

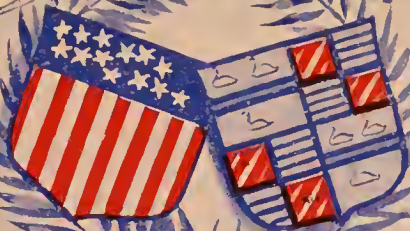
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WOMANS' BI-CENTENARY
Souvenir
Detroit

1701

1901



MORRISON
PRINTING CO.
DETROIT.



EDITION OF 15,000.

Detroit's Bi-Centenary Celebration. The Electrical the Most Splendid Feature.

The Detroit Bi-Centenary Celebration, July 24, 25 and 26, 1901, was probably the most complete and successful in every respect that it has ever been held by any city. The attractive, instructive and varied character of every one of the three days furnished a most commendable record of the inventiveness and executive ability in the liberal enterprise of the citizens of Detroit. And the immense crowd of visitors were satisfied and delighted.

The First Day, Wednesday, July 24th.

The historical excitement of the first day (which was also published in permanent form) presented brilliant and memorable object lessons in history. The word was freely repeated of the importance of the events of 200 years ago on the then savage limited shores.

The Second Day, Thursday, July 25th.

On the morning of the second day Thursday, occurred a most interesting tribute to the pioneer power that served for triumph the hearts of those who to heres of 1791. They brought with them, by their aid and religion to the fore, the wood-banks of this beautiful river. They loved humanity and their country, and were the first possible pioneers of progress through the entire Northwest. So at St. Anne's Church the services of splendor and prayer and eloquence were being given of well earned glory.

The Indian Parade on Thursday afternoon was an immense success. As was borrowed but genuine Indian, the military, the navy, assembly, and the nearly one hundred hundred troops, it furnished several hours of delight to hundreds of thousands of people. The Tour by evening the Women's Bi-Centenary Committee, composed of our Fair of Detroit's most honored and able ladies, held a public reception to meet the charming and lovely American who delightfully represented Michigan, Cadillac, and her faithful friend and associate, Modeste de Tilly. For nearly four hours the Russell House parlors were crowded with splendid assemblage, including representatives of foreign governments, prominent Americans in public and private life throughout the Northwest and charming American and Canadian ladies.

The Third Day, Friday, July 26th.

On Friday afternoon occurred the Floral Parade of the Ladies' Bi-Centenary Committee, where scores of most beautifully decorated carriages furnished an imposing and unimpaired fairview of beauty and glory.

But by far the best was the last, the electrical display. The splendid pageantries of the three days received the grandest possible climax in the evening. Detroit's Fair on the street railway track on Friday evening. Much had been expected, but the tenth part had not been predicted. Hundreds of thousands of people were amazed as well as delighted, at the unheard of splendor and beauty. Its equal had never been seen before, say experts who knew what has been done everywhere. Everything moved smoothly on time like clockwork. As the trains glided smoothly along the track, waving their flags and their banners, they were everywhere with them. For this inspiration the service rendered by the Detroit United Railway was simply perfect. They met their moment and conducted appropriately, and thereby helped to carry out the brilliant effect. The splendid peculiar glory will remain a permanent memory of delight to all who saw the show.

In order to ensure the best possible result, the United Railway Company spent a good deal more money than they received from the Bi-Centenary Committee. Their success was such a brilliant triumph that the Common Council of Detroit unanimously passed a hearty vote of thanks to the Company.

Their handling of the immense crowds that thronged their cars during the three days and nights was a well-earned triumph of ability, system and discipline. Not an accident occurred, and the masses were transported swiftly and promptly. Their service every day is a model of efficiency, not only in Detroit, but to over twenty suburban cities and villages.

Their Observation Car (making regular trips every two hours) furnishes a delightful and inexpensive way of viewing the best parts of Detroit. This is not only something new in the street railway business; Detroit being one of the few cities in which it has been tried and where it has been made a success by appreciative visitors.

IMP92-007220

This edition has been arranged and edited by Col. J. C. O. Redington, under great business pressure, and he regrets the errors that have unavoidably crept into the work.

Detroit

**Woman's Bi-Centenary
Committee,**
Mrs. B. C. Whitney, President

Table of Contents
on last page.....



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.. Historical Art Souvenir..

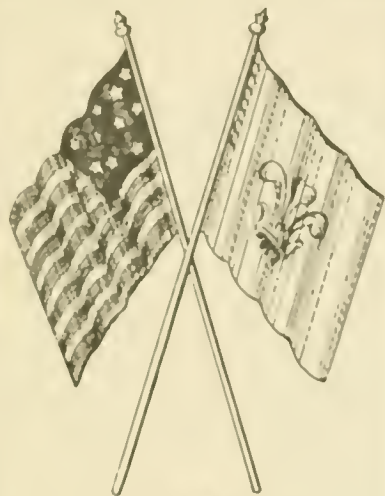
Detroit and Her Bi-Centenary, July 24, 25, 26, 1901.



The landing of Cadillac on July 24, 1701.

Benefit of Public Monument to Madame Cadillac.

Price 25 cents; Bound in Cloth \$1.00; Bound in Full Leather \$1.50.



WOMANS'
BICENTENTARY
COMMITTEE
1701 ... 1901

Origin of the Womans' Bi-Centenary Committee

Two-Hundredth Anniversary of the Founding of Detroit.

July 24th, 25th and 26th.

When His Honor Mayor Maybury invited a committee of the women of Detroit to meet at the Russell House on Sunday morning, June 8th, 1901, at eleven o'clock, to take steps toward forming an Auxiliary to the Council and Citizens' Committee, in regard to the work of the Bi-Centenary celebration, about fifty women responded. As a result the organization known as the Woman's Bi-Centenary Committee was organized. Mrs. Bertram C. Whitney was unanimously chosen President. Sub-Committees were appointed, and immediately proceeded to work. Meetings were held once, and sometimes twice a week, until the celebration.

The Woman's Bi-Centenary Committee will remain an organized body until all plans for the memorial have been carried out. They assure all interested that the dedication of the public monument to Madame Cadillac will be an imposing event, to which all women and citizens of Detroit may look forward with pride. Subscriptions may be sent to any member of this committee, or orders for the Historical Art Souvenir. Sincere thanks are returned to all who have rendered assistance. Their names appear in the LIST OF PATRONS AND DONORS on subsequent pages.

The editor takes the responsibility of remarking that the liberal patronage extended to the Souvenir by the public, business, professional and citizens generally, has amply proved the wisdom of the unanimous vote of the Woman's Bi-Centenary Committee, directing its issue. Thereby a considerably increased fund has been secured for the monument, and at the same time a valuable service rendered, in return, to the donors. Pre-eminently in a business way, for elegantly bound copies will be sent to the rulers of the leading civilized nations and cloth-bound Souvenirs to the Boards of Trade of the largest cities in the United States. And the subscribers are permanently recorded, in a large and wide circulation, as not behind worthy neighbors in public-spirited enterprise and liberality. Also all have successfully combined to furnish a creditable reminder of the worthiness of Detroit that will attractively and greatly advertise the city.

The brilliant record of enterprise, efforts and beauties is a permanent monument of credit to the living ladies who added such unequalled splendor to Detroit's Bi-Centenary. And it has often been remarked, by visitors as well as citizens, that of the hundreds of thousands of dollars spent before and during the three days' celebration, the Woman's Committee have secured, in the Madame Cadillac monument, a generous as well as prominent memorial, and the only substantial permanence except a stone chair and two or three small tablets.

How far the authorized prediction that the Woman's Souvenir would be the most beautiful and attractive book Detroit has ever had, and among the most creditably useful, has proved correct, its own pages will show.



MADAME MARIE THERESE GUYON CADILLAC

The First Woman of Detroit

.....BY MARY CATHERINE CROWLEY.....



WRITTEN FOR THE HISTORICAL ART SOUVENIR

ONE September morning of the year 1701, the sun shone upon a picturesque group of women gathered on the Esplanade of Quebec, where the passengers of the King's frigates and other ships from afar were wont to land, or whence they departed for distant shores.

The centre of attraction among the little company, that represented the best society of the town, was Madame Cadillac, wife of the gallant officer of the Carignan regiment and knight of St. Louis, Antoine de la Mothe Cadillac. Graceful, charming, and in the perfection of her youthful beauty, she was about to set forth upon a journey of three hundred leagues, to join her husband at the new military post of Le Détroit, which he had established six months before in the wilds of the south. Beside her, and habited likewise in sad-colored gown and camlet cloak, stood Madame de Tonty, the wife of Cadillac's captain, and near-by a few peasant-soldiers' wives, in short kirtles, gay bodices and Normandy bonnets, were taking leave of kinfolk and acquaintance. Under the trees that lined the promenade three or four children played, glad of a last romp before the enforced inactivity they were soon to know during the long voyage. At the water's edge lay several canoes wherein a band of stalwart French Canadians and the Indian rowers had already taken their places.

The party embarked, but the friends of Madame Cadillac still sought to delay the parting.

"Turn back, Therese," pleaded one, "this arduous journey might be braved if you were going to a pleasant country, where you would have the comforts of life and good company; but in the wilderness you will die of ennui."

"At least wait until the spring," urged another. "Alas, poor Thérèse!"

But Madame Cadillac, from the stern of the foremost canoe, waved her hand and cried, with a bright, glad smile:

"Do not waste your pity upon me, dear friends. I am eager to go: for a woman who loves her husband as she should has no stronger attraction than his company, wherever he may be. Everything else is by comparison a matter of indifference to her."

These noble words are the keynote to the character of the woman to whose virtues now, two hundred years later, the women of Detroit pay the tribute of a memorial.

HARDSHIPS OF THE JOURNEY.

The valiant women with their escort of male relatives, voyaged up the St. Lawrence to Three Rivers, to Montreal, and thence to Fort Frontenac (Kingston). So many had been the delays that now winter overtook them. To proceed farther over the frozen lake and the trackless snow fields would be to perish. Here then they spent the inclement season, and at the breaking up of the ice pursued their way up Lake Ontario, across the portage of the Niagara and onward, to Lake Erie.

It was an appalling distance that they traversed amid the awful silence of the wilderness, the hardships and peril of sleeping out under the stars or rain, in open canoes drawn up on the bank of the river or in the depths of the forest. Yet these heroic travellers remained undaunted.

Meanwhile at Le Détroit, rude preparations were made to receive them, and often, no doubt, during the pleasant days of May, the daring founder of this isolated colony at the Gateway of the North-west—wandered down the bank of the river beyond the fortifications, gazing afar upon the blue waters for a sign of the batteaux that were

the white sails and the little white women, coming to make homes
ere they had found the women to whom they were bound by the
holy laws.

For the first time a woman appeared upon the horizon ere
the men could see to vex them in a third.

They drew nearer, now a white banner waved from the prow of
the craft, and now as it glided up the shining pathway made by the
sunlight a sunbeam kissed the flag and revealed its golden fleurs-de-lis.

On the shore loomed the palisades and wooden bastions of Fort
Pontchartrain, and to the strand hastened the commandant, soldiers,
village, corsairs, Indians and Indians, the French shouting a
welcome to the little fleur-de-lis in familiar accents, the savages crying
out a greeting in a unknown tongue.

At last the boat reached the land and, presently, Madame Cadillac
stepped from her cabin the first white woman to set foot upon the
shore of the Detroit river, the woman who founded the first civilized
town in a wilderness that has now become the great "City of the
Strait."

It is said that upon her arrival the Indians pressed forward to kiss
her hand, saying:

"Now we know the French mean to be friends with us, since white
women have come to live in our country."

A GENUINE ROMANCE.

What had been the life of this gracious lady before that September
day when, with her intrepid party, she had set out for Le Detroit?

In the spring of the year 1687, the handsome and dashing Gascon
noble of fortune, Antoine de la Mothe Cadillac, visited Quebec
drawn thither by the report of the beauty and goodness of Marie
Therese Guyon, niece of his partner in various sea-faring expeditions
Francis Guyon.

This redoubtable privateer appears in the light of French history
as the bold sailor who performed prodigies of valor in the service of
King Louis the Fourteenth—and took his pay in the spoils of British
and Spanish galleons.

La Mothe at the time, besides his lieutenantancy in the famous
Carignan regiment, held commissions both military and marine from
the King, and was a seigneur of Acadia and Lord of Donauque, having
recently received a grant of a large tract of land on the coast of
Maine, together with the island of Mont Desert.

He paid bold court to Mademoiselle Guyon, "the prettiest girl
of Quebec," and that his wooing sped was evident to the spectators
of the little love drama, for the roses bloomed in the cheeks of the

fair Therese if he but turned his eyes in her direction. His suit
was successful, and on the 25th of June, 1687, Marie Therese Guyon,
at the age of sixteen, became the wife of La Mothe Cadillac de
Launay.

Their marriage register may still be seen in the archives of the
cathedral at Quebec, and the wedding festivities were of the grandest
of the period.

A few days later the happy bride sailed away with her husband
to his estates at Port Royal.

But the King had need of Cadillac, and the following year he
was summoned to pilot the fleet of the Sieur de la Cadiniere to the
bay of New York. This expedition against the English having
failed, the French admiral went back to France, taking Cadillac with
him.

Left at home in Acadia with an infant daughter, Madame Cadillac,
although not yet eighteen years of age, showed both good sense and
judgment in the care of her husband's property, and sent to him all
the money she could realize from it; for in those days the adventurers
of the new world had much land and little coin.

But when La Mothe waited at the court of Versailles seeking to
further his fortunes, the buccannier, Sir William Phipps, pillaged,
burned and laid waste the settlement of Port Royal. Houseless, and
possessing but a few gold pieces, Madame Cadillac escaped with her
child to the forests near the shore, and after a few weeks was taken
on board a French brig bound for Montreal. The brig was, however,
captured by a corsair, and the hapless lady was held a prisoner until
ransomed by her brothers.

Soon after she reached Quebec, the town was besieged by Sir
William Phipps. In common with her friends and neighbors Madame
Cadillac suffered from the dangers and trials of the siege; but she
had in addition grave cause for anxiety. On the King's ship "Embus-
cade," now due, her husband was returning to New France, and it
was feared that the frigate would be captured by the enemy.

Quebec withstood the assault of the English, however, the
loughly Bostonais admiral withdrew his fleet, passing the Embus-
cade in a fog, near the mouth of the St. Lawrence, and

THE MARRIED LOVERS

were presently reunited.

Then followed for Madame Cadillac three tranquil years in the
old town, during which her husband gained the favor and friendship
of the great Comte Frontenac. In reward for his many services to
the government and his organization of a patrol of boats for the St.

Lawrence, he was created a Knight of St. Louis, and granted an allowance from the treasury of the colonies.

The parish records of Quebec show that in April, 1692, a son was born to the Sieur and Madame Cadillac. In 1693, the gallant chevalier, at the command of the King, again went to France, leaving his family at Quebec; and in 1696 he was made commandant at Michilimackinac. His wife would fain have accompanied him to that dreary post, but Cadillac would not permit her to go, because of the severity of the climate and the wretchedness of the coarse fare of fish and Indian corn. Finding that by taking up her residence at Montreal she could better serve the interests of the husband whom she so dearly loved, the gentle Thérèse was content. During his stay at the fort of the Upper Lakes she shipped to him at every opportunity goods and stores, proving by her excellent management that she was endowed with a share of the business ability of her father, Denys Guyon, and her brothers, the prosperous merchants of Quebec.

The four years that followed she spent at her girlhood's home, for when Cadillac returned from Michilimackinac, it was only to depart again to the Court of France, whence he came back in 1701, having obtained the boon he craved, permission to establish the post at the entrance to the Upper Lakes.

And this brings us back to the joyous day in May, 1702, when Madame Cadillac was installed at Detroit, as

LADY OF THE MANOR.

This first manor was a stake house, the second built after the conflagration which in 1703 destroyed the best part of the town, was perhaps of squared logs. But, although his mansion was little better than the cabins of his followers, Cadillac affected a pomp befitting the seigneur. To uphold his personal dignity was to uphold the dignity of law and order. Here in the wilderness he might say as arrogantly as the Great Louis upon his throne, "I am the State."

It may be presumed that, as soon as might be, he had shipped to him from Montreal, a carved chair or two of French manufacture, and odd pieces of silver plate, trifles which yet would magnify the importance of the Lord of the Strait and define the difference between him and his vassals. Whenever he appeared before the soldiers or colonists, he wore his uniform of the Carignan regiment, or his court dress, and a sword clanged at his side. No doubt Madame Cadillac as punctiliously went attired in her silken gowns long after the fashion of them had passed.

While in public she was the great lady, in domestic life she must have endured many privations, and had much to do in the care of her

household, even though she had left two little daughters at school with the Ursuline nuns at Quebec.

With Madame de Tonty she assisted the saintly Curés Fathers Del Halle and Deniau in their work of religion and charity, both within the stockade and among the surrounding villages of the aborigines. She tried to teach the Indian women to sew, and was wont to present to them garments that she made for them of the cloth brought by the fur traders to the Strait.

As for recreations of the ladies, there was the pious joyousness of preparation for the feasts of the church, the tranquil gavety of family fetes, a pleasant intercourse with one another, and for Madame Cadillac the role of queen of the festivities of the little town.

Madame Cadillac's life at Detroit extended over a period of only ten years, yet her influence in that first little community reaches down to to-day. It was she who moulded the manners of early Detroit, softened the harshness of its military discipline, prevented the colony from deteriorating utterly into the roughness of a backwoods' settlement, and engrafted upon this new civilization some of the gracious social customs of the fine old town of Quebec.

After the Sieur de Cadillac was appointed Royal Governor of Louisiana, she accompanied him thither (in 1712), and when, his government having proved fruitful in naught but vexations, he was called to Paris, she went with him. When he was unjustly imprisoned, she untiringly strove to obtain his release, and in his loss of favor with the ministry of the new King, Louis the Fifteenth, and his banishment to Castel Sarasin, she consoled his disappointment.

Tempestuous and passionate as he was, and prone to chafe at any restraint other than his own will, she held his love and commanded his respect always, and loved him in return. She survived him many years, living in retirement in the grim old castle on the Garonne, where he had spent his last days.

Madame Cadillac was a beautiful character, a woman strong in mind and heart; resourceful, brave, patient, self-sacrificing; a model wife, the devoted mother of thirteen children, six of whom were born in Detroit. An eminently womanly woman, to Cadillac's fierce temper she opposed a winning gentleness.

In acknowledgment of her noble qualities, of her influence for good in the infant community at Fort Ponchartrain, and the impress her virtues have left upon our social life, the women of the Bi-Centenary Committee erect the memorial described in this little volume, that throughout the years to come, as in the past, the City's daughters may find a fair and gracious example in the life of this

FIRST WOMAN OF DETROIT.



Mrs. B. C. WHITNEY, President and Chairman Ex Officio of all Committees.

Mrs. Bertram Cecil Whitney, who was unanimously chosen as President of the Women's Auxiliary to the Detroit Bi-Centenary Committee, is the daughter of the late Col. Sylvester Larned, of this city, and granddaughter of Charles Edward Lester, late American Consul General to Italy. Her grandfather, Gen. Charles Larned, came to Michigan with Lewis Cass, and later was made Attorney General of this state. He was present at Hull's surrender, and formed the famous Kentucky regiment that was massacred at the battle of the River Raisin.

Detroit claims Mrs. Whitney as one of her own daughters by birth-right, and it is but fitting that she should have been chosen to preside over the Women's Auxiliary, which she did in a most graceful manner, and to the greatest satisfaction of all its members. To her earnest efforts is due the great success of the work of this organization in the recent Bi-Centenary celebration.

Absent from being a great social favorite, Mrs. Whitney is closely identified with many charities and societies. A member of the Colonial Dames Society, she is also an officer in the Daughters of the American Revolution, and the U. S. Daughters of 1812. Mrs. Whitney has been for four years the National President of Conference of The King's Daughters, and is a member of St. Paul's Episcopal Church.

With great executive ability, a superior tact in managing parliamentary discussions and expediting business, a charming personality, and a tireless energy and enthusiasm, she is a worthy leader. The women of Detroit, inspired by her example, added to the Bi-Centenary celebration a grace and attraction that will always be delightfully remembered.



MISS ISABEL WEIR, Corresponding Secretary. Member of Reception, Invitation and Memorial Committees.

Miss Isabel Catherine Weir, daughter of Mrs. Catherine and the late Judge Weir, was unanimously chosen by the ladies to represent Madame Cadillac. A great social favorite in Detroit, a tall, stately brunette, with a gracious, dignified manner, she was especially fitted for the task. She is directly descended from John Casse, dit St. Aubin (who was born in Bordeaux, France, parish of St. Aubin), one of the seigneurs to land with Cadillac on our shores. Prominent in charities and societies, Miss Weir is vice-president of the Woman's Exchange and is identified with the Children's Free Hospital, St. Mary's Home for Young Women, and the N. S. Daughters of 1812. With her well trained soprano voice, she is a promising artist, as pronounced by all who have heard her sing, and has taken a leading part in many concerts.

The Editor desires to add to the above sketch (furnished before the Bi-Centenary Celebration) the verdict rendered through the three days by hundreds of thousands of gratified people. It was unanimous that Madame Cadillac furnished, in every respect, a perfect peer of the superb heroine of 1701. Every citizen rejoiced that remarkable ability, ample tact and charming courtesy were combined with a beauty and loveliness that displayed an exquisite character. Detroit is proud of her gifted daughter and the admirable manner in which she honored the occasion and the city as well as the noble woman impersonated by her.



Mrs. J. H. DONOVAN, Secretary. Member of Reception, Press and Memorial Com.

Josephine Jones Donovan, wife of James Hamilton Donovan, is the great grand daughter of Pierre Charles de Hault de Lassus et de Deluziere, Knight of the Grand Cross of the Royal Order of St. Michael, and his wife, Madame Dame de Joseph Dumont Dausin de Beaufort of the ancient nobility of Baulaine in Hainault, French Flanders. He came to New Orleans in 1794, a French nobleman, distinguished for bravery in both French and Spanish armies. Appointed Lieutenant-Governor of Upper Louisiana by the Spanish King, he was in command of Spanish forces when Louisiana was ceded to the United States.

Mrs. Donovan's charity work is mentioned elsewhere.



Mrs. MARGUERITE BEAUBIEN, Treasurer. Chairman of Memorial Com.

Mrs. Marguerite Beaubien, widow of Theodore J. Beaubien, comes by her French name through marriage; the Beaubien being one of the families who founded Detroit. She is the daughter of Mrs. Sarah and the late John McCurdy, of Seneca Falls, N. Y. She has one son, Theodore Jas. Beaubien, resident of Chicago.

President of the Mothers' Congress of Michigan, member of the Mount Vernon V. A. Society, the Twentieth Century Club, and the Detroit Review, a faithful worker for the Children's Free Hospital since its beginning, secretary and finance chairman of the Protective Agency for Women and Children, her energy and strength of character have made her conspicuous in working for philanthropic and charitable enterprises.

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MRS. W. R. FARRAND

MRS. JOHN WALKER
11

MRS. J. H. DONOVAN



Reception on Thursday Evening,
 July 25th, 1901

The Woman's Bi-Centenary Committee held a reception to meet Madame Cadillac (Miss Isabel Weir) and Madame de Tonty (Miss Alice Chapaton) on Thursday evening at eight o'clock, in the parlors of the Russell House, which were placed at the disposal of the Committee through the courtesy of Mr. Wm. J. Chittenden. Madame Cadillac and Madame de Tonty were assisted by the following representative women of Detroit who formed a Court of Honor :

Mr. J. L. Linc
 Mrs. Joseph Belanger
 Mrs. L. P. Paine
 Mr. Ernest Grand
 Dr. Clark
 Mrs. W. H. W.
 Mr. Robert D.
 Mr. L. L. R.
 Mr. J. C. C.
 Mrs. Mary Catherine C.
 L. D. Cook
 L. B. Lawrence
 Mrs. A. Chapman
 Mrs. C. H. C.
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 Mrs. A. M.
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Mrs. H. De
 Mrs. M. C. Brennan
 Mrs. C. W. E. L. th
 Mrs. F. E. D
 Mrs. M. W. O'Brien
 Mrs. L. L. Fette
 Mrs. W. C. Conne
 Mrs. K. M. L. Lynn
 Mrs. Wm. R. Farrar
 Miss L. C. Campau
 Mrs. A. Y. Ladue
 Mrs. Henry M. Wright
 Mrs. L. M. L. Bower
 Mrs. Haynes
 Mrs. Lydecker
 Mrs. Lydecker
 Mrs. F. F. Ing
 Mrs. F. J. S. S
 Mrs. E. C. Danovan
 Mrs. S. S. Graves
 Mrs. J. N. V. Moran
 Mrs. C. B. Weir
 Mrs. Henry D. Harnard
 Mrs. Plumb
 Mrs. S. E. Pittman
 Mrs. L. L. Harbour
 Mrs. Weber
 Mrs. J. B. Morris

Mrs. S. H. Seymour
 Dr. Lawrence Hays
 Mrs. R. A. Ager
 Mrs. W. J. Christensen
 Mr. J. J. Hecker
 Mr. Alfred Russell
 Mr. N. G. Wain
 Miss Katherine Lewis
 Mrs. M. A. Dwyer
 Mrs. C. H. Roberts
 Mr. Emily Russell
 Miss Levy
 Mr. John Walker
 Mrs. C. H. Metcalf
 Mrs. Charles Mack
 Mrs. Cook
 Mrs. McMoeth
 Mrs. Prueha J. Sherman
 Mrs. Obetz
 Miss McComb
 Mrs. D. A. Wood
 Mrs. Thomas S. McGee
 Mrs. John Hartigan
 Mrs. E. G. Swift
 Mrs. A. T. Bliss
 Mrs. John Davis
 Misses Ducey
 Mrs. Clarence Carpenter

**Madame Cadillac
Court of Honor**

**Reception
Committee**

1701 1901

SPECIAL invitations had been extended to His Honor, Mayor William C. Maybury, Dr. Daniel LaFerte (representing Monsieur Cadillac), the Council and Citizens Committee, and to the public generally, and as a result a most brilliant assemblage gathered.

The parlors were artistically decorated through the courtesy of Mr. Robert Bolger, Park Commissioner, and an orchestra, furnished by the Council and Citizens Committees, discoursed music throughout the evening. One of the attractive features of the occasion was the gowns of the ladies, many being of

the period of Louis XIV. The Reception Committee consisted of Madame Cadillac, Madame de Tonty, the French Charge de Affairs at Washington, D. C., Pierre de Margerie, and Mrs. B. C. Whitney, President of the Woman's Bi-Centenary Committee. Hundreds of guests filled the parlors for three hours, and the occasion will long be remembered as one of the most attractive features of the celebration.



The beautiful and delightful Madame de Tonty,
(Miss Alice E. Chapaton)

PROMINENT MEMBERS OF
THE MEMORIAL COMMITTEE

MRS. C. P. CHOATE,

MRS. JOHN WALKER,

Member also of Reception
and Press Committee

MRS. GEO. CARLYLE



MRS. M. E. GIBBS,

MISS CORNELIA ROBERTS,

MISS MINNIE A. DWYER.



MISS MARY CATHERINE CROWLEY, Author of "A Daughter of New France"



The brilliant novel of the Founding of Detroit.

At the Literary Exercises of the Bi-Centenary, Wednesday, July 24th, Miss Crowley read an able and graceful paper on "The Social Life of Early Detroit." She represents the women of Detroit on the Historical Committee of the Bi-Centenary, and on the committee appointed to edit the Memorial History of the Celebration. Miss Crowley is also a member of the Madame Cadillac Memorial Committee, and was one of the ladies of the Court of Honor, who assisted in receiving at the Madame Cadillac reception on Thursday evening, July 25th.

Miss Mary Catherine Crowley has been actively engaged in literary work for about ten years, having contributed to various magazines and syndicates, sometimes under her own name, sometimes under a pseudonym. She has published several successful books besides the stirring and captivating romance, "A Daughter of New France."

A native of Boston, Miss Crowley had the good fortune to be born of scholarly stock; her father is an alumnus of Harvard College, her mother a graduate of the noted Convent of Manhattanville, New York, later the daughter's Alma Mater. With so favorable home and school influences, a large circle of cultured and book-loving relatives, a host of family friends, and, in due time, a broad and varied social life, her literary gift made rapid and symmetrical development.

Miss Crowley has visited the principal cities of the Old World, and has travelled extensively abroad, as well as in the United States and Canada. During the past eight years she has lived in Detroit. She is familiar with Montreal and Quebec. Thus, from her acquaintance belonging to the old French-Canadian families, and from the pages of old memoirs and histories, she gathered the material for her forceful novel, which was written to commemorate the founding of Detroit.

Miss Crowley was for some years a member of the New England Woman's Press Association of Boston, and the Woman's Press Club of New York. She is also connected with various literary and art societies.

