



ATTRACTIONS OF AN EXCURSION
UPON THE
GREAT LAKES.

CLAY & COMPANY, BUFFALO, N. Y.

LAKE SUPERIOR TRANSIT COMPANY.

INCORPORATED UNDER THE LAWS OF THE STATE OF
NEW-YORK.

JOHN ALLEN, JR., W. BULLARD,
President, *Vice-President,*
BUFFALO, N. Y. BUFFALO, N. Y.

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BUFFALO, N. Y.

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H. Lulu Olmsted.
Dubuque.
Iowa.

THE LAKE SUPERIOR TRANSIT COMPANY presents this descriptive book to the public, hoping, by calling attention to the Excursion of the Great Lakes, to induce pleasure seekers to patronize their route. The trip by steamer to Lake Superior is one of the cheapest and most delightful excursions in this country, the total cost between Buffalo and Duluth, and return, being less than four dollars per day, which small sum not only secures accommodations equal to most hotels, but carries the traveler over 2,000 miles of a country full of interest and instruction.

Most persons who have indulged in reflective moments, after their return from a summer's excursion, have sighed at the retrospect, as they recalled how small a proportion of pleasure they had gleaned from a field full of expense and discomfort. Possibly, many of these were weary brain-workers, worn out by the daily hindering cares of office and home, and they have been driven forth to recuperate flagging energies and revive their toil-worn frames, by a change of scene and

society, and to these the sated pleasures of the crowded and fashionable resort, has often failed to secure the desired result. They have returned to count the cost, and regret the mis-spent hours. To such persons the tour of the Lakes which we offer, could hardly fail to bring rest and health. The invigorating air on the water sharpens the appetite and induces the sweetest and soundest sleep, and the system being thus naturally repaired, the mind is in a condition to enjoy to the fullest extent the fine scenic panorama which is constantly presented to the view.

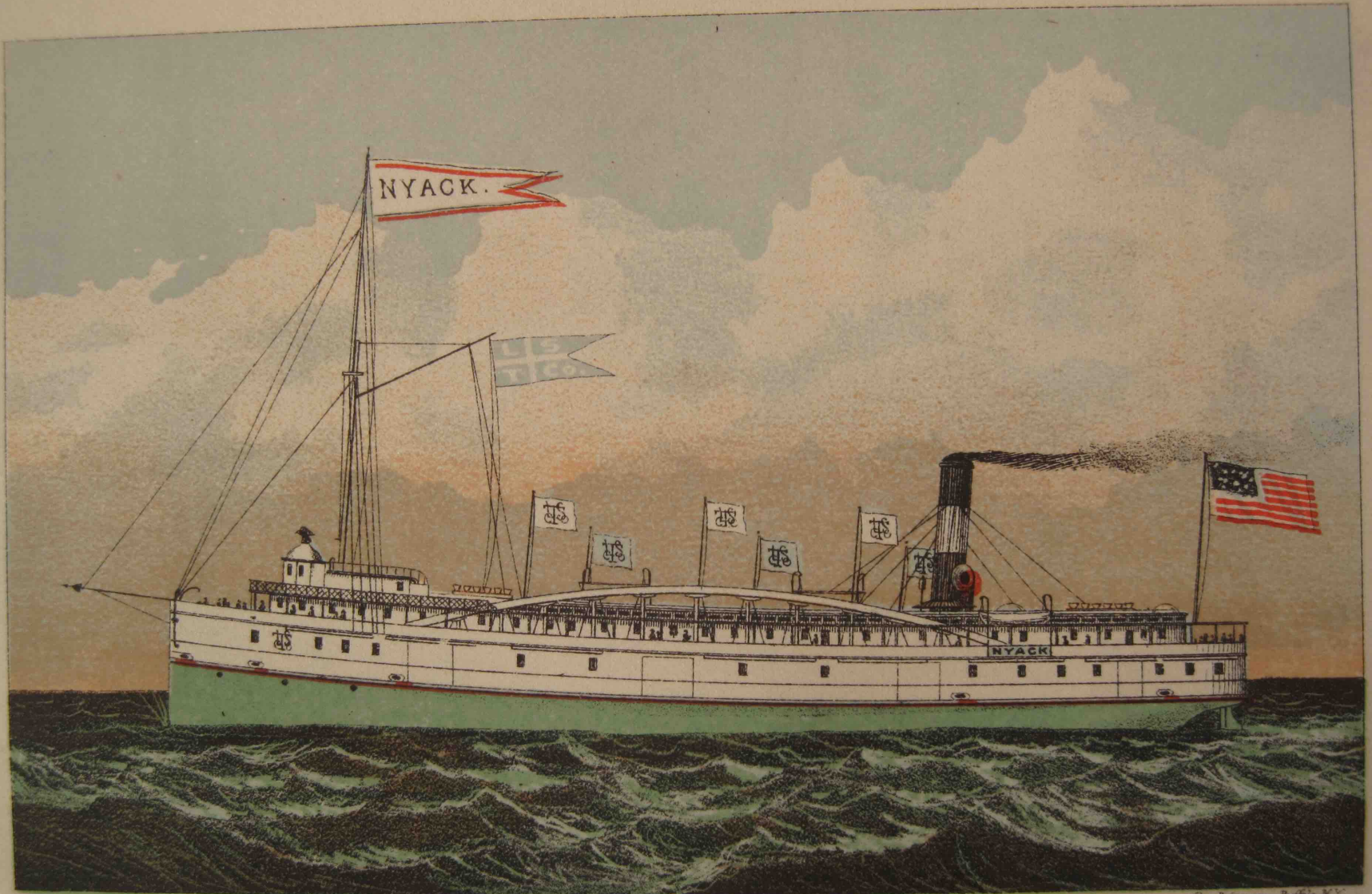
We can recommend this excursion most earnestly to those who have, year after year, been driven from their homes, in the months of August and September, by the sufferings incident to an attack of

MAY FEVER.

It is stated by the best authority, that there are no cases too severe to be relieved by the cool and bracing climate of Lake Superior, and there are some well authenticated reports of complete and permanent cure effected by a short sojourn in it.

To the scientific man this trip presents the greatest attractions, as there are few districts which possess more interesting features than the remarkable mineral region about Lake Superior. Copper, iron and silver mines abound, and on the surface may be found many curious geological formations. The sportsman, also, will find here sufficient employment for rod and gun, to reward him for coming to the far north.

For the information of those who have never made the tour of the Lakes, we subjoin the following brief description of the principal cities and most interesting features *en route*.



LAKE SUPERIOR TRANSIT CO'S STEAMER "NYACK."

Clay & Company, Buffalo, N.Y.

LAKE SUPERIOR Transit Company,

ESTABLISHED 1878,

The authorized Agent for the freight and passenger traffic, to and from Lake Superior, of the New-York Central and Hudson River Rail Road, Erie Railway, Pennsylvania Rail Road, and St. Paul & Duluth Rail Road.

For any information relating to the Lake Superior route, apply to the Agents of the above Rail Roads, the Agents of the Lake Superior Transit Company, or

E. T. EVANS, Gen'l Manager,

BUFFALO, N. Y.

POINTS OF INTEREST

ON THE ROUTE OF THE

Lake Superior Transit Company's

STEAMERS.

BUFFALO, the point of embarkation for passengers from the East, is situated at the head of Niagara River; population 138,000. Time here may be agreeably spent in driving through its broad, shady streets, lined with magnificent private residences, and in visiting its various points of interest. The City Hall is a large, handsome building of limestone and is well worth a visit. The city is surrounded by a system of parks and boulevards which afford a most delightful drive. On leaving Buffalo harbor, which is formed by the mouth of Buffalo River—where is erected a breakwater by the United States government—a fine view is afforded of the city and the Canadian shore.

NIAGARA FALLS is 20 miles from Buffalo, and trains run frequently between the two places.

ERIE, PA., distant 451 miles from Philadelphia by rail, 90 miles from Buffalo, and 95 miles from Cleveland, is beautifully situated on a bluff, affording a prospect of Presque Isle Bay and the Lake beyond. It has one of the largest and best harbors on Lake Erie, from whence sailed Commodore Perry's fleet during the war of 1812, and here the gallant victor returned with his prizes after the naval battle of Lake Erie, which took place off Put-in-Bay, September 10th, 1813. The remains of his flag-ship, the *Lawrence*, lie in the harbor. The fleets of England and the United States, on Lake Erie, met near Put-in-Bay, and the battle ensued. The fleet, bearing the flag of England, consisted of six vessels, carrying 64 guns, under command of the veteran Commodore Barclay, and the fleet of the United States, consisted of 9 vessels, carrying 54 guns, under command of the young and inexperienced, but brave Commodore, Oliver H. Perry.

The result of this important conflict was made known by the following dispatch, written at 4 P. M. the day of the battle :

DEAR GENERAL :—We have met the enemy, and they are ours ; two ships, two brigs, one schooner, and one sloop.

With esteem, &c.,

O. H. PERRY.

Gen. WILLIAM H. HARRISON.

