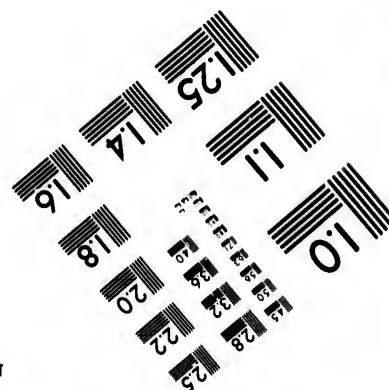
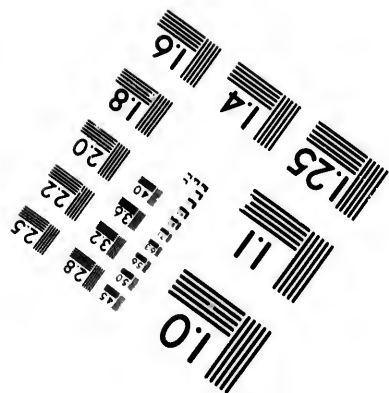
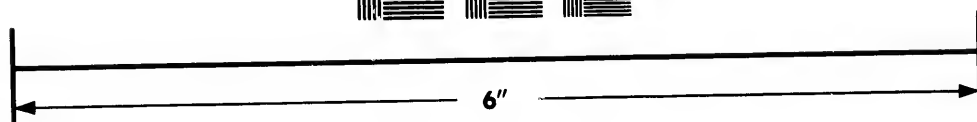
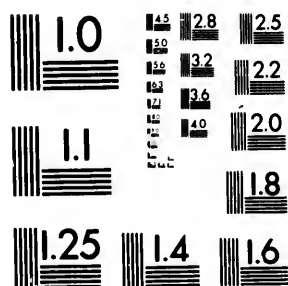


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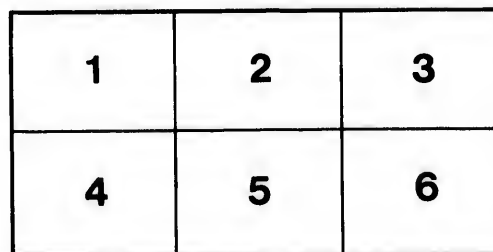
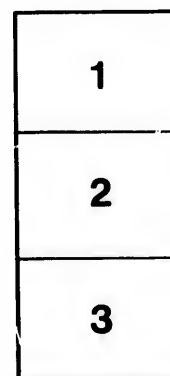
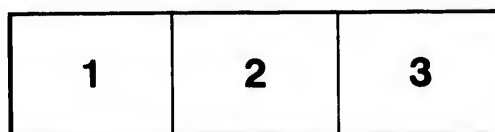
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1 1/2
TOURISTS' ILLUSTRATED GUIDE BOOK .

TO THE

Islands, Peninsulas and Cities

OF

387
46

LAKE ERIE AND

NIAGARA FALLS,

WITH MAPS.

271
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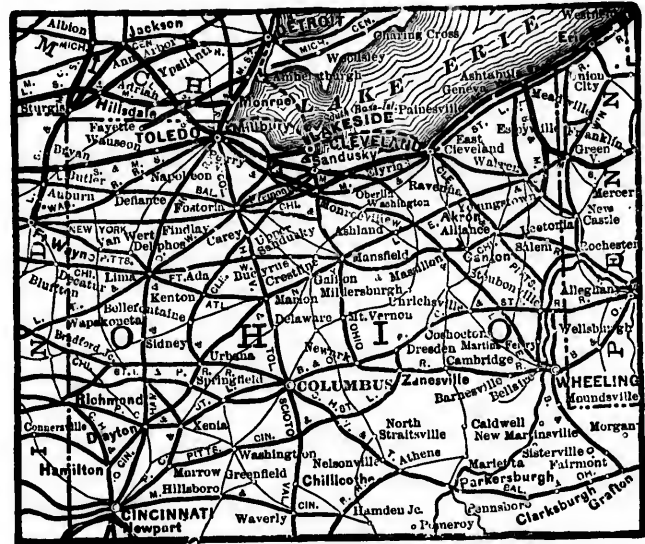


Introduction.

THE GUIDE was written to satisfy a long felt need. The tourist passes many places of interest because he has no guide, and no one to tell him. He frequently misses many things of importance because he does not know where, or how, to find them. One frequently loses time, and spends much money, that might be saved by having a good guide book. How many times the student has returned to finish an incompleted tour, because he had afterwards learned of so many things of interest that he had missed. The history and geology of a region cannot always be told accurately by even those living in proximity. One, with a guide at hand, can plan tours, while enroute, and save much time and be spared of many inconveniences and interruptions. After many years of experience in travel, I have found it always the cheapest to buy a guide, even if it were not complete. This one is not perfect, but much time has been put upon it; the author writes from experience of travel in the regions considered in this book; has studied many helps, and has done the best he could.

Hoping it may be a help to you, and that it may be your constant companion, I shall feel very grateful if it in any way adds to your sum of knowledge, or relieves you of any degree of embarrassment or anxiety while you are traveling.

THE AUTHOR.



GENERAL PLAN OF THE GUIDE.

ALL important places will be treated geographically, historically and descriptively. The geology of the entire lake region will be given in a general way, and that of the Islands, Lakeside, Marblehead and Niagara in particular. All places of natural or historic interest, or of scientific or commercial value, will be pointed out, and the way to reach them told. The industries, fruit growing, fisheries, quarries, lime kilns, manufacturing and shipping will be treated upon. The advantages for resting, hunting, fishing, boating and bathing will be given. Summer and health resorts, and leading

assemblies will be described, and means of conveyance, by land or sea, to all places will be given, with probable expenses.

The Following Order of Treatment will be Observed.

Beginning with the Distance Table, Contents Geographically, and Common Nautical Terms.

Then follows a general description of Lake Erie and her Borders, with the important features and leading events, etc.

Thence beginning at the western end with Detroit and her regions, with excursions from Detroit to all points of special importance.

Thence Wyandotte, Monroe and Raisin River, Michigan, Toledo and the Maumee River; with excursions to all places of interest.

Afterwards Port Clinton and Portage River; then the Islands, Put-in-Bay, Gibraltar, Bass, Kelley's and others, next Catawba, Lakeside and Marblehead, Johnson's Island, Sandusky Bay, Cedar Point, Sandusky City, Milan, Castalia, Clyde, Fremont, Lorain, Vermillion, Cleveland, Painesville, Ashtabula, Erie, Dunkirk, Buffalo, The Welland and Erie Canals and Niagara Falls.

Closing with a chapter on how to fish, how to dress and what to take along for a journey on the lakes.

Index and advertisements.



TABLE OF CONTENTS—GEOGRAPHICAL.

(IN REGARDS TO PAGES SEE INDEX.)

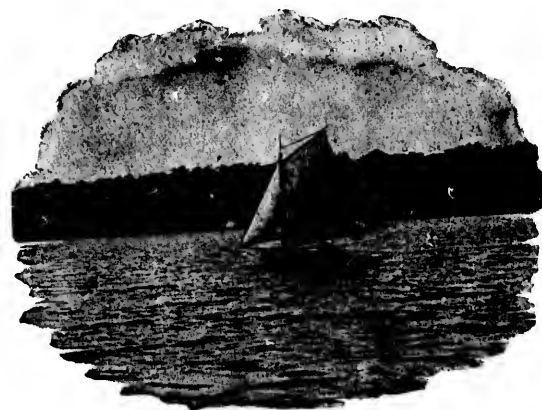
Ashtabula,	Middle Island,
Ballast Island,	Milan,
Bass Islands,	Monroe,
Buffalo,	Mouse, or Hayes' Island,
Castalia,	Mt. Clemens,
Catawba,	Maumee River,
Cedar Point,	Niagara Falls,
Cleveland,	North Harbor Islands,
Clyde,	Ohio Canal,
Detroit,	Painesville,
Dunkirk,	Port Clinton,
Erie Canal,	Portage River,
Fremont,	Pt. Pelee Island,
Gibraltar,	Point Pelee,
Green Island,	Put-in-Bay,
Gull Island,	Rattlesnake Island,
Gypsum,	Sandusky,
Hen and Chicken Islands,	Sandusky Bay,
Johnson's Island,	Sister Islands,
Kelley's Island,	Starve Island;
Kingston,	Toledo,
Lorain,	Turtle Light,
Lakeside,	Vermillion,
Malden,	Windsor,
Marblehead,	Wyandotte,
	Welland Canal,
	Wabash and Erie Canal.

DISTANCE TABLE.

Cleveland to Sandusky.....	50 miles—Boat, Arrow; L S & M S R R.
" Lakeside.....	60 " " D & C Lines; L S & M S R R.
" Put-in Bay.....	70 " " " " " "
" Toledo.....	110 " " " " " "
" Detroit.....	130 " " " " " "
" Painesville.....	29 " " N Y C & St L; L S & M S R R
" Erie, Pa.....	95 " " L S & M S R R
" Buffalo.....	183 " " C & B Lines; N Y C & St L R R; L S & M S R R
Sandusky to Milan.....	12 " Electric Line
" Castalia.....	6 " Big Four; L E & W
" Clyde.....	17 " " "
" Fremont.....	22 " L E & W
" Cedar Point.....	2 " Steamers Wehrle and Hayes every 15 min
" Johnson's Island.....	3 " Sail Boats, Launches, Tugs, Row Boats
" Lakeside.....	12 " Boat, Eagle; Arrow; L S & M S R R
" Kelley's Island.....	12 " " Eagle; Kirby; Arrow, etc
" Put-in-Bay.....	20 " " Eagle; Kirby, etc
" Detroit.....	80 " " Kirby; L S & M S R R
" Toledo.....	60 " " Metropolis; L S & M S R R
" Vermillion.....	20 " " L S & M S R R
" Lorain.....	32 " " Electric Line to Avery; N Y C & St L
Toledo to Lake Erie.....	8 " " "
" Maumee.....	9 " " Electric Line; Wabash R R
" Bay View Park.....	3 " " N Summit and Erie St Car Lines
" Put-in-Bay.....	40 " " D & C Lines; Metropolis
" Lakeside.....	45 " " " " L S & M S R R
" Cleveland.....	110 " " " " L S & M S R R
" Detroit.....	60 " " " " Michigan Central; L S & M S R R
Lakeside to Cleveland.....	60 " " D & C Lines; Arrow; L S & M S R R
" Sandusky.....	12 " " Eagle; Arrow; Launches; Tugs; L S & M S R R
" Kelley's Island.....	6 " " Eagle; Erie; Oceola; Sail; Launches
" Gypsum.....	8 " " Carriages, Marblehead R R
" Marblehead.....	2 " " Eagle; Sail; Erie R R, etc
" Catawba.....	8 " " Eagle; Oceola; Erie; Launches; Carriages
" Put in Bay.....	12 " " Eagle; D & C Lines; Erie; Oceola; Launches
" Middle Island.....	29 " " Excursions; Launches
" Pt Pelee Island.....	25 " " " "
" Pt Pelee.....	40 " " " "
" Green Island.....	22 " " Eagle; Erie; Oceola; Launches; Sail
" Rattlesnake Isl.....	23 " " " " " "
" Ballast Island.....	16 " " " " " "
" Middle Bass.....	18 " " " " " "

Lakeside to Bay View Rd....	2	"	Boat around Marblehead; Carriages
" Johnson's Island ..	5	"	" " "
" Toledo.....	45	"	D & C; Metropolis; L S & M S R R
" Detroit.....	60	"	" " "
Detroit to Port Huron.....	50	"	Grand Trunk Line R R
" Lake St Clair....	8	"	" " "
" Belle Isle.....	2½	"	Electric Cars; Carriages; Cycles
" Mt Clemens.....	18	"	St Clair Lake and Clinton River or
			Grand Trunk R R
" Windsor.....	1	"	every 5 minutes
" Lansing.....	80	"	Detroit, Lansing & Northern R R
" Ann Arbor.....	37	"	Michigan Central R R
" Battle Creek.....	120	"	" " "
" Adrian.....	59	"	Wabash R R
Buffalo to Niagara Falls....	23	"	Boat; Electric Lines; Railroad Lines
" Welland Canal..	20	"	" " "

Niagara—See Niagara Falls.



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utes
& Northern R R
R R
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lines: Railroad Lines



FORT HILL, JOHNSON ISLAND



COMMON NAUTICAL TERMS.

Aft (abaft).....	Toward the stern or end of the vessel.
Forward.....	Toward the bow or front of the vessel.
Starboard.....	The right-hand side of the ship looking forward.
Port.....	The left-hand side of the ship looking forward.
Port.....	Stateroom windows.
Larboard.....	The opposite of Starboard; an obsolete term now superseded by "Port."
Weather-side.....	The side of the ship toward the wind.
Lee-side.....	The side away from the wind.
Fore and aft.....	Lengthwise with the ship.
Thwartship.....	Crosswise to the ship.
Mid-ship.....	Toward the middle or "waist" of a ship, equi-distant from the bow and stern.
Poop.....	A raised deck toward the stern.
Forecastle.....	The "forecastle"—seamen's quarters.
Gloryhole.....	Steward's quarters.
Galley.....	Kitchen.
Alleyway.....	Passage.
Bulkhead.....	Partition.
Scupper.....	Channel for water.
Rolling.....	Motion of a ship from side to side.
Pitching.....	Plunging of a ship's head in the sea, causing up-and-down movement.
Longitude.....	Distance directly east or west of the Meridian of Greenwich.
Altitude.....	Angular distance of the Pole above the horizon.
Sextant.....	An instrument for measuring a required angle by the manipulation of mirrors.
Dead Reckoning.....	A method of finding a ship's approximate position from the course steered, and distance run.
Equinox.....	Equal length of day and night occurring toward the end of March and September.
Nautical Mile or Knot.....	The sixtieth part of a degree. 367 yards more than an English land mile. Six knots may be roughly taken as equal to seven English land miles.
Chart.....	A sea map.
Fathom.....	Six feet.
Soundings.....	Depth of water in fathoms, or feet, at low water of spring tides.
Drift Current.....	Movement of the surface of the sea.
Flood-tide.....	Rising tide.
Ebb-tide.....	Falling tide.
Spring-tide.....	High tide, caused by the sun and moon being on the meridian together, or in opposition.
Neap-tide.....	Low tide, caused by the sun and moon being furthest apart.

Height of tide.....	Difference between level of high-water and that of low water.
Age of the tide.....	Difference of the time between the moon's transit and appearance of the tide.
Deadlight.....	A covering of wood or metal for a port, used in severe weather.
Bower Anchor.....	A working anchor, kept ready for immediate use.
Sheet Anchor.....	A spare anchor, reserved for occasions of urgency.
Log.....	An instrument towed by the vessel, by which the distance sailed is ascertained.
Log (Log-book).....	Official daily record of the ship's proceedings.

DIFFERENCE IN TIME.

WHEN IT IS 12 O'CLOCK NOON IN NEW YORK, IT IS

5:13 p m in Antwerp	1:42 p m in Madrid
5:49 p m in Berlin.	5:37 p m in Milan.
5:31 p m in Bremen.	7:25 p m in Moscow.
6:53 p m in Constantinople.	5:05 p m in Paris.
5:46 p m in Copenhagen	5:45 p m in Rome.
4:35 p m in Dublin.	5:18 p m in Rotterdam.
5:30 p m in Genoa.	6:57 p m in St. Petersburg.
4:43 p m in Glasgow.	6:08 p m in Stockholm.
4:40 p m in Gibraltar.	5:48 p m in Venice.
5:35 p m in Hamburg.	6:01 p m in Vienna.
5:00 p m in London	

DISTANCE OBJECTS ARE VISABLE AT SEA.

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5 feet	2.06 miles	200 feet	18.72 miles
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LAKE ERIE.

Natural, Historical and Commercial Features of Lake Erie, her
Islands, Peninsulas and Cities.

LAKE ERIE is one of the most important and interesting of the five great lakes drained by the St. Lawrence river; it lies farther south and is shallower than the others. It lies between latitude 42° to 43° ; longitude W. of Greenwich, 70° to 84° . It has four states, New York, Pennsylvania, Ohio and Michigan, upon its eastern, southern and western sides and Ontario on the north. It forms part of the boundary between the United States and Canada. Its greatest length is 290 miles its axis running from north west to south east, the direction of the glacial groves in the rocks on her shores.

Its greatest breadth from Pt. Stanley to Ashtabula is 58 miles, its mean width is 40 miles. Its average depth is 120 feet, greatest, off Long Point, Can., 376 feet. It is 334 feet higher than Lake Ontario and 565 above sea level.

Principal ports are Buffalo, Dunkirk, Erie, Ashtabula, Cleveland, Lorain, Sandusky, Toledo, and Maitland, Burwell, and Stanley on the Canadian side.

Its rivers are the Detroit, Raisin, Maumee, Sandusky, Black, and Cuyahoga.

Its waters supply over 1200 miles of canals, the Miami and Erie, the Wabash and Erie from Toledo, the Ohio from Cleveland, the Welland from Pt. Colborne, and the Erie from Buffalo. And its waters supply the greatest cataract in the world. At its western extremity are three peninsulas, and twenty one islands with rocky sides and wooded slopes. Its principal bays are Sandusky, Put-in, Maumee, and Pigeon.

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T SEA.

Distance object	visible.
.....	18.72 miles
.....	22.91 "
.....	29.58 "
.....	33.41 "
.....	39.10 "

Its formation by glaciers, its grooved, furrowed, fossil filled rocks, its ancient terraces, its many other geological phenomena make it of special interest to the geologist. In its waters are found fish of so many kinds and in such quantities that it furnishes more fish for the food of man than any other lake.

In its marshes are fowl and game. More varieties of plants bloom upon its sunny shores and shaded dells than any other place. Its rock furnishes lime and stone for building, its gypsum beds, plaster and chalk, while its caves glisten with stalactites or strontia crystals of rare beauty.

Thousands of acres of vineyards, and orchards of peaches and plum trees stretch away from its blue waters bewildering the eye of the beholder.

Wonderful historic events have transpired upon her waters and her shores. On her waters the Indian plied his canoe and won his dusky mate. The ancient Eries melted away before the Iroquois and they in turn before the Hurons and Wyandottes. Here they have left their mounds and inscribed rocks, of interest to the antiquarian. Here Tecumseh fought the pale face only to fall before his might. And "Mad Antony" swept down upon the red skin with such vengeance that they called him the "cyclone man". Upon her shores were built forts Wayne, Industry, Meigs, Stephenson, Huron, Presque Isle and Erie which afforded protection to the white man and the true American, and their ruins today tell of many heroes slain and of battles fought and won. Upon her waters Perry built and launched his fleet and with them conquered the British fleet and won for himself laurels that shall never fade. On her shores Joshua R. Giddings not only plead for the freedom of the slave but fought the Indians, when a boy, and erected a monument to the heroes slain. It was on Johnson's Island Confederate officers were kept in prison, and near by Maj. Beall and Mr. Cole were foiled in their conspiracy, that might have changed the history of the war, had it been successfully carried out. Upon her shores has sprung a people strong, industrious and who have furnished many noble men and women for the higher

walks of life, and more humble citizens not less worthy. Garfield first saw the light on the banks of Lake Erie, and Hayes spent his last days and now sleeps by the side of his noble wife, only a few miles south of the shore.

