoed and re-echoed around the shores, Now the shrill whistle of the propeller is heard, and the white sails of hundreds of vessels are spread to the breeze. The first vessel ever seen on these waters was the Griffin, in 1679, and the first steamer was the Walk-in-the-Water, in 1819. It would be difficult to estimate the amount of wealth which is annually carried through these Straits. During the season of navigation from ten to fifty sails may always be seen passing up and down through the Straits, and almost every hour in the day from one to ten propellers are in full view.

"Some four or five miles to the northwest of us lies the mixed Canadian and Indian settlement of Point St. Ignace. This was the second place settled in the State of Michigan, the Saut being the first. At the head of East Moran Bay, some little distance north of the church, is the site of the mission established by Marquette in 1671, some remains of which may yet be seen.

"Further north is the bluff called '*Rabbit Sitting*.' Northeasterly the St. Martin Islands, the entrance to the Cheneaux and the dividing ridge between this and the Saut St. Mary. On the northeast is Point Detour, and, though thirty-five miles distant, vessels may sometimes be seen entering St. Mary's River. Round and Eois Blanc Islands lie to the southeast of us, beyond which, at the distance of eighteen miles, is Cheboygan, situated at the mouth of a river of the same name. This place is advantageously located, and is growing rapidly; it is well worthy of a visit."

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## DESCRIPTION OF MACKINAC ISLAND.

FROM THE REPORT OF ASSISTANT SURGEON, CARLOS CARVALLOS, U. S. ARMY, 1873.

"The Island of Mackinac, three and a quarter miles long and two miles wide, though not the largest is the most picturesque and inhabited of the small group constituting the archipelago of the Straits of Mackinac. Its fa-



avorable position commanding the passage of the Straits, has gained for it the title of the 'Key of the West,' 'The Gibraltar of the Lakes,' whereas its beauty has caused it to be variously styled as 'Queen of Isles,' 'Rock Girt, Fairy Island,' 'Lovely Isle,' 'Beautiful Island,' &c.

"It is higher than any other of the adjacent islands or the surrounding indented shores of the north and southern peninsulas of Michigan. It is girded by limestone battlements and cliffs, which rise abruptly 100 to 150 feet above the surface of the water, and from which crop out perpendicularly here and there from the sides of the hills steep pinnacles to the height of 130 to 145 feet. The island also shows distinct terraces or plateaus, the highest of which extends 318 feet above the surrounding waters. The hills are covered with a dense growth of cedars and everlastings, which appear to extend from the water's edge to the summit of the island.

"The rocks recede somewhat from the beach on the northern and north-west shore, and offer a pass or interruption at the spot known as the 'British Landing.' The limestone cliffs on its southern and southwest shores also recedes from the beach, making room for the village, and offers four passes or road paths to the principal plateau of the Island.

"On the south-eastern angle of the Island, near the 'Mission House,' there is an overhanging cliff 127 feet high, known as '*Robinson's Folly*,' a portion of which has fallen to the base owing to the action of the elements, showing an extensive rude perpendicular surface of rocks, covered however above with green vegetation. This romantic object can easily be reached, at its base, by a foot-path running along the beach.

"A little north and beyond it a high pinnacle of rude rock crops out from the mountain side, near the base of which is a very picturesque arch, known as the '*Fairy Arch*,' or Arch of the '*Giant's Stairway*.' This spot is rather difficult of access owing to the presence of huge rocks and an entangled forest. To the north about a quarter of a mile on the E. N. E. shore is a natural bridge whose summit is 150 feet above the level of the lake; it spans a chasm of 80 feet high and 40 feet wide, which has been formed by the rocks under the arch having been washed down to the beach and water below. It is known by the name of the '*Arch Rock*,' and constitutes one of the most remarkable sights of Mackinac.

"About 150 yards from the base of the ledge upon which Fort George is situated (now called *Fort Holmes*) stands a conical limestone rock 134 feet high, upon a plateau 150 feet above the waters of the lake; on its northern side is a cavern; this rock is well named '*Sugar Loaf Rock*,' after its saccharine prototype.

"On the western base of the hill upon which stands Fort Holmes, is situated a small cave with a low and narrow entrance known as '*Skull Cave*,' where the English trader Alexander Henry was hid during the debauchery of the savages following the confiscation of Mr. Levy's liquors in June, 1763.

"On the western shore of the Island two more isolated limestone pinnacles rise abruptly from the green covered hills, forming objects of great interest, known as '*Chimney Rock*,' and '*Lover's Leap*' (131 and 145 feet high).

"At the base of the hills on the N.W. extremity of the Island is a large cave known as '*Scott's Cave*,' capable of holding several persons standing erect. Its entrance, however, is low on the western shore; close to the beach at the base of an outersloping rock is a cavernous opening, made by the constant penetration of the waves, called the '*Devil's Kitchen*.'

"The interior of the Island, mostly densely wooded, is irregular, and consists of hills and dales, being well calculated by nature for a park. The limits of the Government Reservation are supposed to include upwards of one third of the Island.

*Geological Formation.*—"The Island of Mackinac is a mass of calcareous rock formerly a portion of the bed of Lake Huron, which was once continuous with the neighboring main land now bordering the '*Straits*,' and which became isolated by denudation during the continued glacial period and that of the floods which followed it. Probably the action of the sea, while under water, may have assisted in its separation from the main land. Its aqueous origin is unmistakably manifested at the height of 250 feet above the waters which bathe its shores. For the same process by which its limestone are being brecciated under our eyes at the present time by the ever-present action of the waters at the Devil's Kitchen on its western shore, existed when the sea washed the level of Skull Rock, Scott's Cave, or even Sugar Loaf, or the openings of Arch Rock.

"The distinctly visible terraces from the beach to the road, thence to the base of the cliff upon which the fort stands; the further strations which arise between it and Fort Holmes, together with the fact that worn rounded pebbles, arranged and assorted according to sizes are found upon digging into the earth two or three feet along the line indicated, identical with those found at the present time on the beach, leave no doubt as to its submarine origin and antiquity. The waters have subsided, no doubt, but there has also probably been an upheaval of the Island and its adjacent promontories."

### The Straits of Mackinac—The Opening for Twenty-two Years.

The following Table gives the dates of the opening of the STRAITS for twenty-two years, including the present.

1854, . . . . .	April 25.	1865, . . . . .	April 21.
1855, . . . . .	May 1.	1866, . . . . .	April 29.
1856, . . . . .	May 2.	1867, . . . . .	April 23.
1857, . . . . .	May 1.	1868, . . . . .	April 19.
1858, . . . . .	April 6.	1869, . . . . .	April 23.
1859, . . . . .	April 4.	1870, . . . . .	April 3.
1860, . . . . .	April 13.	1871, . . . . .	April 3.
1861, . . . . .	April 25.	1872, . . . . .	April 28.
1862, . . . . .	April 18.	1873, . . . . .	April 30.
1863, . . . . .	April 17.	1874, . . . . .	April 29.
1864, . . . . .	April 23.	1875, . . . . .	May 6.

### Mean Annual Temperature for 24 Years.

BY MONTHS AND SEASONS.

FORT MACKINAC, 45° 51' N. Lat.; Altitude, 700 feet.

March,	April,	May,	June,	July,	August,	Sept.,	Oct.,	Nov.,	Dec.,	Jan.,	Feb.,
25.68	37.03	47.47	57.31	65.55	64.05	55.08	45.17	34.30	23.12	19.37	17.60

SEASONS AND YEAR.

Spring,	Summer,	Autumn,	Winter,	Yearly Mean,
36.73	61.97	43.85	20.05	40.65 Fahr.

FORT BRADY, 46° 30' N. Lat.; Altitude, 600 feet.

March,	April,	May,	June,	July,	August,	Sept.,	Oct.,	Nov.,	Dec.,	Jan.,	Feb.,
25.16	38.31	49.34	58.40	64.73	62.90	54.57	43.56	32.50	21.50	17.22	16.20

SEASONS AND YEAR.

Spring,	Summer,	Autumn,	Winter,	Yearly Mean,
37.60	62.00	43.54	18.31	40.37 Fahr.

NOTE.—The spring months are *colder* in Mackinac than at Fort Brady (Saut Ste Marie) by about *one* degree Fahr. The winter months are *warmer* in Mackinac than at Fort Brady by about *two* degrees, as shown by observation while the yearly mean temperature is a trifle lower at Fort Brady than at Fort Mackinac.

### MACKINAC—TOWN AND FORTRESS.

This important Town and Fortress, the capital of Mackinac County, Michigan, is situated on an island of the same name, in N. lat. 45° 51', W. long. 84° 33' from Greenwich, being 7 degrees 30 minutes W. from Washington; elevation of the Fort, 150 feet above Lake Huron and 728 feet above the ocean; mean annual temperature, 41° Fahrenheit. It is 340 miles north of Chicago; 90 miles south of Saut Ste Marie, by steamboat route, (only 60 miles by direct line,) and about 300 miles north-west from Detroit.

The town contains a court house and jail, a Roman Catholic Church, a Presbyterian Mission Church, and an Episcopal Church (temporary building), a Union school-house; 12 or 15 stores and curiosity shops, 3 steamboat docks, and a fine beach where may usually be seen a number of Indian canoes. Here are five hotels or public houses, the *Island House*, the *Mission House*, *Astor House* (old American Fur Company's building), *Commercial House*, and the *Lake View House*, besides several well-kept boarding houses, which are all usually filled to overflowing during the summer months.

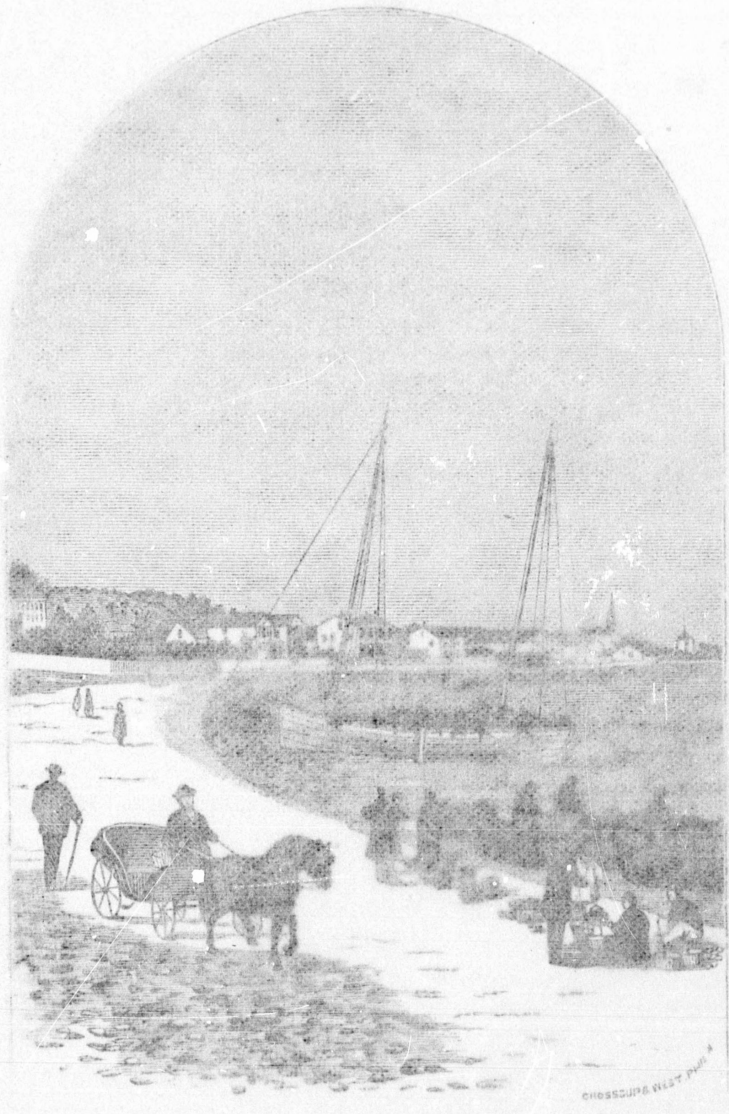
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MACKINAC FROM THE HARBOR.

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MACKINAC AND ITS VICINITY.

Mean Annual Temperature for 24 Years.

BY MONTHS AND SEASONS.

FORT MACKINAC, 45° 31' N. Lat.; Altitude, 760 feet.

Ma	April	May	June	July	August	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.
25	48.22	51.47	55.34	58.22	54.05	50.98	47.17	34.30	23.12	19.37	17.60

SEASONS AND YEAR.

Spring	Summer	Autumn	Winter	Yearly Mean,
51.22	51.87	43.85	30.06	40.35 Fahr.

FORT BRADY, 46° 30' N. Lat.; Altitude, 600 feet.

Ma	April	May	June	July	August	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.
21	48.22	52.31	58.40	54.75	51.90	54.57	43.50	32.50	21.50	17.23	16.20

SEASONS AND YEAR.

Spring	Summer	Autumn	Winter	Yearly Mean,
51.94	52.52	42.54	18.31	40.37 Fahr.

The spring months are colder in Mackinac than at Fort Brady (See table) by about one degree Fahr. The winter months are warmer in Mackinac than at Fort Brady by about two degrees, as shown by observation. The yearly mean temperature is a trifle lower at Fort Brady than at Mackinac.

MACKINAC TOWN AND FORTRESS.

Mackinac Town and Fortress, the capital of Mackinac County, Michigan, is situated on an island of the same name, in N. lat. 45° 51', W. long. 84° 15'. The island is 7 degrees 30 minutes W. from Washington; elevation 150 feet above Lake Huron and 728 feet above the ocean level. The mean annual temperature, 41° Fahrenheit. It is 340 miles north of Chicago, 100 miles south of Sault Ste Marie, by steamboat route, (only 60 miles by land) and 200 miles north-west from Detroit. The town contains a court house and jail, a Roman Catholic Church, a Protestant Episcopal Church, and a Methodist Church (temporary building), a school house; 12 or 13 stores and variety shops, 3 steamboat docks, a beach where may usually be seen a number of Indian canoes. There are two hotels or public houses, the *Island House*, the *Mission House*, (the old American Fur Company's building), *Commercial House*, and the *Yankee House*, besides several well-kept boarding houses, which are much resorted to during the summer months.

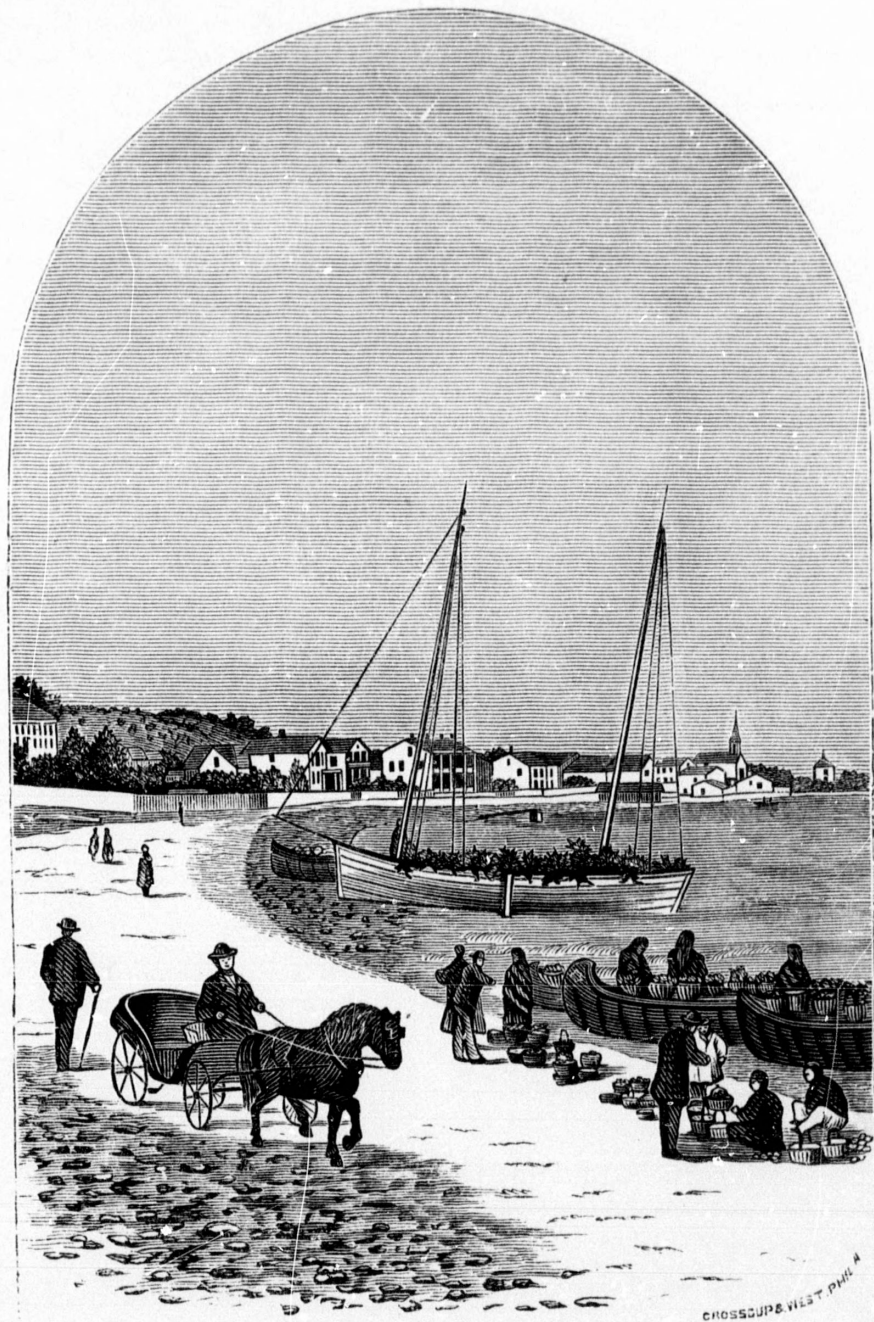
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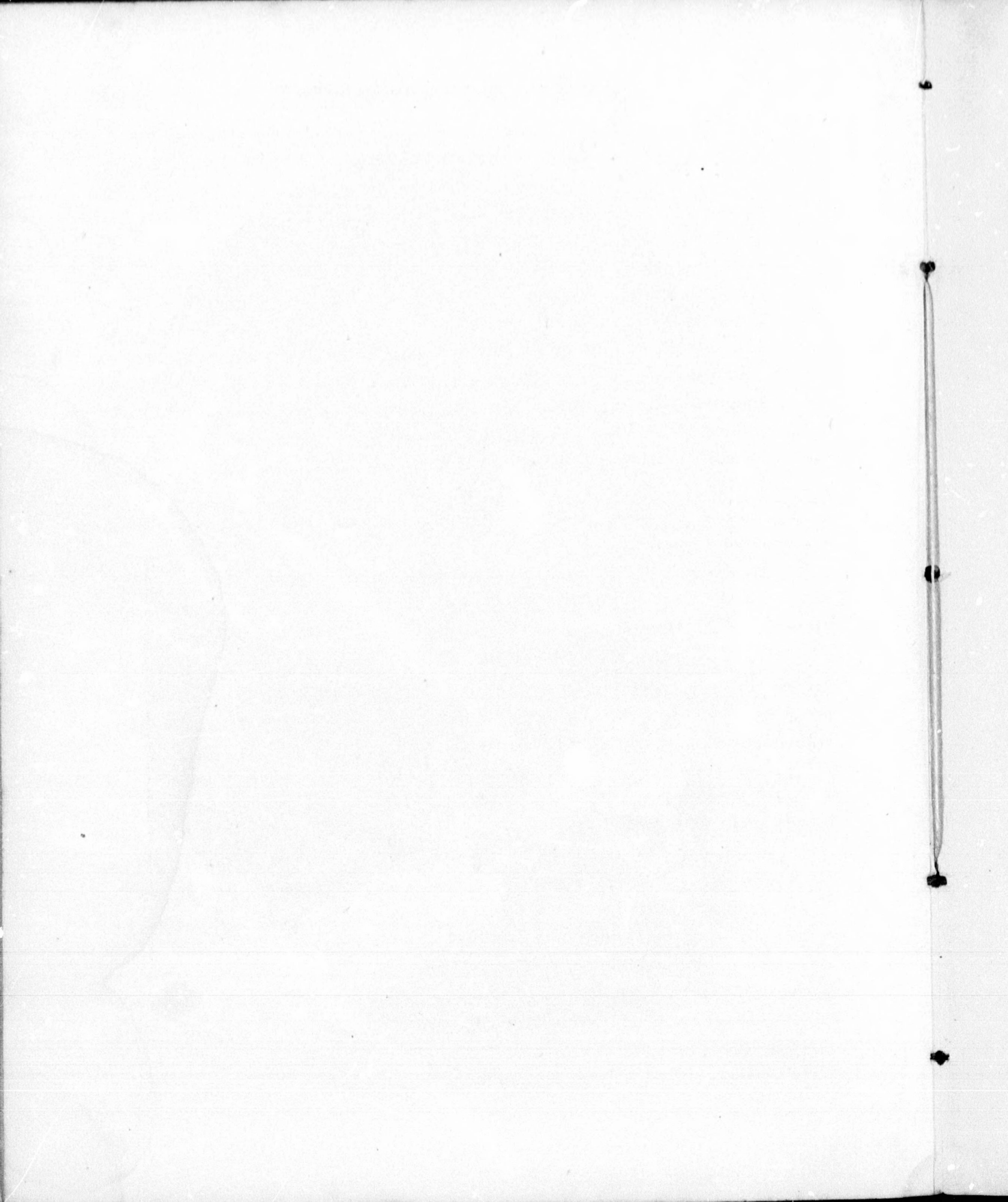
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MACKINAC FROM THE HARBOR.



In connection with the healthy climatic influence which pervades the Island of Mackinac, and the near completion of two lines of railroad, it seems necessary that a magnificent hotel should be, at an early date, erected in this favorite watering place, where bathing, boating and fishing can be enjoyed during warm weather, which usually lasts from June to October.

The village of Mackinac is a perfect curiosity, partaking somewhat of the character of an Eastern seaport. It is situated at the foot of a bluff, elevated about 150 feet, and extends for a distance of about a mile around the beach. Some of the buildings are of modern architecture, but others are antique in design and appearance. The streets are irregular, and many of the fences are of the original palisade style. The old American Fur Company's building and out-houses are still objects of curiosity. It was the place of deposit and point of departure for all the merchandise of that company. Here the late RAMSEY CROOKS made it his home for several years. He was a Scotchman of the old school style of gentleman, and a confidential employee of John Jacob Astor.

The settlement of the Island of Mackinac was commenced in 1674, one year after the massacre at Old Mackinaw; in 1793 it was surrendered to the American Government; taken by the British in 1812, but restored by the Treaty of Ghent, signed in November, 1814.

*Fort Mackinac*, garrisoned by United States troops, stands on elevated ground, overlooking the picturesque town and harbor below as well as the adjacent islands and headlands in the distance.

The Government Field, standing on an elevated slope, lying westward from the Fort, contains a large, natural spring, which is susceptible of being converted into a beautiful trout pond or miniature lake. In addition to the above, the Federal Government own about 600 acres of land which is to be converted into a *National Park*; an Act of Congress, passed March 3, 1875, provides for the permanent establishment of this Park.

Nature has done more for the Island of Mackinac and its vicinity than any other spot on the shores of the Great Lakes—here health and pleasure can be enjoyed while breathing the pure air of this region. The improvement of the grounds reserved for a NATIONAL PARK will complete its attractions.



## Objects of Interest and Places of Resort.

*Fort Mackinac*, overlooking the village and Government Field.

*Fort Holmes*, elevated 318 feet above the lake.

*Mission House*, now used as an Hotel.

*Robinson's Folly*, near Mission House ; Fairy Arch, and Base of Giant's Stairway. These objects of interest are on the southeast end of the Island.

All the above points can be reached by foot-paths, as well as the *Devil's Kitchen*, *Point Lookout* and *Lover's Leap*, on the west side of the Island.

## Carriage Drives.

Starting from the village and proceeding along the west side of the Island, you pass the Fort or Citadel, and the Government Field, by a good carriage road, then enter a small growth of forest trees, proceeding towards the Lasley Farm, near where is the *Devil's Kitchen*, and *Lover's Leap*, both situated near the water's edge. About one mile north is located *Chimney Rock*.

Resuming the trip, you pass through a winding road overshadowed by branches of forest trees, until you approach the *Dousman* or *Early Farm*, situated about two miles from the village. This is historic ground, where is located the battle-field and burial place of the killed of the contending forces, American and English, fought during the war of 1812. Here is now a large dwelling house and out-houses, together with several hundred acres of good land under cultivation.

Proceeding northward, about one mile, the *British Landing* is reached, and a fine view is afforded of the Straits of Mackinac and the opposite shore, where is to be seen Point St. Ignace, and an old settlement of whites and Indians, being four miles distant. Near this landing are Friendship's Altar, and Scott's Cave.