CLEVELAND, the "Forest City," Cuyahoga Co., Ohio, is situated on a plain, elevated 80 feet above the waters of Lake Erie, at the mouth of the Cuyahoga River, which forms a secure harbor for vessels of a large class. The bluff on which it is built rises abruptly from the Lake level, where stands a lighthouse, near the entrance to the harbor, from which an extensive and magnificent view is obtained. The city is regularly and beautifully laid out, ornamented with numerous shade trees, from which it takes the name of the "Forest City."

THE DETROIT RIVER, or Strait, is a noble stream. It is 27 miles in length, and from half a mile to two miles in width, forming the boundary

between the United States and Canada, commencing at the foot of Lake St. Clair, and emptying into Lake Erie. It has a perceptible current, and is navigable for vessels of the largest class. Large quantities of fish are annually taken in the river.

There are altogether 17 islands in the river. The names of these are: Clay, Celeron, Hickory, Sugar, Bois Blanc, Ella, Fox, Rock, Grosse Isle, Stoney, Fighting, Turkey, Mammy Judy, Grassy, Mud, Belle or Hog, and Ile la Pêche. The two latter are situated a few miles above Detroit, near the entrance to Lake St. Clair.

DETROIT is situated on the river of that name, being 7 miles below the outlet of Lake St. Clair, and 20 above the mouth of the river. It extends for the distance of upward of a mile upon the southwest bank of the river, where the stream is three-fourths of a mile in width.

Windsor, Ontario, is situated opposite the City of Detroit, and is a flourishing village.

LAKE ST. CLAIR is about 20 miles long and $\frac{25}{6}$ miles wide, measuring its length from the outlet of St. Clair River to the head of Detroit River. Compared with the other lakes it is very shallow, having a depth of from only 8 to 24 feet. It receives the waters of the Upper Lakes from the St. Clair River by several channels, and the St. Clair River connects Lake Huron with Lake St. Clair. It is 17 miles long, and from $\frac{1}{2}$ to 1 mile wide. Its banks are low, well wooded, and dotted with numerous villages. Port Huron on the American side, and Sarnia on the Canadian, are situated on the St. Clair River, at the point where it receives the waters of Lake Huron. Sarnia is one of the Western termini of the Grand Trunk Railway and the Great Western Railway of Canada.

LAKE HURON. The waters of Lake Huron, lying between 43° and 46° north latitude, and being 574 feet above tide water, are surrounded by low shores on every side. The most prominent features are Saginaw Bay on the southwest, and the Georgian Bay on the northeast; the latter large body of water being entirely within the limits of Canada.

The lake proper, is about 100 miles in width, from east to west, and 250 miles in length, from south to north, terminating at the Straits of Mackinac. Point aux Barques, Thunder Bay, and Thunder Bay Islands, are prominent points to the mariner.

In addition to the surplus waters which Lake Huron receives through the Straits of Mackinac and the St. Mary's River from the north, it receives the waters of Saginaw River, and several other small streams from the west. This lake drains but a very small section of country compared to its magnitude, while its depth is a matter of astonishment, being from 100 to 750 feet, according to recent surveys. Its outlet, the St. Clair River, does not seem to be much larger than the St. Mary's River, its principal inlet, thus leaving nearly all its other waters falling in the basin, to pass off by evaporation.

ST. MARY'S RIVER, connecting Lakes Superior and Huron, is 62 miles in length, and forms the boundary between the United States and Canada. Its width, at its mouth, is about one mile, with a depth of

water of about 100 feet. Drummond Island, attached to the United States, lies on the east, while the main shore of Michigan lies to the west of the entrance. Pipe Island, 4 miles from its mouth, is first passed on ascending the stream, and then Lime Island, 6 miles further. St. Joseph's Island, with its old fort, attached to Canada, lies 8 miles from the entrance. Potagannissing Bay, dotted with numerous small islands, mostly belonging to the United States, is seen lying to the eastward, communicating with the North Channel. Mud Lake, 6 miles further, is next entered, having an expanse of about 4 miles in width. Sailor's Encampment Island is 20 miles from Lake Huron. The head of St. Joseph's, and part of Sugar Island, are 26 miles northward from the De Tour, where diverges the Canadian or North Channel, running into the Georgian Bay. The Nebish Rapids are next passed, and Lake George entered, 6 miles further, being 32 miles from Lake Huron. This lake or expansion of the river is 9 miles in length and 4 miles broad, having 13 feet of water over the shoals, and terminating at Church's Landing, lying opposite Squirrel Island, attached to Canada.

Garden River Settlement, 3 miles, is an Indian town on the Canada side. Little Lake George is passed, and Point Aux Pins reached, 3 miles further. From Little Lake George to the Sault St. Marie, passing around the head of Sugar Island, is 8 miles, being 55 miles from Lake Huron.

SAULT ST. MARIE, the capitol of Chippewa County, Michigan, is situated on St. Mary's River, 55 miles above Lake Huron, and 15 miles from the foot of Lake Superior. Here is situated the famous Ship Canal, built by the State of Michigan for the purpose of passing the rapids in the St. Mary's River. This canal is now being enlarged by the United States government, two new ship locks, each 515 feet long, and 80 feet wide, and having a lift of 18 feet being in course of construction.

The scene, as witnessed from the deck of the steamer on passing through the canal locks, is of the most interesting and exciting character. The Ship Canal, the River, the Islands, the two Villages in sight on either side of the stream, and the Indians in their birch

canoes, engaged in taking white fish below the Rapids, are all in view at the same time, presenting a magnificent panorama.

Sufficient time is here given for the venturesome tourist to take a canoe trip down the St. Marie Rapids.

FORT BRADY, erected in 1823, is an old and important United States military post, contiguous to this frontier village. It commands the St. Mary's River at this point, and approach to the Ship Canal.

In the vicinity of the Sault St. Marie are several streams where sportsmen resort for the purpose of taking speckled trout. The nearest points are the rapids on both sides of St. Mary's River, and the small streams between the islands on the Canadian side. On St. Mary's River are several projecting points, from 1 to 5 miles below the Sault, where anglers resort. Garden and Root Rivers, on the Canada side of the river, below the falls, are fine trout streams.

On the North Shore, Canadian side, are several fine trout fishing resorts, where Indians or half-breeds

with their canoes have to be employed, often camping out for several days. Goulais Bay and Batchewanaung Bay, from 20 to 40 miles, are the nearest points. On the latter Bay enters Batchewanaung River and Harmony River, both fine trout streams. Then farther northward, some 30 or 40 miles, are the Montreal River and the Aguawa River, both celebrated trout streams, where are good boat harbors.

WHITE FISH POINT AND LIGHT, 40 miles from the Sault, is an object of great interest to the mariner.

LAKE SUPERIOR, stretching about 460 miles in a northwesterly direction, with an average width of about 100 miles, here presents a grand appearance from the deck of the steamer. It lies 600 feet above the sea, its greatest depth being 900 feet, extending 300 feet below the level of the ocean; estimated area, 32,000 square miles. Nearly two hundred creeks and rivers are said to flow into the lake, a few of which are navigable for steamers from 2 to 20 miles.

GRAND ISLAND, 125 miles distant from the Sault, is about 10 miles long and 5 wide, lying close in to the south shore. This is a wild and romantic island; the cliffs of sandstone, irregular and broken into by the waves, form picturesque caverns, pillars, and arches of immense dimensions. There are several romantic bays and inlets protected from storms, where brook trout of a large size can be caught in quantities.

MUNISING, formerly called Grand Island City, lies on the south side of Grand Island Bay, here about 3 miles in width. Here is a steamboat wharf and hotel, together with a few dwellings, being, no doubt, destined to become a favorite place of resort, as from this place the Pictured Rocks can be easily reached by canoes or small boats during calm weather. Trout fishing is also good in Anna River, which enters Grand Island Bay, and in Miner's River, near the Pictured Rocks.

PICTURED ROCKS. The range of cliffs to which the name of the Pictured Rocks has been given, may be regarded as among the most striking

and beautiful features of the scenery of the Northwest, and are well worthy the attention of the artist, and the observer of geological phenomena. They may be described, in general terms, as a series of sandstone bluffs extending along the shore of Lake Superior for about 5 miles, and derive their name from the great diversity of colors they display. They are worn into strange shapes by frost and storm, and stained by a thousand dyes in every possible variety of arrangement, far beyond the power of words to describe, and all this profusion is repeated mile after mile, keeping up the interest by some new prospect of sweeping curve, or abrupt angle, or fantastic form.

The "Castle," the first of the more striking features of the rocks, bears at a distance a great resemblance to an ancient castle, with walls, towers, and battlements.