Press Notices of Miss Crowley's Book, "A Daughter of New France"

This strong and vivid romance opens up a new field of American fictions and is pronounced by the eminent critic, Richard H. Stoddard, to be one of the best written of recent historical novels. Quebec in the time of Count Frontenac is the scene of the opening chapters, but the greater part of the brilliant story deals with the early days of the French settlement of Detroit. It sketches the society of the city of Champlain at the end of the seventeenth and the beginning of the eighteenth centuries, and pictures the dashing Gascon chevalier, La Mothe Cadillac, who laid the foundations of our American city of Detroit. About him are grouped his company of sturdy voyageurs, *courcurs de bois*, and sons of proud seigneurs, with the women who loved them and shared their fortunes.

"The devotion of the wife of *Sieur Cadillac* is beautifully portrayed."—*St. Louis Globe-Democrat*.

"The heroine, *Mademoiselle Barhe*, later the Lady of Chateauguay, a girl of English ancestry, was brought from New England to Quebec when an infant, a captive of Indian allies of the French, and bartered for a draught of brandy to the parents of Normand Guyon, who tells the tale. This young chateleine of Chateauguay is like a sunbeam in the woodland shadows of the book's scene. She belongs to the race of poetic ladies led by Rosilind, does this fair 'Daughter of New France.'"—*New York Mail and Express*.

"There are many dramatic episodes scattered through these interesting pages."—*Detroit Free Press*.

More than a hundred other extracts from prominent journals of all parts of the country commending "A Daughter of New France," might be added.



...Madame Marie Therese Guyon Cadillac...

THE FIRST WOMAN OF DETROIT AND THE ENTIRE NORTHWEST.

Two continents, an Atlantic and some fifty bravely traversed river and ocean miles by birch bark canoe and her own slender feet to reach a new, strange country and the land and she adored—the first white woman to set foot on Detroit shores and the only one for over a year. The Catholic heroine was really an angel of mercy and blessing and from her Indian room home on Jefferson Street, between Griswold and Shelby, spread all over the valuable value to the new colony, as well as to succeeding generations.

It is fitting that she should be honored by a public monument. The first one for a woman, which the women of Detroit, meeting also the aid of all women and their friends, will secure.

The monument originally planned will be largely surpassed, through the enterprising co-operation of individuals and business houses in a public spirited liberality to the Sovereign, as well as in other direct donations. Sincere thanks are returned to all who have assisted. Their names appear under the heading, "Patrons and Donors," on subsequent pages.

...DESIGN FOR THE MONUMENT...

Woman's Tribute: the Only Public Monument to a Woman.....

A granite shaft fifteen feet high, surmounted by an eagle with the coat of arms of the United States and of Louis XIV on its breast. The base will be composed of five steps, the lower one being ten feet square. In the center of the shaft will be placed a bronze tablet telling the story of the landing of Madame Cadillac. In the center front are the two women and the Indians, with the men accompanying them. As the hand touches the shore M. Cadillac comes over from the batteau while Tonawanda, in the background, The Indians view the scene with astonishment and well-felt delight that the beautiful white woman has come to grace the forest shores.

The design is by Sigurd Coffey, R. S. M. of Detroit.

THE FLORAL PARADE.

The Charm of the three Parades of the Bi-Centenary Celebration.



MRS. F. F. INGRAM.
CHAIRMAN OF THE FLORAL COMMITTEE.

Mentioned in order of beauty, the parades were the Floral, the Electrical and the Industrial.

On Friday afternoon, July 26, fairy-land seemed to have taken possession of the central streets of Detroit. It was woman's day, when her faultless taste and kindly and patient industry presented marvelous visions of symmetry and beauty. The floral carriages, so deftly and charmingly trimmed, were a delight to all. The work of preparation was fairly immense; each one of several of the carriages requiring no less than 8,000 flowers. The carriages of Madame Cadillac and the Floral Queen were much more elaborate, over 16,000 flowers having been used on each, besides the adornments of their attendants. Even the harnesses of quite a number were wound with from 40 to 50 yards of satin or other ribbon, and had gay rosettes and bows attached, in addition. Many of the ladies (the vehicles not being earlier available) worked all night the two preceding nights. But the ladies furnished a genuine delight to hundreds of thousands of people.

The Floral Parade was formed in two divisions, headed by the carriages of Madame Cadillac and the Floral Queen. The order in line will be largely followed in presenting these half-tone illustrations. These give only a meager idea of the beauty, variety and life of the parade. It was the most charming display that Detroit has ever seen and one of the handsomest floral pageants in the history of the country. The flowers that "laugh to the summer's day" are fit companions for the lovely ones who bring to our lives brightness, good cheer and uplifting inspiration. And the women of Detroit are justly renowned as unsurpassed.

Washington Park was thronged with people to see the last of the parade and the battle of flowers. A brilliant kaleidoscope of movement and color appeared as flowers and confetti were lavishly thrown by the occupants of the carriages and their surrounding friends. Amid the applause and cheers of thousands of spectators, Madame Cadillac, Madame de Tonty and the Floral Queen entered the Cadillac Hotel and held a reception.

It is a matter of apologetic regret that some of the carriages do not appear here. The three photographers for the Committee were at Cass Park before one o'clock, but were hindered in their operations by others, and all the carriages could not be secured.

The descriptions of the carriages and the occupants were compiled by the editor, mostly from the glowing and copious accounts in the daily press; without consultation with the occupants. They record the general public verdict on the beautiful affair.

The three miles of streets through which the Floral Parade passed were lined with dense and enthusiastic crowds of admiring spectators. The part taken by the ladies, in doing honor to Cadillac and Madame Cadillac, was the gem of three days' celebration; without rivalry except that of the electric floats. It will linger long in the memories of all as an enthusing and inspiring record of Detroit's resources in taste and beauty. And to the noble president of the Woman's Bi-Centenary Committee and her able and charming co-operators was rendered a grateful tribute for their superb work, and what it typifies. The ladies covered themselves with glory by the magnificent display. The fields of flowers and sunny banks of blossoms; roses from the hedges and marguerites from the hillsides, and purple flowerlets from gardens and fields were wreathed in glorious masses. They gave brilliant evidence of the charm that makes Detroit homes so potent to elevate the standard of our being. Woman furnishes the charm, and to her all give the homage due to beauty, steadfast loyalty and unceasing endeavor for the betterment of humanity. These delightful animated flower gardens seemed like a vision of fairyland.



MADAME CADILLAC AND MADAME DE TONTY'S VICTORIA

The body of the carriage, inside and out, was literally covered, almost smothered, with white roses, variegated with the green of smilax. At the back of the carriage rode a shield bearing the arms of Cadillac and a reproduction of his flag. The lavender fleur-de-lis of France was seen in two great clusters on either side of the coachman's seat, and from these clusters floated wide streamers of ribbon of the royal purple. The hubs and tires were smothered with roses, the spokes hidden with streamers of tarteletan around which were twined roses and green. The dead white of the roses was relieved by sprays of smilax both on the carriage and horses. Two snow white horses drew the carriage, their harness being almost completely hidden from view with roses. The two lovely occupants, Miss Isabel Weir as Madame Cadillac, and Miss Alice Chapoton as Madame de Tonty, were exquisitely gowned in historic dress, and carried roses-decked parasols. They, like those of 1701, were very beautiful.



MRS. BERTRAM C. WHITNEY

A leading attraction evoked great applause as, in her own stanhope, rode the President of the Woman's Bi-Centenary Committee. In a gown of yellow, embroidered in poppies, with a large La Tosca hat of black and yellow, her whiplash crooked and caught with a big bunch of poppies and tied with floating ribbon ends to represent a La Tosca stick, she captured the admiration of all. The body and wheels of her carriage were completely covered with yellow California poppies, as also the specially designed harness. The horse, a magnificent and spirited bay, was capitally controlled by the admirable horsemanship of the driver. An accident prevented Mr. Whitney's driving a tandem. Unquestionably the public's sweetest memories of the three days' celebration will center on what the ladies did. The able generalship which successfully managed their discussions and marshalled a united force for every duty, performed a service unsurpassed by any of the hundreds of citizens who aided. Mrs. Whitney declined to allow her carriage to be considered in competition for prize.



THE OLDS AUTOMOBILE FOR MRS. DONOVAN AND MRS. BEAUBIEN

This handsomely decorated vehicle was received with much applause throughout the whole route of the Floral Parade. It was entirely covered with purple chrysanthemums, on the front of which was a huge banner of purple flowers. Four distinct shades of purple were employed in the artistic trimming. The Olds Motor Company furnished this superb affair as a compliment to the Woman's Bi-Centenary Committee for the use of two principal officers, Mrs. James H. Donovan, Recording Secretary, and Mrs. Marguerite Beaubien, Treasurer. The two gentlemen were R. E. Olds and Frederick Smith. The whole ensemble was a brilliantly handsome reminder that the horseless carriage, with twentieth century ladies, could be made a lovely vision of beauty and worth.



MRS. HENRY B. LEWIS' AUTOMOBILE.

The first of the first prizes awarded to the American carriages was quickly conceded to Mrs. Lewis' automobile. It presented one of the most stunning effects in the whole parade, being decorated in yellow asters which gleamed brightly in the sunlight, and which contrasted prettily with the soft green of the aster leaves. The feature of the decoration was, however, two peacocks. One poised with outspread tail on the rear of the carriage and the other on the front. Two pretty little girls in fluffy frocks of white occupied this vehicle. Along the whole route it drew universal admiration, and brilliantly presented the prophecy that the horseless carriage can be an affair of beauty as well as speed. The names of the occupants were Miss Lewis, Miss Gwendolyn Currie, Master Willis Brodhead, and the conductor.



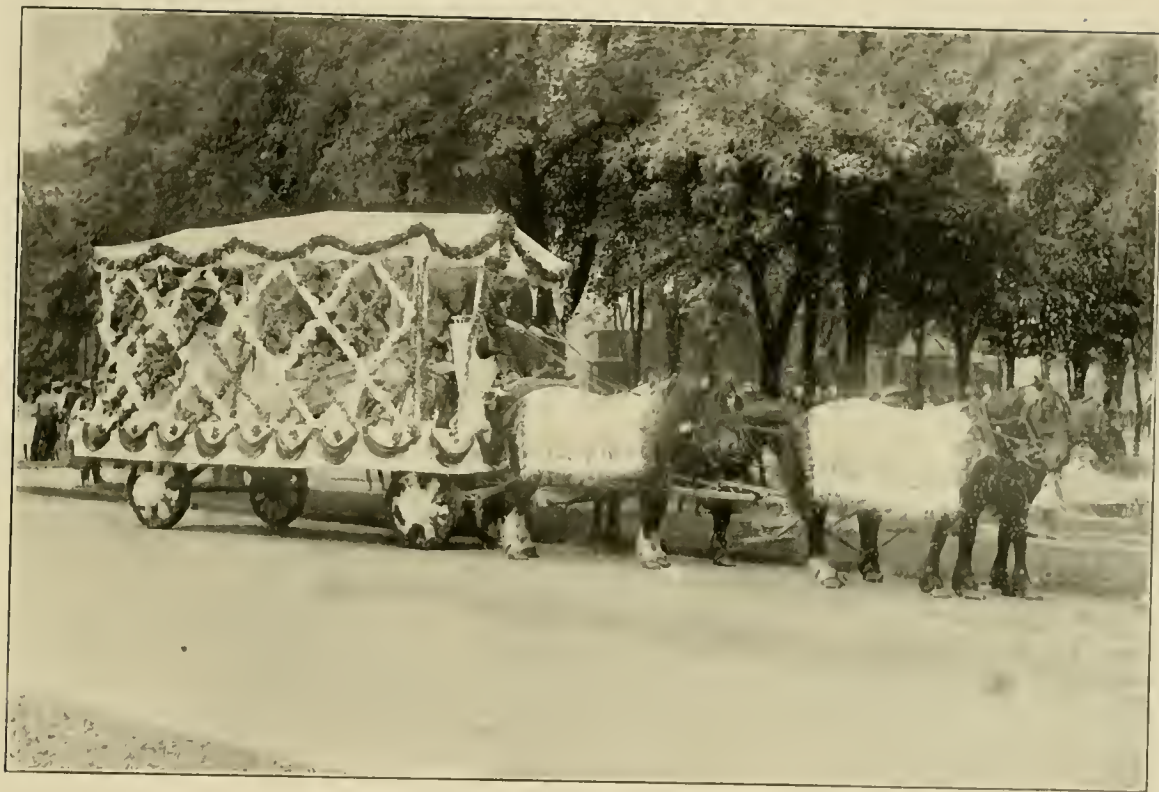
MRS. SARAH M. DUDLEY'S STANHOPE.

This beautiful equipage justly merited the prize it captured. It was elaborately trimmed with pink roses, with slender tendrils of smilax intertwined about the wheels and pole of the carriage. Snatches of green were fastened upon the harness and upon the umbrellas of the occupants of the carriage. Mrs. Dudley, Mrs. Charles E. Dudley, Miss Sudworth, and Miss Clara L. Choate, of Washington, D. C., niece of Ambassador Choate, rode in the equipage. The latter, who was the guest of Mrs. Dudley, was gowned in pale pink and carried a pink parasol covered with roses.



MISS MARY E. HALLORAN'S OPEN SURREY.

A beautiful effect was secured by a most dainty decoration with solid morning glories, which formed the backgrounds for pretty wreaths and trailing clusters of morning glories. In addition to the flowers there were tasteful trimmings in green. The harness and lines were covered with lavender silk and trimmed with wreaths and flowers. The occupants, who were dressed in white and lavender, were Mrs. Anne Halloran, Miss Mary E. Halloran, Secretary of the Floral Committee, the Misses Annie and Marie Rousseau, and Master Rousseau. The attractive equipage was greeted with great applause throughout the entire route of the parade.



THE SECOND FREE PRESS SUNSHINE FLOAT.

A commodious summer arbor, on a large truck, was drawn by four brown horses. Inside a latticed bower sat eight beautiful ladies, upon lawn chairs, in hammocks and the improvised lawn. The ropes of the lattice work were made of white and yellow roses with sprays of smilax. The horses were covered with blue silk blankets with yellow chrysanthemum trimmings. The charming occupants were Mrs. Mabel L. Ayres and the Misses Viola Pomeroy, Grace A. Chapman, Frances Nelson, Minnie Heinie, Evelyn and Kathleen McRae and Bessie Dickson. The liberal enterprise and expenditure of the Detroit Free Press furnished a most brilliant addition to the Floral Parade. These superb art successes were designed and constructed under the personal direction of that beloved Detroit lady and dispenser of blessing, Mrs. Mabel L. Ayres, the honored President of the Sunshine Society.



CAR OF PROGRESS. Furnished by Freeman, Delamater & Co., Wholesale Hardware, Detroit.

Description—The modeling and decorations were in the Louis XIV style, Americanized by the figurehead of the American Eagle and the intermingling of the Stars and the Thirteen. The four leaders of the car represent Columbia and attendant Goddess of Progress, Fame, Commerce, Industry and Art. The four leaders are dressed in appropriate costumes representing the people (French, English, America and Indian) who participated in the historical events of the year 1701. This was the most imposing as well as among the beautiful and instructive displays, and fully merited the prize it secured. Its reception everywhere was most enthusiastic.



THE FLORAL QUEEN'S VICTORIA

A symphony in white and gold, crowned with the loveliness of one of America's most beautiful queens, thrilled with pride and joy the hearts of hundreds of thousands of spectators. The equipage was simply perfect in every particular; worthy as far as material things can go, of the charming occupant. Exquisitely gowned in white chiffon and Mechlin lace, with ruffles that gave a soft billowy effect, with a large white Gainsboro hat, the beautiful Miss Louise Burns made an ideal leader of the dazzling beauties in this animated flower garden. She carried in her arms an immense bouquet of twelve dozen white roses. The body of the carriage was completely hidden with large white roses, the wheels and hubs being covered with roses and the dainty colors of field daisies. The predominating colors were white and yellow. Fifty yards of white satin were used on the harness alone, which, with the flowers, completely obscured its material. Of white and gold Marguerites 10,000 were used, and 6,000 white roses. The two magnificent and gaily bedecked black horses were worthy steeds for a queen's chariot. Two trumpeters, in white duck suits, rode ahead, and John Atkinson and J. J. Walsh acted as escorts. All were mounted on black chargers, with snowy blankets and decorated trimmings. The exquisite equipage, in its fairy-like beauty, amply demonstrated the supremacy of Detroit loveliness.



MRS. F. F. INGRAM'S CARRIAGE.

The carriage, owned by Mr. F. F. Ingram, Chairman of the Flora Committee, was a study in beautiful color patterns and their combination. White, blue and lavender were the predominant colors, with now and then tinges of green. There were delicately blended shades from white down to a deep lavender. The white effects were worked out with white chrysanthemums. The wheels were most artistically covered, the tire on each being especially impressive. Mrs. Ingram was accompanied by Mr. H. L. Uetz, both ladies exquisitely gowned in white, with touches of blue to harmonize with the carriage. The handsome black horse wore a harness trimmed with blue and lavender. Applause could not be restrained as the brilliant equipage, carrying its charming occupants, passed along the route of the parade.



THE CARRIAGE OF MAYOR ERNEST GIRARDOT, SANDWICH, ONTARIO.

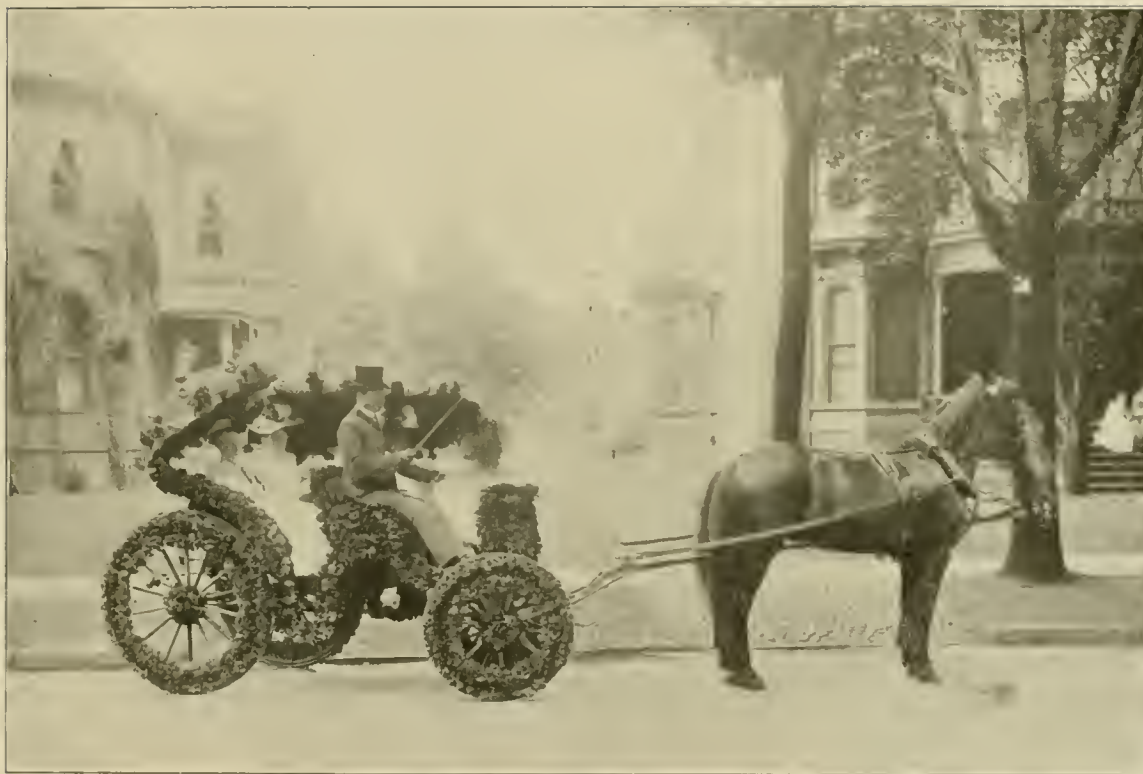
The first of the first prizes was immediately awarded to the superb Sandwich floral carriage. It was gorgeously decked in large yellow chrysanthemums covering the entire vehicle. The horses were jet black and the reins and harness were covered with yellow. The ladies were gowned in white and carried white parasols trimmed with yellow chrysanthemums. British flags fluttered from the four corners of the carriage and from the horses' heads. The wheels and hubs were concealed by chrysanthemums. The charming occupants were the Misses Laura Girardot, Bella Spiers, Mary Morand and Irma Marentette.

An accident having injured the negative secured by our photographers, Mayor Girardot kindly furnished a very fine one taken immediately before embarking on the ferry steamer.



THE VICTORIA OF MAYOR SWIFT, OF WALKERVILLE, ONTARIO.

A delightfully natural effect, in the handsome decoration of the vis-a-vis from Walkerville, easily captured one of the first prizes. The body of the victoria was covered with red and black hollyhocks. The wheels were hidden behind large red hollyhocks with black centers, with here and there clusters of oats. Red poppies, wheat sheaves, yellow straw (the actual product of the field) and great bunches of oat heads, formed a brilliant combination, with which all were charmed. The handsomely gowned ladies carried red parasols with black trimming, and their beautiful faces (two of them being among the prettiest girls at the whole parade) furnished a delightful climax to the splendid ensemble. The occupants were Mrs. E. C. Swift, wife of the Mayor, Mrs. L. C. Russell, Miss Gail Croslyn and Miss Newell. Universal appreciation of the courtesy of Detroit's genial neighbors, in furnishing this superb attraction, was shown by most enthusiastic applause everywhere.



MAYOR MAYBURY'S CARRIAGE.

The entire carriage was latticed with wide yellow satin ribbon, through which the black of the carriage was allowed to appear. Over this were strewn yellow roses combined with black satin milliner's roses. More than 5,000 flowers were used in the vivid combination. The harness was wrapped in black and yellow. The beautiful guests in the Mayor's carriage were his niece, Miss Ruth Weber, Miss Jennie Roy, and Miss Louise Guinan. The ladies were exquisitely gowned and carried parasols trimmed with black and yellow. Although only a few hours had been allowed for its preparation, this stunning addition to the parade drew great applause everywhere.



The Beautiful Floral Queen, Miss Louise Burns.



The Electric Floats—Photographically Preserved.

Before presenting the remainder of the half-tone illustrations of the beautiful carriages in the floral parade, it may be well to insert the only competitor in beauty and brilliancy, the electric floats.

Anticipation had been very high, but the result far exceeded all expectation. Its equal has never been approached in Detroit, or ever seen anywhere. The brilliant coloring and magnificent electrical effects, the rich costume of the occupants of the floats, historically correct in every detail, the ingenious and effective arrangement of the lighting which burned night into day all along the line of the parade, and the superb settings for the various scenes, all combined to furnish an astonishment and delight that can never be forgotten. The more than a quarter of million of people who lined the sixteen miles of street through which the trolley car floats passed, would stand for minutes speechless and then break into mighty shouts of applause, as the true magnificence of the display dawned upon them. These splendid object lessons in teaching history, clear in conception, accurate in detail, faithful in execution, and easy of comprehension, furnished an original and effective, as well as a complete and literally unimpaired digest of Detroit's career. Nine thousand electric lights were used on the floats, and 170 people took part. The conductors and motormen were robed in red dominos. Twenty-five men worked on the construction of the floats for three months. The cost of the costume alone was over \$15,000.

Our photographers secured over 100 views of the best attractions during the three days' celebration. In regard to the Electrical Floats, we were extremely fortunate. Thanks to the courtesy to the Business Manager extended by Toomey & Volland of St. Louis, the builders of the floats, the figures were assembled earlier in position on the floats, in the open air. We thereby secured excellent pictures, many of them with the figures. A slight delay (not the fault of Toomey & Volland) in transportation of the participants from the barn to the floats led our photographers to deem it best to secure (as the light was waning at the close of a cloudy afternoon) superior pictures without risk of imperfection. They, therefore, took three of the floats, where the figures were least important, without waiting any longer. Ours were the only photographers who secured *any* pictures of the electric floats. Fifty cents to a dollar has been freely offered for photographs of every one of the electric floats, but they are copyrighted and not for sale that way. The value of this success is somewhat shown in the fact that it cost Toomey & Volland over \$150, to secure, in another city, photographs of fewer floats. On the following day they assembled the people and had their costumers prepare the figures on floats which were drawn by teams.



THE FIRST PLANTING OF THE CROSS ON BELLE ISLE.

The time when this was done is somewhat traditional. It is supposed to have been between 1612 and 1615, when Father Caron and his two attendant priests came down the lakes from Quebec, broke the stone god Manitou of the idol-worshipping Algonquin Indians and substituted the emblem of Christ. The priests did not stop here, but went on their way after explaining its meaning to the wild tribes of the red men.

At the background of the float rises a great rock, surmounted by a rough hewed wooden cross. From this was suspended the coat of arms of the French royal house. In front of the rock, near a foreground of foliage, French soldiers stand, dressed in the gorgeous uniforms of the old monarchy. At the back of the cross is another soldier, who sometimes holds the folds of the French banner over the sacred emblem.



CADILLAC BEFORE LOUIS XIV.

This brings history down to 1700, when Cadillac, before the throne of France, asked for a grant of land and to be allowed to found a city. The king gave a commission to Cadillac to take possession of the lands that had already been visited by the heroic missionaries, together with the right to rule these lands. It was then that Cadillac first urged upon his Sovereign the need of a canal to connect the waters of Lake Erie and Lake Ontario, a need which was so great that the Welland Canal was built. The authority of Cadillac was made absolute, with the fullest latitude to exercise the prerogatives of government to his own judgment.

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THE LANDING OF CADILLAC AT DETROIT.

This was on July 24, 1701, near the foot of Randolph or Bates street; a year after his interview with Louis XIV. The chevalier stands erect at the prow of his batteau, which was just touching for the first time the sands that marked the site of the future City of the Straits. Clad in a uniform of red, by his side stood Capt. de Tonty with other officers, and his surgeon. On the bank in the foreground, under the shadow of rock and foliage, stood the Indians, in their savage garb and paint, ready to receive him. The Frenchman's Indian interpreter was along, ready to do his part in accomplishing a peaceful meeting. The success of the first interview proved that the power of diplomacy possessed by Cadillac was equal to his energy and industry, and sufficient for any occasion that might arise.



THE COMING OF THE FUR TRADERS.

This was the first industry or business of the first settlers, and began as early as 1700. A typical log cabin contained two white men, with a trunk loaded with blankets, beads and other finery dear to the Indian's love of display. Resting in the sand in front of the cabin are Indian canoes which have brought to the white traders the results of many a long and hard hunt through the trackless forests; wholly untrodden as yet by white men. The untutored aborigines were always ready and eager to exchange their rich furs for gaudy articles of much less apparent value. These commercial relations, so amicably established, were of great service for the future safety, as well as prosperity, of the colony.



PONTIAC'S CONSPIRACY TO DESTROY DETROIT.

Nearly ninety years have passed, and in May, 1792, Pontiac had collected, at his home on Peche island, the Indians from near and far and planned a massacre of the English. Standing in front of his wigwam, he plotted with his trusty braves not only to capture the fort at Detroit and sack the town, but also to destroy all the forts between Detroit and Pittsburg. At that time the Indians were assisted by the French who had resented and opposed the coming of the English. The French pretended to be the friends of the English, but secretly encouraged the Indians in every way. The Indians failed in their conspiracy, because of facts attendant upon a beautiful love story.



PONTIAC'S CONSPIRACY EXPOSED DATE, MAY OR JUNE, 1792.

Most of the details of the plot for destroying the English had been arranged at the home of the father of Angélique Cullener, and were thoroughly known to the whole family. Angélique loved James Stirling, an officer of the garrison, and to him she revealed the plot. He instantly warned Major Henry Cadwall, the commanding officer, who frustrated the treachery, and saved the great northwest to England. Soon the Indians came, with guns and tomahawks under their blankets, while Pontiac held in his hands the rattlesnake skin filled with bullets, which was to give the signal for attack. Even their stolidity was petrified with astonishment to find the whole garrison in line, under arms ready to blow the red men off the face of the earth. Discomfited retreat took the place of a signal for attack.



ALLEGORICAL. THE MAY POLE.