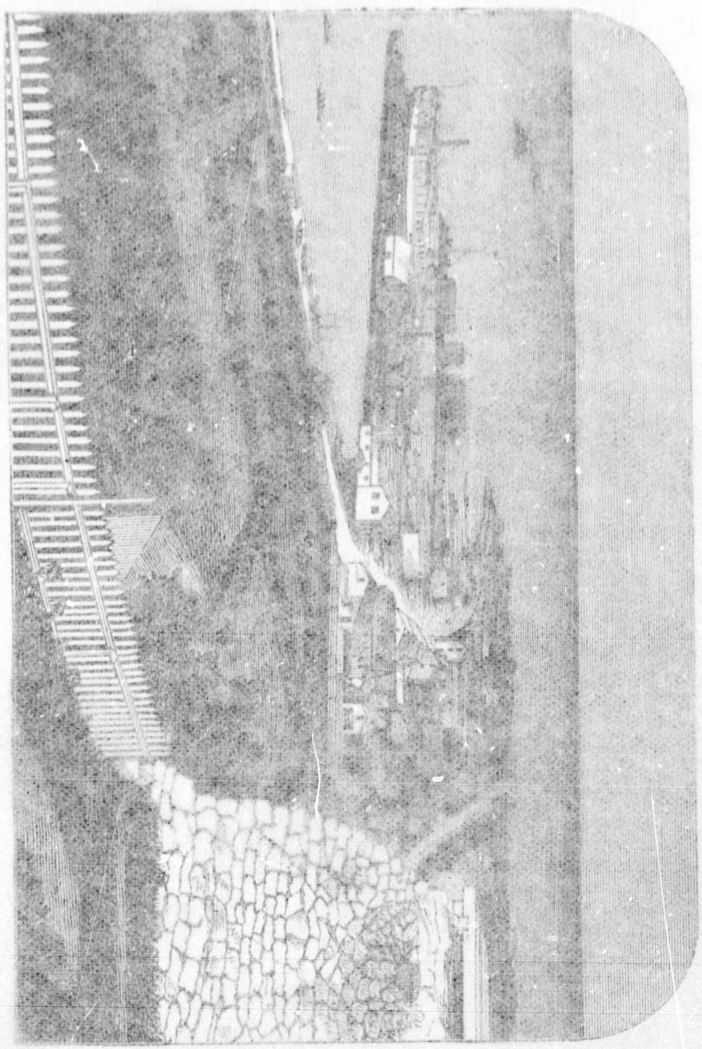
In returning by the same route, through the farm, soon a road is reached which leads to the *Sugar Loaf* and *Arched Rock*, two natural objects of great interest. Near by *O-tush-kee-now* Point, presenting a fine view from the pebbly beach.

Another road leads through the centre of the Island passing the Military Cemetery and *Fort Holmes*, thence proceeding to the Fort or Citadel in going to the town or to the Mission House.

These drives are of the most interesting character when properly appreci-

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VIEW OF MACKINAC FROM NEAR THE POINT



### Objects of Interest and Places of Resort.

*Fort Mackinac*, overlooking the village and Government Field.

*Fort Holmes*, elevated 215 feet above the lake.

*Mission House*, now used as an Hotel.

*McIntosh's Falls*, near *Bloxton House*; *Fairy Arch*, and *Base of Giant's Stairway*. These objects of interest are on the southeast end of the Island.

All the above points can be reached by foot-paths, as well as the *Devil's Kitchen*, *Point L'Anse-au-Loup* and *Lover's Leap*, on the west side of the Island.

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Resuming the trip, you pass through a winding road overshadowed by branches of forest trees, until you approach the *Dousman or Early Farm*, situated about two miles from the village. This is historic ground, where is located the battle-field and burial place of the killed of the contending forces, American and English, fought during the war of 1812. Here is now a large dwelling house and out-houses, together with several hundred acres of good land under cultivation.

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In returning by the same route, through the farm, soon a road is reached which leads to the *Sugar Loaf and Arched Rock*, two natural objects of great interest. Near by *O-tush-kee-naw Point*, presenting a fine view from the rocky beach.

The carriage road leads through the centre of the Island passing the *Military Cemetery* and *Fort Holmes*, thence proceeding to the Fort or Citadel in going to the east or to the Mission House.

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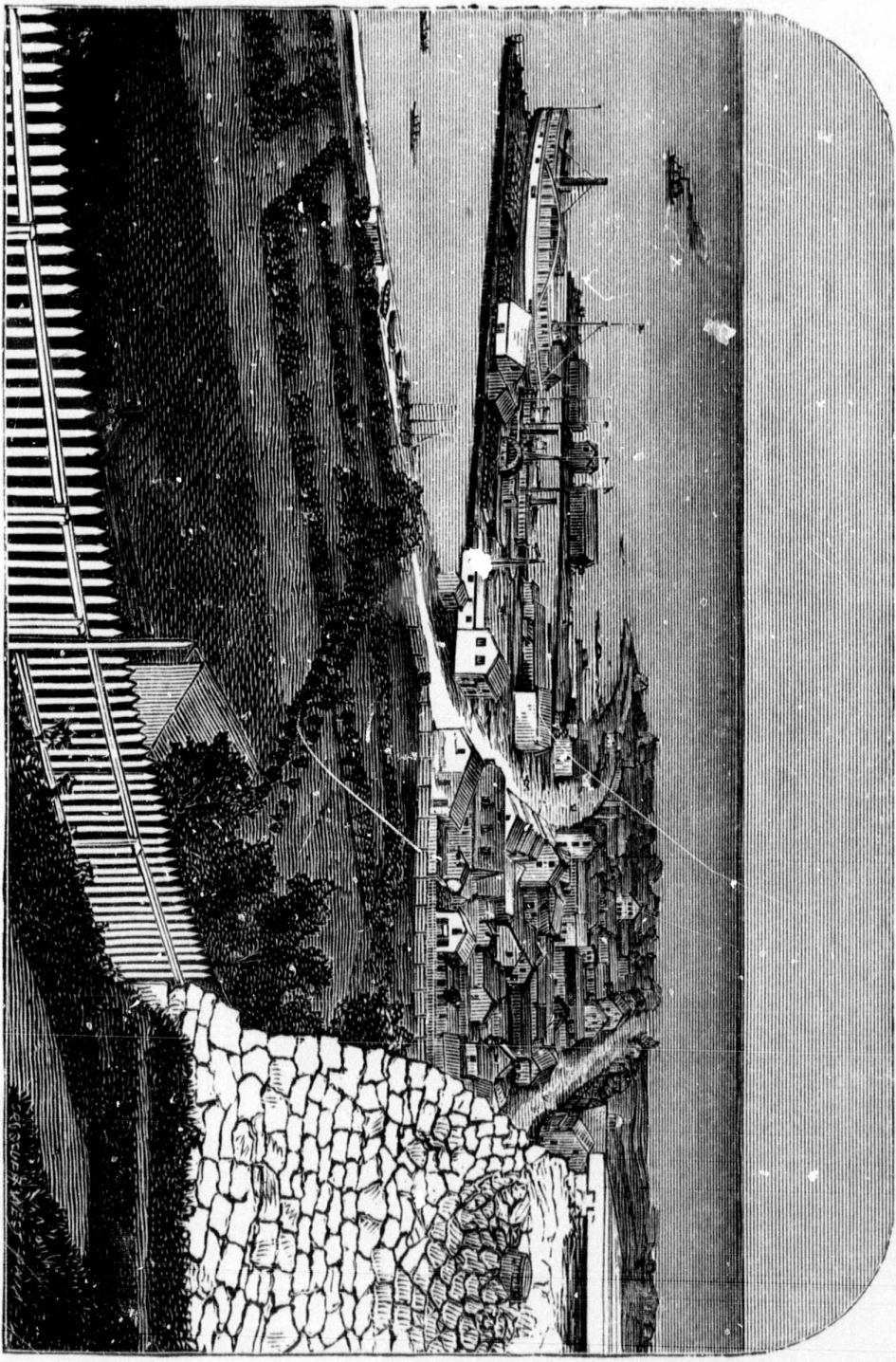
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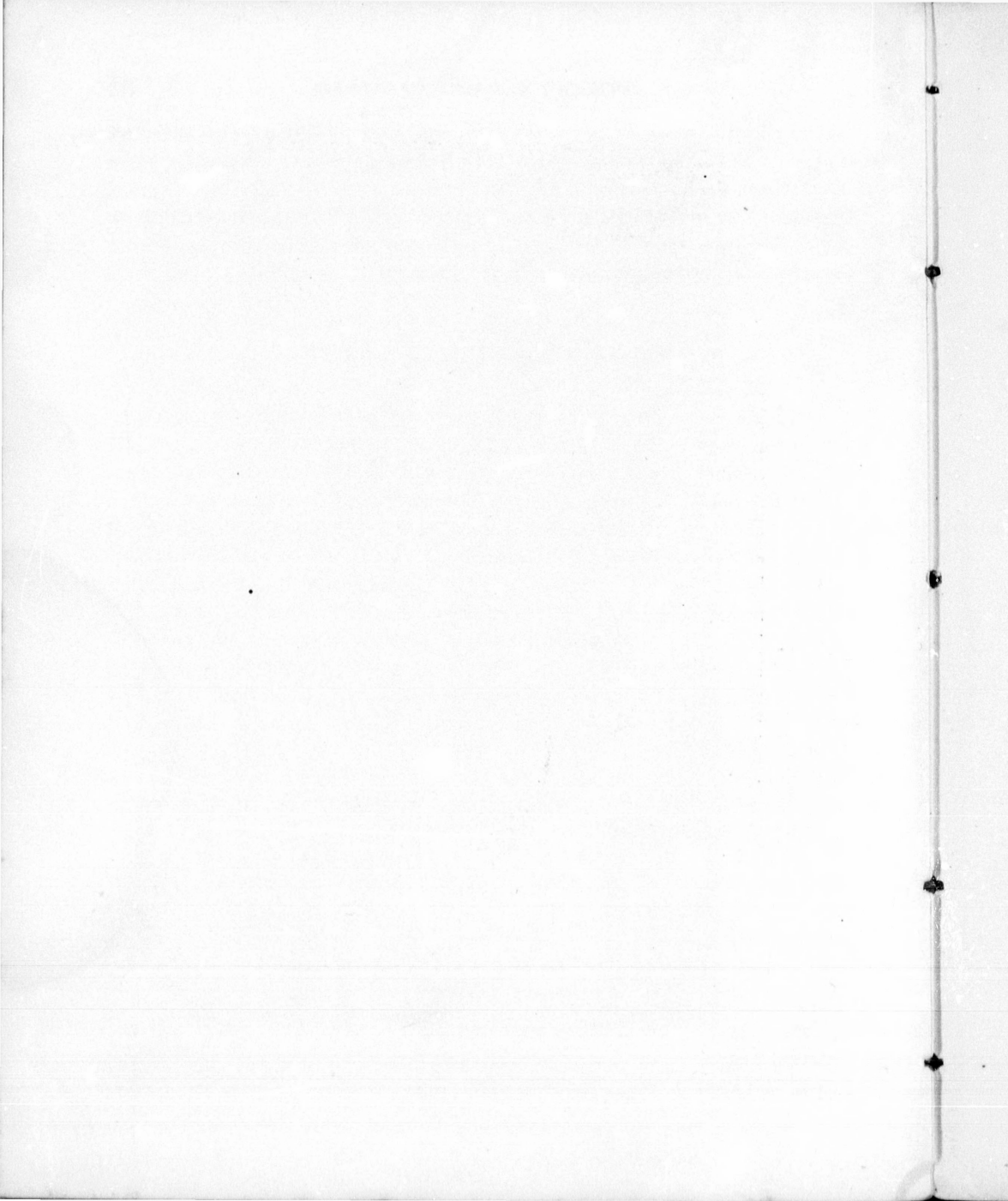
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VIEW OF MACKINAC FROM NEAR THE FORT.





ated. To do justice to the scenes and objects of interest, at least two days should be spent, and a good driver or hackman secured who fully understands all the points of interest.

Another mode of observation is, to obtain a sail or row-boat and make a circuit of the Island, stopping at all the most interesting points along the shore. This embraces a circuit of about 9 miles.

## ARCH ROCK,

One of the most interesting Natural Curiosities on the Island, is thus described by a gifted poet:—

### A COMPANION SKETCH OF ARCH ROCK.

After long years, again the Rock I view,  
 Far seen, far famed and wonder of the Isle.  
 The sunlit clouds look down with quiet smile,  
 And roar of winds and waters coming through,  
 The mighty Arch, too suddenly renew  
 The days of Long Ago! O vanished years!  
 That were but are not now! How can I mourn,  
 As mourn I should, the hopes that changed to fears,  
 The friends, "departed, never to return!"  
 The purposes of life that missed their aim!  
 The faithless vows that were not made to last!  
 The Arch for triumph is and loud acclaim;  
 I like the Indian as the better name,\*  
 "THE BRIDGE!" between the present and the Past.

MACKINAC, August 30, 1874.

G\*\*\*\*\* D\*\*\*\*\*, Ann Arbor.

## FORT MACKINAC.

The Fort is built on the brow of the cliff overlooking the harbor and village of Mackinac, on the S. S. E. extremity of the Island, elevated 150 feet above the surrounding waters. It consists of a triangular enclosure, surrounded by a massive stone wall, built by the English in 1780, embanked inside on the west, north and east side with earthworks, upon which there are block houses on the S. E., N. W. and N. E. sides, which were armed with guns in the War of 1814, but which are now used as powder magazine, blacksmith shop and store rooms. The enclosure is entered by two sally ports, one at the S. S. E. and N. N. W. sides, also by small gates on the W. N. W. side, near the officers quarters, on the N. E. and E. side leading to the hospital, and on the S. S. W. end of a staircase which leads to the base of the cliff.

The *Parade Ground* lies immediately north of the Fort, overlooked by old

\* The real Indian name is "Po-quah-nah Siper," *i. e.*, the *perforated rocks*, referring to the two arches.

Fort Holmes, about half a mile distant. The *Military Reserve* is an irregular piece of ground, mostly elevated, from 150 to 300 feet above the waters of Lake Huron. This beautiful piece of land is, for the most part, covered with a small growth of forest trees; through the timber are carriage roads leading to the cemeteries, Fort Holmes, Sugar Loaf, Arched Rock, and the Early Farm and Battle-Ground; thence to the English Landing, located near the north end of the Island.

### MISSION HOUSE—MACKINAC.

The *Mission House* now kept as an hotel for the accommodation of visitors, was erected in 1823, by the American Board of Commissioners for Foreign Missions, located in Boston, Mass., it being erected on Government lands facing the Straits on the south side of the Island. It was built under the superintendence of the Rev. Wm. M. Ferry, who resided here and conducted the Mission until its abandonment in 1836. Here was also erected a Mission Church building which is still standing near the water facing the south, being contiguous to the village.

The Mission House and Church building, with about five acres of land, was purchased by E. A. Franks, in 1849, when the Mission House was opened as an hotel by the present proprietor. In 1870 Commissioners were appointed by an Act of Congress to appraise the property and the Secretary of the Treasury was authorized to sell to E. A. Franks sixteen acres, more or less, adjoining the private claims, running east to the waters of the Strait, near the point known as Robinson's Folly and the Giant's Causeway. These grounds are most beautifully located, sloping toward the water's edge, while from the high grounds or eminence, a grand view is presented of the surrounding islands, straits and waters of Lake Huron.

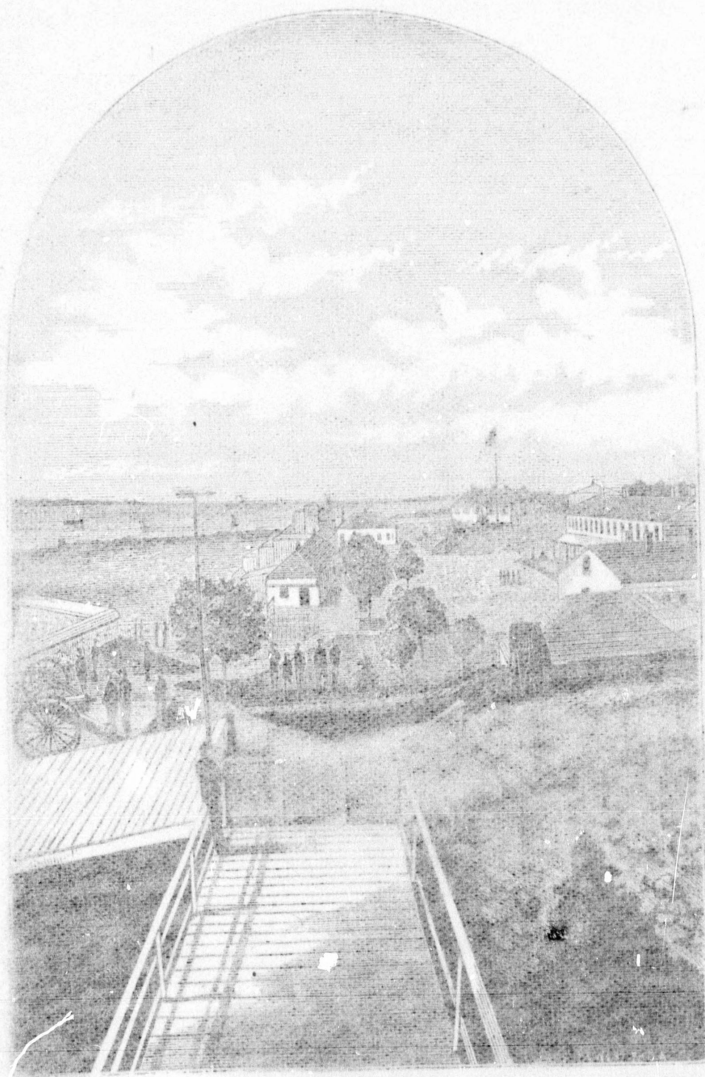
### Altitude of Various Points on the Island of Mackinac.

LOCALITIES.	Above Lake Huron.	Above the Sea.	LOCALITIES.	Above Lake Huron.	Above the Sea.
Lake Huron,	000	574	Top of Arched Rock,	140	714
Lake Superior,	26	600	Summit of Sugar Loaf,	284	858
Mission House,	40	614	Chimney Rock,	131	705
Fort Mackinac,	150	724	Lover's Leap,	145	719
Old Fort Holmes,	318	892	Principal Plateau,	160	734
Robinson's Folly,	128	702	Upper Plateau,	300	874

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FORT MACKINAC.

ft.	Above Huron. the Sea.
10	714
34	858
61	705
85	719
10	734
10	874



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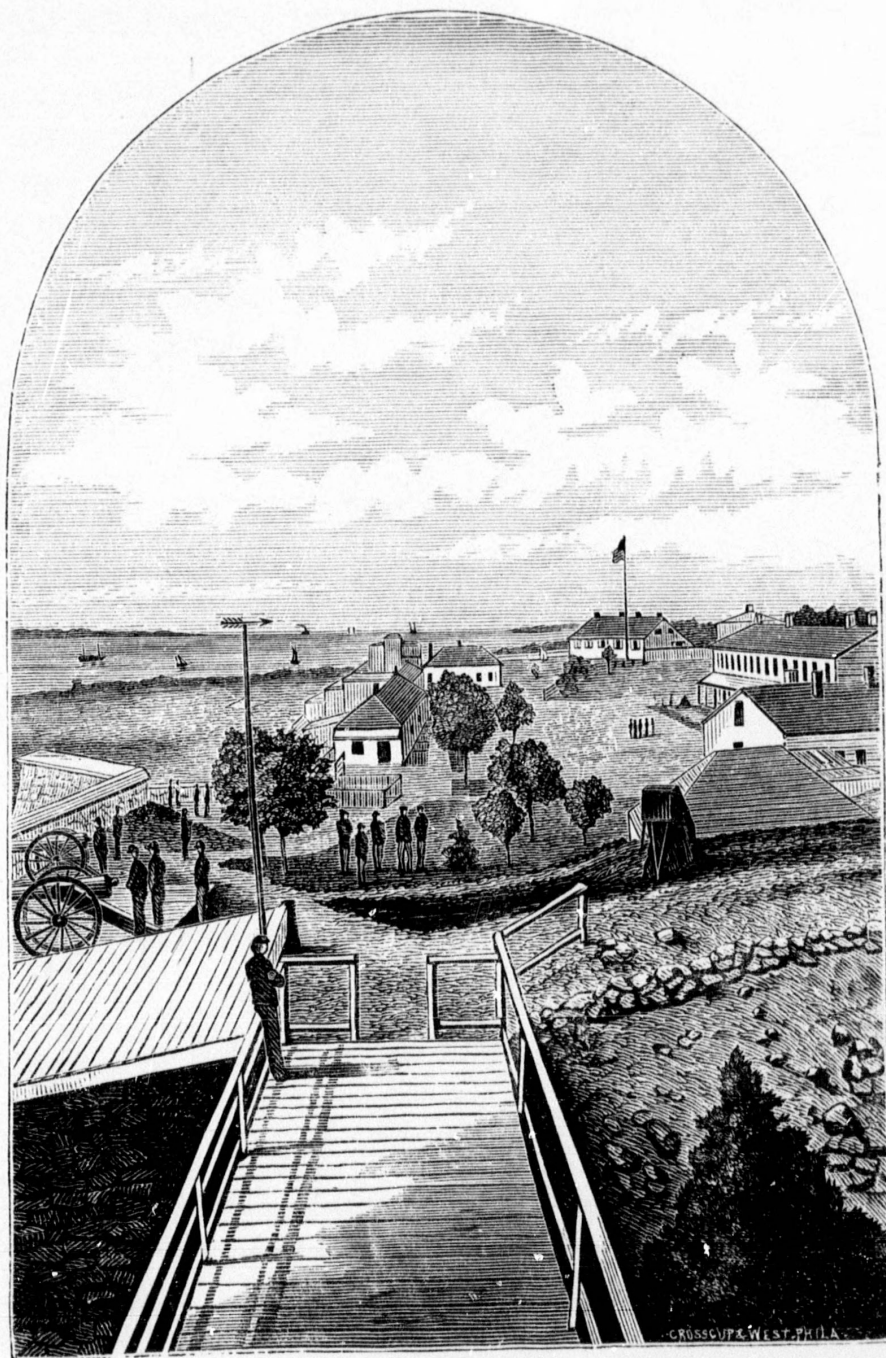
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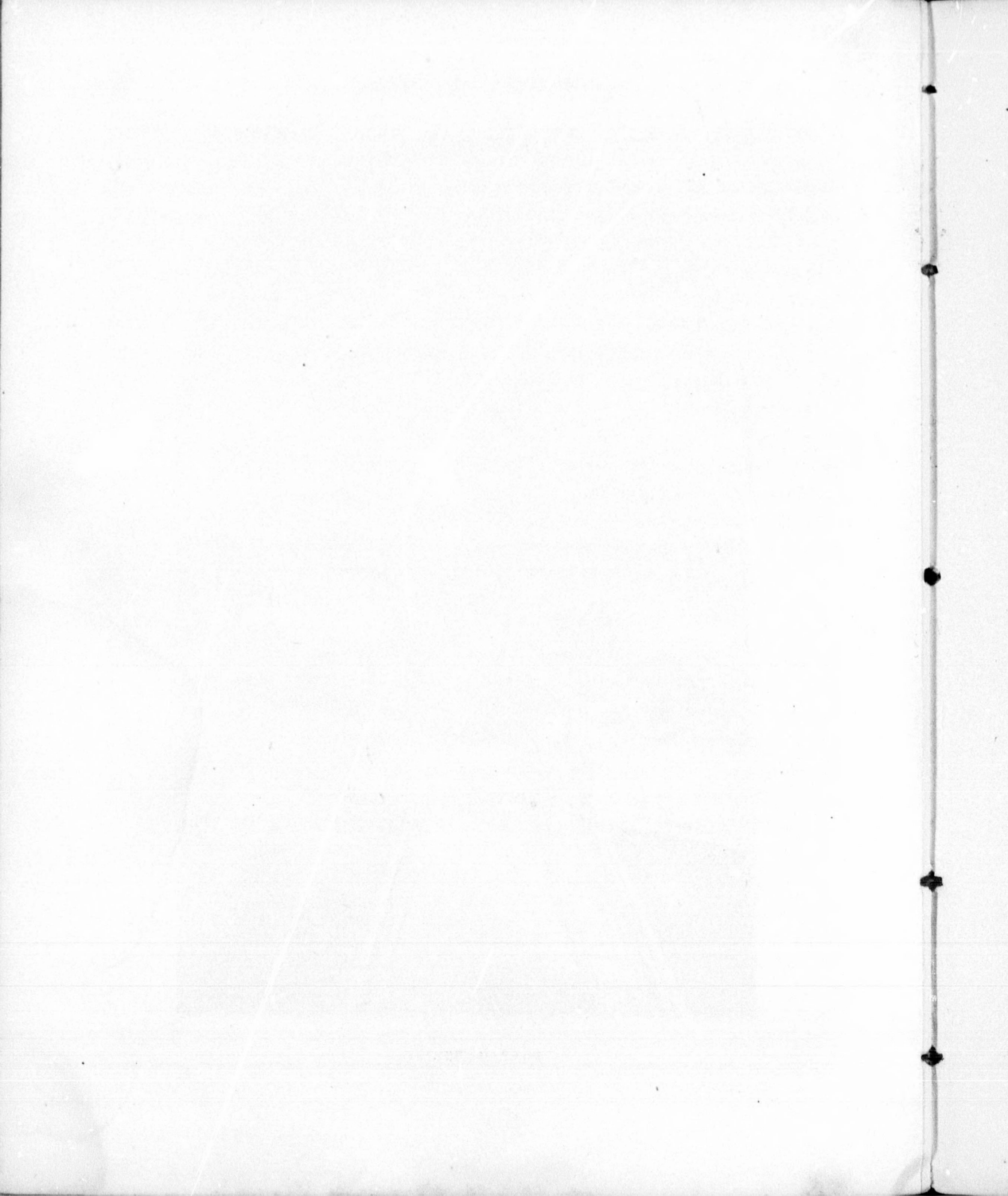
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FORT MACKINAC.

ft.	Above Huron. the Sea.
40	714
84	858
31	705
45	719
60	734
90	874



## Islands and Places of Interest in the Vicinity of Mackinac.

	Miles.
Round Island (Government Reservation), . . . . .	1
Bois Blanc Island (East), . . . . .	3
<i>Point St. Ignace</i> (West), . . . . .	4
East Moran Bay, " . . . . .	5
Pointe la Barbe, " . . . . .	7
<i>Mackinaw City</i> (Old Mackinaw), . . . . .	8
McGulpin's Point Light House, . . . . .	10
West Moran Bay (West), . . . . .	10
St. Helena Island, " . . . . .	13
Gros Cap, " . . . . .	15
Waugoshance Point and Light (West), . . . . .	20
St. Martin's Islands (North), . . . . .	9
Les Cheneaux Islands (N. E.), . . . . .	12
Mouth of Carp River (North), . . . . .	15
Mouth of Pine River, " . . . . .	16
<i>Cheboygan</i> (Mouth River), (S. E.), . . . . .	18
<i>Duncan</i> , " . . . . .	19
Spectacle Reef and Light House (East), . . . . .	24
<i>Cross Village</i> (Indian Settlement), (S. S. W.), . . . . .	30
<i>Middle Village</i> (S. S. W.), . . . . .	38
Point Detour Light House (St. Mary's River), (E. N. E.), . . . . .	35
Beaver Island (West), . . . . .	45
<i>Petoskey</i> (Little Traverse Bay), Steamboat Route, . . . . .	60

This is the present terminus of the Grand Rapids and Indiana Railroad.