But the principal feature of the rocks is the magnificent cave, known as the "Grand Portal." Let the reader imagine himself in a room 400 feet long by 180 wide, and 150 to 200 feet high to the arched roof, built of yellow sandstone, seamed with decay, and dripping

with water. Shout, and the voice is multiplied a hundredfold by echoes that reverberate several seconds, sharp, metallic. Here the stratum of gravel rises about 50 feet, while at the Castle it is nearly down to the water level. The waters are undermining the foundations, and wearing holes everywhere in the support of the walls and roof. The water in the cave increases in depth as you go out toward the lake, from the bare rocks of the back end to about 50 feet at the opening, and a few rods from the shore it is a 100 feet or more. The cliff on the west, next to the Grand Portal, is hollowing out, forming an immense cave, increasing every year.

"It is beyond the power of the pencil," says a recent traveler, to represent the effect of the reflected light in the roof as seen from the rear. Especially when the sun is toward the west the bright light is reflected from the waves into the cavern, and undulates like a sea of light overhead; a picture in living colors, so tender, so quiet—luminous, pearly grays, bright flashes, cool high lights, all warmed by the yellow sandstone, dripping with water, on which the effect is thrown.

"Basalt Dyke" stands 225 feet from the shore, is 125 feet in height, 8 feet thick at the bottom, and 6 at the top. It presents a very striking and picturesque appearance.

MARQUETTE, the chief city of the Upper Peninsula, the County seat of Marquette County, is named after P re Marquette, the great French missionary and explorer.

This flourishing Lake City is closely identified with the extensive Iron Mines, which are from 12 to 30 miles distant. They are situated on an elevated ridge, known as the Iron Mountain.

The drives from Marquette to Harvey, 4 miles, running along the beach, to Mt. Menard, 2½ miles, and to Collinsville and Forrestville, are all worthy of attention. Boating and sailing in the Bay of Marquette, and to the islands and mouths of several creeks or rivers, where good trout fishing is to be found, is a favorite source of amusement.

On leaving Marquette for Portage Entry or Keweenaw Point, both distant 70 miles, the steamer runs

north to Granite Island, 12 miles; from thence to Portage Entry, N. W. by W., 13 miles from Granite Island to Big Bay Point. Big Bay, Salmon Trout River, and the Huron Mountains lie to the west; the headlands and the mountain scenery here present a fine appearance. Huron Islands and Light are 22 miles farther, running N. W. by W. Huron Bay and Point Abbaye are passed on the southwest.

On the south lies Keweenaw Bay, a fine expanse of water, extending 20 miles to its head, where is a new and thriving settlement. Here is also a Methodist and Roman Catholic Mission.

Portage River and Lake are navigable for steamers of a large class, by means of an artificial channel running through to the lake for about 7 miles. Houghton and Hancock are distant 14 miles from Lake Superior. Here are extensive copper mines.

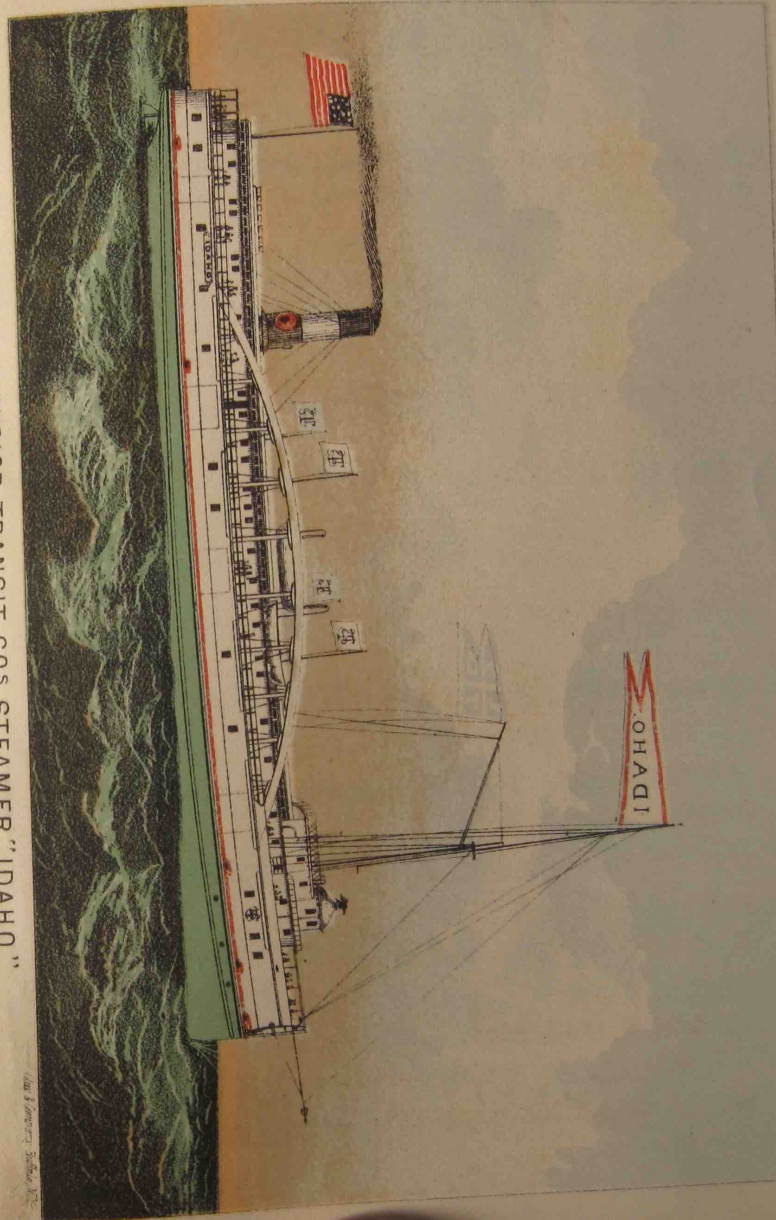
Houghton, Michigan, the county seat of Houghton County, is situated on the south side of Portage Lake. Steamers can run through Portage Lake into Lake Superior via the Ship Canal.

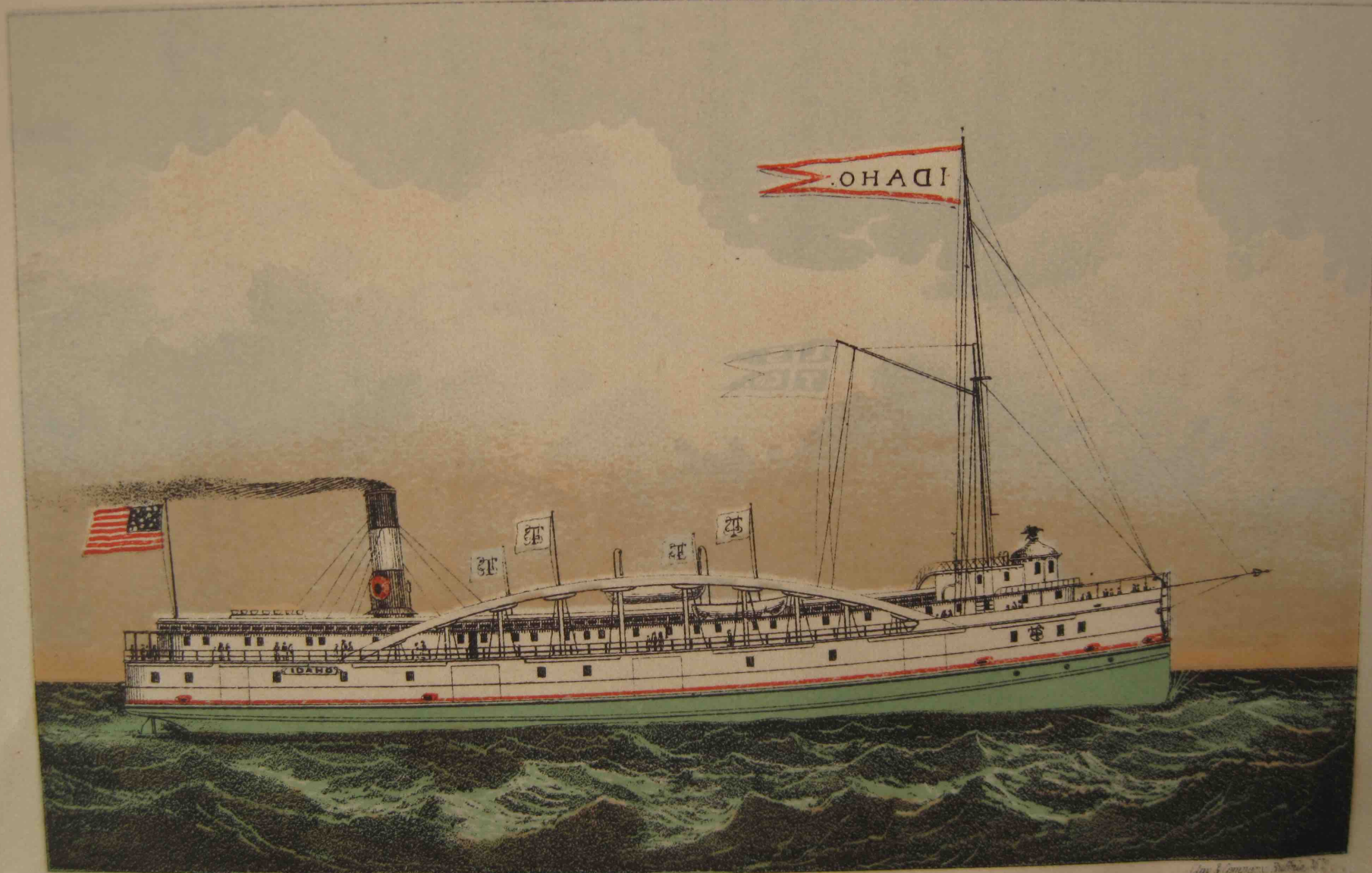
HANCOCK, Houghton County, Michigan, is situated on the north side of Portage Lake, opposite to the village of Houghton. The town was first laid out in 1858, and now contains about 3,000 inhabitants; its prosperity being identified with the rich deposit of native copper, in which this section of country abounds. The site of the village is on a side-hill, rising from the lake level to a height of about 500 feet, where the opening to the mines is situated. At Hancock are the Franklin, Pewabic, and Quincy Copper Mines, the latter being now worked at a depth of over 1,900 feet.