This people gave to the war of '61, such generals as Stedman, McPherson, Beaty and Buckland. While her Wade, presided over the Committee on the "State of the war", and her Jay Cooke was the Financial Agent for the Nation, handling in one year three thousand millions of dollars.

A Nation's Chief Justice walked the shores of Lake Erie and the world's two greatest electricians Edison and Brush played in the sands of Milan and Cleveland. Their Tourgee wrote novels, and their Kennan traveled through Siberian wilds, and Spencer the Apostle of modern penmanship drew graceful curves, and Harvey put her language into finer mold.

Great cities and industries have sprung up along her banks and mighty steamers plow her waters. More than fifty lines of railways connect with her boats, and thousands seek her shades for rest, pleasure and study at her Resorts and Assemblies.

DETROIT.

DETROIT, the "City of the Straits," is a beautiful city situated on the north side of the Detroit River, 18 miles from Lake Erie, and 8 miles from Lake St. Clair. It is 130 miles from Cleveland, 60 miles from Toledo, 70 miles from Lakeside and 80 miles from Lansing, the Capital of the State of Michigan. Latitude 42° 19' 53''; longitude 82° 58'.

It has a frontage along the river of 8 miles and reaches back 4 miles. It has a history varied in its character. The site was discovered by the French in 1610 and settled by a French Colony under Da-la-motte Caodillac in 1701. It was captured by the British in

1763, and was ceded to the United States, and taken possession of by St. Clair in 1796.

Gen. Hull ignominiously surrendered it to the British, August 20, 1812, and it was held by them until after Perry's victory in 1813.

Detroit is the county seat of Wayne county, and from 1847 to 1847, was the Capital of the State of Michigan.

It was laid out in 1807, after the "Governor's and Judges' Plan." Starting from the square, where now stands the city building and soldiers' monument, as one center, and Grand Circus as another, from these two centers grand avenues were run out radiating in different directions and intersected by streets in concentric circles.

The streets are wide, well paved and shaded, and lined with fine business and public buildings and handsome private residences.

The principal business streets are Woodward running north, or more north-west from the river, cutting the city about equally in two, Monroe and Gratiot running north-east from the square, Michigan and Grand River avenues running west from the square; Griswold, parallel with Woodward, and one street west, extending from the river to Public School building, the Wall street of Detroit, and Jefferson running parallel with the river.

The principal residence streets are Cass and Woodward avenues north, and Lafayette and Fort streets, running parallel with the river.

An extensive boulevard, 200 feet wide and 12 miles long encircles the city.

Its principal public buildings are—The City Hall and Court House on Woodward avenue; Public Library; Museum of Art, corner Jefferson and Hastings, open for visitors from 9 a. m. to 4 p. m.; Public School Building, head of Griswold; a part of this building was the old Capitol. Chamber of Commerce, Central Market, Y. M. C. A. Building, twenty well built Fire Engine Houses and headquarters for Fire Department, Police Court and headquarters for Police.

The principal Parks are—Belle Isle, 2 miles up the river, reached by boat every thirty minutes at the foot of Woodward, or by electric cars; a handsome iron bridge crossing the river to Belle Isle from the

city. This park is one of great interest and should be visited by every tourist. It contains 700 acres and the upper part of it is a vast forest, while the lower part is handsomely laid out with walks and drives, and contains fountains and flowers, and nature's beauties. Clark Park, extreme west end of city, containing 600 acres. The Cabin, or Palmer Lake, is of great interest, and is visited by almost all visitors as well as Detroiters. Take Log Cabin cars on Woodward avenue, going north. Cass Park and many other smaller parks in the city.

The Water Works and Park out Jefferson avenue, east 3 miles, is the most beautiful in America. The landscape gardening is unsurpassed, and the powerful engines have no superiors in this country. Do not miss seeing the Detroit Water Works.

The principal Cemetery is Woodland, out Lafayette street 2 miles east. Other places of interest in the city.

Fort Wayne 2 miles west; take Fort street cars. This is one of the leading fortifications in the United States—Gen. Grant's old home No. 253 Fort street, east of Woodward. Here Gen. Grant lived shortly after his marriage to Miss Julia Dent, from 1849, to 1851. He was a commissioned officer in the 4th U. S. Infantry during his stay in Detroit and had been appointed here by the government.

Its schools are the Public Schools, the Detroit Business University, Detroit College of Medicine, and several private schools.

Detroit has three fine hospitals—Grace, Harper's and St. Mary's. many large and beautiful churches; two fine Opera Houses. Some of the leading church buildings are Woodward Avenue First Presbyterian, Christ's and St. John's Episcopal, Central Methodist, Woodward avenue. St. Paul's Episcopal is a noted church building. It is the oldest church of that denomination in the State; is built of stone, with beautiful interior, and is notable for the absence of any pillars; the elegant roof being one of the most famous, self-sustaining roofs in the country. The Fort Street Presbyterian church has the finest facade in the city. The Cathedrals of St. Peter and St. Paul (Roman Catholic) are magnificent buildings.

METHODS OF TRANSPORTATION, DEPOTS, DOCKS AND EXCURSIONS.

Detroit is a business city of over 1,000 factories and with a shipping business next to that of New York and larger than Liverpool. There are 12 railroads, 8 street car lines, more than 100 boats to and from the city daily, and there passes through the river a boat on an average every 10 minutes through the day of 24 hours during the season that the river is open for navigation.

The principal railroads are the Canadian Pacific; Grand Trunk Line; Michigan Central; L. S. & M. S.; Wabash; Detroit, Lansing & Michigan; Detroit, Toledo & Milwaukee; Detroit & Mackinaw.

The leading depots are the Detroit, situated near the river, four streets east of Woodward, corner Brush and Atwater; L. S. & M. S.; Grand Trunk; Canadian Pacific. Union Depot foot of 12th street, fourteen blocks west of Woodward along the river, near Woodbridge street; Wabash Lines; Michigan Central Depot, foot of 3d street, on Front street, seven streets west of Woodward. The D. & C. and Kirby & Toledo and larger boats dock at foot of Wayne street, three streets west of Woodward.

EXCURSIONS AND SHORT TRIPS OUT OF DETROIT—INLAND RESORTS.

To Mt. Clemens, 18 miles. Boats via St. Clair lake and Clinton river, or Grand Trunk Railroad. A beautiful city of 4,000, with famous springs, hotels, baths and health resorts; Orchard Lake and Orion Lake, Ann Arbor, Lansing.

LAKE RESORTS AND LAKE EXCURSIONS.

Lake St. Clair, 8 miles, Port Huron, 50 miles. A day's trip to Port Huron gives one a fine view of the "Flats", the lake, the government canal, Oakland, Grosse Point, the Venice of America, the fine club houses and residences; fare, \$1.00 round trip.

The more extended trips to Mackinaw and Lake Superior. A short trip to Belle Isle Park every 20 minutes from foot of Woodward and Campau Avenues, and from foot of Third street. Fare, round trip, 10 cents.

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Bois Blanc Park and Amherstburg, at 9 A. M., and 3 P. M. city time, from foot Woodward Avenue and foot Third street. Returning at 2 P. M. and 7.30 P. M. Fare, morning round trip, 35 cents; afternoon trip, 25 cents.

Windsor, Canada, every 10 minutes from foot Woodward Avenue (three squares from D. & C. wharf.) Fare, 5 cents.

A down trip to Fighting Island, Passing Ft. Wayne, the exposition buildings, on the American shore, and old Sandwich, with its jail and gibbet, on the Canadian side. A day's trip to the Islands, and Lakeside, the famous summer resort, and Chatauqua.

Detroit is a fine resort for wheelmen; their boulevard is unsurpassed; they have a fine club house at 64 Washington Ave.

Wyandotte, so named from a tribe of Indians by that name, is situated on the Detroit River and Michigan Central and L. S. & M. S. Railroads, 12 miles south-west of Detroit. It is principally a manufacturing city. Here are manufacturers of iron, ships, agricultural implements, iron rails and stoves; several rolling mills, blast furnaces, saw and planing mills, and silver smelting and refining works. It has good schools, six churches, and is the home of Bishop Ninde, one of the Bishops of the Methodist Episcopal church. Population 5,000.

Monroe, Mich. It is the county seat of Monroe county, situated on the river Raisin, 2 miles from Lake Erie. It is connected with the lake by a ship-canal, 32 miles south-west of Detroit. It was settled by a colony of French from Detroit, 1784, and named Frenchtown; the name was changed in honor of President Monroe, 1817. It was the scene of the battle of the River Raisin, January 23, 1813, between the British troops, with Indian allies and the American Army of the West, under command of General Winchester. Frenchtown was the headquarters of the British and Indians, who on the 20th of January, were defeated by Winchester and the town was captured, but on the 23d, having received re-enforcements from Detroit, they made a sudden attack upon the Americans, the battle raged fearfully, over 600 were killed and wounded on both sides, General Winchester was taken prisoner by Proctor, and advised his troops to surrender

under pledge of protection from Proctor, who as soon as the surrender was made hastened to Malden, leaving nearly 300 wounded soldiers to the mercy of the savages, who showed no mercy and in a most horrible manner burned, and tortured the men, and dragged away to Detroit the ones that survived and demanded an exorbitant sum for their release. "This shameful campaign has fixed on the name of Proctor the indelible stain of infamy."

Monroe is the eastern terminus of the Michigan Southern railway. It has a large court house, seven churches, woolen manufactories, flour mills, etc., and is in an extensive fruit growing region. Population 6,000.

TOLEDO AND MAUMEE VALLEY.

TOLEDO, a city of 100,000 inhabitants in north-western Ohio on the banks of the Maumee river 5 miles from its mouth, where it empties into the bay and 8 miles from Lake Erie. It covers an area of near 25 miles the principal part of the city being on the north bank of the river. It has a fine harbor the river being navigable for the largest vessels and having good docks. It is situated 41° 40' north latitude, 83° 33' west longitude, 53 miles south-west of Detroit, 92 miles west of Cleveland. It was formed by the union of two villages, Vestula and Ft. Lawrence in 1836, incorporated in 1847 and made the county seat of Lucas county in 1852. It has over 65 miles of sewerage, six street railways, good water works, several public buildings, thirty public school buildings, ten tanking houses, seventy-five churches, ten hospitals, state institution for the insane, it publishes five dailies, seventeen weeklies, eight monthly periodicals. It has a Chamber of Commerce and a Produce and Manufacturers' Exchange.

Its leading industries are dealing in grain, fish, lumber, manufacturing wagons, carriages, farming implements, furniture, blind and sash factories, bicycles, boilers, car wheels, steam engines, spice

mills, woolen mills, flour mills, publication of legal and blank books, etc. As a commercial center it has few equals. Situated in the midst of a fine agricultural region, in close proximity to timber, coal, gas and oil, having shipping facilities unsurpassed, two canals, twenty-one railroads, and all of the lake shipping, with good harbors and a healthy climate. It already employs over 8,000 men and women in its various industries. It has grain elevators with a capacity of 5,000,000 bushels. Some of these are the most modern, built of boiler iron like great oil tanks. It contains many public buildings, parks, places of interest, handsome residences, which will be considered separately.

Canals, Wabash and Erie, 460 miles long connecting with Evansville, on the Ohio river, opened in 1847, costing \$6,000,000.

It has over \$20,000,000 invested in industrial establishments and the value of its annual products amounts to over \$2,000,000 from its 800 manufacturing establishments. Toledo has 140 passenger trains daily, receives nearly 50,000,000 bushels of grain, 500,000,000 feet of lumber and staves and 2,500,000 tons of coal. Its principal streets are beginning at the river and running parallel with it, are Water, Summit, St. Clair, Superior, Huron, Ontario, Michigan, (names of the lakes,) and beginning at Washington the foot of Summit south is Washington, Monroe, Jefferson, Madison, Adams, Jackson, (names of presidents,) then follow in regular order, Orange, Cherry, Walnut, Locust, Lagrange, Elm, Chestnut, Mulberry, Magnolia, Bush, (names of trees,) going down the river, in regular order and running back from it. The street that crosses the river is Cherry street, and it becomes Main in East Toledo.

PRINCIPAL BUSINESS HOUSES, ETC.

Book Stores, Summit street, west side, between Adams and Madison.

Cafes, Summit street, Spitzer Block, corner Huron and Madison, Madison and other principal streets.

CEMETERIES.

Calvary, out Washington and Indiana street car lines or Dorr street.

Forest, out Cherry and Sherman or West Bancroft.

Woodlawn, largest and best improved, out Cherry and Central avenue or Monroe and Auburn avenue.

DEPOTS.

Union—North Railroad and Morris streets, south; reached by Summit, St. Clair and Broadway street car lines; cars marked Union Depot; pass Boody House and most all leading hotels. Railroads—L. S. & M. S.; Michigan Central, Wabash, Hocking Valley (Buckeye), Toledo, St. Louis & Kansas City (Clover Leaf), C., H. & D. Bellefontaine or Western Branch of T. & O. C.

Air Line Junction—Out Indiana and Junction avenue; L. S. & M. S. R. R.

Ann Arbor—Cherry street, north of Postoffice six streets; Cherry street cars.

Wheeling & Lake Erie—Cherry, same as for Ann Arbor depot; W. & L. E. R. R.

T. & O. C.—East side, just across Cherry street bridge, near the river, convenient to Summit street; Summit street cars marked T. & O. C. Depot take you direct to the station.

DOCKS.

Foot of Madison—Principal docks D. & C. lines, Metropolis, etc. D. & C. lines also take passengers at the foot of Magnolia street.

HOTELS.

Burnett House—Washington and Summit streets.

Boody House—Madison and St. Clair streets; one block west of Postoffice.

St. Charles—Next house west of Boody; Madison street.

Jefferson—Jefferson street.

Madison—Corner Madison and Ontario streets.

Swanona—320 Ontario street; transient, \$1 to \$2 per day.

PUBLIC BUILDINGS.

Court House—Adams and Jackson and abutting Erie and Michi-

gan streets; head of Ontario street; it is a fine building and has a park of 7 acres.

Memorial Hall—Opposite Court House, corner Ontario and Adams streets; was built 1883-86; the corner stone was laid with imposing Masonic ceremonies, July, 4, 1883; dedicated on Washington's birthday (Feb. 22), 1886; is built of brick, with Berea stone for trimmings, and is a fitting memorial to the patriots of Toledo; it was built largely of the peoples' offerings, and cost, exclusive of site, \$65,000. It contains headquarters for the Memorial Association, Library, Military Hall, Reception Rooms and basement for Artillery and Infantry Companies.

Public Library—Corner Madison and Ontario streets; one block west of Court House; in a fine building costing \$69,000 and containing nearly 70,000 volumes with childrens' department. Open to the public daily from 8 a. m. to 9 p. m.

Armory—Michigan and Orange streets; a large structure and a very creditable Armory.

Infirmary—Broadway south, and South and Arlington streets.

State Hospital for the Insane—Out Broadway, South and Arlington; a most noted institution; built on the cottage plan, having at present 34 cottages, and costing \$300,000.

PARKS.

Bay View, Centennial Site—Here will be held Ohio's Centennial in 1902; this park has a commanding view of Maumee Bay and Lake Erie in the distance; it is $3\frac{1}{2}$ miles north of the Court House and is reached by boats, and by the Summit Street and North Erie Street Electric Lines. Presque Isle is on the opposite bank of the river and lower down.

Central Grove—On the Ten-mile creek and north of Woodland Cemetery; it is well laid out and well supplied with water; Cherry Street and Central Avenue, or Monroe and Auburn Streets Electric Lines.

Collins—East Side; out Front and York street.

Navarre—South Side; Oak and Navarre Avenue Electric Lines.

Ottawa—Monroe and Bancroft streets.

Riverside—This is one of the largest parks of the city; it is two miles down the river from Cherry street bridge, and extends two-thirds of a mile along the river; it is reached by boats and by Summit and North Erie Streets Electric Line. The North Ohio Division of the Pennsylvania Railroad runs through it; the Dry Dock is opposite, and Ironville lower down the river; the W. & L. E. R. R. crosses the river below the park.

Walbridge—This park is well kept and a delightful place; reached by boats, by the Toledo and Maumee Electric Line and by the Wabash Railroad; it is laid out in walks and driveways with lawns and flowers.

PUBLIC MEN.

Morrison Remick Waite—Born in Lyme, Conn., in 1816; died in Washington, D. C., March 23, 1888; he descended from a long line of noted jurists; his father was a Justice of the Supreme Court of Connecticut; Morrison R. graduated at Yale, 1837; Classmate of William M. Evarts and Samuel J. Tilden; studied law; came to Maumee in 1839; 1849-50 member of legislature; 1850 moved to Toledo and became one of the ablest lawyers of the State; he was nominated Chief Justice of the United States by President Grant in 1874; the nomination was unanimously confirmed, and he took the oath of office March 4, 1874; he was well poised, had a fine Christian spirit and was a pure and noble man.

James Barrett Steedman—Born in Pennsylvania, 1817; editor; Public Printer under Buchanan's administration; member of legislature, entered the war of 1861, as Colonel of the Fourth Ohio Regiment, promoted Brigadier-general in 1862, and for his heroism at Chickamauga he was promoted to Major-general in 1864; died at Toledo, October 18, 1883. The monument on Summit street, at the angle formed by the branching of St. Clair street, was unveiled in his honor, May 26, 1887, and was erected to his memory by his life-long friend, Col. William J. Findlay, and his gift to the city of Toledo.

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David Ross Locke, (Petroleum V. Nasby)—born in New York, 1833; died at Toledo, 1888; traveling journeyman printer; 1852-60 connected with papers at Plymouth, Bucyrus, Mansfield, Bellefontaine and Findlay. It was while editor of the Findlay Jeffersonian that he developed the character of Petroleum Vesuvius Nasby, a whiskey-soaked, illiterate drunken politician, who wanted to be postmaster at the Confederate X Roads, and still advocate the perpetuity of slavery. Many of his characters are real and were well known to many where he had lived. It was his letters which gave prominence to the Toledo Blade, which he for many years edited and in which his Nasby letters were published.

THE PRESS OF TOLEDO.

Toledo has a number of able papers, with wide circulation: The Blade, Republican; Bee, Democratic; Commercial, Republican; Evening News, Independent; American, Democratic; Freie Presse, Volksfreund and Express, German; besides many other publications.

RAILROADS.

There are 21 railroads, including the various branches of main lines that pass through or terminate in Toledo. The first railroad in the west was built from Toledo to Adrian, Mich.; it was called the Erie & Kalamazoo; the road was opened for business in 1836; the track was made of "strap rails," which consisted of iron strips five-eighths of an inch thick and two and one-half inches wide, fastened to a wooden rail with spikes. The motive power was horse power; speed, six miles an hour; fare, 33 miles, \$1.50; freight rates, 50 cents per hundred.