NOTE.—All the above places can be reached by sail-boat or steamer, affording most delightful excursions, particularly when sailing in a Mackinac boat or canoe, guided by a skilful half-breed or Indian. A trip to the Les Cheneaux Islands is described as perfectly enchanting—there being a succession of labyrinths or narrow passages through which the boat glides, affording constantly varied scenery. For boating, fishing or hunting no part of the Upper Lake Region exceeds the resorts within easy distance of the Island of Mackinac.

### THE CITY OF MACKINAW,

Eight miles from the Island of Mackinac, facing the Straits at their narrowest point, lies on the extreme northern end of the Lower Peninsula of Michigan, where two railroads are soon destined to terminate, connecting with the *Mackinaw and Marquette Railroad*, now being under construction. This is the site of old Fort Mackinaw, being four miles distant from Point la Barbe and five miles from Point St. Ignace, on the Upper Peninsula. On both sides of the Straits, at the above points, will soon, no doubt, spring up flourishing cities, affording all the advantages, as to healthy location, for which this whole region is justly celebrated. The immense commerce of the Upper Lakes flow through this gateway to the East and West. The sound of the steam whistle of the locomotive is only wanting to give active life to this long-neglected locality.

Preparations are being made by EDGAR CONKLING, Esq., and others, to build up MACKINAW CITY at an early date. The streets, as surveyed, are eighty feet in width, and the avenues one hundred and one hundred and fifty feet respectively, and are to be forever unobstructed by improvements of any kind, shade trees alone excepted. The lots, with the exception of those in fractional blocks, are fifty by one hundred and fifty feet. Old Mackinaw Point, where may still be seen the ruins of the old "Fort Michilimackinac," has been reserved for a Public Park.

**Point St. Ignace**, Mackinac Co., Michigan, is an old and important settlement situated on the west shore of the Straits of Mackinac, here being but four miles in width. It lies four miles west of the Island of Mackinac and four miles north of Old Mackinaw, the latter situated on the Lower Peninsula. Although it is about two hundred years since Father Marquette here established a Roman Catholic Mission, it has not materially increased in population or importance. The principal settlement lies about a mile north of the Point, where is located a Roman Catholic Church, an ancient cemetery, a telegraph office, a school house, two stores and two docks for the accommodation of fishing smacks or Mackinac boats, as used by the early voyageurs. The present population of whites and Indians amounts to about five hundred.

Here are two bays or anchorages, known as Church Bay and East Moran Bay, distant from each other about one mile. The settlement is along the

shore of these bays facing the Straits. The land rises gradually by terraces to the height of from twenty to fifty feet, presenting most charming sites for residences. The completion of the *Marquette, Saut Ste Marie and Mackinac Railroad* is only needed to make this place an important commercial point, connecting, as it will, with railroads running east and south through the State of Michigan,

**East Moran Bay**, near POINT ST. IGNACE.—This old and important Point is favorably coming into view as the site of a city of the Straits. It possesses a deep and well-protected harbor, surrounded by all the requirements necessary for a large commercial town. The completion of the *Marquette and Mackinaw Railroad*, terminating at Point la Barbe, or Point St. Ignace, alone is required in order to bring it into further notice and insure its prosperity. Already it is proposed to here construct a Dry Dock for the benefit of the commerce of the Straits. No better site can be selected for ship-building and the repairing of disabled vessels, than this secure bay. By an examination of the chart of the Straits of Mackinaw it will be seen the depth of water is sufficient for floating the largest class of vessels navigating the Great Lakes. The wealth of the Upper Peninsula, consisting of iron, copper, slate and silver can here be readily shipped to Detroit, Cleveland, Erie and Buffalo; while other traffic can flow eastward or southward by the railroad routes leading to Grand Rapids, Detroit and Cincinnati.

POINT LA BARBE, three miles west of Point St. Ignace, is a noted headland. Three miles northwest lies *West Moran Bay*, where is a small scattered settlement of whites and half-breeds.

THE ISLAND OF ST. HELENA is a low island, thirteen miles west of Mackinac, with a good harbor, where is a light-house to guide the mariner through the Straits.

CROSS CAP, Mackinac County, Michigan, is a bold promontory situated near West Moran Bay; it lies fifteen miles northwest of the Island of Mackinac. Here is an agricultural and fishing settlement, consisting of about one hundred inhabitants—whites, half-breeds and Indians. Wheat, oats, corn, vegetables and fruit are here produced in abundance.

**Les Cheneux Islands**, situated near the north shore of the Upper Peninsula of Michigan, distant 15 miles from the Island of Mackinac, northerly, consists of a group of about one hundred picturesque islands, two of the

largest being known as Marquette Island and La Salle Island. The others are mostly small wooded isles, affording navigable passages of the most irregular kind. Here resides Father A. D. J. Piret, called the "Hermit of Cheneux." An Indian chief named Bi-ba-misa, of the Chippewa tribe, also resides on Isle Marquette. Fishing and hunting can here be enjoyed by pleasure-travellers. Black bass, pickerel, perch, &c., and wild fowl being abundant at most seasons. Sail boats and small steamers are used to convey passengers to and from this favorite resort, being the most attractive of any place in the vicinity of the Island of Mackinac.

SCAMMON'S HARBOR is the entrance between La Salle Island and Boot Island, one of the Les Cheneux group. This is a secure harbor for vessels of a large class. Here are Government works for the construction and repair of light-houses. The entrance is surrounded by high islands of a romantic character. This is a fine fishing station, where Mackinac trout, bass, white fish and speckled trout are taken in abundance. On the main land are several fine trout streams, which are much frequented by sportsmen. Carp River and Pine River, emptying into St. Martin's Bay, west of the Cheneux's, are the most frequented resorts.

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### STEAMBOAT EXCURSION.

From Mackinac to Cheboygan and Duncan, 18 miles distant. During the summer and autumn months this trip affords a most interesting excursion. On leaving Mackinac the steamer runs south, passing Round Island and Bois Blanc Island, entering the South Channel which divides the above islands from the Lower Peninsula of Michigan. Here may usually be seen steamers and sail vessels pursuing their way through the Straits of Mackinac, while the shore of the main land is visible from Duncan Light-House to Old Mackinac. Cheboygan affords many attractions which should make this trip a favorite with summer visitors flocking to this healthy and interesting section of country.

OLD MACKINAW, now called *Mackinaw City*, is another point of great attraction from its historical associations. It is distant northwest, seventeen miles from Cheboygan. From the latter place it can be reached by a carriage-road.

Here improvements are being made where the railroads from the lower part of the State of Michigan will terminate.

**Duncan**, Cheboygan County, Michigan, is situated on Duncan or McLoud's Bay, one and one-half miles east of Cheboygan. Here is a fine harbor and breakwater. The docks are extensive, being calculated for the storage of lumber. Here are two extensive saw mills, propelled by steam power, a store, warehouse and a number of dwellings. Population about 300, most of whom are engaged in lumbering. This is one of the largest establishments on the Upper Lakes, both mills having a capacity to turn out 24,000,000 feet of lumber annually.

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### CHEBOYGAN.

CHEBOYGAN (Indian, *Cha-boia-gan*, a portage,) Cheboygan County, Michigan, is favorably situated on both sides of Cheboygan River, where is a good harbor and two steamboat docks. A draw-bridge spans the river, while about one mile from its mouth is a dam and lock, with a lift of about 10 feet, which admits a small class of steamers to ascend the stream to Mullet Lake, 6 miles, connecting by a navigable stream with Burt Lake, a further distance of 15 or 18 miles. Cheboygan Lake, another fine body of water, empties into Cheboygan River through Black River, thus forming altogether a water communication for a number of miles inland.

This village, the commercial "City of the Straits," is the county seat of Cheboygan County, where is a court house and jail, a Roman Catholic, a Methodist and Congregational church; a large Union school house; 5 or 6 hotels and taverns. Here are 6 extensive saw-mills, 2 shingle-mills, 2 roundries and machine shops, 2 planing-mills and sash factories, 1 flouring-mill, and other manufacturing establishments; a ship yard and dry dock; 1 printing office; 25 stores of different kinds, and many fine private residences, while the streets are wide and well laid out, covering a large plat of ground.

The greatest pride of the place are the Flowing Wells, there now being some fifty in number. These wells are bored from 25 to 75 feet deep, when a pure, cold vein of water is reached, and as soon as the auger is taken out the water spouts from three to five feet above the ground, and by tubing, the water will force itself much higher. Each family can have a reservoir at their own door, and its acquisition is conducive to both comfort and health.



The settlement of the town is of recent date, but during the past five or six years it has rapidly increased in wealth and numbers, now containing about 2000 inhabitants.

Steamers run daily from Cheboygan to Mackinac, Alpena, Saginaw, Detroit, &c., while sail vessels arrive and depart for Chicago, Detroit, &c., carrying an immense amount of lumber to the eastern and western markets.

The natural location of the village is excellent; a water highway of sixty miles extends inland, floating to the docks the forests of the interior. The railways building will soon connect with Southern Michigan and westward toward Lake Superior, being distant only 17 miles from Mackinac City, where the Straits will be crossed.

### Cheboygan River

Is a large, deep flowing river, from 100 to 500 feet wide, having a fall about one mile from its mouth of 10 feet, where is a dam and lock constructed for the passage of a small class of steamers. The lock, dam and canal were built by the Cheboygan Slack-Water Navigation Company, at a cost of twenty-five thousand dollars. It affords a full and constant water-power, where is now erected an extensive saw-mill and a flouring-mill, affording besides a large surplus water-power. Cheboygan River proper is but 8 miles in length, it being the outlet of *Mullet Lake*, a fine body of water, 12 miles in length and 4 miles wide. *Black River*, the outlet of Black or Cheboygan Lake, first enters the main stream, about five miles above the Straits of Mackinac. This stream is about 12 miles in length, extending to the above lake, which is 6 miles long by 4 miles wide. The inlet to the lake is the continuation of Black River, running inland 40 or 50 miles. The valley of this river is heavily timbered. Rainy River also enters into Black Lake, and is a fine stream.

*Long Lake* is a small body of pure water, the outlet entering into the Black River. This lake is being stocked with white-fish for the purpose of breeding and sale. The lake is about three miles long and one-half mile wide, surrounded by a fine growth of timber. The hatching houses are situated at the outlet of the lake, and can be easily reached by a steam tug, which runs from Cheboygan.

Pigeon River, Indian River and Sturgeon or Cheboygan River all enter

into Mullet Lake, the latter river being an important stream, running through a fine section of country.

*Burt Lake*, lying west of Mullet Lake, is 10 miles long and 5 miles wide, being fed by Maple River, the outlet of Douglass Lake, also, by Grass River, the outlet of Crooked Lake. The above five lakes, with their tributaries, drain the counties of Presque Isle, Montmorenci, Otsego, Emmet and Cheboygan. In a south-west direction this water-course affords a communication to within one mile of Little Traverse Bay, the water communication being about 50 miles in length.

The upper waters of the above streams are all heavily covered with forest trees, mainly pine, hemlock, beach and maple trees, while the land, for the most part, is well adapted for agricultural purposes.

These lakes and streams are all filled with fish of different kinds, while the forest abounds in game of various species, such as bears, deer, foxes, rabbits, squirrels, partridges, wild geese, ducks, &c. No place on the Straits or the chain of lakes exceed Cheboygan and its vicinity for boating, fishing or hunting, while it is easily accessible by steamers from Mackinac and other lake points.

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## THE LOWER PENINSULA OF MICHIGAN.

The *Lower Peninsula of Michigan*, extending from Saginaw Bay to the Straits of Mackinac, is nearly surrounded by water, and, in this respect, its situation is naturally more favorable for all the purposes of trade and commerce than any other portion of the Western States. Here a healthy and invigorating climate prevails which is so modified by Nature as to act favorably on the growth of cereals and fruit of every kind.

The numerous bays and rivers which penetrate every portion of the Peninsula, some of which are navigable for steamboats a considerable distance from the lakes, being natural outlets for the produce of the interior, render this whole region desirable for purposes of settlement and cultivation as well as a desirable place of resort during warm weather. The heavily timbered region, extending north to the Straits of Mackinac, afford fine camping-grounds for the lumberman as well as the sportsman seeking health and

pleasure. Valuable coal beds have recently been discovered on the line of the railroads running to the Straits.

The railroads, in connection with steamboat lines, now afford ready access to this hitherto neglected portion of the State of Michigan, where wild game of almost every kind abound; bears and deer are numerous as well as other small game.

"Nature, too, has been lavish of her rich gifts in the shape of geological formations, fossils, minerals, fauna and flora within the Lower Peninsula, and their untold wealth, in a commercial point of view, and their priceless value to the scientist, has never yet been properly or fully developed.

"The interesting traces of the pre-historic races, who once inhabited our country, *were the owners of our soil* and the masters of our great lakes and beautiful rivers, are fast disappearing. The aboriginal tribes, our more immediate predecessors, are fast passing away, and with them the traces of their ancestors, and all traditions of the more recent events in their own unwritten history." Here once the Jesuit missionary and French soldier commingled with the children of the forest and won their esteem, then came in the power of England, with her armies and traders, who for nearly half a century maintained a foothold on the shores of Lake Huron and the Straits of Mackinac.

SAGINAW BAY is one of the most important bodies of water belonging to the chain of Great Lakes. It is about 25 miles wide and 50 miles long from N. W. to S. E. It receives the waters of Saginaw River and its tributaries, which penetrate far inland, draining a large extent of country which, for the most part, is heavily timbered with pine and other kinds of forest trees.

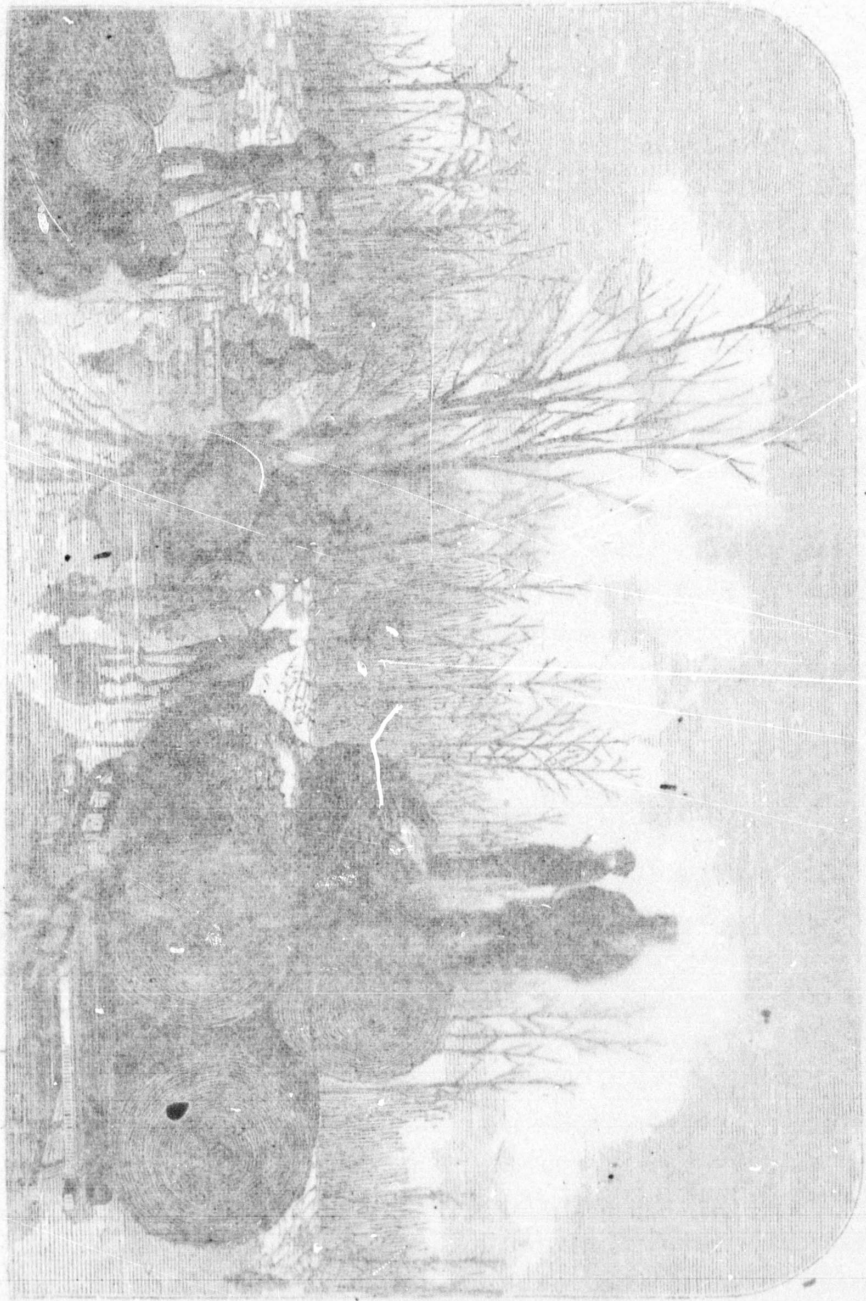
THUNDER BAY, lying on the west side of Lake Huron, is another small sheet of water into which enters Thunder Bay River.

LITTLE TRAVERSE BAY, lying on the east side of Lake Michigan, is a fine sheet of water, while in the interior are several beautiful lakes, soon, no doubt, destined to become fashionable places of resort.

GRAND TRAVERSE BAY, on the east side of Lake Michigan, is another fine sheet of water. It is surrounded by good agricultural lands, where fruit of almost every kind flourishes to perfection. From this point southward, to the lower confines of the State, apples, pears, peaches and small fruit are raised in great quantities.

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PINERIES OF MICHIGAN.



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The railroads, in connection with steamboat lines, now afford ready access to this hitherto neglected portion of the State of Michigan, where wild game of almost every kind abound; bears and deer are numerous as well as other small game.

Michigan, too, has been lavish of her rich gifts in the shape of geological formations, minerals, fauna and flora within the Lower Peninsula, and their world wealth, in a commercial point of view, and their priceless value to the scientist, has never yet been properly or fully developed.

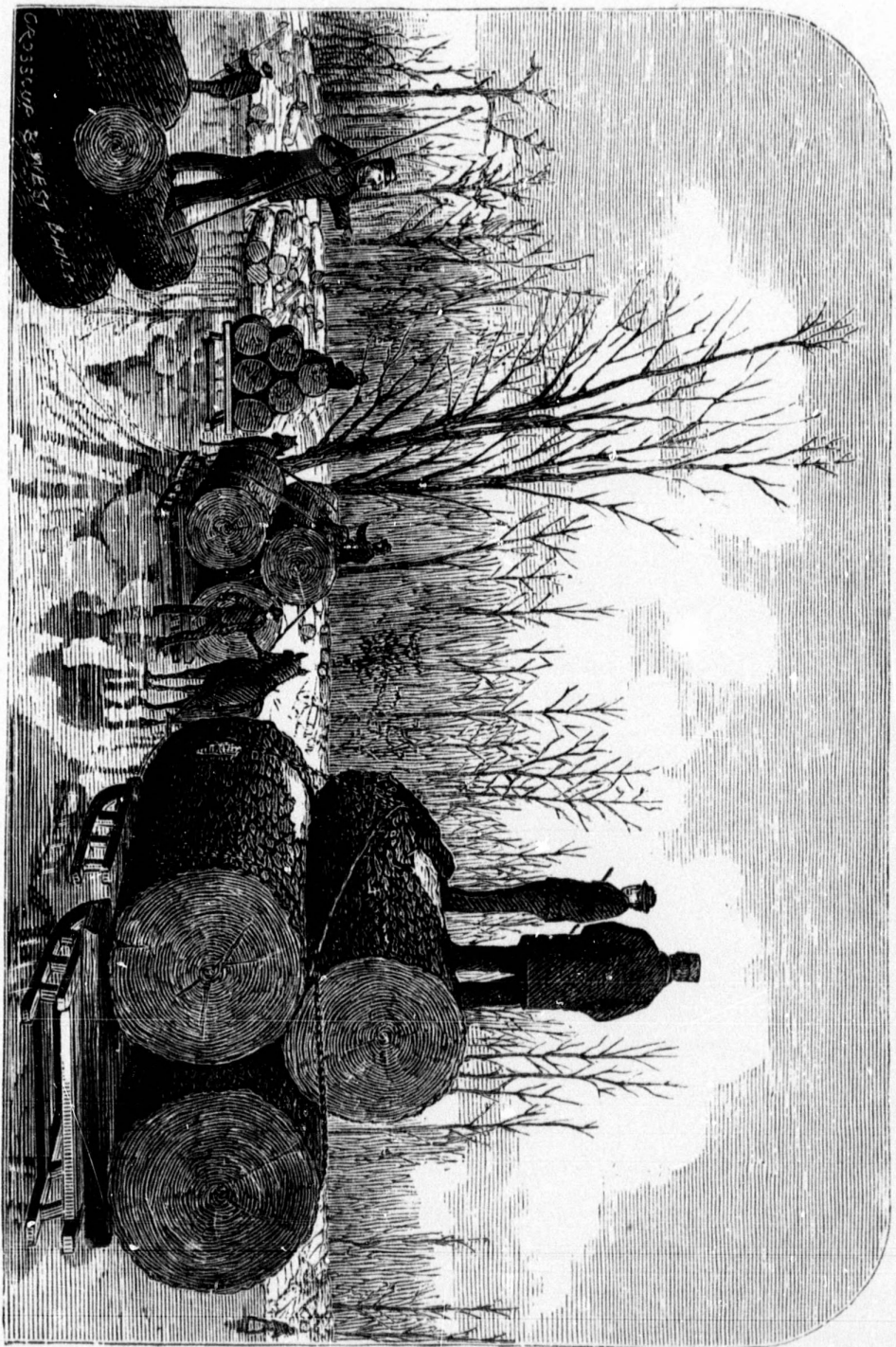
The mysterious traces of the pre-historic races, who once inhabited our country, have the owners of our soil and the masters of our great lakes and beautiful shores are fast disappearing. The aboriginal tribes, our more immediate predecessors, are fast passing away, and with them the traces of their art and civilization. The more recent events in their own unwritten history were seen by the Indian, the missionary and French soldier commingled with the timber of the forest and upon their estates, then came in the power of England, with her sailors and traders, who for nearly half a century maintained a foothold on the shores of Lake Huron and the Straits of Mackinac.

Saginaw Bay is one of the most important bodies of water belonging to the chain of Great Lakes. It is about 25 miles wide and 50 miles long from N. W. to S. E. It receives the waters of Saginaw River and its tributaries, which penetrate far inland, draining a large extent of country which, for the most part, is heavily timbered with pine and other kinds of forest trees.

Thunder Bay, lying on the west side of Lake Huron, is another small sheet of water into which enters Thunder Bay River.

Traverse Bay, lying on the east side of Lake Michigan, is a fine sheet of water, while in the interior are several beautiful lakes, soon, no doubt, destined to become fashionable places of resort.

Traverse Bay, on the east side of Lake Michigan, is another fine sheet of water. It is surrounded by good agricultural lands, where fruit of almost every kind flourishes to perfection. From this point southward, to the extreme tip of the State, apples, pears, peaches and small fruit are raised in great quantities.



PINERIES OF MICHIGAN.

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## TABLE OF DISTANCES.

STEAMBOAT ROUTE FROM DETROIT, MICHIGAN, TO MACKINAC.

Miles.	LANDINGS, &c.	Miles.	Miles.	LANDINGS, &c.	Miles.
344	DETROIT, ( <i>Lake St. Clair.</i> )	0	160	Au Sable,	40-184
304	Algoma,	40	150	Greenbush,	10-194
296	Marine City,	8-48	142	Harrisville,	8-202
288	ST. CLAIR,	8-56	110	ALPENA,	30-234
275	PORT HURON AND SARNIA,	13-69	95	Thunder Island and Light,	15-247
274	Fort Gratiot and Light,	1-70	58	Crawford Quarry,	35-284
254	LEXINGTON,	20-90	56	ROGERS CITY,	2-284
200	Point au Barques, ( <i>Saginaw Bay, Lake Huron.</i> )	54-144	19	Duncan,	37-321
			18	CHEBOYGAN,	1-322
			0	MACKINAC,	18-340

USUAL TIME, 36 HOURS.

## Steamboat Route

FROM CHICAGO AND MILWAUKEE TO MACKINAC AND SAUT STE MARIE.