CALUMET, Houghton County, is an important copper mining settlement, situated 12 miles northeast of Hancock, containing a population of about 6,000 inhabitants. Here is located the Calumet and Hecla Mine, one of the most productive copper mines in the world. In the vicinity are situated the Allouez, Kearsarge, and Schoolcraft Mines.

EAGLE HARBOR is a secure steamboat landing, with a light-house at its entrance. In the village are about 500 inhabitants. The town was first settled

LAKE SUPERIOR TRANSIT CO'S STEAMER "IDAHO."





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Wm. A. Conroy, Buffalo, N.Y.

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E. T. EVANS, Gen'l Manager,

BUFFALO, N. Y.

in 1845. This is the shipping port for the Amygdaloid, Central, Copper Falls, Delaware, Pennsylvania, and Petheric Copper Mines.

EAGLE RIVER, 10 miles farther west, is the county town for Keweenaw County, situated at the mouth of a stream of the same name. It is the outlet for several rich copper mines, producing mass and stamped copper. The celebrated Cliff Mine, and the Phoenix, are the principal mines in operation. The Mineral Range Railroad, running from Hancock, when completed, will extend to this place. The mouth of the Lake Superior Ship Canal is passed about 20 miles southwest of Eagle River.

On the north side of Keweenaw Point, in the distance, are seen the high lands which form the rich copper range of this region, extending S. W. for about 80 miles.

ONTONAGON, Ontonagon County, Michigan, 336 miles from the Sault St. Marie, is situated at the mouth of the river of the same name. The river is about 200 feet wide at its mouth, with a sufficient depth of water over the bar for steamers.

In this vicinity are located the Minnesota, the National, the Rockland, and several other copper mines. The ore is found from 12 to 15 miles from the landing, being imbedded in a range of high hills traversing Keweenaw Point from N. E. to S. W. for about 100 miles.

The Silver Mines, situated on Iron River, 12 or 15 miles west of Ontonagon, are attracting great attention.

The Porcupine Mountain, lying 20 miles west of Ontonagon, is a bold headland that can be distinctly seen at a great distance, rising some 1,300 feet above the lake surface.

MICHIGAN ISLAND AND LIGHT, lying 60 miles west of Ontonagon, is the next object of interest. This is the easternmost of the group of islands known as the Apostle Islands; they consist of 20 islands of different sizes, most of which are uninhabited, being for the most part clothed with forest trees of a small growth. Madeline (or La Pointe) Island, the largest of the group, is in part cultivated.

These islands are all attached to Ashland county, Wisconsin. They are composed of drift-hills and red clay, resting on sandstone which is occasionally visible. At a distance they appear like mainland, with deep bays and points, gradually becoming more elevated to the westward.

The waters around the islands afford excellent white fish, trout, and siskowit, which do not appear to diminish, after many years of extensive fishing for the lower lake markets.

BAYFIELD, capitol of Bayfield County, Wisconsin, is favorably situated on the southern shore of Lake Superior, 80 miles east of its western terminus, and 3 miles west of La Pointe, being 80 miles west of Ontonagon. The harbor is secure and capacious, being protected by the Apostle Islands, lying to the northeast. The town rises 60 to 80 feet above the waters of the lake, affording a splendid view of the bay, the adjacent islands and headlands.

DULUTH, St. Louis Co., Minnesota, is situated at the head of Lake Superior, near the mouth of the St. Louis River. Mean annual temperature, 40°

Fahr. It is distant from Buffalo, via the Great Lakes, 1,200 miles, from St. Paul, by railroad, 155 miles, and from Chicago, 565 miles; from the Red River of the North, 252 miles; from the Upper Missouri River, 450 miles, and from Puget Sound, by the proposed line of the Northern Pacific Railroad, 1,750 miles.

The Ship Canal through Minnesota Point, which affords access to the inner harbor in the Bay of Duluth, is 1,200 feet in length, 250 feet wide, and 20 feet deep.

The St. Paul and Duluth Railroad from Duluth winds along the St. Louis River and at Fond Du Lac, which place is situated at the foot of the Dalles, to Thomson, a height of about 600 feet is overcome. The Dalles form one of the most picturesque views in the State. The road winding around the banks for miles affords the traveler a fine view of this beautiful scenery.

From Thomson to St. Paul the road passes through extensive pine forests, and does not enter an agricultural region until about half way to St. Paul.

The celebrated summer resort, White Bear Lake, 12 miles from St. Paul, is on the line of this road.

The St. Paul and Duluth Railroad has also a branch to Stillwater, which town is 24 miles distant from St. Paul, and is situated on the St. Croix River, where connections are made with steamers for the far famed Dalles of St. Croix. There are several small towns along the line of this branch road between St. Paul and Stillwater, which are resorted to by parties desiring quiet locations during the summer months; also by sportsmen in the hunting season, as deer and other game are abundant.

ST. PAUL, the capitol of Minnesota, is situated on the east bank of the Mississippi River, 2082 miles from its mouth. The beauties and surroundings of St. Paul are so well and widely known that special mention here is useless. Tourists from Southern cities, and from points on the Mississippi River, can reach the steamers of the Lake Superior Transit Company via the St. Paul and Duluth Railroad, which connects with the railroads leading South from St. Paul, and with steamers on the river.

MINNEAPOLIS, 11 miles by rail from St. Paul, is the greatest manufacturing city in the Northwest. The falls of St. Anthony, being 75 feet within a distance of one mile, form a most wonderful power, and are lined with mills and factories. Between Minneapolis and St. Paul are the renowned Minnehaha Falls, always visited.

The Northern Pacific Road, finished from Duluth to Bismarck on the Missouri River, a distance of 448 miles, crosses the Mississippi River, 115 miles from Duluth, at Brainard; and the Red River of the North, 250 miles from Duluth, at Fargo.

This road passes through the most wonderful wheat field in the world. At the crossing of the Red River the traffic, with the wonderful region of Manitoba, is exchanged.

The Lake Superior Transit Company is the authorized and exclusive agent for the business to and from Lake Superior of the New York Central and Hudson River Railroad, the Erie Railway, the Pennsylvania Railroad, and the St. Paul and Duluth Railroad. Tickets can be obtained at the principal offices of these roads for the Lake Superior trip.

In the line of the Company are the following steamers :

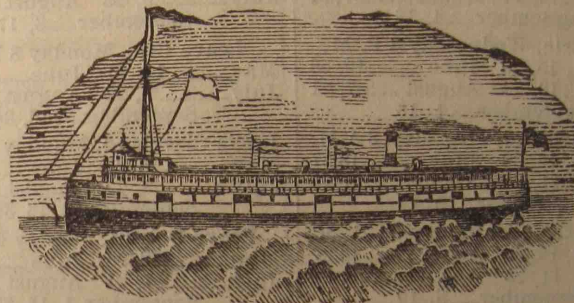
NAME.	Ton'ge.	CAPTAIN.	PURSER.	STEWARD.
ATLANTIC,	660	E. M. Marion.	H. J. Seaton.	N. Dwyer.
PACIFIC,	765	John McLeod.	John Maltbie.	A. J. Sprague.
ARCTIC,	785	Samuel Shannon.	V. J. Bidwell.	James Delano.
ST. LOUIS,	985	Jas. W. Condon.	S. H. Davis.	F. A. Sprague.
NYACK,	1200	F. S. Miller.	Geo. L. Seaton.	M. C. Cooney.
IDAHO,	1100	A. Stewart.	Wm. Porteous.	Richard Grant.
WINSLOW,	1050	M. H. Murch.	Jos. H. Wilkins.	S. A. Wood.
INDIA,	1240	Benj. Wilkins.	L. B. Joy.	W. C. Bennett.
CHINA,	1240	Angus McDougall.	Jas. C. Thomson.	Benj. Wood.
JAPAN,	1240	M. Niland.	James Findlater.	John Hulligan.