Steam power was introduced in June 1837; speed 10 miles an hour.

The first passenger car was named "Pleasure;" it was a compartment car of three compartments, each holding eight passengers; it had four wheel and side doors, with a place for baggage beneath the middle compartment, that compartment being on a higher level than the others; the top of the car being roofed with the apex in the middle and sloping down to the ends rather than the sides as now.

TRIPS IN AND OUT OF TOLEDO.

A pleasant trip from Toledo is a lake ride to Detroit. The D. & C. Lines or the Toledo and Detroit Lines will make it pleasant for you; a trip frequently taken is to the Islands and Lakeside. By using the maps on this trip you will know where you are, and the guide will tell you much about what you will see.

A ride on the electric lines of Toledo will show you the city; or carriages can be secured at very reasonable rates.

FT. MEIGS, MAUMEE CITY, PERRYSBURG, BATTLE GROUND.

Take the Wabash Railroad, or the Toledo and Maumee Valley Electric Line, or the boats and go up the river to Maumee City eight miles. You pass Walbridge Park going up; you can take the electric cars on Summit, go out Broadway, pass through the park, with Lucas County Infirmary and the State Hospital to the right; the Miami and Erie Canal and the Clover Leaf Railroad to your right as you go out. Reaching Maumee City and crossing the bridge into Perrysburg, you will see the ruins of Ft. Meigs. You are now at the foot of the Rapids, which extend twelve miles up the river; you are on most interesting historical battle grounds. General Harrison built the fort, and it was afterwards named Ft. Meigs, in honor of Governor Meigs; it enclosed about ten acres, standing sixty feet above the Maumee; it is a commanding site and was an extensive work for those times. The outline is still well defined; seven block houses formed part of the walled enclosure, and two on the interior; it was sieged and withstood the attack of a formidable foe for several days at each siege. The graves of Lieutenants Walker and McCullough are within the fort. From Presque Isle hill to below Maumee City is the battle ground of "Fallen Timbers," where "Mad Anthony" Wayne repulsed the Indians in August of 1794.

STATE HOSPITAL.

No one should visit Toledo without seeing the Famous Hospital built by the State, for the care of those who become unfortunate in their mind. Situated in the south-east part of the city, out Broad-

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ARMY AND NAVY





way and Arlington streets. The grounds, 160 acres, the gift of the city, are well laid out; the plan is entirely new in America; it is known as the "Cottage Plan;" the inmates are kept in homes rather than in prison-like buildings. The founders were Drs. Grunby, Tobey, Rutter and Richardson, of the Medical Fraternity; Ex-Governor Foster, General Brinkerhoff and Dr. Byers were the leading spirits in the reform part of the work, and Hon. Noah H. Swayne, no less interested in the humanitarian feature than the others named, was the Chairman of the House Committee on the Care of Insane; he was instrumental in securing the Location. Dr. Grunby was for twenty-five years in Ohio Hospitals caring for the unfortunate in mind, and was the pioneer in reform; he advocated and put in practice such methods as are used in the institution; the abolishment of mechanical restraints and the use of continued solitary confinement; and the substitution of kindness for force, and to give all the amusements and recreation with the utmost liberty possible. There are 34 cottages at present.

PORT CLINTON AND PORTAGE RIVER.

PORT CLINTON, county seat of Ottawa county, situated 13 miles west of Sandusky, at the mouth of Portage river, on the L. S. & M. S. R. R. It has a good Court House, Public School buildings and four churches; the Methodist church being the leading one. It has nearly \$100,000 invested in manufacturing and has a large fishing industry. It has three good papers, good schools, large fish depots, a good harbor and 2,500 intelligent, industrious people.

Portage river is more of a marshy bay for several miles up, and is one of the best duck shooting regions in America. Here are several large club houses; and in one day, an old hunter estimated, that \$1,000 worth of shells were shot away duck shooting.

PUT-IN-BAY.

PUT-IN-BAY derived its name from the answer which Commodore Perry, after the surrender of the British on September 10, 1813, made to the question, "What shall we do with the ships?" He said, "Put them in the Bay."

Put-in-Bay Island, or more properly called South Bass Island, together with Middle and North Bass Islands, Rattlesnake, Starve, Ballast, Sugar, Gibraltar and Lost Ballast Islands, form Put-in-Bay Township of Ottawa County, Ohio. Formerly the three Bass Islands were called the Sister Islands. The name was changed because bass were found in great abundance in the adjacent waters.

The township contains 2,818 acres; all the territory of this township was included within the limits of the "Connecticut Reservation," from which state, instead of the general government, came the titles of the purchasers.

South Bass, or Put-in-Bay, was settled in 1811, by Seth Done, the agent of Judge Ogden Edwards, of New York, by whom the Island was purchased. Over one hundred acres of land were cleared and sowed in wheat in the summer and autumn of that year. The wheat had been harvested and was being threshed the next year, when the British soldier's drove the laborers off the Island, and destroyed the entire crop.

After the death of Judge Edwards, his brother, Alfred Edwards, came into the possession of South and Middle Bass. John Pierpont was then put in charge of the estate, and the first dock on the Bay was built by him in 1831. Mr. Edwards sold the Islands to a Spaniard named J. D. Rivera St. Jurgo, who laid out the Islands into farms.

The soil and climate were found to be favorable to the cultivation of fruits and especially grapes.

On the south shore of the Island, in 1862, settled Capt. John Brown, Jr., the elder of John Brown's family, of national reputation. He devoted his time to fruit culture and grape raising, and to the improvement of his mind, and was interested in the study of geology, mathematics and metaphysical science. Owen Brown, a younger brother, and one of the chief actors in the Harper's Ferry Exploits, spent several years upon the Island.

Capt. John Brown was buried with the rites of the Masonic Order on the Island, May 5, 1895.

"Here rests beneath the sod
Till resurrection's dawn;
John Brown—the son of him
Whose soul goes marching on."



JOHN BROWN, JR.'S HOME

Perry's Cave, near the center of the Island and at the right of the Electric car line, (all cars stop at the cave) is an object of interest; 200 feet long, 150 feet wide and averaging 7 feet in height. At the farther end is a lake of pure cold water, 50 feet deep. A small admission fee is charged, and a description and history is given each visitor.

Crystal Cave is a few hundred feet to the south, and has a double interest, because of its great beauty and its rarity. It is a large geode of strontia crystals. It is nearly twenty feet in diameter one way, and five feet high; it is lighted by electric lights and is opened for visitors during the summer season; a charge of fifteen cents is made for admission, and a specimen of crystal is given each visitor. The crystal is a strontianite, a vitreous pale green, strontian carbonate, (Sr. C. O.) crystalizing in the ortho-rhombic system, that is with three unlike axes at right angles. Strontia was discovered on the Island in 1859. In 1882, a European tourist, Lieut. Emil Vanda-dor, from Germany, operated the mine, but finally abandoned it on account of the expense of shipping it to Germany, where the only factory for its reduction is located. They get their supply cheaper from Italy. Its chief use is in making the red lights in fire-works.

The Cave was discovered by Gustav Heinemann while digging a well in the spring of 1898. Recently other chambers have been opened up, making it one of the greatest attractions on the continent.

PERRY'S VICTORY.



COMMODORE PERRY.

On the shore between the docks, stands a lone willow tree, in a small plot of ground, enclosed by iron chains and wooden posts. Here are buried three American and three British officers, who fell in the naval battle, September 10, 1813. Perry's fleet was built at Erie and consisted of the ships Lawrence and Niagara, of twenty guns each, and seven smaller vessels carrying fourteen guns in all.

The fleet of the British, commanded by Commodore Barclay,

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consisted of six vessels with sixty-four guns. The Detroit opened fire on the Lawrence, which she could not return, because her guns were of shorter range. The Lawrence was soon put out of action, and Commodore Perry, taking the colors, rowed to the Niagara in the midst of a galling fire of grape and cannister, and ordered his fleet to close action. After two hours of hard fighting he was able to send the message to our government: "We have met the enemy and they are ours."



THE LONE WILLOW.

HOTEL VICTORY.

The largest summer hotel in America is situated on the highest point on the west side of the Island. It is a favorite gathering place for conventions. The hotel is reached by the electric cars, and the rates vary from \$14 to \$30 per week.

SMALLER ISLANDS OF INTEREST.

GIBRALTAR.



COMMODORE PERRY'S MONUMENT.

This small Island, at the mouth of the Bay, is of great interest. Its precipitous, rocky coast gave it its name. Here Perry sighted the British fleet from Perry's Look-out. Here also is the Needle's Eye, which is so picturesque. The Island is now the summer residence of Jay Cooke, the great financier. The turreted castle crowns the rocky height. In front of the castle is a monument, erected by Mr. Cooke, to commemorate Commodore Perry's brilliant victory over the British.

HEN AND CHICKENS.

On the way to Detroit is a group of small Islands, the Hen and Chickens. The Hen is inhabited by a solitary recluse, known as the "Hermit of the Old Hen."

OTHER ISLANDS.

East Sister, North Harbor and Middle Sister are along the route to Detroit. Each has its isolated inhabitants. North Harbor is a favorite haunt for fishermen.

MIDDLE BASS.

North of Put-in-Bay is Middle Bass, which is a favorite resort for fishers and rest-seekers. Fruits and grapes are extensively culti-

vated on the Island. Wehrle's Hall and Wine Cellar are at the landing. On the west side of the Island is the Middle Bass Club House, where the wealthiest and most influential families of Toledo, Cleveland, Cincinnati and other places, spend the summer.

NORTH BASS ISLAND.

Directly north of Middle Bass, and just four miles from Put-in-Bay, lies North Bass, otherwise known as "Isle St. George."

RATTLESNAKE ISLAND.

This Island is said to have derived its name from its shape, that of a rattlesnake, or from the numerous snakes which, during the spring and summer, infested its shores. This Island is directly west of Middle Bass.

GULL ISLAND.

North of Kelley's Island is a small Island, the home of the gulls, and thus deriving its name. These birds come here and deposit their eggs in the sand.

MOUSE ISLAND

Mouse Island is just a stone's throw from Catawba. It was presented by the government to Mrs. Lucy Webb Hayes, and is also known as Hayes' Island (?)

SUGAR ISLAND.

"Sugar," containing fourteen acres, lies between Middle and North Bass. It possesses great attractions for camping and fishing parties.

WEST SISTER.

On the way to Toledo you pass West Sister, which is a light-house station.

PT. PEELE ISLAND.

This is the largest of Lake Erie's Islands, and lies in Canadian

waters. Here is a club house where the Pullman families spend their summers in fishing and boating.

STARVE ISLAND.

This small Island is south of Put-in-Bay, and derived its name from the fact that at an early time a man mysteriously landed here and starved to death.

BALLAST ISLAND.

East of Middle Bass is Ballast Island, where Commodore Perry anchored his fleet and took on ballast on the day before the battle. This Island contains nine acres and is owned by a stock company. It is known as the "Home of the Western Canoe Association."

LOST BALLAST.

The little clump of trees lying off a few hundred feet from Ballast Island, is Lost Ballast. At one time this Island was connected with the larger Island.

MIDDLE ISLAND.

Middle Island, in Canadian waters, south of Point Au Pelee, is a light-house station, occupied only by the light-house attendants.

GREEN ISLAND.

Green Island, west of Put-in-Bay, belongs to the U. S. Government, and is a light-house station. In 1864, the light-house burned and has been replaced by a fine new structure.



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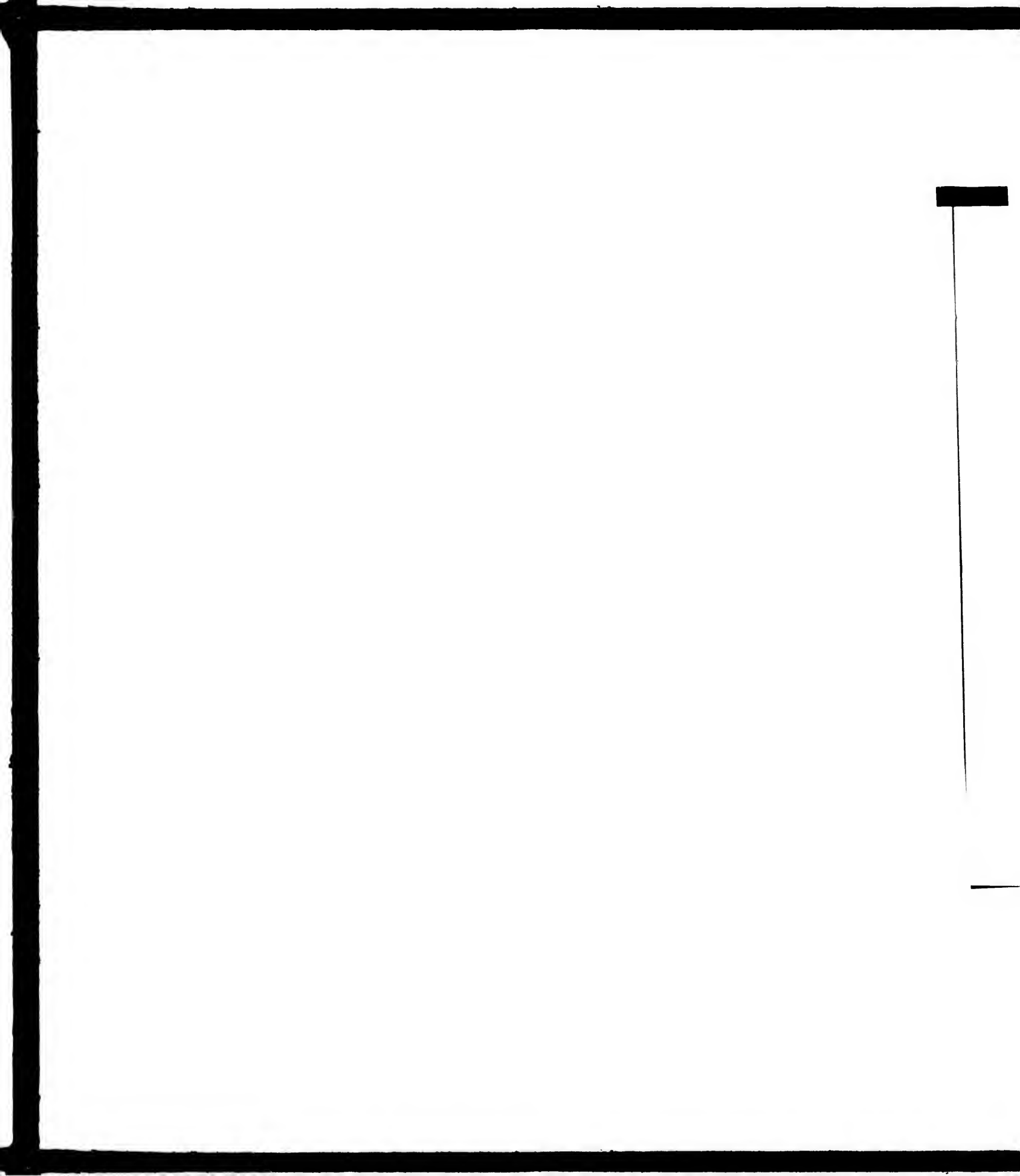
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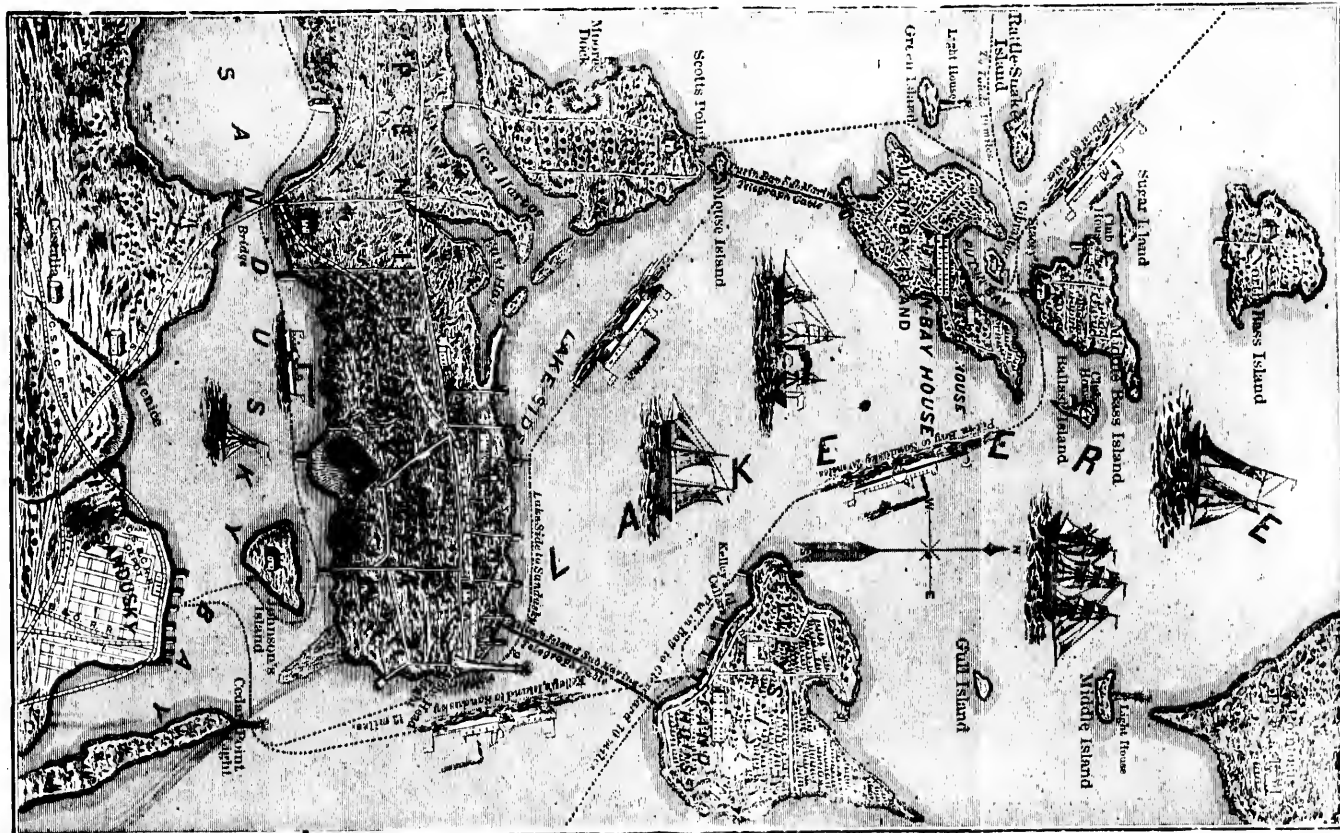
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WHY IS THIS BABY LIKE
THE SHAWKNIT STOCKING?



Because it's FAST COLOR.

The dyes used in the famous **Shawknit** are of such fine quality, they produce colorings that are guaranteed not to fade or crack, and not affected by washing or even by foot dampness; only the most expensive dyes will stand this test.

