

**THE GREAT
LAKES ROUTE**

Pennsylvania Railroad Steamers

**ANCHOR
LINE**

*The Erie & Western
Transportation Company*

**BUFFALO
MACKINAC ISLAND
DULUTH**

**AND INTERMEDIATE
POINTS
1907**

J. C. EVANS,
WESTERN MANAGER,

CHAS. E. MARKHAM,
GENERAL PASSENGER AGENT,

ANCHOR LINE DOCK, BUFFALO, N. Y.

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THE ERIE & WESTERN TRANSPORTATION CO.—ANCHOR LINE

MACKINAC ISLAND

ONE-WAY AND ROUND-TRIP LOCAL CABIN RATES VIA ANCHOR LINE STEAMERS

| FIRST-CLASS TARIFF. | | Buffalo. | Erie. | Cleveland. | Detroit. | Port Huron. | Mackinac Island. | Sault Ste. Marie. | Marquette. | Portage Lake, Houghton and Hancock. | Duluth. |
|------------------------------------|---------|----------|---------|------------|----------|-------------|------------------|-------------------|------------|-------------------------------------|---------|
| Season of 1907. | | | | | | | | | | | |
| Buffalo | | | \$ 4.00 | \$ 9.00 | \$14.00 | \$15.00 | \$20.00 | \$35.00 | \$40.00 | \$48.00 | \$58.00 |
| Erie | \$ 2.50 | | | 5.00 | 11.00 | 14.00 | 30.00 | 32.00 | 37.00 | 45.00 | 55.00 |
| Cleveland | 5.00 | 2.50 | | | 6.00 | 8.00 | 26.00 | 31.00 | 36.00 | 44.00 | 54.00 |
| Detroit | 7.50 | 6.00 | 3.50 | | | 3.00 | 21.00 | 26.00 | 31.00 | 39.00 | 48.00 |
| *Port Huron | 8.00 | 7.00 | 4.50 | 2.00 | | | 21.00 | 26.00 | 31.00 | 39.00 | 48.00 |
| Mackinac Island | 17.00 | 16.50 | 13.50 | 11.00 | 11.00 | | | 6.00 | 15.00 | 21.00 | 32.00 |
| Sault Ste. Marie | 18.00 | 17.50 | 16.00 | 13.50 | 13.50 | 3.50 | | | 9.00 | 15.00 | 26.00 |
| Marquette | 21.00 | 19.50 | 19.00 | 16.00 | 16.00 | 8.00 | 5.00 | | | 8.00 | 18.00 |
| Portage Lake, Houghton and Hancock | 25.00 | 23.50 | 23.00 | 20.00 | 20.00 | 11.00 | 8.00 | 4.50 | | | 11.00 |
| Duluth | 30.00 | 28.50 | 28.00 | 25.00 | 25.00 | 17.00 | 13.50 | 10.00 | 6.00 | | |

Note important Changes.

The extra fare charged on the Steamships Juniata and Tionesta during previous seasons has been abolished.

CHILDREN under twelve and over five years of age, half fare; under five years, if accompanied by an adult, free transportation. A charge of 50 cents each meal will be made for children under five years of age, occupying seats at the table.

An extra service charge of 25 cents each will be made for meals served in rooms.

In comparing first-class rates of this line with all-rail or with those of other steamer lines, please add to the latter sleeping car or stateroom charges and amount payable for meals. Our first-class rates include meals and stateroom berth.

Through rates quoted to all points East and West. Mixed-class rates—first-class steamer and second-class rail—quoted to Northwestern points. Heavy-faced type round-trip rates. Tickets good until close of navigation of year stamped on back, excepting to and from Mackinac Island; Mackinac Island service June 1st to September 30th only. Light-faced type one-way rates. Meals and stateroom berth (which must be reserved in advance) included in all first-class rates.

AGENTS IN DRAWING ORDERS FOR TICKETS AT THE ABOVE RATES WILL WRITE "LOCAL" INSTEAD OF GIVING ROUTE NUMBER

SECOND-CLASS RATES, DECK TRANSPORTATION ONLY, VIA ANCHOR LINE STEAMERS

| SECOND-CLASS TARIFF. | | Buffalo. | Erie. | Cleveland. | Detroit. | Port Huron. | Mackinac Island. | Sault Ste. Marie. | Marquette. | Portage Lake, Houghton and Hancock. | Duluth. |
|------------------------------------|---------|----------|---------|------------|----------|-------------|------------------|-------------------|------------|-------------------------------------|---------|
| Season of 1907. | | | | | | | | | | | |
| Buffalo | | | | | | | | | | | |
| Erie | \$ 1.50 | | | | | | | | | | |
| Cleveland | 2.00 | \$ 1.50 | | | | | | | | | |
| Detroit | 3.00 | 2.50 | \$ 1.50 | | | | | | | | |
| *Port Huron | 3.50 | 3.00 | 2.00 | | | | | | | | |
| Mackinac Island | 5.50 | 5.00 | 4.50 | \$ 3.00 | \$ 3.00 | | | | | | |
| Sault Ste. Marie | 6.00 | 5.50 | 5.00 | 4.50 | 4.50 | \$ 2.00 | | | | | |
| Marquette | 7.00 | 6.50 | 6.00 | 5.00 | 5.00 | 4.50 | \$ 3.00 | | | | |
| Portage Lake, Houghton and Hancock | 8.00 | 7.50 | 7.00 | 6.00 | 6.00 | 6.00 | 4.00 | | \$ 2.00 | | |
| Duluth | 11.00 | 10.50 | 10.00 | 9.00 | 9.00 | 7.00 | 5.00 | | 4.00 | \$ 3.00 | |

Second-class rates are for continuous main-deck transportation only and do not include either meals or berth. No stop-over allowed. One hundred and fifty pounds of baggage free for each adult ticket. Children between five and twelve years of age half-fare; under five free, if accompanied by a guardian.

ALL MEALS furnished to passengers at embarkation ports before the advertised sailing hour or after their arrival at destination port, will be charged for at 75 cents each meal. Extra meal tickets should be procured from the purser.

*Service to and from this port will be performed by the steamer "Japan." The Steamships "Juniata" and "Tionesta" will not stop at this port in either direction.

STEAMSHIPS "JUNIATA" AND "TIONESTA"

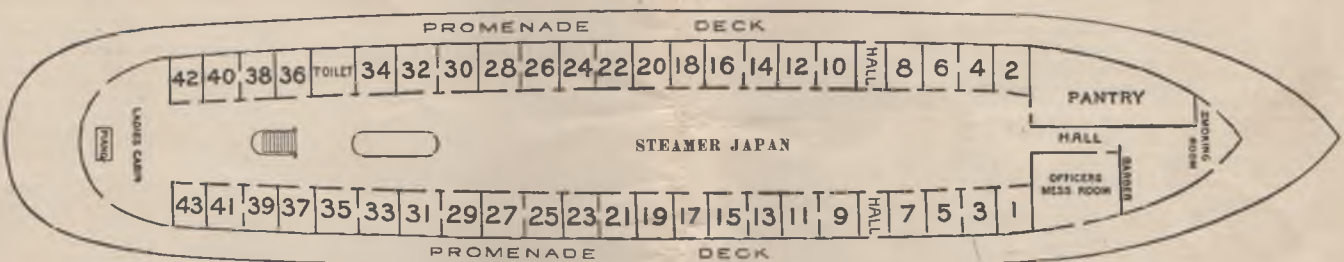
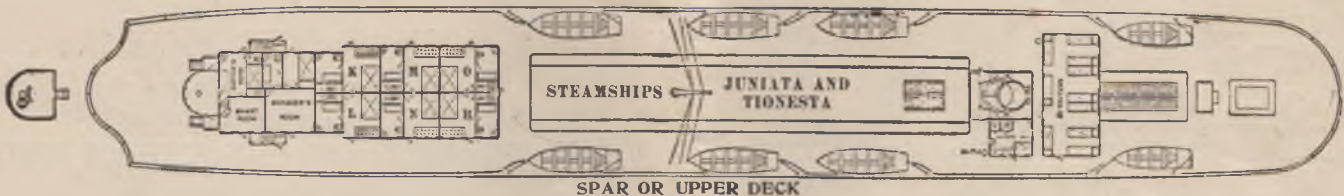
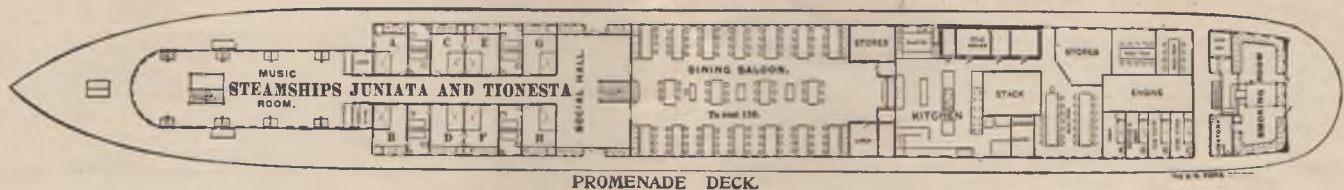
EXTRA TARIFF FOR PARLOR ROOM, WITH PRIVATE BATH, WHICH WILL ONLY BE SOLD TO A HOLDER OF A CABIN TICKET

| EXTRA PARLOR ROOM TARIFF. | | Erie | Cleveland. | Detroit. | Mackinac Island. | Sault Ste. Marie. | Marquette. | Portage Lake. | Duluth. |
|---------------------------|--|--------|------------|----------|------------------|-------------------|------------|---------------|---------|
| Season of 1907. | | | | | | | | | |
| Buffalo | | \$5.00 | \$10.00 | \$15.00 | \$20.00 | \$25.00 | \$27.50 | \$30.00 | \$35.00 |
| Erie | | | 7.50 | 12.50 | 17.50 | 22.50 | 25.00 | 27.50 | 32.50 |
| Cleveland | | | | 10.00 | 15.00 | 20.00 | 22.50 | 25.00 | 30.00 |
| Detroit | | | | | 10.00 | 15.00 | 17.50 | 20.00 | 25.00 |
| Mackinac Island | | | | | | 10.00 | 12.50 | 15.00 | 20.00 |
| Sault Ste. Marie | | | | | | | 10.00 | 12.50 | 15.00 |
| Marquette | | | | | | | | 10.00 | 12.50 |
| Portage Lake | | | | | | | | | 10.00 |
| Duluth | | | | | | | | | |

The parlor room tariff is based on the surrender of berth space and in consequence at least one transportation ticket must be presented with each parlor room ticket. The holder of a parlor room ticket will not be entitled to berth space not contained in the parlor room specified on the ticket.

No refund will be made on the unused portion of any parlor room ticket, and lay-overs cannot be issued on parlor room tickets. The holder of a parlor room ticket stopping off at an intermediate port forfeits the unused portion of the parlor room ticket and no part of such unused ticket will apply to a subsequent trip or be refunded.

Each parlor room has a double brass bedstead and a sofa berth, a wardrobe and private bath. No parlor rooms on Steamer "Japan." The full tariff rate will be charged for parlor-rooms, whether occupied by one or more passengers.



IMPORTANT

No reservation will be made unless the individual name of each passenger is furnished.

When writing or telegraphing for berths, give the name of each passenger for whom accommodation is desired, also name of steamer and date of sailing, port of embarkation and lake destination. With the exception of Parlor Rooms on the Steamships "Juniata" and "Tionesta," a whole room will be assigned to one person only when payment covering the capacity of the room at tariff rates is guaranteed. When round trip passengers propose returning on the same steamer care should be taken to write for accommodations for the return voyage. Berths may be engaged for the round trip by writing to both the offices located at Buffalo and Duluth. The Initial Agent will arrange for stateroom reservation in both directions, if requested to do so.

Meals furnished before the advertised hour of sailing will be charged for at 75 cents each. Twenty-five cents extra will be charged for each meal served in stateroom.

To secure berths on connecting steamer lines from Mackinac Island to Chicago, Milwaukee, or Green Bay ports, write George T. Arnold, agent at Mackinac Island, giving day and hour you propose to leave Mackinac.

The attention of our patrons is especially called to the modern appliances for safety and comfort, the complete equipment of the steamers with the most improved electric lighting apparatus, each room being independently lighted; also to the ample number of comfortable deck chairs and to the awning on the upper deck, features that will be appreciated in pleasant weather.

See important notice, on page 26, to passengers embarking at Buffalo.