They are all especially adapted for the accommodation of tourists, and are luxurious in their appointments. They are commanded by experienced officers, and every attention will be paid to the comfort of passengers.

The trip from Buffalo to Duluth, and return, occupies 13 days, *i. e.* from 5 to 6 days either way, and a stop of from 24 to 36 hours at Duluth. Tickets are issued permitting passengers to stop at any intermediate port on Lake Superior, and continue the tour on any other of the Company's steamers, without additional cost. First-class tickets include meals and berth for the trip, and parties of two can secure private cabins containing wide and comfortable beds without extra charge.

The days and dates of sailing for each of the steamers are as follows:

1878. TIME TABLE 1878.
OF THE
Lake Superior Transit Company
LINE OF STEAMERS.



**INDIA, CHINA, WINSLOW,
ATLANTIC, IDAHO,
NYACK, ST. LOUIS, ARCTIC,
PACIFIC, JAPAN,**

FROM THE PORTS OF

**BUFFALO, ERIE, CLEVELAND, DETROIT,
Port Huron, Sault St. Marie, Marquette,
Houghton & Hancock, (Portage Lake) Bayfield,
Duluth.**

T. F. CARPENTER,
General Passenger Agent, Buffalo, N. Y.

J. T. WHITING,
General Agent, Detroit, Mich.

E. T. EVANS,
General Manager, Buffalo, N. Y.

TIME TABLE.
STEAMER ST. LOUIS.

Captain Jas. W. Condon.

GOING WEST.

Leave Buffalo, Wednesday 9 A. M.
May---1, 15, 29 June-----12, 26
July-----10, 24 August-----7, 21
September---4, 18

Leave Erie, Wednesday 6 P. M.
May---1, 15, 29 June-----12, 26
July-----10, 24 August-----7, 21
September---4, 18

Leave Cleveland, Thursday, 8 A.M.
May---2, 16, 30 June-----13, 27
July-----11, 25 August-----8, 22
September---5, 19

Leave Detroit, Thursday 11 P. M.
May---2, 16, 30 June-----13, 27
July-----11, 25 August-----8, 22
September---5, 19

Leave Port Huron, Friday 6 A. M.
May---3, 17, 31 June-----14, 28
July-----12, 26 August-----9, 23
September---6, 20

L've Sault St. Marie, Sat'day 9 A.M.
May-----4, 18 June-----1, 15, 29
July-----13, 27 August-----10, 24
September---7, 21

Leave Marquette, Sunday 1 A. M.
May-----5, 19 June-----2, 16, 30
July-----14, 28 August-----11, 25
September---8, 22

Leave Portage, Sunday 1 P. M.
May-----5, 19 June-----2, 16, 30
July-----14, 28 August-----11, 25
September---8, 22

Leave Bayfield, Monday 1 A. M.
May-----6, 20 June-----3, 17
July-----1, 15, 29 August-----12, 26
September---9, 23

Arrive at Duluth, Monday 9 A. M.
May-----6, 20 June-----3, 17
July-----1, 15, 29 August-----12, 26
September---9, 23

GOING WEST.

GOING EAST.

Arrive at Buffalo, Tuesday 6 A. M.
May-----14, 28 June-----11, 25
July-----9, 23 August-----6, 20
September---3, 17

Leave Erie, Monday 8 P. M.
May-----13, 27 June-----10, 24
July-----8, 22 August-----5, 19
September---2, 16, 30

Leave Cleveland, Monday 5 A. M.
May-----13, 27 June-----10, 24
July-----8, 22 August-----5, 19
September---2, 16, 30

Leave Detroit, Sunday 6 P. M.
May-----12, 26 June-----9, 23
July-----7, 21 August-----4, 18
September---1, 15, 29

Leave Pt Huron, Sunday 10 A. M.
May-----12, 26 June-----9, 23
July-----7, 21 August-----4, 18
September---1, 15, 29

L've Sault St. Marie, Sat'day 7 A.M.
May-----11, 25 June-----8, 22
July-----6, 20 August-----3, 17, 31
September---14, 28

Leave Marquette, Friday 2 P. M.
May-----10, 24 June-----7, 21
July-----5, 19 August-----2, 16, 30
September---13, 27

Leave Bayfield, Thursday 5 P. M.
May-----9, 23 June-----6, 20
July-----4, 18 August-----1, 15, 29
September---12, 26

Leave Duluth, Thursday 9 A. M.
May-----9, 23 June-----6, 20
July-----4, 18 August-----1, 15, 29
September---12, 26

GOING EAST.

TIME TABLE.
STEAMER WINSLOW.

Captain M. H. Murch.

GOING WEST.

Leave Buffalo, Thursday 9 A. M.
May---2, 16, 30 June-----13, 27
July-----11, 25 August-----8, 22
September---5, 19

Leave Erie, Thursday 6 P. M.
May---2, 16, 30 June-----13, 27
July-----11, 25 August-----8, 22
September---5, 19

Leave Cleveland, Friday 8 A. M.
May---3, 17, 31 June-----14, 28
July-----12, 26 August-----9, 23
September---6, 20

Leave Detroit, Friday 11 P. M.
May---3, 17, 31 June-----14, 28
July-----12, 26 August-----9, 23
September---6, 20

Leave Pt. Huron, Saturday 6 A. M.
May-----4, 18 June-----1, 15, 29
July-----13, 27 August-----10, 24
September---7, 21

L've Sault St. Marie, Sund'y 9 A.M.
May-----5, 19 June-----2, 16, 30
July-----14, 28 August-----11, 25
September---8, 22

Leave Marquette, Monday 1 A. M.
May-----6, 20 June-----3, 17
July-----1, 15, 29 August-----12, 26
September---9, 23

Ar. at Portage, Monday 10 A. M.
May-----6, 20 June-----3, 17
July-----1, 15, 29 August-----12, 26
September---9, 23

GOING WEST.

GOING EAST.

Ar. at Buffalo, Wednesday 6 A. M.
May-----15, 29 June-----12, 26
July-----10, 24 August-----7, 21
September---4, 18

Leave Erie, Tuesday 10 P. M.
May-----14, 28 June-----11, 25
July-----9, 23 August-----6, 20
September---3, 17

L've Cleveland, Tuesday 12 noon.
May-----14, 28 June-----11, 25
July-----9, 23 August-----6, 20
September---3, 17

Leave Detroit, Monday 6 P. M.
May-----13, 27 June-----10, 24
July-----8, 22 August-----5, 19
September---2, 16, 30

L've Pt. Huron, Monday 10 A. M.
May-----13, 27 June-----10, 24
July-----8, 22 August-----5, 19
September---2, 16, 30

L've Sault St. Marie, Sunday 7 A.M.
May-----12, 26 June-----9, 23
July-----7, 21 August-----4, 18
September---1, 15, 29

L've Marquette, Sat'day 2 P. M.
May-----11, 25 June-----8, 22
July-----6, 20 August-----3, 17, 31
September---14, 28

Leave Portage, Friday 4 P. M.
May-----10, 24 June-----7, 21
July-----5, 19 August-----2, 16, 30
September---13, 27

GOING EAST.

TIME TABLE. STEAMER IDAHO.

Captain A. Stewart.

GOING WEST.

Leave Buffalo, Friday 9 A. M.
May ---3, 17, 31 June ---14, 28
July ---12, 26 August ---9, 23
September ---6, 20

Leave Erie, Friday 6 P. M.
May ---3, 17, 31 June ---14, 28
July ---12, 26 August ---9, 23
September ---6, 20

Leave Cleveland, Saturday 8 A. M.
May ---4, 18 June ---1, 15, 29
July ---13, 27 August ---10, 24
September ---7, 21

Leave Detroit, Saturday 11 P. M.
May ---4, 18 June ---1, 15, 29
July ---13, 27 August ---10, 24
September ---7, 21

Leave Port Huron, Sunday 6 A. M.
May ---5, 19 June ---2, 16, 30
July ---14, 28 August ---11, 25
September ---8, 22

L've Sault St. Marie, Monday 9 A. M.
May ---6, 20 June ---3, 17
July ---1, 15, 29 August ---12, 26
September ---9, 23

Leave Marquette, Tuesday 1 A. M.
May ---7, 21 June ---4, 18
July ---2, 16, 30 August ---13, 27
September ---10, 24

Leave Portage, Tuesday 1 P. M.
May ---7, 21 June ---4, 18
July ---2, 16, 30 August ---13, 27
September ---10, 24

Leave Bayfield, Wednesday 1 A. M.
May ---8, 22 June ---5, 19
July ---3, 17, 31 August ---14, 28
September ---11, 25

Arrive at Duluth, Wed'day 9 A. M.
May ---8, 22 June ---5, 19
July ---3, 17, 31 August ---14, 28
September ---11, 25

GOING WEST.

GOING EAST.