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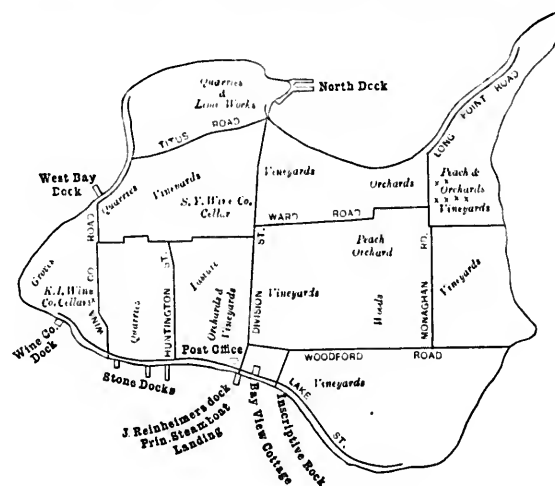


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ON THE TOE.

Also, a package contains one half dozen of our extra fine gauge crew in half hose, making a most desirable and appropriate gentleman's gift.

I always prefer the Shawknit Goods. They are the best. I will have no other.

M. J. KEYES.



KELLEY'S ISLAND.

KELLEY'S ISLAND is the largest of the Islands in Lake Erie, belonging to the United States. It comprises 3,000 acres and has a population of 1,000 people. It lies 12 miles north of Sandusky and three miles north of the mainland, Marblehead Peninsula. It constitutes a township of Erie county, and was first known as Island, No. 6., then as Cunningham's, and when purchased by Datus and Irad Kelley, in 1833, it took its present name.

It was formerly occupied by the Indian tribes, many marks of their occupancy is to be seen to this day. The Island was formerly covered by a forest of red cedar and other valuable timber but it has all disappeared.

Grapes were cultivated first in 1842, and the soil and climate were so favorable that it has been the chief product of the Island;

LOOK FOR TRADE MARK
ON THE TOE.

Above package contains one half dozen of our extra fine
guge cuts in half hose, making a most desirable and ap-
propriate gentleman's gift.

I always prefer the Shawknit Goods. They
are the best. I will have no other.

M. J. KEYES.

over 800 acres being vineyards. The catawba is one of the principle varieties but nearly all kinds do well, and wine making is the chief use made of the grapes. A large wine cellar belonging to the Kelley Island Wine company, stands on the south shore of the west end, (see map) where visitors may see the whole process of wine making. Here are two great cellars, one beneath the other, and containing large casks some holding 40,000 gallons of wine. Here the student may gather, or be permitted to see, Potassium Acid Tartrate, from which cream of tartar is made. This hard substance crystalizes on the interior of the casks during several years of time, while the wine is undergoing fermentation. Grape picking begins in Aug. and lasts until Nov. and is an interesting sight. While much is made into wine, tons are shipped daily during the busy season. Other fruits are grown especially peaches and plums.



GRAPE PICKING.

The basis of the soil is Devonian limestone, which is largely used for building stone and for lime. The Island is from 6 to 80 feet above lake level. There are three large stone quarries, all indicated on the map. The one owned by Kelley's Island Limestone Co., is of special interest and is the one near the north dock. Here is a

large limekiln, the great glacial markings and grooves, the quarries are worked about 28 feet down and contain stone as follows:

1	Extra Cap	4 feet.
2	Cap rock	9 feet.
3	Building stone courses	6 feet.
4	Bottom rock	9 feet.

Flint rock underlying.

The extra cap is used for macadamizing roads; the cap rock for flux in Cleveland and Lake Superior furnaces; the third division is a fine building stone, and the fourth is used for lime principally.

The great glacial groove is near the Division and Titus Roads, a few hundred feet from the north dock. This has been deeded to the Western Reserve Historical Society, through the kindness of the late Mr. M. C. Younglove. Prof. Wright, in "Man and the Glacial Period," best describes it as follows: "The portion of the groove preserved is thirty-three feet across, and the depth of the cut in the rock is seventeen feet below the line, extending from rim to rim."

This groove, is by no means simple, but presents a series of corrugations merging into each other by beautiful curves. It resembles a collection of prostrate Corinthian columns lying side by side on a concave surface.

The direction of these grooves is south of west, the line of the axis of the lake. Several important and interesting glacial markings have been photographed and described but have been destroyed.

The other things of interest on the island are the old beach, which is near the Huntington Street Division, and the Indian mounds near by, and the "Inscription Rock," which is on the south shore, just east of the dock farthest east, and a few hundred feet east of the principle dock.

This rock is pronounced by schoolcrafts to be the most extensive, well sculptured and best preserved inscription of the antiquarian period ever found in America. The rock is a limestone, scratched by the glaciers, sculptured by the Eries; it is 33 feet long, 21 feet wide and 10 feet high. The human figures, the pipe and smoking groups, denote tribes, negotiations, crimes and turmoils, which tell a story of

thrilling interest, connected with the occupation of this section by the Eries—of the coming of the Wyandots—of the final triumph of the Iroquois, and flight of the people who have left their name on the lake. In 1851 copies of the inscription were made by Col. Eastman, of the U. S. Army, who was detailed by the Government at Washington for that purpose.

The Bay View House is the retreat for visitors and many stop here to rest with the hospitable Landlord, Mr. W. R. Mosey.

The best way to see Kelley's is to take an excursion boat, landing at the north dock, seeing the quarries and the glacial grooves; then to the Wine company's dock, and then to the wine cellar; thence to the principal dock, or, the one east of that, and see the "Inscription Rock."



INSCRIPTION ROCK

One may walk across the island from the principal dock and return, a distance of about one mile and a half across. There are several beautiful drives, the most interesting one is along long point.

Here is a fine view of the lake and rocky scenery along the shore. One may spend days on Kelley's Island with great profit.

About 400 boats annually enter and clear in the grape, wine, and limestone trade. Sail boats, row boats, small steamers, the large Kirby, connecting daily with Sandusky and Detroit, the American Eagle and other boats land at Kelley's Island.

The people are industrious, intelligent and hospitable. They have telegraph and mail communication, money order office, four churches, good hotels and here is good bathing and fishing.

THE PENINSULAS, CATAWBA, LAKESIDE AND MARBLEHEAD.

Catawba is four miles long and contains 3,500 acres. Over 100,000 bushels of peaches are shipped from here in a good season. The Bluffs, the Cane and Sugar Rock afford delightful walks and drives. On the north-west stands a promontory overlooking the lake. On the summit of this rocky cliff stands the ruins of a circular mound of stone. This is "Sugar Rock" 65 feet through the base and 15 feet high. Supposed to have been erected by the Mound Builders. Catawba is a healthful place and has good hotels.



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LAKESIDE.

Its Natural Features and Its Famous Assembly.

ON the northern shore of the rocky peninsula thrust out to the east-ward, separating Sandusky Bay from Lake Erie, lies that ideal summer home, Lakeside.

Its 200 acres are covered with a grove of stately ancient oaks, in the shade of which are some 400 cottages. On the limestone ledges and boulders of the shore the waves of Lake Erie dash in foam and spray. Directly in front, four miles away, lies Kelley's Island, while to the west-ward ten miles distant is Put-in-Bay. The pure bracing air, of the days and the refreshing coolness of the nights, even in mid-summer, make it an ideal place for the health-seeker, and the weary toiler of the towns.

Education and recreation, as well as health, are among the foundation ideas of Lakeside. For more than a score of years a Chautauqua Assembly and two camp meetings, English and German, have been held each summer. Two large and comfortable auditoriums, one English and one German, accommodate several thousand people. The best musicians, singers, lecturers, entertainers, and preachers in America have been upon these platforms.

Summer schools have afforded opportunity for study of languages, ancient and modern, and of various sciences, the environment being especially favorable to botany and geology.

The combination of water, rock and forest makes the place a rare one for the artist. The sun sets over the lake with the sunset light on the rocks and waves and clouds, are pictures to remain in one's memory forever.

Many of the cottages at Lakeside are owned by persons from Cleveland, Columbus, Toledo, Detroit and even St. Louis, who

spend the summer here. The facilities for economical living are excellent.

The quiet and rest make this a pleasant resort for all classes—the young and the old.

Here the weary toiler and brain tired man and woman love to come to rest, bathe, fish and enjoy the cool refreshing breezes, to turn away from their monotonous toil and enjoy the mingling of minds different from their own and find that rest in a change of thought and manner of living.

Here the teacher and scholar, men of letters and science mingle in great delight as they study the wonders and beauties of creation and have unfolded to their minds a remote history full of events greater than those written by man. The many features of this peninsula and of other portions of this region will best be taken separately.

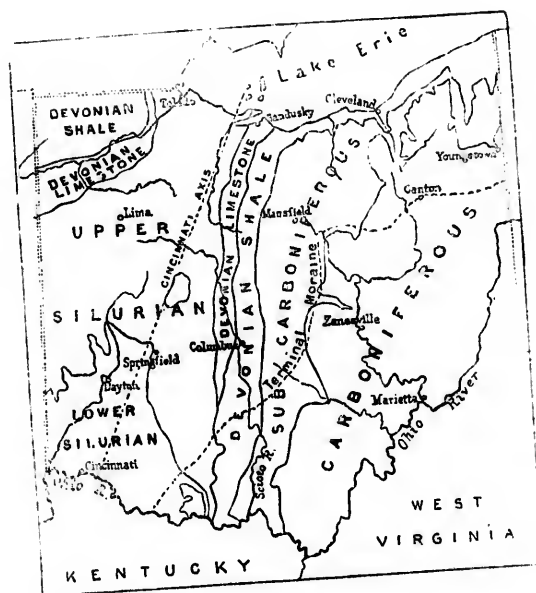
It is a center of Aesthetic Culture.

"The coves of the rocky shore against which the long waves dash in white foam and spray, the high weather-beaten docks, the winding path in the dark forests, the rocks and vines of the deserted quarry, the different tints of the rocks and their drapery of mosses and vines and tiny plants, the great marshes extending several miles in the land, the home of the beautiful white and gold pond lily, all conspire to make Lakeside a beautiful center of aesthetic culture."

"From the hotel piazza hundreds watch the changing surface of the lake, shifting from sea-green to molten gold, from azure to pearly purple, till, at length, the great golden sun-ball sinks into the wave, leaving the sky flushed to the very zenith. Against the precipitous, rocky shores, the waves play mad capers when storm is king; around the old lighthouse at Marblehead Point, they sweep and swirl, then leaping higher and higher, spend themselves in feathery foam. To describe the many lovely green nooks and coves in and about Lakeside would transcend the province of this article. The old quarry, stately and classic, must, however, not be forgotten. Imbedded in the coolest and mossiest green wood, its seamed sides vine-clad and mellowed by age, it is a retreat full of artistic beauty and scientific interest."

GEOLOGY.

For Geology Lakeside offers the advantages of being exactly on the junction of two great formations—the Devonian and the Silurian. The fossils of the lower Devonian are abundant in the quarries adjoining the grounds. The vicinity also offers unrivalled opportunities for studying the various phases of water action in the original deposition of rock materials, and in throwing up beaches and bars, while the glacial grooves of the immediate vicinity are unequalled anywhere in the world, and are world renowned. (See Prof. Wright's "Ice Age in North America," pp. 233-245.) See article geology of Ohio, Peninsula and Islands.

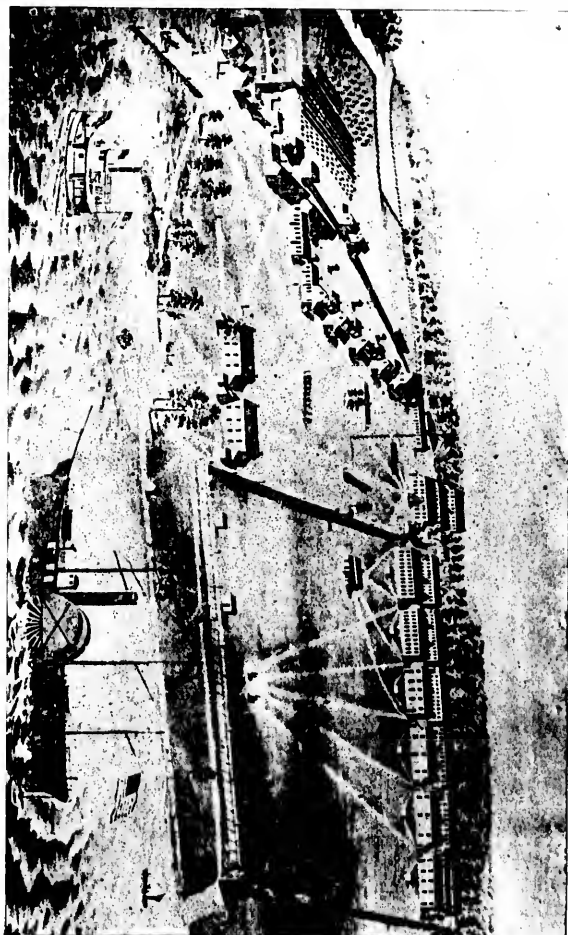


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BOTANY.

The rich location of Lakeside as a botanical field for study and investigation has but recently come to be recognized. As a matter of fact, few places can be found so advantageous for investigation along the line of weeds and plants, fresh water algae, curious and rare water plants, fern, lichens, both those on the trees and those along the coast. The ground on which are placed the cottages furnish most interesting material for the study of forestry. Trees are found here which are rare elsewhere. Those interested in fungi and algae will find luxuriant material always at hand. The hot rocky shores yield a large variety of flowers of gorgeous coloring, fed by water near at hand and developed by heated air from the rocks. There are a great variety of common plants found here. During the Assembly Lakeside flora are studied under the inspiration and leadership of men of authority.

Prof. Mosley, of Sandusky, an authority on the Flora of Erie County and the Island region, says: "We believe there is no other local collection of Ohio plants that approaches within three-hundred species of the number collected in the past seven years, in Erie county and eastern part of Ottawa county, and now preserved at the Sandusky High School."

The following is his number of species found on the Islands, 612.

On Kelley's Island	461.
Put-in-Bay	439.
Middle Bass	306.
North Bass	282.
Rattlesnake	192.
Green Island	115.

In all England there are 1200 native phenogams. In Sandusky district there are over 1100.

BATHING, ROWING, FISHING AND PLEASURE EXCURSIONS.

There are fine bathing beaches at Put-in-Bay, Kelley's, Cedar Point, and Sandy Beach, near Lakeside. You will find pure water, sandy bottom, no stone nor dangerous places, reaching out for

near half a mile in the pure warm water of Lake Erie. Rowing, yachting, are also favorite pastimes. This is where some of the greatest sportsmen come for fishing. Black, rock and white bass, perch, pickeral, herring and many other varieties are caught in large quantities under favorable conditions.

The intellectual man is cared for. The Assembly platform affords the best lectures, entertainments musical festivals and able sermons, at a very small cost to the people of the Island regions and cities on the lake. Excursions are run every year, so that parties can travel at low rates, and tourists rates are given upon all lines during the season.

There are many excursions that may be taken from Lakeside or from other points. Excursions are run almost daily around the Islands for 25 & 35 cents, visiting all points of interest which are pointed out in the Guide.

A pleasant ramble on Lakeside may be taken east along the shore, by the massive moss covered and glacier plowed rocks, the power house, the bicycle rink, the park and the grove to the Life Saving Station. Here is a Government Life Saving Station; there are many on the lake. Here men are on duty day and night changing off to give sufficient rest, one standing every hour at the end of the dock looking out over the lake with glass in hand, while another beats the shore to the posts you see standing on the beach; one near the Lakeside dock, where they turn the key that registers their beat. On Thursdays you may see them go through the drill of rowing, firing life lines, turning over in boats that cannot be sunk, and going through much of the exercise necessary to save life from ships that are in a storm or on fire, or otherwise disabled. Returning by the lake terraces, a few hundred feet in from shore, you go along the old shore of the lake where its ancient waters beat and serged. This is rich in fungi.

To Wright's Glacial Groove, Devil's Bath Tub, and Light-house. A most delightful ramble; go down to the middle, or Gamble dock; go back over the road into the woods, noticing the small quarry to

the east, and then go across the railroad into the old quarry, where workmen in cutting a roadway, discovered the most wonderful of all glacial grooves. Prof. Duval says of this quarry:

"Several remarkable glacial grooves furrow its sides, and innumerable fossils are incrusting in its surface. Professor Frederick Wright, of Oberlin, editor of *Bibliotheca Sacra*, one of the foremost geologists in the land, brings his classes to Lakeside each year for the study of rare geological phenomena. Many other scientists resort here to pursue their investigations."

Now sit down and study the geology of Ohio, the peninsula, and the Islands. Page 45.

You can go on to the government light-house, which is open for visitors daily except Sunday, from 1 to 2 p. m. The lady who keeps the light-house is the widow of the man who was appointed light-house keeper by the lamented and much honored Captian Gridley, who fired the first gun in the famous battle of Manila.

The light-houses of our country are under the Naval department while the Life Saving Stations are under the Treasury department of the nation. Another interesting trip by carriage or boat, and any of these trips can be taken by boats landing at docks convenient, is to go around the Bay View road; going west from Lakeside, then south after crossing railroad, going now south, ~~noting~~ the high altitude above the lake the old terrace at the left hand side as you go south; then turning east you see Johnson's Island to your right, a half mile across the bay. This body of water is Sandusky bay, the mouth of Sandusky river. Sandusky city lies three miles south-east of you. You pass a monument which will not be noticed without some care, just south of a spring house.

This monument stands just south of the road along the bay, and near it is a spring house and spring. It was erected in memory of three men, Mason, Simonds and Mingus, who were shot by Indians Sept. 29, 1812. The Indians made their attack upon the party and drove the others into a block house which stands near the stone house just east on the opposite side of the road. They were kept here

three days without food and water until sufficient number of men could assemble to drive the Indian warriors away. Joshua R. Giddings was one of the number; he was born in Pennsylvania, in 1795, and was 17 years old at the time of the action.

After Hull surrendered to the British, Giddings joined the U. S. Army. After the seige had been raised and the men were delivered from the fear of starvation they each pledged that in fifty years from that day they would hold a reunion of the survivors. Joshua R. Giddings in 1858, while a member of Congress, visited the peninsula and left money with Mr. Wright, who lives near by, for the purpose of erecting the monument preparatory to the reunion. On September 29th, 1862, Mr. Giddings kept his word and went to the spot, only to stand alone, he being the only survivor of the battle, fifty years afterwards.



SOLDIERS' MONUMENT.

Other profitable trips may be taken. To the Gypsum beds, at Gypsum, eight miles south-west, going by Marblehead railroad, or by carriage. Here are gypsum beds, where plaster, or better known as Plaster-of-paris, is dry boiled, for it is calcined by heat. The finest parts used for chalk, and the coarser parts go for land plaster or fertilizer. Gypsum is a sulphate of lime, formed by the action of SO_2 or sulphuric acid on lime. You pass through a great fruit country in going to Gypsum.

You can return to Lakeside and refresh your mind by a lecture, concert or some wholesome entertainment. You can spend a quiet Sabbath and listen to earnest and faithful sermons.

Other excursions in this region will be planned from Sandusky.