How to Reserve Berths in a Stateroom

Patrons unable to apply in person may be assured that their request for berths will receive as prompt and careful attention as if selected personally. During July and August applications should be made several days in advance if choice of location is desired.

Parlor Rooms on Steamships "Juniata" and "Tionesta" will be reserved only on receipt of remittance covering cost of same.

Cabin diagrams may be seen at our Buffalo and Duluth offices. Westbound passengers should write or telegraph the Buffalo office, whether intending to take passage at that port, or at Erie, Cleveland, Detroit, or Mackinac Island. Our agents at the last named places will attend to the securing of berths for passengers, with a cost, providing application is made previous to the sailing of the steamer from Buffalo. Eastbound passengers taking the steamer at Duluth, Sault Ste. Marie, or Mackinac Island can secure needed accommodations through our Duluth office.

Between Buffalo, Cleveland, and Detroit, in either direction, there is usually plenty of stateroom accommodation without reserving in advance.



BOIS BLANC ISLAND

THE ERIE & WESTERN TRANSPORTATION CO.—ANCHOR LINE

MACKINAC ISLAND

ITINERARY OF THE TRIP.

No other lake line furnishes its patrons such delightful opportunities to visit the various ports of call en route. Below is given the usual running schedule for the general information of intending passengers, but the Anchor Line will not be responsible for deviations. The arriving time given at the various ports is not guaranteed, but under ordinary circumstances is the time usually made.

Steamships "JUNIATA" and "TIONESTA"

WEST-BOUND

| PORT | Arrive | Leave | In Port | Distance |
|--------------|----------|------------|----------|----------|
| Buffalo | 1 00 pm | 11 00 pm | 31 hours | ..... |
| Erie | 6 30 am | 10 30 am | 8½ a | 80 miles |
| Cleveland | 6 00 pm | 11 30 pm | 6½ a | 100 " |
| Detroit | 7 00 am | 12 00 noon | 5 a | 105 " |
| Mackinac | 10 00 am | 12 00 noon | 2 a | 305 " |
| Sault | 6 30 pm | 8 00 pm | 2½ a | 105 " |
| Marquette | 9 00 am | 10 00 am | 1 a | 160 " |
| Portage Lake | 4 30 pm | 7 30 pm | 3 a | 80 " |
| Duluth | 8 00 am | 10 15 pm | 38½ a | 180 " |

EAST-BOUND.

| PORT | Arrive | Leave | In Port | Distance |
|--------------|----------|-------------|-----------|-----------|
| Duluth | 8 00 am | 10 15 pm | 38½ hours | ..... |
| Portage Lake | 11 00 am | 12 00 noon | 1 a | 180 miles |
| Marquette | 6 00 pm | 7 00 pm | 1 a | 80 " |
| Sault | 6 00 am | 8 00 am | 2 a | 160 " |
| Mackinac | 3 00 pm | 5 00 pm | 2 a | 105 " |
| Detroit | 2 00 pm | 3 00 pm | 1 a | 305 " |
| Cleveland | 10 30 pm | 12 00 night | 1½ a | 105 " |
| Buffalo | 1 00 pm | 11 00 pm | 34 a | 180 " |

Steamer "JAPAN" WEST-BOUND.

| PORT | Arrive | Leave | In Port | Distance |
|--------------|----------|----------|----------|----------|
| Buffalo | 7 00 am | 2 00 pm | 31 hours | ..... |
| Erie | 8 00 pm | 1 30 am | 6½ a | 80 miles |
| Cleveland | 11 30 am | 8 00 pm | 8½ a | 100 " |
| Detroit | 6 00 am | 11 00 am | 5 a | 105 " |
| Port Huron | 5 30 pm | 6 30 pm | 1 a | 60 " |
| Mackinac | 4 30 pm | 7 00 pm | 2½ a | 245 " |
| Sault | 5 00 am | 7 00 am | 2 a | 105 " |
| Marquette | 10 00 pm | 11 00 pm | 1 a | 160 " |
| Portage Lake | 7 30 am | 1 00 pm | 6½ a | 80 " |
| Duluth | 6 00 am | 10 15 pm | 40½ a | 180 " |

EAST-BOUND.

| PORT | Arrive | Leave | In Port | Distance |
|--------------|---------|----------|-----------|-----------|
| Duluth | 6 00 am | 10 15 pm | 40½ hours | ..... |
| Portage Lake | 2 30 pm | 10 00 pm | 1½ a | 180 miles |
| Marquette | 6 30 am | 11 00 am | 4½ a | 80 " |
| Sault | 2 00 am | 6 30 am | 4½ a | 160 " |
| Mackinac | 3 00 pm | 5 00 pm | 2 a | 105 " |
| Port Huron | 2 30 pm | 2 45 pm | ½ a | 245 " |
| Detroit | 3 15 pm | 10 00 pm | 1½ a | 60 " |
| Cleveland | 8 00 am | 9 00 am | 1 a | 105 " |
| Erie | 6 00 pm | 11 00 pm | 5 a | 100 " |
| Buffalo | 7 00 am | 2 00 pm | 31 a | 80 " |

CONNECTION is made at Mackinac Island with steamers of the Manitou Steamship Co., Northern Michigan Transportation Co. and Green Bay Transportation Co. to and from the summer resorts of Northern Michigan, Green Bay, Milwaukee, Chicago and points south and southwest.

Our fares are practically even with hotel rates, and include meals and a stateroom berth; so that intending patrons may know in advance the exact cost of any particular tour. Berths should be reserved in advance.



ROUND ISLAND, SAULT RIVER.

THE PASSENGER FLEET.

| | JUNIATA | TIONESTA | JAPAN |
|----------------|---------------|--------------------|--------------|
| Captain | Edward Martin | John Doherty | H. Cronkbite |
| Steward | C. C. Thomson | W. L. Milliken | |
| Purser | E. L. Hazard | Frank W. Servoss | Wm. J. Doyle |
| Purser's Clerk | W. B. Gibb | Romayn Y. Thatcher | |
| Library Clerk | T. W. Dwight | George B. Chase | |

CONSTITUTE THE PASSENGER SERVICE

OF THE

Erie & Western Transportation Co.

ANCHOR LINE

THE ONLY STEAMER SERVICE BETWEEN

LAKE ERIE PORTS AND LAKE SUPERIOR PORTS.

Including Meals and Stateroom Accommodations
In the Price of Ticket.

The Schedule of sailings given in this folder will be adhered to as closely as possible, but the Anchor Line will not be responsible for claims for damages resulting from delays or deviations from the schedule by labor strikes or other unavoidable causes. The Company reserves the right on September and October

scheduled sailings, East or West bound, to forward passengers at its expense via connecting lines, lake or rail, between Detroit and Cleveland.

These steamers are furnished with all modern appliances for convenience, safety, and comfort. Running water, electric lights, and the best of beds in each room. All staterooms are well ventilated. Wide promenade decks extend entirely around the steamer; the upper, or hurricane deck, is covered with an awning and furnished with comfortable deck chairs, making a very pleasant place to enjoy the trip during the day and early evening.



GRAND POINT HOTEL.

The excellence of the table is an especial feature of this line.

MAIL FOR PASSENGERS

May be addressed in care of the following agents:

| | | |
|-------------------------|-------|--|
| BUFFALO, N. Y. | ..... | CHAS. E. MARKHAM, Anchor Line Dock |
| ERIE, PA. | ..... | C. W. PAYNE, Anchor Line Dock |
| CLEVELAND, O. | ..... | JOHN MARRON, foot of 9th Street, N. W. |
| DETROIT, MICH. | ..... | P. E. BOURKE, foot of Cass Street |
| PORT HURON, MICH. | ..... | JNO. W. THOMSON |
| MACKINAC ISLAND, MICH. | ..... | GEORGE T. ARNOLD |
| SAULT STE. MARIE, MICH. | ..... | CHAS. O. BERGLUND |
| MARQUETTE, MICH. | ..... | F. B. SPEAR & SONS |
| HOUGHTON, MICH. | ..... | J. C. THOMSON, Copper Range R. R. Dock |
| DULUTH, MINN. | ..... | D. A. CHRISTY, 101 Palladio Building |

Give name of passenger, name of steamer (when known,) direction bound, and state whether mail is to be held until called for or to be forwarded in case of delivery too late to catch steamer. The address of the sender should always be shown on all letters and parcels, so that undelivered mail matter may be returned. Ample time for delivery should be allowed. Only first-class matter will be forwarded.

THE ERIE & WESTERN TRANSPORTATION CO.—ANCHOR LINE

MACKINAC ISLAND

OF INTEREST TO TOURISTS

TICKETS reading via steamers of the ANCHOR LINE, Merchants Montreal Line, Northern Navigation Co., Canadian Pacific S. S. Co., Northern Michigan Transportation Co., United States and Dominion Transportation Co. and optional steamers on Lakes Michigan and Superior include meals and stateroom berth in price of tickets.

Tickets reading via Detroit & Cleveland Navigation Co., Detroit & Buffalo Steamboat Co., Manitou Steamship Co., Cleveland & Buffalo Transit Co., Northern Steamship Co., Richelieu & Ontario Navigation Co., Niagara Navigation Co., Ottawa River Navigation Co., Rideau Route, Hudson River Steamers and Mississippi River steamers do not include meals and berth.

The Anchor Line steamer "Japan," although large and most seaworthy, has but a limited number of staterooms, which are all located on the upper deck and are all outside rooms, giving ample light and air; some have a double lower berth with single berth overhead; others have two single berths. (There are no parlor rooms on the steamer "Japan.") A cabin passage includes meals and a berth in a stateroom, but not an entire room when there are other passengers to be accommodated. A man and his wife will always be furnished one of our best staterooms (if disengaged), without regard to the number it will accommodate. One passenger occupying an entire room to the exclusion of other passengers will be charged for the capacity of the room at tariff rates. Berths should be engaged in advance for both the east and west bound passages. (See instructions on pages 5 and 6.)

The steamships "Juniata" and "Tionesta" each have fourteen large parlor rooms, each with private bath and wardrobe, one large double bed and a sofa berth. An extra charge for these rooms will be made as per parlor room tariff on pages 3 and 4.

The "Juniata" and "Tionesta" each have 100 large rooms, each room is furnished with two wide berths and a sofa berth, electric lights, call bells, and running water. A few of the rooms will accommodate four persons each, having two berths and two sofa berths.

A passenger holding a single ticket is entitled only to one berth in a stateroom; one or more passengers may obtain the exclusive use of a room only by paying the full passenger fare represented by the number of berths in the room.

During May, June, September, and October (an exceptionally pleasant season of the year for the lake trip), the traffic not being so heavy, accommodations can usually be secured on short notice.

On the steamships "Juniata" and "Tionesta" hand baggage and steamer trunks, not exceeding fourteen inches in height, may be taken to parlors and staterooms.

On the steamer "Japan" stateroom berths will not permit a steamer trunk being placed under them, and consequently only hand baggage may be taken to staterooms.

All baggage, except hand baggage, is checked and is easily attainable. By showing their checks to the porter, passengers can have access to their trunks at stated hours. 150 pounds of baggage carried free on each full fare ticket; 75 pounds on each half-fare ticket. Excess baggage to local ports twelve per cent. of first-class fare per 100 pounds.

Dogs and guns must be given in charge of the porter. With the exception of boats, no charge is made for sportsman's outfits.

Bicycles carried free at owner's risk.

Attend to the rechecking of your baggage at the dock office before going on board of the steamer.

In the event of any disagreement with the purser relative to tickets, privileges, charges, etc., passengers should accept the purser's ruling, taking proper receipt for money paid under protest, and refer the matter to the General Passenger Agent for adjustment. The purser has no discretionary power, but is governed by rules which he is not authorized to change.

The unused portion of any ticket of this company's issue, when of any value, will be redeemed in accordance with regular rules if presented at or forwarded to the General Passenger Office.

The climate of Lake Superior is exceptionally bracing, and even in midsummer the need of extra wraps is felt as soon as the steamer has left the harbor.

The numerous points of interest en route invite tourists to stop over and to facilitate this the Anchor Line issues stop-over checks on all unlimited first-class and tourist tickets. Passengers may resume their journey upon any of the company's passenger steamers.

The particular attention of parties suffering from HAY FEVER is called to the well-known curative properties of the climate of Lake Superior. There, hay fever is ABSOLUTELY UNKNOWN, and there are many well authenticated cases of permanent cures from this distressing malady caused by a few weeks' sojourn IN THIS DISTRICT.