Miles.	PORTS, &c.	Miles.	Miles.	PORTS, &c.	Miles.
490	CHICAGO, Ills.,	0	145	Beaver Island, Mich.,	70-345
455	Waukegan, "	35	114	Point Waughoshance, ( <i>Straits of Mackinac.</i> )	31-376
439	Kenosha, Wis.,	16-51	98	MACKINAW CITY,	16-392
428	Racine, "	11-62	90	MACKINAC,	8-400
405	MILWAUKEE, "	23-85	54	DE TOUR, ( <i>St. Mary's River.</i> )	36-436
380	Port Washington,	25-110	46	St. Joseph's Island, Can.,	8-444
355	<i>Sheboygan, Wis.,</i>	25-135	36	Mud Lake,	10-454
325	MANITOWOC, "	30-165	25	Nebish Rapids,	11-465
318	Two Rivers, "	7-172	22	Lake George,	3-468
296	Kewaunee, "	22-194	16	CHURCH'S LANDING,	6-474
285	Annapee, "	11-205	11	Garden River Set.,	5-479
250	Bayley's Harbor,	35-240	0	SAUT ST. MARIE,	11-490
230	Death's Door,	20-260			
215	Washington Harbor, (To ESCANABA, 30 miles.)	15-275			

## ALPENA.

ALPENA, Alpena County, Michigan, is a flourishing city situated on the shore of Thunder Bay, Lake Huron, at the mouth of Thunder Bay River, 230 miles above Detroit, and 110 miles from the Island of Mackinac, by steamboat route; lying in North Latitude, 45° 5', West Longitude, 83° 30'. It is easily reached during the season of Navigation by lines of steamers



running from Detroit and Bay City, Michigan. Alpena was incorporated as a city in 1871, and now contains about 3500 inhabitants. A Mineral Spring is here located, possessing valuable medical properties, and is much frequented by invalids and seekers of pleasure. A commodious Hotel has recently been erected, adjoining the spring and bath house, for the accommodation of visitors during the summer months.

In addition to a good harbor, here is a fall of 9 feet of water, affording an immense power for manufacturing purposes; there are now 10 extensive saw mills, 6 shingle mills, 1 grist mill, 2 planing mills, and 1 hemlock extract factory, besides other manufacturing establishments.

ALPENA MAGNETIC AND SULPHUR SPRING, was discovered in 1869 by an attempt to bore for common *salt*, to a depth of 900 feet, below the surface, when an immense volume of water commenced to flow out of the rock, clear and sparkling, and having such peculiar properties as to cause a suspension of the work. The odor and taste of *Sulphur*, in the form of Sulphuretted Hydrogen Gas, with evidence of other mineral constituents, was soon apparent, and their *wonderful magnetic properties* well defined. On being tested the curative properties of the mineral water are fully established.

ANALYSIS:—The following is an analysis by Dr. S. P. Duffield, of Detroit. Temperature, 52° Fahrenheit. Specific Gravity, 1.012.

	In a Gallon.
Bi-carbonate of Soda, . . . . .	15.736
"    "    Lime, . . . . .	55.136
"    "    Magnesia, . . . . .	62.920
"    "    Iron, . . . . .	1.840
Sulphate of Lime, . . . . .	30.056
Silica and Aluminum, . . . . .	3.088
Chloride Sodium Salt, . . . . .	68.256
Organic Matter and Loss, . . . . .	.928
	237.960

Total mineral constituents, 237.032 grains. Sulphuretted Hydrogen Gas, 3.91 cubic inches. Carbonic Acid Gas, a trace.

*Thunder Bay River* drains a large extent of country covered with a heavy growth of pine, beach, maple and other forest trees. Numerous small lakes are located near the head streams, affording fine hunting and fishing.

*Long Lake*, 6 miles from Alpena, is a beautiful body of water 12 miles long and about 1 mile wide, being full of black bass, pickerel, &c.

The *Alpena and Southwestern Railroad*, now being built, will extend from Alpena to Grand Haven, Michigan, 236 miles, intersecting the Jackson, Lansing and Saginaw Railroad, so as to form a through line of travel from Detroit and Lansing to Lake Huron.

*North Point*, 10 miles from Alpena and Thunder Bay Islands, two miles further, are celebrated for their fisheries. Here are annually taken large quantities of white fish and Mackinac trout, which are salted and sent to eastern and southern markets.

## TEMPERATURE OF THE PRINCIPAL LAKE PORTS.

DURING THE FOUR SEASONS OF THE YEAR.

CITIES, &C.						YEARLY.	
		Spring. Fabr.	Summer. Fabr.	Autumn. Fabr.	Winter. Fabr.	Mean T. Fabr.	Range. Fabr.
1. BUFFALO, N. Y.,	42° 53' N. L.,	45°	68°	49°	28°	47°	40°
2. CLEVELAND, Ohio,	41° 30' "	47°	70°	52°	29°	49½°	41°
3. TOLEDO, Ohio,	41° 40' "	47°	71°	52½°	29°	50°	42°
4. DETROIT, Mich.	42° 21' "	46°	69°	49°	28°	47°	41°
5. CHICAGO, Ill.,	41° 52' "	45°	69°	49°	26½°	47°	42½°
6. GREEN BAY, Wis.,	44° 30' "	43½°	68°	46°	21°	44½°	47°
7. MACKINAC, Wis.,	45° 51' "	38½°	62°	43½°	18°	41°	44°
ALPEN, Wis.,	45° 00' "					43°	
8. SAUT STE MARIE, Wis.,	46° 30' "	37½°	62°	43°	19°	40½°	43°
ESCANABA, Wis.,	46° 44' "					41°	
9. MARQUETTE, Wis.,	46° 33' "	38°	63°	43°	20°	40½°	43°
10. COPPER HARBOR, Wis.,	47° 30' "	38°	61°	43°	21°	40°	40°
11. BAYFIELD, Wis.,	46° 45' "	38°	62°	43°	16°	40°	46°
12. DULUTH, Minn.,	46° 48' "	38°	63°	43½°	15°	40°	48°

NOTE.—Variation of Mean Annual Temperature on the Lake Ports from 40° to 50° Fahrenheit. Duluth the lowest and Toledo the highest.

REMARKS.—From the above carefully prepared Table of Temperatures, it seems that *Buffalo* possesses the coolest and most equable summer temperature of any of the cities on Lake Erie, having a mean annual temperature of

from 47° to 50° Fahrenheit. This favorable influence is caused, no doubt, from the prevailing west and southwest winds which sweep over Lake Erie during most of the year.

The *Island of Mackinac* is another equally favored location, with a much cooler summer temperature. Being entirely surrounded by water, with Lake Huron on the east, Lake Michigan on the south, and Lake Superior on the northwest, the climate and temperature are rendered pure and healthy; more so, perhaps, than any other spot in the region of the Great Lakes—the waters and the winds being remarkably pure and invigorating.

*Copper Harbor*, on Keewenaw Point, and *Bayfield*, in the vicinity of the Apostle Islands, are both cool and healthy summer resorts, alike possessing all the elements that go to invigorate the human frame and make life a pleasure.

### LIGHT HOUSES ON LAKE HURON AND THE STRAITS OF MACKINAC.

1. FORT GRATIOT, 42° N. lat., at the head of St. Clair River, Michigan. Elevated 84 feet above Lake Huron. Tower of brick; dwelling detached. Marks the entrance from Lake Huron into St. Clair River. Goodrich, Can., N. E. by N. 63 miles.

2. POINT AUX BARQUES, 44° 01' N. lat., on the shore of Lake Huron, and south side of the entrance to Saginaw Bay. Elevated 89 feet. Tower and dwelling of yellow brick, connected by covered way. Sturgeon Point light bears N. N. W. 54 miles.

3. TAWAS, on Ottawa Point, northwest shore of Saginaw Bay, Michigan. Brick tower, whitewashed; dome of lantern black. Charity Island light bears S. 15½ miles.

4. CHARITY ISLAND, at the mouth of Saginaw Bay, Michigan. Tower of brick, connected with frame dwelling by covered way. The main channel

is to the westward of the light. Saginaw Bay light house S. W. 34½ miles.

5. SAGINAW BAY, at the mouth of Saginaw River. Tower and dwelling built of rubble stone, detached. Sand Point bears N. E. 29 miles.

6. STURGEON POINT, on the western shore of Lake Huron, 24 miles south of Thunder Bay Island. Tower and dwelling built of yellow brick. Point Aux Barques light S. S. E. 54 miles.

7. THUNDER BAY ISLAND, 45° 02' N. lat., north side of entrance to Thunder Bay, Michigan. Stone tower on the south-east corner of the Island, elevated 59 feet. Vessels must not attempt to pass to the westward of this light. Middle Island bears N. N. W. 12 miles.

8. PRESQUE ISLE HARBOR, front light at the harbor of Presque Isle, Lake Huron. Light on wooden tower; rear light on keeper's frame dwelling.

9. **PRESQUE ISLE**, about 25 miles northwest of Thunder Bay light. A coast light, on the northern point of the peninsula. Spectacle Reef, N. W. 42 miles; the Detour light bearing N. N. W. 48 miles.

10. **SPECTACLE REEF**,  $45^{\circ} 46'$  N. lat., to the eastward of the entrance to the Straits of Mackinac, in Lake Huron. Elevated 32 feet above the lake. This is an important light to the mariner, recently constructed. It can be seen from Mackinac a distance of 24 miles. Bois Blanc light house, W. by N. 14 miles; Mackinac Island (Fort Holmes), W. by N. 24 miles; Detour light house, N. E.  $16\frac{1}{2}$  miles.

11. **DETOUR**,  $45^{\circ} 57'$  N. lat., at the mouth of St. Mary's River, Lake Huron. Elevated 75 feet above the lake. Iron-pile structure, connected with wooden dwelling. Marks entrance from Lake Huron into St. Mary's River. Bois Blanc light W. S. W. 26 miles. Island of Mackinac (steamboat landing), 35 miles.

12. **BOIS BLANC**, on the north side of Bois Blanc Island, in the Straits of Mackinac. Tower rises from dwelling of yellow brick. Fort Mackinac W. N. W.  $9\frac{1}{2}$  miles; Spectacle Reef, E. S. E.  $13\frac{1}{2}$  miles.

13. **CHEBOYGAN**, on the main land, opposite Bois Blanc Island, marking the entrance to the Straits of Macki-

nac. Light on keeper's wooden dwelling. Marks entrance into the South Channel of the Straits. Old Fort Mackinac on the main, N. W. by W. 16 miles.

14. **MCGULPIN'S POINT**, N. lat.  $45^{\circ} 47'$ , near Old Mackinac, in the Straits, on the southern side of the entrance to Lake Michigan. Elevated 102 feet above the Strait. The passage here is about  $3\frac{1}{2}$  miles wide, separating the Lower and Upper Peninsulas of Michigan. Tower rises from the dwelling, of yellow brick. Isle of St. Helena, N. W. 6 miles; Waugoshance, W.  $15\frac{1}{2}$  miles.

15. **ST. HELENA**, on St. Helena Island, in the Straits of Mackinac. Tower and dwelling of red brick. Waugoshance light, W. S. W. 12 miles.

16. **WAUGOSHANCE**, on the Waugoshance Shoal, near the entrance to Lake Michigan. Tower, with dwelling attached, of brick. Elevated 74 feet above Lake Michigan. Marks Waugoshance Shoal, and turning-point at western end Straits of Mackinac. Skilligalle light, S. S. W. 8 miles.

**NOTE.**—The Island of Mackinac and Point St. Ignace, two prominent objects in the Straits of Mackinac, do not require a light to guide the mariner through this great channel of commerce.

## CLIMATIC INFLUENCE OF THE GREAT LAKES.

Extract from the writings of DANIEL DRAKE, M.D., who, in a professional capacity, visited the Island of Mackinac several years since.

“From the hour that the voyager enters Lake Huron, at the head of St. Clair River, or Michigan, at Milwaukee, both being about  $43^{\circ}$  north latitude, a great change comes over the invalid or traveller, caused by the great extent of pure waters and an invigorating atmosphere, even while

summer rages with a withering energy in the South. The axis of each of these lakes is nearly in the same meridian, and every turn made by the wheels of his boat carries him further into the temperate and genial climate of the Upper Lakes. Entering by either of the portals just mentioned, he soon passes the latitude of 44°, and has then escaped from the region of miasmas, congestive fevers, calomel, intermittents, ague cakes, liver diseases, cholera morbus, dyspepsia, blue devils and duns!—on the whole of which he looks back with gay indifference, if not a feeling of good-natured contempt.

“Everywhere on the shores of the Great Lakes, from Erie to Superior, if the general atmosphere be calm and clear, there is, in summer, a refreshing lake and land breeze; the former commencing in the forenoon, and, with a capricious temper, continuing most of the day; the latter setting in at night, after the radiation from the ground has reduced its heat below that of the water. These breezes are highly acceptable to the voyager while on the lower lake region, and by no means to be despised after he reaches the upper.

“But the summer climate of the lakes is not the only source of benefit to invalids, for the agitation imparted by the boat on voyages of several days’ duration, through waters which are never stagnant and sometimes rolling, will be found among the most efficient means of restoring health in many chronic diseases, especially those of a nervous character, such as hysteria and hypochondriacism.

“Another source of benefit is the excitement imparted by the voyage to the faculty of observation. At a watering-place all the features of the surrounding scenery are soon familiarized to the eye, which then merely wanders over the commingled throngs of valetudinarians, doctors, dancers, idlers, gamblers, coquettes and dandies, whence it soon returns to inspect the infirmities or *tedium vitæ* of its possessor; but on protracted voyages through new and fresh regions, curiosity is stirred up to the highest pitch, and presently gratified by the hourly unfolding of fresh aspects of nature—some new blending of land and water; a group of islands different from the last; aquatic fields of wild rice and lilies; a rainbow walking on the face of the deep; a water-spout, or a shifting series of painted clouds, seen in the kaleidoscope of heaven.

“But the North has attractions of a different kind, which should draw into its summer bosom those who seek health and recreation in travel. From Ontario to Michigan and Superior the voyager passes in the midst of spots consecrated to the heart of every American, and deeply interesting to all who delight to study the history of their native land. The shores and waters of the lakes, so often reddened with the blood of those who fought and died in the cause of their country, will present to the traveller of warm and patriotic feelings scenes which he cannot behold without emotion, under which real diseases may abate, and the imaginary be forgotten.”

After briefly alluding to the mixed French and Indian population around the head of the lakes, he thus continues:—

“But a different inhabitant, of more interest than either to the dyspeptic

and the gourmand, is the celebrated white-fish, which deserves to be called by its classical name *coregonus albus*, which, literally translated, signifies food of the nymphs. Its flesh, which in the cold and clear waters of the lake, organized and imbued with life, is liable but to this objection—that he who tastes it once will thenceforth be unable to relish that of any other fish.”

It is thus beautifully described by an eminent author, in verse :—

### THE WHITE-FISH.

BY HENRY R. SCHOOLCRAFT.

“All friends to good living by tureen and dish,  
Concur in exalting this prince of a fish ;  
So fine in a platter, so tempting a fry,  
So rich on a gridiron, so sweet in a pie:  
That ever before it the salmon must fail,  
And that mighty *bonne-bouche* of the land, beaver's tail.  
\* \* \* \* \*

“Tis a morsel alike for the gourmand or faster.  
While, white as a tablet of pure alabaster !  
Its beauty or flavor no person can doubt,  
When seen in the water or tasted without ;  
And all the dispute that opinion e'er makes  
Of this king of lake fishes, this '*deer of the lakes*,'\*  
Regard not its choiceness to ponder or sup,  
But the best mode of dressing and serving it up.  
\* \* \* \* \*

“Here too, might a fancy to descant inclined,  
Contemplate the love that pertains to the kind,  
And bring up the red man, in fanciful strains,  
To prove its creation from feminine brains.”†

“The Island of Mackinac is the last, and, of the whole, the most important summer residence to which we can direct the attention of the infirm and the fashionable. True it has no mineral springs,‡ but living streams of pure water, cooled down to the temperature of 44°, gushing from its lime-rock precipices, and an atmosphere never sultry or malarious, supersedes all necessity for nauseating solutions of iron, sulphur, and epsom salts. An ague, contracted below, has been known to cease even before the patient had set his foot on the Island, as a bad cold evaporates under the warm sun in a voyage to Cuba or the West India Islands. Its rocky, though not infertile surface, present but few decomposable matters, and its summer heats are never great enough to convert those few into miasmas.

“Situated in the northwestern extremity of Huron, within view of the Straits which connect that lake with Michigan, and almost in sight, if forest did not interpose, of the portals of Lake Superior, this celebrated Island has long been, as it must continue to be, the capital of the Upper Lakes. The steamboats which visit the ship canal and rapids of St. Mary, passing into

\* A translation of *Aá-dik-keem-maig*, the Indian name for the fish.

† *Vide* “Indian Tales and Legends.”

‡ A celebrated *Sulphur Spring* has been obtained at ALPENA, 110 miles distant, by boring a depth of 900 feet.

Lake Superior, as well as those running to Green Bay, not less than the daily line from Buffalo and Detroit to Milwaukee and Chicago, are found in its harbor, and the time cannot be remote when a small steamer will ply regularly between it and the first named place. By these boats the luxuries of the South, brought fresh and succulent as when first gathered, are supplied every day. But the potatoes of this region, rivalling those of the banks of the Shannon, and the white-fish and speckled trout of the surrounding waters, yielding only to those of Lake Superior, render all foreign delicacies almost superfluous."

The same author, in his "Diseases of the Mississippi Valley," thus alludes to Mackinac:

"The three great reservoirs of clear cold water—Lakes Huron, Michigan and Superior, with the Island of Mackinac in their hydrographical centre—offer a delightful hot weather asylum to all invalids who need an escape from crowded cities, paludal exhalations, sultry climates, and officious medication. Lake Erie lies too far south to be included in the salutiferous group. The sail from Buffalo, Cleveland, or Toledo, on that Lake, or from Chicago or Milwaukee, on Lake Michigan, may afford, should the water be agitated, all the benefits of sea-sickness, without its tedious prolongation. On reaching Mackinac an agreeable change of climate is at once experienced, and the bodily feeling is heightened by the emotions which the evidence and consciousness of having retreated upon an island, raise in the mind of one who has not before enjoyed the novelty of an insular life. To his jaded sensibilities all around him is fresh and refreshing; a feeling of security comes over him, and when, from the rocky battlements of Fort Mackinac, he looks down upon the surrounding waters, they seem a moat of defence against the host of annoyances from which he had sought a refuge. Thus the curative state of mind begins to act on his body from the moment of his landing, and if he be a person of intelligence and taste, this salutary mental excitement will not soon die away; for the historic associations, not less than the scenery of this island, are well fitted to maintain it.

"From the summit of the island, the eye rests upon a number of spots consecrated to military history, Point St. Ignace and Old Mackinaw being in full view. But the natural scenery is still better fitted to make the invalid forget his ailments. Several agreeable and exciting boat voyages may be made to the neighboring islands or coasts, from each of which a new aspect may be had, and the island itself, although but nine miles in circuit, affords opportunities for a great variety of rambling on foot. In these excursions he may ascend to the apex of the island, once the site of a fort. From this summit, elevated far above all that surrounds it, the panorama is such as would justify the epithet to Mackinac—'Queen of the Isles.' To the west are the indented shores of the Upper Peninsula of Michigan; to the south, those of the Lower, presenting in the interior a distant and smoky line of elevated table-land; up the Straits green islets may be seen peeping above the waters; directly in front of the harbor, Round Island forms a beautiful fore-

ground, while the larger, Bois Blanc, with its light-house, stretches off to the east; and to the north are other islands at varying distances, which complete the archipelago. The *Les Cheneaux Islands*, in this direction, form a group of the greatest interest, being distant some twelve or fifteen miles.

“When the observer directs his eye upon the waters more than the land, and the day is fair with moderate wind, he finds the surface as variable in its tints as if clothed in a changeable robe of silk. Green and blue are the governing hues, but they flow into each other with such facility and frequency that while still contemplating a particular spot, it seems, as if by magic, transformed into another; but these mid-day beauties vanish before those of the setting sun, when the boundless horizon of lake and land seems girt around with a fiery zone of clouds, and the brilliant drapery of the skies paints itself upon the surface of the waters. Brief as they are beautiful, these evening glories, like spirits of the air, quickly pass away and the gray mantle of night warns the beholder to depart for the village while he may yet make his way along a narrow and rocky path, beset with tufts of the prickly juniper. Having refreshed himself for an hour, he may stroll out upon the beach and listen to the serenade of the waters. Wave after wave will break at his feet over the white pebbles and return as limpid as it came. Up the Straits he will see the evening star dancing on the ruffled surface, and the loose sails of the lagging schooner flapping in the fitful land-breeze, while the milky way—*Death's Path* of the red man—will dimly appear in the waters before him.”

The late HORACE MANN in his letters from Mackinac to a friend, says:

“I wish you were here. It is a fortnight to-day since we arrived, and such paradisaical weather as we have had—just warm enough not to be cold, and just cold enough not to be warm. Only one thing is wanting to me, and I should thrive like a green bay tree, and that is *home diet*. Last night we had some commotion among the elements, and to-day it is cloudy and a fire is comfortable. But a few whiffs of this air would make your lungs give a hygienic laugh.”

Again he says at a later period, “Here we all are at Mackinac, and enjoying ourselves too well not to tell you about it, and to wish you were here with us. The climate, the air, etc., perform the promise made last year, and, as all the family are with me, I enjoy vastly more than I did last year. I never breathed such air before, and this must be some that was clear out of Eden, and did not get cursed. I sleep every night under sheet, blanket and coverlet, and no day is too warm for smart walking and vigorous bowling. The children are crazy with animal spirits, and eat in such a way as to demonstrate the epigastric paradox that the quantity contained may be greater



than the container. I verily believe if you would spend one summer here—say from about the middle of July to the middle of September—it would make your brain as good as S—D—'s brain ever was since it occupied its present cranium, and that is saying a good deal.”

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### NATIONAL PARK.—ISLAND OF MACKINAC.

A SPEECH BY THE HON. T. W. FERRY, UNITED STATES SENATOR FROM MICHIGAN.

*In the Senate, Tuesday, March 11, 1873.*

Mr. FERRY, of Michigan. I submit a Senate Resolution, which I ask to have read and considered at this time.

The resolution was read as follows :

*Resolved by the Senate,* That the Secretary of War be directed to consider the expediency of dedicating to the public use so much of the Island of Mackinac, lying in the Straits of Mackinac, within the County of Mackinac, in the State of Michigan, as is now held by the United States under Military Reservation or otherwise (excepting the Fort Mackinac and so much of the present reservation thereof as bounds it to the south of the village of Mackinac, and to the west, north, and east, respectively, by lines drawn north and south, east and west, at a distance from the present fort flag-staff of four hundred yards), to be reserved and withdrawn from settlement, occupancy, or sale under the laws of the United States, and dedicated and set apart as a National Public Park, or grounds, for health, comfort, and pleasure, for the benefit and enjoyment of the people ; that all persons who shall locate or settle upon or occupy the same or any part thereof, except as herein provided, shall be considered trespassers and removed therefrom ; that said public park shall be under the exclusive control of the Secretary of War, whose duty it shall be to make and publish such rules and regulations as he may deem necessary or proper for the care and management of the same. Such regulations shall provide for the preservation from injury or spoliation of all timber, mineral deposits, natural curiosities, or wonders within said park, and their retention in their natural condition. The Secretary may in his discretion, grant leases, for building purposes, of small parcels of ground at such places in said park as shall require the erection of buildings for the accommodation of visitors, for terms not exceeding ten years ; all of the proceeds of said leases, and all other revenues derived from any source connected with said park, to be expended, under his direction, in the management of the same and in the construction of roads and bridle-paths therein. He shall provide against the wanton destruction of game or fish found within said park, and against their capture or destruction for any purposes of use or profit. He shall also cause all persons trespassing upon the same, when by law thus set apart, to be removed therefrom, and generally shall be

authorized to take all such measures as shall be necessary or proper to fully carry out the objects and purposes expressed; and that the Secretary be required to report to the Senate, at the opening of the next session of Congress, whether or not such dedication would be incompatible with the public service.

Mr. President, I ask the indulgence of the Senate to occupy a few moments in stating why I desire this resolution to pass, and to very briefly call attention to some of the considerations which have moved me to take steps toward the attainment of a measure wholly in the interest of the public good.

My purpose was to invite action upon this project, by the passage of a bill, of like features, at the late session of Congress. The extraordinary pressure of graver matters precluded the possibility of consideration. Notwithstanding the approval of both Military Committees of that Congress, following the concurrence of the Secretary of War, the rules of the Senate, rigorously enforced, barred what I had good reason to believe the ready passage of the bill. Since it could not be reached, and fell with other measures by the termination of Congress, I desire now, to so far recur to it as to call public attention to the subject, that during the months of recess before us popular judgment and comment may find way to the next Congress, in approval or disapproval of what I am persuaded will verily subserve the general welfare.