GEOLOGY OF OHIO, MARBLEHEAD PENINSULA AND ISLANDS.

(See map on page 40.)

By looking on the map you will see that you are situated on the Devonian Limestone. Just west of you is the more ancient Silurian. The Devonian shale extends along the shore eastward and in for a few miles until you reach Pennsylvania. Here a portion of the eastern part of Pennsylvania, is the lower Carboniferous, extending through New York State, along the lake to within 20 miles of Buffalo, where begins the Devonian and near Buffalo begins the Upper Silurian, which continues along the southern shore of Lake Ontario. Now follow the line of terminal moraine in Ohio; all west and north of the line is the glaciated region. Next the Cincinnati Axis, which in other words is the Trenton Limestone, which defines the oil and gas area of Ohio and Indiana. The line runs, strictly speaking, northwest and not northeast as generally taught. It extends up into Indiana, and an arm called the Lima branch enters Ohio in Mercer county, which runs to Lima; thence northward and turning westward in Wood county towards the northwest corner of the state, passing through Findlay where occurs a monocline of marked geological interest. The rock falling several hundred feet in a few miles. You take up the study of the Lake Erie regions with interest.

Lake Erie and its surrounding territory, is one of the richest geo-

logical fields in the world. Here scholars, from over the continent and across the waters, come to study the wonders of Nature's works.

Here you have a great glacial lake which has been hollowed out from an ancient river bed and its valley, by plowshares of granite set in huge beams of ice, weighted down by millions of tons of clay, gravel, boulders and snow. Harnessed to these ice plows were Newton's powerful steeds, pulling its heavy burden, and cutting out the old river bed and its valley; the refreshed sun pouring out its hot rays upon these plows melting their solid bars into fluid and made them release their burdens, damming up its water-ways. Pouring its melted waters into the bosom of the earth it had bowled out, formed the lake for the commerce that was to arise from the wealth of material it had laid down upon her shores.

Here are great furrows left as they plowed their way through the soft limestone, as they lifted up their walls against these moving planes as if to stop their progress, only to be rutted, furrowed, scored, scratched, worn down and polished by this relentless mass. Majestic columns lie in their native quarries, just as if Hercules had been building a temple for Neptune, and was suddenly swept from the face of the earth. Here are grooved rocks, scratched and polished, ancient water-ways, bowled out bath tubs, where Satan himself might have made his daily ablutions.

The backbone of the continent lifts up its Silurian stony vertebrae, with the giant Devonian ribs pressed upon either side, as if the two were in a great struggle, when the ice giant bore down upon them.

Stone coral beds, grouped and massed, tell of the beauties of ancient sea. Fossil beds, with form of head, teeth and fin, of monstrous Sigmoide. Brachiopods, lamellibranchs, spirifers and crinoids, decorate the gray and white walls of the pre-historic museum. Limestone, dolomite, calcite, gypsum and strontia, are to be found in large quantities.

The fossils found are classified as follows:

Of Brachiopods: spirifers gregaria, duodenaria, acuminata, orthos livia, strophodontas.

Of Echinoderms: Crinoidal fragments.

Of fishes: Head, teeth and spines of Sigmoides.

The lower division is the bottom rock and is about fifteen feet thick and is not so rich in fossils; frequently a reddish stain will be seen on the surface of the fossils of this rock. Here may be found the head of the *Macropetalichthys* Sullivanti, Danas' 588, cut 888; *Strophodontas*, *Atrypa reticularis*, (large form,) *Favosites* and other corals; large chambered shells *Gyroceras*. This stone is used for building. They grow richer in magnesia and poorer in lime as you go down.

Over 500,000 barrels of lime are shipped annually from Marblehead and Kelley's.



THE DEVIL'S BATH TUB

One of the most interesting glacial phenomena is to be found in the Clemens addition on the east point of Marblehead, just north of the light house, known as the Devil's Bath Tub. It is bowled out of the rock, and the cutting is down and back in the rock, caused by an overlying obstruction which pressed the glacier down and back, and then it bowled out a channel ten inches deep below the other grooves so that water stands in it, after a rain, sufficient for a good sized man to take a bath.

Different views are shown, but it is very difficult to be shown and must be seen to be appreciated. It is protected by a wire fence around it and a small fee of five cents is charged to cover the expense of caring for it. Do not miss seeing this and giving it study; it is



THE DEVIL'S BATH TUB FILLED WITH WATER.

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GLACIAL GROOVE - KELLEY'S ISLAND



near the Life Saving station and the Marblehead lighthouse. One thousand scientific men came from Buffalo to see the devil's bath tub and other interesting glacial markings of the peninsula and the islands. The great groove in Gamble's quarry, one half mile south of the first dock below Lakeside just south of the railroad, is 78 feet wide, 14 feet deep from the surface, filled with drift for 12 feet, and with boulder clay for two feet.

Catawba, the Bass islands, and all of the islands west of Kelley's are rocks of the Silurian age. Lakeside, Kelley's, Middle, Pt. Pelee are in the Devonian age. The line between the Silurian and Devonian runs about one mile west of the public school building on the high terrace at Lakeside, and about two miles west of Kelley's Island, bearing a little east of north. The Silurian, so named from the Roman name to Wales, Silures, is the older rock and is a magnesia limestone of grayish color, and has much the look and gritty feel of sandstone. It contains about 45 per cent. of carbonate of magnesia and 55 per cent. carbonate of lime. The Devonian is the most interesting and will receive full treatment. The word Devonian is derived from Devonshire where this rock prevails. It is subdivided into four periods:

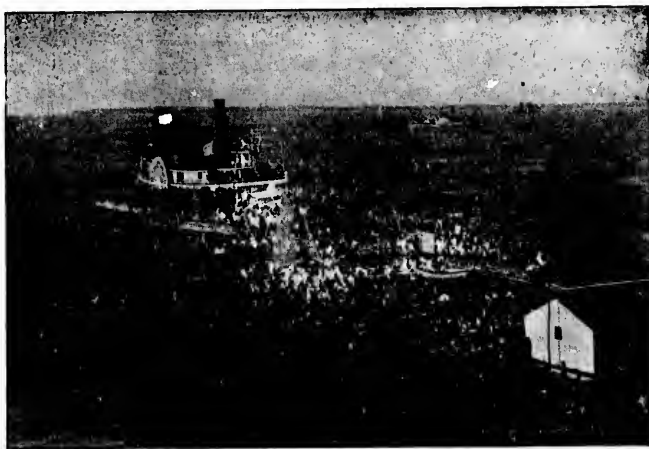
1. Corniferous period.
2. Hamilton period.
3. Chemung period.
4. Catskill period.

This rock at Marblehead, Lakeside, Kelley's, etc, is of the Corniferous period and receives its name from the Chert or hornstone (Cornus) horn found imbedded in the limestone. It belongs to the Upper Helderberg receiving its name from a small mountain named Helderberg, near Albany, N. Y.

The Chert or hornstone is full of microscopic plants from 1-5000 to 1-500 of an inch in diameter. It is made up of silicious spicules of sponge and jaws of Annelides. See Dana's Large Geology, pages 582-3.

The limestone contains about 80 per cent of lime and 20 per cent of magnesia. It is a formation bedded about 45 feet in thickness

with two main divisions, upper and lower; resting upon the Lower Helderberg, its bottom course about twenty feet above the lake on the Lakeside grounds dipping to the east and south it falls to the level of the lake just beyond Roesling's dock. The upper, or cap rock, or shell rock, is about 15 feet in thickness, light colored and full of fossils. The Corniferous period is called the Coral-reef period, and is rich in corals. The Cyathophylloid (from greek words, kauthos, cup and phyllon, leaf), are the most common. The Favosites, (honeycombed) are in great abundance.



LAKESIDE DOCK.



SANDUSKY, OHIO



WRIGHT'S GLACIAL GROOVE - LARSENIDE

JOHNSON'S ISLAND.

IN Sandusky Bay 3 miles from Sandusky is Johnson's Island celebrated as the prison for Confederate officers during the war of the Rebellion.

Of the many buildings which were erected to shelter the prisoners, few are still standing. Two block houses, small square log structures, one on the bay-shore, the other back from the shore; the officers head quarters are still preserved. The earthworks and powder magazine are still to be seen.

Johnson's Island was first used as a prison in April of 1862. Company A. of the 128 O. V. I. was detailed to keep guard, Capt. Hoffman Commander. Afterwards the whole regiment was needed to guard the prison. The prisoners kept here were mostly officers of the Confederate army. Some were prominent, Gen. Buckner being among the number.

The prisoners were well fed, housed and cared for. They had an ample hospital, and plenty to eat. Under guard they were allowed to bathe in the bay in squads of 100. On the memorable cold new-years night in '64, the oil in the lamps having frozen so that the lights went out and the guards on the parapets around the stockades could not well see, five prisoners escaped. They crossed the bay to Sandusky on the ice. Being so cold two were compelled to surrender and take shelter in the homes of citizens. The other three traveled into Canada, down the St. Lawrence sailed for Havana and joined the army at Wilmington.

Over 15,000 prisoners were in the prison during the three years. It was guarded from the bay by the gunboat Michigan.

You land at Johnson's Island at a dock on the east side, next to Cedar Point. Passing to the left you come to the cemetery. Here are graves of 206 Confederate Officers—mostly under officers; several are marked unknown. The marble headstones were erected by the co-operation of Mr. John Mack, of the Sandusky Register, and a

company of editors from Georgia. You then pass along the shore west and south to the block house. This was the south east corner of the stockade; run a line south thence west and north, thence east and south, back to the block house, and you have something of an idea of the enclosure. Three hundred yards north and west of the block house, back of a clump of trees, was the old fort; a notable conspiracy took place in 1864, in connection with Johnson's Island, in which an attempt was made to capture the gunboat Michigan, and the boats running between Sandusky and Toledo and Detroit, release the prisoners on the Island and at Columbus, Indianapolis and Chicago, 26,000 in number.

This conspiracy was planned by the arch traitor, Jacob Thompson, at the seat of the Southern Confederacy, and was attempted by himself, who operated in Canada, and Colonel Cole, an officer of Gen. Lee's army, John Yates Beall a wealthy young Virginian; also an officer, and a female spy, Miss Annie Davis. Cole established himself at the West House, Sandusky, as an oil speculator and dealer, from Titusville, Pa.; he deposited a large sum of money in the banks, fared sumptuously, and made himself a warm friend of the officers of Johnson's Island and gunboat Michigan.

Beall went on the boats of the lake as a deck hand and learned all about the boats and affairs along the lake from Detroit and Toledo to Sandusky; he also kept in touch with Thompson and his accomplices in Canada. Miss Davis assisted Cole in his work. Cole wrote business letters to Major Trimble, a prisoner, at Johnson's Island; he wrote between the lines with an invisible ink which Trimble developed after receiving the letter and a large number of prisoners were let in the plot under the most solemn oath to keep it secret and to strike for freedom when the time came.

On September 19, 1864, was the day set for final action, Cole had arranged to banquet the officers on the gunboat Michigan at night, and to drug them and give a signal by firing a cannon for Beall and his men and Cole's men, who were on board the captured "Philo Parsons" and in fishing boats about Sandusky. Beall had gone on board the Philo Parsons as she was leaving Detroit for San-



TOP OF INSCRIPTION ROCK - KELLEY ISLAND



TOP OF INSCRIPTION ROCK - KELLEY'S ISLAND

dusky in the afternoon; four men got on at Sandwich, and about sixteen at Amherstberg, putting on a large old leather covered chest, but no suspicion was created. When the boat drew near the mouth of the bay, just at dark, the clerk of the boat was covered by revolvers and the men on board armed themselves with the knives, axes, revolvers and guns that were in the old chest, and took the "Philo Parsons" in the name of the Southern Confederacy.

She was run back to Middle Bass Island, where they put on wood, and waited for the "Island Queen" to come up on her trip from Sandusky to Toledo. When the Queen came up along side of the Parsons she was boarded by the conspirators and the officers were forced to surrender. The passengers of both boats were put off on the Island, there being no boats there, nor any means of communication with the other Islands. They took with them Captain Orr, of the "Queen," and two of his men to manage the boat, tied the two boats together and run out just south of Ballast Island, where they scuttled the "Island Queen" and set her adrift. They then proceeded on to the mouth of the bay, within two miles of the Michigan, where they waited for the signal. But no sign coming they were frightened, lest they should be captured; and put for Detroit with all haste; the people left on Middle Bass seeing them going with all speed for the north. They left Orr and his men on Fighting Island and hastened on to Sandwich, where they robbed the boat, and took off into Canada. Cole had, in the meantime, carried out his plot so far as to be ready to give the last toast, the wine accompanying it was heavily drugged, when he was arrested by Capt. Carter, who had been let into the plot, either by an intercepted letter, or the betrayal of Cole by a prisoner on the Island, or by the bunglesome manner in which Cole worked his part of it.

There are several accounts of the discovery of the plot. He was kept on board the Michigan, and then put on the Island, and at last at Lafayette, and when the war closed was released. Beall had attempted to wreck a train between Dunkirk and Buffalo, was arrested on the Suspension Bridge Niagara, tried and hung on Govener's Island, Feb. 24, 1865, the others escaped.

SANDUSKY.

SANDUSKY CITY is situated on the south shore of the bay 3 miles from where it empties into the lake. It is a flourishing city of 22,000 inhabitants. Situated on the L. S. & M. S. and the terminal point of the B. & O.; Big Four; L. E. & W.; and the C. S. & H. R. R.. And the terminal of the Sandusky, Milan and Norwalk, and Sandusky, Lorain and Cleveland, Electric lines. It has two electric lines in the city. They connect with the depots, docks, soldiers' home and outlying portions of the city.

It is 106 miles north of Columbus; it has four national banks, several large factories and smaller ones, employing 1,800 men in all.

Its principal commerce is in lumber, lime, fish, building stone and grapes; It does a business dealing in fish of over \$1,000,000 per year; 4,000,000 pounds of fish are frozen every year. It has the best harbor on the lakes.

HISTORY.

When the first settlers came to the site of the present city, they found it occupied by a village of Ottawa Indians; Ogontz was the chief. His name is perpetuated by a street after his name; also a fire company, a Knight Templar's lodge and a flouring mill; his lodge was located between Columbus avenue and Wayne street, and between where stands the Moss and Second National Banks.

In June 1817, it was called Portland, having been named Ogontz after the chief before that. It was laid out by Zalmon Wildman, of Danbury, Conn., incorporated in 1845.

STREETS.

Its streets are well paved. Columbus avenue is the principal street running south from the bay, at the foot of which are the docks. West of Columbus avenue the streets are Jackson, Decatur, Laurence, McDonough, Shelby, Pearl; east, Wayne, Hancock, Franklin, Perry and Meigs.

The streets running east and west and parallel with the shore are Water, Market, Washington, Adams, Jefferson, Madison, Monroe and Hayes avenue, going to the south-west at an angle. There are several streets running at an angle making little triangular parks in various parts of the city. The houses are numbered from the lake and on each street begin with even hundreds.

DEPOTS AND DOCKS.

L. S. & M. S. and the L. E. & W., south part of city, on North Railroad street, between Hayes avenue and Camp street.

The belt line of cars starting at foot of Columbus avenue and Hayes avenue, go to the depot.

B. & O. Market street east part.

Big Four and C. S. & H. west side, near lake, Water street.

Milan and Norwalk, Water street, opposite West House; same for the Lorain and Cleveland Railroad.

Principal boat landing foot of Columbus avenue.

PUBLIC BUILDINGS.

Court House and Public School buildings, in the Square.

P. O. & Custom House; Columbus avenue between Market and Washington, west side.

City Building and principal Fire Department, Headquarters Police, Market street, west of Columbus avenue, south side.

Masonic Temple and Library; north-east corner Public Square.

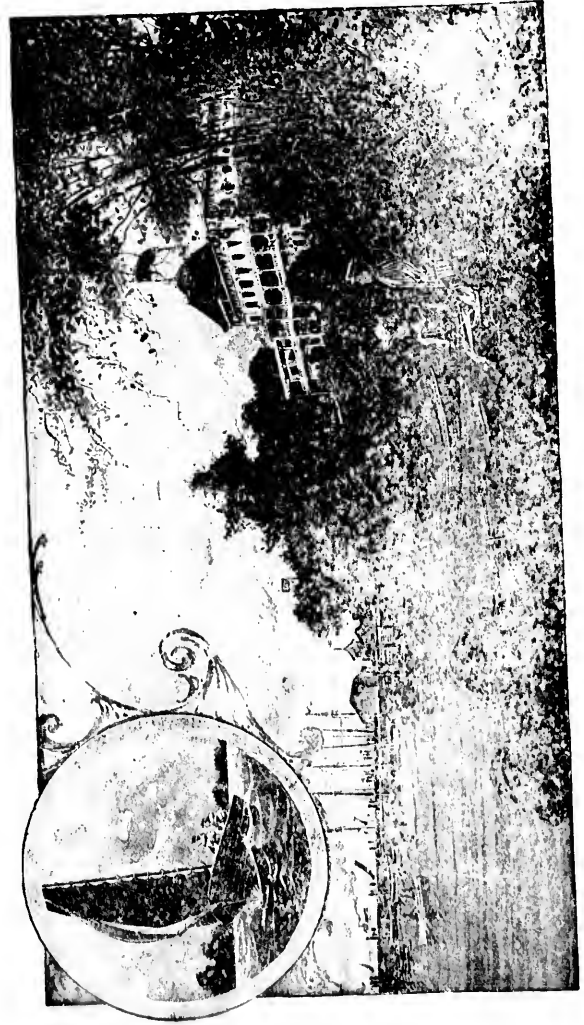
I. O. G. T. Temple, north side Public Square, Washington Row.

WATER WORKS.

East side, foot of Washington, on Meigs street, 5 acres in beautiful park; Worthington Engine; 70 to 80 strokes per minute; 69½ gallons water each stroke; capacity 7,000,000 gallons every twenty four hours; stand pipe 180 feet high, 25 feet diameter; total cost \$375,000.

CEMETERY.

Oakland, sixty acres, well laid out and beautiful; Milam and Huron road; electric cars from Columbus avenue.