The epicurean who enjoys a fish diet will appreciate the delicious lake trout and white fish always included in the menu on the steamers on this line.

On the Steamships "Tionesta" and "Juniata" free baths will be supplied on application. Each Steamer carries an experienced barber. On the Steamships "Tionesta" and "Juniata" the barber is prepared to sponge and press men's clothing.

NO CHANGE—NO DUST

MEALS AND A BERTH IN A STATEROOM, which during July and August must be reserved in advance, are included in all first-class rates. Passengers holding second-class tickets to points beyond lake destination who do not wish to go second-class on the boats can pay the difference between the second and first-class steamer passage to the purser.

STOP-OVER PRIVILEGES

Passengers holding local, unlimited through first-class or tourist tickets are permitted to stop off at any regular port, and may resume their journey upon any of the company's passenger steamers to destination.

SCHEDULE OF CONNECTING LINES

Not guaranteed and subject to change without notice

Canadian Pacific Steamships leave Sault Ste. Marie every Sunday, Wednesday, and Friday 2.00 P. M., for Fort William and Port Arthur, connecting with Canadian Pacific Ry. for Winnipeg and the Canadian Northwest. For Owen Sound Mondays, Wednesdays, and Saturdays at noon.

Northern Navigation Co.'s Steamers (Lake Superior Division) leave Sault Ste. Marie, Mich., June 18th to September 14th, Tuesdays, Thursdays 4.00 P. M., and Saturdays 11.00 A. M. for Port Arthur.

Northern Navigation Co.'s Steamers (Georgian Bay Division) leave Sault Ste. Marie, Ont., via the inside route, Sundays 8.00 A. M., Wednesdays and Saturdays 7.45 A. M. for Owen Sound and Collingwood.

Manitou Steamship Co., commencing June 20th, leaves Mackinac Island Sundays 8.00 A. M., arriving Chicago Mondays 8.30 A. M.; Tuesdays 12.15 P. M.; arriving Chicago Wednesdays 12.00 noon; Thursdays 2.00 P. M., arriving Chicago Fridays 2.00 P. M. Last sailing from Mackinac Island September 10th.

Northern Michigan Transportation Co. leaves Mackinac Island Mondays 8.00 P. M. and Thursdays 9.30 P. M., calling at ports on the east shore of Lake Michigan, arriving Chicago Saturdays and Wednesdays 6.30 A. M.

Green Bay Transportation Co. leaves Mackinac Island for Petoskey, Harbor Springs, Beaver Island, Manistique, Escanaba, and Green Bay ports on Wednesdays and Saturdays 3.00 P. M.

White Star Line Steamers leave Detroit daily 8.30 A. M., 2.30 P. M., for the Flats, Algonac, Marine City, St. Clair, Oakland House, Stag Island, Sarnia, Ont., and Port Huron, Mich. Leave Detroit daily at 4.00 P. M. for Toledo.

Detroit & Cleveland Navigation Co.'s Steamers leave Detroit Wednesdays and Fridays 9.30 A. M., Mondays and Saturdays 5.00 P. M., for Alpena and west shore of Lake Huron ports; Sundays and Fridays 4.00 P. M., and Tuesdays and Thursdays 9.45 A. M. for Toledo. During July and August the express steamer St. Ignace will leave Detroit Tuesdays, Thursdays and Sundays for Mackinac Island and St. Ignace, calling at Alpena. (See D. & C. N. schedules.)

Detroit & Buffalo Steamboat Co., leave Detroit daily, week days at 5.00 P. M., Sundays at 4.00 P. M. Arrive at Buffalo daily except Monday at 9.00 A. M. Mondays at 7.30 A. M. Leave Buffalo 5.30 P. M.; arrive Detroit 7.30 A. M.

Goodrich Transit Co.'s Steamers leave Grand Haven for Chicago daily at 9.15 P. M., connecting with the Grand Trunk Ry. System morning train from Detroit, arriving at Chicago early next morning.

Arnold Transit Co. leaves Mackinac Island for Detour and Sault Ste. Marie daily at 9.00 A. M. Leaves Sault Ste. Marie for Detour, Mackinac Island and Sheboygan daily at 8.00 P. M. from July 10th to September 10th, tri-weekly service before and after above dates.

Arnold Line Steamers for Les Cheneaux Island (during tourist season) leave Mackinac Island daily at 9.00 A. M., 2.00 P. M. and 4.00 P. M.; returning arrive at Mackinac Island 8.30 A. M., 1.30 P. M. and 6.30 P. M.

THE ERIE & WESTERN TRANSPORTATION CO.—ANCHOR & LINE

MACKINAC ISLAND

SPECIMEN TOURS.

Rates for variations of these routes and rates for tourists' tickets to points not given will be quoted upon application to the General Passenger Agent. All rates subject to change.

Route 1—To Chicago Ill., and return same route

| | | | |
|---------------------------------------|---------------------|-----------------------|---------|
| *Anchor Line Steamer..... | To Mackinac Island. | | |
| †Manitou Steamship Co.'s Steamer..... | to destination. | | |
| Buffalo..... | \$45.00 | Detroit..... | \$34.00 |
| Erie..... | 43.00 | Port Huron..... | 34.00 |
| Cleveland..... | 39.00 | Sault Ste. Marie..... | 19.00 |
| | | Duluth..... | 45.00 |
| | | Marquette..... | \$28.00 |
| | | Portage Lake..... | 34.00 |

Route 2—To Chicago, Ill., and return same route

| | | | |
|--|---------------------|-----------------------|---------|
| *Anchor Line Steamer..... | to Mackinac Island. | | |
| *Northern Michigan Transportation Co.'s Steamer..... | to destination. | | |
| Buffalo..... | \$49.00 | Detroit..... | \$38.00 |
| Erie..... | 47.00 | Port Huron..... | 38.00 |
| Cleveland..... | 43.00 | Sault Ste. Marie..... | 23.00 |
| | | Duluth..... | 49.00 |
| | | Marquette..... | \$32.00 |
| | | Portage Lake..... | 38.00 |

Route 3—To Chicago, Ill., and return same route

| | | | |
|---------------------------|---------------------|-----------------------|---------|
| *Anchor Line Steamer..... | to Mackinac Island. | | |
| *Any line..... | to destination. | | |
| Buffalo..... | \$52.00 | Detroit..... | \$40.00 |
| Erie..... | 49.00 | Port Huron..... | 40.00 |
| Cleveland..... | 45.00 | Sault Ste. Marie..... | 25.00 |
| | | Duluth..... | 51.00 |
| | | Marquette..... | \$34.00 |
| | | Portage Lake..... | 40.00 |

Route 4—To Chicago, Ill., and return

| | | | |
|----------------------------------|--------------------|----------------|---------|
| Route 5..... | to Chicago. | | |
| Choice of direct rail lines..... | to starting point. | | |
| Buffalo..... | \$38.20 | Cleveland..... | \$30.75 |
| Erie..... | 35.80 | Detroit..... | 26.80 |

Route 5—To Chicago, Ill.

| | | | |
|--|---------------------|-----------------------|---------|
| *Anchor Line Steamer..... | to Mackinac Island. | | |
| *Northern Michigan Transportation Co.'s Steamer..... | to destination. | | |
| Buffalo..... | \$26.50 | Detroit..... | \$20.50 |
| Erie..... | 26.00 | Port Huron..... | 20.50 |
| Cleveland..... | 23.00 | Sault Ste. Marie..... | 13.00 |
| | | Duluth..... | 26.50 |
| | | Marquette..... | \$17.50 |
| | | Portage Lake..... | 20.50 |

Route 6—To Chicago, Ill.

| | | | |
|---|---------------------|-----------------------|---------|
| *Anchor Line Steamer..... | to Mackinac Island. | | |
| †Manitou or Northern Steamship Co.'s Steamer..... | to destination. | | |
| Buffalo..... | \$24.00 | Detroit..... | \$18.00 |
| Erie..... | 23.50 | Port Huron..... | 18.00 |
| Cleveland..... | 20.50 | Sault Ste. Marie..... | 10.50 |
| | | Duluth..... | 24.00 |
| | | Marquette..... | \$15.00 |
| | | Portage Lake..... | 18.00 |

Route 7—To Chicago, Ill.

| | | | |
|--------------------------------------|-----------------|-----------------------|----|
| *Anchor Line Steamer..... | to Detroit. | | |
| Grand Trunk Ry. System..... | to Grand Haven. | | |
| †Goodrich Transit Co.'s Steamer..... | to Chicago. | | |
| Buffalo..... | \$ | Port Huron..... | \$ |
| Erie..... | | Sault Ste. Marie..... | |
| Cleveland..... | | Marquette..... | |
| | | Duluth..... | \$ |
| | | Portage Lake..... | \$ |

Route 8—To Chicago, Ill.

| | | | |
|----------------------------------|-------------|-----------------------|---------|
| *Anchor Line Steamer..... | to Detroit. | | |
| Choice of direct rail lines..... | to Chicago. | | |
| Buffalo..... | \$14.05 | Port Huron..... | \$ 8.55 |
| Erie..... | 12.55 | Sault Ste. Marie..... | 20.05 |
| Cleveland..... | 10.05 | Marquette..... | 22.55 |
| | | Duluth..... | 31.55 |
| | | Portage Lake..... | \$26.55 |

Route 9—To Duluth, Minn., and return

Privilege of returning by north or south shore.

| | | | |
|--|----------------------|-------------------|---------|
| *Anchor Line Steamer..... | to Duluth. | | |
| *Lake Superior Steamer (optional)..... | to Sault Ste. Marie. | | |
| *Anchor Line Steamer..... | to starting point. | | |
| Buffalo..... | \$62.00 | Cleveland..... | \$58.00 |
| Erie..... | 59.00 | Detroit..... | 53.00 |
| | | Mackinac..... | 33.00 |
| | | Marquette..... | \$53.00 |
| | | Portage Lake..... | \$53.00 |

Route 10—To Duluth, Minn., and return, or the reverse

| | | | |
|--|--------------------|-------------------|---------|
| *Anchor Line Steamer..... | to Duluth. | | |
| †Northern Steamship Co.'s Steamer..... | to starting point. | | |
| Buffalo..... | \$47.50 | Detroit..... | \$38.00 |
| Cleveland..... | 43.00 | Mackinac..... | 23.00 |
| | | Portage Lake..... | 10.00 |

Route 11—To Duluth, Minn., and return

| | | | |
|--|-------------------------------|--|--|
| *Anchor Line Steamer..... | to Duluth. | | |
| *Anchor Line Steamer..... | to Sault Ste. Marie. | | |
| *Northern Navigation Co.'s Steamer..... | to Owen Sound or Collingwood. | | |
| Canadian Pacific Ry. or Grand Trunk Ry..... | to Toronto. | | |
| †Niagara Navigation Co.'s Steamer..... | to Lewiston. | | |
| New York Central & Hudson River Railroad Co..... | to Buffalo. | | |
| Buffalo..... | \$58.05 | | |

Route 12—To Duluth, Minn., and return

| | | | |
|---------------------------|--------------------|----------------------|---------|
| Same as Route 11..... | to Buffalo. | | |
| *Anchor Line Steamer..... | to starting point. | | |
| Erie..... | \$59.40 | Detroit..... | \$60.90 |
| Cleveland..... | 61.40 | Port Huron..... | 61.40 |
| | | Mackinac Island..... | \$61.40 |

Route 13—To Duluth, Minn., and return

| | | | |
|---|-----------------------------|--|--|
| *Anchor Line Steamer..... | to Duluth..... | | |
| Choice of Great Northern Ry..... | to St. Paul or Minneapolis. | | |
| Northern Pacific Ry..... | to St. Paul or Minneapolis. | | |
| Chicago, St. Paul, Minneapolis & Omaha R'y..... | to St. Paul or Minneapolis. | | |

With choice of the following routes returning :

| | |
|---|---------------|
| 1—Chicago, Milwaukee & St. Paul Ry..... | } to Chicago. |
| 2—The North-Western Line..... | |
| 3—Wisconsin Central Ry..... | |
| 4—Albert Lea Route..... | |
| 5—Burlington Route..... | |
| 6—Chicago Great Western Ry..... | |

