

Werk

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18,140 inhab., lies on Lake Huron, at the mouth of the *Black River*, and carries on a trade of considerable importance (lumber, fish, etc.). The train now runs to the S.W. through Michigan. 251 M. *Lapeer* (p. 301). From (288 M.) *Durand* (Rail. Restaurant) a line diverges to *Grand Haven*, on Lake Michigan, whence a steamer plies in connection with the trains to *Milwaukee* (p. 319). 320 M. *Lansing* (p. 301); 365 M. *Battle Creek* (p. 302; Rail. Restaurant); 396 M. *Schoolcraft*; 442 M. *South Bend* (p. 297); 485 M. *Valparaiso* (Rail. Restaurant); 521 M. *Blue Island Junction*.

541 M. *Chicago* (*Dearborn Station*), see R. 43.

e. By Steamer.

It is possible to go the whole way from Buffalo to Chicago by water, through Lakes Erie, Huron, and Michigan, with one change of steamer. — The 'North West' and 'North Land', the two magnificent steamers of the NORTHERN STEAMSHIP Co. (each 336 ft. long, of 5000 tons burden, and accommodating 500 passengers), leave Buffalo (wharf at foot of Main St.) every Tues. and Frid. in summer at 9.15 p.m. (central time), reaching *Mackinac Island* in 1½ day. Here passengers for *Chicago* change steamers, while the Buffalo boats go on to (1½ day) *Duluth* (comp. p. 332). Through-fares to Chicago 1st class \$ 11.50, 2nd class \$ 10. The latter includes berths, but first class passengers have to pay extra for berths (to *Mackinac* from \$ 3 up). Meals are extra in each case; first-class passengers pay *à la carte*, second class, 35 c. per meal. Luggage up to 150 lbs. is free. Fares to *Cleveland*, \$ 2.50; to *Detroit*, \$ 4.25; to *Mackinac Island*, \$ 8, \$ 6.50; to *Sault Ste. Marie*, \$ 9, \$ 7; to *Duluth*, \$ 16.50, \$ 12.50. These steamers are admirably appointed in every way and afford most comfortable quarters. Gentlemen of modest requirements will find the second cabin very fair. The Northern S.S. Co. works in connection with the Great Northern Railway and offers a large choice of circular and other tours by land and water. — At *Mackinac Island* (see above) passengers for *Chicago* change to the steamer 'Manitou' (3000 tons) of the LAKE MICHIGAN AND LAKE SUPERIOR TRANSPORTATION Co., which reaches the 'Windy City' in one day more (from Buffalo 2½ days; meals on *Manitou* \$ ¾-1, berth from \$ 1). As the 'Manitou' does not call at *Milwaukee*, passengers for that city are sent on from Chicago by the GOODRICH LINE without extra charge.

The steamers of the ANCHOR LINE leave Buffalo (Atlantic Dock, foot of Evans St.) at 2.30 p.m. every Thurs and every alternate Mon. between May 1st and Nov. 1st for *Duluth*, which they reach in about 5 days (through-fare, including berth and meals, \$ 25). They call at *Erie*, *Cleveland*, *Detroit*, *Port Huron*, *Mackinac Island*, *Sault Ste. Marie*, *Marquette*, *Houghton*, and *Hancock*. At *Sault Ste. Marie* they connect with steamers for *Milwaukee* and (1 day) *Chicago* (through-fare from Buffalo \$ 19, incl. meals and berth). If the steamer 'Manitou' is taken at *Mackinac Island* the through-fare is \$ 17, not including meals or berths between *Mackinac* and *Chicago*.

The whole journey is apt to be rather tedious, but the traveller who is wearied of railway-travelling may be glad to make part of the distance by water. Stop-over checks are given by the Purser to first-class passengers on application. Warm wraps should be taken even in midsummer.

Some idea of the commerce carried on by the Great Lakes may be gathered from the fact that they are regularly traversed by a fleet of 5000 vessels of 1½ million tons' burden and manned by 40,000 men (all this exclusive of fishing-smacks, etc.) New vessels are built annually with a burden of about 120,000 tons. Comp. pp. 295, 299.

Buffalo, see p. 211. The steamer plies to the W. through *Lake Erie*, a description of which has been given at p. 212. The following are the points usually called at by the steamers of the Anchor Line,

and ample time to go ashore is generally allowed (consult the captain). [The vessels of the Northern S. S. Co. touch at Cleveland and Detroit only before reaching Mackinac.]

80 M. **Erie**, see p. 294. The picturesque harbour is protected by *Presque Isle*. Hither Commodore Perry brought his prizes after defeating the English fleet in 1813. — Beyond Erie the steamer runs near the well-wooded shore. *Ashtabula* (p. 294) is seen about noon.

175 M. **Cleveland** (p. 294), one of the most beautiful cities on the great lakes, is seen to advantage from the steamer *The Garfield Memorial* (p. 296) is conspicuous as we approach. Several hours are usually spent here. — Then the coast becomes more picturesque. *Sandusky* (p. 296) is the chief place passed before we leave Lake Erie. The *Put-in-Bay Islands*, near the mouth of the Detroit, are a favourite summer-resort (several hotels).

Detroit River, which we ascend on leaving Lake Erie, is 25 M. long and varies in width from 4 M. at its mouth to $\frac{1}{2}$ M. opposite Detroit. It generally presents a very animated scene (comp. p. 299).

285 M. **Detroit**, see p. 298.

We now pass *Belle Isle* (p. 300) by the Canadian channel and soon enter **Lake St. Clair** (530 ft.), a shallow lake, 25 M. in diameter and about 20 ft. deep. The intricate navigation of the shallow upper end is avoided by a canal $1\frac{1}{2}$ M. long. The lake is connected with Lake Huron by the *St. Clair River*, a strait 40 M. long.

355 M. **Port Huron**, see p. 302. Opposite, on the Canadian shore, lies *Sarnia* (p. 302). We pass above the tunnel mentioned at p. 302. Between *Fort Gratiot* and *Fort Edward*, just above Port Huron, the strait narrows to 330 yds.

Lake Huron, which we now enter, is 250 M. long, 50-200 M. wide, 23,800 sq. M. in area, 580 ft. above the sea, and 300-1700 ft. deep. It contains about 3000 islands, and is often visited by violent storms. The steamer makes no stop before reaching —

620 M. **Mackinac Island** (p. 301), where passengers for Chicago change steamers (hotels, see p. 301). Those who wish to go on at once take the steamer 'Manitou', which makes close connection with the Buffalo boats; but there are several other steamers plying regularly between Mackinac Island and Chicago.

The steamer on which we have been travelling hitherto goes on through the beautiful *St. Mary's River* (65 M. long), connecting Lakes Huron and Superior, to (695 M.) **Sault Ste. Marie** (p. 333). Thence it traverses Lake Superior to (1065 M.; 3-5 days from Buffalo according to steamer) **Duluth** (p. 320) as described in the reverse direction in B. 53b.

The Chicago steamer passes through the *Straits of Mackinac* (p. 301), and enters **Lake Michigan** (590 ft. above the sea), the largest lake within the United States (360 M. long, 108 M. wide; greatest depth 900 ft.). Some of the steamers call en route at —

360 M. **Milwaukee** (see p. 319), about 16 hrs. from Mackinac, but the 'Manitou' (comp. p. 303) goes direct to Chicago. — 450 M. **Chicago** (see p. 308).