As the bill expresses, its object is to set apart as a National Park, and dedicate to the public use, all of the public grounds, except the necessary surroundings of the fort, now held by the Government within the Island of Mackinac, as a Military Reservation or otherwise. If in past years this Island was considered as a point of such strategic importance as to warrant its withdrawal from public sale, it certainly cannot longer be regarded as so essential to the national safety as to be continued in the sense of an indispensable military reservation. Whatever of importance may have attached to salient points along our northern border, as coming within the scope of national guardianship and retention against the possible event of rupture with the British government, these fears may henceforth be regarded as groundless. War with England would be an American occupation of her Canadian possessions. For military purposes, therefore, we no longer need to hold the Island of Mackinac. This fact is practically recognized by the dilapidated condition of the Fort, now left to crumble into decay by the indifference shown by the Government to any expenditure looking to the preservation of the military works at that post. Were it otherwise, and the point deemed of any importance in respect to future military necessities, this design does in nowise conflict with any such use of the Island which the military exigencies of the country might demand. It seeks not to divert from, but to keep it, as now, under the continued control of the War Department of the Government. In the possibilities of the future, the use to which it is proposed to dedicate the Island will not prejudice or defeat the utilization of the spot as a base for military operations. Then, as now, the Government will have the same access to and occupation of its area for all purposes of

public emergency. There can be, therefore, no military objection to the purpose sought. To place this beyond doubt, during the late session I formally invited the attention of the Secretary of War to the provisions of the measure, and asked his consideration and approval of the same, if deemed compatible with the public use and safety. The General of the Army was also conferred with upon the subject. The officer having military charge of the lakes was called upon to express any objections which might occur to him against the adoption of such a measure. Besides, as stated, the Military Committee of the last Senate fully considered the proposition, and now all these may be said to have given their unqualified approval of the measure.

I have said this much upon the military aspect of the case, more because of the fact of the reservation being a military one, and held as such, and possibly considered by the public as of some strategic importance. When in the early years of our lake navigation the commerce of the lakes passed through the north channel, between Mackinac and Round Island, the fort on Mackinac Island commanded this commerce. Of later years it has been found that the better one is what is now known as the South Channel, through which the great part of the growing commerce of these lakes passes, and really Mackinac is too distant from the course taken to be of any practical use in a military espionage of this branch of national pursuits.

It is a significant historical commentary of this, that Old Mackinaw on the main land of the lower peninsula of Michigan, was where the English first erected their fort, following in the wake of the Indian choice of the like spot as the commanding one of the Straits. The Island of Mackinac was not till 1780 selected as a locality of any importance, and then by the English as a place of security, by its isolation, from the surprises and incursions of warlike savages. The massacre of the English garrison at Old Mackinaw by hostile Indians, in 1763, led to the selection of Mackinac Island as the more secluded and consequently safer, rather than the most commanding location for the military defence of the Straits. The Island falling into our hands by the definitive treaty of peace of 1783, retaken by the British in 1812, and restored by the treaty of Ghent in 1814, has, by these successive transitions, historically grown into military fame. The observant and instinctive Indian chose better when he established his *point d'appui* at Old Mackinaw, where the Straits are but four miles wide, and the narrowest point, rather than, as the white man since has done, on an island seven miles distant from the course of commerce.

It will hence be noticed that whatever may be the reasons for retaining possession of the Island for Government uses, it cannot chiefly be considered as of much military significance to the nation. Of traditional and historical value it possesses much to endear it to the people, and as one of the earlier landmarks of national boundary and history, it will not easily pass out of annals or recollections.

In the estimation of the natives, who made it a point of interest bordering upon veneration, the Island was not only of singular beauty, but made sacred to them by legends and traditions from immemorial tribes and races.

Its antiquity is worthy of note. As early as the Puritan landing it was trodden by whites, for the French occupied and roamed about it in 1620. At Old Mackinaw, Pere Marquette established his mission in 1671, and following his death this mission of peace was transformed into the seat of war. Thousands of Indian warriors held their councils and dances, and planned their murderous forays at these notable chief quarters. The confederate tribes gathered here to devise ways and means to capture and destroy tribal foes. It was the grand place of meeting and point of departure for trade and war. Here the scalps were brought and counted, the wampum distributed, and the warrior decorated.

So near this scene of warlike sway, where whoop and song made nightly orgies more terribly hideous, it was not strange that the superstitious Indian, beholding in the distance an island of much natural beauty and grotesque crest, three hundred feet above the watery surface, naturally clothed its striking features with the supernatural, naming it "The Island of Giant Fairies."

To this day the Indian looks upon and treads the almost unbroken surface of Mackinac with much of the veneration which inspired his early fathers when they first saw and consecrated to the Great Spirit the favored island.

It is, Mr. President, to hold intact, as far as practicable, this Island, fast becoming the favorite of the white man as well as the Indian, that I seek by the measure proposed to guard against its natural curiosities and beauty being lessened or destroyed by the hands of wanton despoilers. We cannot too early or too surely arrest and preserve from decay relics of national history or fame. We owe it to ourselves and to the future to grasp and fix in some form to hand down to posterity, all points or incidents of historic value which serve to illustrate the march of the nation. I would add this example in perpetuity of that worthy record, that this, with other national memorials, may not perish but brighter with the lapse of time. In what better or surer way can this be done, in this instance, than by devoting the reservation to the free use and pleasure of the public, and by this very dedication to that object lead each and every visitor and constituent of the nation to take a personal interest and make it an individual matter, to protest against any form of vandalism calculated to lessen its value and favor. By the act setting apart for the public the distant, wilder and grander areas of the "Yosemite" and "Yellowstone," the desire of the people is disclosed to do something looking to the protection and perpetuation of places of natural curiosities as national possessions for general enjoyment. With all of their plodding traits, the American people are developing in many ways the love for the beautiful. The practical is sharing somewhat with the æsthetic. Vastness and grandeur will be sought in the parks of the Yosemite and Yellowstone, at the cost of distance and inconvenience. Mackinac lies in the path of the lakes, with proximity and ease to invite to its charms. Nine miles in circumference, with an area of six thousand acres, about two thousand of which the Government owns; its altitude greater than other islands of the

Sur . . . ; its famed successive strifes for national possession in the memorials of the "British Landing" and "Fort Holmes," whose imperishable moat records the fall of an American hero; its natural curiosities of "Arch Rock," "Sugar Loaf," and rocks and caves of legendary incident, these, interspersed with profusion of variegated perennial growth, contrasting with the hue of transparent waters embracing it; and to this unique scenery add the surrounding spectacle of waters dotted with islands and flecked with sail and steam, the horizon frequently decked with mirage—breath of antagonizing vapors—and we find the source of attraction which is fast making this Island the most note-worthy of the group which adorns the uniting waters of Lakes Superior, Michigan, and Huron. Already hundreds flock there during the heated season for escape from warmer latitudes. Plunged in cool waters, the Island is fanned by a temperature whose invigorating effect is the avowed experience of all sojourners.

Famous for the products of its waters, it is also celebrated for the salubrity of its climate. Situate about 350 miles from Chicago, and say 300 from Detroit, it has heretofore been reached only by lake navigation.

Steamers daily touch there from either way.

Many have no objections to traversing the water; others dislike to venture upon its restless surface, and this unavoidable means of approach has, to a great extent, dissuaded large numbers from seeking its pleasures and benefits. Two lines of railroad will soon be completed, terminating at Old Mackinaw. A company has been organized to construct a road connecting with the Northern Pacific, and, meeting opposite this terminus, to form a transcontinental route to the Pacific, broken only by the four miles passage of the Straits. Within sight of the moving masses upon this future national thoroughfare, and in full view of the commerce of the chain of lakes, it needs no prophetic eye to forecast the prominence in store for such an easily reached and charmingly situated summer retreat.

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### EARLY JESUIT HISTORY.

The following Extract is from a letter written by MARQUETTE in 1671, and published in the *Relations des Jesuits* of that year:

"Michilimackinac is an island famous in these regions, of more than a league in diameter, and elevated in some places by such high cliffs as to be seen more than twelve leagues off. It is situated just in the strait forming the communication between Lake Huron and Illinois (Michigan). It is the key and, as it were, the gate for all the tribes from the south, as the Sault is from those of the north, there being in this section of country only those two passages by water; for a great number of nations have to go by one or other of these channels, in order to reach the French settlements.

"This presents a peculiarly favorable opportunity, both for instructing

those who pass here, and also for obtaining easy access and conveyance to their places of abode.

"This place is the most noted in these regions for the abundance of its fishes; for, according to the Indian saying, 'this is the home of the fishes.' Elsewhere, although they exist in large numbers, it is not properly their 'home,' which is in the neighborhood of Michilimackinac.

"In fact, besides the fish common to all the other tribes, as the herring, carp, pike, gold-fish, white-fish, and sturgeon, there are found three varieties of the trout,—one common; the second of a larger size, three feet long and one foot thick; the third monstrous, for we cannot otherwise describe it, it being so fat that the Indians, who have a peculiar relish for fats, can scarcely eat it. Besides, the supply is such that a single Indian will take forty or fifty of them through the ice, with a single spear, in three hours.

"It is this attraction which has heretofore drawn to a point so advantageous the greater part of the savages in this country, driven away by fear of the Iroquois. The three tribes at present living on the *Bay des Puants* (Green Bay) as strangers, formerly dwelt on the main-land near the middle of this island—some on the borders of Lake Illinois, others on the borders of Lake Huron. A part of them, called *Sauteurs*, had their abode on the main land at the west, and the others looked upon this place as their country for passing the Winter, when there are no fish at the Sault. The Hurons, called *Etonontathronons*, have lived for some years in the same island, to escape the Iroquois. Four villages of Ottawas had also their abode in this quarter.

"It is worthy of notice that those who bore the name of the island, and called themselves Michilimackinac, were so numerous that some of the survivors yet living here assure us that they once had thirty villages, all inclosed in a fortification of a league and a half in circuit, when the Iroquois came and defeated them, inflated by a victory they had gained over three thousand men of that nation, who had carried their hostilities as far as the country of the *Agnichronons*.

"In one word, the quantity of fish, united with the excellence of the soil for Indian corn, has always been a powerful attraction to the tribes in these regions, of which the greater part subsist only on fish, but some on Indian corn. On this account, many of these same tribes, perceiving that the peace is likely to be established with the Iroquois, have turned their attention to this point, so convenient for a return to their own country, and will follow the examples of those who have made a beginning on the islands of Lake Huron, which by this means will soon be peopled from one end to the other, an event highly desirable to facilitate the instruction of the Indian race, whom it would not be necessary to seek by journeys of two or three hundred leagues on these great lakes, with inconceivable danger and hardship.

"In order to aid the execution of the design, signified to us by many of the savages, of taking up their abode at this point, where some have already passed the Winter, hunting in the neighborhood, we ourselves have also wintered here, in order to make arrangements for establishing the Mission of *St. Ignace*, from whence it will be easy to have access to all the Indians of

Lake Huron, when the several tribes shall have settled each on its own lands.

"With these advantages, the place has also its inconveniences, particularly for the French, who are not yet familiar, as are the savages, with the different kinds of fishery, in which the latter are trained from their birth; the winds and the tides occasion no small embarrassment to the fishermen.

"The winds: For this is the central point between the three great lakes which surround it, and which seem incessantly tossing ball at each other. For no sooner has the wind ceased blowing from Lake Michigan than Lake Huron hurls back the gale it has received, and Lake Superior in its turn sends forth its blasts from another quarter, and thus the game is played from one to the other; and as these lakes are of vast extent, the winds cannot be otherwise than boisterous, especially during the Autumn."

"From this letter we conclude," says a late writer, "that Marquette must have come to Michilimackinac in 1670, as he spent a Winter here before the establishment of his mission. Point Iroquois, on the north side of the Straits, was selected as the most suitable place for the proposed mission, and there, in 1671, a rude and unshapely chapel, its sides of log and its roof of bark, was raised as "the first sylvan shrine of Catholicity" at Mackinac. This primitive temple was as simple as the faith taught by the devoted missionary, and had nothing to impress the senses, nothing to win by a dazzling exterior, the wayward children of the forest. The new mission was called St. Ignatius, in honor of the founder of the Jesuit order, and to this day the name is perpetuated in the point upon which the mission stood."

### Father Marquette.

The following interesting extract is taken from SHEA'S "*Discovery and Exploration of the Mississippi*," being a copy of a letter to FATHER DABLON, dated in 1671, the next year after his first visit to Michilimackinac.

"REV. FATHER,—The Hurons, called Tionnontateronnons, or "*Petun Nation*," who compose the Mission of St. Ignatius at Michilimackinong, began last year near the chapel a fort inclosing all their cabins. They have come regularly to prayers, and have listened more readily to the instructions I gave them, consenting to what I required to prevent their disorders and abominable customs. We must have patience with untutored minds, who know only the devil, who, like their ancestors, have been his slaves, and who often relapse into the sins in which they were nurtured. God alone can fix these fickle minds, and place and keep them in his grace, and touch their hearts while we stammer at their ears.

"The Tionnontateronnons number this year three hundred and eighty souls, and besides sixty Outaouasinagaux have joined them. Some of these came from the Mission of St. Francis Xavier, where Father Andre wintered with them last year. They are quite changed from what I saw them at Lapointe.

The zeal and patience of that missionary have gained to the faith those hearts which seemed to us most averse to it. They now wish to be Christians; they bring their children to the chapel to be baptized, and come regularly to prayers.

"Having been obliged to go to St. Marie du Sault with Father Allouez last Summer, the Hurons came to the chapel during my absence as regularly as if I had been there, the girls singing what prayers they knew. They counted the days of my absence, and constantly asked when I was to be back. I was absent only fourteen days, and on my arrival all assembled at chapel, some coming even from their fields, which are at a very considerable distance.

"I went readily to their pumpkin-feast, where I instructed them, and invited them to thank God, who gave them food in plenty, while other tribes that had not yet embraced Christianity were actually struggling with famine. I ridiculed dreams, and urged those who had been baptized to acknowledge Him whose adopted children they were. Those who gave the feast, though still idolators, spoke in high terms of Christianity, and openly made the sign of the cross before all present. Some young men, whom they had tried by ridicule to prevent from doing it, persevered, and made the sign of the cross in the greatest assemblies, even when I am not present.

"An Indian of distinction among the Hurons, having invited me to a feast where the chiefs were, called them severally by name, and told them that he wished to declare his thoughts, that all might know it, namely, that he was a Christian; that he renounced the god of dreams and all their lewd dances; that the black-gown was master of his cabin; and that for nothing that might happen would he forsake his resolution. Delighted to hear this, I spoke more strongly than I had ever yet done, telling them that my only design was to put them in the way of heaven; that for this alone I remained among them: that this obliged me to assist them at the peril of my life. As soon as anything is said in an assembly, it is immediately divulged through all the cabins, as I saw in this case by the assiduity of some in coming to prayers, and by the malicious efforts of others to neutralize my instructions.

"Severe as the Winter is, it does not prevent the Indians from coming to the chapel. Some come twice a day, be the wind or cold what it may. Last Fall I began to instruct some to make general confessions of their whole life, and to prepare others who had never confessed since their baptism. I would not have supposed that Indians could have given so exact an account of all that had happened in the course of their life; but it was seriously done, as some took two weeks to examine themselves. Since then I have perceived a marked change; so that they will not go even to ordinary feasts without asking my permission.

"I have this year baptized twenty-eight children, one of which had been brought from Ste. Marie du Sault, without having received that sacrament, as the Rev. F. Henry Nouvel informed me, to put me on my guard. Without my knowing it, the child fell sick; but God permitted that, while instructing in my cabin two important and sensible Indians, one asked me whether such a sick child was baptized. I went at once, baptized it, and it died the next



night. Some of the other children, too, are dead, and now in heaven. These are the consolations which God sends us, which make us esteem our life more happy as it is more wretched.

"This, Father, is all I have to give about this mission, where minds are now more mild, tractable, and better disposed to receive instruction, than in any other part. I am ready, however, to leave it in the hands of another missionary to go on your order to seek new nations toward the South Sea who are still unknown to us, and to teach them of our great God, whom they have hitherto unknown."

In a recent Work on OLD AND NEW MACKINAC, the author, Rev. J. A. VAN FLEET, says :

"While Marquette was thus engaged in the labors of his mission, his project for discovering and exploring the Mississippi had attracted the attention of the French Government, and through the influence of M. Talon, the intendant, a resolution had been formed to act in the matter at once. It is worthy of remark that the French, supposing that the Mississippi might empty into the Gulf of California, hoped, in discovering that river, to find also a short passage across the continent to China. Having once formed the resolution to go in search of the Great River, they were not long in making all needful preparation for putting it into execution.

"Sieur Joliet was designated as the agent of the French Government to carry out the design, and Marquette was to accompany him. But little is known of Joliet except in his connection with this one enterprise, which alone is sufficient to immortalize his name."

The following Extract is taken from the pen of FATHER DABLON, the friend and adviser of Marquette.

"They were not mistaken in their choice of the Sieur Joliet; for he was a young man born in this country and endowed with every quality that could be desired in such an enterprise. He possessed experience, and a knowledge of the languages of the Ottawa country, where he had spent several years; he had the tact and prudence so necessary for the success of a voyage equally dangerous and difficult; and, lastly, he had courage to fear nothing where all is to be feared. He accordingly fulfilled the expectations entertained of him; and if, after having passed through dangers of a thousand kinds, he had not unfortunately been wrecked in the very harbor—his canoe having upset below the Sault St. Louis, near Montreal, where he lost his men and papers, and only escaped by a kind of miracle, with his life—the success of his voyage had left nothing to be desired.

"When the Ottawa flotilla of 1672 brought back from Quebec the news that

his long-cherished desire was about to be gratified, Marquette exulted at the prospect before him. It involved danger and hardship; the way was blocked up by hostile Indian tribes, and his health was already impaired by the trials and privations which had fallen to his lot, but no consideration of personal safety could deter him from his purpose. It even gloried in the prospect of martyrdom.

"Joliet, at length, arrived at the mission, and together they spent the Winter in making the necessary arrangements for the voyage."

The following quotation is from Marquette's own narrative, as published by Shea :

"The day of the Immaculate Conception of the Blessed Virgin, whom I had always invoked since I have been in this Ottawa country to obtain of God the grace to be able to visit the nations on the river Mississippi, was identically that on which M. Joliet arrived with orders of the Comte de Frontenac, our governor, and M. Talon, our intendant, to make this discovery with me. I was the more enraptured at this good news, as I saw my designs on the point of being accomplished, and myself in the happy necessity of exposing my life for the salvation of all these nations, and particularly for the Illinois, who had, when I was at Lapointe du St. Esprit, very earnestly entreated me to carry the word of God to their country.

"We were not long in preparing our outfit, although we were embarking on a voyage the duration of which we could not foresee. Indian corn, with some dried meat, was our whole stock of provisions. With this, we set out in two bark canoes—M. Joliet, myself, and five men—firmly resolved to do all and suffer all for so glorious an enterprise.

"It was on the 17th of May, 1673, that we started from the Mission of St. Ignatius, at Michilimackinac, where I then was. Our joy at being chosen for this expedition roused our courage, and sweetened the labor of rowing from morning till night. As we were going to seek unknown countries, we took all possible precautions, that, if our enterprise was hazardous, it should not be foolhardy. For this reason we gathered all possible information from Indians who had frequented those parts, and even from their accounts traced a map of all the new country, marking down the rivers on which we were to sail, the names of the nations and places through which we were to pass, the course of the Great River, and what direction we should take when we got to it.

"Above all, I put our voyage under the protection of the Blessed Virgin Immaculate, promising her, that if she did us the grace to discover the Great River, I would give it the name of Conception; and that I would also give that name to the first mission which I should establish among these new nations, as I have actually done among the Illinois.

"With all these precautions, we made our paddles play merrily over a part of Lake Huron, and that of the Illinois, into the Bay of the Fetid (Green Bay). The first nation that we met was that of the Wild Oats (English, wild rice). I entered their river (Menomonie) to visit them, as we have preached the gospel to these tribes for some years past, so that there are many good Christians among them.

"I informed these people of the Wild Oats of my design of going to discover distant nations to instruct them in the mysteries of our holy religion; they were very much surprised, and did their best to dissuade me. They told me that I would meet nations that never spare strangers, but tomahawk them without any provocation; that the war which had broken out among various nations on our route, exposed us to another evident danger—that of being killed by the war-parties which are constantly in the field; that the Great River is very dangerous, unless the difficult parts are known; that it was full of frightful monsters, who swallowed up men and canoes together; that there is even a demon there who can be heard from afar, who stops the passage and ingulfs all who dare approach; lastly, that the heat is so excessive in those countries that it would infallibly cause our death.

"I thanked them for their kind advice, but assured them that I could not follow it, as the salvation of souls was concerned; that for them I should be too happy to lay down my life; that I made light of their pretended demon; that we would defend ourselves well enough against the river-monsters; and, besides, we should be on our guard to avoid the other dangers with which they threatened us."

### ANCIENT MACKINAC—LAKE SUPERIOR.

*Copied from Charlevoix's Travels in North America in 1721.*

"When *Michabou*, 'God of the Waters,' add the Indians, formed Lake Superior, he dwelt at Michillimakinac, the place of his birth; this name properly belongs to an island almost round and very high, situated at the extremity of Lake Huron, though custom has extended to it all the country round about. This island may be about three or four miles in circumference, and is seen at the distance of ten leagues. There are two islands to the south, (Bois Blanc and Round Island,) the most distant of which is five or six leagues long; the other is small and quite round; both of them are well wooded and the soil excellent, whereas that of Michillimackinac is only a barren rock, being scarce so much as covered with moss or herbage.\* It is, notwithstanding, one of the most celebrated places in all Canada, and has been a long time, according to some ancient traditions among the Indians, the chief residence of a nation of the same name, and whereof they reckoned, as they say, to the number of thirty towns, which were dispersed up and down in the neighborhood of the Island and Straits. It is pretended they were destroyed by the Iroquois, but it is not said at what time nor on what occasion; what is certain is, that no vestige of them now remains. The name of Michillimakinac signifies 'a great quantity of turtles,' but I have never heard that more of them are found here at this day than elsewhere.

"The Michillimakinacs live entirely by fishing, and there is, perhaps, no

\* This description does not agree with its present appearance. Now a small growth of forest trees cover most of the lovely island, while in certain localities good crops can be raised.

place in the world where they are in greater plenty; the most common sorts of fish in the three lakes, and in the rivers which discharge themselves into them, are the carp, the herring, the pike, the sturgeon, the astekamegue or white-fish, and especially the trout. There are three sorts of these last taken; amongst which is one of a monstrous size, and in so great quantities that an Indian with his spear will strike to the number of fifty some times in the space of three hours; but the most famous of all is the white-fish; it is nearly the size and figure of a shad, and whether fresh or salted, nothing of a fish kind can excel it. The Indians tell you that it was Michabou who taught their ancestors to fish, invented nets of which he took the idea from Arachne's, or the spider's web.

"The prospect you enjoy from this place gives no very great idea of the fertility of the soil, though you find excellent land at no great distance. The same may be said of the Beaver Islands, which you leave on your left soon after you have entered Lake Michigan. The Ontaways, who retired thither, sow maize on them, which good husbandry they have learned from the Hurons, with whom they have long dwelt in those parts. The Amekouys had formerly their abode on these islands; this nation is now reduced to a very small number of families, who have gone over to the Island of Manitoualin, to the north of Lake Huron; it is one of the noblest in all Canada, according to the Indians, who believe them descended from the Great Beaver, whose name they bear, and who is next to Michabou or the Great Hare, their principal deity."

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## DEATH OF FATHER MARQUETTE.

WRITTEN BY CHARLEVOIX IN 1721.

"Father Joseph Marquette, a native of Laon, in Picardy, France, where his family still maintains a distinguished rank, was one of the most illustrious missionaries of New France. This person travelled over almost all the countries in it, and made several important discoveries, the last of which was that of the Mississippi, which he entered with Sieur Joliet in 1673. Two years after this discovery, an account of which he published, as he was going from Chicago, which is at the bottom of Lake Michigan, to Michillimakinac, he entered on the 18th day of May, 1675, the river in question. Here he erected his altar and said mass. He went afterwards to a small distance in order to render thanks, and begged the two men that conducted his canoe to leave him alone for half an hour. This time having passed they went to seek him, and were surprised to find him dead; they called to mind, however, that on entering the river he had let drop an expression that he should end his days at that place.

"However, as it was too far to carry his body from thence to Michillimakinac, they buried him near the bank of the river, which from that time has

retired by degrees, as out of respect to his remains, as far as the cape, the foot of which it now washes, and where it has opened itself a new passage. The year following, one of the persons who had paid the last offices to this servant of God, returned to the place where they had buried him, took what remained of him, and carried it Michillimakinac. I have not been able to learn, or else I have forgot, the name the river formerly bore; but at this day the Indians always call it the river of the *black robe*, for thus the Indians term the Jesuits. The French call this river Father Marquette's river, and never fail to call upon him when they are in any danger on Lake Michigan."

Two centuries have now passed since the death of this distinguished priest and traveller. His memory being retained in the minds of thousands of his admirers. By the Indians he was revered and almost worshipped.

### Proposed Monument to the Memory of Father James Marquette.

Father Marquette died on the 18th of May, 1675, on the east shore of Lake Michigan, at the mouth of a stream now called Peré Marquette River. Two years after his death, in 1677, the Indians took up his remains and conveyed them to the Mission of Mackinac, situated on point St. Ignace. They were here buried, but the precise spot of interment is not now known. There is, however, here an ancient burying-ground on East Moran Bay, a short distance north of the Point, where his remains are supposed to repose.

In 1821, a priest of Detroit visited the place at which he died, on Marquette River, and erected there a rude cross. A late writer says: "The services of this great missionary explorer, however, deserves a grander recognition, and the people of the great Northwest—of Illinois, Michigan and Wisconsin, especially—regardless of sectional feeling, should see that the neglect is repaired. The 18th of May, 1875, the two hundredth anniversary of the death of Marquette, would be an appropriate day on which either to begin or dedicate some memorial to his honor, either at the place where his last breath passed away, or Point St. Ignace, the scene of his most earnest labors." This subject was discussed in the Legislature of Michigan without being acted upon—it should engage the attention of the public at an early day.