Arrive at Buffalo, Thursday, 6 A. M.
May ---16, 30 June ---18, 27
July ---11, 25 August ---8, 22
September ---5, 19

Leave Erie, Wednesday 8 P. M.
May ---15, 29 June ---12, 26
July ---10, 24 August ---7, 21
September ---4, 18

Leave Cleveland, Wed'day 5 A. M.
May ---15, 29 June ---12, 26
July ---10, 24 August ---7, 21
September ---4, 18

Leave Detroit, Tuesday 6 P. M.
May ---14, 28 June ---11, 25
July ---9, 23 August ---6, 20
September ---3, 17

L've Pt Huron, Tuesday 10 A. M.
May ---14, 28 June ---11, 25
July ---9, 23 August ---6, 20
September ---3, 17

L've Sault St. Marie, M'day 7 A. M.
May ---13, 27 June ---10, 24
July ---8, 22 August ---5, 19
September ---2, 16, 30

Leave Marquette, Sunday 2 P. M.
May ---12, 26 June ---9, 23
July ---7, 21 August ---4, 18
September ---1, 15, 29

Leave Bayfield, Saturday 5 P. M.
May ---11, 25 June ---8, 22
July ---6, 20 August ---3, 17, 31
September ---14, 28

Leave Duluth, Saturday 9 A. M.
May ---11, 25 June ---8, 22
July ---6, 20 August ---3, 17, 31
September ---14, 28

GOING EAST.

TIME TABLE, STEAMER ARCTIC.

Captain Sam'l Shannon.

GOING WEST.

Leave Buffalo, Monday 9 A. M.
May ---6, 20 June ---3, 17
July ---1, 15, 29 August ---12, 26
September ---9, 23

Leave Erie, Monday 6 P. M.
May ---6, 20 June ---3, 17
July ---1, 15, 29 August ---12, 26
September ---9, 23

Leave Cleveland, Tuesday 8 A. M.
May ---7, 21 June ---4, 18
July ---2, 16, 30 August ---13, 27
September ---10, 24

Leave Detroit, Tuesday 11 P. M.
May ---7, 21 June ---4, 18
July ---2, 16, 30 Aug ---13, 27
September ---10, 24

Lv. Pt. Huron, Wednesday 6 A. M.
May ---8, 22 June ---5, 19
July ---3, 17, 31 August ---14, 28
September ---11, 25

Lv. Sault St. Marie, Thurs'y 9 A. M.
May ---9, 23 June ---6, 20
July ---4, 18 Aug ---1, 15, 29
September ---12, 26

Leave Marquette, Friday 1 A. M.
May ---10, 24 June ---7, 21
July ---5, 19 Aug ---2, 16, 30
September ---13, 27

Arrive Portage, Friday 10 A. M.
May ---10, 24 June ---7, 21
July ---5, 19 Aug ---2, 16, 30
September ---13, 27

GOING WEST.

GOING EAST.

Arrive Buffalo, Saturday 6 A. M.
May ---18 June ---1, 15, 29
July ---13, 27 August ---10, 24
September ---7, 21

Leave Erie, Friday 10 P. M.
May ---17, 31 June ---14, 28
July ---12, 26 August ---9, 23
September ---6, 20

Leave Cleveland, Friday 12 M.
May ---17, 31 June ---14, 28
July ---12, 26 August ---9, 23
September ---6, 20

Leave Detroit, Thursday 6 P. M.
May ---16, 30 June ---13, 27
July ---11, 25 August ---8, 22
September ---5, 19

Lv. Pt. Huron, Thursday 10 A. M.
May ---16, 30 June ---13, 27
July ---11, 25 August ---8, 22
September ---5, 19

Lv. Sault St. Marie, Wed'day 7 A. M.
May ---15, 29 June ---12, 26
July ---10, 24 August ---7, 21
September ---4, 18

Leave Marquette, Tuesday 2 P. M.
May ---14, 28 June ---11, 25
July ---9, 23 August ---6, 20
September ---3, 17

Leave Portage, Monday 4 P. M.
May ---13, 27 June ---10, 24
July ---8, 22 August ---5, 19
September 2, 16, 30

GOING EAST.

TIME TABLE.
STEAMER JAPAN.
 Captain M. Niland.

GOING WEST.

Leave Buffalo, Tuesday 9 A. M.
 May-----7, 21 June-----4, 18
 July-----2, 16, 30 August---13, 27
 September---10, 24

Leave Erie, Tuesday 6 P. M.
 May-----7, 21 June-----4, 18
 July-----2, 16, 30 August---13, 27
 September---10, 24

Leave Cleveland, Wed'day 8 A. M.
 May-----8, 22 June-----5, 19
 July-----3, 17, 31 August---14, 28
 September---11, 25

L've Detroit, Wednesday 11 P. M.
 May-----8, 22 June-----5, 19
 July-----3, 17, 31 August---14, 28
 September---11, 25

L've Pt. Huron, Thursday 6 A. M.
 May-----9, 23 June-----6, 20
 July-----4, 18 August 1, 15, 29
 September---12, 26

L've Sault St. Marie, Frid'y 9 A. M.
 May-----10, 24 June-----7, 21
 July-----5, 19 August 2, 16, 30
 September---13, 27

L've Marquette, Saturday 1 A. M.
 May-----11, 25 June-----8, 22
 July-----6, 20 August 3, 17, 31
 September---14, 28

Leave Portage, Saturday 1 P. M.
 May-----11, 25 June-----8, 22
 July-----6, 20 August 3, 17, 31
 September---14, 28

Leave Bayfield, Sunday 1 A. M.
 May-----12, 26 June-----9, 23
 July-----7, 21 August 4, 18
 September 1, 15, 29

Arrive at Duluth, Sunday 9 A. M.
 May-----12, 26 June-----9, 23
 July-----7, 21 August 4, 18
 September 1, 15, 29

GOING WEST.

GOING EAST.

Arrive at Buffalo, Sunday 6 A. M.
 May-----19 June---2, 16, 30
 July-----14, 28 August---11, 25
 September---8, 22

Leave Erie, Saturday 8 P. M.
 May-----18 June---1, 15, 29
 July-----13, 27 August---10, 24
 September---7, 21

Leave Cleveland, Saturday 5 A. M.
 May-----18 June---1, 15, 29
 July-----13, 27 August---10, 24
 September---7, 21

Leave Detroit, Friday 6 P. M.
 May-----17, 31 June---14, 28
 July-----12, 26 August 9, 23
 September 6, 20

Leave Pt. Huron, Friday 10 A. M.
 May-----17, 31 June---14, 28
 July-----12, 26 August 9, 23
 September 6, 20

L've Sault St. Marie, Th'sd'y 7 A. M.
 May-----16, 30 June---13, 27
 July-----11, 25 August 8, 22
 September 5, 19

L've Marquette, Wednesday 2 P. M.
 May-----15, 29 June---12, 26
 July-----10, 24 August 7, 21
 September 4, 18

Leave Bayfield, Tuesday 5 P. M.
 May-----14, 28 June---11, 25
 July-----9, 23 August 6, 20
 September 3, 17

Leave Duluth, Tuesday 9 A. M.
 May-----14, 28 June---11, 25
 July-----9, 23 August 6, 20
 September 3, 17

GOING EAST.

TIME TABLE.
STEAMER NYACK.
 Captain F. S. Miller.

GOING WEST.

Leave Buffalo, Wednesday 9 A. M.
 June-----19 July---3, 17, 31
 August---14, 28 Sept-----11, 25

Leave Erie, Wednesday 6 P. M.
 June-----19 July---3, 17, 31
 August---14, 28 Sept-----11, 25

L've Cleveland, Thursday 8 A. M.
 June-----20 July-----4, 18
 August 1, 15, 29 Sept-----12, 26

Leave Detroit, Thursday 11 P. M.
 June-----20 July-----4, 18
 August 1, 15, 29 Sept-----12, 26

Leave P't Huron, Friday 6 A. M.
 June-----21 July-----5, 19
 August 2, 16, 30 Sept-----13, 27

L've Sault St. Marie, Sat'day 9 A. M.
 June-----22 July-----6, 20
 August 3, 17, 31 Sept-----14, 28

Leave Marquette, Sunday 1 A. M.
 June-----23 July-----7, 21
 August 4, 18 Sept-----1, 15, 29

Leave Portage, Sunday 1 P. M.
 June-----23 July-----7, 21
 August 4, 18 Sept-----1, 15, 29

Leave Bayfield, Monday 1 A. M.
 June-----24 July-----8, 22
 August 5, 19 Sept-----2, 16, 30

Arrive Duluth, Monday 9 A. M.
 June-----24 July-----8, 22
 August 5, 19 Sept-----2, 16, 30

GOING WEST.

GOING EAST.

