

THE LAKE BEAUTIFUL.

Minnetonka, the Bright Particular Star Among the Constellation of Northwestern Resorts.

A Charming Retreat Where Dull Care is Dissipated and Joy Reigns Unconfined.

Delightful Steamboat Rides—Boating Facilities and Fishing Unsurpassed.

Palatial Hotels and Elegant Summer Homes—Various Points of Interest.

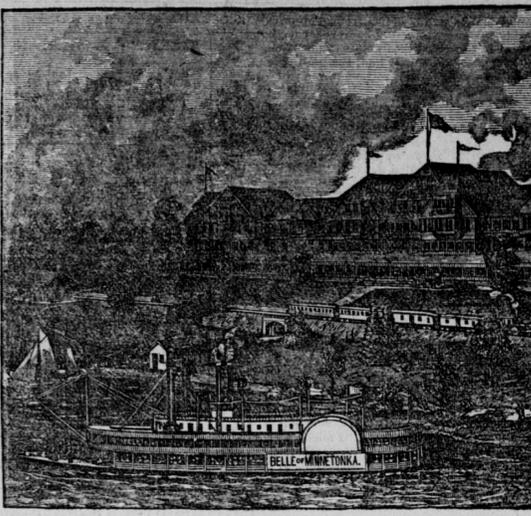
The Big Water.

There is a lake embosomed in the West—let like a jewel in the billowy fold of Nature's green, luxuriant drapery.

It is Minnetonka, "the gem of Minnesota's cornet of lake diamonds," the most charming summer resort of the entire Northwest, and without exception the queen of inland resorts for the enjoyment of life in a practical manner during the brief term.

Lake Minnetonka has become the synonym for pleasure and comfort among thousands of Minnesotians, as well as a magic wand, as it were, to draw devotees from all parts of the American continent to her shores.

So much has been written and said of Minnetonka during the past five years in various parts of the country, that an attempt to dwell at length upon its manifold attractions and charms may be considered



HOTEL LAFAYETTE.

great the eye along the route, would occupy more space than can be devoted to this article, and the reader must content with a glimpse at some of the special features of lake life.

HOW TO REACH MINNETONKA. Tourists and lake visitors have a choice of three excellent routes to the lake from Minneapolis.

Pleasure seekers can take the trains of the Manitoba road from the Union depot at St. Paul, at 5:30, 9:30 a. m., 1:30, 4:30, 5:30 and 10 p. m., leaving Minneapolis twenty-five minutes later, making the trip to Hotel Lafayette in one hour.

Having selected a route by which to reach the lake, the next question to be answered is, "How shall we spend the time?" If the pleasure is to be confined to

for Line," offers a delightful trip from Minneapolis to Excelsior. Trains leave Minneapolis at 9 a. m., 12, 10 and 5:15 p. m., for the lakes, passing through the heart of Minneapolis out into the suburbs, past Lake Calhoun and Lake Harriet, then across a charming bit of country to Excelsior, landing passengers at the Excelsior wharfs, where a steamer owned and operated by the motor is in readiness to convey all who desire around the lake.

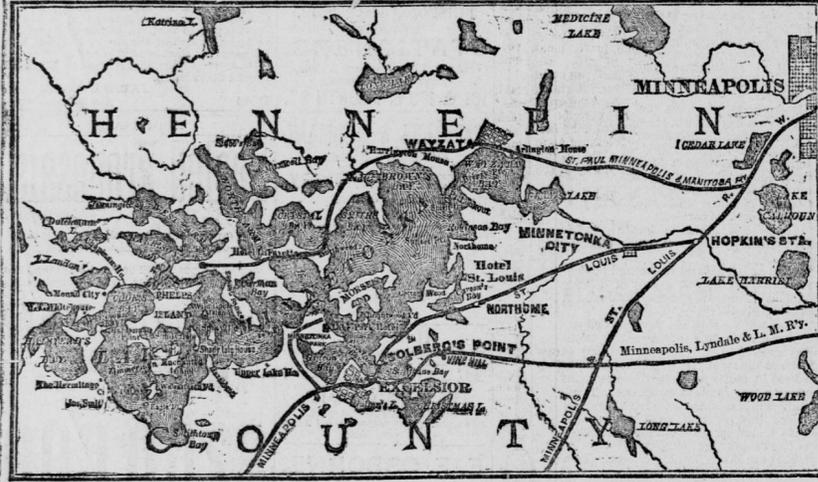
AT THE LAKE. Having selected a route by which to reach the lake, the next question to be answered is, "How shall we spend the time?"

summer resort house in the West. It is 900 feet long, and enjoys the distinction of being the largest hotel used exclusively for summer business in the world. Its width is 100 feet, from the foundation to the gable is 90 feet, and around the entire building runs a piazza varying from twenty to forty feet in width, whose over-hanging roofs afford a sheltered promenade from which the eye ranges unobstructed over the manifold beauties of both the Upper and Lower lakes.

One week from to-day an orchestra of fifteen pieces from Milwaukee will arrive at the hotel and will concertize daily, alternating evenings with hops and concerts. Prof. R. H. Evans of St. Paul will be master of ceremonies during the season, and the social pleasures will be un-

excelled in location, in the excellence of cuisine, and in the attention paid to guests. It occupies the leading position among the hotels of Excelsior. Bookings have been numerous, and the house is being rapidly filled.