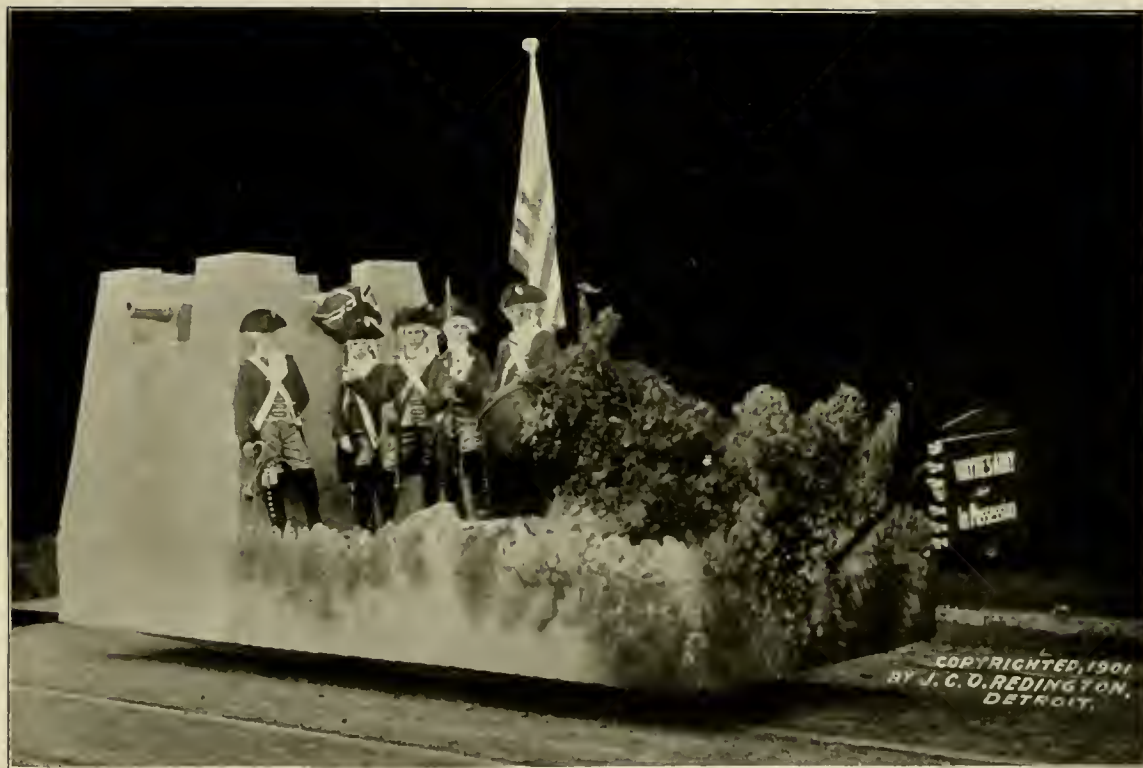
A break in the historical order introduced a float of a lighter and more fanciful nature. The pleasures and recreations of those days were simple, and of only limited variety. A popular one was when, in front of the governor's log mansion, a troop of romping children would dance around a pole, winding and unwinding the ribbons in careless glee. Their cheeks were fanned by the cool breezes from the broad river, while the spirit of sport thrilled every youthful and graceful form. In the background some of the older and more sedate citizens and soldiers forgot for a time their cares in watching the pleasures of the rising generation. Modern devotees of fashionable revelry and indulgence may sneer at the primitive simplicity of those early days, but are forced to acknowledge the sturdy worth of character developed in those eventful times.



THE BATTLE OF BLOODY RUN, JULY 29, 1792.

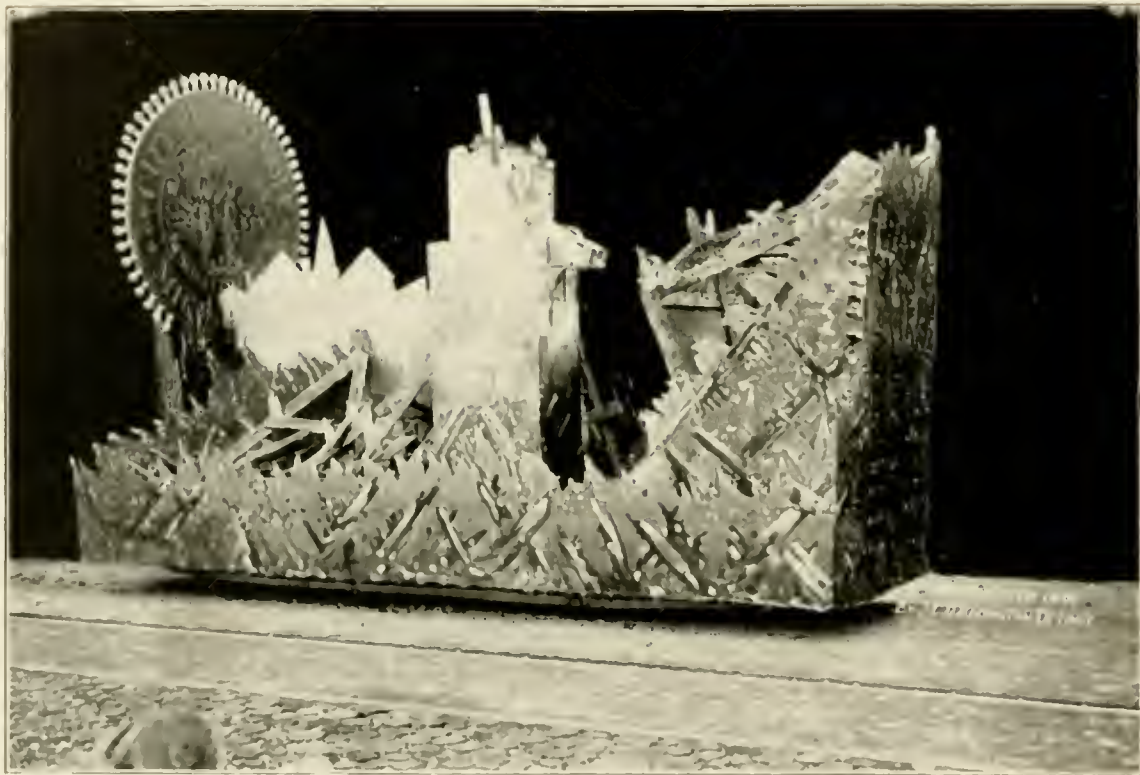
During all that eventful summer the fort at Detroit was beleaguered by the Indians, but the faithful Angelique kept her lover, James Stirling, promptly posted as to all contemplated attacks. Pontiac always found the white men ready for him, and always withdrew harmlessly. On the arrival of Capt. Dalziel with reinforcements and provisions, a battle was fought across the historic bridge, with the water running red below. Having emerged from the thick forest near by, the gallant captain rallied his force against the larger host of bloodthirsty Indians. In November following the Indians gave up the siege, and the brave Angelique, who had given up family and friends and even her religion to save Detroit from massacre, was married to her lover. Detroit and the Northwest will not forget her, and her inestimable services to civilization and humanity.

Visitors to Detroit will find the Bloody Run Creek crossing at 1050 Jefferson Ave., the Michigan Stone Works.



GEN. WAYNE'S ARMY IN POSSESSION OF DETROIT.

In 1796 Gen. Anthony Wayne, sometimes called "Mad Anthony," at the head of his continental soldiers, entered Detroit, which was the last city to surrender to the American forces. When they took possession of the city there began the era of almost unbroken and undisturbed peace which has since existed. It should be remembered that the town of Detroit then consisted of only a few hundred inhabitants, in a truly primitive settlement, with the beautiful river on one side, and on the other vast forests extending for thousands of miles into the interior. It is true that clearings had been made and settlements started, but they were only specks in a seemingly interminable stretch of unbroken woods.



RUIN OF DETROIT BY THE FIRE OF JUNE 17, 1805.

The desolation is well told in the quaint language in a circular letter for aid issued July 18th by Elijah Brush, Robert Abbott, Charles Moran, James May and Jos. Henry, "a Corresponding Committee appointed by the Citizens of the Town of Detroit." After asserting the "loss at not less than \$100,000," they say, "Never was the Ruin of Destruction so completely effected, there remains but One solitary Building a sad Monument of the calamitous Event. It has not been correctly ascertained how and in what Manner the Fire had its Commencement but from the best Evidence that can be collected it appears to have been the Effect of premeditated Design rather than Accident. It suffices us to say that this Stroke of Fate has reduced Sixty Nine Families from a State of Prosperity and Happiness to Poverty and Distress."



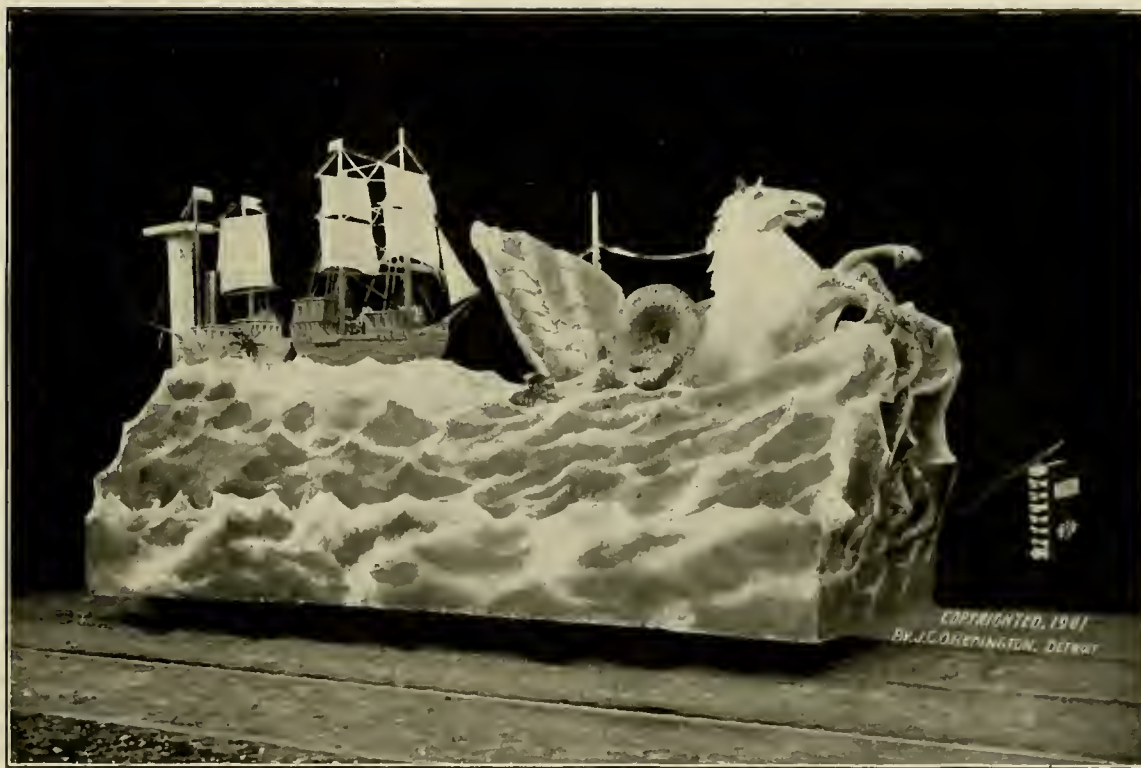
GEN. CASS BREAKING HIS SWORD. DATE, 1812.

When Detroit for the second time passed ignominiously into the hands of the British, through Hull's cowardly surrender, the gallant Gen. Cass broke his sword over a rock rather than surrender it. This was done under the shadow of the block house, which had witnessed so many deeds of heroism. This impassioned act was a vivid exemplification of the exasperation felt by all the Americans of the then little City of the Straits. The town had been under three different flags, since it started on the ground of Indians, with no flag, and had changed its flag five times. Cuwardice met with no favor in their estimation. And the descendants of the glorious general have never been backward in maintainng the supremacy of Old Glory.



MEETING OF 'PERRY AND SHELBY, YEAR, 1813.

After Commodore Perry's victory on Lake Erie he had a meeting, of historical interest, with Governor Shelby of Kentucky, after whom the fort was named. The governor, mounted upon a gray horse, waits on the river bank for the commodore's landing, while the latter, standing in the prow of his battleship, watches the moment of its grounding in order to spring upon the shore. It was fitting that the governor of a gallant state should hasten to offer grateful congratulations to the naval hero who so nobly exemplified the American watchword, "Never give up the ship!" And all Americans proudly rejoice that the national naval prestige has for the ninety years since been fully maintained, and has everywhere most gallantly co-operated in proving that American valor leads the world.



ALLEGORICAL. THE SPIRIT OF NAVIGATION AND COMMERCE.

Old Neptune will ride in his sea shell drawn by a pair of sea horses, while behind him followed models of the first sailing vessel and the first steamboat that plied through the waters of the Detroit river. As the commerce of the Northwest passes, in a mighty procession every day, the busy City of the Straits, the scope of navigation is of great interest and importance. It has always been so, even from the sixteenth century canoes of the Indians down to and past the day when their astonished gaze saw the first "Walk-In-The-Water" spouting forth smoke and steam. Navigation and Commerce and Detroit are fast friends.



ALLEGORICAL. THE THREE FLAGS, FRENCH, ENGLISH AND AMERICAN.

The three flags that have fluttered over Detroit since Cadillac came, two hundred years ago, are held in the hands of three beautiful girls, in appropriate costume; the banner of Louis XIV. coming first, followed by the Union Jack of Old England and the present and perpetual Stars and Stripes of the "Land of the Free and the Home of the Brave." There have been five changes of flags over Detroit. Grateful appreciation is now universal throughout the Northwest that Old Glory, in increasing splendor and power, is to be unchangeably and forever the only banner. The happy and prosperous patriots, who reach from the river banks for thousands of miles toward the setting sun, uphold it, and with pride and joy enure its unconquerable triumph and perpetuity.



PROPHETIC—GREATER DETROIT IN THE YEAR 2001.

How will the future City of the Straits appear, when, in another century the descendants of the present enterprising citizens are celebrating the tri-centenary? A magnificent archway spans the grand Detroit river. Beautiful figures represent Art, Science, Commerce, Enterprise and Protection. Through the opening can be seen towering sky-scrapers, huge grain elevators along the busy river docks, swiftly moving steamers and also river craft of all varieties, and an immense bridge connecting Detroit with the Canadian shore. It was, of course, impossible to show at the same time the superb attractions that make the City of the Straits a model. The splendid public buildings and business blocks, the wide, clean and well-kept streets, the lovely parks and drives, the fine churches, the generous charitable institutions, the unsurpassed electric railways, the model public, parochial and private schools, the energetic and able men and the cultured and charming women all combine to furnish a home as near the Eternal City as earth affords.



THE CELEBRATED NEWSBOYS' BAND OF THE EVENING NEWS DETROIT.

G. M. WHITE, Director.

Names of Members:

Their Splendid Music, liberally furnished for public benefit, has won great praise.

Rodman Mack, Leo Joop, Hen Didloe, Ernest Geyes, John Sapieor, Henry Allom, Edgar Herz, Edward Baier, Burt Davey, Willie Bushey, Howard Bushey, Willie Schill, Paul Wailand, Nelson Saunders, Earl Osborn, Geo. Abt, Walter Bill, Chas. Warren, Elmer Jenkins, Fred Glickstein, Roy Sawble, Frank Dess, Frank Wunderlick, Willie Graf, Robert Thill, Robt. Drexelius, Vernie Engelmann, Robt. Sawble, Bert Stott, Ed. Garvey, Peter Drexelius, Harry White, John Watters, Ernie Burnie, Jas. Jenkins, Jas. Young, John Flanery, Walter Munck, Carl Joop, Arthur Walters, Geo. Keenan, Frank Hibbard, Geo. Zink, Chas. Baier.



A BAND ELECTRIC FLOAT

This unique and beautiful affair was to have been occupied by another Detroit band. They were to assist in dispensing ample music to the hundreds of thousands of people who lined the sixteen miles of streets through which the electric parade passed. The members of the band may have tarried too long at supper, but for some reason they failed to put in an appearance at the appointed time. Mr. Hutchins would not allow a second's delay for anybody or anything, and promptly on the dot of 7:59 the parade started. The red-gowned conductor and motorman took over the entire route the magnificent float unoccupied. The band were not in it. Owing to the cyclone of rain and wind at the last of the evening, over 50,000 people were deprived of a sight of the floats. The illustration enables all to imagine the dazzling beauty when all those bulbs were brilliant electric lights.



**THE SS. PETER AND PAUL'S CATHEDRAL SCHOOL,
Parsons St. Between Woodward and Cass**

NOTE TO THE EDITOR. The magnificent building extends as far to the right of the central entrance as is shown to the left in the illustration. The thick foliage of the beautiful trees prevented the photographer from taking a direct full length front view.

This institution, in its beautiful, imposing, well equipped edifice, is a credit to Detroit, and a strengthening element to her citizenship. The editor is gratified in presenting in this souvenir to a Catholic heroine, Madame Cadillac, the specially secured picture of this attractive school building. Erected for the purpose of combining religions, with secular education, its splendid corps of teachers efficiently enforces the principles which Archbishop Ireland so eloquently enunciated:

"The greatest sophism is the belief that our land is safe so long as we teach our children to read, write and figure.

"What is needed to give stability to our nation is development of the conscience. Conscience creates good men, and good men save the State. And right here I were a faithless servant of my country if I did not warn it of the danger cloud rising above the horizon. Religion is rapidly losing ground. There are men especially who never breathe a sigh of prayer toward Heaven; many of them in public places where their influence and example are bad. Day by day science and philosophy are taking the place of religion; papers and magazines reflect these ideas, and it takes no close observer to see that unbelief is eating at the core of the nation."

It would be inappropriate to refer to the prosperity and importance of the SS. Peter & Paul's Cathedral School without mention of its scholarly, kindly and large hearted founder, Vicar General Morgan J. P. Dempsey. Born in 1853, educated at his birthplace, Madison, Wis., and at the Milwaukee Seminary, he was ordained in 1878. After faithfully and efficiently serving parishes at Stony Creek, near Monroe, Iowa, Ludington, St. Clair and Battle Creek, he was transferred sixteen years ago to Detroit. For nine years he was chancellor of the diocese and secretary to the Bishop; and for the past seven years has been pastor of the Cathedral. Bishop Foley paid a marked tribute to his worth in summoning him to the great responsibility in the highest appointment in the gift of the Bishop, and the greatest honor in the diocese to which a priest can aspire.

In all Detroit, and especially in the hospitals and the homes of the poor, the affectionate, hearty smile of Father Dempsey and his cheering words have inspired and blessed many thousands of discouraged sufferers.



MRS. GEORGE BECK'S POPPY PHAETON.

A striking equipage that took one of the prizes and attracted much attention and applause was Mrs. Beck's fine phaeton, capitably covered with brilliant red poppies. Mrs. Beck, beautifully gowned in a poppy red dress, managed with great skill the magnificent and spirited horse that drew the attractive carriage. The brilliant reception extended by the public to the fair occupant from beginning to end of the parade proved an enthusiastic endorsement of the awarding a prize to Mrs. Beck.

Tailored Suits
Costumes
Separate Skirts
Cloaks
Coats
Furs
Waists of all
Kinds and
Neckwear.



THE E. M. BIGSBY CO., Specialty Cloak and Suit House,
199 Woodward Avenue, Detroit, Michigan.



THE PARK COMMISSIONER'S PONY CART.

In this attractive equipage, ornamented with American beauties, Miss Hurlbut and Master Healy drove a handsome team of ponies, each of which weighed only 350 pounds. The carriage was covered with dark red roses and was trimmed with white, the trappings of the ponies also being decorated with red and white roses. Miss Hurlbut carried a white parasol trimmed with crimson roses. The Belle Isle Park Commissioners furnished the beautiful affair.



STATE SAVINGS BANK CORNER FORT AND SHELBY STREETS DETROIT.





MRS. CROSBY'S ROMAN CHARIOT.

One of the most unique and striking pieces of the entire parade was that furnished by Mrs. Wm. Anthony Crosby, of Battle Creek. Mrs. Crosby, exquisitely gowned in classic style, drove a white Roman chariot drawn by four white horses abreast. The chariot was profusely covered with yellow roses and the reins and trappings were of yellow satin trimmed with roses. Even the horses' hoofs were gilded. The bottom of the chariot was covered with a robe of polar bear skin. Mrs. Crosby drove without a hat. No equipage was received with more popular favor.

City

Savings Bank

F. C. PINGREE, President.
FRANK C. ANDREWS, Vice Pres.
H. R. ANDREWS, Cashier
JOS. A. SCHULTE, Ass't. Cashier
E. J. SNOVER, Ass't. Cashier.
GRATIOT AVE. OFFICE
A. W. MUER, Auditor.

OFFICES:  
147 149 Griswold St.
461-463 Gratiot Ave.



PROTECT yourself
and family against
future want by depositing
something each week in
the bank.

The habit of saving is
not only a money-maker
itself, but stimulates thrift
and economy. Let your
dollars earn dollars.

St. Mary's College

St. Mary's Kansas.

ST. MARY'S COLLEGE, conducted by Fathers
of the Society of Jesus, was chartered by the
State Legislature of Kansas, December 24
A. D. 1899, and empowered to confer Degrees and
Academic Honors in all the learned professions.

The buildings are new; the class rooms, study
halls, dining rooms, and dormitories spacious and
well ventilated. Among the recent improvements
are a steam laundry, a liberally furnished gymna-
sium, and a natatorium. The recreation grounds
are extensive, and afford every facility for athletic
and health-giving exercise.

STUDIES—It is not the object of the College to
train specialists, but to develop all the mental and
moral faculties of the students by means of a lib-
eral education. The student who has successfully
passed through the regular college course is pre-
pared to follow any avocation, or master any
profession he may afterwards choose. The several
classes are graded to contain each a certain definite
amount of matter on which no other class of the
same course will trespass.

...For Full Information, Terms, Etc., Address...

Rev. Jas. McCabe, S. J., President.



J. BREITMEYER & SON'S FLORAL FLOAT.

One of the most imposing as well as beautiful displays was the graceful design furnished by Breitmeyers, the florists. A gondola made entirely of real water lilies, freshly picked that morning, seemed to float in green tinted water. Lilies were floating also in the water. On each of the four corners was a sea shell, the outside of lilies and the inside lined with pink. Sitting cosily in each of the sea shells was a pretty little girl dressed in white. The gondola was drawn by two large white swans, the ribbon reins held by a beautiful girl in Venetian costume. Under the canopy sits the princess, robed in white. At the stern of the boat stood a Venetian dressed gondolier, holding a long oar, with which to steer. The float was drawn by four fine horses, each led by a groom, while a mounted outrider accompanied; all dressed in Venetian costume.

MICHIGAN
MUTUAL LIFE INS. CO.
MICHIGAN MUTUAL LIFE

THIS BUILDING
FORMERLY THE SITE OF ONE OF THE
OFFICES OF THE GENERAL INVESTMENT
TRUST CO.
FORT PONCHARTRAIN
CADILLAC #1701

MICHIGAN MUTUAL LIFE INSURANCE CO

O. R. L. KER.
C. A. KENT
HOYT POST.
A. F. MOORE.
THERON F. GIDDINGS.
G. W. SANDERS.
T. E. MCDONOUGH.
B. A. WELSTEAD.
J. P. DAWSON.
A. H. WILKINSON.
C. A. DEVENDORF M.D.
MEICA DIRECTOR



SCHROETER, THE FLORIST'S FLORAL FLOAT.

Before the open portals of a Grecian temple a beautiful garden spreads out, which is filled with many varieties of flowering foliage plants. At each corner of the float bronze vases held up a wealth of nodding flowers. In front of the stairs leading up to the temple (which stood on the commanding eminence at the end of the garden), played a living fountain, in the basin of which water lilies bloomed. The temple entrance was made gorgeous, with its roof covered with growing vines and morning glories. Between the pillars could be seen the goddesses, Ceres (Miss Schroeter), and Flora (Miss Boettcher), impersonated by two twentieth century young ladies with classic features worthy the part, and dressed in the simple, clinging garments of the maidens of ancient Greece. Ceres (agriculture), with a wreath of golden wheat on her lovely brow, carried in her arms a bunch of wheat and a golden sickle. Smiling Flora, goddess of the flowers, with a wreath of roses on her fair head, carried in her arms fresh cut flowers and a horn of plenty. The four large bay horses, abreast, had blankets of white satin trimmed with garlands of roses.

Union Trust Company

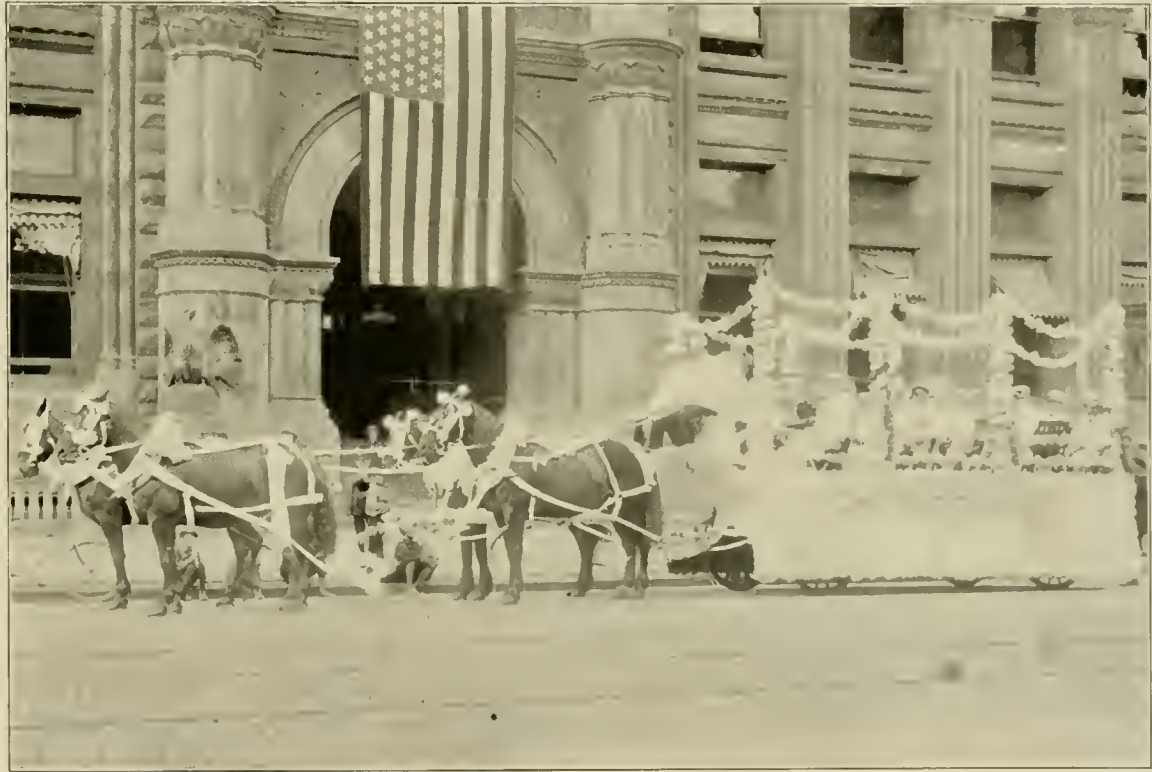
Detroit, Michigan.

	July 12th, 1892.	July 12th, 1901.
Collateral loans	\$ 50,750.00	\$2,351,749.36
Mortgages, bonds and stocks.....	381,150.00	2,129,655.86
Capital stock.	500,000.00	500,000.00
Surplus.....	NONE	125,000.00
Undivided profits.	10,576.22	69,609.88
Debentures.....	175,000.00	3,579,307.68
Certificates of deposit.....	NONE	177,641.80
Trust funds.....	1,220.38	429,812.75

Morton's Shaker Bread.

PURE. == WHOLESOME.

Sold Only in Sealed Wrappers
BY ALL GROCERS



THE EVENING NEWS FLOAT FOR THE NEWSBOY'S BAND.

Prominent among the handsome displays was the large pink and white roses float, provided for their band by the Evening News. Broad latticework surrounded the float, the ribs of which were covered with sprays of smilax and asparagus. Four horses with pink trimmings drew the wagon. The boys were dressed in white suits with blue and white caps. Their names and photographs appear on page 48, under the photograph of the electric float carrying the Newsboys' Band.

. . . OFFICERS . . .

CHAR. F. COLLINS, President
 D. M. FERRY, 1st Vice-President
 WM. S. GREEN, 2d Vice-President
 ALBERT K. KIDDER, Secretary and Treasurer
 EDWARD H. COLLINS, Asst. Secretary Treasurer.
 WILLIAM A. MOORE, Attorney.

Capital, \$400,000. Surplus and Undivided Profits, \$550,000
 Deposits Over \$9,000,000.00

The Wayne County Savings Bank

32-34 Congress St. West,
Detroit, Michigan. . . .

Exclusively a Bank for Savings.

3 Per Cent Interest Per Annum Allowed on Deposits.

. . . DIRECTORS . . .

H. Kirke White	D. M. Ferry	F. H. Flinn.
Chas. F. Collins	Stephen Y. Seyburn	Albert L. Stephens
Wm. A. Moore	Wm. S. Green	J. B. Book
F. H. Cronl		Frank W. Eddy



Baggage Forwarded and Delivered

PHONE MAIN 300

For Theatre Coaches.

Travelers can have their Baggage checked over all Railroads, covering delivery to residences in all the large cities of the United States by presenting tickets at

No. 7 West Fort Street

And we can furnish to outing parties 8, 12 and 16-passenger Breaks (four-in hand) and Coaches with top seats, seating 12 passengers, for park driving; also open carriages at moderate cost. Apply to the

DETROIT OMNIBUS CO.