And the

| | | | |
|---|----------------------|----------------|----|
| 1—Michigan Central R. R..... | } to starting point. | | |
| 2—Lake Shore & Michigan Southern Ry..... | | | |
| 3—New York, Chicago & St. Louis R. R..... | | | |
| 4—Wabash R. R..... | | | |
| 5—Grand Trunk Ry. System..... | | | |
| 6—Erie R. R..... | | | |
| Buffalo..... | \$ | Cleveland..... | \$ |
| Erie..... | | Detroit..... | |

Route 14—To Duluth, Minn., and return

| | | | |
|--|-----------------------------|--|--|
| *Anchor Line Steamer..... | to Duluth..... | | |
| Choice of Northern Pacific Ry..... | to St. Paul or Minneapolis. | | |
| Great Northern Ry..... | to St. Paul or Minneapolis. | | |
| Chicago, St. Paul, Minneapolis & Omaha Ry..... | to St. Paul or Minneapolis. | | |

With choice of the following routes returning :

| | |
|---|---------------|
| 1—Chicago, Milwaukee & St. Paul Ry..... | } to Chicago. |
| 2—The North-Western Line..... | |
| 3—Wisconsin Central Ry..... | |
| 4—Albert Lea Route..... | |
| 5—Burlington Route..... | |
| 6—Chicago Great Western Ry..... | |

| | | | |
|---------------------------|---------------------|-----------------------|----|
| *Any Line..... | to Mackinac Island. | | |
| *Anchor Line Steamer..... | to starting point. | | |
| Buffalo..... | \$ | Detroit..... | \$ |
| Erie..... | | Port Huron..... | |
| Cleveland..... | | Sault Ste. Marie..... | |
| | | Portage Lake..... | \$ |

Route 15—To Duluth, Minn., and return

| | | | |
|---|----------------------|--|--|
| *Anchor Line Steamer..... | to Duluth. | | |
| *Anchor Line Steamer..... | to Sault Ste. Marie. | | |
| *Northern Navigation Co. Steamer..... | to Parry Sound. | | |
| †Parry Sound Yachting Fleet Steamer..... | to Rose Point. | | |
| Canada Atlantic Ry..... | to Maple Lake. | | |
| Swords Stage Line..... | to Port Cockburn. | | |
| †Muskoka Navigation Co.'s Steamer..... | to Muskoka Wharf. | | |
| Grand Trunk Railway..... | to Toronto. | | |
| †Niagara Navigation Co.'s Steamer..... | to Lewiston. | | |
| New York Central & Hudson River Railroad..... | to Buffalo. | | |
| Buffalo..... | \$61.10 | | |

Route 16—To Duluth, Minn., and return

| | | | |
|---------------------------|-------------------|-----------------|---------|
| Same as Route 15..... | to Buffalo | | |
| *Anchor Line Steamer..... | to starting point | | |
| Erie..... | \$62.45 | Detroit..... | \$63.95 |
| Cleveland..... | 64.45 | Port Huron..... | 64.45 |

Route 17—To Detroit, Mich., and return, or the reverse

| | | | |
|---|------------|--|--|
| *Anchor Line Steamer..... | to Detroit | | |
| †Detroit & Buffalo Steamboat Co.'s Steamer..... | to Buffalo | | |
| Buffalo..... | \$11.00 | | |

NOTE.—Tickets reading "any steamer line meals and berth included" between Mackinac Island and Chicago or Milwaukee will be accepted for transportation only by the Manitou Steamship Company, or the Northern Steamship Company, and the passenger refunded the difference of \$2.50 on each coupon.

*Meals and berth included. †Meals and berth extra. ‡Not good on Northern Steamship Co.'s steamers. §Rates quoted on application to General Passenger Agent.

THE ERIE & WESTERN TRANSPORTATION CO.—ANCHOR LINE

MACKINAC ISLAND

SPECIMEN TOURS. Rates for variations of these routes and rates for tourists tickets to points not given will be quoted upon application to the General Passenger Agent. All rates subject to change.

Route 18—To Mackinac Island, Mich., and return, or the reverse

| | |
|--|--------------------|
| *Anchor Line Steamer..... | to Mackinac Island |
| †Northern Steamship Co.'s Steamer..... | to starting point |
| Buffalo..... | \$25.50 |
| Detroit..... | \$15.50 |
| Portage Lake..... | \$18.50 |
| Cleveland..... | 19.50 |
| Sault Ste. Marie..... | 6.00 |
| Duluth..... | 28.00 |

Route 19—To Mackinac Island, Mich., and return

| | |
|--|--------------------|
| *Anchor Line Steamer..... | to Mackinac Island |
| †Detroit & Cleveland Navigation Co.'s Steamer..... | to starting point |
| †Cleveland & Buffalo Transit Co.'s Steamer..... | to Buffalo |
| Detroit..... | \$19.50 |
| ..... | \$15.50 |

Route 20—To Mackinac Island, Mich., and return

| | |
|--|--------------------|
| *Anchor Line Steamer..... | to Mackinac Island |
| †Detroit & Cleveland Navigation Co.'s Steamer..... | to Cleveland |
| †Cleveland & Buffalo Transit Co.'s Steamer..... | to Buffalo |
| Buffalo..... | \$25.50 |

Route 21—To Milwaukee, Wis., via Chicago

Same route and rates as Route 5 to Chicago.

Route 22—To Milwaukee, Wis., via Chicago

Same route and rates as Route 6 to Chicago.

Route 23—To Montreal, Que., and return same route

| | |
|--|-------------|
| *Anchor Line Steamer..... | to Buffalo |
| New York Central & Hudson River Railroad..... | to Lewiston |
| †Niagara Navigation Co.'s Steamer..... | to Toronto |
| †Richelleu & Ontario Navigation Co.'s Steamer..... | to Montreal |
| Erie..... | \$22.50 |
| Port Huron..... | \$33.30 |
| Marquette..... | \$53.30 |
| Cleveland..... | 27.30 |
| Mackinac..... | 50.30 |
| Portage Lake..... | 66.30 |
| Detroit..... | 32.30 |
| Sault Ste. Marie..... | 53.30 |
| Duluth..... | 76.30 |

Route 24—To Montreal, Que.

| | |
|--|-------------|
| *Anchor Line Steamer..... | to Buffalo |
| New York Central & Hudson River Railroad..... | to Lewiston |
| †Niagara Navigation Co.'s Steamer..... | to Toronto |
| †Richelleu & Ontario Navigation Co.'s Steamer..... | to Montreal |
| Erie..... | \$13.50 |
| Port Huron..... | \$19.00 |
| Marquette..... | \$32.00 |
| Cleveland..... | 16.00 |
| Mackinac..... | 28.00 |
| Portage Lake..... | 36.00 |
| Detroit..... | 18.50 |
| Sault Ste. Marie..... | 29.00 |
| Duluth..... | 41.00 |

Route 25—To Montreal, Que., and return same route

| | |
|---|--------------|
| *Anchor Line Steamer..... | to Buffalo. |
| New York Central & Hudson River Railroad..... | to Lewiston. |
| †Niagara Navigation Co.'s Steamer..... | to Toronto. |
| *Merchants Montreal Line Steamer..... | to Montreal. |
| Erie..... | \$27.90 |
| Port Huron..... | \$38.90 |
| Marquette..... | \$63.90 |
| Cleveland..... | 32.90 |
| Mackinac..... | 55.90 |
| Portage Lake..... | 71.90 |
| Detroit..... | 37.90 |
| Sault Ste. Marie..... | 58.90 |
| Duluth..... | 81.90 |

Route 26—To Montreal, Que.

| | |
|---|--------------|
| *Anchor Line Steamer..... | to Buffalo. |
| New York Central & Hudson River Railroad..... | to Lewiston. |
| †Niagara Navigation Co.'s Steamer..... | to Toronto. |
| *Merchants Montreal Line Steamer..... | to Montreal. |
| Erie..... | \$15.35 |
| Port Huron..... | \$20.85 |
| Marquette..... | \$33.85 |
| Cleveland..... | 17.85 |
| Mackinac..... | 29.85 |
| Portage Lake..... | 37.85 |
| Detroit..... | 20.35 |
| Sault Ste. Marie..... | 30.85 |
| Duluth..... | 42.85 |

Route 27—To Port Arthur, (Ft. William) Ont.

| | |
|--------------------------------|----------------------|
| Anchor Line Steamers..... | to Sault Ste. Marie. |
| Any Lake Superior Steamer..... | to Port Arthur. |
| Buffalo..... | \$28.00 |
| Detroit..... | \$23.50 |
| Erie..... | 27.50 |
| Port Huron..... | 23.50 |
| Cleveland..... | 28.00 |
| Mackinac Island..... | 13.50 |

Route 28—To Port Arthur (Ft. William), Ont., and return

same route

| | |
|---------------------------------|----------------------|
| *Anchor Line Steamers..... | to Sault Ste. Marie. |
| *Any Lake Superior Steamer..... | to Port Arthur. |
| Buffalo..... | \$55.00 |
| Detroit..... | \$46.00 |
| Erie..... | \$2.00 |
| Port Huron..... | 46.00 |
| Cleveland..... | 51.00 |
| Mackinac Island..... | 26.00 |

Route 29—To St. Paul or Minneapolis, Minn., and return

same route

| | | | | | |
|--|-------------------------------|----------------------|----|-----------------------|----|
| *Anchor Line Steamer..... | to Duluth..... | Choice of | | | |
| Northern Pacific Ry..... | } to St. Paul or Minneapolis. | | | | |
| Chicago, St. Paul, Minneapolis & Omaha Ry..... | | | | | |
| Great Northern Ry..... | | | | | |
| Buffalo..... | \$ | Detroit..... | \$ | Sault Ste. Marie..... | \$ |
| Erie..... | | Port Huron..... | | Marquette..... | |
| Cleveland..... | | Mackinac Island..... | | Portage Lake..... | |

Route 30—To Sault Ste. Marie, Mich., and return

| | |
|--|-------------------------------|
| *Anchor Line Steamer..... | to Sault Ste. Marie. |
| *Northern Navigation Co. Steamer..... | to Owen Sound or Collingwood. |
| Canadian Pacific Ry. or Grand Trunk Ry..... | to Toronto. |
| †Niagara Navigation Co. Steamer..... | to Lewiston. |
| New York Central & Hudson River Railroad Co..... | to Buffalo. |
| Buffalo..... | \$32.55 |

Route 31—To Sault Ste. Marie, Mich., and return

| | |
|---------------------------|--------------------|
| Route 30..... | to Buffalo. |
| *Anchor Line Steamer..... | to starting point. |
| Erie..... | \$34.90 |
| Port Huron..... | \$36.40 |
| Portage Lake..... | \$47.90 |
| Cleveland..... | 35.90 |
| Mackinac..... | 35.40 |
| Duluth..... | 58.40 |
| Detroit..... | 35.90 |
| Marquette..... | 40.90 |

Route 32—To Sault Ste. Marie, Mich., and return,

or the reverse

| | |
|--------------------------------------|----------------------|
| *Anchor Line Steamer..... | to Sault Ste. Marie. |
| †Northern Steamship Co. Steamer..... | to starting point. |
| Buffalo..... | \$29.00 |
| Detroit..... | \$20.50 |
| Portage Lake..... | \$13.50 |
| Cleveland..... | 24.50 |
| Mackinac Island..... | 6.00 |
| Duluth..... | 22.00 |

Route 33—To Sault Ste. Marie, Mich., and return

| | |
|---|----------------------|
| *Anchor Line Steamer..... | to Sault Ste. Marie. |
| *Northern Navigation Co. Steamer..... | to Parry Sound. |
| †Parry Sound Yachting Fleet Steamer..... | to Rose Point. |
| Canada Atlantic Ry..... | to Maple Lake. |
| Swords Stage Line..... | to Port Cockburn. |
| †Muskoka Navigation Co. Steamer..... | to Muskoka Wharf. |
| Grand Trunk Railway..... | to Toronto. |
| †Niagara Navigation Co. Steamer..... | to Lewiston. |
| New York Central & Hudson River Railroad..... | to Buffalo. |
| Buffalo..... | \$35.60 |

Route 34—To Sault Ste. Marie, Mich., and return

| | |
|---------------------------|--------------------|
| Same as Route 33..... | to Buffalo. |
| *Anchor Line Steamer..... | to starting point. |
| Erie..... | \$37.95 |
| Port Huron..... | \$39.45 |
| Portage Lake..... | \$50.95 |
| Cleveland..... | 38.95 |
| Marquette..... | 43.95 |
| Duluth..... | 61.45 |
| Detroit..... | 38.95 |

NOTE.—Tickets reading "any steamer line meals and berth included" between Mackinac Island and Chicago or Milwaukee will be accepted for transportation only by the Manitou Steamship Company or the Northern Steamship Company, and the passengers refunded the difference of \$2.50 on each coupon.