Arrive Buffalo, Tuesday 6 A. M.
 July---2, 16, 30 August---13, 27
 September---10, 24

Leave Erie, Monday 8 P. M.
 July---1, 15, 29 August---12, 26
 September---9, 23

Leave Cleveland, Monday 5 A. M.
 July---1, 15, 29 August---12, 26
 September---9, 23

Leave Detroit, Sunday 6 P. M.
 June-----30 July-----14, 28
 August---11, 25 Sept-----8, 22

Leave P't Huron, Sunday 10 A. M.
 June-----30 July-----14, 28
 August---11, 25 Sept-----8, 22

L've Sault St. Marie Sat'day 7 A. M.
 June-----29 July-----13, 27
 August---10, 24 Sept-----7, 21

Leave Marquette, Friday 2 P. M.
 June-----28 July-----12, 26
 August---9, 23 Sept-----6, 20

Leave Bayfield, Thursday 5 P. M.
 June-----27 July-----11, 25
 August---8, 22 Sept-----5, 19

Leave Duluth, Thursday 9 A. M.
 June-----27 July-----11, 25
 August---8, 22 Sept-----5, 19

GOING EAST.

TIME TABLE. STEAMER ATLANTIC.

Captain E. M. Marion.

GOING WEST.

Leave Buffalo Thursday 9 A. M.
 May -----9, 23 June-----6, 20
 July -----4, 18 August.1, 15, 29
 September--12, 26

Leave Erie, Thursday 6 P. M.
 May -----9, 23 June-----6, 20
 July -----4, 18 August.1, 15, 29
 September--12, 26

Leave Cleveland, Friday 8 A. M.
 May -----10, 24 June-----7, 21
 July -----5, 19 August.2, 16, 30
 September--13, 27

Leave Detroit, Friday 11 P. M.
 May -----10, 24 June -----7, 21
 July -----5, 19 August. 2, 16, 30
 September--13, 27

Leave Pt. Huron, Sat'day 6 A. M.
 May -----11, 25 June-----8, 22
 July -----6, 20 August.3, 17, 31
 September--14, 28

Lv. Sault St. Marie, Sunday 9 A. M.
 May -----12, 26 June -----9, 23
 July -----7, 21 August -----4, 18
 September 1, 15, 29

Leave Marquette, Monday 1 A. M.
 May -----13, 27 June-----10, 24
 July -----8, 22 August -----5, 19
 September 2, 16, 30

Arrive Portage, Monday 10 A. M.
 May -----13, 27 June-----10, 24
 July -----8, 22 August -----5, 19
 September 2, 16, 30

GOING WEST.

GOING EAST

Ar. at Buffalo, Wednesday 6 A. M.
 May -----8, 22 June -----5, 19
 July -----3, 17, 31 August---14, 28
 September--11, 25

Leave Erie, Tuesday 10 P. M.
 May -----7, 21 June -----4, 18
 July -----2, 16, 30 August---13, 27
 September--10, 24

Leave Cleveland, Tuesday 12 M.
 May -----7, 21 June -----4, 18
 July -----2, 16, 30 August---13, 27
 September--10, 24

Leave Detroit, Monday 6 P. M.
 May -----6, 20 June -----3, 17
 July -----1, 15, 29 August---12, 26
 September--9, 23

L've Pt. Huron, Monday 10 A. M.
 May -----6, 20 June-----3, 17
 July -----1, 15, 29 August---12, 26
 September--9, 23

Lv. Sault St. Marie, Sunday 7 A. M.
 May -----5, 19 June-----2, 16, 30
 July -----14, 28 August ---11, 25
 September--8, 22

Leave Marquette, Saturday 2 P. M.
 May -----4, 18 June---1, 15, 29
 July -----13, 27 August---10, 24
 September--7, 21

Leave Portage, Friday 4 P. M.
 May -----3, 17, 31 June -----14, 28
 July -----12, 26 August -----9, 23
 September--6, 20

GOING EAST.

TIME TABLE. STEAMER INDIA.

Captain Benj. Wilkins.

GOING WEST.

Leave Buffalo, Friday 9 A. M.
 May -----10, 24 June-----7, 21
 July -----5, 19 August.2, 16, 30
 September--13, 27

Leave Erie, Friday 6 P. M.
 May -----10, 24 June-----7, 21
 July -----5, 19 August.2, 16, 30
 September--13, 27

L've Cleveland, Saturday 8 A. M.
 May -----11, 25 June -----8, 22
 July -----6, 20 August.3, 17, 31
 September--14, 28

Leave Detroit, Saturday 11 P. M.
 May -----11, 25 June -----8, 22
 July -----6, 20 August.3, 17, 31
 September--14, 28

Leave Pt. Huron, Sunday 6 A. M.
 May -----12, 26 June -----9, 23
 July -----7, 21 August -----4, 18
 September--1, 15, 29

L've Sault St. Marie, Mond'y 9 A. M.
 May -----13, 27 June -----10, 24
 July -----8, 22 August-----5, 19
 September--2, 16, 30

Leave Marquette, Tuesday 1 A. M.
 May -----14, 28 June -----11, 25
 July -----9, 23 August-----6, 20
 September--3, 17

Leave Portage, Tuesday 1 P. M.
 May -----14, 28 June -----11, 25
 July -----9, 23 August-----6, 20
 September--3, 17

Leave Bayfield, Wednesday 1 A. M.
 May -----15, 29 June -----12, 26
 July -----10, 24 August-----7, 21
 September--4, 18

Ar. at Duluth, Wednesday 9 A. M.
 May -----15, 29 June -----12, 26
 July -----10, 24 August-----7, 21
 September--4, 18

GOING WEST.

GOING EAST.

Arrive Buffalo, Thursday 6 A. M.
 May -----9, 23 June-----6, 20
 July -----4, 18 August.1, 15, 29
 September--12, 26

Leave Erie, Wednesday 8 P. M.
 May -----8, 22 June -----5, 19
 July -----3, 17, 31 August ---14, 28
 September--11, 25

L've Cleveland, Wed'sday 5 A. M.
 May -----8, 22 June -----5, 19
 July -----3, 17, 31 August ---14, 28
 September--11, 25

Leave Detroit, Tuesday 6 P. M.
 May -----7, 21 June -----4, 18
 July -----2, 16, 30 August---13, 27
 September--10, 24

L've Pt. Huron, Tuesday 10 A. M.
 May -----7, 21 June -----4, 18
 July -----2, 16, 30 August---13, 27
 September--10, 24

L've Sault St. Marie, Mond'y 7 A. M.
 May -----6, 20 June -----3, 17
 July -----1, 15, 29 August---12, 26
 September--9, 23

Leave Marquette, Sunday 2 P. M.
 May -----5, 19 June-----2, 16, 30
 July -----14, 28 August---11, 25
 September--8, 22

Leave Bayfield, Saturday 5 P. M.
 May -----4, 18 June---1, 15, 29
 July -----13, 27 August---10, 24
 September--7, 21

Leave Duluth, Saturday 9 A. M.
 May -----4, 18 June---1, 15, 29
 July -----13, 27 August---10, 24
 September--7, 21

GOING EAST.

TIME TABLE. STEAMER PACIFIC.

Captain John McLeod.

GOING WEST.

Leave Buffalo, Monday 9 A. M.

May ----13, 27 June ----10, 24
July ----8, 22 August ----5, 19
September --2, 16, 30

Leave Erie, Monday 6 P. M.

May ----13, 27 June ----10, 24
July ----8, 22 August ----5, 19
September --2, 16, 30

Leave Cleveland, Tuesday 8 A. M.

May ----14, 28 June ----11, 25
July ----9, 23 August ----6, 20
September --3, 17

Leave Detroit, Tuesday 11 P. M.

May ----14, 28 June ----11, 25
July ----9, 23 August ----6, 20
September --3, 17

L've Pt. Huron, Wed'sday 6 A. M.

May ----1, 15, 29 June ----12, 26
July ----10, 24 August ----7, 21
September --4, 18

L've Sault St. Marie, Th'day 9 A. M.

May ----2, 16, 30 June ----13, 27
July ----11, 25 August ----8, 22
September --5, 19

Leave Marquette, Friday 1 A. M.

May ----3, 17, 31 June ----14, 28
July ----12, 26 August ----9, 23
September --6, 20

Arrive Portage, Friday 10 A. M.

May ----3, 17, 31 June ----14, 28
July ----12, 26 August ----9, 23
September --6, 20

GOING WEST.

GOING EAST.

Arrive Buffalo, Saturday 6 A. M.

May ----11, 25 June ----8, 22
July ----6, 20 August 3, 17, 31
September --14, 28

Leave Erie, Friday 10 P. M.

May ----10, 24 June ----7, 21
July ----5, 19 August 2, 16, 30
September --13, 27

Leave Cleveland, Friday 12 noon.

May ----10, 24 June ----7, 21
July ----5, 19 August 2, 16, 30
September --13, 27

Leave Detroit, Thursday 6 P. M.

May ----9, 23 June ----6, 20
July ----4, 18 August 1, 15, 29
September --12, 26

L've Pt. Huron, Thursday 10 A. M.

May ----9, 23 June ----6, 20
July ----4, 18 August 1, 15, 29
September --12, 26

L've Sault St. Marie, Wed'day 2 A. M.