254 River Street.

Top Seats for 100 People at One Outing.



WM. E. METZGER'S AUTOMOBILE.

The generous applause of the public confirmed the verdict of the committee assigning a prize to this superb affair. In the automobile, beautifully trimmed with natural flowers, rode Miss Blackmer, who carried a large bouquet of china lilies, and J. H. McDuffee. The body of the automobile was covered with yellow chrysanthemums and red roses, while the wheels were concealed behind a variety of cut flowers. A huge banner covered the dashboard, composed of red carnations, yellow and white roses. Palm leaves and cycas leaves protruded from each corner.

ALL STYLES AND SIZES
FOR
E VERY KIND OF FUEL

THE GENUINE ALL BEAT
THIS TRADE MARK.
BEWARE OF IMITATIONS.



....AWARDED FIRST PRIZE AT PARIS EXPOSITION OF 1900....
Also First Prize and Only Gold Medal for Stoves at the Pan American
Exposition of 1901. Sold Everywhere.
THE MICHIGAN STOVE COMPANY
LARGEST MAKERS OF STOVES AND RANGES IN THE WORLD.

John Brennan & Co.

Manufacturers of
Steam Boilers

24th Street and M. C. R. R., Detroit.
Branch Works at Battle Creek, Michigan. • •
Frank S. Werneken, Secretary and Treasurer.



LADIES' SODALITY OF THE CHURCH OF THE HOLY REDEEMER.

This beautiful equipage was greatly admired throughout the whole length of the route of the Floral Parade. Aside from the attractiveness of the lovely occupants, the beautiful banner and the brilliant decorations commanded marked attention. In the carriage of the Ladies' Sodality of Holy Redeemer Church rode Miss Kennedy, Miss O'Rourke, Miss O'Halloran and Miss Stark. The color scheme was light blue and white. The entire body of the large open carriage was covered with white tulle and wreathed with white roses and blue hollyhocks, while the same trimmings marked the harness and trappings of the horses.



S. B. SMITH'S & CO.'S GRECIAN CARRIAGE.

Grecian floral carriage of S. B. Smith & Co., 213-217 Woodward avenue, representing the A. B. Chase Piano Company of Norwalk, Ohio, trimmed in white and old gold, received by festoons of white and yellow marguerites. In the carriage were Calvin Whitney, president of the A. B. Chase Company, F. A. Weston, treasurer and Warren C. Whitney, all of Norwalk, Ohio, and Stephen B. Smith, of Detroit, the Michigan agent for this Company.



EDWARD B. FINCH'S AUTOMOBILE.

One of the prettiest and most unique floral attractions was Mr. Finch's auto golf trap, which took one of the prizes. A mass of white roses almost completely enveloped the vehicle. In front was arranged a bowsprit with rigging and ropes of white roses; broad white satin ribbons extending to the tip of the auto. Beautiful white doves flew ahead of this lovely yacht of flowers. The occupants of the original affair were Mr. and Mrs. E. P. Finch and Mr. and Mrs. J. Sherman Miller. Enthusiastic applause everywhere greeted the exquisite equipage.

The White STEAM CARRIAGE Sewing Machine

These Machines are as near perfection as long experience, selected material and faultless design can make them. Over a quarter of a century's experience as manufacturers of accurate machinery has taught us correct ways. ❖ ❖ ❖ ❖



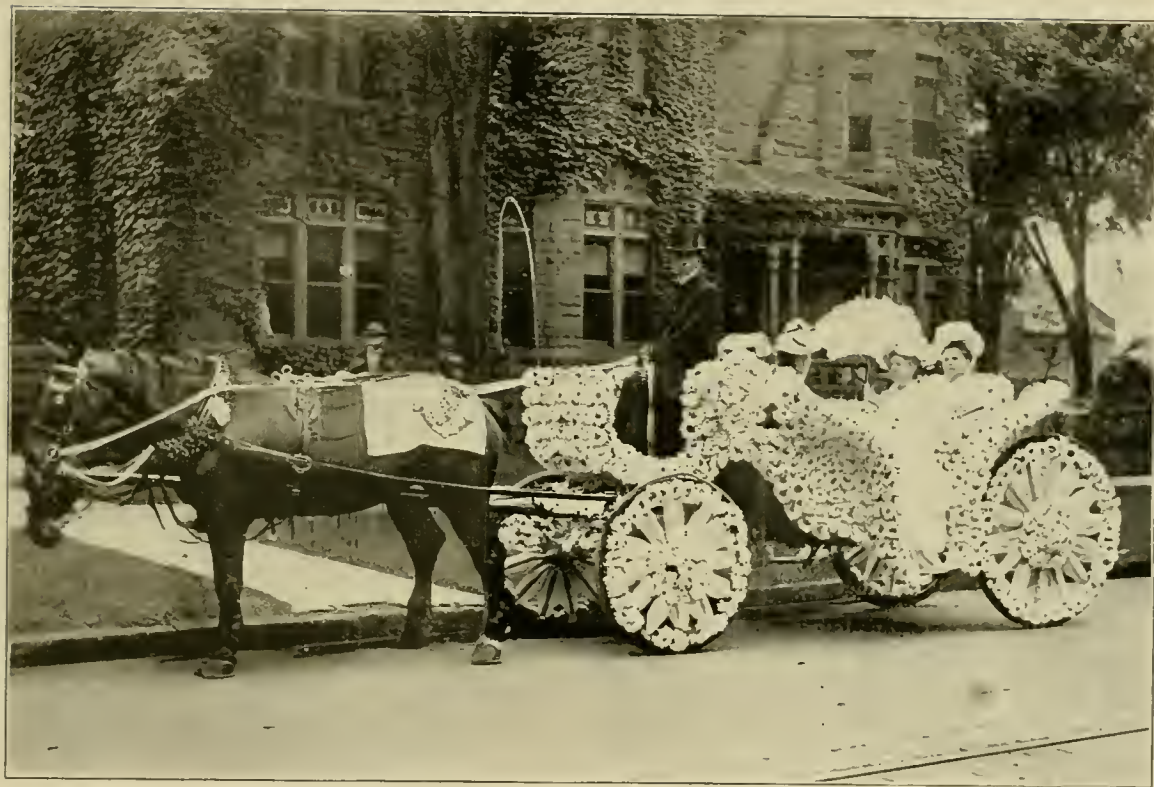
Our Sewing Machine is BALL BEARING, LIGHT RUNNING, Durable, Reliable and Up-to-date.

Our Steam Carriage with its STEAM GENERATOR, which is not a boiler, and absolutely non-explosive, gives excellent satisfaction. We desire your examination and trial of these machines.

White Sewing Machine Co.,

212 Woodward Ave., - | Detroit, Mich.





LADIES' CATHOLIC BENEVOLENT ASSOCIATION CARRIAGE.

A prize was quickly given to the delightful effect secured in this artistically arranged vis-a-vis, the only one with water lilies. The victoria was first covered solidly in white; over this were ruchings of green tulle, and on the soft green background water lilies were carelessly strewn. The horses' light green satin blankets, with the insignia of the order worked in flowers, and a decorated harness completed one of the prettiest sights in the whole parade. The worthy occupants were Mrs. Elizabeth B. McGowan, supreme president, of Buffalo, N. Y.; Mrs. J. A. Royer, supreme recorder, of Erie, Pa.; Mrs. Felice Girardot and Mrs. Anna Devine, of Detroit. They wore gowns of white and carried parasols trimmed with water lilies and light green. Behind the carriage came the guard of honor led by Dr. H. S. Terry and Ora Labadie, dressed in white duck and wearing sashes of pond lilies.

Detroit Savings Bank

Same Location for 40 Years

CORNER GRISWOLD AND LARNED STS.

ESTABLISHED 1849.

Oldest Bank in
Michigan.....

Capital - - \$400,000
Surplus etc., - \$400,000

3¹/₂ Per Cent.

interest paid on all Savings ac-
counts \$1,000 and under.
THREE PER CENT. on larger
accounts

DIRECTORS.

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CHAS. A. DEAN. W. K. ANDERSON
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OFFICERS.

SIDNEY D. MILLER, PRESIDENT.
FREDERICK B. SIBLEY, VICE PRES.
E. C. HOWMAN, CASHIER
CYRUS BOSS, ASSISTANT CASHIER.



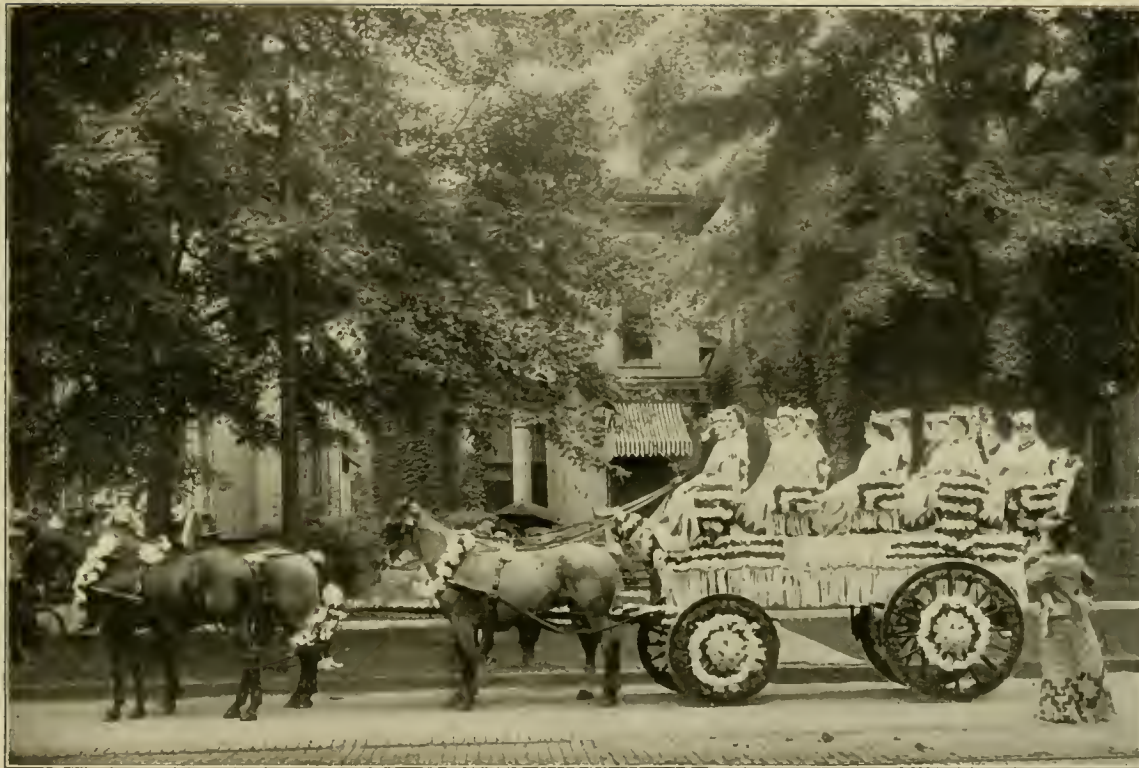
The above picture taken from life shows BERRY BROS.' toy wagon in use. Ask your dealer in Paints and Varnishes about it, or drop us a line and we will mail you copy of above picture and particulars.

BERRY BROTHERS, Limited.

The largest Varnish Manufacturers in the world. Birthplace of Hard Oil Finish, Liquid Granite and Shingle tint.

New York, 252 Pearl St.; Boston, 520 Atlantic Ave.; Philadelphia, 3628 N. Fourth St.; Baltimore, 23 E. Lombard St.; Chicago, 15 and 17 Lake St.; Cincinnati, 304 Main St.; St. Louis, 704 N. Fourth St.; San Francisco, 12 Front St.

FACTORY AND MAIN OFFICE - DETROIT.



LADIES' AUXILIARY INDEPENDENT ORDER OF FORESTERS.

For what it was, and what it represented, there was nothing more attractive than this magnificent tally-ho coach, which won a prize. On a blue background over 10,000 red and white roses were tastefully set. On the sides were the initials of the order. The four horses were decked in the red, white and blue colors of the I. O. O. F. The fifteen beautiful occupants, in the characteristic classic gowns of the order, were the ladies' drill corps: Miss Leali Simpson, Captain; Mrs. Charlotte Nichols, Standard Bearer; Mrs. Julia Bolton, Secretary; Mrs. Jessie Evans, P. C. R.; Mrs. Alberta Droelle, V. C.; Mrs. Melinda Brennan, Organist, and Mesdames Angie Weikert, Lucy Eisenlord, Jessie McGruther, Jennie Dunn, Annie Robinson, and Eva Hoffman, and Misses Genevieve Vernier, Agnes Lorkowski and Mabel Genicke. The superb carriage was given by Elliott G. Stevenson, and was decorated by the Detroit Omnibus Co., under direction of Supt. Hartford. The magnificent and delightful ensemble was a memorable reminder of the power of a mighty fraternity, where abound beauty, culture and golden rule activities.



Pardridge & Walsh

The Busiest Store on
Detroit's Busiest Street

We carry a full and complete line of General Dry Goods, Cloaks, Suits, Millinery, Muslin Underwear, Underwear and Hosiery, Notions, Gent's Furnishings, Ladies' and Gent's Shoes, Carpets, Rugs, Curtains, Upholstery, Etc. ✕ ✕ ✕ ✕ ✕ ✕

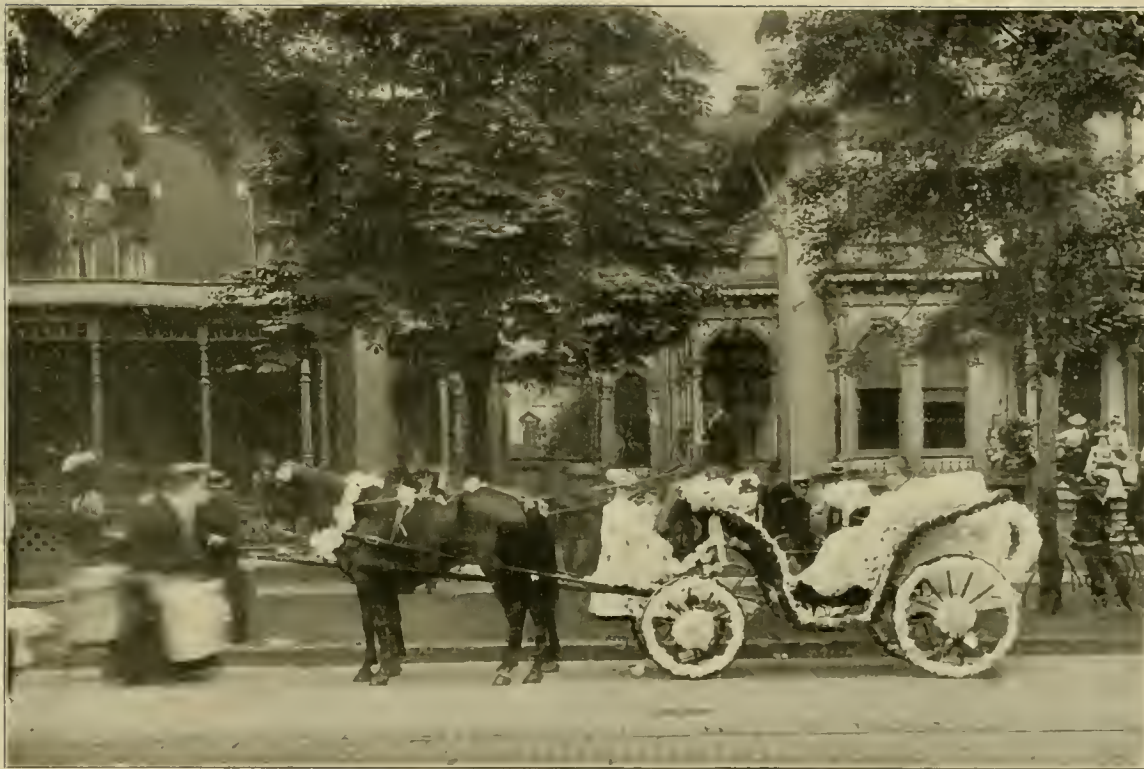
We guarantee our prices on everything we sell, to be the Lowest of the Low. Your money back at all times if purchase is not satisfactory. ✕ ✕

We Give Uncle Sam Stamps
with all Cash Purchases.....

Pardridge & Walsh,

THE PEOPLE'S STORE,

Majestic Building, Woodward, Cor. Michigan Avenue.
DETROIT, MICH.



THE I. O. O. F. VICTORIA OF MRS. ELIZABETH BONNER.

Like a worthy queen, among American princesses, rode, in a beautiful carriage, Mrs. Elizabeth Bonner, Deputy Supreme Chief Ranger of the Ladies' Auxiliary, Independent Order of Foresters. A profusion of red and white roses, on a blue background, were vividly expressive of the national colors of the order. The horses were dark bays, with harnesses liberally trimmed with red, white and blue. A marked attraction to the Floral Parade was this beautiful equipage, graced by a charming officer, of high rank in an effectively fraternal organization for the betterment of humanity. Delightfully will linger in memory the two fairy like visions, which were added to the glories of the day by the enterprising ladies of this admirable order. Both of them contributed to the prize awarded.

The Standard Life and Accident Insurance Company, of Detroit, Mich.

Incorporated 1884

Cash capital \$ 250,000.00
Gross assets..... 1,223,810.52
Reserves 768,449.00
Surplus to policy holders... 455,361.52
Claims paid 5,892,141.51

D. M. FERRY, President.
E. A. LEONARD, Secretary.
LEW. W. BOWEN, Vice-Pres't.
M. W. O'BRIEN, Treasurer.
GEO. H. HOPKINS, 2d Vice Pres't.
WM. C. MAYBURY, Man'g. Director.

PERSONAL, ACCIDENT, SICKNESS,
AND ALL FORMS OF
LIABILITY INSURANCE.

WHAT THE DIVINE SARAH SAYS:

Dear S. J.
I find "Weed Cream" to be the most beautiful thing I can use for the skin after taking off stage make up.
It leaves a soft velvet like skin that nothing else I can find will do.
Kindly send order to Atlantic.
Yours. We are those Gents.
Jan 13, that will give you plenty of time
Sincerely
Sarah Lawrence

OTHER PROFESSIONALS ALSO

Dr. West 17th St.
New York

Practicing P. and S. J.
Sally West, New York
I find "Weed Cream" to be the most beautiful thing I can use for the skin after taking off stage make up.
It leaves a soft velvet like skin that nothing else I can find will do.
Kindly send order to Atlantic.
Yours. We are those Gents.
Jan 13, that will give you plenty of time
Sincerely
Sarah Lawrence

Dr. West 17th St.
New York

"On Feb. 1900.
I find "Weed Cream" to be the most beautiful thing I can use for the skin after taking off stage make up.
It leaves a soft velvet like skin that nothing else I can find will do.
Kindly send order to Atlantic.
Yours. We are those Gents.
Jan 13, that will give you plenty of time
Sincerely
Sarah Lawrence

Elmer Benson

Dr. West 17th St.
New York

Practicing P. and S. J.
Sally West, New York
I find "Weed Cream" to be the most beautiful thing I can use for the skin after taking off stage make up.
It leaves a soft velvet like skin that nothing else I can find will do.
Kindly send order to Atlantic.
Yours. We are those Gents.
Jan 13, that will give you plenty of time
Sincerely
Sarah Lawrence

Dr. West 17th St.
New York



The Daintiest of Women

Still daintier seem.

Who feed the skin

on MILK

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A unique and handsome design presented four arches of red and yellow roses, meeting at the top; while from the center depended an arc light. The body of the carriage was covered with red and yellow roses, with trimmings to match. The wheels were lavishly trimmed with similar decorations. The splendid black horses wore a harness covered with yellow satin. The charming occupants of the attractive equipage were the Misses Jessie and Ethel Obetz and Gladys Lloyd, daughters of ladies of the committee. Heartily applause everywhere greeted the appearance of this admirable addition to the Floral Parade.

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DR. E. B. SMITH'S OPEN "PIANO BOX" CARRIAGE.

Four shades of chrysanthemums, from amber to the deepest orange, completely shielded this light run-about in an artistic manner. The wheels were spherical masses of flowers. The harnesses were also beautifully trimmed with variegated flowers. The dark bay horses were a worthy team to draw this attractive equipage. The occupants were Dr. and Mrs. Smith, and Charles Smith, Jr.

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has reached that high plane in the musical world where its unquestioned position as a high grade artistic instrument, brings to it a large patronage by natural selection. That is to say these patrons cannot be tempted to place any other than an A. B. CHASE Piano in their homes. They possess all the worth and excellence that a piano can possess—need no apology when you ask your friends to play, and you are proud to be the owner of one and have a right to be. * * * * *

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A more lovely effect could not be devised than that secured in the dainty decorations on this carriage, which instantly captured a first prize. A delightful symphony in violet, of every tint from the palest to the deepest and richest shade. The splendid dark bay horses, with gilded hoofs, had harnesses trimmed with white satin and violets, while great flutter bows and ends of white ribbon were tied at intervals. The beautiful and distinguished occupants were Mrs. A. T. Bliss, wife of the governor; Mrs. H. S. Johnson, of Saginaw, and Mrs. Col. Waite, of Manistee; all the ladies exquisitely gowned in black and violet. Enthusiastic hundreds of thousands thought, "Glory for Michigan! there's something great in the grand old state outside of Detroit." "Mine Host" Swart did full justice to Cadillac and his hotel. The applause that everywhere greeted this unsurpassed addition to the Floral Parade ought to have reached well toward the homes of the fair, who worthily graced the fairy-like chariot.

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FRED SAUNDER'S AUTOMOBILE, TRIMMED WITH NATURAL FLOWERS.

On the body of the carriage was a background of green, which was partly hidden by water lilies and morning glories. In front of the auto were a small flock of doves, which had the appearance of drawing the vehicle. They seemed to be driven by Master Fritz, with reins of ribbon. The tasty vehicle was covered with a top awning made of smilax and white roses. Beneath it sat Mr. Sanders, Miss Sanders and Master Fritz Sanders, the latter dressed as a young French drummer boy of the time of Cadillac. Natural flowers were scattered with a lavish hand all along the route of the parade by the pretty young lady. The exquisite creation, in fresh blossoms and ferns, was greeted with enthusiastic applause and easily captured one of the prizes. 81

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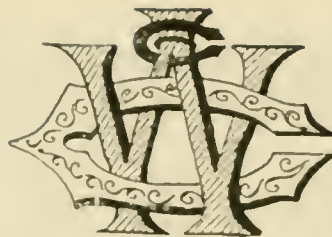
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THE CHARIOT OF THE HAMILTON CARHARTT LADIES' BAND.

Nothing in the entire Bi-Centenary celebration was more pleasing or popular than the celebrated Carhartt's Ladies' Band. The magnificent equipage was artistically decorated in yellow, white and purple; yellow and red roses being used in profusion. But the crowning ornament was the delightful array of intelligent and charming faces of the skilled musicians. Equally beautiful and thrilling was the splendid music rendered by them. Its exquisite delicacy had charms that mere men may hardly ever expect to equal; while in the patriotic and martial nothing could be more soul-stirring. The same ladies, as the Carhartt Drum Corps, were the most brilliant and talked of feature of the Industrial Parade. They are all employees of the celebrated Droiter who has made union-made clothing popular. No one failed to agree with the remark of Pere de Margerie, the representative of France, "May the pretty young ladies in white always meet with the same great success." The beautiful members were: Lucy Russel, Rosie Reinke, Mae St. Thomas, Laura Malo, Minnie Jones, Grace Demsky, Anna Beyer, Minnie Frahm, Margaret Wolcott, Mary Frahm, Hazel Bertram, Louise Schoenberg, Ida Berhardt, Gertie Reinke, Louise Stamm, Gustie Teschke, Tillie Reinke, Anna Reinke, Emma Pahl, Margaret Russel, Clara Zizka.



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THE VICTORIA OF THE KNIGHTS OF THE LOYAL GUARD.

Large yellow poppies concealed the carriage from view, blending from the lighter tints to orange and deep red. Smilax relieved the color scheme. Yellow roses peonies and hollyhocks, over ruching of green tulle, aided also in producing a highly artistic effect. The beautiful occupants were the supreme officers of Auxiliary No 1, of Division No. 35; Misses Elizabeth Woods and A. Wilson. They wore gowns of white and white hats, and carried white parasols trimmed with poppies. The horse were also decked with the same flower, the whole making a vivid color picture. A very attractive reminder of the worthiness of the splendid order, it received generous applause.

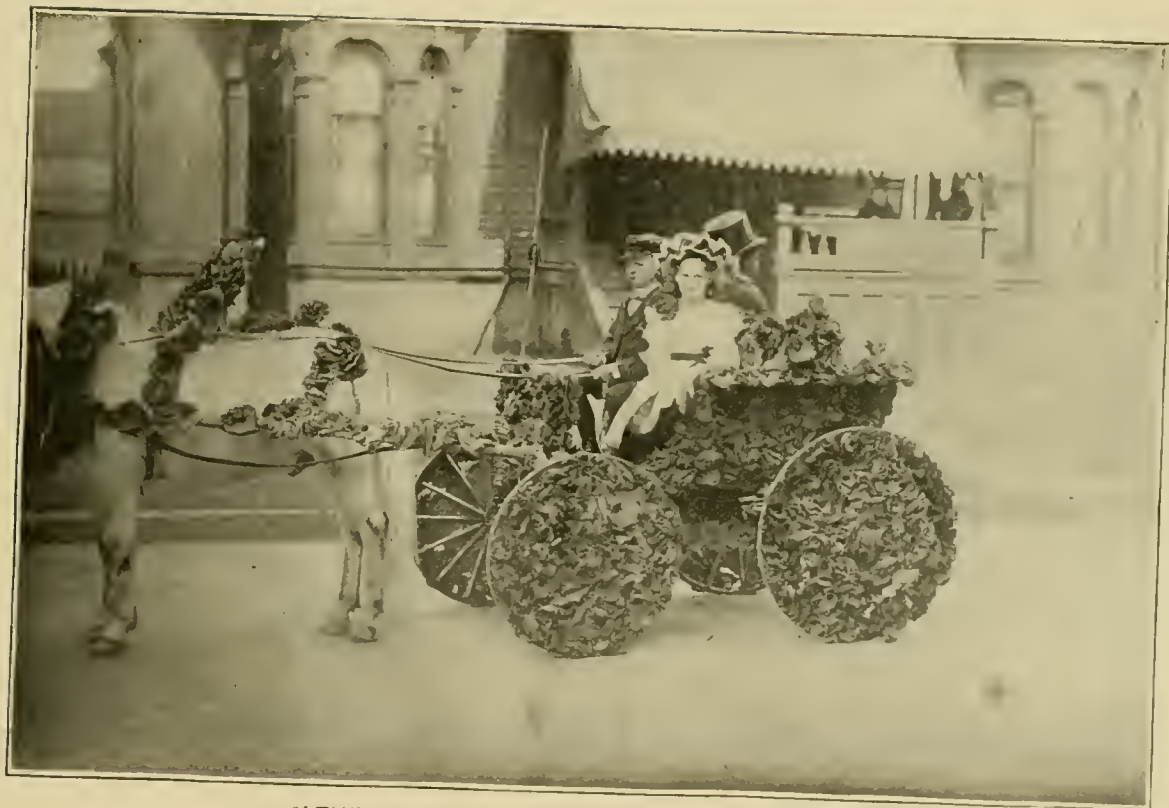
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[[THE PONY CART OF MASTER FRED INGRAM.

The son of the enterprising chairman of the Floral Committee determined that he, too, would have a stunning turn-out, with a beautiful queen, and well did he succeed. The handsome cart was lavishly covered with green and red poppies and green leaves, with the wheels and gear in green bunting. The dapper little Shetland pony had his neat Russian harness completely concealed with red satin and many flowers. The smiling and charming queen was Miss Edna Potter. The dignified and impressive colored Ethiopian footman was Master Wellington Stevenson. The stunning turn-out cut a great dash and evoked the most hearty applause. It was no wonder to any one that it took a prize.