*Meals and berth included. †Meals and berth extra. ‡Not good on Northern Steamship Co.'s Steamers. §Rates quoted on application to General Passenger Agent.

THE ERIE & WESTERN TRANSPORTATION CO.—ANCHOR LINE

MACKINAC ISLAND

YELLOWSTONE NATIONAL PARK

SEASON OF 1907

Park Open from June 10 to September 15, 1907

During the Yellowstone National Park season stop-overs will be allowed at Livingston, in addition to those usually granted on stop-over tickets, on

all classes of tickets, both west and east-bound, reading to points on or reached via Northern Pacific Railway, regardless of limit. The stop-overs will be obtained on continuous passage tickets by deposit of ticket on arrival at Livingston with the Agent at that point, who will arrange for extension of limit by exchange for new ticket bearing same conditions, on passenger's return from the park. Passengers hold-



CLUB HOUSE, ST. CLAIR FLATS

ing through sleeping car tickets will also be furnished sleeping car stop-over checks at Livingston on application to Pullman conductor. Sleeping car tickets should, however, be purchased to and from Gardiner, when passengers know before starting of their intention to go into the Park.

Side trips on sale at Livingston, Mont.

\$5.00 ticket. Includes rail transportation, Livingston to Gardiner and return, and stage transportation, Gardiner to Mammoth Hot Springs and return.

\$7.50 ticket. Includes rail transportation, Livingston to Gardiner and return, stage transportation, Gardiner to Mammoth Hot Springs and return and two meals (lunch and dinner) at Mammoth Hot Springs Hotel.

\$28.00 ticket. Includes rail transportation, Livingston to Gardiner and return, and stage transportation, Gardiner to Mammoth Hot Springs, Norris, Lower and Upper Geyser Basins, Yellowstone Lake, Grand Canyon, and Falls of the Yellowstone and return. This ticket does not cover hotel accommodations.

\$55.00 ticket. Includes rail transportation, Livingston to Gardiner and return, stage transportation, Gardiner to Mammoth Hot Springs, Norris, Lower and Upper Geyser Basins, Yellowstone Lake, Grand Canyon and Falls of the Yellowstone and return, and not to exceed five and one-half days' accommodation at the Yellowstone Park Association Hotels.

Children. Half of the \$5.00 and \$28.00 rates will



MISSION POINT, MACKINAC ISLAND

be made for children five years of age or over and under twelve years of age. Half of the \$7.50 and \$55.00 rates will not be made for children, but children under ten years of age will be granted half rates locally at the Yellowstone Park Association Hotels.

THROUGH TICKETS

TO CHICAGO AND SOUTHWESTERN POINTS

THE ANCHOR LINE STEAMERS

“Japan,” “Juniata,” and “Tionesta”

Arrive Mackinac Island as per schedule on pages 39 and 40, connecting with the following steamer lines for

CHICAGO

Manitou Steamship Company

| | | | |
|-----------------------------|-----------------------|--------------------------|-------------------------|
| June 20th to September 10th | | | |
| Leave Mackinac Island..... | Sundays 8.00 A. M. | Tuesdays 12.15 P. M. | Thursdays 2.00 P. M. |
| Arrive Chicago..... | Mondays 8.30 A. M. | Wednesdays 12.00 Noon | Fridays 2.00 P. M. |

Northern Steamship Company

| | | |
|----------------------------|--|-------------------------|
| June 21st to September 6th | | Fridays 11.30 A. M. |
| Leave Mackinac Island..... | | Saturdays 2.10 P. M. |
| Arrive Chicago..... | | |

Northern Michigan Transportation Company

| | | |
|----------------------------|--------------------------|-------------------------|
| June 3rd to September 30th | | |
| Leave Mackinac Island..... | Mondays 8.00 P. M. | Thursday 9.30 P. M. |
| Arrive Chicago..... | Wednesdays 6.30 A. M. | Saturdays 6.30 A. M. |

TICKETS reading via the steamers of the Anchor Line and Northern Michigan Transportation Co., include meals and stateroom berth. Tickets reading via the Manitou Steamship Co. and Northern Steamship Co., include transportation only. Meals and berths will be charged for extra.

CHICAGO, MILWAUKEE

AND POINTS WEST AND SOUTHWEST FROM AND TO

BUFFALO, ERIE, CLEVELAND, ETC.

VIA MACKINAC ISLAND, MICH., OR DETROIT, MICH.



SOUTHEAST BEND ST. CLAIR RIVER

See time table for Chicago above, also time schedule of Manitou Steamship Co. and the Northern Michigan Transportation Co.

APPLY IN CHICAGO to agents of the Manitou Steamship Co., Rush and North Water streets; the Goodrich Transit Co., foot of Michigan Avenue; the Northern Michigan Transportation Co., foot of Michigan Street, Chas. V. Howard, 108 Adams Street; F. E. Scott, Auditorium Annex, Great Northern, Palmer and Sherman House, and at Anchor Line office, No. 2 Wells Street. In Milwaukee to agents of Grand Trunk Ry., Goodrich Transit Co., and in Buffalo, Erie, Cleve-

land, Detroit, etc., to agents of the Anchor Line.

TICKETS FOR CHICAGO AND MILWAUKEE are on sale at Buffalo, Erie and Cleveland via Detroit and all rail and via Detroit, Grand Haven and steamers.

TICKETS VIA ANY OF THE ABOVE ROUTES to points west and southwest of Chicago or Milwaukee can be obtained from our Buffalo office.

THE ERIE & WESTERN TRANSPORTATION CO.—ANCHOR LINE

MACKINAC ISLAND

Through Tickets can be purchased, Stateroom accommodations reserved and information obtained by applying to any of the following

TICKET OFFICES:

- AKRON, Ohio..... Union Depot.
ALBANY, N. Y., Depot Ticket Offices New York Central & Hudson River R. R., West Shore R. R.
ANN ARBOR, Mich..... Michigan Central R. R. Ticket Office.
BUFFALO, N. Y., Gen'l Pass'r Office, Anchor Line Dock, foot of Evans St.
BOSTON, Mass., City Ticket Offices Boston & Albany R. R., Boston & Maine R. R., Erie R. R., New York, New Haven & Hartford R. R.
BROOKLYN, N. Y., City Ticket Offices Pennsylvania R. R., New York Central & Hudson River R. R., Delaware, Lackawanna & Western R. R., Erie R. R., West Shore R. R., Lehigh Valley R. R., Hudson River Day Line, and People's Night Line.
BALTIMORE, Md., City Ticket Offices Pennsylvania R. R. and Baltimore & Ohio R. R., Baltimore and Calvert Sts., and Anchor Line Office, N. E. corner Baltimore and Calvert Sts.
BATTLE CREEK, Mich., Ticket Offices Mich. Cent. R. R. and Grand Trunk Ry.
BAY CITY, Mich., Ticket Offices Pere Marquette R. R. and Michigan Central R. R.
BINGHAMTON, N. Y., Ticket Offices Erie R. R. and Delaware, Lackawanna & Western R. R.
BLOOMINGTON, Ill..... Chicago & Alton R. R.
CLEVELAND, Ohio (John Marron, Anchor Line Dock, foot of Ninth St. N. W. (Local) } Pennsylvania Co., 112 Euclid Ave., Colonial Arcade.
CHICAGO, Ill., Chas. V. Howard, 103 Adams St.; F. E. Scott, Auditorium Annex, Great Northern, Palmer and Sherman House; Manitou Steamship Co., corner Rush and North Water Sts.; Northern Michigan Transportation Co., east end of Michigan St.; Goodrich Transit Co., foot Michigan Ave.; and Anchor Line Office, No. 2 Wells St.
CINCINNATI, Ohio, City Ticket Offices Cleveland, Akron & Columbus Ry., Cleveland, Cincinnati, Chicago & St. Louis Ry. and Cincinnati, Hamilton & Dayton Ry.
COLUMBUS, Ohio, City Ticket Offices Cleveland, Cincinnati, Chicago & St. Louis Ry., Cleveland, Akron & Columbus Ry. and John G. Grossman, 13 South High Street.
DETROIT, MICH. (Local)..... P. E. Bourke, foot of Cass Street.
DULUTH, MINN. (Local)..... D. A. Christy, 101 Palladio Building.
DAYTON, Ohio, City Ticket Offices Cleveland, Cincinnati, Chicago & St. Louis Ry. and Cincinnati, Hamilton & Dayton Ry.
ERIE, Pa. (Local) Charles W. Payne, Anchor Line Dock; A. C. Derry, 1522 Peach St., H. L. Munger, 920 State St.
ELMIRA, N. Y., Ticket Offices Pennsylvania R. R., Delaware, Lackawanna & Western R. R., Erie R. R. and Lehigh Valley R. R.
FINDLAY, Ohio, Ticket Offices Cleveland, Cincinnati, Chicago & St. Louis Ry., Ohio Central Lines and Cincinnati, Hamilton & Dayton Ry.
FLINT, Mich. . . . Ticket Offices Pere Marquette R. R. and Grand Trunk Ry.
FORT WAYNE, Ind., City Ticket Offices Wabash R. R. and C. H. & D. Ry.
GENEVA, N. Y., Ticket Offices New York Central & Hudson River R. R. and Lehigh Valley R. R.
GRAND RAPIDS, Mich., Ticket Offices Grand Trunk Ry., Michigan Central R. R. and Pere Marquette R. R.
HARTFORD, Conn., Sweezy & Kelsey and Ward W. Jacobs & Co., City Offices.
HOUGHTON and } PORTAGE LAKE (Local) Copper Range R. R.
HANCOCK, Mich. } Dock..... James C. Thomson.
ITHACA, N. Y., City Ticket Offices Lehigh Valley R. R. and Delaware, Lackawanna & Western R. R.
ISHPEMING, Mich..... Ticket Office, Henry Harwood.
JACKSON, Mich., Ticket Offices Mich. Central R. R. and Grand Trunk Ry.
JAMESTOWN, N. Y..... City and District Ticket Offices.
KALAMAZOO, Mich..... Ticket Office Michigan Central R. R.
LANSING, Mich., Ticket Offices Michigan Central R. R., Pere Marquette R. R. and Grand Trunk Ry.
MACKINAC ISLAND, Mich. (Local)..... George T. Arnold.
MARQUETTE, Mich. (Local)..... F. B. Spear & Sons.
MT. CLEMENS, Mich..... H. F. Weeks, Agent Grand Trunk Ry.
MINNEAPOLIS, Minn., City Ticket Offices Northern Pacific Ry., Chicago, St. Paul, Minneapolis & Omaha Ry., Great Northern Ry. and J. B. Cresswell, Passenger Agent Anchor Line, Rooms 603-612 G. L. Building.
NEWARK, N. J., City Ticket Offices Pennsylvania R. R., Lehigh Valley R. R., Delaware, Lackawanna & Western R. R. and Erie R. R.
NEW HAVEN, Conn..... Bishop & Co.'s Ticket Office, 702 Chapel St.
NEW YORK CITY, N. Y., City Ticket Offices Pennsylvania R. R., New York Central & Hudson River R. R., Delaware, Lackawanna & Western R. R., Erie R. R., Lehigh Valley R. R., West Shore R. R., New York, Ontario & Western Ry., Hudson River Day Line, People's Night Line, and Anchor Line Office, 68 Wall St.
NORTHAMPTON, Mass..... Depot Ticket Office.
NIAGARA FALLS, N. Y., Ticket Offices New York Central & Hudson River R. R., Erie R. R., West Shore R. R.; Lehigh Valley R. R. and Buffalo & Niagara Falls Ry.
OBERLIN, Ohio..... Depot Office Lake Shore & Michigan Southern Ry.
OMAHA, Neb., City Ticket Offices Chicago & North-Western Ry. and Illinois Central R. R.
OWEGO, N. Y., Depot Ticket Offices Delaware, Lackawanna & Western R. R. and Erie R. R.
OSWEGO, N. Y., Ticket Offices Delaware, Lackawanna & Western R. R. and New York Central & Hudson River R. R.
OIL CITY, Pa..... W. S. McCuen.
OGDENSBURG, N. Y., Ticket Office New York Central & Hudson River R. R., Phillips Ticket Agency.
PORTAGE LAKE, Mich. } Copper Range R. R. Dock, James C. Thomson. (Local)
PETOSKEY, Mich., Ticket Offices Manitou S. S. Co. and Northern Michigan Transportation Co.
PORTLAND, Ore., City Ticket Offices Northern Pacific Ry., and Oregon Railroad & Navigation Co.
PORT HURON, Mich. (Local)..... John W. Thomson.
PHILADELPHIA, Pa., City Ticket Offices Pennsylvania R. R., Philadelphia & Reading Ry., Northern Pacific Ry., 711 Chestnut St., and Anchor Line Office, The Bourse.
PITTSBURGH, Pa., City Ticket Offices Pennsylvania Co., Pennsylvania R. R., Pittsburgh & Lake Erie R. R., Buffalo, Rochester & Pittsburgh Ry., and McCormick's, 506 Smithfield St.
PROVIDENCE, R. I., City Ticket Office New York, New Haven & Hartford R. R.
ROCHESTER, N. Y..... All City and Depot Ticket Offices
SAGINAW, Mich., Depot Ticket Offices Pere Marquette R. R., Michigan Central R. R. and Grand Trunk Ry.
SARATOGA SPRINGS, N. Y..... City Ticket Offices.
SPRINGFIELD, Ohio..... Cleveland, Cincinnati, Chicago & St. Louis Ry.
SPRINGFIELD, Mass..... Ticket Offices B. & A. R. R., B. & M. R. R.
SYRACUSE, N. Y..... All City and Depot Ticket Offices.
ST. PAUL, Minn., City Ticket Offices Northern Pacific Ry., Chicago, St. Paul, Minneapolis & Omaha Ry., Great Northern Ry. and J. B. Cresswell, Passenger Agent Anchor Line, 129 East 4th St.
ST. LOUIS, Mo., City Ticket Offices Wabash R. R., Toledo, St. Louis & Western R. R. and Anchor Line Office, 209 Railway Exchange Building.
SAN FRANCISCO, Cal., Northern Pacific Ry., 638 Market St., Chicago & North-Western Ry.
SCRANTON, Pa., Ticket Offices Delaware, Lackawanna & Western R. R. and Lehigh Valley R. R.
SAULT STE. MARIE, Mich. (Local)..... Chas. O. Berglund.
SAULT STE. MARIE, Mich..... Office of R. H. Carney.
SUPERIOR, Wis..... W. L. Beardsley.
TOLEDO, OHIO, Ticket Offices White Star Line, Wm. Gates, Body House, and Charles H. Gates, 706 Madison Ave.
TORONTO, Ont., City Ticket Offices Niagara Nav. Co., Grand Trunk Ry., Canadian Pacific Ry., A. F. Webster and R. M. Melville.
TROY, N. Y..... Union Station.
UTICA, N. Y., Ticket Offices New York Central & Hudson River R. R., Delaware, Lackawanna & Western R. R. and West Shore R. R.
WASHINGTON, D. C., City Ticket Offices Pennsylvania R. R. and Baltimore & Ohio R. R.
WILKESBARRE, Pa., City Ticket Offices, Delaware, Lackawanna & Western R. R. and Lehigh Valley R. R.
WORCESTER, Mass., City Ticket Office, J. F. Healy, 396 Main St.
YORK, Pa., Ticket Offices Pennsylvania R. R. and Baltimore & Ohio R. R.
YOUNGSTOWN, Ohio..... City and Depot Ticket Offices.