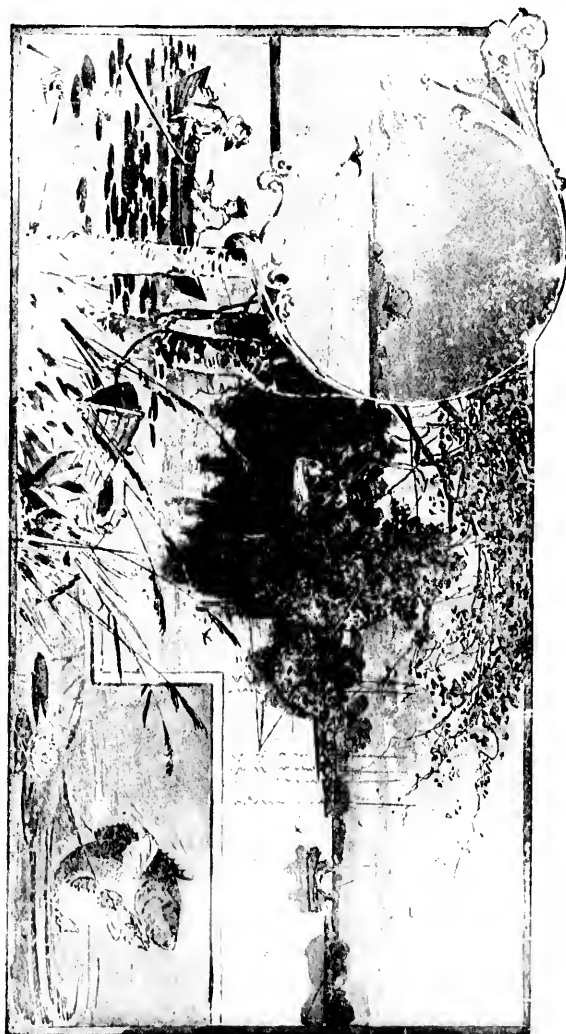


HOTEL ANCHOR LAKESIDE

HOTEL AND DOCK LAKESIDE



HARBOR FISHING LAKESIDE



CHURCHES.

Congregationalist—Large stone church on Columbus avenue.

Institutional. Two noted men have been among the pastors. Rev. J. B. Walker, D. D., author of "The Philosophy of the Plan of Salvation" and Rev. Josiah Strong, D. D., author of "Our Country" and "The Twentieth Century City," etc.

Baptist—New stone church on Columbus avenue just south of Congregational.

Zion Baptist (Colored.)—Decatur; between Washington and Adams streets.

Episcopal Protestant—Grace, south-west corner Wayne and Washington; Rev. S. A. Bronson, D. D., for many years president of Kenyon, was among her pastors. Calvary; south-west corner of First and Erie. St. Johns; north-east corner Monroe and Clifton streets. St. Lukes, west side Hayes avenue, between Tyler and Osborn.

Methodist Episcopal: (English)—South side of Washington, between Jackson and Decatur; a large and handsome brick structure, recently remodeled. Three of her pastors became college presidents, Edward G. Thompson, (Bishop) Wheeler and Godman; two entered professorships, Stephenson and Hoadley; one is Chaplain of the U. S. Army, Collier; two died of cholera, Ward and Gooper. (German) south side Jefferson street, between Columbus avenue and Jackson.

Church of the Holy Angels, (Roman Catholic)—Tiffin street and Jefferson.

St. Mary's, (Roman Catholic)—Corner of Jefferson and Miama avenue; built of native limestone, 184 X 74; spire 212 feet; an imposing structure; Architecture Gothic of the 14th century; costs \$100,000.

St. Peter's and St. Paul's (Roman Catholic)—Corner Columbus Ave. and Jefferson; built of blue limestone with sandstone trimmings.

The First Presbyterian.—Corner Washington and Jackson; facing the park. built of stone; an imposing structure. costs \$33,000.

German Lutheran—Corner Washington and Jackson.

Emanuel German Protestant—north-east corner Columbus and Adams street.

Salem (Evangelical Association)—Adams street, between Columbus avenue and Wayne.

German Reformed—Corner Hancock and Jefferson streets.

St. Stephens, (German Evangelical)—Corner Laurence and Jefferson streets.

Friends—South side of Second.

SOLDIERS' HOME.

Out Hancock street and Milan road; Electric car lines all run to the home, or connect with cars that run there. The home is located in Perkins township, just beyond the city limits, and has an elevation of 75 feet above the lake.

There are 90 acres in the grounds and are well laid out.

The drainage is good. The buildings, while only two story, are massive and imposing. There are thirteen different cottages of four different designs. Administration building, Chapel, reading room, kitchen and dining room, hospital, power house.

The buildings are open to the public in reasonable hours of the day. The Administration building is in the center and floats a flag. Visitors should go to the Administration building first.

The hospital is not open to the public.

The home was founded in 1886; Gov. Foraker, Commander Brown and Hon. I. F. Mack were the prime movers in the establishment of a Sailors' and Soldiers Home; about \$500,000 has been expended; over 1,000 men can be accommodated.

EXCURSIONS FROM SANDUSKY.

Sandusky is a center for many excursions, both by land and by sea.

When at Sandusky stop at the West House, the best hotel in the city.

The Excursions by land.



THOMAS A. EDISON.

TO MILAN.

The birthplace of Thomas Alva Edison. The electric cars in front of the West House run every hour to Milan; time for round trip three hours; fare 35 cents, distance, 12 miles. Milan is on the Huron river only eight miles from the lake. In an early day it was the market for grain for northern Ohio; the river was navigable to Huron; as high as six hundred wagons of grain were unloaded in a single day.

On Choate street, in a small neat brick house, Edison was born in 1847. The house is now owned and occupied by Mrs. Sarah Talcott; it can be seen from the car. Mrs. Page, a sister of Edison, lives but four miles from the town. Edison's father was a Canadian, came to Milan in 1842 to engage in making shaved shingles. He was a powerful man. His mother, Miss Elliott before marriage, was born in the United States. Young Edison went with his parents to Michigan when he was a lad of seven years.

TO CASTALIA, THE TROUT BROOK AND THE BLUE HOLE.

Take the Big Four or L. E. & W. R. R., run to Castalia; time 20 minutes; get off at depot, go back over the track a hundred yards and you come to a stream. This is Cold Creek the famous trout Stream.

Turn to your right 50 yards and you come to the spring.

A large hole 100 feet across and as many deep, like an inverted cone; the water is clear and full of rainbow colors and pouring out its crystal liquid in a great torrent, making one of the most

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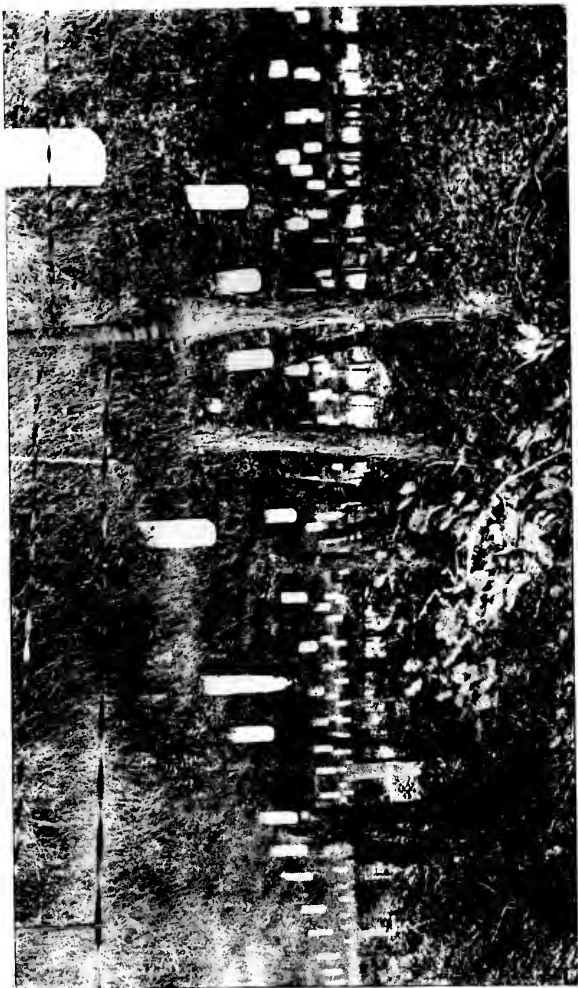
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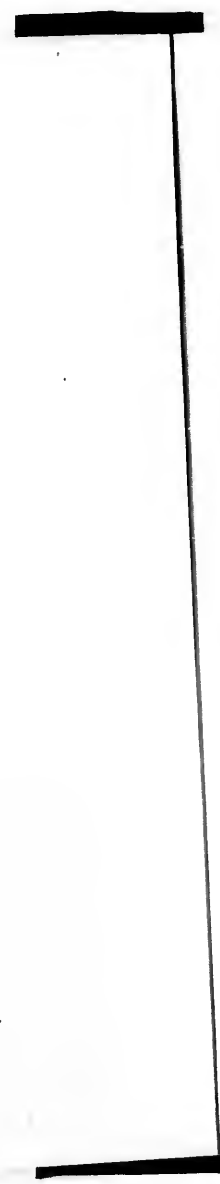
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GRAVES OF CONFEDERATE OFFICERS JOHNSON'S ISLAND





beautiful sights when the sun is shining and the air is still. This, with several other springs, feed 7 mile of Trout Brook Stream. Here are some fine club houses, owned by wealthy men in Toledo, Sandusky, Chicago, Cleveland and Pittsburg. You can take the next train and go on to Clyde.

Here at your left, just as you enter the city, you pass by the monument erected to the memory of General McPherson.

The monument is surmounted by a life size bronze statue of the great general and stands on a commanding eminence.

James Birdseye McPherson was born just at the eastern edge of the cemetery, November 14, 1828. His father was a blacksmith, and died when James was a boy. He supported his mother by clerking in a store in Green Springs; spent two years at Norwalk Academy; graduated at the head of a class of 52 at West Point 1853. Sheridan, Schotfield and Hood were in the class. For seven years he was an engineer and had charge of the construction department at New York Harbor and San Francisco. He entered regular army in 1851, and was promoted rapidly until he was commander of 17th army corps.



EDISON'S BIRTH-PLACE—MILAN, OHIO.

At the battle of Atlanta he was killed while combining his columns to repulse an attack made in the rear of his division, and he rode his horse right into a body of Confederate skirmishers, who called upon him to "halt," but wheeling his horse hoping to escape he was shot through the right lung, but clung to his horse until within the federal line. His death caused great grief in the army and Grant and Sherman shed tears of sorrow at the loss of so brave and gallant a general. This was on July 22, 1864.

Buried in the same cemetery is the grave of Geo. Meek who fell on the deck of the Winslow one of the first men killed in the Spanish-American war.

Stopping at Clyde, one can take the W. & L. E. or the L. S. & M. S. and run to Fremont. The site of Fort Stephenson, where Chrogon defended the fort with a small squad of men and one six pounder against a large number of British and Indians, with six cannons and a howitzer. Chrogon waited until the enemy made the attack at the main entrance, which was approached by a ditch, and having loaded the cannon with grape and cannister and secreted it, and when the men made the attack upon the gate it was fired and nearly a hundred men were killed or wounded. This astonished the enemy and following up with a very rapid musket fire drove the enemy back. On the site of the fort stands Birchard Library. This library is of interest. Speigle grove, the home of ex-President and Mrs. Hayes, General Buckhand's home. The graves of Hayes and Mrs. Hayes are in the cemetery south of the city. This tour will well repay the tourist. It can be taken in a day.

EXCURSION BY WATER.

Many excursions can be taken from Sandusky by boat to Detroit, Toledo, the Islands, Cedar Point, Lakeside and Marblehead; Huron and Vermillion, at the mouth of the Vermillion river. At Vermillion is an Assembly ground owned by the Evangelical Association. Lorain, Black River, Johnson's Steel Plant and Cleveland.

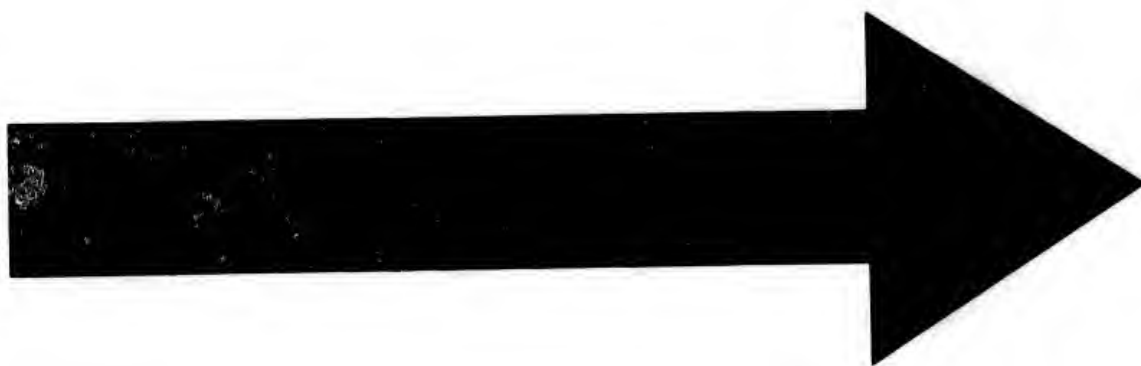
The Wherle and Hayes run hourly to Cedar Point. Here is bathing unsurpassed. It is called the "Coney Island" of the west.

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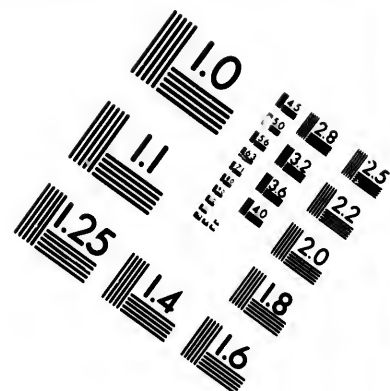
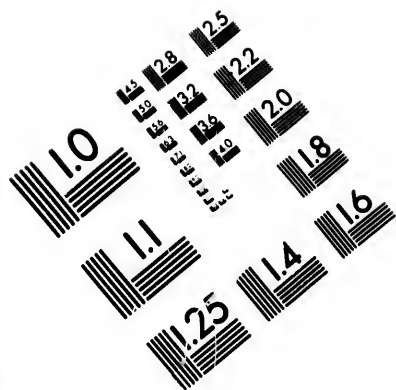
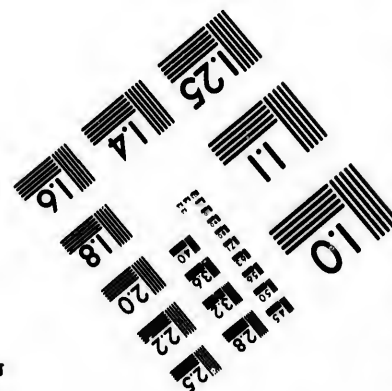
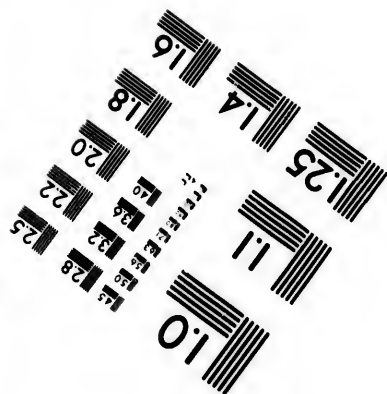
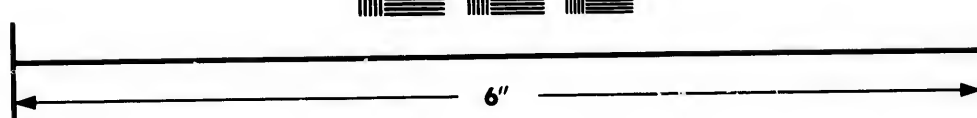
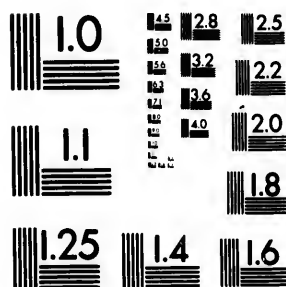


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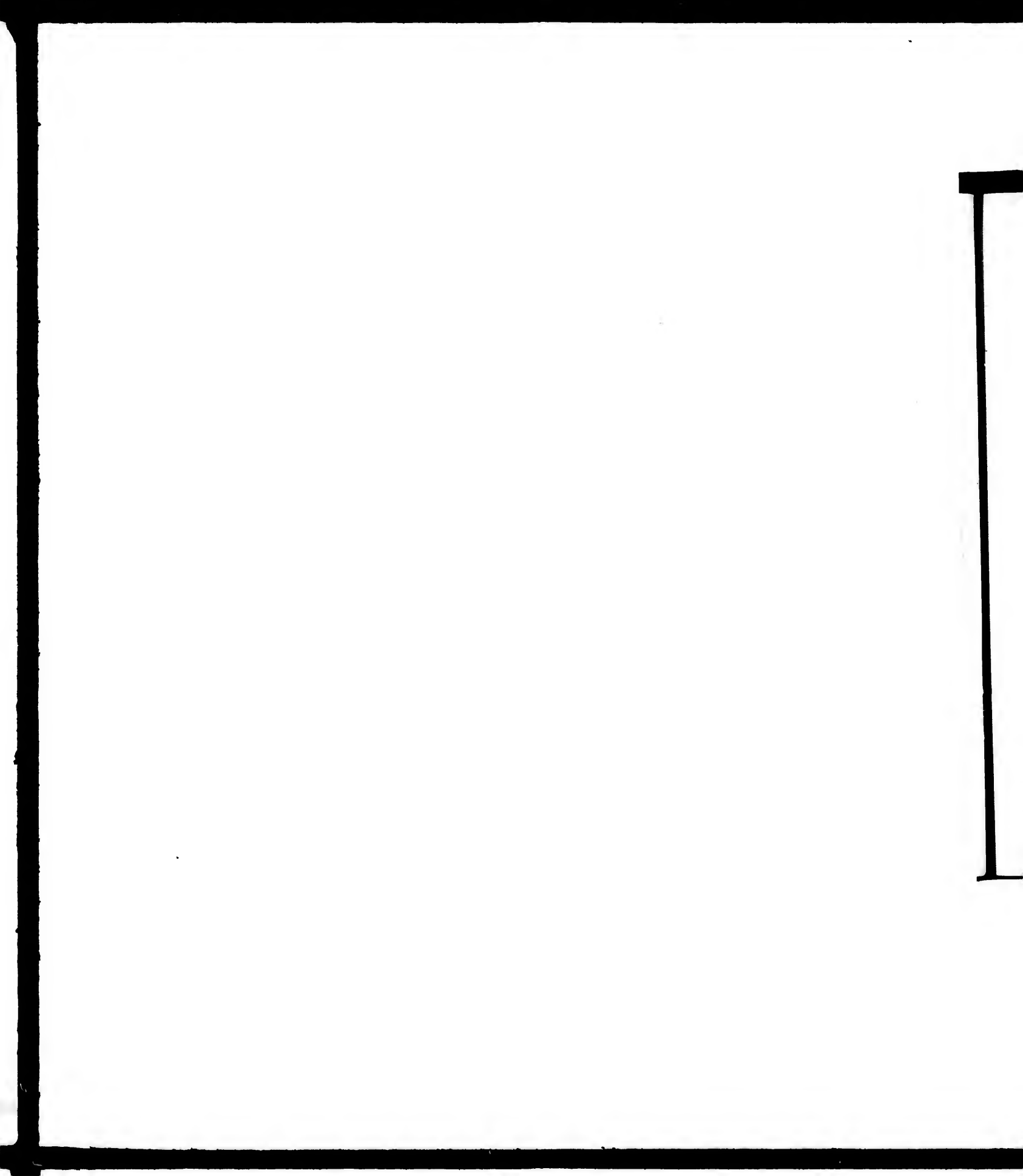
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Johnson's Island can be reached by small boats, launches, etc. The launch "Ot-se-ke-ta," owned by C. L. Goodsite, 730 Perry street will accommodate 30 to 40 passengers at any time.