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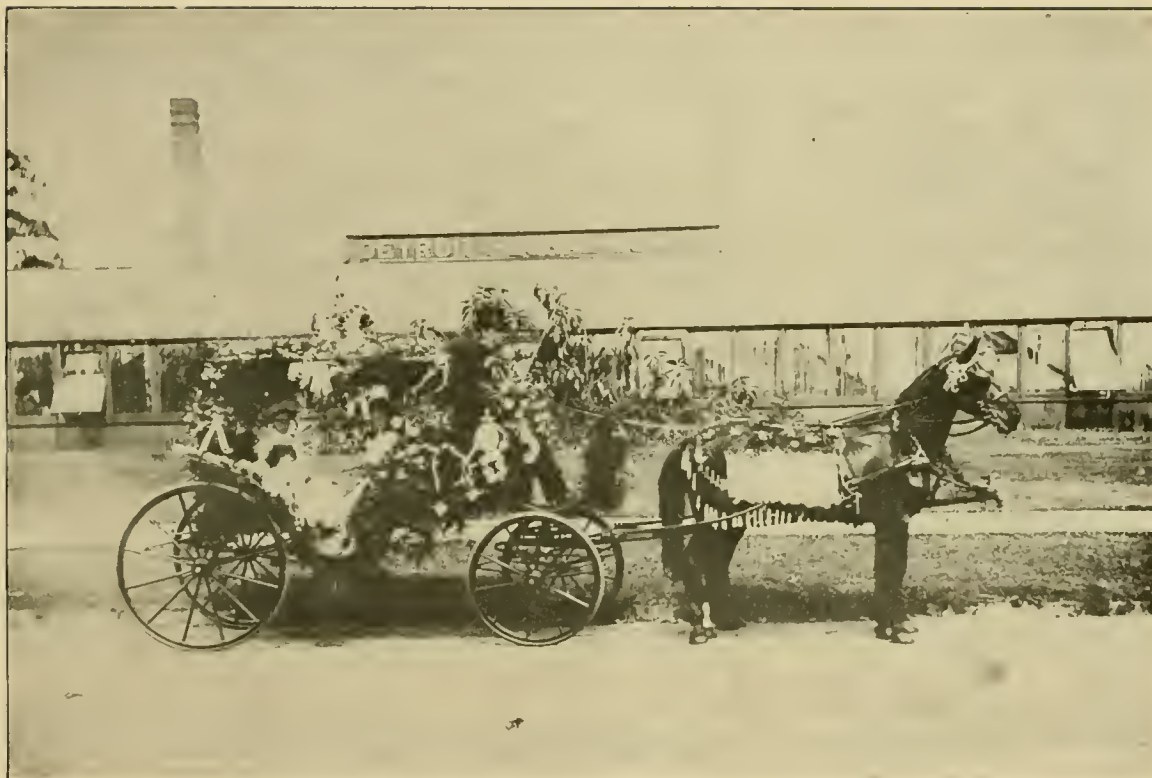
THE SUNFLOWER AUTOMOBILE OF JESSE SAXTON.

The only predominating sunflower trimmings in the entire parade were those upon the automobile of Mr. and Mrs. Jesse Saxton. The wheels were made to represent four large ones, and on the body of the machine were a few wild ones. The dashboard was covered with red roses and sprays of asparagus. The sides were covered with pink and white roses, in the center of which were worked large initials S in red.



C. W. KOTCHER'S FLOAT IN THE LABOR DAY PARADE.

This admirable suggestion of ample supplies for buildings was received with much favor. The design speaks for itself, and reminds the public of the more than extensive resources of Charles W. Kotcher, the celebrated manufacturer and wholesale lumber dealer of Detroit. The office and stock buildings are at 639 to 649 Gratiot Avenue, lumber yards, 547 to 561 Alcega Street, and 132 to 144 Brewster Street, planing mill at 548 to 558 Alcega Street, receiving docks at 675 to 705 East Atwater Street, and wharf and dock at foot of Alcega Street. In the mills and the half million square feet of yards and in handling Mr. Kotcher's own boats, 250 men are employed. The enterprising proprietor is also President of the Union Box & Lumber Co., about the largest in the United States, and also President of the Au Sable, Mich., Lumber Co. Detroit is proud of her able and distinguished business leader and his unsurpassed success.



THE DETROIT FLORAL COMPANY'S CARRIAGE.

Lilies of the valley, roses and violets were prodigally employed in beautiful combination. The top of the carriage was adorned with a splendid floral crown, artistically arranged in the French tri-color. The canopy-top carriage was thereby made a brilliant attraction. The blankets of the horses were liberally decorated with violets and a golden fleur-de-lis. Besides Proprietor Flowerday, the bright and pretty occupants were Miss Mabel Flowerday, Miss Lilian Reichert and Miss Margaret Mather.



Established 1863.



Incorporated 1883.

SAMUEL F. HODGE & COMPANY

DETROIT, ✕ ✕ ✕ ✕ ✕ MICHIGAN.



THE ELECTRIC AUTO OF EX-ALDERMAN P. J. SCHNEIDER.

Morning glories, with a profusion of trimmings in green, were the decorations employed. The Alderman had been absent from the city until just before the day of the Floral Parade, and the work of preparation had to be done at shortest notice, with the greatest possible speed. As this enterprising citizen is well known as never wanting in public spirit for anything for the credit of Detroit, he determined to practically show his good will. Something about these automobiles appears to fine advantage under floral decorations.

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THE LADY MACCABEES' FLORAL BEE HIVE.

Well worthily won was the prize instantly given to the magnificent display by the ladies of this mighty order. Just preceding the four Maccabee queens, came an immense truck drawn by four black horses. Great arches of roses towered above the center of the float, on which had been erected an immense pile of deep red roses in the form of the beehive of the order. Garlands decked the pillars, which were of white and red roses and festoons of the same color were hung from the corners of the float. The whole was done on a large scale, and was one of the most elaborate of the entire parade. Several pretty girls, members of the order, rode in the float. Great applause was showered upon both the beautiful equipages.



THE DETROIT COLLEGE.

Among the most eminent as well as successful institutions of learning is the Detroit College, on Jefferson Avenue, conducted by the Jesuit Fathers. The thorough courses and methods of instruction, the genial, yet complete and inspiring discipline; the inspiring enthusiasm of the various instructors, and the extremely moderate terms of only sixty dollars per year form effective attractions to draw full classes of students from far as well as near. Athletics are not neglected. In fact, their celebrated foot-ball team has won many brilliant victories. As an all-around institution for superior instruction in the arts, sciences, languages, music, and in the development of sterling and honorable character, the Detroit College is more than worthy of the great popularity it has secured, which it is a pleasure to the editor to attempt to record. The learned, genial and noble hearted President, Rev. Father James D. Foley, S. J., will have catalogues and detailed information forwarded to all applicants.



THE VICTORIA OF THE LADIES OF THE MACCABEES.

More than 8,000 white roses formed a superb decoration that completely hid the carriage from view. Profusely covered with white roses, the wheels could be recognized as such only from their shape. The white horses, together with the harness and the reins, were liberally trimmed with white ribbons and white roses. The beautiful occupants, exquisitely gowned in white, and carrying white parasols, were Mrs. Frances E. Burns, of St. Louis, Mich., Great Commander; Miss Emma L. Rowe, Ann Arbor, Great Keeper of the Seals and Records; Mrs. Susie S. Graves, Port Huron, Great Keeper of the Finance; and Dr. Emma Cook, 38 W. Hancock Avenue, Detroit, Great Medical Examiner.

The carriage and the float of the Maccabees elicited enthusiastic applause all along the route of the parade. This exquisite symphony in white was indeed a fairy-like vision of the beauty and purity of the principles of this magnificent order; hallowed in its fraternity and beneficence by the charm and power of lovely womanhood. No wonder the contribution of the Maccabees took a prize.

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COL. FRANK J. HECKER'S VICTORIA.

Marechal Neil yellow roses, in the bud stage, were the beautiful flowers used to cover almost completely the body of the handsome carriage. The yellow matched well with the brown broadcloth trimmings. The wheels, pole and harness were covered with yellow satin. The horses were two handsome, thoroughbred bays from Kentucky, full of life and motion. The charming ladies, attractively gowned, wearing picture hats trimmed with roses, were distinguished visitors to the city, Mrs. Herbert E. Johnson, of Lansing, and Miss Fanny Ide, of Saginaw, a niece of Gov. A. T. Bliss. This beautiful contribution to the Floral Parade was a marked success and won generous applause.

L. of C.



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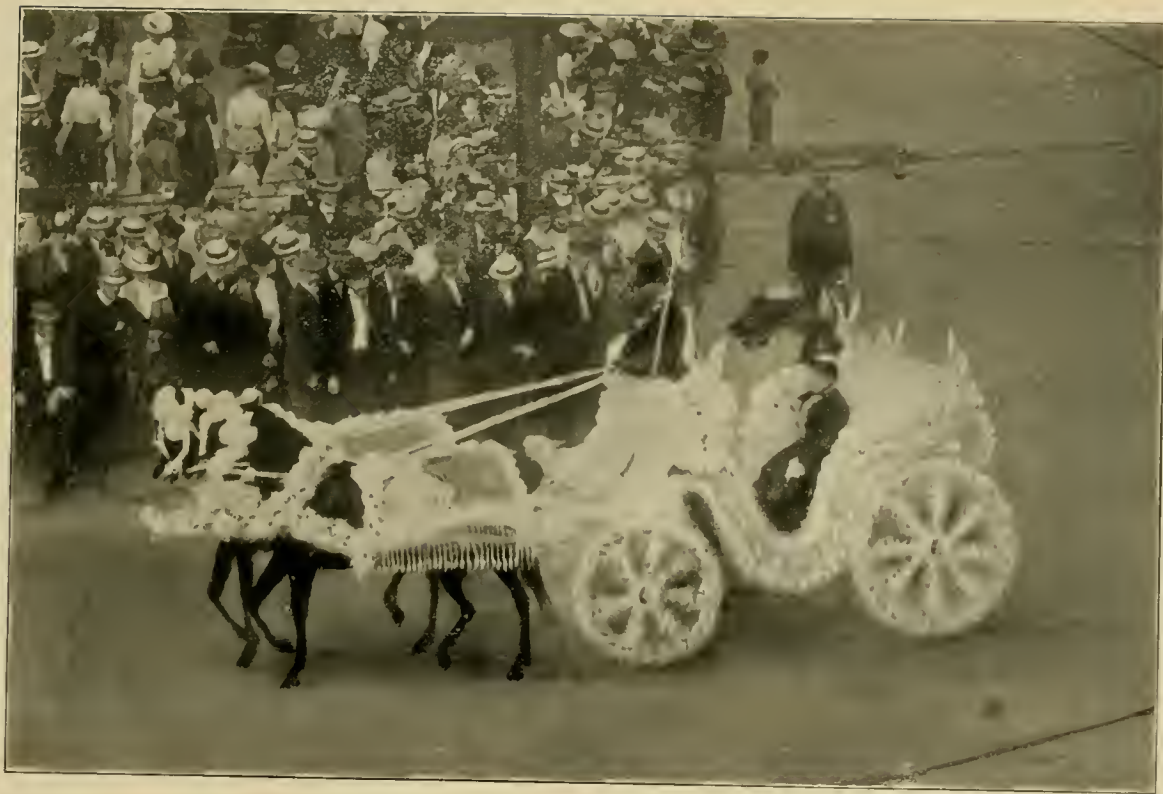
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THE VICTORIA OF THE CATHOLIC ORDER OF FORESTERS.

Exquisite decoration fairly smothered the carriage with fluffy white chrysanthemums, while from the front and back fluttered white doves, the emblem of the order. The wheels were covered with chrysanthemums. Two splendid black horses were equipped with harnesses wrapped in white satin and decorated with garlands of white chrysanthemums, while the fly nets were profusely trimmed all over with white chrysanthemums. More than 10,000 flowers were used in all. One of the supreme officers of the Foresters was the beautiful and distinguished occupant, Mrs. Mary E. Timmony, 379 Bagg Street, Detroit, Supreme Chief Ranger. She was exquisitely gowned in a handsome black lace costume, wearing a black picture hat, and carrying a black parasol. The beauty of the solid mass of pure white chrysanthemums, with a harmoniously combined contrast of black, attracted the admiration of all. The admirable ensemble was praised and cheered along the whole route.



St. Mary's Hospital, Clinton and Antoine Sts., Detroit.

Established 1812, by the Sisters of St. Claire. In 1811 it passed into the hands of the Sisters of Charity. Present Site occupied Nov. 6, 1840.

MEDICAL AND SURGICAL STAFF OF 17 PHYSICIANS OUT PATIENT STAFF, 26.

Treated in the year 1900, in the hospital, 1,565 patients; Out door patients, 20,888. Total 22,453. Present capacity, 115 beds. In addition, portions of the halls are sometimes necessarily used for wards. During the influenza epidemic many applicants had to be turned away for want of room. In 1894 a training school for nurses was established, in which 58 young women have received instruction and 32 have been graduated. Telephone 553 Main

St. Mary's Hospital, Detroit.

Conducted by the Sisters of Charity.

Next to spiritual uplifting is physical healing and up building. To feel the latter after the means of curing the former. A sound body and vigorous health are sure, if rightly directed, to lead the gratitude of human souls upward to the Supreme Giver, The Savior of Mankind, while bestowing divine blessing, a so healed the sick and wounded, and inspired hope and courage in multitudes of weak and disheartened fellow men. Following in his foot steps, the Sisters of Charity, with a profound and undivided devotion, are carrying on the Master's work of healing. And they are doing the noble deeds with a magnitude and success that are fairly wonderful under the restricted facilities at their command. Magnitude, over 22,000 patients per year. 100 per week; 60 every day. Success, a death list of only 166; ten per cent., and many were at the door of death when the ambulance landed them at the hospital. And the average stay of the cured patients only 21 days. Benevolence, over ten per cent. treated in the hospital, from whom no remuneration was received, besides over 20,000 patients treated in the out patient department of the poor.

An incubus of a \$10,000 debt shows what the Sisters of Charity have dared to do for the right. The Annual Report, with a thrilling plainness, says

"A constant struggle to meet running expense, enforcing a most grinding and penurious economy. Proper food alone often a serious problem; medicines, surgical dressings and appliances, constant renewal of destroyed bed clothing; heating, lighting, insurance, repairs, \$2,400 yearly interest; labor, to keep everything scrupulously clean and aseptic, are constant consumers of large amounts of money. Poverty in finance is the more to be deplored, as the rapid progress of medicine and surgery results in constant changes in methods of treatment, and consequently the purchase of new apparatus. A hospital which does not keep in the van of improvement can no longer properly perform its function of giving the best and most efficient treatment of disease."

The Annual Report gives the meager list of large givers. Antoine Beaubien, the land for the hospital; Mrs. George Hammond, \$1,000, Bishop Borgess and Wm. B. Moran, \$1,000 each; Mrs. Catherine Baker, \$800; Jeremiah Dwyer, \$500; Modat Estate, \$500; donations, \$418. Total, \$10,218 in cash the past 25 years. This is \$250 per year, the running expenses of about one day of the 365; one-tenth the present annual interest cost. Mrs. Eliza Watson gave also some vacant lots on West Fort street, still held by the hospital.

St. Mary's is the earliest hospital in the Northwest. About 1832 the Sisters of St. Claire established it at the corner of Randolph and Larned streets. During the cholera years it was the only refuge for strangers and the homeless. Chicago had no hospital until 1850. In 1841 St. Mary's Hospital, in an old wooden building, with 30 patients capacity, passed into the hands of the Sisters of Charity. On November 6th, 1850, they had a \$10,000 building on the present site. On November, 1879, the north wing and center of the present building, and in 1892 a \$50,000 south wing and amphitheater.

The increased good for humanity and the approval of the Master, which the heroic though restricted efforts of these worthy Sisters of Charity, could secure with fuller financial facilities, is a potent reminder of a keen financial fact. No one can utilize as good a bank (for one of any value at all beyond the confines of time) as to deposit largely in the Bank of Heaven.



MRS KATHERINE TEAHEN,
OF DETROIT

State President of the Ladies' Auxiliary of
the Ancient Order of Hibernians

THE VICTORIA OF THE LADIES' AUXILIARY OF THE ANCIENT ORDER OF HIBERNIANS.

A beautiful design of white and green distinguished the adornment of this attractive equipage. Crush roses of palest green, combined with white, solidly covered the body of the carriage, with a bordering, also, of green. The wheels were in solid green, with white hubs. The driver wore a colonial costume of white and light green satin. The horses wore harnesses of pale green. The attractive and distinguished occupant of the handsome victoria was Mrs. Katherine Teahen, of Detroit, the President of the State organization. As the parasol, appropriately trimmed in white and green, somewhat hindered the photographer in securing the best portrait of the popular lady, we present that in an additional view. The multitudes of friends of "Old Ireland" were deeply stirred at this appropriate embodiment of their devotion, and vociferously cheered the attractive equipage. Everybody agreed that it was worthy of the prize it received.



Academy of the Sacred Heart.

Day School, 322 Jefferson Ave., Detroit. Founded 1851.

THE aim of the Religious of the Sacred Heart is to give to their pupils an education which will prepare them to fill worthily the place for which Divine Providence destines them. The training of character and the cultivation of manners are, therefore, considered matters of primary importance, and the health of the pupils is the object of constant solicitude. Active physical exercise is insisted upon.

The study of French is obligatory for all the pupils, and special advantages are given for French conversation.

Needlework and order receive particular attention.

A Boarding School Department is located at Grosse Point; an illustration of which appears on second page following.

The editor adds to the usual announcement made regarding the Academy, the general public verdict of high approval of the thoroughness in scholarship training, the admirable discipline and the successful development of character secured by the Sisters in charge. Details can be obtained by application to the Reverend Mother Superior.



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STORAGE

FINEST Accommodations in Detroit, for Storage. Reliable warehouse company, in a New Building erected especially for that purpose. Household goods cared for on the most improved plan in space of compartments. Rates reasonable. Packing, Boxing and Shipping.

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ANNEX, 45 TO 55 WOODBRIDGE ST EAST

ELVIN SINGER

Pupil of the world renowned Maestro Francesco Lambertini of Milan, Italy, and G. Sbriglia of Paris; and who sang leading tenor roles in Grand Opera in Europe, also in the principal cities in the United States, and Canada, gives instructions in

THE ART OF SINGING

Careful and thorough foundation, given beginners.

Special course for teachers or those desiring to teach.

Pupils received at any time.

Illustrated circulars sent free on application.

Studios: 270 Woodward Av.
COR. GRAND CIRCUS PARK
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THE CARRIAGE OF MRS. P. A. GLIDDEN.

A beautiful decoration of yellow and white roses was given to a single carriage, occupied by Mrs. P. A. Glidden and Mrs. H. Coy Glidden. Exquisite taste was used as well as a profusion of flowers. A unique and brilliant effect in the adornment of the wheels, not seen on any other carriage in the whole Floral Parade, filled every fourth interstice between the spokes completely with masses of flowers. The reins and harness were covered with white and trimmed with roses. The beautiful occupants of the attractive equipage were exquisitely gowned in white, and carried white parasols trimmed with yellow roses.



Sacred Heart Academy.

Boarding School Department at Grosse Pointe.

The aim of the education of mind, manners and character is pursued here as at the main institution at 522 Jefferson Ave., Detroit, (illustration on the preceding page).

The course of studies comprises, besides the thorough grounding in the ordinary branches of education.

A complete course of Christian Doctrine; elements of Christian Philosophy; ancient and Modern History; special attention being given to Sacred and Church History; Literature; Ancient and Modern; the English Language in all its branches; Latin; Mathematics, and The Natural Sciences.

As the pupils are always in uniform, the dresses must be made at the Academy. No extra charge made for French, which is freely used in exercises and in conversation.

For further particulars, it requires, apply to the Reverend Mother Superior.

PROMINENT WOMEN INVITED TO DETROIT.

The Woman's Bi-Centenary Committee invited the attendance at the celebration of twenty prominent ladies, nearly all Americans. They were: Mesdames Wm. McKinley, Theodore Roosevelt, W. I. Reebing, Benton McMillan, Fenald McClean, U. S. Grant, Grover Cleveland, Etta Lee Toby, Lillian Stevens, Potter Palmer, Philip Sheridan, Jefferson Davis, Margaret Bottoms, R. M. Berry, U. S. N., Sumter Fairbanks, Countess of Aberdeen, G. A. Custer, Susan B. Anthony, Madame Loubet, and Clara Barton.

A few of the letters of regret, received by the Committee, are published on following pages.

PRIZES AWARDED IN THE FLORAL PARADE.

A competent committee, selected by Mrs. B. C. Whitney, President, of which Mayor Maybury was chairman, awarded, after ample consultation, prizes for taste and excellence, as follows:

First class—Mrs. Girardot, of Sandwich, Ont.; Mrs. John Davis, Windsor, Ont.; Mrs. Swift, Walkerville; Mrs. H. B. Lewis, Mrs. F. J. Hecker, Swart Bros.

Second class—W. E. Metzger, T. B. Finch, Fred Sanders, the L. C. B. A., the Lady Maccabees, and Mrs. C. R. Dudley.

Third class—The Foresters, the A. O. H., D. C. Delamater, Master Pungs, Master Ingram, Mrs. George Beck.

Detroit Protective Agency for Women and Children.

When misfortune has come to a deserted wife or neglected child, they may become a helpless prey to the evil-minded. Ignorant of the law, inexperienced in self-defense, they know not how to use the law for protection. The agency does this for them; a work benevolent rather than charitable; preventive rather than reformatory. It secured the passage in 1897 of a law of penalty for cruelty to children. It employs an agent to secure the law's enforcement, and to watch over all needed cases. In the last five years more than 1,400 cases.

The officers of the organization are: Mrs. Albert G. Boynton, President; Mrs. Sara Skinner, Vice-President; Mrs. Marguerite Beaubien, Corresponding Secretary; Mrs. Geo. Carlisle, Recording Secretary; Mrs. Adolph Sloman, Treasurer; Miss Alvira Proctor, Agent. Headquarters office at 1105 Chamber of Commerce Building.

Mrs. Beaubien is also chairman of finance, and has, with her ceaseless energy and industry, done more than all other influences to keep the needed work in active progress. Increased subscriptions are needed to secure more enlarged usefulness.

EXECUTIVE MANSION,
WASHINGTON.

Mrs. M. Kinley
regrets her inability to accept
the courteous invitation of
The Woman's Bi-Centenary Committee
to be present at the
Two Hundredth Anniversary
of the
Founding of Detroit
by
Sieur Antoine de La Mothe Cadillac.
July 24th, 25th and 26th
1901.

OYSTER BAY,
LONG ISLAND, N.Y.

July 19th

SAGAMORE HILL.

Mrs Theodore Roosevelt
regrets
that she cannot
accept the kind
invitation of the
City of Detroit
for the Two
Hundredth Anniversary
of its founding.



THE LOBBY



THE DINING ROOM

St. Joseph's Sanitarium.

Mt. Clemens, Mich.

TWENTY minutes from Detroit, by quarter hour electric cars. Five minutes ride from Mt. Clemens depot or City Hall.

Conducted by the Sisters of Charity of Mt. Joseph, Cincinnati, Ohio.

New buildings, three and four stories high; main building (fronting east) over 200 feet long, with two ells of same length, running west. Open to every point of the compass, every room is an outside room. Heated with steam, lighted with gas and electricity, it has electric bells, hydraulic elevator, and all modern conveniences.

A comfortable, quiet home for rest, with homelike society and surroundings, and the famous mineral baths.

The hospital department contains every necessity and convenience for surgery or remedial treatment, when required.

The Sisters give personal attention to all guests, who find here careful and kind nursing when needed, good diet, and the inspiration of pleasant and genial surroundings, at moderate prices. A bath house, connected by heated hall, has the latest appliances and improvements for baths of all kinds and electrical and hot air treatment.

A gymnasium, with facilities for Swedish movements, is an encouragement for exercise. Open all the year round. Long distance telephone.

Write for Catalogue

THE DIRECTRESS



THE BATH HOUSE

Cobourg, Ontario
111 Massachusetts Avenue, Canada

Mr Grant

presents her compliments
to the Honorary Bi-Centenary
Committee, and regrets that
she is unable to accept
the invitation of the
City of Detroit, to the
Two Hundredth Anniversary
of the founding of Detroit,
to be held on July 24th 25th
26th 1901.

July 28th 1901

July 21/1901—

Mr. Grant's letter
acknowledging with
great pleasure and
appreciation the invi-
tation to be present
at the ceremonies

commemorating the two
hundredth anniversary
of the
founding of Detroit
Dear Mr. Grant
It is with deep regret
and sincere apologies
that I am unable to
accept this invitation.

To be in Detroit at any
time is a privilege to
one who loves the
charm of historic old
Detroit, the beauty of the
River, the City, &
the people in general.
25th 26th 1901, 25th 26th 1901

be an unique experience,
the delight of which
one may well cherish!
Mr. Grant is a gentleman
of the highest order,
and his presence, which she
is deeply gratified
to have been honored
by an invitation
to the Detroit



ST. JOSEPH'S RETREAT, DEARBORN, MICH. TEN MILES WEST OF DETROIT.

St. Joseph's Retreat, Dearborn, Mich., is a private sanitarium for the treatment of insanity, nervous disorder, incurable chronic diseases, and the best physicians in various lines of practice. The building is a large, airy fire-proof, well-ventilated, heated by steam, lighted by electricity, and supplied throughout with hot and cold water, divided into many small apartments, each properly fitted with a view to the comfort and recreation of the patients. The grounds are well-kept and natural, with many trees and flowers. In 1886 two large pavilions were built east and west of the building. Protected from rain and snow, the patients can exercise in inclement weather. A beautiful creek winds among the hills. Indoor amusements are provided, and the patients are allowed to go out for walks. A large number of mental or nervous disorder are received, and in each individual case due regard is paid to every detail. The institution is one of the most reliable and successful as well as prominent of any in the United States. Half-hourly electric cars run from Detroit to Dearborn.

Glen Echo, Md., July 18, 1901

Mrs. B. C. Whitney,

427 Woodward Ave., Detroit, Mich.

My Dear Mrs. Whitney:-

It is a great pleasure to me to receive your cordial invitation to the Anniversary of the Founding of Detroit, and it is a great honor that a beautiful city invites one's presence within its borders, and for both I return my heartfelt thanks.

This invitation comes nearer my heart than it might that of many another. The early stories of war life, the little military lessons given me by my honored father, as I sat a child upon his knee, were all drawn from Detroit. He was a soldier of "Mad Anthony Wayne," spent his young soldier days in the camps of Detroit, was present at the treaty of peace. He marched on foot from Central Massachusetts to Detroit to enter his army life and marched back the same when it was done, to enter the life of a citizen, which he filled all the better for his experience in the hard days of the then city of the far west. You will kindly pardon my reminiscencies, your kindly invitation has called them up perforce. Again thanking you and begging you to extend my thanks to the officers of the city for the honored invitation, I remain,

Yours sincerely,

Oliver Barclay



ST. MARY'S ACADEMY, MONROE, MICH. 35 MILES SOUTH OF DETROIT; BY R. R. OR ELECTRIC ROAD.

The Academy was founded by the Order conducting it, the Sisters Servants of the Immaculate Heart of Mary. The institution owes its origin to the Christian education of the venerable Redemptionist Missionary, a relative of St. John Becham, Rev. Mary Ann, O. S. A. C.

The work of educating and forming the influence of the Sisterhood subsequently devolved upon the late Mother Superior, who, at the choice, was elected, was the Superior for nearly forty years. That work was well accomplished the magnificent academy building at Monroe, old time and of type and character of the building, and the direct evidence.

The education method adopted by the Sisters of this community are of the most advanced and practical order. Their pupils both of the primary and secondary ranks first rank always, and in comparison with any others, wherever instructed. Of the quality of the work of this Order, there can be no trouble in judging from the 25,000 children under their care in that degree alone. Elsewhere, in the establishments branched out from Monroe, the army of pupils is still more vast, in Pennsylvania the teaching force of the Order is over 4000.

The Sisters founder and the later Superior of St. Mary's, gone to their eternal reward, have left a most noble monument to their happy memory, while to our people and the world with them, it is a perpetual benediction.

St. Mary's Academy has an established reputation for the thoroughness of its methods of teaching.

It is incorporated by the State Legislature, and it is also affiliated to the University of Michigan and to the State Normal College.

The English, Latin, Spanish, and French Courses are thorough and complete. There are also the Commercial Course and the Fleet Course of Mathematics, French, and German Language.

Special attention is given to the molding of character to habits of virtue and the manners and refinements of good society, and to a thorough Christian training.

For information or catalogue, address the Mother Superior.

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OFFICE OF
NATIONAL President

Logansport, Ind. 7-17-1901

Mrs. B. C. Whitney
Chairman Bi-Centenary Com.

Dear Madam. appreciating highly the honor of receiving one of the "twenty" invitations sent out for Detroit's celebration. I regret that a press of business connected with the organization of which I represent, compels me to deny myself the pleasure of attending the event. May all your anticipations in regard to the celebration be fully realized as the fervent wish of yours truly.

Mrs. Etta Lee Tolby

Historical Press L. of G. A. R.



Dear Mrs. Whitney
The honor conferred
upon me by the
Woman's Bi-Centenary
Committee to be present
at the Anniversary
for the founding of
Detroit is highly
appreciated, and I
regret exceedingly in-
ability to accept
and am under ob-
ligations to the Ladies
of the Committee
very thanks for their
kindness.

Very truly yours
Mrs. E. Lee Tolby
Historical Press L. of G. A. R.
July 22 - 1901.



THE SISTERS OF CHARITY'S HOUSE OF PROVIDENCE.