All Other City and Depot Coupon Ticket Offices through the Northwest, the Eastern and Middle States, and the Canadas.

CHAS. E. MARKHAM, Gen'l Pass'r Agt., Anchor Line Dock, Buffalo, N. Y.

THE ERIE & WESTERN TRANSPORTATION CO. -- ANCHOR LINE. THE GREAT LAKES ROUTE.



THE ERIE & WESTERN TRANSPORTATION CO.—ANCHOR LINE

MACKINAC ISLAND

STEAMSHIPS "JUNIATA" AND "TIONESTA"

TWO new and magnificent examples of the modern lake steamships built for The Erie & Western Transportation Company, Anchor Line, passenger service, to operate between Buffalo and Duluth in connection with the steamer "Japan" calling at the intermediate ports of Cleveland, Detroit, Mackinac Island, Saul Ste. Marie, Marquette, Houghton, and Hancock; connecting at Mackinac Island, both east and west bound, with local steamer lines to and from Petoskey, Bay View, Charlevoix, Milwaukee, Chicago, and Green Bay ports.

The schedules of the "Juniata," "Tionesta," and "Japan" allow ample time at the various ports of call to enable passengers to visit the points of interest.

The plan of the "Juniata" and "Tionesta" embraces many new ideas in the construction of lake steamers, the principal feature being the location of the Dining Saloon, Library, Music Room, and Social Hall on the Promenade Deck.

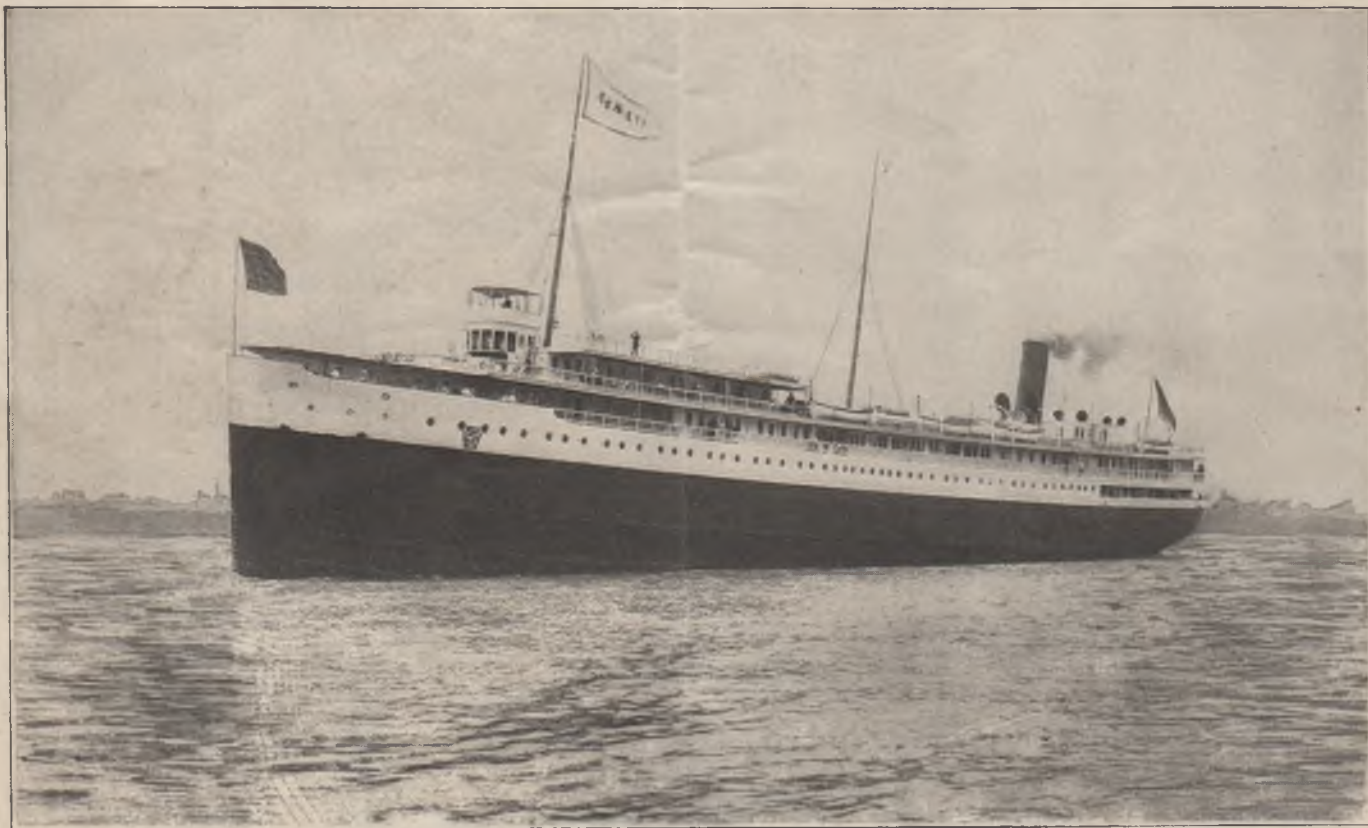
The entrance for first-class passengers is amidship on the main deck, from which broad stairs lead to the berth deck, which extends the full width of the ship and from the forward bulkhead to the stack. The staterooms are arranged in four lines and are exceptionally large, each room

being furnished with two berths, a cushioned sofa, porcelain lavatory supplied with running water under pressure, electric lamp and service calls. No passenger sleeping rooms are located over the machinery.

In the lobby, amidship on the berth deck, are the offices of the Purser and Steward, and from the lobby, halls lead to all staterooms, lavatories, bathrooms, and the barber-shop. From the lobby, also, stairs lead to the Social Hall, Music Room, Dining Saloon and Promenade Deck.

Immediately forward of the Social Hall are eight large parlor rooms, each provided with a double brass bed, cushioned sofa, clothes press, separate bath and toilet room, and forward of these the Music Room and Library, seventy feet in length, finished in mahogany and lighted with large plate-glass windows, giving an unobstructed view and insuring perfect ventilation. On the spar or upper deck are six additional Parlor Rooms equally as large and well furnished. These Parlors being upper deck rooms, with doors opening on the deck, are especially desirable and are usually engaged long in advance of sailing.

Amidship on the Promenade Deck and aft of the Social Hall is the Dining Saloon, having a seating capacity for one hundred and thirty-six passengers. The finish of the Dining Saloon is mahogany; it is lighted and ventilated by a dome skylight, extending the whole length, and by



STEAMSHIPS "JUNIATA" AND "TIONESTA"

THE ERIE & WESTERN TRANSPORTATION CO.—ANCHOR LINE

MACKINAC ISLAND



KITCHEN—"JUNIATA" AND "TIONESTA"

large plate glass windows on a line with the dining tables, so that passengers when at meals may enjoy the pleasing panorama which is the distinguishing feature of a Great Lakes trip on an Anchor Line steamer.

The Galley, Pantry, Store Room, Refrigerators, and Mess Rooms for the officers and crew are located aft of the Dining Saloon. At the extreme after end of the Promenade is the Smoking Room.

On the upper deck are the pilot house and officers' quarters, with additional promenade for the passengers. Second-class passengers' quarters are on the main deck aft, and are reached by a separate entrance.

The furnishings of the "Juniata" and "Tionesta" leave nothing to be desired; special attention being given to every detail.

The construction is of steel up to the Promenade Deck, and every modern device for strength and security has been adopted.

The hull is divided into nine water-tight compartments by eight bulkheads, and has a double bottom with a water ballast capacity of nine hundred and fifty tons. Bilge keels are provided to prevent rolling.

Each steamship has a complete outfit of the highest class, including steam windlass, steam capstan, steam steering gear, refrigerating plant, search light, and duplicate electric lighting plant.



BARBER SHOP—"JUNIATA" AND "TIONESTA"

The dimensions of the "Juniata" and "Tionesta" are: Length on keel, 340 feet; length over all, 360 feet; beam, 45 feet; depth, 28 feet; tonnage, 3,500 tons; passenger capacity, 350.

Engines, quadruple expansion, 2,500 horsepower; cylinders, 22 inches, 31½ inches, 45 inches and 65 inches, common stroke, 42 inches; four boilers, length, 11 feet 6 inches, diameter, 12 feet 6 inches, worked with the Howden Hot Draft; steam pressure owed, 210 pounds.



BATH—"JUNIATA" AND "TIONESTA"



DINING-ROOM—"JUNIATA" AND "TIONESTA"

IMPORTANT.

The Juniata and Tionesta are scheduled to leave Buffalo at 11.00 p. m. eastern time, but will be at their dock, located on Water Street, foot of Evans Street, about 4.00 p. m. on the days of sailing, ready to accommodate passengers, who may secure their quarters at that time. Dinner will be called at 6.00 p. m. and passengers may be served at an extra cost of seventy-five cents each. Passengers arriving on the morning trains may have their hand baggage checked at the Company's dock office and put in the



STEAMER—"JAPAN"

day visiting the many attractive points of interest in and around Buffalo and Niagara Falls.

THE ERIE & WESTERN TRANSPORTATION CO.—ANCHOR LINE

MACKINAC ISLAND



BUFFALO, N. Y.