The Kirby goes to Kelley's and Bass Islands, and Detroit. The Arrow to the Islands, Lakeside and Cleveland. The Eagle to Islands, Lakeside and Marblehead.

The D. & C. boats will run Tuesdays and Thursdays between Cleveland, Sandusky and Lakeside, connecting at Put-in-Bay with boats to all points.

In taking a steamer out of Sandusky you take a north-east direction; Cedar Point at your right, passing close to the point following the channel; Johnson's Island is to your left, and the higher land back of it, and the land upon which you see the tall chimneys and the large white lighthouse, is Marblehead. Lakeside is on the opposite side of this peninsula. You steam around Cedar Point bearing eastward to a floating light gas buoy, which is filled with compressed gas and burns by mechanical contrivances day and night for three months without filling. This is to guide mariners in the channel. The tourist will notice the long, low wall built in the water, this is to keep back the sand blown by the north-east winds into the channel filling it up.

Kelley's is at your right, or north of you, and Marblehead Lakeside and Catawba at your left as you steam farther into the Lake. By taking your maps you will now learn your territory.

THE PRESS OF SANDUSKY.

Sandusky has three papers, daily, semi-weekly and weekly editions; of which the Register is the oldest. The Register was founded in 1822; it is now published under the firm name of I. F. Mack and Bro. It is the leading paper and has a state reputation. The firm does much work in publications and have issued some valuable books, among these the "Sketches and Stories of the Lake Erie Islands." The author of the Guide is indebted to them for several rare and valuable cuts in this work, which were prepared for the publication of their book.

The Journal, published and edited by C. C. Bittur, is a leading Democratic paper and has a wide circulation.

The Evening Star, daily; Star Publishing Co.

There are several other publications in the city.

Alvord-Peters' Company are extensive printers and book publishers.

Oberlin is only 10 miles from the lake on the L. S. & M. S. railroad, the seat of the noted Oberlin University and the home of Prof. Frederick G. Wright, the great geologist. The author is indebted to him more than any man for this book, and for the fine cut of the Glacial groove on Kelley's.

Lorain is 28 miles from Sandusky at the mouth of Black River. Here was at one time extensive ship yards where over 100 vessels of different kinds were built. Gen. Quincy Adams Gillmore was born here. Gen. Gillmore graduated at West Point at the head of his class in 1848; made himself famous by the seiging of Fort Pulaski and Charleston, by the "Swamp Angel." He was a distinguished engineer and his works upon cements, concretes, engineering, etc., are authorities. He died in Brooklyn, N. Y., 1888.

The famous sandstone quarries of North Amherst and Berea are near Lorain and can easily be reached and are worth a visit to them. The Johnston Steel Plant is located two miles from Lorain.

Berea, the seat of Baldwin University and German Wallace College, is only a few miles from Lorain, Elyria and Cleveland.



CLEVELAND.

A CITY—called the “Forrest City” on the south bank of Erie and both sides of the Cuyahoga river. 138 miles from Columbus 190 miles from Buffalo. It has a lake frontage of eight miles and reaches back over three and one-half miles. Population 300,000. It is built on a slight eminence of 75 feet above the lake, is well drained, a healthy and beautiful city.

HISTORY AND GROWTH.

It receives its name from Gen. Moses Cleveland, government land agent, who first surveyed the site. Incorporated as a village in 1814; as a city in 1836. It has had a rapid growth. From a few log houses at the beginning of the century to over 45,000 dwelling houses. Its palatial residences on Euclid are not unsurpassed in the west and by few in America. Some of these costing more than \$300,000 and are palatial in their structure containing upwards of seventy rooms. Some were three years in building.

The mammoth business blocks and banking buildings prophesy the future greatness of Cleveland as a commercial center.

It contains 80,000 shade trees along its 500 miles of streets. Many of these streets are over 100 feet wide and well paved. They are lighted by more than 8,000 electric, gas and vapor lights. There is over 30 miles of river and lake frontage with 116 docks.

Cleveland has twenty swing bridges, and forty stationary bridges, and three viaducts, all costing over \$5,000,000. The first viaduct erected was the Superior street connecting the east side from Superior street with the west side at Pearl street. It is a solid stone structure 3,211 feet in length, containing over 2,000,000 feet of masonry. The weight of the turn table and span together is 700 tons and is opened in one minute by steam power. The Kingsbury Run Viaduct was opened in 1886 and connects Humbolt street on the east side with Davies street on the south side.

Central Viaduct is the most extensive, connecting Ohio street on

the east side, with Jennings avenue on the south side, and Abbey street on the west side. The main portion of the bridge is 2,839 feet long, 48 feet wide and the floor is 100 feet above the river. Its draw span is 239 feet in length. An elevated roadway leads up to the bridge and the whole is over one mile long.

Cleveland has some fine business blocks and public buildings. Among the best are the Mather-Hay, Wilshire, Garfield, New England, Perry-Payne, Wade, Hickox, Cuyahoga blocks, the Arcade building, the Society for Savings' building, the latter costing \$1,000,000, it is 10 stories high built of brown stone and finished in marble on the interior.

Cleveland is a manufacturing city. Some of the largest in the world are in Cleveland. The Standard Oil Company is one of the wealthiest. Forty per cent. of their works are in Cleveland. The works have a capacity of over 30,000 barrels of crude oil daily, and 4,000 men are employed. The cooperage factory turns out 9,000 barrels a day. Requiring nearly 20 acres of oak timber daily to supply them with staves and headings.

The Cleveland Rolling Mill Company employ 8,000 men. The Brush Electric Light Company is one of the large industries of the world. There are over 1,000 manufacturing establishments with a capital of \$50,000,000 and producing products to the amount of \$35,000,000 annually. Cleveland is a large ship building city, over 60 steamers and other vessels are built annually valued at \$5,000,000. It has thirty-six banks, thirty-five hotels, twenty-three freight depots and four market houses.

SCHOOLS AND COLLEGES.

Cleveland has sixty fine school buildings to accommodate 37,000 scholars, forty-seven private schools and five colleges.

Adelbert College out Euclid Avenue.

Case School of Applied Science, east end opposite Wade Park.

Western Reserve Medical and Dental College, St. Clair and Erie streets.

Ohio Wesleyan Medical College, Brownell street between Woodland and Prospect streets.

Huron street Medical College.

Opposite the Arcade on Superior street next to the City Hall is Case Library, and on Euclid south side just before you come to Erie street is the Public Library.

HOMES, ASYLUMS AND HOSPITALS.

There are six orphans' homes, five homes for the aged, one asylum for the unfortunate in mind, eight hospitals, three medical colleges one deaconess home and several other charitable institutions, and also the Goodrich Social Settlement.

PUBLIC BUILDINGS AND MONUMENTS.

Post office, city hall, music hall, Case School of Applied Science, four armories, eleven police stations, fifteen engine houses, Perry's monument, Wade park, Soldier's monument, Monumental park or Public Square, Garfield's monument, Lake View Cemetery.

CHURCHES AND MISSIONS.

Cleveland is the City of Churches. There are over 175 churches in the city. Many of these are costly temples and beautiful houses of worship. The new First Baptist church, on the corner of Prospect and Kennard streets, is one of the finest in the West, and the magnificent new Epworth Memorial Methodist Episcopal, is one of the finest church buildings in Methodism. The First Methodist church, corner of Euclid avenue and Erie street, is a most imposing stone structure. St. Paul's Episcopal church is a handsome building on the corner of Euclid and Case avenues. Plymouth Congregational, on the corner of Prospect and Perry streets, and Second Presbyterian church, on the corner of Euclid and Sterling avenue, and the Calvary Presbyterian church, on the corner of Euclid and East Madison avenues are magnificent stone churches, as is also the Case avenue Presbyterian church on the corner of Case and Cedar avenues. St. Stanislaus, (Catholic) was constructed at a cost of \$185,000 and is a Polish church.

DEPOTS, RAILROADS, DOCKS AND BOAT LINES.

Cleveland is a commercial city and a center of travel.

The principal depot is the Union depot; on the lake shore, foot of North Water street. Roads: the Lake Shore and Michigan Southern, (New York Central System); Columbus, Cincinnati, Indianapolis and St. Louis, (Big Four System); the Cleveland and Pittsburg, and the Cleveland, Akron and Columbus, (Pennsylvania Central System).

One block south of the depot the Cleveland Electric Railway Co.'s cars carry you to the square and the central parts of the city. When at the Union Depot you are four blocks from Superior street the thoroughfare of the city.

The Central Passenger or Water street depot; at the foot of south Water street; New York, Pennsylvania and Ohio, (Erie System); Cleveland, Lorain & Wheeling, and the Pittsburg & Lake Erie. Climb up the stairs and go east up the hill to Superior street from this depot. You are near the C. & D. and the C. & B. boat lines.

Valley or Baltimore and Ohio depot. Diagonally across from the Central Passenger depot. Cleveland & Marietta, and the B. & O. railroads.

Broadway or Nickel Plate depot. Broadway street. Go out Ontario street then southwest on Broadway going to the depot. New York, Pennsylvania & Ohio R. R. (Nickel Plate System.)

Cleveland, Canton & Southern depot. Ontario street foot of Huron. Cleveland, Canton & Southern railroad.

The Cleveland & Detroit Navigation Company. D. & C. boat lines. Wharf at the foot of Superior street, west, near the Viaduct.

Buffalo & Cleveland. B. & C. boat lines. Wharf just north of D. & C. on River street, east side.

Akron; Berea; Lorain and Elyria; and all Electric Lines running out of the city run to the Public Square. The Akron running south and the others west. The Lake View and Collinwood lines running east on Euclid avenue.

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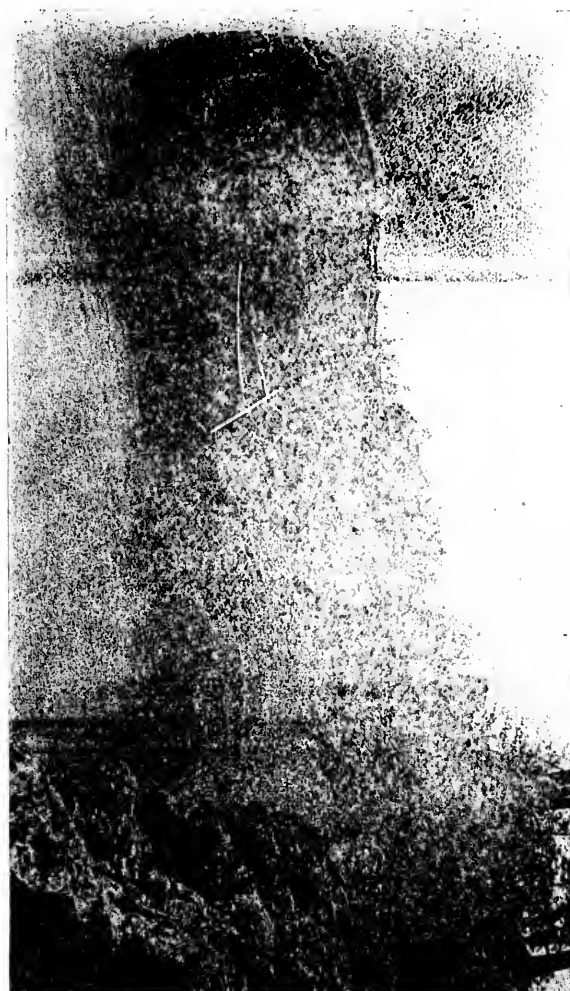
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STREET SYSTEM.

Beginning at the lake shore on the east side, the principal streets are Summit, Lake, Hamilton, St. Clair, Frankfort, between Water and Ontario streets, Superior; east of the square, Euclid, Prospect, Payne avenue, Cedar, Garden, Scovill, Woodland, Orange and Broadway.

The four latter streets bearing to the south from the square, the whole city spreading out eastward in a fan like shape.

The streets running north and south from the bank of the river crossing Superior, are Water, Bank, Seneca, Ontario, Wood, Bond, Erie, Muirson, Cantfield, Dodge, Huntington and many short streets; Wilson and Madison avenues being the two long streets north and south running through the center of east Cleveland; Euclid and Prospect run parallel and start from the square and Ontario street; Ontario runs south to Huron, where it branches into Woodland and Broadway, the latter nearer the river west of Woodland; and Kinsman street branches off from Woodland avenue at Wilson street; Huron street runs across from the river bank to Euclid, crossing Canal, Ontario; Erie and Prospect at their intersection; Brownell starts from Euclid just below Huron, runs parallel with Erie, crossing Prospect street, Central and Scovill avenues, turning westward and south to Woodland.

On the west side, Pearl street is the extension of Superior street it bears south after it reaches the level; Detroit street runs near the lake shore, five miles west; Franklin, the principal residence street, runs west to Gordon avenue; Lorain street runs west five miles; The Berea and Elyria car lines run out Lorain streets; Scranton and Jennings avenues are the leading thoroughfares running south.

The Euclid avenue electric car line leaves Euclid at Erie, goes out Erie to Prospect, parallel with Euclid and runs to Case avenue, when they return to Euclid and continue out six miles.

Now you are prepared to take the excursions and short trips about the city.

No. 1—Will be the Down Town Sights. Beginning at the Square or Monumental Park. The large monument is called the

Soldiers' Memorial; A small fee is charged for admission. This is a beautiful monument and is worth a visit to. Looking northward toward the lake you will see the massive red sandstone building; this is the savings building; the finest banking building between New York and Chicago; cost, \$1,000,000; the interior is finished in marble; it is open from 9 a. m. to 4 p. m. Near this, and just east of it, is the Western Reserve Historical Society Building. Many valuable scientific specimens, coins and historical relics are to be seen here. The large stone structure is the Federal Building, containing the post office, federal offices etc. East of the Public Square running through from Superior street to Euclid avenue is the Arcade, the finest building of the kind in the country. Stores, offices, restaurants; all together and under one great roof. The government Meteorological headquarters are in this building. Opposite the Superior street entrance is the City Hall, is Case library, with 8,000 volumes. Three blocks north of Superior is Lake View Park, overlooking the lake.

Out Euclid avenue on the left hand side are the great book rooms of the Helman-Taylor company, and Burrow Brothers; the large Dry Goods House of Hatch & company, where one may rest or purchase as you like. Farther down on the right hand side is the Public Library, it has over 60,000 volumes.

The large stone church on the corner of Euclid and Erie streets is the First Methodist Episcopal. If the visitor will turn south, to the right on Erie, he will come to the Young Men's Christian Association Building on the next corner; this is a magnificent structure and is one of Cleveland's attractions.

No. 2.—A ride to Wade Park, Lake View cemetery, and the Garfield Memorial. Take Euclid avenue cars eastward from Monumental Park. Going out Prospect street, note large brick house on right hand side, (No. 968,) formerly owned by Gen. James A. Garfield. On corner of Case and Euclid avenues, the plain looking house is the town residence of Mr. John D. Rockefeller, of the Standard Oil Co. The church on the corner is St. Paul's (Episcopal.) As you cross Wilson avenue, a glimpse can be had of the

handsome marble Epworth Memorial church, distinguished by its huge dome. Twenty-five minutes ride from Monumental Park brings you to Wade Park (on the left.) After a stroll through its shady walks and a look at the zoological collection, return to Euclid avenue and take east-bound cars for Lake View Cemetery. Entering the gate, walk about a quarter of a mile southward to Garfield Memorial. Admission, 10 cents. The custodian will conduct parties through the structure and explain the mosaics, statuary, etc. Returning to gate, take Euclid avenue, Cedar avenue or Wade Park avenue cars for center of city (35 minutes' ride.)

In Wade Park the visitor will see the monument erected to the memory of Commodore Perry, which formerly stood in Monumental Park.

Other Parks are the Egerton, in the west part, and a fine ride, either on the electric line or by carriage, is out the west side to Rocky River. Brookside Park is in the south side.

A stroll out Euclid avenue—One can walk out Euclid from the monument; distance $1\frac{3}{4}$ miles. Bayard Taylor pronounced this avenue one of the finest in the world; it is the pride of Cleveland; the broad avenue is well paved, lined with stately trees, bordered by beautiful and well kept lawns and built up by palatial residences.

Among the more prominent residences on the north (left) side, out in their order, are: Jacob Perkins, J. J. Tracy, Col. John Hay, Amasa Stone estate, W. J. Boardman, Chamberlain estate, Samuel Mather, W. S. Tyler, Cleveland Athletic Club, Geo. C. Dodge estate, J. M. Hower, R. A. Harman, T. P. Handy, M. C. Younglove, Collins estate, Senator H. B. Payne, J. V. N. Yates, Geo. W. Stockly, R. K. Winslow, G. E. Herrick, Gen. James Barnett, Bingham, estate, Julius E. French, Joseph Perkins, Hickox estate, Wm. Chisholm, Wm. Bingham, Brakus estate, Samuel Andrews, T. D. Crocker, Chas. A. Otis, W. H. Corning, Geo. W. Pack, F. A. Sterling, Judge S. E. Williamson, Geo. Worthington estate, Chas. F. Brush, Mrs. Beckwith, J. H. Wade, S. T. Everett, Ralph Worthington, E. B. Hale estate, C. S. Bissell, Judge Stevenson Burke.

No. 3.—A View from the Viaducts—Take south side or Jennings

avenue cars at Monumental Park; Go south on Ontario street over Central Viaduct, and out Jennings avenue to intersection of Pearl street (fare, five cents.) Change to Brooklyn and Scovill avenue car going toward center of city (additional fare, five cents.) This will take you along Pearl Street (west side) and over the great stone and iron Viaduct, giving views of "Flats," lumber yards, manufacturing, shipping, etc., and will land you once more at Monumental Park. Time of trip about one hour.

No. 4.—A Trip to Riverside Cemetery and Brooklyn.—Take Brooklyn cars (going west) at Monumental Park, and ride out Pearl street (about 40 minutes.) Riverside is on the left, and is worth a visit.

No. 5.—To Gordon Park.—This beautiful private park was recently bequeathed to the city, by the late owner, Mr. W. J. Gordon. It is reached by the St. Clair street cars (one square north of Monumental Park.) The time required for the trip is about two hours.

No. 6.—A visit to the Shipyards.—Cleveland is the largest shipbuilding port in the world except the Clyde, Scotland. The Cleveland Shipbuilding Company's plant is reached from the Superior Street Viaduct, and the Globe Shipbuilding Company's plant can be reached by taking the Detroit street cars to Taylor street and walking northward on Taylor street past the Water Works to the shipyard, steel steamships for the Erie canal are built here.

THE PRESS.

The following newspapers are published in Cleveland; The Leader, News and Herald, Republican, one of the leading papers of the west; Leader printing company, publishers. Plain Dealer, democratic, a leading paper, morning and evening, daily; Plain Dealer Publishing Co. editors and publishers; Press, Independent daily.



BUFFALO.