Though the world turn against her, the white cornette of the Sisters of Charity comes to the outcast as a blessed inspiration of purity and encouragement. The kindly face, radiant with the spirit of the Master, "Neither do I condemn thee," lifts the sick and wounded soul toward happiness again. Innocence betrayed by man's frailty should not be forever blackened. Alas! the rarity of human charity! To many a trembling and sorrowful sufferer has the always tender and loving reception by the House of Providence Sisters been a regeneration; lifting, over desolate future years, even into the Eternal City. Madame La Cras, the founder of the order, trained many into skilled nurses everywhere, in war and in peace, as well as angels of blessing to tortured outcasts. This House of Heaven on earth, founded in Detroit on August 14, 1807, by Sister de la Charité, has proved worthy of the aid extended to it by citizens of Detroit, whereby the present ample quarters have been provided. At the corner of Grand and Antoine Streets is waiting, at any hour of the day or night, for every desolate martyr and helpless babe, a forgiving and inspiring welcome to hope and eternal life.

PRESIDENT
NATIONAL WOMAN'S CHRISTIAN
TEMPERANCE UNION

My Dear Mrs. Whitney:

The invitation to attend the two hundredth anniversary of the founding of Detroit is received.

It would give me very great pleasure to be in the "City of the Straits" on the great occasion, but my engagements will prevent.

The City certainly enjoys a great distinction, and I hope everything good and desirable that has been planned for the celebration will be carried out to the highest pleasure and good of the people and to the satisfaction of the Committee.

Very truly yours,

Lillian M. Whitney

Portland, Me., July 18, 1901.
Mrs. B. C. Whitney.

115

IN HONOR OF CADILLAC.

The Industrial Parade

On Thursday July 25, 1901,

18 Nations, in 17 Divisions, Marched Before 150 000 People.

1½ Hours in Passing One Point.

No such crowd ever gathered before in Detroit. They came from far and near to witness a great display in honor of the great founder, Cadillac. And well were they rewarded for attendance.

Every detail of the beautiful conception of the pageant appealed to the imagination. Allegory wove itself with reality. The evolving arts and industries from the armored knight with his caparisoned steed and the adventurous pioneer with tent and kettle led the way for achievements in steel and tillage of the earth. A hundred ancient-costumed soldiers were there to represent the days when war was progress, while the seemingly endless movements, picturing the fruits of peace and industry, were woven in allegorical display by resplendent benevolent



Melcher's Statue of Cadillac.

bodies and industrial floats. The Indians led; followed by French, English, Americans, Irish, Scotch, Polish, Italians, Bohemians, Belgians, Hollanders, Swedes, Norwegians, Swiss, Danes, Afro-Americans, and Germans, and young America from the schools. All the Grand Army posts and principal veteran organizations; the Michigan National Guard and Naval Brigade; St. Andrews' Second Windsor Company; the Macabees; Knights of St. John; Knights of Pythias; Oddfellows; Masons; Letter Carriers; Bohemian Turners; Italian societies; Polish societies; labor organizations; United Workmen; Foresters; the Catholic Mutual Benefit Association; Detroit Fire Department and old-fashioned fire apparatus, and scores of handsome floats. Every shade of the life lived within the city's boundaries within the past 200 years had part in the spectacle. Its cosmopolitan population found in the ranks a symbol of its every factor. The honors were with the French, who led, as Cadillac did, and the Indians, who alone needed no studied pretense of being their own ancestors. Europe gave up its hardest men, while Africa and India joined in with the tableau. On following pages we present illustrations of some of the principal industrial floats.



THE TWO FLOATS OF THE DIAMOND MATCH COMPANY.

The above float of The Diamond Match Company represents the chariot of "Queen" "Parlor Match" as having dethroned her predecessors, "Flint and Steel," "Sulphur Dip," and "Sulphur Match." The latter, acknowledging her supremacy, in loyalty to this age of progress, await the pleasure of the "Queen."



THE DIAMOND MATCH COMPANY'S SEARCH LIGHT FLOAT.

The design of this float is the fac-simile of a package of the "Search Light Parlor Match," which The Diamond Match Company present as the highest attainment of the age in the art of match making. The Diamond Match Company having established manufactories in England, Switzerland, Brazil, Germany, Peru and South Africa, and these nations having acquired the benefits of progressive American invention, through their respective representatives, express to "Uncle Sam" their gratitude and appreciation.



INDUSTRIAL FLOAT OF PINGREE & SMITH, DETROIT.

Illustrating the growth of their business in 35 years. The large shoe measured 20 feet in length; biggest known shoe.



BURNHAM, STOEPEL AND COMPANY'S INDUSTRIAL FLOAT.

With rare taste and skill was designed and constructed an impressive object lesson of the days and ways of 1701. The rough log cabin, with its bark-thatched roof, had ample openings through which the homely interior could be readily seen. The old-fashioned fire-place, the rough table and shelves, the skin-clad inhabitant, the furs nailed to the exterior, all the paraphernalia were perfection in primitive simplicity. Indians trading furs were also represented. It was forest-enclosed Detroit indeed. On the sides, under the log hut, were vivid pictures of life in the woods and the savage Indians in their fantastic war dances. No feature of the Industrial Parade excited more interest or enthusiasm than this admirable exhibit, furnished by one of the most enterprising and extensive mercantile houses in the entire Northwest.



THE DECORATED STORE OF G. & R. McMILLAN,
Wholesale Grocers, 131 Woodward Ave., Detroit. Established in 1848.



EDSON, MOORE & COMPANY'S INDUSTRIAL FLOAT

Grand and impressive were the paraphernalia and the eloquent design of a capital allegorical object lesson, presented, at considerable expense, by this wide-awake Detroit house. Civilization in Cadillac's 1701 time was strikingly represented. In front beautiful Indian maidens, in their birch bark canoe, were carefully guarded by Aborigine braves. At the other end, under a canopy of purple and white draperies, sat a stunning example of the 1901 girl; a lovely American beauty, guarded on each side by a U. S. Navy sailor and an Army soldier, each holding the Old Glory flag. The contrast that 200 years have furnished could not have been presented in a more marked manner, and the splendid pageantry evoked enthusiastic applause everywhere. The four horses that 200 years have furnished could not have been presented in a more marked ensemble; while handsomely dressed standard bearers carried the Edson-Moore banner. The top of the canopy and the side supports were finished with gold balls and trimmings. The gorgeous equipage thrilled with joy and pride every American heart and won many words of praise for the popular house who are acknowledged leaders in commercial supremacy and facilities.

In Days of Old

when Madame Cadillac cooked the dinner, her husband "split the wood."

Nowadays, her more fortunate, though perhaps less heroic descendant, has her complete supply of Coal and Coke carefully delivered by our modern equipment and skilled workmen. If you are not already on our list of satisfied customers, why not? ❀ ❀

"Our Coal makes Warm Friends"

Write us for delivered price on all kinds of ❀ ❀ Steam and Domestic Coals to points in Michigan and Canada, or phone 529 Main. ❀ ❀ ❀



FORT and WAYNE STS.

YARDS. Canfield Ave. and St Antoine St.
Military Ave. & Wabash R. R.
Huchanan St. & Pere Marquette R. R.

SMOKE THE...
OLD RELIABLE

**"Royal Banner"
..Cigar..**

10 CENTS STRAIGHT



Long Havana Filler...

Fine Sumatra Wrapper.

Strictly Hand Made....

Twenty-three millions sold in the past 11 years.
Over two millions annually.....

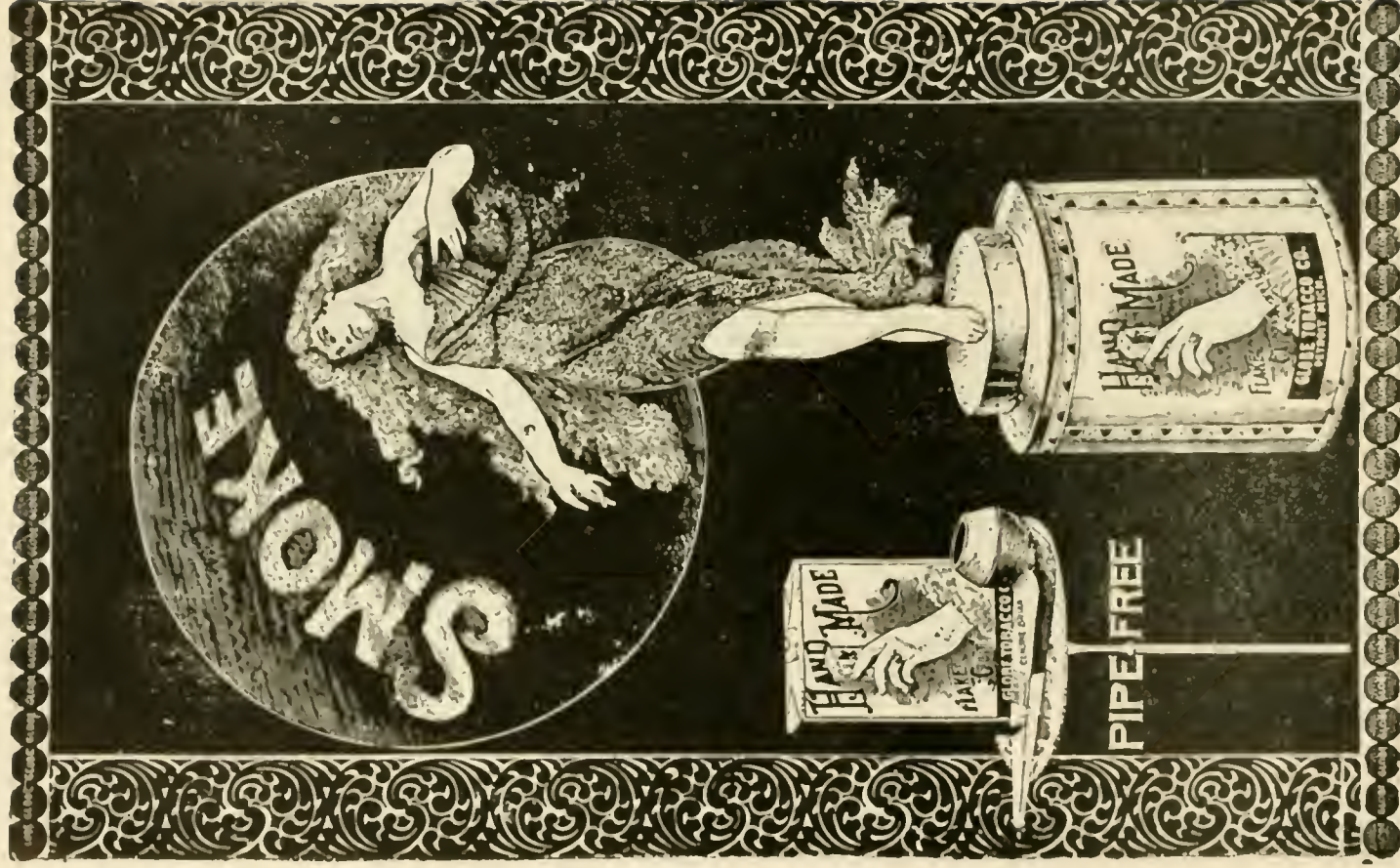
.....The Banner Cigar Manufacturing Company.....

.....DETROIT, MICHIGAN.....



THE CADILLAC GRIP FLOAT OF MEIER & SHUKNECHT.

One of the most prominent and unique features of the parade was the attractive float of the extensive house of Meier & Shuknecht, the manufacturers of trunks, bags, and kindred supplies. The Cadillac grip was large enough to occupy one float. How weighty were its contents was not indicated in any other way than by four horses being required to draw it. The Cadillac grip seemed large enough to contain all the household effects that Cadillac had when a resident of Detroit. Its massive size indicated that M. Cadillac had come to Detroit to stay. Cheers and applause continuously greeted its appearance throughout the entire length of the parade.



UNION MADE — NOT TRUST MADE



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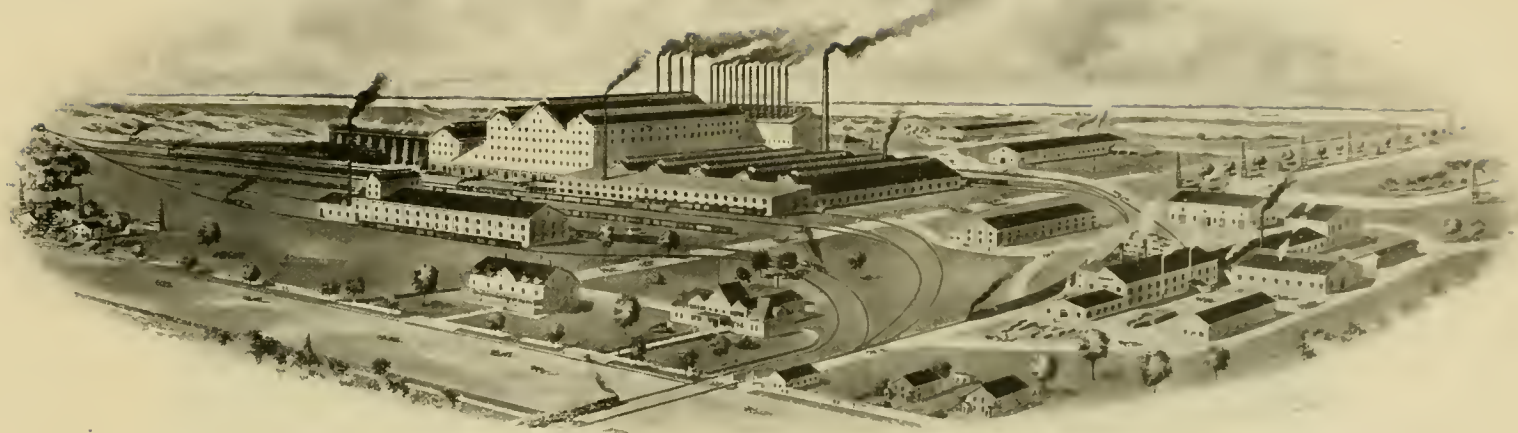
125

DETROIT.



THE MICHIGAN ALKALI COMPANY'S PLANT, NO., 1

Detroit is proud as Wyandotte of the magnificent enterprise which forms all concerns in its line. Capt. J. B. Ford, now in his 90th year, was the founder of this enterprise, which grew to a presentment to nearly one thousand men. The location of the first factory was made where there were favorable saline beds. The growth of the business has been astonishing. The two immense plants, illustrations of which are presented herewith, are a distinguished credit to American enterprise. Their products are soda ash, calcium chloride, carbonate of soda, and Wyandotte Portland Cement. The alkali products are the most important of all chemical bases, and enter into the manufacture of glass, soap, and paper, while the by-product of carbonate of lime is utilized in the manufacture of cement. Capt. Ford, in 1889, broke ground for his first factory and has since been constantly adding buildings until he has reached the present immense aggregation. The officers of the company are: Edward Ford, President; J. B. Ford, Jr., Vice President and General Manager; E. L. Ford, Secretary and Treasurer. G. P. MacNichol is also one of the board of directors. Edward Hill's Son & Co., 25 and 27 Cedar Street, New York City, are the general selling agents.



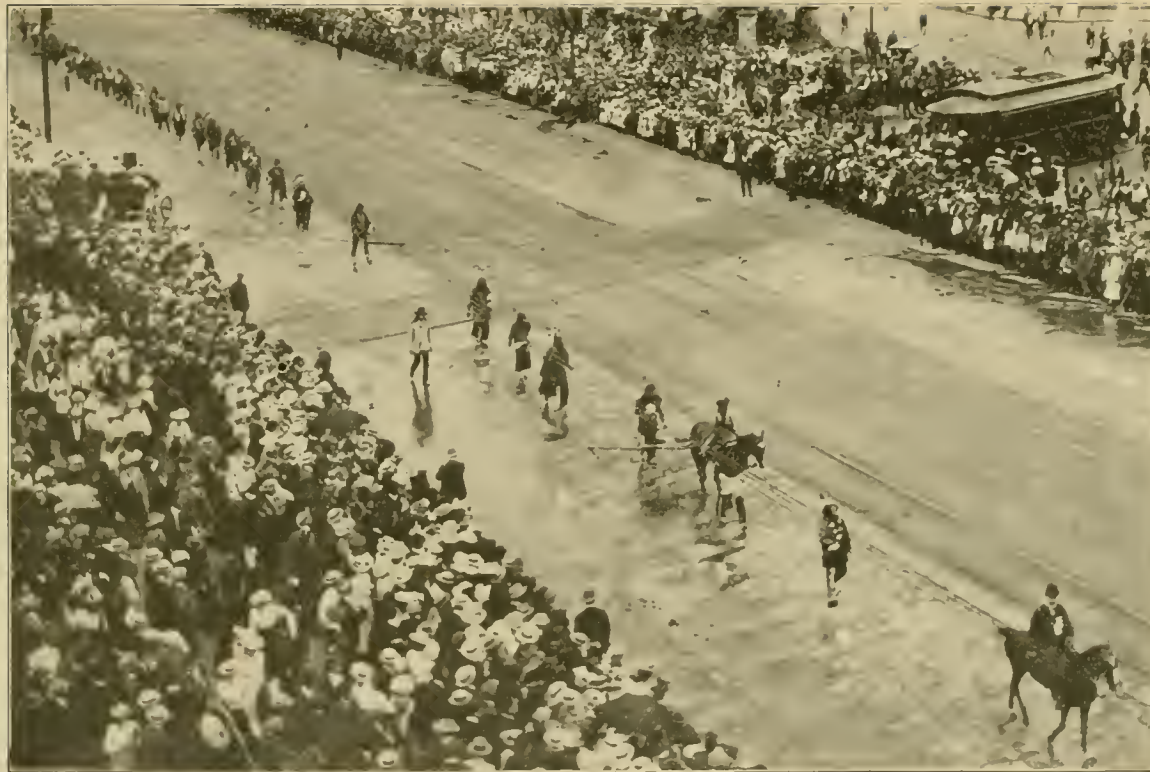
THE MICHIGAN ALKALI COMPANY'S PLANT NO. 2.

The Michigan Alkali Company not only pays good wages for labor and gives steady employment to nearly a thousand people, but looks carefully after their welfare in many ways. At plant No. 2 it has erected one hundred cottages, which are rented to employees at reasonable rates; just above actual cost of repair, insurance, and low interest rate on money invested. The most remarkable results secured by the establishment of these works are the great reduction of imports of soda ash. In 1893 the amount was 416,441,737 pounds. In 1899 it was only 34,000,000 pounds. An instance of the business courage of the Fords is found in their heavy outlay to secure the best possible product. Formerly the Le Blanc and the Solvay Process were the principal ones; not patented, but kept strictly secret. Mr. Ford spent half a million dollars in investigation and experiment to produce a superior article that would stand the severest test. He succeeded perfectly. The Michigan alkali has taken the American field away from the English and Belgian manufacturers. Caustic soda is also an important product of this company. So highly has the enterprise of the Fords been appreciated in Wyandotte that November 17th is set apart by the council as an anniversary day and is called "Ford Day." The generous public spirit of these gentlemen has furnished a brilliant instance of the way in which American pluck and energy lead the world.



THE TWO FLOATS OF THE MICHIGAN BOLT & NUT WORKS.

The Michigan Bolt & Nut Works, organized in 1863, incorporated in 1880, is one of the growing industries of Detroit. It is the largest of its kind west of Cleveland and Pittsburg, working up in busy times, over one thousand tons of iron and steel in a single month. They employ three hundred workmen, and have a thoroughly modern plant, well equipped for securing the best possible results.



THE ENTERTAINING AND INSTRUCTIVE PARADE OF THE INDIANS.

Fifty from eleven tribes, the Santee Sioux, Brule Sioux, Ogallala Sioux, Unkapappa Sioux, Wapeton Sioux, Blackfeet, Crows, Arapahoes, Flatheads, Winnebagoes, and Cheyennes. "Big injuns" Lone Bear, Eagle Feathers, Big Hawk, Little Bear, Red Fox, John Ironcrow, Big Beaver, Deep River, Lost Horse and his wife, Lone Star, Big Foot, Crazy Snake, Painted Horse, Flatiron, American Horse, Kicking Bear, Red Cloud (80 years old and blind), and a score and a half of others, including Little Kanice (probably one of the "ten little Indian braves" in the perennial song), and a pappoose. Their limited express train style of transportation was exhibited without ostentation, with the assistance of a borrowed pony.

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"Guide to Investors," and "Daily Market Letter."

Order collected—all amounts.....

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Determining the character and financial responsibility of your Broker, is as important as the selection of right stocks."

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W. C. F. & S. CO. (DETROIT)



Scene at the Corner of Woodward and Jefferson Avenues, July 24th, by Which the Planting of the Cross over the Northwest by Cadillac's Chaplain Was Symbolized.

Bi-Centenary Celebration. First Day, Wednesday, July 24.

Sunrise-firing of a national salute of 21 guns by U. S. S. Fessenden.

10 a. m.—Dedication of chair of justice in Cadillac square.

Noon—City Hall bell tolled 200 times, once for each year of the city's life; the flag of Louis XIV. raised at the first stroke.

2 p. m.—Historical exercises in Light Guard armory.

4 p. m.—Cadillac and party, 130 persons, left for Peche Island on U. S. S. Fessenden. They returned in bateaux, by the American channel.

7:30 p. m.—Landing of Cadillac at foot of Bates street, planting of cross at intersection of Woodward and Jefferson avenues, and parade, followed by reception in the Russell House.

DETROIT IN HER BI-CENTENARY CELEBRATION.

What 200 Years Have Done for the City of the Straits.

After two hundred unfailling cycles, the sun arose upon the spot it saw in the western wilderness one summer morning in 1701. But a mighty change had taken place. Where there had been nothing but forest, unbroken except for the trails of the Indians, there is now a great city whose factories extend for miles along the same old river, the blue surface of which is now, however, dotted with the moving leviathans of commerce, whose buildings and spires and homes stretch for miles back into what had been on that other morning the forest primeval.

On July 24th, 1901, the roar of cannon awoke the city as the sun arose. Two centuries had glided by since the hardy gentleman of France, with his stout little band of followers, had beached his boats upon the shores of the old river, and proclaimed, in the name of Louis XIV., that the new land upon which he stood belonged to his country and his king.

The centuries had brought growth and prosperity and exceeding beauty to the little settlement formed so long ago, and now, on this later day, the people of the land celebrated with pageant and rejoicing the passing of the years.

Once more the brave Chevalier Antoine de la Mothe Cadillac descended the river with his band of soldiers and his voyageurs; grounded his canoes, and stepped out, to be met and greeted by the red men of the forest. Again was the cross planted, and the lilies of France waved once more over the kneeling pioneers of civilization.

We have a wholesome respect for the past and occasionally pause to call it back to life again and study its morals.

We admire the bold spirits who explored a new land, daring the unknown waters and hostile savages, brushing aside the perils of land and sea, and striving to implant the ideals which they thought were best. This busy city stopped for three days to pay homage to the past, lavishing arts and money and a high enthusiasm on its devotions.

It is a matter of gratification to a people naturally pious that the founder of this city, while he wielded the sword bravely, recognized the cross as the true sign of the premanency of his ideals. Through many vicissitudes this country has held fast to that vitalizing symbol which the Jesuit fathers first brought to America and around which clergymen of all denominations have rallied.

WHERE FORT SHELBY STOOD.

END OF THE REVOLUTIONARY WAR.

Tablet on Fort Street Entrance to the Post Office.

"This Tablet designates the site of an English Fort erected in 1778 by Major R. B. Lernoult as a defense against the Americans. It was subsequently called Fort Shelby, in honor of Gov. Isaac Shelby, of Kentucky, and was demolished in 1826. The evacuation of this Fort by the British at 12 o'clock noon, July 11th, 1796, was the closing act of the War of Independence. On that day the American flag was for the first time raised over this soil, all of what was then known as the Western Territory, becoming at that time part of the Federal Union."

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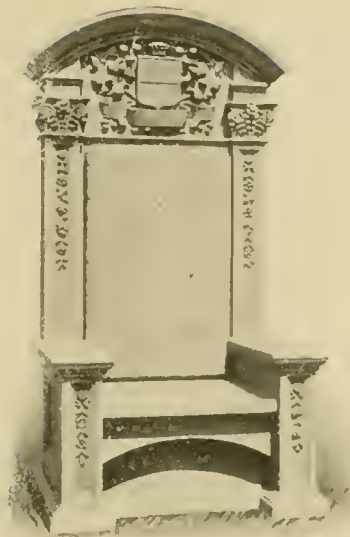
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THE CHAIR OF JUSTICE, CADILLAC SQUARE.

DEDICATED WEDNESDAY, JULY 24, 1901.

The ponderous seat, symbolic of the opening of the first court of law, is made of a beautiful rich brown stone, secured from Portage Entry, near Houghton, in the upper peninsula, this being the only stone found in Michigan which will lend itself to the intricate carving which adorns it. The chair is located on the precise spot occupied by the cornerstone of the City Hall, which once stood there. It was shaped from a huge block, 7 feet high and 3 by 4 feet at the base. The design is of the style of Louis XIV., and, instead of looking new, it has the appearance of being worn away by years of exposure, and the upholstery looks as if it had seen hard wear.

The following inscription is engraved on the back, which will front the City Hall and give the impression of a monument:

This chair, erected July 24th, 1901, is located on the site of the City Hall built in 1835, and occupied until 1871 as the seat of civic authority.

"It is symbolic of the seigneurial rule of Antoine de la Mothe Cadillac, Knight of St. Louis, who with his company of colonists arrived at Detroit July 24th, 1701.

"On that day, under the patronage of Louis XIV. and protected by the flag of France, the City of Detroit, then called Fort Pontchartrain, was founded."

Where Fort Pontchartrain Stood.

A Historic Building on Historic Ground.

The building on the southwest corner of Jefferson Avenue and Griswold Street, facing on Jefferson Avenue, is one of the oldest business buildings in the city, and is much the oldest stone structure in Detroit. It is built of shell limestone, and in the earlier years of its history a coat of oil brought out many fine and fancifully shaped petrifications.

It has been successively occupied by banks, federal courts and postoffice, and of late years has been the property of an institution hardly less stable and useful than the greatest of its former occupants. It is now owned and occupied by the Michigan Mutual Life Insurance Company. It was erected in the flush times of 1836, by the Bank of Michigan, which had been organized eighteen years before, and was then in successful operation, its stock at one time commanding forty per cent. premium.

Six years after the erection of the building, and during the general financial crisis of 1837, the Bank went into liquidation, and on December 12, 1842, the property was sold at auction to the United States. Early in the following year, the Postoffice was established in the basement of the building, and the Federal Courts in the upper portion; the former remaining for six years, and the latter for twelve years, or until 1855. The building was sold on October 4, 1855, to the Michigan Insurance Bank, which occupied it until its reorganization in 1865 as a national bank, under the title of The National Insurance Bank. In 1869 this bank was practically merged into the First National Bank which continued to occupy the building until 1896. The present owners began to occupy the upper portion of the building in 1872, and purchased the property in 1892. Since 1896 they have occupied the entire property.

The site of the building represents in concrete form the history of the city. In the rear, within a stone's throw, the first settlers landed, and here also year after year the Indians beached their canoes on the sandy shore. The structure stands on or near a portion of the site occupied by Cadillac and the original colony nearly two hundred years ago. The various enlargements of the original stockade actually included it within the limits of the fort. The moccasins of the savage, and the shoeleathers of the early French, undoubtedly pressed every inch of the soil it occupies. As near as can be determined, it is located on the very spot where the gateway of the fort opened on May 7, 1763, to allow Pontiac and his warrior braves to enter, only to find from the preparations made that his plot had been discovered. Almost immediately in the rear of the building was the King's Garden, where was buried the body of Captain Dalyell, killed in the battle of Bloody Run July 31, 1763. A little to the west of the building, and in the same block, was the Indian Council House. To this place during the Revolutionary War hundreds of captives were brought by the Indians, and also thousands of human scalps.

For many years past the building has overlooked the financial centre of Detroit, and it stands as a sentinel of the "Wall Street" of the City of the Straits.

A tablet on the front of the building has the following inscription:

"This Tablet designates the site of one of the gateways of Fort Detroit. The original stockade was known as Fort Pontchartrain and was erected when the city was founded in 1701.

"Through the gateway here located Pontiac, the Ottawa chief, with a band of Indians, passed on May seventh, 1763, intending to surprise and massacre the garrison.

"The exposure of his plot on the previous day caused the defeat of his plans and gave the English the supremacy in this region until the close of the Revolutionary War."

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The Wayne Tablet (photographed above) reads as follows:

"This Tablet is a Tribute to
MAJ. GENERAL ANTHONY WAYNE, U. S. A.,
to whom as General in command—the English
surrendered this Region, July 11th, 1796.
The County of Wayne was created
and named in his honor,
August 15th, 1796.