Population, 400,000.
Altitude above sea level, 573 feet.

A little more than one hundred years ago Joseph Ellicott, agent of the Holland Land Company, standing on the shore of Lake Erie, at the head of Niagara River, said: "Here will rise a great city." The city of Buffalo to-day justifies the prophecy. It is a great city and has become widely known as "The Electric City."

Buffalo is universally known as the cleanest and healthiest of the larger cities; its 225 miles of asphalted streets, well shaded and lined with handsome residences, make it the delight of automobilists and cyclists. It has four parks, containing more than 1,025 acres, and connected by boulevards which are planned admirably. It has an ideal summer climate and is famous as a "convention city."

In Delaware Park and its approaches, the McKinley Monument, the Albright Art Gallery, the Buffalo Historical Society Building, marble structures in the Greek style, and the bronze replica of Michael Angelo's "David," constitute a scene with a classic atmosphere not surpassed in America.

To the student of American history, too, Buffalo presents many attractions. Numerous places of historic interest on the Niagara frontier are accessible by railroad, trolley car, automobile, bicycle, or carriage. Among these are Queenston Heights and Lundy's Lane.

Niagara Falls is only twenty-two miles away. Fort Niagara and its associations with French and English garrisons and with the indomitable La Salle, Father Hennepin and other early explorers, is seven miles below Lewiston and is a feature in a delightful day's excursion from Buffalo.



"SMOKING ROOM — "JUNIATA" AND "TIONESTA"

Commercially, Buffalo is one of the most important cities in the world, a condition due to its unequalled transportation facilities and to the utilization of electric power which is developed at Niagara Falls in the various power plants which are visited annually by scientists, engineers, and others from all parts of the world.

Twenty-eight railroads enter the city. They operate not less than 250 passenger trains daily in Buffalo and have about 700 miles of trackage within the city limits.

The city's breakwater, completed in 1902, is the longest in the world. The largest steel plant and the largest coal trestle also may be seen here. Buffalo is destined to be a great flour-milling, as well as steel and iron, center.

The Anchor Line's General Passenger Office and dock is located at Anchor Line Dock, on Water, near the foot of Evans Street.

THE ERIE & WESTERN TRANSPORTATION CO.—ANCHOR LINE

MACKINAC ISLAND

ERIE, PA.

Population, 60,000.

Altitude above sea level, 573 feet.

In the protection afforded by Presque Isle, Erie is provided with a picturesque and natural harbor. It was to this harbor that Commodore Perry retired with his prizes after defeating the English fleet under Barclay in Put-in-Bay, near Cleveland, in 1813.

The city has an excellent commercial standing because of the large amount of freight handled annually at this port. The Erie & Western Transportation Company owns the docks, elevators and freight houses at Erie and handles an enormous amount of tonnage, grain and merchandise at this port in connection with the Pennsylvania Railroad. The Company's freight handling facilities at Erie are not surpassed by those of any port on the Great Lakes. The rapidity with which freight is handled, at the same time that fueling is done, is surprising as well as interesting.

The Anchor Line Steamers depart from the Anchor Line Dock in Erie.

CLEVELAND, OHIO.

Population, over 500,000.

Altitude above sea level 573 feet.

In many respects Buffalo and Cleveland are alike, but in none more so than in the advantages derived commercially from geographical position. As the future of Buffalo was foreseen by Ellicott, so was Cleveland's development anticipated by General Cleveland.

The city is a delightful one to visit, particularly in summer. Its sobriquet, "Forest City," is derived from the well-shaded streets, boulevards, and squares that are the pride of the residents. Here and there clumps of the original forest trees may be seen in a careful state of preservation, and in the parks there are several groves of them



PARLOR ROOM—"JUNIATA" AND "TIONESTA"

On approaching Cleveland, one of the first objects to attract notice is the Garfield Monument, rising high above the tree tops and in striking contrast to them. The Martyred President, James A. Garfield, lived at Mentor, the little town that can be seen from the lake just before Cleveland is reached. The Garfield memorial is a stone mausoleum in Lake View Cemetery, the monument being 165 feet high. This cemetery is a beautiful place and a recognized model. Cleveland has many fine thoroughfares, notably Euclid Avenue, one of the most beautiful boulevards on the continent.

The viaducts which span Cuyahoga Valley are never-failing sources of interest to visitors. They afford a view of the manufacturing part of the city which, with its long lines of electric lights, is extremely impressive at night. Aside from its many industries connected with the steel and iron



MUSIC ROOM—"JUNIATA" AND "TIONESTA"

trade, Cleveland is known as the seat of the Standard Oil Company, which corporation has immense tanks and refining works there.

The ship building facilities, which are the largest of any city in the United States, the extensive ore docks, large harbor, and long break-water will repay inspection to those interested in industry and commerce, while much can be learned from the park system by advocates of civic beauty.

The Anchor Lines dock and offices are at the foot of Ninth St. N. W.

DETROIT, MICH.

Population, 350,000.

Altitude above sea level, 577 feet.

If any proof were needed that the travels and explorations of La Salle were well directed and made with an eye to the future, it would be found in the fact that the establishing of forts and the founding of villages, towns, and cities were based upon his reports. One place so established was Detroit, the name being French for strait. On July 24, 1701, about thirty years after La Salle visited the site of the present city, Sieur Antone de la Motte Cadillac built Fort Pontchartrain, near what is now the junction of Jefferson Avenue and Shelby Street, in the wholesale business district. Accordingly Detroit is much older than any of the other American cities on the Great Lakes.

The history of the place is replete with stirring incidents of warfare. Fifty-nine years after the French established their fort there to control the northwest fur trade, the British gained possession of the place. Three years later, Pontiac, the fierce chief of the Ottawas, attacked Detroit and besieged the inhabitants for fifteen months. In 1813, after Peary's victory on Lake Erie, the British evacuated Detroit, leaving it in the possession of the United States thereafter. A memento of the war of 1812 may be seen in the shape of picturesque old Fort Wayne in the city's outskirts.

The lighting system is peculiar, electric lights being placed on steel towers from 150 to 175 feet high and giving the effect of continual moonlight. In Belle Isle, the city has one of the most beautiful parks on the American continent, although it is only 700 acres in extent.

Opposite Detroit is the Canadian city, Windsor, with its suburb, Walkerville. The latter place is famous for its mammoth distilleries.

During the eight months that navigation is open of the Great Lakes,

THE ERIE & WESTERN TRANSPORTATION CO.—ANCHOR LINE

MACKINAC ISLAND



more tonnage passes Detroit on the Detroit River than enters London, the largest port in the world, in the entire year. In the city proper the grain, wool, pork, and copper trade is enormous.

The Anchor Line Steamers depart from the Company's dock at foot of Cass street.

LAKE ST. CLAIR ST. CLAIR RIVER

Like insignificant relatives of noble personages, Lake St. Clair derives its importance from being a connecting link between larger and grander bodies of water.

The lake is shallow and can be traversed in ninety minutes. It is treacherous, too, and the government channel must be followed closely in crossing it.

The famous St. Clair Flats are at the lower end of St. Clair river where by expansion it forms Lake St. Clair. The entrance to the river is tortuous on account of the shallow water and innumerable channels between the low-lying islands. To overcome this difficulty the United States Government has constructed a ship canal 8,200 feet long and 200 feet wide, at a cost of \$650,000. It is estimated that throughout the season of navigation, day and night, a vessel passes any given point on the canal or lake every seven minutes.

St. Clair River is forty-eight miles long. On the American side for several miles along its lower end, the river is lined with club houses, hotels, and private residences. Fishing and duck shooting, in season, are of the best.

PORT HURON, MICH.

A beautiful city near the head of St. Clair River, with well paved streets, miles of sewers, pure water, good schools, fine hotels, churches, and a public library, the gift of Andrew Carnegie.

It contains numerous saw mills, three ship yards and two dry docks. Being at the mouth of Black River, a stream which runs through a rich pine region, the saw mills constantly are busy. The famous St. Clair Tunnel connects Port Huron with Sarnia, an important Canadian port of entry.

The manufacture of salt is a large industry. A bed of salt rock over one hundred feet in thickness underlies the locality. One of the largest salt plants in the world is located here.

Two miles above Port Huron, between Port Huron and Point Edward, the river narrows until it is less than 1,000 feet wide; the increased velocity of the current being so noticeable that the descent of the water can be seen from the wharfs on either side.



FORT MACKINAC.

MACKINAC ISL., MICH.

Altitude above sea level, 581 feet.

It was in the early years of the last century that the plans and schemes of John Jacob Astor culminated in the formation of the Astor Fur Company and the selection of Mackinac Island as the headquarters for the Company's fur trade, which extended

throughout the Northwest. It was at this place, so many years ago, that the foundation was laid for the Astor fortune, and the original post with much of its original furniture may be seen by the visitor. In those days, Mackinac Island was densely wooded with rock maple, ironwood, and oak, growths that are now supplanted by almost equally sturdy successors.

The Island is only nine miles in circumference, but its scenery is so varied

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MACKINAC ISLAND

and beautiful that it has gained a world-wide fame. Forts Mackinac and Holmes are of interest. The former is on the cliffs above the village of Mackinac on the south side of the Island. Fort Holmes, a relic of British possession of the Island, it having been built by the British, is farther inland. The scenes of natural beauty include British Landing, Pontiac's Lookout, Robinson's Folly, the Devil's Kitchen, Chimney Rock, the Cliffs, Arch Rock, which is 150 feet high, Sugar Loaf Rock, Scott's Cave and many others, each of which has its romantic legend



ARCH ROCK, MACKINAC.

Comfortable park wagons, in which a tour of the Island may be made will be found near the steamer landing, the charge being \$1 for each person.

Les Cheneaux Islands, also known as "The Beautiful Snows," are passed, on leaving Mackinac; they may be reached by local steamers from Mackinac. The Islands are famous in legend and history. They are dotted with summer cottages and the adjacent waters are reputed to be the finest fishing locality of the Great Lakes. Entering St. Mary's River at Detour marks the beginning of numberless islands of fantastic shape, which with their beautiful foliage make the trip on this river one of continuous delight, a panorama never to be forgotten.

SAULT STE. MARIE, MICH.

Population, 12,000.

Altitude above sea level, 593 feet.

and vice versa, thus overcoming the Rapids, and when it is stated that the tonnage passing through the locks at Sault Ste. Marie, in the eight months that navigation is open each year, is more than twice that of the Suez Canal which is open all the year round, an idea of the importance of the City of



RAPIDS, ST. MARY'S RIVER

merce of the United States passes through the locks each year. Sault Ste. Marie was founded in 1641 by the establishment of a French

Mission on the site of the present city. In its earlier days it was a chief depot of the Hudson Bay Company. Some of the Company's old buildings still remain, worn and weatherstained reminders of an organization whose power was felt and recognized throughout the greater part of the continent, when most of that territory was still a wilderness. As with nearly all places of French origin in America, there are many other things of historic importance to interest travelers.

Those who desire exciting pleasure will find it in shooting the rapids on St. Mary's River, an act that may be accomplished with reasonable safety if boats are guided by Indians. Fishing in the rapids also affords excellent sport, while fine trout streams are within easy access of the city.

It is to the Soo Canal and the convergence of several railroads that Sault Ste. Marie derives its importance as a commercial center. Unlimited electric power is developed there, and on the Canadian side of the river there are large steel plants, blast furnaces, pulp mills, and manufactories.

MARQUETTE, MICH.

Population, 12,000.

Altitude above sea level, 602 feet.

picturesque and its industries, relating to the copper and iron trade, present novel features to tourists.

Marquette is named after Pere Marquette, a French missionary and explorer, who was one of the first white men to penetrate that region. In many ways the city is a delightful one to visit. The scenery is

Thousands of travelers go to Marquette annually, many of them attracted solely by the fame that the place has attained for a total absence of hay fever. Sufferers from that affliction find instant relief at Marquette, while many instances of permanent cures are on record as a result of visits to the place. The journey to Marquette through Lake Superior is replete with rare sights of magnificent natural scenery. For example, few natural scenes in America can eclipse "Pictured Rocks," the sandstone bluff, 300 feet high, extending along the shore of the lake for a distance of five miles, fantastic in form; the rocks derive their name from the colors with which they are stained and which outline queer shapes upon the rugged surface.

Marquette is in the heart of the Hiawatha country. In the forests adjacent to the city large and small game may be found, while speckled trout abound in all the streams.