*Marquette*, at an early period, visited the region of the Great Lakes of America, in 1668, and was the first real explorer of the Mississippi, and, after De Soto, the first European who beheld it. It has been proposed by others to erect a suitable monument to his memory without success, but now seems

the appropriate time for such an undertaking. An admirer of the character of Father Marquette, says: "The end men propose to themselves is seldom the end they reach. God works through them and plans over them. Marquette meant the Christianization of a handful of savages and the aggrandizement of his king. He opened to the world the gigantic commerce of half a continent. They prepared the soil for the growth of an independent people, greater than any of the past. But though that is our destiny, let us not be deceived. It is not greatness of numbers, but of quality, which alone should occupy this splendid New World. It is not advancement only, but advancement in the spirit of nobleness, which is real progress. We must go, as Marquette went, eager for knowledge, for discovery, ever for new and material gain on the one hand, but, on the other, not less eager for truth, for freedom, for justice, for the helping of every man we meet. And if the proposed monument to this simple priest, who never dreamed of worldly honors, shall keep this thought in the mind of a nation not too prone to translate the doctrine of manifest destiny into spiritual conquest, that monument may well be builded."

No more suitable spot could be selected for this proposed monument than on the Island of Mackinac, where is to be established a National Park, or on Point St. Ignace, where the remains of Marquette lie interred—both places being in sight of each other, in the Straits of Mackinac, where thousands of vessels annually pass and repass on their voyage to eastern or western ports.

HURON.

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### POINT ST. IGNACE AND OLD MACKINAW—1670, '71, '72.

"In the year 1670," says Strickland, in his work on "*Old Mackinaw*," "the devoted and self-sacrificing missionary, James Marquette, with a company of Indians of the Huron tribe, subsequently known as the Wyandots, from the Georgian Bay, on the north-eastern extremity of Lake Huron, entered for the first time the old Indian town on the northern side of the Mackinaw Straits. During the time he was planting his colony and erecting his chapel at Iroquois point, which he afterwards designated as *St. Ignace*, he resided on the Mackinaw Island. In 1671, he furnished an account of the Island and its surroundings, which was published in 'The Relations des Jেসuits.' He says, 'Missilimackinac is an island famous in these regions, of more than a league in diameter, and elevated in some places by such high cliffs as to be seen

more than twelve leagues off. It is situated just in the Strait forming the communication between Lakes Huron and Illinois (Michigan). It is the key, and, as it were, the gate for all the tribes from the south, as the Saut (Ste Marié) is for those of the north, there being in this section of country only those two passages by water, for a great number of nations have to go by one or other of these channels, in order to reach the French settlements.

"*Old Mackinaw*, the Indian name of which is Pe-quod-e-non-ge, an Indian town on the south side of the Straits, became the place of the first French settlement northwest of Fort Frontenac, or Cadaraeque, on Lake Ontario. The settlement was made by Father Marquette, in 1671. Pe-quod-e-non-ge, with its coasts and islands before it, has been the theatre of some of the most exciting and interesting events in Indian history, previous to the arrival of the 'white man.' It was the metropolis of a portion of the Ojibwa and Ottawa nations. It was there that their congresses met to adopt a policy which terminated in the conquest of the country south of it. It was there that the tramping feet of thousands of plumed and painted warriors shook Pe-quod-e-non-ge while dancing their war dances. It was from there that the startling sound of the war yell of these thousands was wafted to the adjacent coasts and islands, making the peaceful welkin ring with their unearthly shouts of victory or death.

"In process of time a chapel and fort were erected, and it became a stronghold and trading post of the greatest importance to this entire region of country, being the gateway of commerce (as now) between the St. Lawrence and the Mississippi, and also the grand avenue to the Upper Lakes of the North, and the rendezvous of the traders, merchants, trappers, soldiers, missionaries and Indians of the whole northwest.

"It is an established fact," says Strickland, "that Marquette organized the mission at Old Mackinaw, in the year 1674, subsequently to that at the opposite point,\* and that he remained there until the year 1673, when he embarked with Joliet on his exploring tour of the Mississippi.

"From this tour Marquette never returned alive; being attacked, on his return voyage, by a fatal disease, he died on the east shore of Lake Michigan, on the 13th day of May, 1675. He was buried at the mouth of Peré Marquette River, but, in 1677, his remains were removed to Point St. Ignace, in the Straits of Mackinac."

Thus for two hundred years has this strangely neglected and romantic spot been allowed to remain in its primitive state, where to-day, the "sons of the forest," the descendants of his once devoted followers, may be seen assembled in the vicinity of the great missionary's place of burial.

\* The United States chart of the Straits of Mackinac locates the first settlement of the French missionaries a short distance north of East Moran Bay, where, no doubt, his remains were interred.

## Early Discoverers of the Upper Lakes and Mississippi River.

1660. *Father Ménard* visited Lake Superior and attempted to plant a mission on the South Shore.
1666. *Pere Claude Allouez* visits Lake Superior and discovers large deposits of copper in different localities.
1668. *Father James Marquette*, a Jesuit missionary, visits Saut Ste. Marie, where a mission was established.
1670. *Father Marquette* visits the Island of Michilimackinac, and establishes a mission at Point St. Ignace.
1673. *Father Marquette* and *M. Joliet* started from the Mission of St. Ignatius, May 17, for the exploration of the Mississippi River, via Green Bay, and on the 17th June, first reached the Mississippi River at the mouth of the Wisconsin. They descended the stream several hundred miles, to near where De Soto first discovered the "Father of Waters" about one hundred years previous.
1674. *Marquette* again visited the Mississippi, and the ensuing year, on his return, May 18, 1675, died at the mouth of *Pere Marquette* River, on the east shore of Lake Michigan.
- 1678-80. *La Salle* visited Michilimackinac, and continued his travels to the Mississippi River.
1681. *Father Hennepin*, who accompanied *La Salle* on his first journey, again visited the Mississippi. He was captured by the Indians and released after a few months detention. He gave the name to the Falls of St. Anthony and other points on the river.
1683. *La Salle* revisits the Mississippi and descends the stream to its embouchure in the Gulf of Mexico. He then returns to Quebec and sails for France.
1684. *La Salle* leaves Rochelle, France, with four ships and two hundred men to found a colony in the newly discovered territory.
1685. He was cruelly assassinated by one of his own followers and the expedition abandoned.
1688. *Baron La Hontan* visited Michilimackinac, and extended his journey to the Mississippi, via the Fox and Wisconsin Rivers.
1721. *Father Charlevoix*, the historian of New France, visited the Great Lakes and the Mississippi Valley, proceeding to the mouth of the river.
1760. *Alexander Henry* visited the Upper Lakes in the character of an Indian trader, and was taken prisoner by the Indians at the time of the massacre of the British in 1763, which bloody event he fully described in his book of travels.
1766. *Capt. Jonathan Carver* visited the Great Lakes and the Upper Mississippi River in the interests of the English.

The above travellers and writers, running through a period of one hundred years and upwards, embrace most of the prominent early discoverers of the Upper Lakes and the Mississippi River.



**DISTANCES, FARE AND USUAL TIME (via Steamboat Route),  
from Buffalo to Detroit, Mackinac, Chicago, &c.- 1875.**

	Miles.	Fare from Buffalo.	Usual time.
BUFFALO to CLEVELAND, . . . . .	185	\$4 00	18 hours.
Cleveland to Detroit, . . . . . ( <i>Lake Erie and Detroit River.</i> )	120-305	6 00	30 hours.
Detroit to Port Huron, . . . . . ( <i>Lake St. Clair and River.</i> )	70-375	7 50	38 hours.
Port Huron to Saginaw Bay, . . . . . ( <i>Lake Huron.</i> )	80-455		46 hours.
Saginaw Bay to Mackinac, . . . . .	195-650	14 00	2 days, 16 hours.
Mackinac to Milwaukee, . . . . . ( <i>Lake Michigan.</i> )	305-955	15 00	4 " 4 "
Milwaukee to Chicago, . . . . .	85-1040	15 00	4 " 12 "
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DETROIT to MACKINAC, . . . . .	345	8 00	36 hours.
" CHICAGO, . . . . .	735	10 00	3 days.
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CHICAGO to MACKINAC, . . . . .	390	8 00	1 day, 20 hours.
" Detroit, . . . . .	735	10 00	3 days, 6 "
" Buffalo, . . . . .	1040	15 00	4 " 12 "

### Opening of the Saut Ste Marie Canal.

The Saut Ste Marie Canal was, Friday, May 14, 1875, opened for business, the steamers Asia and M. Groh passing up. The following are the dates of the opening of the Lake Superior route for the past twenty years.

1855,* . . . . .	June 28.	1865, . . . . .	May 3.
1856, . . . . .	May 5.	1866, . . . . .	May 7.
1857, . . . . .	May 9.	1867, . . . . .	May 6.
1858, . . . . .	April 18.	1868, . . . . .	May 4.
1859, . . . . .	May 3.	1869, . . . . .	May 7.
1860, . . . . .	May 11.	1871, . . . . .	May 10.
1861, . . . . .	May 3.	1872, . . . . .	May 10.
1862, . . . . .	April 27.	1873, . . . . .	May 3.
1863, . . . . .	April 28.	1874, . . . . .	May 14.
1864, . . . . .	May 5.	1875, . . . . .	May 14.

\* First opening of the St. Mary's Ship Canal.

## SUMMER TRAVEL.

## A Flying Trip to Mackinac and return—The North Shore of the Lower Peninsula of Michigan.

Correspondence of the *DETROIT POST*, August 26, 1874.

Leaving Detroit on the afternoon of the 17th, via *Detroit, Lansing and Lake Michigan Railroad*, we were joined at Ionia by a few friends, and after ten hours' rest in a Pullman sleeper, we found ourselves at *Petoskey*, the terminal railway station on the Grand Rapids and Indiana Railway, where close connections are made with steamers for Mackinaw.

The location of this small village is, to the tourist at first sight, an uninviting one, being situated in a dense wilderness, and inhabited mostly by Indians. There are but few white families in the place, who have since the completion of the Grand Rapids and Indiana Railroad, built up a few frame dwellings of an inferior construction. The place derives its name from an old Indian residing here named Petoskey, which translated means "Elk Killer." "Muhquhba," which means "Bear," is the name of an old Indian chief quartered here, and who formerly reigned "*Big Injun*" over the Ottawa tribe, and whom we had the good fortune to meet and talk with, through an interpreter. He says he is seventy-five years of age—cannot speak a word of English, but his family, comprising twelve sons and two daughters, all speak the English language fluently. He is not now regarded as "chief," but in a moral and intellectual sense he still reigns supreme. He is an ardent and devoted member of the Methodist Church, and exercises a good influence over most of the Indians in this county.

## LITTLE TRAVERSE.

Directly opposite Petoskey, and on the other side of the bay, is the old Indian reservation and village of Little Traverse, containing a population of about 300, all told. Among this number are only to be found three white families. Little Traverse was for many years, and is still, a sort of headquarters for the Indians of Northern Michigan—the Chippewas and Ottawas—several hundreds having frequently assembled here on receiving their annuities from the General Government. It has one of the most natural harbors in the world, with water sufficient for our heaviest vessels, and on entering it presents to the traveller an element of beauty that cannot fail to charm one

who has in his composition a particle of appreciation of the picturesque. Our impression of Little Traverse was entirely different from that formed before seeing it. We had always supposed it to be a large town, inhabited principally by the whites. But such is not the case. It is just the reverse.

During a two-days' sojourn at Petoskey, with our friend Dr. Little, who keeps the only hotel in the place, we improved the time in trout fishing, and then set sail in the steamer "*John A. Dix*" for Mackinac, a distance by water of fifty-six miles.

#### THE TRIP FROM PETOSKEY TO MACKINAC

is one of the pleasantest and most delightful steamboat rides that can be had on this continent. It is all the way along shore. The beautiful wooded hills, the embryo villages, the several islands in the distance, the light-houses (Skillagallee and Waugoshance), rising as it were out of the water, all combine to make the trip a pleasant and an enjoyable one.

More and more every summer the health and pleasure-seekers of this country are turning their attention from the New England sea-side resorts, as well as the noted Saratoga and the Falls of Niagara, and are looking to the Great Lakes of the northwest, as furnishing the most desirable places of resort. The accessibility of the lake region, with freedom from malarious diseases during the hot season, and the fishing and hunting, the beauty of scenery furnished by forest lakes and streams, as well as other attractions which might be named, combine to draw the health and pleasure-seeker there, and make all that come to Mackinac feel that their journeyings have not been in vain.

#### MACKINAC.

Mackinac being on an island several miles in circumference, cut off from all road and railway communication, it would naturally be supposed that the inhabitants were also cut off from civilization and its conveniences. Such is not the fact, however. Though the tourist and invalid may have passed through one hundred miles of unbroken forest or woods to reach the place, after arriving at Mackinac he finds all the modern conveniences, first class hotels, elegant drives for miles around the island lined with fashionable turn-outs, the telegraph, the daily boat bringing the daily paper, all tending to remind the sojourner that although apparently afar off, the great business centres are not far distant.

Although but recently opened, this new route has brought hundreds of people to Mackinac who never visited here before, and who never would come if they were compelled to travel the entire distance by boat; and we predict that by next year this new railroad to Petoskey will be largely patronized, especially from Detroit and the southeast, and meet with unbounded success. It is the shortest and quickest route from Detroit (only twenty hours' ride to Mackinac).

During our brief stay in Mackinac we visited several points of interest on this very interesting island, naturally and historically. We found at the old fort stationed about one hundred and twenty soldiers, and witnessed, while there, a grand military review, the occasion being enlivened by the delightful and soul-stirring music of the Twenty-second Michigan Infantry Band, who have been visiting there for a short time.

The "*Mission House*" is the largest and best appointed hotel on the island, capable of accommodating one hundred and fifty or more at a time. We found at the "*Mission*," tourists from all parts of the country, Boston, New York, Cleveland, Sandusky, Detroit, Toledo, as well as from away "down South," all enjoying themselves and glad to be there.

The location of Mackinac is a remarkably inviting as well as a healthy one. There is entire freedom from stagnant water, no malaria from swamps and marshes, cool, bracing lake breezes, the grounds rising gently from the water's edge, thus affording a splendid opportunity of witnessing, day and night, sail crafts and steam vessels passing and repassing through the Straits, steamers destined for Lake Superior, others for Lake Huron, while we see constant arrivals and departures to Lake Michiganward. The tourist and invalid, as well as the sportsman and fisherman can improve the time in a sailing, bathing, fishing or hunting excursion.

#### MACKINAC TO TRAVERSE CITY.

At a distance of thirty-eight miles from Mackinac, and almost within range of Skillagalee light-house, we "put in" to

#### CROSS VILLAGE,

a small town of say four hundred people, mostly Indians. We noticed, to our surprise, on an eminence above the village, a large cathedral-like build-

ing, and upon inquiry we ascertained it was a German convent, superintended by a Father Wycamp, and called the "Benevolent and Charitable Society," having for its aim the education of the poor children of the surrounding country. It is also a hospital for the sick and distressed of every nationality, denomination and creed. Cross Village is said to be one of the oldest Indian villages, having been settled long before Mackinac. We noticed at the dock over fifty Indians, squaws and papposes, many of whom were endeavoring to sell to passengers their bark, sweet grass and beadwork, while others had pailfuls of black and blue berries, offering them at four cents a quart or fifty cents a pailful. The next village we touch at is

#### MIDDLE VILLAGE.

It is eleven miles from Cross, containing six or eight small houses and a mission church. They are all Indians here. Passing Little Traverse, Petoskey and Norwood, we arrive at about 4 P. M. at

#### CHARLEVOIX,

where we remained over an hour in "wooding up." Of all the little towns scattered along the shore of the northern part of the Lower Peninsula there is none in appearance more delightful and promising. It contains a nice little population of about 500, and supports a neat and well printed weekly paper, conducted by Mr. W. A. Smith, who is also postmaster of the place, and to whom we are indebted for courtesies extended. Its harbor presents at present an unfinished appearance, although \$12,000 or \$15,000 have already been expended in dredging, etc., by state and town contributions. They petitioned Congress two years ago for an additional appropriation of \$20,000, and we understand "Uncle Sam" is now beginning to see the real necessity, and every probability indicates that their endeavor will not be in vain. When the Government makes this appropriation it will form one of the best harbors in the country. The town was only established five years ago, and now has six general stores, two drug and grocery stores, two hotels, one large school-house, a large Methodist church costing over \$4000, one weekly newspaper, and is the county seat of Charlevoix county.

Charlevoix is only 35 miles distant from Otsego Lake, the present northern terminus of the Jackson, Lansing and Saginaw Railroad, and has a stage communication to this point during the season when navigation is closed.

Last week eight vessels, loaded with wood and bark, destined for Kenosha, Wisconsin, and other points on the northern shore of Lake Michigan, left here.

## BROWNSTOWN.

We next reached Brownstown, at the upper extremity of the lake. The town is situated about one-half mile from the landing. It being quite dark, and our stay or call a short one, we were unable to see much or gain much information. We learned however from passengers aboard that the town was celebrated for its trout fishing, and is a great pleasure resort. It is also by some called Torch Lake. It is said to contain a very large hotel, kept in first-class style, and is visited by many tourists annually. Here is where is found the grayling, a fish resembling the trout, and considered fully as good. By fishermen it is regarded as a better game fish, but is not nearly as plentiful as the speckled trout.

## ELK RAPIDS.

The next place reached is Elk Rapids, 18 miles distant from Traverse City. At this point may be found one of the largest charcoal furnaces in the country, turning out thirty tons of pig iron daily. It is owned and operated by Dexter & Noke, who obtain their ore from the Lake Superior country in their own vessels. They also own and operate saw and grist mills, are large general wholesale and retail grocers, and are considered among the wealthiest men in the Grand Traverse region.

## THE COUNTRY.

Throughout these last mentioned towns on the Lower Peninsula may be found the best of farming lands, embracing every variety of soil from the light sandy loam to sandy loam intermixed with clay. The strength of these soils is shown by the enormous growth of timber, such as beach, sugar maple, elm and basswood, as well as cedar and hemlock. There are hundreds of creeks in these parts, some of a size to be dignified as lakes, meandering through the lands and discharging their contents into the larger streams, thus affording a plentiful supply of water, while living springs in vast numbers, and small, but beautiful lakes are interspersed here and there. Spring wheat does well on these lands, but it is not considered as desirable as winter. Oats and the earlier variety of corn never fail, while potatoes, buckwheat and clover and timothy are sure, and give a prolific yield.

Owing to the influence of the lake winds, which naturally have a tendency

to mollify and soften the sharpness of the atmosphere, the climate of this Grand Traverse region is truly excellent. It is also destined to become one of the choicest fruit regions in existence, not merely for one specialty, but for all kinds.

After a two hours' ride from Elk Rapids we reached Traverse City, where we intend connecting with steamer to-morrow for Escanaba and Marquette, L. S.

#### TRAVERSE CITY

is a strikingly handsome town for a northern city, and we were much impressed with its active, business-like appearance on every hand, and the general character of its large and well-appointed and arranged business houses. The mercantile trade is largely represented in all its branches, by men of long experience, possessed of true business, mental and energetic ability. Among the firms, Messrs. Hannah, Lay & Co. stand as the most prominent, having been located here some 23 years. They have become immensely rich, being largely identified with the steamer and vessel interest, as well as large lumber manufacturers, turning out from their mills here over 2,000,000 feet annually, all of which they ship in their own vessels to the Chicago market. The business men here, I find, all appreciate the newly established rail route from Detroit. Through trains are now run from Detroit *via* the Detroit, Lansing and Lake Michigan Railroad, and the Grand Rapids and Indiana Railroad, a distance of 274 miles, and consuming but 14 hours time. By this new arrangement they get the morning Detroit paper at 10.45 P. M. the same day.

Traverse City boasts of a population of 1500 with two first class hotels, the *Campbell* and *Gunton House*. Having put up at the former we were strongly impressed with the belief that it ranks among the finest hotels this side of Detroit. It is large, new and commodious and finely furnished, and from its verandas and observatory may be seen the bay, river and surrounding scenery, which is unsurpassable. It is kept by Mr. Campbell, who as a caterer fills the bill. The town supports two weekly newspapers, both largely patronized and ably conducted.

We go from here to ESCANABA, Mich., on the Steamer "*Music*," and thence to the Lake Superior country, where you may hear from me again.

TRAVELLER.

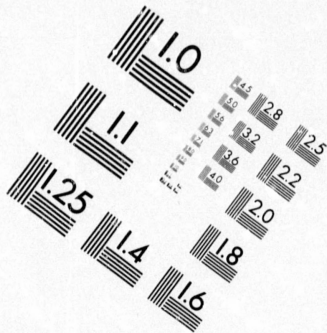
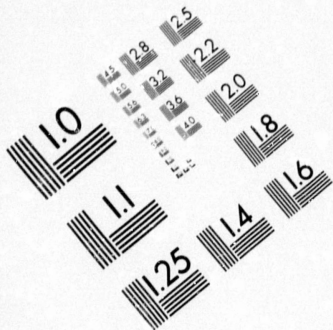
## CENSUS OF THE UPPER PENINSULA OF MICHIGAN, 1874,

BY COUNTIES AND TOWNS.

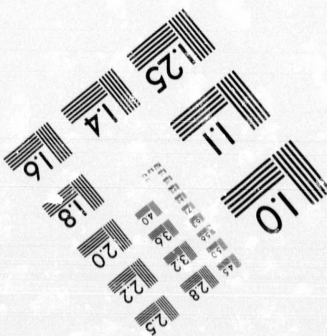
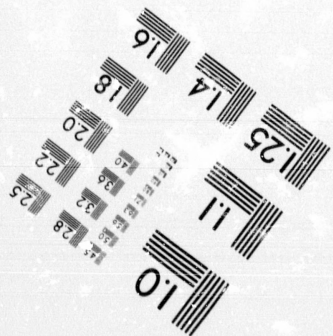
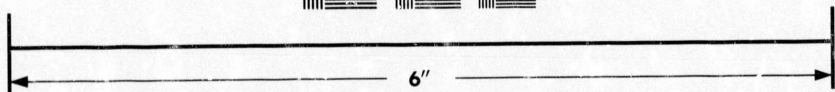
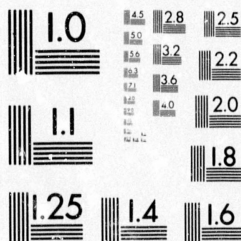
Chippewa County.		Pop.			Pop.
SAUT STE MARIE, . . . . .		1,517	Houghton, . . . . .		1,472
Sugar Island, . . . . .		332	Isle Royale, . . . . .		4
Warner, . . . . .		221	Sherman, . . . . .		928
Total, . . . . .		2,060	Total, . . . . .		5,415
Delta County.			Mackinac County.		
Baldwin, . . . . .		291	Holmes (MACKINAC), . . . . .		1,496
ESCANABA, . . . . .		3,120	Moran, . . . . .		372
Fairbanks, . . . . .		536	St. Ignace, . . . . .		326
Maple Ridge, . . . . .		182	Total, . . . . .		2,194
Masonville, . . . . .		No returns.	Marquette County.		
Walma, . . . . .		164	Chocolay, . . . . .		456
Sack Bay, . . . . .		216	Ely, . . . . .		4,370
Winona, . . . . .		92	Forsyth, . . . . .		34
Total, . . . . .		4,601	Ishpeming (city), . . . . .		5,780
Houghton County.			MARQUETTE (city), . . . . .		5,726
Adams, . . . . .		695	Negaunee (city), . . . . .		4,387
Baraga, . . . . .		402	Richmond, . . . . .		394
Calumet, . . . . .		5,219	Tilden, . . . . .		494
Franklin, . . . . .		2,891	Total, . . . . .		21,641
Hancock, . . . . .		2,068	Menominee County.		
Huron, . . . . .		437	Cedarville, . . . . .		242
L'Anse, . . . . .		1,466	Ingallston, . . . . .		272
Portage (HOUGHTON), . . . . .		1,660	MENOMINEE, . . . . .		2,976
Quincy, . . . . .		1,282	Total, . . . . .		3,490
Schoolcraft, . . . . .		1,764	Ontonagon County.		
Webster, . . . . .		1,146	Algonquin, . . . . .		45
Total, . . . . .		19,030	Carp Lake, . . . . .		76
Keweenaw County.			Greenland, . . . . .		589
Clifton, . . . . .		1,406	ONTONAGON, . . . . .		691
Copper Harbor, . . . . .		290	Rockland, . . . . .		1,005
Eagle Harbor, . . . . .		1,092	Total, . . . . .		2,406
Grant, . . . . .		223			







**IMAGE EVALUATION  
TEST TARGET (MT-3)**



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Schoolcraft County.		Recapitulation.	
(Grand Island), . . . . .	—	Chippewa, . . . . .	2,060
Monistique, . . . . .	301	Delta, . . . . .	4,601
Munising, . . . . .	472	Houghton, . . . . .	19,030
NOTA, . . . . .	517	Keweenaw, . . . . .	5,415
	—	Mackinac, . . . . .	2,194
Total, . . . . .	1,290	Marquette, . . . . .	21,641
		Menominee, . . . . .	3,490
		Ontonagon, . . . . .	2,406
		Schoolcraft, . . . . .	1,290
		Grand total, . . . . .	62,127

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**POST OFFICES.**

<b>Chippewa County.</b>		<b>Mackinac County.</b>	
Detour,	<i>Saut Ste Marie.</i>	<i>Mackinac,</i>	St. Ignace.
<b>Delta County.</b>		<b>Marquette County.</b>	
Brampton,	<i>Escanaba,</i>	Champion,	Clarksburg,
Fayette,	Ford River,	Greenwood Furn.,	Harvey,
Garden,	Lathrop,	Humboldt,	Ishpeming,
	Masonville.	<i>Marquette,</i>	Morgan,
<b>Houghton County.</b>		Michigammi,	Negaunee,
Arvon,	Baraga,	Palmer,	Republic,
Calumet,	Hancock,	Stoneville,	Tilden.
<i>Houghton,</i>	Lake Linden,		
	L'Anse.	<b>Menominee County.</b>	
<b>Keweenaw County.</b>		Cedar Fork,	<i>Menominee,</i>
Allouez,	Central Mine,	Spalding,	Wacedah.
Clifton,	Copper Falls Mine,		
Copper Harbor,	Eagle Harbor,	<b>Ontonagon County.</b>	
<i>Eagle River,</i>	Penn Mine,	Greenland,	<i>Ontonagon,</i>
	Phoenix.		Rockland.