As then established the County embraced nearly all of the present State of Michigan and portions of Ohio, Indiana, Illinois and Wisconsin, including the sites of Milwaukee and Chicago and parts of Fort Wayne and Cleveland.

Erected under the auspices of the Michigan Society of The Sons of The American Revolution.

The Wayne Memorial Tablet is on the south pylon of the main portion of the new Wayne County building, at the end of Cadillac Square, and was dedicated with imposing ceremonies on October 19, 1901.

The Greatest of the Revolutionary Soldiers.

Major-General Anthony Wayne, an American officer of the Revolutionary War, was born at Waynesborough, Pennsylvania, January 1st, 1745. At the age of thirteen he was with Washington at the attack of Fort Duquesne; and on the outbreak of the Revolution, he raised a regiment of volunteers, of which he was appointed colonel and sent to Canada, where he saved the army at Three Rivers. He commanded at Fort Ticonderoga, fought bravely at the battle of Brandywine, and shortly afterwards escaped from the "Massacre of Paoli," to take part in the battle of Germantown. He suffered with the army at Valley Forge, and bore the brunt of the battle at Mowmouth. He planned and effected the capture of Stony Point, one of the most brilliant achievements of the war. His courage and skill saved Lafayette in Virginia, and he aided in the siege of Yorktown and commanded in Georgia. On August 20th, 1794, he achieved a brilliant victory over the British and the Indians at the battle of Fallen Timbers, retrieved the disasters of Harmar and St. Clair, and opened the North West Territory to the settlement of the whites. By his dash and audacity he acquired the sobriquet of "Mad Anthony." He entered Detroit August 17th, 1796, and on December 14th, 1796, died at Presque Isle (now Erie). His military biography is said to be a "history of the battles of the Revolutionary War," while he himself declared that he had braved difficulty and danger "in the defense of the rights and liberty of America from the frozen lakes of Canada to the burning sands of Florida."

THE BI-CENTENARY'S OBJECT LESSONS IN HISTORY

"The people of Detroit have learned more history
in a week than in ten years of schooling."

Hon. James B. Angell,
Pres. University of Michigan.

The celebration was commemorative of not only the founding of Detroit, but of a long series of interesting, stirring and tragic events in the early history of the northwest, and the history of the French, English and Indian races. It was commemorative not only of the landing of Cadillac, but of the adventures of the pioneers of the northwest of nearly a century before the cheveaher; of the decimation of a whole tribe of Huron Indians by the Iroquois before the day of the white man; the planting of the cross of religion in a land formerly given up to the idol worshipping Algonquin Indians; the infamous surrender of Hull and the thrilling act of Gen. Cass in denunciation; the triumphant possession of Detroit by Mad Anthony Wayne; the establishment of courts of justice in a wild man's land; Pontiac's siege of Detroit, and the battle of Bloody Run; the fire of 1805, which nearly wiped out the entire city of Detroit; the famous meeting of Commodore Perry and Gen. Shelby and other exciting epochs in the civilization of an empire.

All these historical events were called to mind by features of a celebration which was conducted on an elaborate scale with pageants and ceremonials in which every effort was made to have costumes and other details historically correct.

The bicentennial celebration was a great and instructive object lesson. If history can be made palatable in the shape of the romantic novel, how much more can it be made so when the personages of history, costumed accurately, are placed before the people, speak the words and go through the motions of the deeds for which they are famous? Every person, with an inquiring mind, was greatly edified by the brilliant proceedings. If they were deaf to the reminiscences of the historians and the piping of the poets, they could not fail to be impressed by the bateaux, the cavalcade of Cadillac, the Indians and the brilliant allegorical floats.



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WILLIAM C. MAYBURY

As Philanthropist, Statesman, Public Spirited Leader, Indefatigable Worker
and Genial Friend, a Worthy Representative of
Superb Detroit.



HON. WILLIAM C. MAYBURY

DETROIT'S POPULAR MAYOR.

CHAIRMAN OF THE EXECUTIVE COMMITTEE OF THE
BI-CENTENARY CELEBRATION.

The success of the three days' Bi-Centenary celebration has given Detroit a well deserved reputation for original, instructive and splendid achievements. All the features were well calculated to please and satisfy the many thousands who thronged the City of the Straits.

The great public did not know of course of the vast amount of preliminary work necessary to secure such remarkable results, and many were not aware of the fact that the leading spirit whose able generalship brought around such excellent success was that of Mayor Maybury. For years in advance he had been planning for Detroit's Bi-Centenary, and for months had been almost incessantly working in its behalf. His energy, skill, and perseverance were the prime factors that drew out the necessary co-operation required for ensuring the impressive ceremonies of the three days. Our Mayor proved himself invincible in conquering difficulties that arose on every side.

Mr. Maybury has been honored by his fellow citizens to a very high degree. From the time he was a young man, he has enjoyed every esteem and confidence. Elected City Attorney when hardly more than a stripling lawyer, his service was so satisfactory that he was sent to the halls of Congress. There he served with distinction from 1882 to 1887. When he proposed to return to private life the people called him to the head of the Municipal Government. This is a position of great honor in a handsome and prosperous city like Detroit. Mr. Maybury's broadmindedness is one of his pre-eminent characteristics. He is always ready to lend his name and potent influence to all good works, without regard to patronage or creed. His pre-eminent services in the Bi-Centenary were, at the time, summed up eloquently in the daily press. We quote one of the articles:

In celebration of the two hundredth anniversary of the founding of Detroit Mayor Maybury did not produce an exposition to rival the world's fair of Chicago. He did not build a flaming column at the foot of Belle Isle. He did not make a river front park. He did not erect an arch. He did not do any one of a score of things he set out to do. Nevertheless he did persist until, with the unselfish aid of a number of ladies and gentlemen, who worked devotedly without reward or hope of reward, he gave us a three days' entertainment that was in large part original, that was one of the greatest successes of its kind that has been seen anywhere, and which, in some of its features, was without a rival and is likely to be without one for some time to come.

The Journal congratulates the Mayor. He is not so few as some thought he was. When it comes to sticking to it he is a prominent pebble on the beach, a decorated peach with a French accent. In a city where a leading characteristic is a tendency to remain in the background and criticise, rather than to come to the front with a whoop and unite to make a glorious success, the chevalier mayor has done us proud. All hats off, then, to William Cadillac Maybury.

FRANK C. ANDREWS

Detroit's Napoleon in Achievement
and Beneficence.

FROM A HUMBLE START, IN A STRANGE CITY, FORGING HIS WAY TO AN UNRPARALLELED
POSITION OF INFLUENCE, WEALTH AND ABILITY.



His name is everywhere with admiration and respect among the Americans. When truth and superlative thorough public spirit and generous appreciation of the good and helpful of others, in short, a practical exemplification of the Golden Rule, are regarded as necessary secured, American character and efficiency lead the world. An American look with pride and respect upon the prominent success of any of their number. Detroit is not behind any city in the United States in the position of a leader of this character.

In writing of Hon. Frank C. Andrews, it is difficult to find more expressive of the good words that must inevitably be said. While admiring his wonderful business success, is fellow citizen rejoice in his conquests. He has given them the best reason, for he shows most abundantly that he shares his prosperity with them.

Our space does not permit a mention of his many acts of beneficence and charity. In fact, it is impossible because he so quietly extends blessings to others.

In a business way his history is remarkable. When a little over ten years ago he came to Detroit from a town in Macomb County, he had the determination to succeed and a man so fully well immediately showed itself. At first engaged in the construction business, he quickly demonstrated superior ability and success in engineering and design. His shrewd foresight, sound judgment, indefatigable energy have won him a splendid success. After six years of real estate business he achieved equally brilliant success in investments in stock and industrial enterprises.

He is Vice President of the City Savings Bank, director in the Preston National Bank, stockholder in First National, Detroit National, Park National Bank of New York, Guaranty Trust Co. and the Kew-Forest and Rochester Savings Bank. He was one of the incorporators of Scotten Ditch & Co., and is treasurer of three electric railway companies. He has extensive mining interests in Colorado, Utah and Mexico. He owns the Homer Warren Co. Block, corner of Grand Circus Park, and the Ingalls Block, opposite the Chamber of Commerce.

When appointed Commissioner of Police, he immediately introduced reforms in the department, and has brought it into the highest degree of efficiency. No accident occurred among the hundreds of thousands of people who thronged Detroit during the three days' Bicentenary Celebration. The only good care has daily been taken of the public safety.

Mr. Andrews' unprecedented influence and success are almost a revolution in the previous history of Detroit's public men. There is a new era of quick and magnificent accomplishment, which is carefully and conscientiously employed for the public good. Such men are a beneficence to humanity. Detroit is proud in having the best. What Mr. Andrews has achieved at only thirty years of age is a pertinent reminder of what he is to become.

HON. FRANK C. ANDREWS
POLICE COMMISSIONER, DETROIT.



HON. RUSSELL A. ALGER
GENERAL, GOVERNOR, BELOVED CITIZEN.

GENERAL RUSSELL A. ALGER

Statesman, Soldier, Philanthropist,
Business Leader.

IN ALL THE AFFAIRS OF LIFE THE GENIAL, HONORABLE, ENERGETIC, ABLE
AND WISE FRIEND.

Michigan's greatest citizen is one of whom the entire nation is proud. His innumerable services for the country and for humanity have established a record of usefulness that can never be dimmed; a sensible, energetic, thorough, practical man of action, who has wrought while others have talked.

Fortunate is the man whose neighbors and friends love and respect him. They know him much better than the outside world can. Add to this the grateful appreciation of the noble-hearted in the whole nation, and a man is favored indeed.

Gen. Alger is the most highly honored of any of the citizens of Detroit or Michigan, in having won this high position. He is a noble type of the self-made man. Born in 1836, in Medine County, Ohio, he early lost his father and was thrown on his own resources. Studying law, admitted to practice in the Supreme Court, his health failed and he was obliged to give up the legal profession. In 1860 he engaged in the lumber business. In 1861 the call came for defenders of the flag. August 19th, 1861, he joined the Second Michigan Cavalry and was made Captain of Company C. South and west he won fame, but most with the Army of The Potomac. At the Battle of Booneville, July, 1862, when Gen. Sheridan was handicapped, Gen. Alger took ninety picked men, and circuiting around, routed the enemy, 7,000 strong. He was wounded at Boonsboro, July 8th, 1863, and mustered out in September, 1864. He rose in rank to Brevet Major General, and his whole war record was one of the highest honor.

He won in a high degree the affection and confidence of his men and the approval of his superior officers. What his comrades thought of him was well demonstrated in an almost unanimous election, in 1889, as Commander-in-Chief of the Grand Army of the Republic. Had the wish of his comrades been heeded, he would have been made President of the United States.

After the war he built up the immense enterprise now known as Alger, Smith & Co. A staunch Republican, he has been one of the most potent factors in the party and done much to advance the interests of the nation. As Governor of Michigan, he successfully managed the affairs of the State. As Secretary of War, he did much to counteract indifference and opposition on the part of red tape officials of the regular army. They had been nurtured and coddled in positions of easy routine, and had become imbued with the belief that routine was an indispensable condition. Gen. Alger had to equip an immense army with great speed. Subordinates who took advantage of their positions allowed abuses to creep in, greatly to the injury of the soldiers. The Secretary of War would not permit such wrong.

Gen. Alger's record has proved that he was right, and did right for his comrades in the army then, as always before. It is a matter of pride to the men who fought in the sixties, elbow with Comrade Alger, of whom the writer was one, that he has proved himself far superior to the jealousies and opposition of those who have tried to belittle him. Easily Michigan's greatest man, he will never be regarded by the noble-minded other than with the highest respect and affection.

Generous with his fellow citizens in charities and philanthropies, from the city street waifs through all grades of suffering humanity, he will always possess the sympathy and gratitude of his fellow-citizens. And their admiration of his abilities and achievements will never grow less.



HON. HAZEN S. PINGREE

THE WELL BELOVED PHILANTHROPIST AND PEOPLES' FRIEND.

GOVERNOR PINGREE, STATESMAN, SOLDIER, BENEFactor

Hazen S. Pingree was born in Denmark, Maine, August 30, 1840, and died in London, England, June 18, 1901.

The eventful life of Governor Pingree displayed the characteristics of a man whose mind and body acted in unison in accomplishing whatever he undertook. He was a man of convictions and rarely failed to accomplish his end. He was a born leader of men, and every successful undertaking gave him an added assurance of his own abilities, that led him to undertake still more difficult feats. His New England home afforded him little chance for showing his education. He received in contact with his fellow workers in the cotton factory at Saco, Maine, and in the shoe factory at Hopedknot, Massachusetts, better fitted him for the positions he afterward held in his Michigan home. He was always a laborer, and his sympathies were always with those who were toiling as he had toiled.

He entered the Union army as a private in the First Massachusetts Heavy Artillery, August 1, 1862, and was a prisoner of war in 1864 in Andersonville.

He made Detroit his home after the close of the war, and established the shoe manufactory of Pingree and Smith.

He had never engaged in politics until called upon by a general uprising of the people to lead the ticket for Mayor of Detroit in 1880. He was successfully elected to that office four times. He was the first Mayor who devoted his time to the affairs of the city, and was constantly on the alert to see what he termed the rights of the citizens to the foreground. His freeful character placed him in continual contests with the different departments of the city government, and with the great corporations that had always managed the city's affairs to their own liking. He secured a new city railway system, with reduced rates of fare, and compelled the old street railway to grant reduced rates at certain hours of the day. He compelled the reduction in cost of gas to consumers. A second telephone company, favored by him, compelled the reduction of telephone bills. His administration of municipal affairs was not economical, but the many miles of paved streets, the macadamized Grand Boulevard, the beautiful Grand Park, the extended lines of the incorporated city, all give evidence that the city derived permanent benefit from the money expended. He inaugurated the system of using vacant lands in the corporate limits for garden patches for the poor. The laboring people were his faithful followers, and his word was their law. He added to his popularity among them, by continued and persistent attempts to raise the amount of taxes to be paid by wealthy corporations, to settle other difficulties by arbitration, and to provide public work for all laborers when the factories were closed by the financial troubles in 1893 and the following years. He was elected governor of the State of Michigan in 1896, and again, by increased majority, in 1898. Here he adopted the same tactics of forcing the great corporations and railroads to pay their just share of taxes, that he had used in the municipality when Mayor, and thus made himself more than ever popular with the masses.

Shortly after his second term of office as governor had expired, he undertook a trip to the battle grounds of South Africa to see for himself the situation of the country, and the people. On his return trip he was taken ill in Geneva, Switzerland, but managed to reach London, where his illness had progressed so far that he was compelled to take to the sick bed, from which he never arose. The home-coming of the dead statesman was an ovation never before accorded to a citizen in Detroit. Funds for a monument were eagerly subscribed, mostly in small sums by the poor people who loved him so well. The City Hall and many of the business blocks were draped in mourning on the arrival of the remains on July 5, and the military companies were assisted in the sad reception by thousands of mourning citizens. A public holiday was proclaimed and all day the crowds surged through the corridors of the City Hall to take a last look at their departed friend. Then, on the 6th of July, the "friend of the people" was borne to his last resting place in Elmwood, followed by thousands.



HON. JAMES McMILLAN

SENIOR UNITED STATES SENATOR
FROM MICHIGAN

A Public Spirited Leader and Loyal, Generous Friend.

Gifted by nature with a peculiar faculty for organizing and handling men, James McMillan, senior U. S. Senator from Michigan, has laid down one rule to which a great part of his success in business and in politics may be ascribed. He has always found that in helping others he helped himself, and the carrying out of this principle has led him to associate others with himself, and have them share his profits in business and his successes in the field of politics.

Born of Scotch parents, just across the border, in 1838, Mr. McMillan came to this city when seventeen years of age. Thrift, enterprise and intelligence, inherited from his father, a sturdy elder of the Presbyterian Church, supplemented by a grammar school education, formed the basis for his subsequent eminently successful business career. Young Mr. McMillan, clerk, soon became purchasing agent for a railroad, then helped to push the D. & M. Road through to Grand Haven. Early in the sixties he commenced the building of large freight cars, and the industry is now the largest in Detroit. He later became interested in the D. & C. Navigation Co., the Detroit Dry Dock Co. and many other enterprises.

On the death of Zachariah Chandler, Mr. McMillan was called to be the leader of the Republican party in Michigan, and has been maintained as such by the voters of the party because of his great ability. In 1889 he was elected to the U. S. Senate, and left to his capable son the immediate interests of his numerous enterprises. In the upper House of Congress Senator McMillan's career has been a remarkable one. Being quick to see the profitable points of proposed plans, he soon became a mighty power in the body. For six years he served successfully on that most arduous of committees, the Census Committee, which settles party matters. When only two years in the Senate he was called to succeed General Ingalls as Chairman of the Committee on the District of Columbia. Mr. McMillan's earnest devotion to duty has done much for the national capital. He is now engaged in working out the details of a huge scheme for the beautifying of the Capitol City.

In 1860 the Senator married Miss Mary Wetmore, and a family which would be a credit to any man has grown up about him. The Senator has been a bountiful giver to charity, both in the way of gifts to public institutions and private aid to the needy.

His national renown for superior statesmanship is a matter of pride to his fellow-citizens in Detroit and throughout Michigan.

The City of the Straits has been greatly benefitted by the public-spirited activities with which the life of Senator McMillan has been crowded. His suggestions and actions for the betterment of Detroit and the welfare of all citizens have been wise, vigorous, and timely. His plans and achievements for the good of Michigan have been prudently carried out with distinguished success. Nothing less could have given him the tremendous influence he possesses and wields for the good of all. The prosperity of such men is a public benefit, for they share their own good fortune with their fellow-citizens around them. And they do it in such a pleasant, genial way as to win for themselves unfailing friends. Such a distinguished career is a splendid example of what the stimulus and opportunities under our equal rights institutions enable an American to become. And when his wealth is generously used for the good of all, he has worthily won the respect and admiration with which he is so brilliantly honored.



RIGHT REV. JOHN S. FOLEY, D. D.

Roman Catholic Bishop of the Diocese of Detroit.
The Wise and Well Beloved Leader
and Genial Citizen.

No more eminent or more beloved citizen of Detroit has won his way to a great leadership in affairs than the well beloved Bishop Foley. Usefulness, influence and accomplished works have made him a distinguished power for good, not only locally but also far and wide outside of Detroit. It is a peculiar pleasure to the editor to record the benedictions which have come to humanity from a higher plane of endeavor than sordid pursuit of wealth or political preferment. He whose busy hours are spent in paths of duty that have been followed by the example of the Redeemer of Mankind, secures a wonderful hold on the regard of multitudes that have been uplifted by his ministrations. In addition that blessing of religion and love reaches beyond the confines of earth.

The ordinary tribulations daily extended to Bishop Foley very thoroughly indicate the respect and love he has won from the people at large, both Catholic and Protestant. It was reserved, however, for the occasion of his birthday anniversary, on November 5th, 1911, when he became 68 years of age, for an outburst of affection and gratitude that was a remarkable demonstration. Bishop Foley is enthusiastically enshrined in many thousands of appreciative hearts.

He was born on Nov. 5, 1833, on St. Paul street, Baltimore, Md., within sight of the great cathedral in which, on Nov. 1, 1888, he was consecrated bishop. He was educated at St. Mary's College, Baltimore, but made his seminary studies at the Roman College of the Apollinaire, at Rome. He was ordained there Nov. 20, 1856, by Cardinal Patrizzi, vicar general of Pius IX. After studying still further in Rome he returned to Baltimore in 1857, where he was made pastor of St. Bridget's Church, Canton, Md. The following year he was stationed at Ellicott City, where he remained six years. He was then made assistant to Mgr. McColgan, at St. Peter's Cathedral, Baltimore. After five years he was made pastor of St. Martin's parish, where he built the present beautiful edifice.

On Nov. 8, 1888, the bishop came to Detroit; an occasion that will be remembered for many years. Detroiters of all creeds turned out to give him a royal welcome, of which the bishop always speaks with pleasure and grateful memory.

In now the thirteenth year of his stay in Detroit the Bishop finds over 100,000 souls in his keeping, with 30 large parishes and schools, and as cosmopolitan a population as can be found in any diocese. During his service he has seen many new buildings arise and many improvements instituted in connection with his churches. There are, in all, 195 churches and 27 missions, with 133 secular and 41 regular priests in his charge.

There are 70 parochial schools with 19,000 pupils in attendance, 5 orphan asylums with 1,000 children, the House of the Good Shepherd with 400 inmates, the House for the Aged Poor with 250, a home for feeble-minded at Dearborn, foundlings' homes, colleges, academies, hospitals and many similar institutions.

More important and far reaching are his responsibilities than those resting on any one else in Detroit.

May his health and strength remain ample for the manifold duties he is successfully discharging as bishop, until there comes to him the inevitable promotion in rank for his faithful and able service in the Catholic Church.



HON. D. M. FERRY, PHILANTHROPIST AND BENEFACTOR

HON. DEXTER MASON FERRY

Detroit's Merchant Prince of Unsurpassed Success.

A Self Made Man, Who Deserves All
He Has Won.

A CITIZEN WHO POSSESSES THE GENUINE RESPECT OF THE NATION AT LARGE,
AND THE GRATEFUL AFFECTION OF MANY THOUSANDS WHOM HE HAS
UPLIFTED TOWARD BETTER AND HAPPIER LIVES.



The family of D. M. Ferry was of French origin, though the removal to America was from England. Mr. Ferry was born August 8th, 1833, at Lowville, N. Y. His father died in 1836, and at the age of 16 years, he assumed his own independence; starting to work for a farmer at ten dollars a month. Working every summer and attending school in winter, he finished his studies in the high school of Rochester, N. Y. In 1852, he removed to Detroit, where he was errand boy, salesman, and at last book keeper in a book-store. In 1856 he organized the firm of M. T. Gardner & Co., seedsmen. In 1879 business had so increased that it was incorporated, with a paid-up capital of \$750,000. The growth of the business has been very rapid. The first year their sales were about \$6,000. Since that time in a single year their sales have been more than \$1,500,000; extending to foreign nations as well as throughout America. Mr. Ferry is a large owner of Detroit real estate; is President of the First National Bank; of the Union Trust Co.; Vice-President of the Wayne County Savings Bank; also President of the Standard Life and Accident Insurance Co.; The American Harrow Co., and Vice-President and director in several other important companies. He has done much to advance art in Detroit; pre-eminently in contributions for the Detroit Museum of Art. Domestic in his tastes, he encourages many of the leading clubs and societies; being a sustaining member of several. In personal character kind, genial, unaffected, approachable, unspoiled, his life is a lovely example that wealth need not corrode the heart. He is not at all purse proud, or arrogant or repulsive in manner, but treats with gentlemanly consideration even the most lowly and humble. His walk and conversation every day, in a genuine Golden Rule fidelity, typify the example of the Redeemer of Mankind, who went about doing good. If all the wealthy were like Mr. Ferry, there would be no conflict between labor and capital, and no barriers to create seemingly divided interests. His great wealth and his generous activities have made him influential. There is no citizen of Detroit more so. And his vast power and stimulus for good are hallowed by the sunshine of good will to all. In charities and philanthropies he is as large-hearted and efficient as in the acquirement of wealth. He has assisted Oliver College and Harper and Grace Hospitals more than the world at large will ever know. In fact, so successfully does he screen his daily deeds of love in all directions that one must obtain access to the books in the Eternal City to find anything like a general record. If the world had more of such practically Christian men, how much better it would be.



HON. HAMILTON CARHARTT

DETROIT'S PRACTICAL BENEFACCTOR
OF THE WORKING PEOPLE

A Remarkable Example of success: where from a humble beginning was won, by genuine American pluck, energy, foresight and industry, a distinguished position as leader in the industrial world.

Scarcely more than ten years ago a man imbued with a born determination to succeed and an inherent desire to benefit his fellow men by lightening the burden of labor, started in the seemingly insignificant business of making overalls for workmen. He had four sewing machines, five feet set over a drug store on Woodward avenue in Detroit, five employees, and a small half-horse power electric motor which he supplied man hardly expected to ever get paid for. Friends and relatives considered him a complete failure. He could earn little or no credit and experienced no difficulty in getting even the material with which to make up his goods.

To-day that same man is giving employment to three hundred hands, and a business that is far too large for his present lights and enjoys the distinction of selling more goods of the kind than practically all the other manufacturers combined. The reasons Hamilton Carhartt, and his three invariable reasons for success are that he has always been thoroughly in love with his business, has always made honest goods, and has always been honest with his employees. These reasons signify that he devotes his whole undivided attention to his business, that he aims to give the wearers of his garments full value for their money, and that he invariably pays his employees all they earn.

Hamilton Carhartt has not only the largest factory of the kind in the United States to-day, but he lately organized a glove business under the name of the Detroit Leather Specialty Co., which has already broken the hands of infancy. The company is making a special type of double, water proof and fireproof glove for engineers, firemen and mechanics, known as the Sargent glove. The factory has a capacity of 20 dozen pairs a day, yet there are already orders for over 1,200 dozen pairs. It is just as if Mr. Carhartt has a regular Modas touch and that everything he undertakes scores an unparalleled success. His mining, banking, real estate and other interests are all in excellent shape. True, he may be considered lucky, but the fact remains that he knows how. He has a remarkable executive ability, unusually sound judgment, exceptionally keen foresight, and being honest with himself he is honest with everyone else.

While his success has been phenomenal, it could have been even more marked had he been willing to have made it at the expense of his workers. He has been just the opposite, and his success is therefore all the more praiseworthy. He is one of the few whose action in business has made the world better.



GEORGE T. MOODY



C. A. NEWCOMB, SR.



H. BYRON SCOTT

NEWCOMB, ENDICOTT & CO.

The Oldest Established and Largest Dry Goods House in Michigan.



JOHN ENDICOTT

At the magnificent store occupied by the above named firm, you can purchase almost everything for the adornment and comfort of woman and her home.

The firm was first established in 1868 and commenced business in a little single store in the Merrill Block. These small quarters served this progressive house but one year and then Newcomb, Endicott & Co. moved up town and became the first occupants of the well appointed first floor of the building on the Campus Martius, now referred to as the old Detroit Opera House Block. In 1881, after years of success in this location, the firm again removed to the large building which it now occupies. During the last three years extensive alterations and improvements have been made until now this store stands unrivalled as the largest and most progressive general dry goods house in Michigan and may well be classed as a worthy, though smaller rival of the great metropolitan establishments of New York and Chicago.

This firm now employs some 540 people.



C. A. NEWCOMB, JR.



HON. FREEMAN B. DICKERSON

**Detroit's Popular and Efficient Postmaster. A
Representative American, Whose Ability
and Industry Have Achieved
Marked Success.**

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Freeman B. Dickerson was born at Mecca, Trumbull County, Ohio, on July 14th, 1830. In 1836 the family moved to Montcalm County, where his father was for several years County Judge of the Probate Court and Chairman of the Board of Supervisors. Young Freeman worked in clearing up a new farm and with his father at the carpenter trade, and every winter taught country schools. After leaving the public schools, he studied at the Agricultural College of Michigan and the Normal School at Valparaiso, Indiana. After graduation he canvassed for the Western Publishing House, Chicago. Soon after he became their general agent and manager of their publications for Michigan. He finally started an establishment of his own, and began publishing books. The present firm of F. B. Dickerson Company, of which he is President, sends out publications to every part of this country and many other parts of the world.

Mr. Dickerson has always been a Republican. In 1892 he was appointed City Poor Commissioner and afterward elected President of the Commission. Since 1894 he has belonged to the State Board of Fish Commissioners and is now its President. In 1897 he was appointed Postmaster of Detroit by President McKinley. He has made many improvements in the office, which has, for the size of the city, one of the largest amounts of mail matter handled.

He first established a night registry where money orders can be handled, and letters registered till 11.30 p. m. He is President of the National Association of First Class Postmasters. He is a Knight Templar, an Elk, a member of the Detroit Club, the North Channel Club, and the Rainbow Fishing Club.

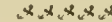
Mr. Dickerson is much respected and esteemed by the citizens of Detroit, not only on account of his excellent business qualities, but also for his high personal character and generous public spirit.





## HON. PAUL DOTY

One of the City's Prominent Business Men.



Detroit has welcomed to her midst an important factor in advancing general business affairs. Nearly all citizens are interested in the subject of light, and the great majority depend upon the use of gas light. Who are the men who have charge of that important element in daily life? Their efficiency and ability concern the community because ignorance or negligence would affect the comfort of many thousands of people.

The manager of the magnificent Detroit Gas Co. is a quiet, thoughtful, and able business gentleman, Paul Doty.