May ----8, 22 June ----5, 19
July ----3, 17, 31 August --14, 28
September --11, 25

Leave Marquette, Tuesday 2 P. M.

May ----7, 21 June ----4, 18
July ----2, 16, 30 August --13, 27
September --10, 24

Leave Portage, Monday 4 P. M.

May ----6, 20 June ----3, 17
July ----1, 15, 29 August --12, 26
September --9, 23

GOING EAST.

TIME TABLE. STEAMER CHINA.

Captain Angus McDougall.

GOING WEST.

Leave Buffalo, Tuesday 9 A. M.

May ----14, 28 June ----11, 25
July ----9, 23 August ----6, 20
September --3, 17

Leave Erie, Tuesday 6 P. M.

May ----14, 28 June ----11, 25
July ----9, 23 August ----6, 20
September --3, 17

Leave Cleveland, Wed'day 8 A. M.

May ----1, 15, 29 June ----12, 26
July ----10, 24 August ----7, 21
September --4, 18

Leave Detroit, Wednesday 11 P. M.

May ----1, 15, 29 June ----12, 26
July ----10, 24 August ----7, 21
September --4, 18

L've Pt. Huron, Thursday 6 A. M.

May ----2, 16, 30 June ----13, 27
July ----11, 25 August ----8, 22
September --5, 19

L've Sault St. Marie, Friday 9 A. M.

May ----3, 17, 31 June ----14, 28
July ----12, 26 August ----9, 23
September --6, 20

Leave Marquette, Saturday 1 A. M.

May ----4, 18 June ----1, 15, 29
July ----13, 27 August ----10, 24
September --7, 21

Leave Portage, Saturday 1 P. M.

May ----4, 18 June ----1, 15, 29
July ----13, 27 August ----10, 24
September --7, 21

Leave Bayfield, Sunday 1 A. M.

May ----5, 19 June ----2, 16, 30
July ----14, 28 August ----11, 25
September --8, 22

Arrive in Duluth, Sunday 9 A. M.

May ----5, 19 June ----2, 16, 30
July ----14, 28 August ----11, 25
September --8, 22

GOING WEST.

GOING EAST.

Arrive in Buffalo, Sunday 6 A. M.

May ----12, 26 June ----9, 23
July ----7, 21 August ----4, 18
September --1, 15, 29

Leave Erie, Saturday 8 P. M.

May ----11, 25 June ----8, 22
July ----6, 20 August 3, 17, 31
September --14, 28

L've Cleveland, Saturday 5 A. M.

May ----11, 25 June ----8, 22
July ----6, 20 August 3, 17, 31
September --14, 28

Leave Detroit, Friday 6 P. M.

May ----10, 24 June ----7, 21
July ----5, 19 August 2, 16, 30
September --13, 27

Leave Pt. Huron, Friday 10 A. M.

May ----10, 24 June ----7, 21
July ----5, 19 August 2, 16, 30
September --13, 27

L've Sault St. Marie, Th'day 7 A. M.

May ----9, 23 June ----6, 20
July ----4, 18 August 1, 15, 29
September --12, 26

L've Marquette, Wednesday 2 P. M.

May ----8, 22 June ----5, 19
July ----3, 17, 31 August --14, 28
September --11, 25

Leave Bayfield, Tuesday 5 P. M.

May ----7, 21 June ----4, 18
July ----2, 16, 30 August --13, 27
September --10, 24

Leave Duluth, Tuesday 9 A. M.

May ----7, 21 June ----4, 18
July ----2, 16, 30 August --13, 27
September --10, 24

GOING EAST.

EXCURSION RATES

BY THE

STEAMERS

OF THE

Lake Superior Transit Company

AND THE

ST. PAUL & DULUTH R. R.

Buffalo to Detroit, <i>and return,</i>	- - - -	\$ 9.00
Buffalo to Duluth,	- - - -	27.00
Buffalo to Duluth, <i>and return,</i>	- - - -	50.00
Buffalo to St. Paul,	- - - -	30.00
Buffalo to St. Paul, <i>and return,</i>	- - - -	58.00
Cleveland to Duluth,	- - - -	24.00
Cleveland to Duluth, <i>and return,</i>	- - - -	46.00
Cleveland to St. Paul,	- - - -	26.00
Cleveland to St. Paul, <i>and return,</i>	- - - -	50.00
Detroit to Duluth,	- - - -	22.00
Detroit to Duluth, <i>and return,</i>	- - - -	40.00
Detroit to St. Paul,	- - - -	24.00
Detroit to St. Paul, <i>and return,</i>	- - - -	46.00

Return Tickets good for three months, and include meals and sleeping accommodations while in port at either termini.

Other routes and rates can be obtained upon application to

T. P. CARPENTER,

Gen'l Pass. Agent,

BUFFALO, N. Y

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OF THE
LAKE SUPERIOR TRANSIT CO.

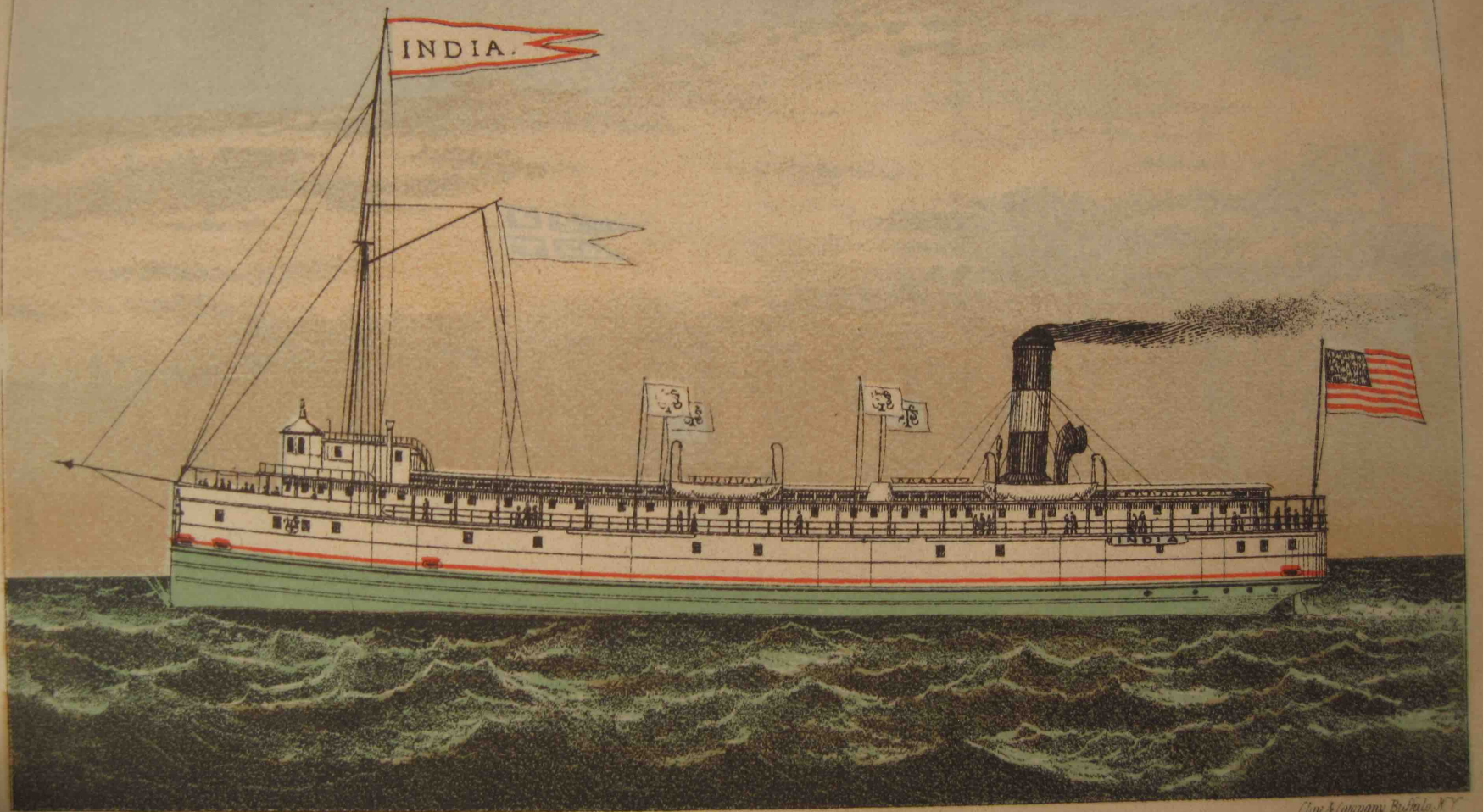
JOHN J. WADSWORTH,
Anchor Line Dock, ERIE, Pa.

HANNA & CO.,
(CHAS. H. TUCKER, Acting Agent,)
57 River St., CLEVELAND, O.

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*Lasier & Co. Dock, foot of First St.,
DETROIT, Mich.*

W. H. VOLK,
MARQUETTE, Michigan.

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