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**THE UPPER PENINSULA OF MICHIGAN,**

With the Islands of Mackinac, Bois Blanc, Drummond, Grand Island and Isle Royale, contains an estimated area of 20,000 square miles, being about one-third of the entire State, or as large as New Hampshire and Vermont com-

bined. When the population increases to double its present numbers, it can, with propriety, ask for admission into the Union as a separate State.

Its mineral resources, consisting of rich iron, copper and silver mines, in connection with railroad facilities, now finished and under construction, will tend to rapidly populate this favored region of country. It has a coast line bordering on Lakes Superior, Huron and Michigan, with the connecting Straits, of about 1000 miles. Through its borders, from east to west, will soon be finished a railroad track connecting with the Northern Pacific Railroad on the West, and with other railroads on the East, terminating both at Saut Ste Marie and the Straits of Mackinac. Here a steam ferry of four miles will unite the two Peninsulas and tend to build up two cities on the Straits, at Point St. Ignace and Mackinaw City, while this whole surrounding country will always be a favorite resort for invalids and seekers of pleasure during warm weather.

### Ancient Names,

As recorded on a *Map of the British Empire in America*, with the French and Spanish settlements adjacent thereto, by H. POPPLE, London, 1710.

#### REGION OF THE GREAT LAKES.

Fort Niagara,  
 Fall of Niagara,  
 Senecas,  
 Cayagas,  
 Nation du Chat,  
 Sandoski,  
 Le Detroit,  
 Lake St. Clair, or Ganatchio,  
 Fort du Detroit,  
 Hurons,  
 Outaovaes,  
 Mississague,  
 Poutaovatami,  
 Saguinau River,  
 Saguinau Bay,  
 Lake Hurons,  
 Baye de Toronto, or (Georgian Bay),  
 Is. de Caintoton, or Manitoualin,

Missillimakinac,  
 Mission de St. Joseph,  
 Saut de St. Marie,  
 Mission de Ste Marie,  
 Point au Poisson Blanc,  
 Tecovaminon, or (White-Fish Bay),  
 Le Portail (Pictured Rocks).  
 Montreal Island,  
 Grande Island,  
 Bay Kiasnan, or (Keweenaw),  
 Minong Island, or (Isle Royale).  
 L. Alepimigon, or (Nepigon),  
 Lake Illinois, or (Michigan),  
 Hohio River,  
 Oubash River,  
 Illinois River,  
 Mississippi River,  
 Moingona, or (Missouri River).

## MACKINAW AND MARQUETTE RAILROAD.

By an Act of the Legislature of Michigan to authorize and construct a railroad from the Straits of Mackinaw to Marquette Harbor on Lake Superior, dated April 30, 1873, the following defined route is described: "Commencing at a point about one mile east or west of Point Le Barbe on the Straits of Mackinaw, from thence northerly through township 44, north of range five west, thence westerly by the most eligible route to Marquette on Lake Superior." Distance 150 miles, with a proposed branch to Saut Ste. Marie, to meet a railroad route in Canada, thus connecting Montreal and Toronto with the Northern Pacific Railroad\* and the Red River country.

By a further Act, passed in April, 1875, the Legislature has granted sixteen sections per mile to the above Railroad Company, free from taxation for sixteen years. This liberal grant will, no doubt, cause the road to be completed within two years.

"The road in question is one of great importance to both peninsulas, to the State as a whole, and to the city of Detroit. It will act as a strong bond of union between the two portions of this commonwealth, and will largely increase the intimacy of the business relations between Detroit, as the commercial metropolis of Michigan, and the mineral producing regions of Lake Superior."

On the South it will connect with the *Grand Rapids and Indiana Railroad* running from Fort Wayne, Ind., and with the *Michigan Central Railroad* and its branches.

\* By means of a proposed railroad from the terminus of the *Marquette, Houghton and Ontario Railroad* to extend west to Montreal River, and thence to Duluth, Minn.

## SAILING ON THE GREAT LAKES.

*On Board Steamer IDAHO,*

LAKE HURON, *July, 1874.*

On leaving the Saut Ste Marie bound for the Island of Mackinac, you pass some of the most interesting river and lake scenery on the Continent. Starting from the mouth of the Ship Canal, a grand view of the Rapids and adjacent Islands are obtained from the deck of the steamer, also a fine view of the villages on both shores of the St. Mary's River, and old Fort Brady, floating the stars and stripes of the Union.

Proceeding downward you pass several beautiful stretches of the river, here about half a mile wide, with sufficient depth to float the largest vessel sailing on the lakes.

*Garden River Settlement* is an Indian village, situated at the mouth of a good trout stream; also here is a large lumbering establishment on the Canada side.

CHURCH'S LANDING, on the American side, is another interesting point and a steamboat landing, where is a store and a few dwelling houses.

*Lake George*, an expansion of the river is next entered, being some eight or ten miles in length, then comes the *Nebish Rapids*, where is the most dangerous navigation on the stream flowing into Lake Huron some thirty miles below.

*Sugar Island* on the American side of the boundary line, and *St. Joseph's Island* on the Canada side, being the two most important islands in the river, are passed, with lesser islands, forming one continued panorama for a distance of sixty miles.

On arriving at *Point de Tour*, where is a small settlement and light house in the vicinity, you immediately enter the broad waters of Lake Huron, being usually during the summer months unruffled by the winds, but during the spring and autumn months subject to fierce gales of wind, often causing disasters and shipwreck.

"Mackerel clouds and mares' tails,

Make lofty ships carry low sails."

The sail from the mouth of St. Mary's River to Mackinac, a distance of thirty-five miles, is usually of the most delightful character, running a westerly course, having the upper Peninsula of Michigan on the north and

the waters of Lake Huron on the south. The Island of Mackinac is soon seen in the distance, standing high above the waters of the lake, then comes in view the Island of Bois Blanc and Round Island. As you near the town and harbor, the Arch Rock, Robinson's Folly, and Maiden Rock or Lover's Leap can be seen from the deck of the steamer, also the old Mission House, now used as an hotel, and Fort Mackinac standing elevated one hundred and fifty feet above the waters of the Straits of Mackinac.

A daily line of steamers, of a small class, should be run during the summer months, for the accommodation of visitors, from the Saut to Mackinac, passing around St. Joseph's Island in going or on the return trip.

The ancient village of Mackinac, which is confined to a small extent of land stretching along a pebbly beach, has a foreign appearance, which is further increased on landing on the steamboat wharf. Here may usually be seen Indians, half-breeds, French and Americans, all glad and eager to afford the stranger accommodations or guide them to the most interesting parts of the Island—that too at very reasonable rate of charges. No American town exceeds this truly romantic place in civility and kind attentions—the very atmosphere engenders a quiet abandon and relaxation from all disturbing cares. The inhabitants and animals all seem to partake of a free and easy character—“*to make haste slowly*” seems to pervade all the old residents—the visitor soon falling into the same state of mind.

The Indian curiosity shops are a prominent feature of the place, while the honest full blood Indian trader may be seen in his canoe or in the streets selling vegetables and fruits at an unusually low price.

The Hotels are usually thronged with visitors from almost every part of the country, forming for the time being a most happy community.

The approach to Mackinac is now mostly by steamers running from Detroit or Chicago, while two railroads are being constructed to terminate at Old Mackinaw, situated on the main land, seven miles distant by water from the Island of Mackinac. At this time the railroad is finished to Petoskey, sixty miles by water from Mackinac, greatly facilitating and increasing the travel to this favorite resort, where health and pleasure can be enjoyed during the summer and autumn months.

Yours, &c.,

J. D.



## PETOSKEY,

Situated on the Lower Peninsula of Michigan, on the south side of Little Traverse Bay, is the present terminus of the *Grand Rapids and Indiana Railroad*. Here is a fine harbor and steamboat dock, a good hotel and a small settlement.

The view of Little Traverse Bay and Lake Michigan beyond, is unsurpassed in loveliness and grandeur. To the north, just across the bay, is Little Traverse village, the county seat of Emmett County, and the head-quarters of "the noble red men," who dwell in the neighborhood. A steam yacht runs between Petoskey and Little Traverse, affording a delightful trip across the bay. In Bear River, emptying into the bay, Brook Trout and Grayling are caught.

From Petoskey, upon the arrival of the passenger trains from Detroit, Cincinnati and Grand Rapids in the morning, a steamer leaves for Mackinac Island, passing along the east shore of Lake Michigan and then entering the romantic Straits of Mackinac, affording one of the most lovely trips imaginable—passing Old Mackinaw, now called *Mackinaw City*, and Point St. Ignace, when the famed Island of Mackinac, its town and fortress are seen to great advantage from the deck of the steamer.

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### THE SEASON OF 1875.

As this year is the commencement of a great influx of visitors to this interesting section of country, we will briefly enumerate the most interesting places of attraction within a short distance of Mackinac.

Les Cheneaux Island, St. Martin's Islands and Bay, Point St. Ignace and Point Le Barbe, Mackinaw City, and Cheboygan—all reached by sail boats and small steamers.

From Cheboygan an exceedingly interesting trip can be made by a steam tug through Cheboygan River to Mullett's Lake, Indian River, Burt's Lake, Crooked Lake to Round Lake, within 4 miles of Petoskey. Returning by same route, or taking the steamer sailing every day from Petoskey for the Island of Mackinac.

Fishing and hunting can be enjoyed in this trip from Cheboygan to Petoskey by taking time to stop at the most favorable points on the route.

# MACKINAC BUSINESS DIRECTORY.

- BAILEY, DR. JOHN R., Druggist and General Merchandise.  
BENNETT, JR., JAMES, Steamboat Owner. (See Advertisement.)  
BIDDLE, JOHN, *County Clerk*.  
CHAMBERS, THOMAS, Groceries and Provisions.  
DAVIS, JOHN W., Dry Goods and Groceries.  
FENTON & WENDELL, Dry Goods, Groceries and Indian Curiosities.  
(See Advertisement.)  
HIGHSTONE, S., Dry Goods, Groceries and Indian Curiosities. (See Adv.)  
HOBAN, JAMES and JOHN, Steamboat Agents.  
HOMBACH, PETER W., Groceries, &c., *St. Ignace*, Mich  
LASLEY, JAMES, *Postmaster*.  
MADISON, ALBERT B., Dry Goods, Clothing and Groceries.  
MADISON, WILLIAM, Groceries and Provisions.  
MCNALLEY, PETER, *Sheriff*.  
MURRAY, DOMINICK, Dry Goods and Groceries.  
OVERALL, GEORGE W., Groceries, Provisions and Indian Curiosities.  
OVERALL, HENRY W., Billiard Saloon.  
PIRET, REV. A. D. J.  
STONEX, REV. W. G.  
TRUSCOTT & Co., General Merchandise and Fisherman's Supplies.  
WENDELL, WM. W., Dry Goods and Indian Curiosities.

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## PROPRIETORS OF HOTELS AND BOARDING HOUSES.

- CABLE, JAMES F., Astor House. (See Advertisement.)  
CHAPMAN, MRS. R., Lake View House.  
FRANKS, E. A., Mission House. (See Advertisement.)  
JOLLIE, LOUIS, Commercial House.  
TODD, MRS., Boarding House.  
VAN ALLEN, H., Island House. (See Advertisement.)

Prices at Hotels vary from \$2 to \$3.50 per day. The Boarding Houses charge \$10 per week and upward.

NOTE.—In addition to the above, there are several livery establishments and proprietors of sailing boats.

1875.—SPECIAL NOTICE.—1875.

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# Summer Excursion Tickets

OVER THE

## GRAND RAPIDS AND INDIANA ROUTE,

*Will be on Sale on and after June 1st, 1875.*

---

Tickets reading to Traverse City, Petoskey, Mackinaw, and other points in Northern Michigan, will be


**Good for Return until September 30th, 1875.**

PASSENGERS will be allowed to "stop off" at pleasure, at any regular Station within the limits of their ticket, thus giving ample opportunities for visiting the Fisheries and other scenes of interest by the way.

## GRAND HAVEN EXCURSION TICKETS

**Will be Good until November 1st, 1875.**

Dogs, guns and fishing rods are carried free (at owner's risk) on this Railroad.

 See next page for arrangements of Trains and Steamers.

# MACKINAC, GRAND RAPIDS AND CINCINNATI

## SHORT LINE.

---

### TRAIN AND STEAMER ARRANGEMENTS.

#### Cincinnati, Grand Rapids and Petoskey Express,

Leaving CINCINNATI every morning (except Sunday). Has comfortable New Day Coaches to GRAND RAPIDS; Sleeper from Grand Rapids to PETOSKEY, making direct connection with Steamer Music for ISLAND OF MACKINAC.

---

#### TIME TO MACKINAW,

# Only 29 Hours!

---

#### Cincinnati, Grand Haven and Traverse City Express,

Leaving CINCINNATI every evening (except Saturday), has

## THROUGH SLEEPING AND CHAIR CARS

To GRAND RAPIDS and TRAVERSE CITY.

---

*Direct connection* at Grand Rapids & Indiana Depot, Grand Rapids, with DETROIT & MILWAUKEE train for GRAND HAVEN AND SPRING LAKE. This train arrives at Traverse City at 6 p. m., Steamer A. C. Van Raalte sails thence to Petoskey, over the famous "Grand Traverse Bay route," at 7 a. m., Tuesdays, Thursdays, and Saturdays.

See Table of Distances, &c., pages 7 and 8.

# 1,000,000 ACRES SPLENDID MICHIGAN LANDS

The Grand Rapids and Indiana Railroad having been completed from Fort Wayne in Indiana, to Little Traverse Bay, near Mackinaw, and earned all of its grants of lands, over 1,000,000 Acres, now offer

## Special Bargains in the Best of Farming Lands

To Colonies or Individuals, for 1875, 1876 and 1877.

These Lands are timbered with Pine, and with Beech and Maple, Elm and other hard wood, and are accessible to the best market, by

### WATER AND RAIL,

And are in a part of the State unequaled for health, well watered, and contiguous to the Great Fruit Raising Section of the East Shore of Lake Michigan.

MICHIGAN is one of the LEAST INDEBTED and most prosperous of the States.

MICHIGAN is noted for its splendid University and Normal Schools, all part of a magnificent "Free School System" endowed by the State.

MICHIGAN is famed for its Manufactories, its Furnaces, its Railroads, its Water Courses, its Beautiful Lakes, and stirring, enterprising Towns, Villages and Cities.

MICHIGAN produces Wool, Wheat, Oats, Corn, Barley, Potatoes, &c.

MICHIGAN produces inexhaustible quantities of Iron, Copper, Silver, Coal and Lumber.

MICHIGAN, in the portion of the State near these lands, produces all kinds of Fruits.

The Grand Rapids and Indiana Railroad runs through the centre of the Grant.

The wealth of the country is in the soil, and now is the time to own a share of such wealth, when it can be had at

## From \$4 to \$8 and \$10 per ACRE.

One-quarter only down, balance in easy time payments. Interest 7 per cent. per annum.

**Send for Illustrated Pamphlet, containing Facts.**

READ, AND BE CONVINCED.

ADDRESS,

**W. A. HOWARD,**

**P. R. L. PEIRCE,**

Secretary of Land Dep.

Land Commissioner,

**Grand Rapids, Mich.**

(79)

# MICHIGAN CENTRAL RAILROAD.

TO GO TO OR FROM

**CHICAGO or DETROIT**

TO

**TRAVERSE CITY, PETOSKEY, CHEBOYGAN, MACKINAC,**

**Or other points in NORTHERN MICHIGAN,**

You should take the MICHIGAN CENTRAL RAILROAD to GRAND RAPIDS, and thence via GRAND RAPIDS & INDIANA and its connections to destination.

The MICHIGAN CENTRAL is noted the world over as a model road. Its track is the best that steel rails can make it, and its equipments are surpassed by no Road in the country.

During the "Season,"

## **EXCURSION TICKETS**

are sold at reduced rates between

**CHICAGO, DETROIT,**

And all the points named above.

Passengers seeking an all rail route should try this favorite route.

**WM. B. STRONG,**

*General Supt., Chicago.*

**HENRY C. WENTWORTH,**

*Gen'l Passenger Agent, Chicago.*

AD.  
12

THE  
DETROIT, LANSING, AND LAKE MICHIGAN RAILROAD

IS THE

SHORTEST AND QUICKEST ROUTE

AC,  
70

From **DETROIT AND THE EAST** to the  
Island of Mackinaw.

RAND  
ections

l road.  
re sur-

PASSENGERS leaving DETROIT at 3.20, P. M., arrive at MACKINAC the next day at 1 o'clock, making the run ONE HOUR quicker than any other from Detroit.

The *Detroit, Lansing and Lake Michigan* runs through the finest section of Michigan, that portion between Detroit and Ionia being under a high state of cultivation, and the most productive of any part of the State. It strikes the great MICHIGAN PINERIES at Greenville, and connects at Howard with *Grand Rapids and Indiana Railroad*, and for all points on its line, and they with daily Boat at Petoskey for Mackinac.

Every improvement for safety and comfort, and a smooth road-bed.  
Ask for Tickets via this Line.

icago.  
F. H.

**C. SANDERS, Gen. Passenger Agent,**  
**DETROIT, MICH.**

500,000 ACRES  
OF  
**MICHIGAN LANDS**  
**FOR SALE.**

THE LANDS OF THE

**Jackson, Lansing & Saginaw Railroad Company**

ARE NOW OFFERED FOR SALE AT

**LOW PRICES AND ON LONG TIME.**

---

The Railroad is constructed and in operation from Jackson to Gaylord, a distance of two hundred and thirty-six miles, and will soon be completed to the Straits of Mackinaw, a further distance of about fifty-five miles.

Particular attention is called to the large tracts of the best WHITE and NORWAY PINE TIMBER along the line of the road and upon the Au Sauble, Cheboygan, Muskegon, and Manistee Rivers, the most important logging streams in the State.

THE FARMING LANDS of the Company include some of the most fertile and well-watered hard-wood lands in the State. Especial attention is called to the farming lands in Crawford, Otsego and Cheboygan Counties, which are high and rolling, timbered mainly with the finest hard maple. Soil, black sandy loam, and abounding in springs of the purest water. These counties are being rapidly settled, and the lumbering business in the vicinity will afford to farmers a first-rate market for produce for many years.

**TERMS OF SALE.**

For pine lands, one-fourth down and remainder in three equal annual payments, with interest at seven per cent. For farming lands to settlers, longer time will be given if desired.

For title of lands, further information, or purchase, apply to

**O. M. BARNES, Land Commissioner,**  
*Lansing, Michigan.*



# Michigan Central Railroad.

DEPOT, . . . . . Foot of Third Street, Detroit, Mich.

TICKET OFFICES, . . 154 Jefferson Avenue and at Depot.

## TRAINS RUN BY CHICAGO TIME.

	LEAVE.	ARRIVE.
Mail (via Main and Air line), . . . . .	*7.00 A.M.	*5.45 P.M.
Day Express, . . . . .	*9.50 A.M.	*6.30 P.M.
Jackson Express, . . . . .	*4.00 P.M.	*10.15 A.M.
Evening Express (a), . . . . .	*5.40 P.M.	*8.00 A.M.
Pacific Express, . . . . .	†9.50 P.M.	†3.50 A.M.

## GRAND RAPIDS AND MUSKEGON.

Day Express, . . . . .	*9.50 A.M.	*6.30 P.M.
Grand Rapids Express, . . . . .	*2.30 P.M.	*2.00 P.M.
Pacific Express, . . . . .	†9.50 P.M.	*8.00 A.M.

## DETROIT, BAY CITY AND SAGINAW.

Day Express, . . . . .	*8.00 A.M.	*11.15 A.M.
Saginaw Express, . . . . .	*5.30 P.M.	*6.28 P.M.
Night Express (sleeping car), . . . . .	*10.00 P.M.	*6.10 A.M.

\* Sundays excepted. † Saturdays excepted. ‡ Daily.  
(a) Saturdays to and Mondays from Kalamazoo only.

**HENRY C. WENTWORTH,**

General Passenger Agent.

ROUTE TO MACKINAC.—Hereafter there will be a Pullman palace and sleeping car put on the Michigan Central train leaving Detroit at 2.30 P.M. This car will go through to PETOSKEY, arriving there at 7 o'clock the next morning, connecting with the Steamer *Music* for Mackinac. The *Music* will leave Mackinac at 2.30 P.M., on the return, making close connections with the Central train at Petoskey, so that passengers will arrive in Detroit the following day at 2.30 P.M. The sleeping car is run each way. The trip from Detroit to Mackinac by this route is made in twenty-two hours, and the return trip in twenty-four. To those desirous of making a speedy as well as pleasant trip to the above famous Island, the route presented by the "Central" and the "Music" is a very advantageous one.

**The Swift, Staunch and Elegantly Appointed Low Pressure  
Steamer,**

# **MUSIC,**

**W. H. CABOT, Master,**

**Will Run between PETOSKEY and MACKINAC,**

**During the Summer Season of 1875,**

In direct connection with trains of the Grand Rapids & Indiana Railroad.

The **MUSIC** has ample accommodation for pleasure travel, and is especially adapted to the Mackinaw trade. Large Saloon Hall; Promenade Deck, 24 by 45; Ladies' Cabin, furnished in walnut and gold, with furniture elegantly upholstered to match.

---

## **GRAND TRAVERSE BAY ROUTE.**

The Neat, Staunch and Comfortable Propeller,

**A. C. VAN RAALTE,**

Will run during the season of Navigation for 1875,

**Between TRAVERSE CITY and PETOSKEY,**

Touching at Old Mission, Elk Rapids, Torch Lake (Brownstown), Northport, Norwood and Charlevoix (Pine River).

Leaves **Traverse City**, Tuesdays, Thursdays and Saturdays,

“ **Petoskey**, Mondays, Wednesdays and Saturdays,

Connecting at both termini with the Grand Rapids & Indiana Railroad, also at Petoskey with the Mackinaw Steamer Music. Also, makes direct connection at Pine River and Northport, on Mondays, Wednesdays and Fridays, with steamers for Buffalo and Chicago.

**Captain ALVIN DODGE.**

# DAILY PASSENGER LINE OF STEAMERS

THE WESTERN TRANSPORTATION CO.

THE ANCHOR LINE.

## Between Buffalo & Chicago,

Stopping at DETROIT, MACKINAC and MILWAUKEE,

Calling at some of the following ports :

*Erie, Port Huron, Pine River, Norwood, North Port,  
Beaver Island, Leland, Frankfort.*

### ARRANGEMENTS FOR 1875.

One of the following splendid Steamers will LEAVE BUFFALO AND CHICAGO DAILY (Sundays and Mondays excepted), at 7 o'clock, P. M.:

<b>FOUNTAIN CITY,</b>	Capt. GIBSON.	<b>ONEIDA,</b>	Capt. DRAKE.
<b>IDAHO,</b>	" PENNY.	<b>INDIA,</b>	" WILKINS.
<b>EMPIRE STATE,</b>	" WRIGHT.	<b>CHINA,</b>	" DICKSON.
<b>BADGER STATE,</b>	" CLARK.	<b>JAPAN,</b>	" McDUGAL.
<b>MOHAWK,</b>	" CONDON.	<b>ARIZONA,</b>	" HOGG.

Most of the above Steamers are new, have Double and Single State Rooms, and have been outfitted this season with reference to Pleasure Travelers and Tourists, and with special regard to safety and comfort.

It costs no more per day to take a Pleasure Trip around the Lakes than to stop at a First-class Hotel.

Cabin Passage includes Meals and State Room. State Rooms secured, Tickets and all necessary information obtained by applying to

**R. M. CHOATE, Passenger Agent,**

*Offices Foot of Washington Street,  
And at Atlantic Docks, BUFFALO.*

**A. A. SAMPLE, Pass'r Agent,**

*Cor. Canal and Madison Sts., CHICAGO, ILL.*

# WINDSOR AND LAKE SUPERIOR LINE OF STEAMERS,

Carrying the  Royal Mail,

Run from DETROIT and WINDSOR via the North Shore of Lake Superior, passing up the Detroit and St. Clair Rivers, touching at all Lake Huron Ports; passing through the beautiful scenery of the St. Mary's River and Michipicoten Island; thence around the North Shore, and calling at Nepigon, famous for its unequalled TROUT FISHING; SILVER ISLET, with its great and fabulous amount of wealth in silver, lead and other ores; THUNDER BAY and PRINCE ARTHUR'S LANDING, the terminus of the famous overland drive to FORT GARRY, and the terminus of the *Canadian Pacific Railroad*, the first sod of which was cut this month; thence on to DULUTH, where, at the terminus of the *Northern Pacific Railroad*, their elegant and luxurious cars carry the traveler to MOORHEAD, Minn.; thence by elegant and commodious Steamers on the Red River to FORT GARRY, commonly called WINNIPEG, the "Queen City of the North-west."