Mr. Doty was born and brought up at Hoboken, New Jersey. Educated at the public and private schools, from the High School, he entered Stevens' Institute of Technology, where he received the degree of Mechanical Engineer. His first business experience in 1881 was in the Morris & Essex Railroad superintendent's office; next in The Schenectady Locomotive Works; then with United Gas Improvement Co. at Philadelphia; then Jersey City Gas Co.; then to Patterson as assistant superintendent, where he remained seven years, until 1895. He then became general manager of the gas company at Long Branch, N. J. This work required the greatest ability and discretion because of local difficulties. Mr. Doty achieved a marked success and was most cordially praised throughout the entire city. In December, 1897, he represented a distinguished capitalist, Emerson McMillan, in the organization of the gas companies at Buffalo, N. Y. He was then still farther promoted to become, in 1898, general manager of the Grand Rapids, Mich., Gas Light Co. In April, 1901, he was summoned to Detroit as general manager of The City Gas Co., and in May was elected secretary.

Aside from great executive ability in the management of company affairs, Mr. Doty has proved himself a profound student in the philosophy underlying the successful manufacture of gas and its byproducts. He has at different times furnished able papers on these subjects which have been largely quoted and have proved generally useful. Mr. Doty is a member of The Detroit Club, and is deputy governor of the Society of Mayflower Descendants in Michigan. He is a member of several Gas Light Associations; of The American Society of Mechanical Engineers; of The American Association for the Advancement of Science, and before coming to Detroit was a prominent director in several banks and business institutions. A communicant of the Episcopal Church, he carries golden rule principles into the daily life of the week. His maternal ancestors, the Langevins, came to Quebec in 1668 from the Province of Anjou, in France. He has, therefore, good reasons for his warm interest in the French settlements of Detroit and Canada. His family have always been prominent in ecclesiastical and civil affairs in Canada. His residence at 106 Winder Street is a happy center of hospitality, and fortunate are they who are reckoned among the friends of the genial Mr. and Mrs. Doty.

Mr. Doty is a brilliant example of the best quality of American business men, and his influence in the City of the Straits will undoubtedly be powerful, for good, as it has always been where he has resided heretofore.



HON. J. H. KAPLE, Vice-President Michigan Savings Bank.

This veteran financier has for many years been one of the leading workers in Detroit. At present, he is the vice-president of the Michigan Savings Bank. With him are associated Geo. Peck, president; Chas. Emerson, secretary and treasurer; Geo. Wiley, assistant secretary and treasurer, and C. M. Burton, H. A. Cleland, F. Crandell, C. Emerson, C. C. Jenks, A. G. Lindsay, S. J. Murphy, Hoyt Post, and Jas. D. Standish, as trustees.

Mr. Kaple's business career has been of the most honorable and efficient kind, and he enjoys the well merited esteem not only of Detroit's financial circles, but of the citizens at large.

## HENRY BLACKWELL,

### Of the New Firm, Partridge & Blackwell.

The Successful Manager of the Popular  
Dry Goods House of Partridge & Walsh.

The rapid rise in business of the house of Partridge & Walsh has been a remarkable instance of the results of ability, energy, and patriotism in regard to the interests of the public. The firm has been regarded by thousands of people as particularly attentive to the interests of their customers, and their popularity on that account has been constantly increasing. The public may not be fully aware that the active cause of this splendid success was their popular manager. The people only knew that everything was so well arranged, and that specially good values were given for money expended, and that the whole atmosphere of the store was genial, pleasant, and attractive. So the business of the firm grew until it became necessary for them to capture the largest store capacity in Detroit, the Majestic building.

The recent announcement of a new firm, named Partridge & Blackwell, has introduced prominently to the public the ruling spirit of the Detroit prosperity, Henry Blackwell. He is the one who has built up the magnificent business for the past three years at the store on Woodward Avenue, Corner of Congress Street.

Mr. Blackwell is forty years old. His start in business was the payment of £35, in Limerick, Ireland, at an early age, for a five-years' apprenticeship in the dry goods business. There were no wages, but a considerable premium for the privilege of learning to work up in the business. He learned it, and with his natural ability, energy, and enterprise, he has wrought out, since his arrival in America in 1892 a magnificent record of capacity and business success. The new firm in the new store will still further increase the popularity of their headquarters for supplies at lowest prices of nearly everything required for comfortable living in every family.

Mr. Blackwell is an admirable instance of a thorough American and a successful one, although the land of his birth was across the sea. As a citizen, as well as a business man, he is highly honored and esteemed by many thousands of people.



HON. JEREMIAH DWYER, DETROIT.

Mr. Dwyer is president of the Michigan Stove Co., and director in the People's Savings Bank, the Ideal Manufacturing Co., of Detroit, and the Bucks Stove & Range Company, of St. Louis. He is also largely interested in various other Detroit manufacturing and industrial enterprises. The editor adds that the world knows that his daily charities and philanthropies are large.



Hon. Jere C. Hutchins,

Vice-President of  
Detroit United Railway.

He was born in Carroll Parish, La., October 13th, 1853. As constructing a civil engineer he had years of experience in the early days of railroad building in Missouri, Texas, and through the Southwest. He was in newspaper work for a short time in Waco, Texas. He came to Detroit in 1891.

His principal position of influence is with the Detroit United Railway. We quote from the daily press. "The management of the great street railway system of Detroit and its suburban feeders, it will be candidly admitted, is a position not to be likened to a bed of roses in any large city. The fact has been especially emphasized in Detroit during the turbulent agitation over this branch of quasi public business for seven years. And yet "the man behind the gun" in this particular instance has weathered all the squalls and tempestuous weather and throughout all has never ceased wearing that same self-reliant and reassuring smile calculated to impress the most skeptical that in the end all would be right and everybody happy. He has assimilated with the people and the business interests of this city and in his social and fraternal relations is distinctly a Detroiter. He comes daily in contact with many perplexing matters in his business connections, but his quiet and affable manner of dealing with men and measures takes the bitter edge off the questions under dispute and has won for him high regard and esteem for fair and honest dealing. In short, he has the ability, so rarely found in men of his position, of protecting the interests of the important business with which he is intrusted without engendering ill-will or distrust from any source. Mr. Hutchins is a member of all Masonic orders, the K. of P., Detroit Fellowship and Country Clubs, and of the Chamber of Commerce.



HON. GEO. RUSSELL, President State Savings Bank

The State Savings Bank of Detroit has a national reputation as one of the strongest and most successful institutions in America. To be the president of it is to walk one of the highest honors that can come to any man.

Mr. Russell early in life developed the qualities of energy, industry, and prudence that promised a brilliant and useful career in the future. He used every opportunity for education with untiring diligence to develop himself into a first-class business man. For twelve years he has been the honored president of this honored institution. It has prospered greatly under his administration; the best possible record of his ability and fidelity to the trust placed in his hands. In

Detroit and throughout the nation his quiet, genial and energetic daily life has been a blessing to so many thousands of people. Detroit is proud of the able president

—The Detroit News

## HON. JOHN WALKER

A Successful Detroitier, with  
many important  
Interests.



John Walker is one of the veteran business men of Detroit, having resided in the city for forty-four years. Educated in the Public Schools, High School, Michigan University, and Detroit Business University, he received the best preparation for his successful business career. The extensive hardware firm of James Walker & Son has been in existence since 1861, and was incorporated in 1888. Mr. John Walker has been president since 1888. They are extensive manufacturers of steam fitters' and plumbers' supplies, bath tubs, lavatories and all appliances for use in steam and power plants, water works, etc. Their extensive trade not only reaches all over the United States, but abroad, in South America, the West Indies, and the Old World countries as far as South Africa.

Mr. Walker is also president of the Walker Egg & Produce Co., with three offices in Detroit and two in Chatham, Ont., besides a large refrigerating and packing plant. They are the largest exporters of eggs in the Dominion, with a heavy trade in Glasgow, Liverpool, Birmingham, Manchester, Bristol, and London. Mr. Walker is director in the King Darrell Produce Co., of Toronto. He has important real estate properties, and is also interested in the brick and tile business. He belongs to the Rushmer Club, the Flower, etc., and the Audubon; the American Association for the Advancement of Science, and the Archaeological Society. Twice he has been National President of the Associated Manufacturers of Steam Fitters and Plumbing Supplies, and at present a member of the National Executive Committee. He is Vice Consul for Paraguay.

Mr. Walker's home attractions are a great asset to his family in the future world.

Mrs. Walker is a member of the Memorial Committee, and was of the greatest assistance in the work of advancing the monument fund. In fact, in everything she had to do, she was most efficient, able, and successful. Mr. and Mrs. Walker hold a high place in the esteem and regard of thousands of people.





**Hon. Charles L. Palms**

The Youngest Bank  
President.

Charles Louis Palms was born at New Orleans, La., June 2, 1871. He comes from a distinguished French family, his great-grandfather being the first to come to America. He was a commissioned officer under Napoleon. After the battle of Waterloo, he was forced to emigrate, reaching America in 1833. In 1880 the family removed to Detroit, where Mr. Palms attended Detroit College. In 1888 he entered Georgetown University, at Washington, D. C., graduating as Ph. B. in 1889. He studied law at Harvard University, but desiring a literary career, left Cambridge and traveled in Europe for two years. He lived in Florence, Italy, Dresden, Germany, and Barcelona, Spain, learning to speak and write all those languages. He knows French perfectly. In 1892, he was engaged in newspaper and dramatic work in Boston. His health failing, he returned to Detroit, and on the advice of his father, took the management of the estate of Francis Palms, worth several millions of dollars. He managed the business so energetically, that he essentially finished it by the end of 1900. On July 8, 1901, he was elected president of the Preston National Bank, and has noticeably improved the methods and increased the bank's business. He is also treasurer of the Detroit Stock Exchange, secretary and treasurer of the Detroit Journal Co., treasurer of The American Power Co., of the Electric Dispatch Co., and director of the Michigan Stove Co. and the Buck Stove & Range Co., of St. Louis, the Michigan Brass & Iron Works, the People's Telephone Co. and member of the executive committee of the Union Trust Co. He is a member of the Detroit Bankers' Country, University, Detroit Boat Club, and Country Club of Detroit; also charter member of the Michigan Naval Reserves.



**Hon. Peter White**

The Veteran Pioneer and Historian.

Mr. White was formerly a resident of Detroit. As one thoroughly acquainted with the history of the Northwest, he was asked to read a paper on the "Relation of Detroit to Michigan." It was prepared with great care and accuracy, and was one of the most valuable features of the three days. At the time Cadillac landed in Detroit, there was no Northwest of civilized people. The territory west and south from Detroit was a vast wilderness, inhabited only by Indians. He traced the early history and influence of the French settlers in Detroit and Michigan, and showed how their faithful labors and patient endurance of trials built up not only heroic character in themselves, but a stable government founded on heroism. They were forced to daily protection of personal safety from prowling savages, and were obliged to exercise gallantry and vigilance. Mr. White related some of his own early experiences, which were intensely interesting. He had narrow escapes from drowning in traveling in the upper peninsula. He spoke of his first visit to Detroit, in 1815, in search of employment, which he did not readily find.

He paid a most beautiful tribute to Detroit in language that was very eloquent and impressive. He had seen the city grow from nothing, and knew the exigencies under which it arose. He emphasized the fact that Marquette and La Salle had completed their life work before Cadillac came. It was remarkable foresight, when Cadillac selected the place for a great city, and the key to the waters of the Great Lakes. He praised the beauty of Detroit and the enterprise of its business houses.

Mr. White's admirable paper is worthy to be reproduced in full, for its historical value. This will be done by the Gentlemen's Bi-Centenary Committee, Mayor Maybury, Chairman.

In conclusion, Mr. White read an original poem, "Two Hundred Years Ago," written for the occasion by Dr. Drummond.



W. H. STRONG,



JAMES L. LEE,

Strong, Lee & Co., Wholesale Dry  
Goods, Detroit.

Of Strong, Lee & Co., Wholesale Dry  
Goods, Detroit.

## STRONG, LEE & CO.

LEADERS AMONG DETROIT'S MERCHANT PRINCES.  
PUBLIC SPIRITED, ENTERPRISING, HONORABLE. . .

One of the largest and most enterprising houses in Detroit is that of Strong, Lee & Co., extensive importers and jobbers of every description of goods. The individual members are both natives of this city; men of character and public spirit as well as first-class business ability. They are ever behind in co-operating for any measure that will benefit Detroit. They have a large force of local employees, and a considerable number of traveling salesmen. The house is well and favorably known everywhere. At home the members of the firm are held in high esteem and regarded throughout the entire city. It would be difficult to exaggerate the importance of the influence of such a substantial, energetic and honorable firm in enhancing the commercial reputation of the City of the Straits.

## Theodore J. Beaubien,

One of Detroit's Most  
Promising Young Men.  
Son of Mrs. Marguerite  
and the late Theo.  
J. Beaubien.



Mr. Beaubien traces his ancestry to two of the oldest families in France. The Beaubien family dates back 300 years.

Julien Cuillerier lived in France in 1699. His son, Rev. Cuillerier, came to Canada in 1699. His son, John Cuillerier, came in 1870, married Mary Catherine Beaubien, and died, leaving several children. His widow in 1711 married Francis Picote de Beilester, a cousin in the French army, who was transferred to Fort Poucharrtrain in Detroit, bringing with him a large collection. The children of John Cuillerier added Beaubien to their own name, thus the title of their father's father. The descendants gradually became the owners and sold themselves Beaubien only.

On his mother's side, Jean McCarthy, came from the Lake of Bute, Scotland, came to America in 1716, and settled in the town of Detroit. The family have always been among the wealthiest and most distinguished in New England, having been great soldiers and officers. Several were major generals and other high officers in the Revolutionary War.

Theodore J. was born in Bay City, Mich., in 1875, and came with his parents to Detroit four years later. Educated in the public schools, he was always interested in athletic sports and became an energetic and successful business man. He was always perfectly devoted to his hereditary mother. In 1896 he married Miss Catherine French Tait, and is now in prosperous business in the city. But by birth, inclinations and family connections, he considers himself a Detroit boy through and through.

The editor, in looking over the record of Mrs. Beaubien's family, was amazed at the multitude of honors resting upon them. She is entitled, through her ancestry, to membership in the leading patriotic societies of America.



GOVERNOR AARON T. BLISS.

## DANIEL LaFERTE, M. D.

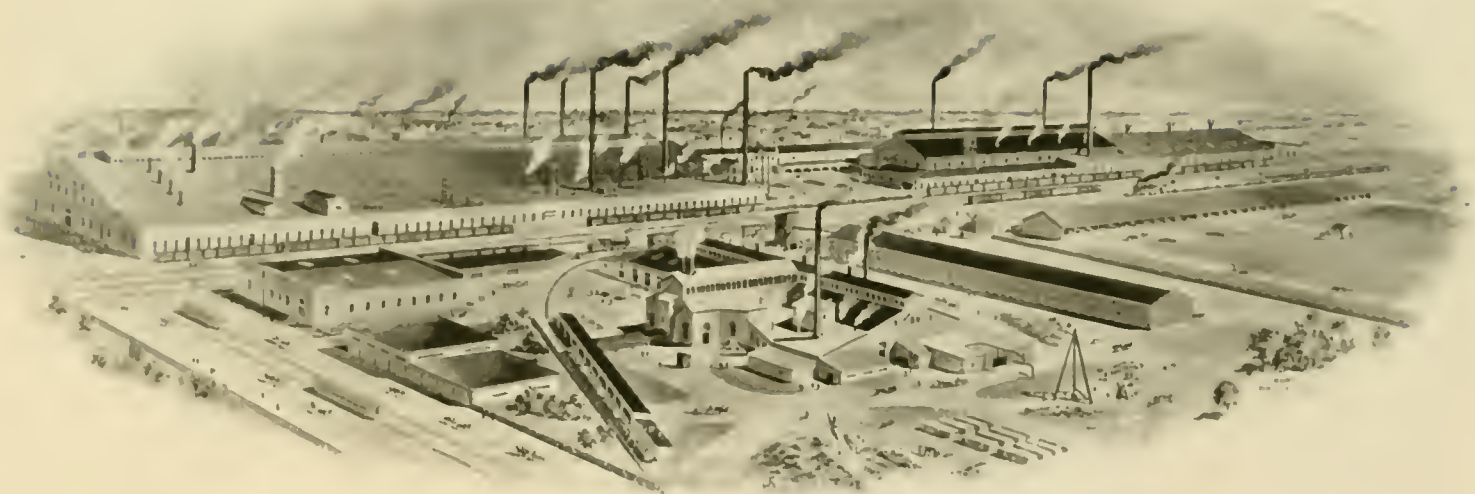
The Second Cadillac.



Cadillac entered Detroit on July 24th, 1901. He came down the river in a small boat, with vociferous encouragement from about a half-mile river length, and crowded with steamers, vessels, tugs and nearly every kind of boats. When he stepped on shore thousands of enthusiastic people cheered and greeted him, and only fifty Indians among the whole lot. Madame Cadillac was here a ready, and the handsome couple were for three days the recipients of almost ceaseless congratulations and encomiums for their successful impersonations of distinguished people who had been here before. It was more pleasant to be this Cadillac than the other one. And this one did his agreeable duty just as well as Cadillac the First in more difficult task. It was an admirable object lesson in teaching history to the hundreds of thousands of people who crowded Detroit that week.

Cadillac II. was Detroit's favorite physician, Daniel LaFerte. He comes properly by his displayed ability as a French explorer and leader. He is a descendant of a splendid old French family. A great many years ago his grandfather came here from the province of LaFerte, in France, to which name, LaFerte, he added Vissiere. From 1653 to 1657, during the reign of Louis X., Marshall LaFerte fought with great gallantry against the Spaniards, keeping them in check, and also winning great victories.

Dr. LaFerte was born in Amherstburg, Ont., 52 years ago. At the age of 14 he entered the Windsor public schools, where he studied with all possible diligence. He then taught school, to earn money with which to attend the Detroit Medical College, and a year later the Jefferson Medical College of Philadelphia, where he graduated. From 1872 until 1880 he held the chair of anatomy and surgery in the Detroit Medical College, and a year later in the Michigan College of Medicine. He has been a voluminous writer on medical subjects, and is a member of several medical societies.



DETROIT STEEL AND SPRING WORKS.





**HON. DE WITT C. DELAMATER**  
Twenty Years a Leading Merchant  
in Detroit.

Born in Onondaga County, N. Y., he was, at the age of ten, brought to Jackson, Mich., to the life of an ordinary farmer's boy. Starting in 1874 as a clerk for Rice, Pratt & Co., Jackson, he soon became traveling salesman for Detroit wholesale houses. In 1890 he was one of the incorporators of the now eminent company of Freeman, Delamater & Co., of which he is secretary and treasurer. He is also secretary of the Buhl Stamping Company, and director in the Detroit Savings Bank. He is president of the Merchants & Manufacturers' Exchange.

Mr. Delamater is one of Detroit's most public-spirited citizens. His incessant and indefatigable efforts, for months, for the Bi-Centenary, placed him next to Mayor Maybury in effective service therefor. He did the work of a dozen others.



**G. W. FOWLE**

Mr. Fowle was born at Clyde, N. Y., April 15th, 1850. He can trace his lineage back to the New England Puritans. At the age of fifteen, he enlisted in the Fiftieth New York Infantry, and served in the engineers' corps of the Army of the Potomac, Company D. He came to Michigan in 1872, and was in successful mercantile business till 1890. He has since been largely interested in real estate. As police commissioner, he showed extraordinary executive ability. The streets were cleaned in one night. A 33rd degree Mason, he was twice officer of the Michigan Sovereign Commissionery. He belongs to the Mystic Shriners, the Elks, the I. O. O. F., the G. A. R. and the Loyal Legion.

But his magnificent management of the Industrial Parade at the Bi-Centenary was his chief glory. His aptness in getting organizations to participate secured a general rally of all nations and organizations.

## A Souvenir Building a Monument.

WISDOM OF THE UNANIMOUS VOTE.



The Co-Operation of Business Interests More Successful in Results than  
Dependence on Previous Standards of Sentiment.



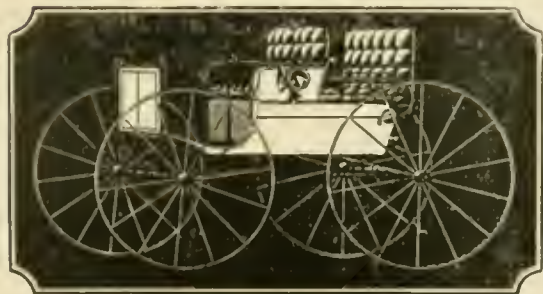
When the ladies of the Bi-Centenary Committee assembled, Mrs. Marguerite Beaubien suggested some permanent reminder of their work, and proposed a tablet or a monument to Madame Cadillac. It was adopted by a unanimous vote and she was elected chairman of the Memorial Committee. How should the funds be raised? Some spoke of having sentiment spring eagerly to supplying money. The wiser ones, having for years observed the severed-head, Campus size of individual monument, by a grateful people, concluded that perhaps local sentiment alone might not be sufficient. Money, not simply talk, would be required. Having noticed that the grand triumphal Bi-Centenary Arches, and magnificent commemorative parks and buildings were being totally postponed, perhaps till the sweet bye and bye; and remarking that the man monument standard did not seem to be growing in size, they determined on more of a memorial for a heroic woman. Starting out with the regulation tablet size, they quietly planned a flank movement on popular practical indifference, which had repeatedly demonstrated a paucity of results in purely sentimental efforts. To their movement they would link the financial power and profit of properly conducted business, and honorably enhance the aggregate of funds. They would also give something in return to the public-spirited supporters of a worthy movement, that, properly carried out, would be a first class credit to the city. Some whose lives were devoutly devoted largely to uselessness feared it might be undignified for women with noble aims and purposes in life to be so practically useful. Some of the gentlemen, who had book ideas of their own, opposed the ladies' movement. That settled the matter. The women would have a Souvenir, anyway, and show whether the ladies of Detroit had ability and influence enough to secure success.

The result is presented without many misgivings. The reasons why so much time has been taken, paucity of sufficiently able assistants, illness, absences, &c., &c., need not be detailed here. The ensured financial results are gratifying, and vindicate the wisdom of the unanimous vote that the Souvenir be issued. In addition to financial profit, it would be a handsome permanent record of the assistance of the ladies of Detroit, of the gentlemen, and of the business and the worthiness and beauties and attractions of the city.

The Biographical Section has, by the liberal enterprise and public spirit of the gentlemen, become a brilliant feature. At first the gentlemen were invited to go away back and sit down, while the ladies occupied the front of the platform. When the gentlemen were invited forward they quickly showed the proud fact that the statesmen, and professional and business men and mechanics of Detroit are, as in everything else, the best in the world. Glory for Detroit and cash for the monument, for the book can't help but sell. The ladies appreciate the liberal co-operation of the business interests of the City and State.

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EDWIN S. GEORGE, Furrier.

Mr. George is one of the most notable examples of what well directed effort, when coupled with ambition, integrity and prodigious industry may accomplish. Coming to Detroit in 1890 from his mother's farm, in Lenawee County, at the age of seventeen, he ranks to-day, at an age when the majority of young men are but fairly entering upon a commercial career, among the largest importers, exporters and manufacturers of furs in the United States. His large home plant, secured by the purchase of the long-established business of Walter Buhl & Co., No. 146-148 Jefferson Avenue, is supplemented by the large raw fur warehouse at No. 46 Jefferson Ave. of this city, and a similar establishment at No. 151 Mercer Street, New York, that is in direct touch with his buying agencies at Leipzig, Paris and London. In short, every branch of the fur business, from trapper to wearer, is under his personal ownership and supervision.



WILLIAM H. AUBRAY  
Hotel Broker, Promoter and Builder

Mr. Aubrey was born March 6th, 1870, at Chatham, Ont., and was brought to Detroit in 1877. After passing through school and college, he was book-keeper from 1887 to 1890 for H. S. Robinson & Co., shoe manufacturers. From 1890 to 1895 he was clerk and teller in a Detroit bank. For three years he was traveling salesman and adjuster. Since 1898, he has been a highly successful man of business. A great deal of importance sometimes attaches to the transfer of a hotel. It requires a capable head to excel and to please the various interests concerned. Mr. Aubrey has uniformly done this, and has closed up many important transactions. He is secretary and treasurer of the Stewards' Club of Detroit; also of the International Stewards' Association. He is one of the pushing, enterprising, liberal and honorable business men of the city

157



J. W. MORRISON, Leading Printer.

Mr. Morrison is one of them, and has been one so long, over 25 years, that his experience has made him one of the very best. To his unexcelled skill in the art are added a promptness and care in execution, and the latest improved processes in high art work, that produce the best results possible to be obtained. His genial and pleasant personal courtesy renders it a pleasure to meet him in business.

He has had to enlarge facilities several times, and now has a very large plant, which is at lively work, often by night as well as day. Mr. Morrison is a prominent officer in the First Baptist Church and carries out practically, in daily life, the principles of the Golden Rule. The energy, skill and accomplishment in this bee hive of industry produce a magnitude of first-class results that are fairly astonishing.

As public-spirited and substantial citizens, the Messrs. Morrison are worthy of the high esteem in which they are held by the citizens of Detroit.



M. R. BACON

of the Michigan Alkali Co.

The Wayne County Candidate  
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Second Congressional District.

1902.





HON. MARVIN M. STANTON.

Police Commissioner,  
Extensive Merchant

Mr. Stanton was appointed police commissioner on the 1st, 1899, and he has since then been in the management of the most important branch of the city government.

He is also a very successful manufacturer and dealer in men's furnishing goods, and has a large store at 124 and 126 Jefferson Avenue. He makes a specialty of the Pennington brand of pants, shirts, socks, etc. His energetic and able methods of business have built up a very large trade, extending in all directions. Personally, he is very highly respected by the people of Detroit, both as a public officer and a worthy citizen.



CARLO ROMANELLI

Designer of Monument to Madame Cadillac.

Mr. Romanelli was born in Florence, Italy, twenty-eight years ago. He studied with his father, one of the best sculptors in the city; afterwards with the famous Bozzioni; then at the Royal Academy of Art in Florence with the famous Augusto Rivelli. He graduated with high honors, receiving the first prize. At Rome he studied for two years with Galoni. The works of Romanelli are quite numerous and distinguished and are very striking in their originality and fidelity to the subject represented. He has resided in Detroit about two years and has made, among others, a statue of Cadillac; bust of Gen. Lawton, and of the Rev. Fr. Dombrowski; a statue of a colored boy; also a panel for the dining room of President G. Russell, of the State Savings Bank.

The success of his design for the monument to Madame Cadillac speaks for itself. The ladies of the committee are very highly pleased with his artistic work.



AN AMERICAN BEAUTY

JUDGE JAMES PHELAN

The associate judge of the recorder's court, Hon. James Phelan, is a type of character to encourage every youth who has an unblemished life. Born in Detroit 42 years ago, he picked up an education while hustling as a newsboy, early and late. At age of 18 he was a Michigan Central yardman and check clerk. He then took up the study of law, and entered the office of Attorney James H. Pound. He was admitted to the bar in 1888, elected justice of the peace in 1889. He was collector of internal revenue four years. In April, 1898, he was elected by a majority of 3,000 votes to his present judgeship. Judge Phelan is a bachelor and resides with his mother, at 206 Wabash Avenue. He is a noble example of what can be accomplished by American grit and energy. Thoroughly sympathetic he tempers justice with mercy.



Splendor in the Art Preservative.

The other splendor of the art preservative is the best half-tone plates, the most efficient leader in the rank of art preservatives. The Regan Printing House, 87 Plymouth Place, Chicago, has a printing plant night and day, with an immense force of employees, and turn out large and splendid art books as if there were no end of making them. Of course they do all varieties of similar work, by every known process, and deliver by express everywhere. Their motto, "We Never Sleep," is literally true, and in superiority of work and promptness of completion, none can be more wide awake at all times.

GLORY OF WILLIAM MCKINLEY.

This superb volume, written by Rev. Samuel Fallows, D. D., the personal friend and army comrade of President McKinley, is by far the best issued. Its 153 large octavo pages, with 50 half-tone illustrations, has a complete epitome of the glorious life that has recently passed away. It is a \$3 book for \$1.50. It is published by the Regan Printing House, Chicago, which is equivalent to saying that nothing can surpass it.



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Additional names in City Edition, also correction of any error from indistinct chirography.

## TABLE OF CONTENTS.

## EDITORIAL.

Of the 15,000 Souvenirs 10,000 will have 32 pages more attached and will form the City Edition, to be issued immediately. Quite an amount of matter, historical and otherwise, is necessarily thrown over to that issue.

The discovery of additional monuments to women will be told there by Mary Catherine Crowley, the distinguished writer. The St. Anne's Church and its story, will receive attention.

The Souvenirs will weight over 31-2 tons, in paper covers. With the proportion of cloth and leather covers, already ordered, the total may be nearly 12 tons. The Gentlemen's Committee will issue 1,000 copies of the free distributions of a book with verbatim reports of the address.

Of the \$7,000 appropriated by the City Council for the Bicentennial celebration, \$547 were not expended.

The editor returns thanks to Col. C. M. Burton for furnishing the sketch of the life of Gov. Pingree.

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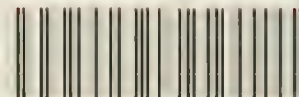








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