A CITY of 300,000 inhabitants, on the south shore of Lake Erie and at the extreme east end and at the head of Niagara river. It has fine harbors, is a manufacturing city with some 1200 establishments, employing nearly 20,000 people. It is handsomely laid out, with broad, well paved streets, with 75 miles paved with asphalt. It has more than 125 miles of street railway and it has 250 passenger trains arriving and departing daily. It has nearly 600 acres in beautiful parks. Lafayette, 12 acres, in the heart of the city, contains the Soldiers' and Sailors' monument, costing \$50,000. The *front* of the lake and the *parade* in the east part, connected by a boulevard makes it a fine place for carriage drives, and for cycling. Its principal streets are Main, Niagara, Delaware, Genesee, Broadway and Seneca. Its principal public buildings are City and County Hall on Franklin street, built of Maine granite in the form of a double Roman cross, with a tower 246 feet high, costing more than \$2,000,000. State Insane Asylum, near Buffalo Park; U. S. Custom House and Post office, corner of Washington and Seneca streets. State Arsenal and Armory on Virginia street; Erie county Penitentiary and General Hospital on High street, Music Hall, Main street, Y. M. C. A. Hall and Library; Buffalo Library; Merchants Exchange, many fine churches, 4 public Markets; and 9 places of entertainment and amusements.

There are 34 grain elevators with a capacity of nearly 14,000,000 bushels. It does an annual business of handling 37,000,000 bushels of grain, 65,000 head of live stock. It has the largest railroad yards in the world, containing over 600 miles of track. There are 27 railroads in all besides a great many boat lines and electric roads. It has several schools, public and private hospitals, 64 papers, 13 reference and free libraries.

This is a great excursion point to Toronto, Niagara, Welland Canal, and important places in Northern and Central New York State.

Niagara Falls can be reached by electric cars, boats on the river, or steam cars.

NIAGARA FALLS.

THE best way to see Niagara Falls, is to take a round trip ticket on the Gorge road after you have visited Prospect Park on foot and taken the carriages around Goat Island, 15 cents round trip, time, 3 hours, then go down the Gorge road, passing the whirlpool rapids stopping one half hour, then the whirlpool, and to Lewiston, ferry across to Queenstown, Brock's Monument a ride on top of the bluffs, to the Canadian side of the falls thence back to Suspension Bridge, fare for all the trip 85 cents. Thence to Chipewewa and other points as you may choose to visit.

The most interesting places at Niagara, beside what you have seen, are the power house; take cars to the east or towards Buffalo; this is the electric power house. Get permission from the office at New York for admission if possible.

A trip on the "Maid of the Mist" is one that should be taken. Procure a copy of a "Free Guide" at the office of the Superintendent of New York State Reservation at Niagara. This office is on your right hand as you pass from Prospect Park to the bridge leading to Goat Island. This map and guide is indispensable and costs you nothing. It can also be obtained of any of the officers of the reservation.

The fall of the river from Buffalo to the rapids, 22 miles, is 16 feet. From the rapids to the falls, 3,000 feet, a fall of 55 feet. At the falls 161 feet. From the falls to Lewiston, 7 miles, 98 feet; and Lewiston to Lake Ontario, 7 miles, 7 feet. Width of river above the falls, 3,000 feet, contour of Canadian falls, 3,010 feet, width of Goat Island, 1,200 feet, width of American falls, 1,060 feet. Niagara, from the surveys beginning in 1844, wears back one sixth of an inch per day of 24 hours. At a point 300 feet below the falls it is carefully estimated that 1,500,000,000 cubic feet of water passes every minute. 58,000 barrels of water goes over the falls every second. Ten times as much over the Canadian side as the American.

The suspension bridge is 1190 feet span and 190 feet above the river. The lower bridges are 888 feet span and 245 feet above the water. Between the falls and the whirlpool the depth varies from 100 to 300 feet; and the width from 1600 to 400 feet. The velocity of the water from 8 to 40 miles per hour.

The walks down Biddle stairs, the inclined railway, and across the bridges on the American side are all free. The ride down the incline railway is 10 cents. The tunnel from the power house empties into the river just below the upper suspension bridge and can be seen from the bridge. Admission to all grounds on both sides free. Take your time and do not hurry in seeing Niagara. Do not leave until you have seen all places of interest.

WELLAND AND ERIE CANALS.

The Erie canal was opened in 1825 and is the most extensive canal in America. It connects Lake Erie with New York City and the Atlantic Ocean. It is one of the most important and structurally, the most scientific in the world. It extends to Albany, 363 miles; it has a surface width of 70 feet; bottom width of 40 feet and depth of 9 feet. The water flows from west to east; its west end at Buffalo being 568 feet above Albany; it has 57 double and 15 single locks. Steam barges made in Cleveland of iron, run through the canal as well as boats of most all kind, drawing 4 to 8 feet of water. It has cost nearly \$50,000,000.

WELLAND CANAL.

Connects Lake Erie and Ontario and starts from Lake Erie at Point Colborne, about 14 miles from Buffalo and flanks the Niagara river running to Port Dalhousie, a distance of 27 miles. It was first opened in 1833; it is 14 feet deep; it has 25 lift locks, raising boats 326 feet. It has cost over \$20,000,000. More than 1,500,000 tons of freightage passes through it annually.

A SHORT CHAPTER ON FISH AND FISHING.

What to wear; and what to take with you, on a journey on the lakes. Take the "Guide," "Man and the Glacial Age," ("Wright")

"Winchells Geological Excursions," a sketch and note book and a kodak, if you want to study.

If fishing take a good telescope Bristol steel rod and an automatic combination reel. (Yawman & Erbe,) if you want solid comfort and get fish. Take lunch basket that can be thrown away when through, or have your basket for fish after the lunch is eaten. Take a mackintosh, or some protection from rain and waves. Do not go too far in sail boats. Wear a good loose shoe. The Sorosis for ladies, mannish style, chocolate color, after well broken, is the ideal shoe for ladies. The Shawknit stocking for gentlemen, does not stain from perspiration, and there is no danger from poison in the coloring, and they are the best when traveling. Do not take too much with you. It becomes a burden. Better have some warm wrap that is not too heavy, for cool days and evenings. Good fishing all around the Islands off the docks at Lakeside, Marblehead and at all places. Fishing in the east and west harbor is good. May and September are the best months for black bass. The bass take to deeper water in hot weather. Follow the sea gulls especially in the morning when they are fishing for they are after the small minnows just the same business the big fish are in.

A heavy wind from the north, lasting a few days, tends to drive the fish to the south shore. Always get the depth of water before fishing. Give your bait plenty of swim, that is put your sinker four or six feet from hook. Use angle worms, or minnows, small crabs, fresh meat, spoons, flies, or whatever you may best get. If you bait with angle worms, have them large, fresh, alive and do not impale the head or tail in the hook, give them room to move. You do not need to cover the entire hook, but be sure to cover the barb in the body of the worm about one third of an inch from the head. If fish are slow to take the bait, and inclined to nibble it off, fasten two or three small hooks, with gut about six to eight inches long to the larger hook and small bits of meat or portions of an angle worm or whatever baits you are using on your hooks and you will frequently get some fish. There is good fishing in June, July and August, about the islands as the water is cool.

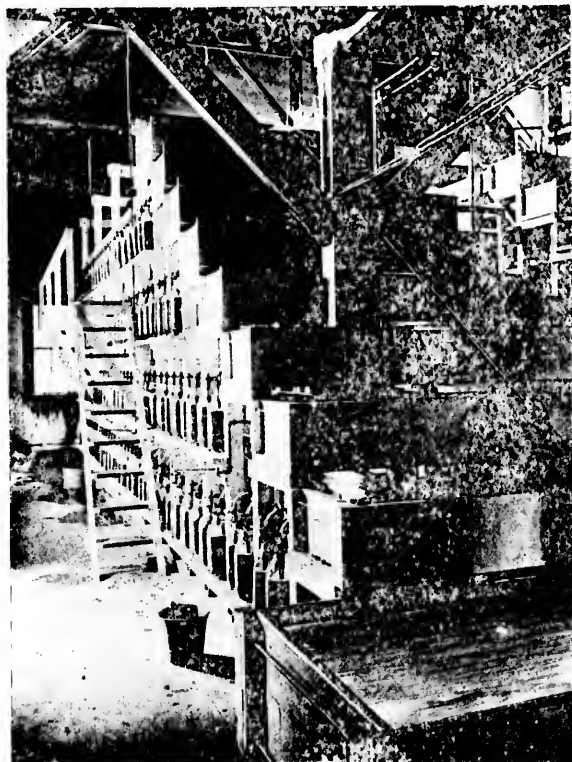
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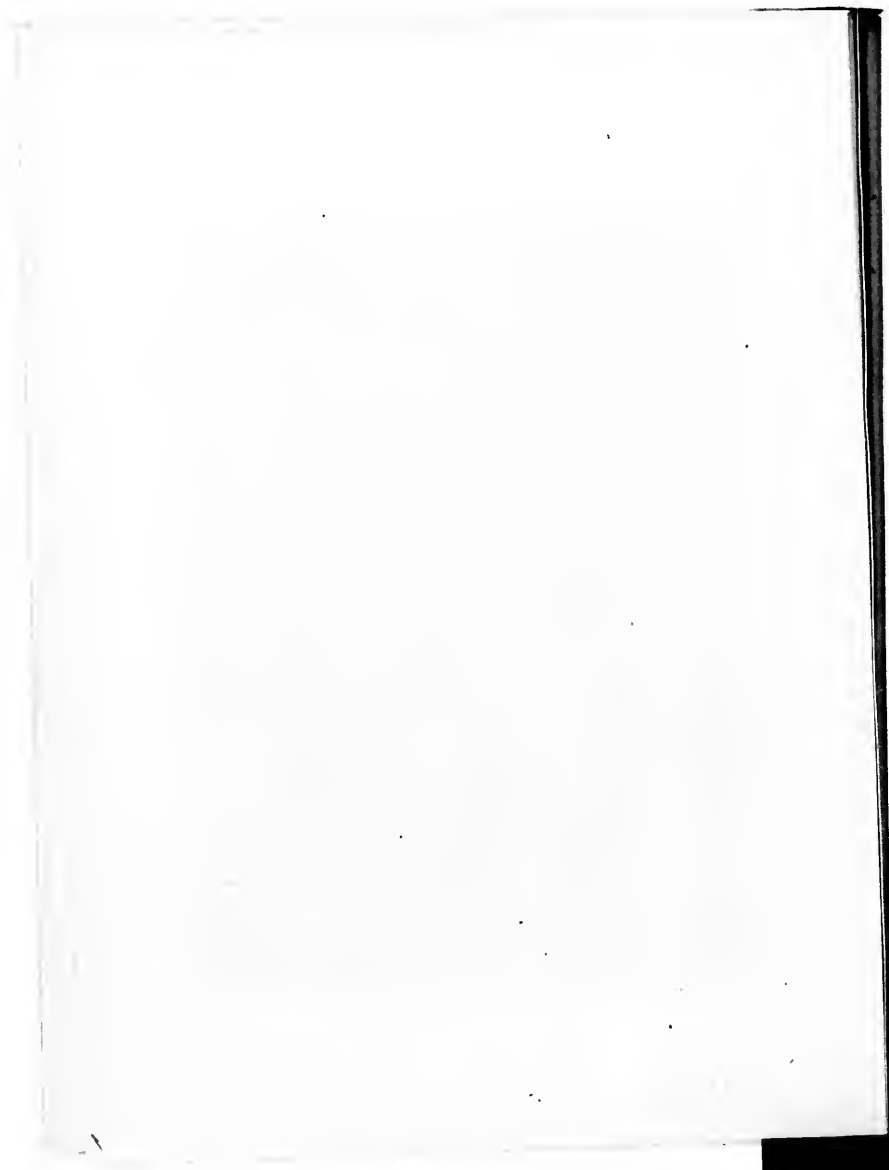
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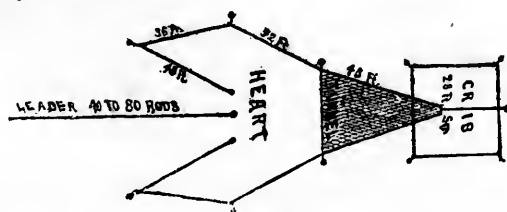
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THE U. S. FISH HATCHERY PUT IN BAY



Fish are caught in gill nets and in pounds, by the tons daily in the season. The cut explains the pound net. The fish hatchery, (see cut elsewhere,) is on Put-in-Bay, west of the docks, where 560,000,000 fish eggs can be hatched at one time. You see in the picture the fish batteries, above these are two large tanks, each containing 6,000 gallons of water; which are filled from the lake by pipes and pumps. From these run a system of pipes and from these smaller pipes carrying the water into jars that contain the eggs. The water running into the jar near the bottom, keeps up a constant motion which is necessary. The water is carried off in troughs after it has been made to pass eight times through the batteries. The fish are taken from the hatching batteries and put in tanks through which water runs constantly. As wanted they are put into the lake or other places where needed.



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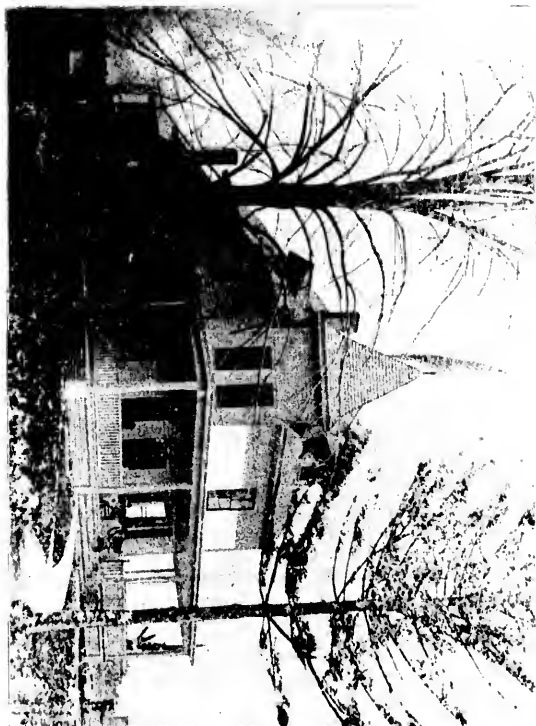
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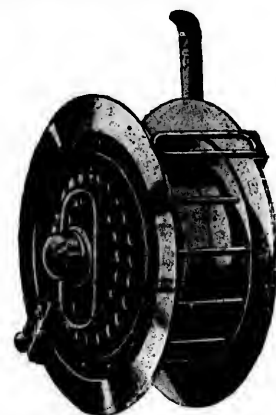
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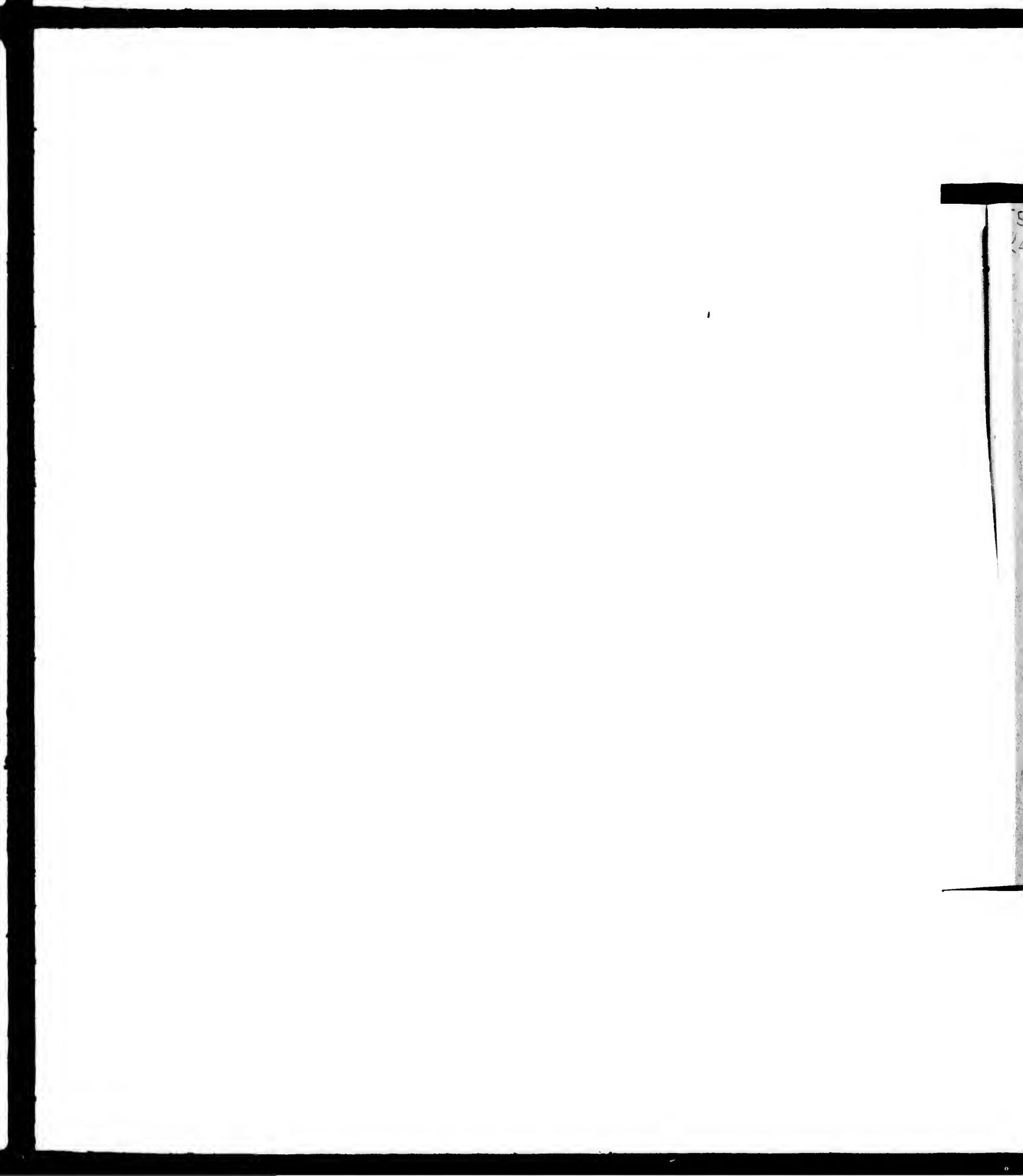
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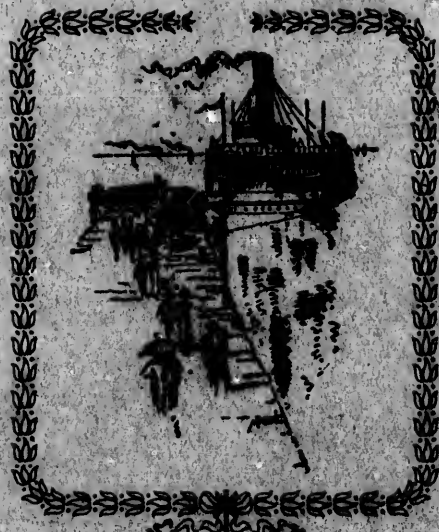


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