There are many fine drives, one particularly inviting being by way of the "Boulevard" to and around Presque Isle, one and one-half miles north of the city. Presque Isle is a natural park which has been transformed into one of the delightful pleasure spots of this northern country.



LIBRARY—"JUNIATA" AND "TIONESTA"

THE ERIE & WESTERN TRANSPORTATION CO.—ANCHOR LINE

MACKINAC ISLAND



HOUGHTON AND HANCOCK, MICH.

Population, 17,000.
 Altitude above sea level, 602 feet.

Portage Lake is connected at either end with Lake Superior by canals originally constructed by private enterprise, but which have been improved and are now maintained by the United States Government. The canals and lake divide the long arm of Northern Michigan which reaches out into Lake Superior and terminates in Keweenaw Point. Houghton and Hancock are situated at the base of hills on either side of Portage Lake, which, between the towns, narrows to a mere channel of less than half a mile in width. Being connected by a combination swing bridge for railroad and wagon traffic, the two places virtually constitute a single city, and are regarded as such in the commercial world, where they rank high by reason of the fact that they are in the heart of the Lake Superior copper region.

Copper is to Houghton and Hancock what coal is to Pennsylvania and gold is to the Klondyke. Even the water of Portage Lake is copper colored. In the immediate vicinity of the towns are such well-known copper mines as the "Franklin," the "Quincy," and "Isle Royale." The mines are at the top of the hills and form a striking and strange background to the thriving and pretty municipalities.



SOCIAL HALL—"JUNIATA" AND "TIONESTA."

About twelve miles to the north, and connected with the two towns by steam and electric railways, is Calumet, where the "Calumet and Hecla," the largest copper mine in the world, is located.

The Copper Range R. R. now runs from Calumet to Mass City, furnishing both freight and passenger service to all places of interest on both sides of Portage Lake, including the Atlantic, Baltic, Champion, Tri-Mountain, Winona, Adventure, Mass and Michigan mines. The product from these mines is all smelted at the new modern smelting plant of the Michigan Smelting Company, located on the Houghton side of Portage Lake. The product of this plant is about 150 tons of refined copper per day. Many of the points of interest may be visited by Anchor Line Tourists en route.

Copper in all stages of development may be seen at all times at Houghton and Hancock. It is seen in the form of ore; it is on view when it comes from the stamp mills; it is piled upon the docks ready for transportation in cakes, pencils, ingots, sheets, and in the form of wire. A cake of this copper which a man can encircle with his arms weighs 1,400 or more pounds, while a pencil, which is about a yard long and four inches square, weighs about 300 pounds.

DULUTH, MINN.

Population, 60,000.
 Altitude above sea level, 602 feet.

One of the many indications of French exploration in this country is the name given to the city of Duluth, a name derived from Joan Du Luth, a French army officer, who visited the site of this now prosperous place in the seventeenth century. Although visited by white men so many years ago, as late as 1860 Duluth had only 70 white inhabitants, and only so short time ago as 1885 its population did not exceed 3,500. The rapid increase in population of the later years is due to its situation at the head of navigation of the Great Lakes and the extensive rail-

THE ERIE & WESTERN TRANSPORTATION CO.—ANCHOR LINE



MACKINAC ISLAND



road connections with the rich agricultural States of the West and the iron regions to the north.

Duluth has exceptionally good educational facilities, its High School being regarded as the model of its kind on this continent.

The city is located at the mouth of St. Louis River, which here forms the boundary line between Minnesota and Wisconsin and which separates Duluth from Superior, a place of 30,000 inhabitants, situated in the State of Wisconsin. Although located in different commonwealths, the two cities are so closely connected that they appear to be one, and tourists often regard them in that light, unless an explanation is given.

In scenic beauties Duluth has much to offer. It is built on a gradually sloping hillside, so that the approach from the lake by night, when the lights of the city flash from behind dense foliage, or by day, when the sun's beams are reflected from the beautiful buildings, is unusually impressive. In a similar manner the view of the harbor from the boulevard at the back of the town is singularly beautiful, while there is just a delightful suggestion of Nature's ever-changing wonders in the fact that this boulevard, between 400 and 500 feet above lake level, once was an old beach line of Lake Superior.

It also is worthy of mention that the citizens take much pride in preventing any marring of the numerous choice bits of natural scenery, such as rocks, caverns, precipices, and cascades that are to be found everywhere.

The fact that the city's harbor is a natural shelter, being formed by a long crescent-shaped strip of land, should not be overlooked. The bay thus formed is capable of accommodating thousands of vessels at the same time.

The Aerial Bridge spanning the ship canal at the entrance to the harbor is the only one of its kind on the American continent and the second one in the world.



DULUTH, MINN., THE WESTERN TERMINUS OF THE LAKE ROUTE.

SUPERIOR, WIS.

Population, 40,000.

Altitude above sea level, 602 feet.

The fifteen grain elevators of Superior have a joint capacity of about twenty million bushels of grain. The largest ship yard on the upper lakes is located at Superior, at which the famous World's Fair Steamer the Christopher Columbus was built; the yards furnish employment to 1,500 men. Steel blast furnaces and other manufacturing industries are located at Superior, which is rapidly pushing to the front. Electric cars and steam ferries supply ample passenger service between Duluth and Superior. The Anchor Line Steamers do not embark or land passengers at Superior.

TABLE OF DISTANCES

| | | | | | | | | | | | |
|----------------|-------------------|------------|-----|-----|-----|-----|-----|-----|-----|-------------|----------------|
| Buffalo | Buf- falo | 80 | 180 | 285 | 345 | 590 | 695 | 855 | 935 | 1115 | Buffalo |
| Erie | Erie | 80 | 100 | 205 | 265 | 510 | 615 | 755 | 855 | 1035 | Erie |
| Cleveland | Cleve- land | 180 | 100 | 105 | 165 | 410 | 515 | 675 | 755 | 935 | Cleveland |
| Detroit | De- troit | 285 | 205 | 105 | 60 | 305 | 410 | 670 | 850 | 830 | Detroit |
| Port Huron | Port Huron | 345 | 265 | 165 | 60 | 245 | 350 | 510 | 590 | 770 | Port Huron |
| Mackinac Is. | Macki- nac Is. | 590 | 510 | 410 | 305 | 245 | 105 | 265 | 345 | 525 | Mackinac Is. |
| Sault S. Marie | Sault S. Marie | 695 | 615 | 515 | 410 | 350 | 105 | 160 | 240 | 420 | Sault S. Marie |
| Marquette | Mar- quette | 855 | 775 | 675 | 570 | 510 | 265 | 160 | 80 | 260 | Marquette |
| Portage Lake | Port- age Lk. | 935 | 855 | 755 | 650 | 590 | 245 | 240 | 80 | 180 | Portage Lake |
| Duluth | Du- luth | 1115, 1035 | 935 | 830 | 770 | 525 | 420 | 260 | 180 | Du- luth | |

THE ERIE & WESTERN TRANSPORTATION CO.—ANCHOR LINE

MACKINAC ISLAND

INTENDED SAILINGS—1907

WEST-BOUND

EAST-BOUND

| Eastern Time given at Buffalo. All other ports Central Time. | Sailing Date | JUNIATA | TIONESTA | JAPAN |
|---|------------------------|------------|-----------|-------|
| BUFFALO.....Leave Anchor Line Dock, foot of Evans Street. | HOUR 11 00 pm | 11 00 pm | 2 00 pm | |
| May | 18, 29 | 25 | 16, 30 | |
| June | 9, 20 | 5, 16, 27 | 13, 27 | |
| July | 1, 12, 23 | 8, 19, 30 | 11, 25 | |
| August.. | 3, 14, 25 | 10, 21 | 8, 22 | |
| Sept.... | 5, 16, 27 | 1, 12, 23 | 5, 19 | |
| October..... | | | | |
| ERIE.....Leave Anchor Line Dock. | HOUR 10 00 am | 10 00 am | 1 30 am | |
| May | 13, 30 | 26 | 17, 31 | |
| June | 10, 21 | 6, 17, 28 | 14, 28 | |
| July | 2, 13, 24 | 9, 20, 31 | 12, 23 | |
| August.. | 4, 15, 26 | 11, 22 | 8, 23 | |
| Sept.... | 6, 17, 28 | 2, 13, 24 | 6, 20 | |
| October..... | | | | |
| CLEVELAND.....Leave Anchor Line Dock, foot of Ninth St.N.W. | HOUR 11 30 pm | 11 30 pm | 8 00 pm | |
| May | 19, 30 | 6, 17, 28 | 17, 31 | |
| June | 10, 21 | 6, 17, 28 | 14, 28 | |
| July | 2, 13, 24 | 9, 20, 31 | 12, 26 | |
| August.. | 4, 15, 26 | 11, 22 | 9, 23 | |
| Sept.... | 6, 17, 28 | 2, 13, 24 | 6, 20 | |
| October..... | | | | |
| DETROIT.....Leave Anchor Line Dock, foot of Cass Street. | HOUR 12 00 noon | 12 00 noon | 11 00 am | |
| May | 20, 31 | 27 | 18 | |
| June | 11, 22 | 7, 18, 29 | 1, 15, 29 | |
| July | 3, 14, 25 | 10, 21 | 13, 27 | |
| August.. | 5, 16, 27 | 1, 12, 23 | 10, 24 | |
| Sept.... | 7, 18, 29 | 3, 14, 25 | 7, 21 | |
| October..... | | | | |
| PORT HURON.....Leave Thomson's Dock. | HOUR ..... | ..... | 5 30 pm | |
| May .... | ..... | ..... | 18 | |
| June .... | ..... | ..... | 1, 15, 29 | |
| July .... | ..... | ..... | 13, 27 | |
| August.. | ..... | ..... | 10, 24 | |
| Sept.... | ..... | ..... | 7, 21 | |
| October..... | ..... | ..... | ..... |  |
| MACKINAC ISLAND ...Leave Arnold's Dock. | HOUR 12 00 noon | 12 00 noon | 7 00 pm | |
| May | 1, 12, 23 | 8, 19, 30 | 2, 16, 30 | |
| June | 4, 15, 26 | 11, 22 | 14, 28 | |
| July | 6, 17, 28 | 2, 13, 24 | 11, 25 | |
| August.. | 8, 19, 30 | 4, 15, 26 | 8, 22 | |
| October..... | | | | |
| SAULT STE. MARIE ...Leave Anchor Line Dock. | HOUR 9 00 pm | 9 00 pm | 7 00 am | |
| May | 21 | 28 | 20 | |
| June | 1, 12, 23 | 8, 19, 30 | 3, 17 | |
| July | 4, 15, 26 | 11, 22 | 1, 15, 29 | |
| August.. | 6, 17, 28 | 2, 13, 24 | 12, 26 | |
| Sept.... | 8, 19, 30 | 4, 15, 26 | 9, 23 | |
| October..... | | | | |
| MARQUETTE.....Leave Spear's Dock. | HOUR 10 00 am | 10 00 am | 11 00 pm | |
| May | 22 | 29 | 20 | |
| June | 2, 13, 24 | 9, 20 | 3, 17 | |
| July | 5, 16, 27 | 1, 12, 23 | 1, 15, 29 | |
| August.. | 7, 18, 29 | 3, 14, 25 | 12, 26 | |
| Sept.... | 9, 20 | 5, 16, 27 | 9, 23 | |
| October..... | 1 | | | |
| PORTAGE LAKE.....Leave Houghton & Hancock, Copper Range R. R. Dock. | HOUR 7 30 pm | 7 30 pm | 1 00 pm | |
| May | 22 | 29 | 21 | |
| June | 2, 13, 24 | 9, 20 | 4, 18 | |
| July | 5, 16, 27 | 1, 12, 23 | 2, 16, 30 | |
| August.. | 7, 18, 29 | 3, 14, 25 | 13, 27 | |
| Sept.... | 9, 20 | 5, 16, 27 | 10, 24 | |
| October..... | 1 | | | |
| DULUTH.....Due to Arrive Northern. Pacific Ry. Dock, No. 4 | HOUR 8 00 am | 8 00 am | 6 00 am | |
| May | 23 | 30 | 22 | |
| June | 3, 14, 25 | 10, 21 | 5, 19 | |
| July | 6, 17, 28 | 2, 13, 24 | 3, 17, 31 | |
| August.. | 8, 19, 30 | 4, 15, 26 | 14, 28 | |
| Sept.... | 10, 21 | 6, 17, 28 | 11, 25 | |
| October..... | 2 | | | |

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