This Line is composed of the new A 1 STEAMERS

## "ASIA" and "SOVEREIGN,"

elegantly fitted up for passenger accommodation, and with a well and bountifully found table, and gentlemanly officers.

The proprietors, GEORGE CAMPBELL, Windsor, SYLVESTER NEELON, M. P. P., J. C. GRAHAM, Esq., St. Catherines, are men well known, not only through the Dominion, but over the Border, as thorough going business men, and this is a good guarantee to the public.

These Boats make weekly trips,

**Leaving WINDSOR and DETROIT EVERY FRIDAY, A. M.**

N. B.—Rates as low as any other line. Passages on the most reasonable and favorable terms made with Excursionists and pleasure parties or families. All information cheerfully given. Address,

**GEO. CAMPBELL, Manager,**

**WINDSOR, ONT.**

# LAKE SUPERIOR STEAMERS—1875.

## The Union Steamboat Co.

AND THE

### ATLANTIC, DULUTH & PACIFIC LAKE CO.

RUNNING IN CONNECTION WITH

#### ERIE RAILWAY,

At BUFFALO, N. Y.,

#### PENNSYLVANIA RAILROAD,

At ERIE, PA.,

Will run the following **SPLENDID PASSENGER STEAMERS:**

<b>WINSLOW,</b> . . . . .	<b>Capt. Ben. Wilkins.</b>
<b>ARCTIC,</b> . . . . .	<b>Capt. Fred. S. Miller.</b>
<b>PACIFIC,</b> . . . . .	<b>Capt. Chas. McCrea.</b>
<b>ATLANTIC,</b> . . . . .	<b>Capt. Ed. Mooney.</b>

FROM

Buffalo, Erie, Cleveland, Detroit, Sarnia & Port Huron,

TO

Sant St. Marie, Marquette, L'Anse, Houghton & Isle Royale.

**W. BULLARD, Gen'l Manager, U. S. Co.,**

No. 5 OHIO STREET, BUFFALO.

**E. T. EVANS, Manager, A., D. & P. L. Co.,**

ATLANTIC DOCK, BUFFALO.

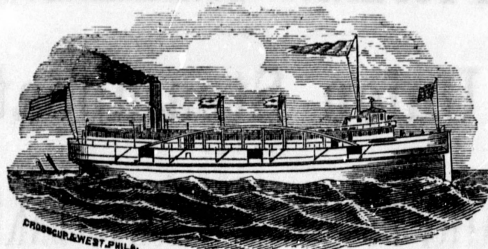
**J. J. WADSWORTH, ERIE, PA.**

**HANNA & CO., 53 RIVER ST., CLEVELAND, O.**

**J. T. WHITING, General Agent,**

FOOT FIRST STREET, DETROIT, MICH.

# FOR LAKE SUPERIOR.



## WARD'S CENTRAL AND PACIFIC LAKE COMPANY.

### SEASON—1874.

This Line, composed of ten first-class STEAMERS, will run from *Buffalo to Duluth*, and intermediate points, and make five departures each week from each end of the route. Connects at Buffalo with the New York Central Railroad, for all points East, and at Duluth with the Northern Pacific and Lake Superior and Mississippi Railroads, for all points in Minnesota, Manitoba, and the North-west.

One of the Passenger Steamers will leave *Buffalo* every Sunday, Tuesday, and Thursday—*Cleveland*, every Monday, Wednesday, and Friday—*Detroit*, every Tuesday, Thursday, and Saturday, and touch at PORT HURON, SARNIA, and Grand Trunk Railroad, on the mornings following the departures from DETROIT.

For information apply to

CHARLES E. SLACK, Foot of Mississippi St., Buffalo, N. Y.

L. L. DAVIS & CO., Foot of St. Clair St., Cleveland, Ohio.

BUCKLEY & CO., Foot of First St., Detroit, Mich.

JOHN GORDON, Duluth, Minn.

Or to

**EBER WARD, Manager,**  
OFFICE, Foot of First St., Detroit, Mich.

# MICHIGAN EXCHANGE,



JEFFERSON AVENUE, . . . . DETROIT, MICHIGAN.

EDWARD LYON, } Proprietor.

This is a large and well-kept HOTEL, situated near the Steamboat Landings.

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## LANSING HOUSE,

LANSING, MICH.

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**M. HUDSON, Proprietor.**

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THIS IS A FIRST-CLASS HOTEL,

With all the Modern Improvements.

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N. Y.  
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# "THE MORTON,"

GRAND RAPIDS, MICHIGAN,

*Corner of Monroe and Ionia Streets.*

---

An entirely new House, with every Modern Improvement, and most favorably located.

**A. VOORHIES PANTLIND,  
FARNHAM LYON,  
PROPRIETORS.**

---

## NORTH-WESTERN HOTEL,

MARQUETTE, (L. S.,) MICHIGAN.

**F. LYON, Proprietor.**

This popular HOTEL is newly fitted, and furnished with all the modern improvements. It is beautifully situated on the LAKE SHORE, having 500 feet frontage, with shade trees and fountain, affording a cool and delightful retreat during the Summer Months.

---

## COBURN'S EXCHANGE,

HOWARD CITY, MICHIGAN.

**H. G. COBURN, Proprietor.**

This House is favorably situated near the Railroad Depot, at the junction of the *Detroit, Lansing and Lake Michigan Railroad* with the *Grand Rapids and Indiana Railroad*.

Travellers will here find good accommodations and reasonable charges. Dinner is served on the arrival of the day Express Train from the South. Charge, 50 cents.



# CUTLER HOUSE,

GRAND HAVEN, MICHIGAN.

W. G. SHERMAN, Proprietor.

The City of GRAND HAVEN is located at the mouth of Grand River, which forms the best natural harbor on Lake Michigan. Steamboats from Chicago, Milwaukee, Grand Rapids, Muskegon and Manistee arrive and depart daily. The Detroit and Milwaukee and the Michigan Lake Shore railroads terminate here. The Michigan and Ohio and the Chicago, Saginaw and Canada railroads are now being constructed. This is the central city of the Michigan fruit region, situated in one of the finest climates on the Continent. The cooling Lake Breeze, Pure Air, Surf Bathing, Fishing, Boating, Bowling and Mineral Waters furnish pleasure-seekers and invalids with attractions unsurpassed by any other Summer Resort in the Northwest. *It is most justly called*

"THE SABATOGA OF THE WEST."

W. C. SHELDON'S

## MAGNETIC MINERAL SPRINGS

AND BATHING ESTABLISHMENT,

Opposite the Cutler House,

GRAND HAVEN, MICH.

### ANALYSIS OF THE WATER

TEMPERATURE, 50° F. SPECIFIC GRAVITY, 1.0057.

Bicarb.	{	Soda.....	3.0072	Manganese.....	trace.
		Potassia.....	3.6162	Boracic Acid.....	trace.
Chlorid.	{	Lime.....	2.8861	Fluoride of Calcium.....	.0504
		Magnesia.....	2.5662	Bromide Magnesium.....	.1820
Sulphate of Soda.....	{	Iron.....	.1052	Iodide ".....	.0483
		Sulphate of Soda.....	71.2899	Alumina.....	.3927
Chlorid.	{	Potassium.....	1.9320	Silicic Acid.....	1.0577
		Sodium.....	306.0372	Nitric ".....	trace.
		Calcium.....	148.0570	Ammonia.....	trace.
		Magnesium.....	71.5281		

612.7562

I consider this a most valuable Mineral Water, one of the strongest in the Northwest; in fact, I know of no other in this country having an equal number of rare and valuable medicinal constituents.

CHICAGO, May 15th, 1873.

C. GILBERT WHEELER,


Prof. of Chemistry, University of Chicago.

STOP AT THE NEW HOUSE  
SITUATED ON LITTLE TRAVERSE BAY.

---

## CUSHMAN HOUSE, PETOSKEY, MICH.,

Just finished, with ample accommodations for guests; delightfully situated; close to Railroad Depot and Steamers' Dock, and commanding a full view of Little Traverse Bay—one of the most beautiful sheets of water in the world. *Fine fishing in the Bay and the neighboring Trout streams, affording amusement for the angler and sportsman.*

 Rates moderate and accommodations good.


CUSHMAN BROS., Proprietors.

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## McKINNON HOUSE, CLAM LAKE, MICH.

W. H. H. BENSON, . . . . . Manager.  
\$2 PER DAY.

Board by the week according to accommodations. Day express trains going South stop twenty minutes for dinner, served at the McKINNON House; price, 50 cents.

 The Hotel is finely located, facing Clam Lake.

---

## SPENCER HOUSE, CHEBOYGAN, MICH.

Having just taken possession of this HOTEL (formerly known as the Everett House), I have entirely remodeled and refurnished it with special reference to the entertainment of Summer visitors. Have ample accommodation for a large number of guests, and shall spare no efforts to further the comfort and pleasure of those who may favor me with a call. "Rooms en suite."

WM. SPENCER, Proprietor.

# MISSION HOUSE,

MACKINAC, MICHIGAN.

E. A. FRANKS, Proprietor.

This old and favorite HOTEL is most delightfully situated on the romantic ISLAND OF MACKINAC, within a short distance of the water's edge, and contiguous to the ARCHED ROCK, SUGAR LOAF, the GIANT'S CAUSEWAY, and other Natural Curiosities, in which the famed Island abounds—being alike celebrated for its pure air, romantic scenery and fishing grounds.

MACKINAC, *June*, 1875.

## PLEASURE EXCURSIONS,

For CHEBOYGAN, OLD MACKINAC,  
LA CHENEAUX, the FISHING GROUNDS,  
And other Points.

The fast sailing Steam Yacht,


**"NORTH STAR,"**

Capt. JAS. BENNETT, Jr.,

can be chartered at all times by Excursionists and Fishing Parties. Charges reasonable. Apply to

**JAMES BENNETT,**

*Hoban's Dock, Mackinac.*

 Wholesale Dealer in SALT and FRESH FISH.

# ISLAND HOUSE,

MACKINAC, MICHIGAN.

---

Capt. H. VAN ALLEN, Proprietor.

---

This favorite HOTEL is pleasantly situated, facing the Harbor, where there is a fine beach, and near the Steamboat Landing. In the rear of the House are high grounds, where stands old FORT MACKINAC, overlooking the beautiful Straits of Mackinac and several picturesque Islands.

---

# JOHN JACOB ASTOR HOUSE,


MACKINAC, MICHIGAN.

---

JAMES F. CABLE, Proprietor.

---

The above House is favorably situated on the site, and is a part of the Stores, Offices, Warehouse, etc., of the *American Fur Company*, of which JOHN JACOB ASTOR was the founder. The House is spacious, well furnished, convenient to the Steamboat Landing, and will be kept in first-class style. Carriages, Boats, etc., furnished at all times. Charges moderate. Bath and Billiard Rooms in connection.

 The old Books of the American Fur Company can be seen at this House.

# NEW Indian Curiosity Store.

The largest, best assorted and cheapest stock of Indian Curiosities ever opened on the

## ISLAND OF MACKINAC,

CONSISTING OF

Bark Boxes, Trunks, and Baskets of every description. Sweet Grass in every variety of work, Bead Work, Feathers, Fans, Ladies' Bark Hats, &c. The assortment including every description of Fancy Work made by Chippewa Indians. Also, Photographic and Stereoscopic Views of all Points of Interest.

A FULL ASSORTMENT OF

## CHOICE CANDIES,

## FRUITS AND FANCY GROCERIES,

IN CONNECTION.

Ladies and Gentlemen visiting the Island should not fail to call and examine this stock. Inquire for S. HIGHSTONE'S Indian Curiosity Store, opposite his DRY GOODS STORE, on Water Street.

## S. HIGHSTONE.

A large variety of DRY AND FANCY GOODS, CLOTHING, BOOTS AND SHOES, &c.

MACKINAC, June, 1875.

# MACKINAC INDIAN BAZAAR.

---



## STRANGERS & VISITORS

To this charming and Romantic Island, for ages the Paradise of the Genii, so believed from time immemorial by the Indian Tribes, wishing to procure a Souvenir of their visit to the "FAIRY ISLE," the spiritual resting-place of the departed Braves and renowned Warriors of the West, will find a rare and splendid collection of

## GENUINE INDIAN CURIOSITIES,

Of all descriptions at the Indian Bazaar.

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**FENTON & WENDELL, Proprietors,**

**MACKINAC, MICH.**

*June, 1875.*

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# ISLAND OF M

94 ft.

50 ft.

92 ft.

Clay

Rocky

110 ft.

64 ft.

Clay

Clay

40 ft.

44 ft.

British Landing

62 ft.

30 ft.

Clay





# F MACKINAC.

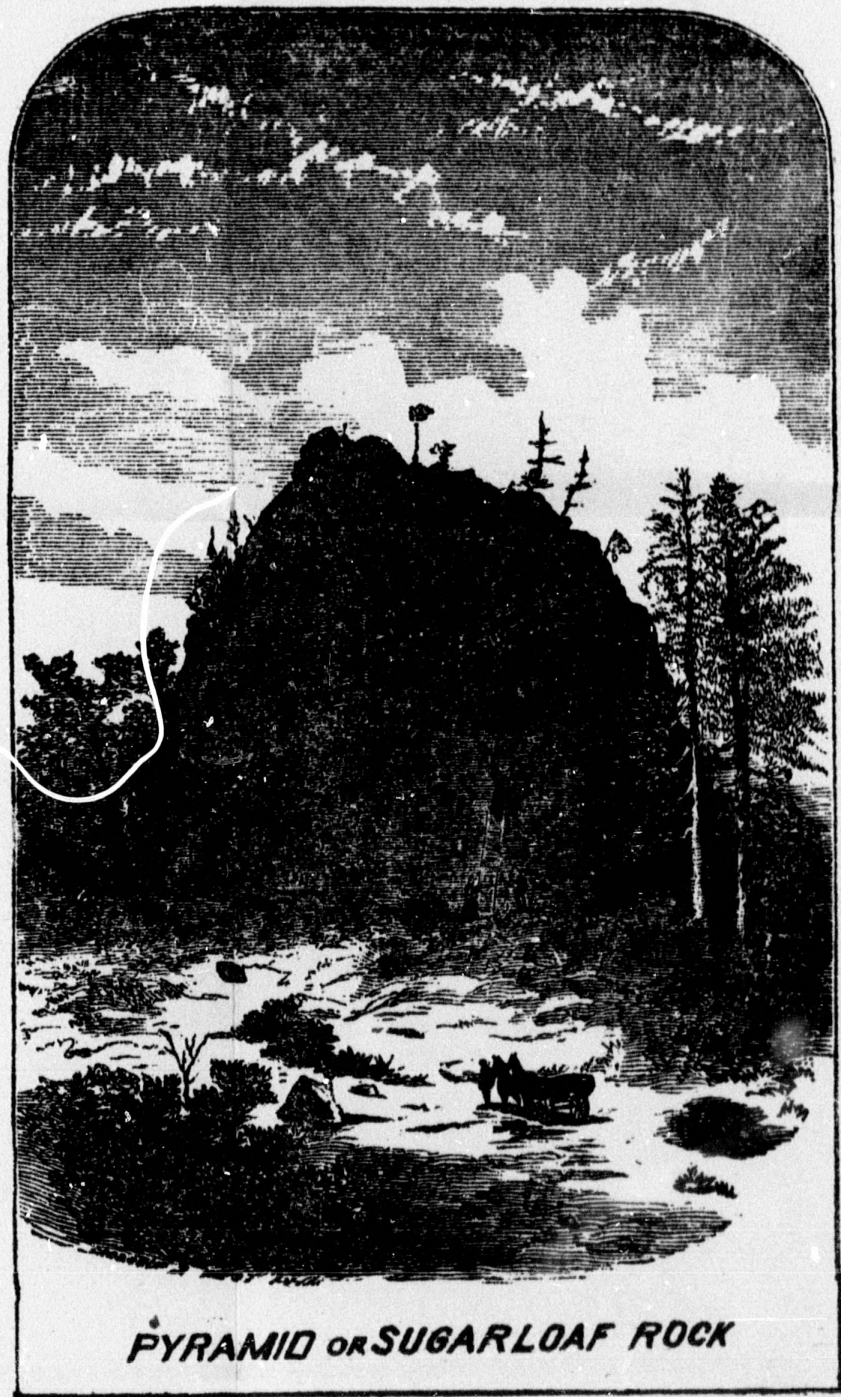
TRUE NORTH

Clay  
40 ft.

70 ft.

54 ft.

MILITARY

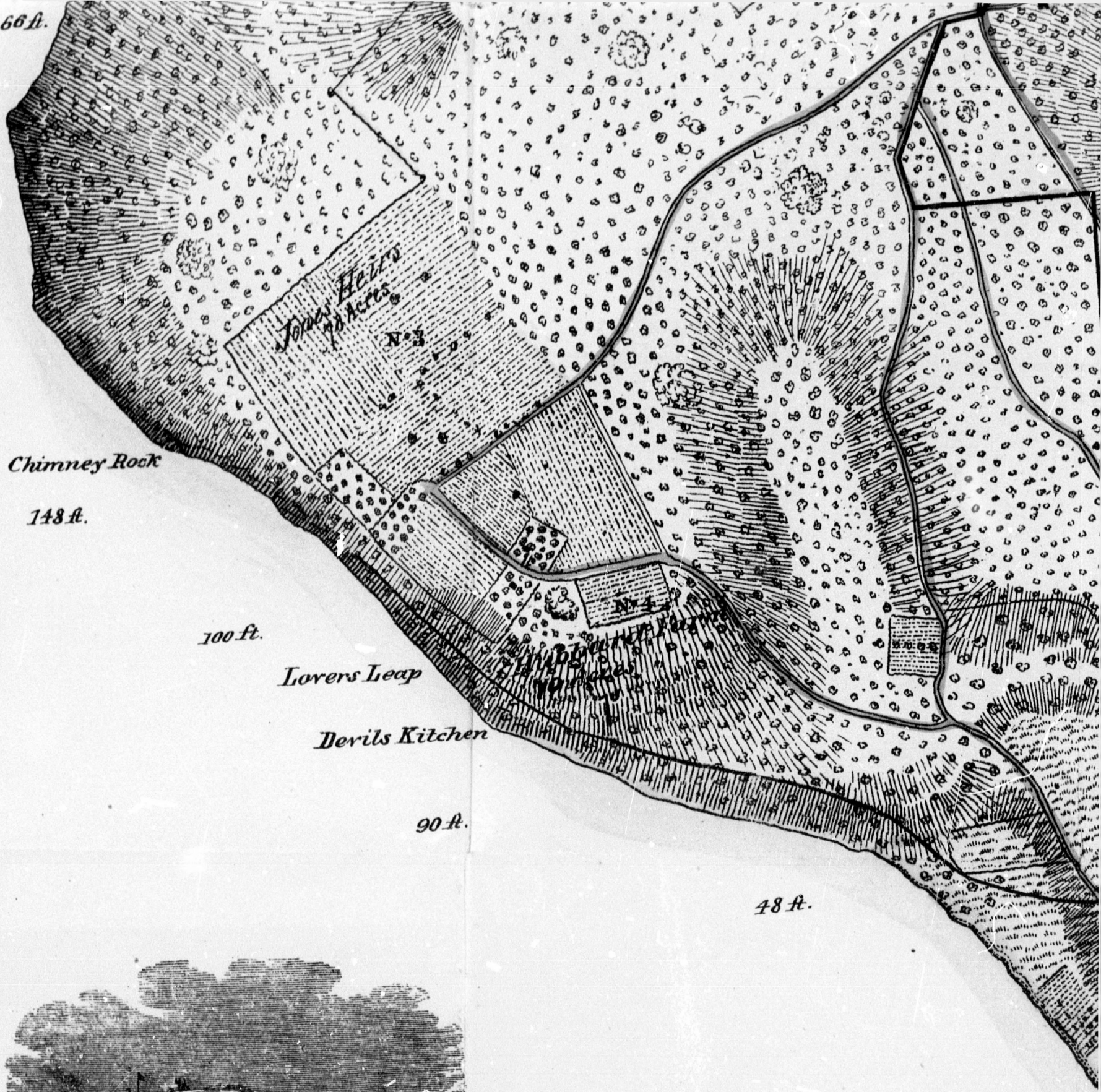


PYRAMID OR SUGARLOAF ROCK

HURON

118 ft.

66 ft.



Chimney Rock  
148 ft.

100 ft.

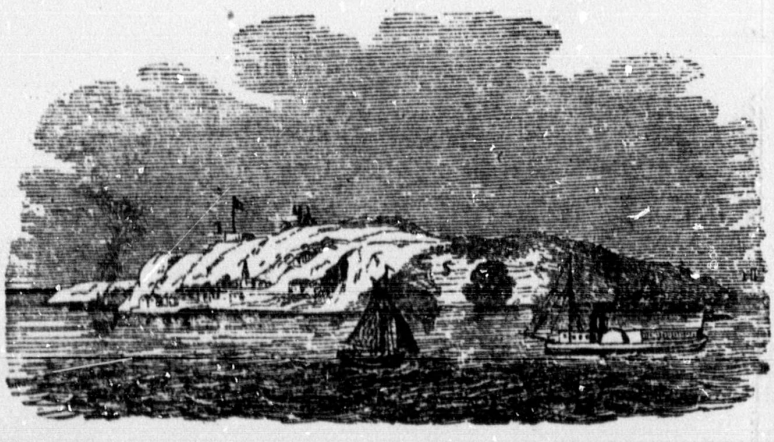
Lovers Leap

Devils Kitchen

90 ft.

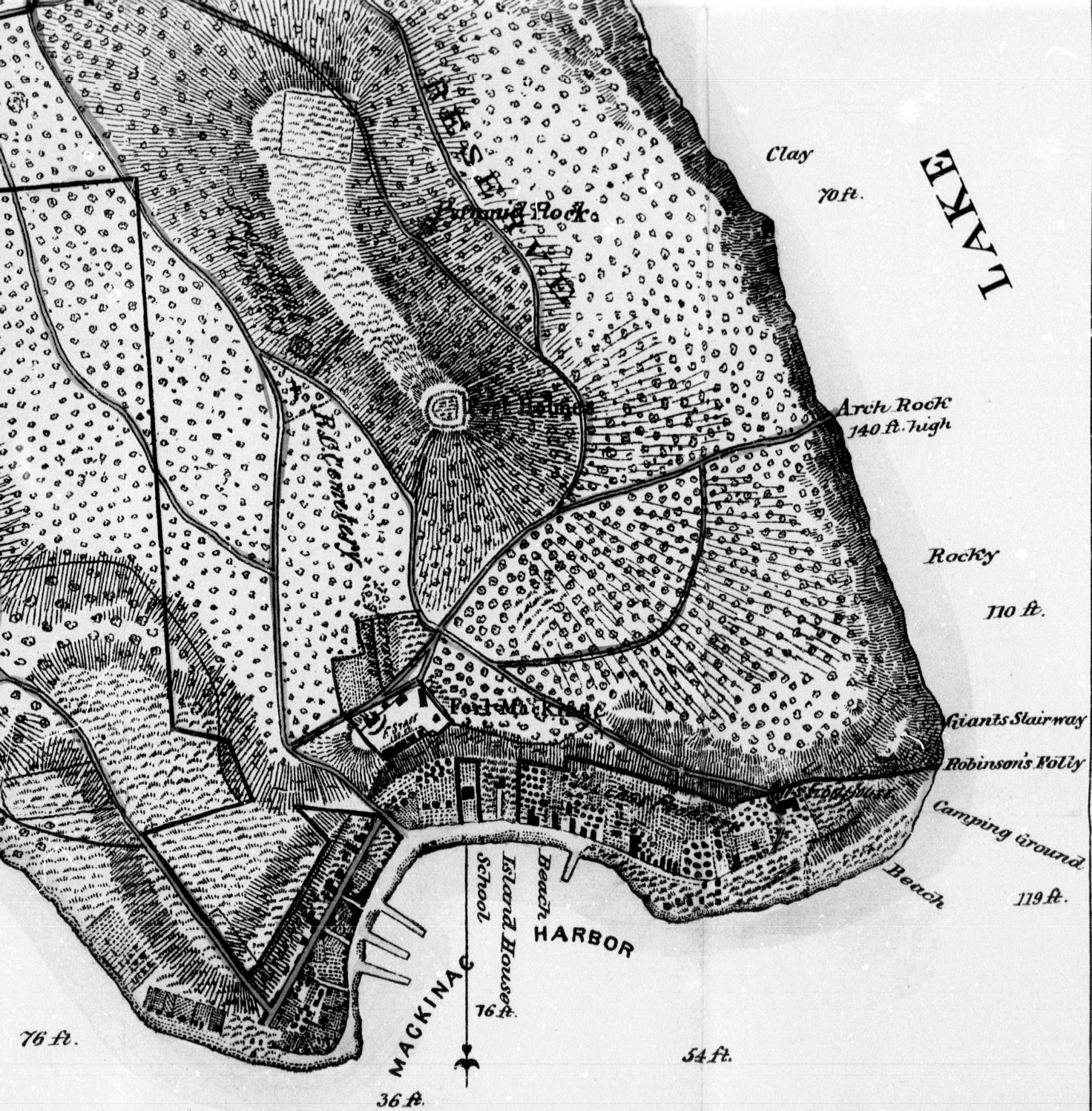
48 ft.

76 ft.



Entered according to act of Congress in the year 1875, by J. Disturnell

Published by J. DISTUR



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 LAKE SURVEY OFFICE,  
 DETROIT, MICH.