The other hotels and places of prominence about the lake are Bartlett Place, Upper lake; Gleason house, Harrington's and the Minnetonka house, Wayzata; the Blue Line hotel, Clark house, the White house, Kalorama cottage, Long View house, Summit house, Mrs. Graham's Mrs. Darnell's and Vineland villa, Excelsior; Cottagewood club house, Maplewood house, Maplewood; Shady Isle house, Shady Isle; Island Park club house, Big Island; Pleasant View house, Howard point; Mound City house, Sampson's, Upper lake; Spring Park club house, Spring Park.



superfluous. Yet, although volumes have been written and portfolios filled in the attempt to do justice to the subject, it is admitted by all who are competent to speak intelligently upon the question, that no charm of artist's brush or cunningly-wreathed words from author's pen, has given or can give, a just and true idea of Minnetonka's lake and its surroundings must be seen and seen often, to be truly and thoroughly appreciated and enjoyed.

Lake Minnetonka is located in Hennepin county, about fifteen miles southwest from Minneapolis and twenty-five miles from St. Paul. It is reached from St. Paul and Minneapolis by the St. Paul, Minneapolis & Manitoba railway to Wayzata, Minnetonka Beach and Spring Park by the Minneapolis & St. Louis railway from Minneapolis to Hotel St. Louis, Excelsior and Lake Park, and by the Minneapolis, Lyndale & Minnetonka railway to Excelsior.

Minnetonka has 15,000 acres of water surface, and is surrounded by a well-wooded shore that presents at least 200 miles of building sites. Its extreme length from Wayzata in Lower lake to Chapman's in upper lake is about fifteen miles, but the formation of the lake, with its twenty-five bays and numerous inlets is such that it is estimated that there are at least 300 miles of shore in the circumference of Minnetonka.

The irregularity of the coast line is such that if it were straightened and bent into the circumference of a circle its area would be 700 square miles. The bays which comprise the "Big Water" vary in size from one mile to five miles in length, and from

one or two days, two features should be included in the program. A trip to Upper lake and several hours fishing and boating. For the latter there are ample facilities at all points, and at all hours boats of all classes can be secured, and experienced fishermen can be engaged to make the time pass pleasantly and profitably. At Excelsior, the Blue Line and O. S. Gates are well prepared for this kind



HOTEL ST. LOUIS.

of work; at Lake Park, C. W. Cyphers will attend to the wants of guests; at Wayzata and Hotel Lafayette Capt. G. V. Johnson has a fleet of fine boats, and at Chapman's, John Chapman will show visitors some of the finest fishing grounds on the lake. Small steamers are in abundance at various points, and may be chartered by the hour, day or week. Among the number are the Rosander, Hebe, Minnie Cook, Forest Green, Phoenix, O. S. Gates's new boat, Why Not, and the Cascade.

The Lake Minnetonka Navigation company owns the majority of the large boats. The fleet comprises the Belle of Minnetonka, Capt. Ed Wenz, capacity 2,500; Hattie May, capacity 300; Lotus, 350; Minnetonka, 200, and the Saucy Kate 100. These boats make daily trips from the popular water route. Hon. W. D. Washburn owns the City of St. Louis, capacity 1,000; Miner Ball, the Star, capacity 250 and the motor line the steel-hull steamer, with a capacity of 350. All the large boats make Upper and Lower lake trips, which form a very important part of the season's program. Indeed a trip to the lake is not complete unless the Upper lake has been visited.

THE HOTELS.

While a large number of the summer residents of the lake prefer the quiet of cottage life to the vanity and anxiety of hotel life, a majority of those who spend a portion of the season here prefer the latter. As has been stated elsewhere the hotels and boarding houses that cater to the travel are thirty-three in number, and in their character are adapted to the various classes of trade. The devotee of fashion, the seeker for elegant comfort, the mechanic with a limited bank account, and the millionaire who wants the best that money can procure, can each and all have their tastes and desires gratified among the hotels about the lake. Rates are from \$1 to \$3 per day according to location and accommodations offered. The Hotel Lafayette stands at the head of the lake hotels, and with three or four exceptions is the largest summer resort hotel on the American continent. It is situated at Minnetonka beach and is owned by the Manitoba Railroad company. It was built in 1882 and up to the present time more than a million dollars have been expended to make it the most elegant and palatial

limited. The concerts by the orchestra are free to all, and summer residents, as well as citizens from St. Paul and Minneapolis, are invited by the management to visit Minnetonka and enjoy the music.

The Lake Park hotel opened its spacious and hospitable doors yesterday for the season, and mine host, C. W. McIntyre, was on hand to welcome new friends and greet old patrons of the house. The season at this elegant hotel, which is the second largest on the lake, promises to be a repetition of the brilliant season of 1884. This hotel is owned by the Minneapolis & St. Louis railway and a number of Minneapolis capitalists, who have spared neither pains nor expense in making the Park one of the finest and most desirable hotels in the country, situated on an elevation by the side of the lake, surrounded by charming woodland and bathed continually by lake breezes, there is no more favored spot on the lake than this.

The Park has accommodations for over two hundred guests, is supplied with all modern conveniences, electric lights, etc., and will be conducted upon a scale of liberality and good taste which insures a season of pleasure and content to all guests. The general management will devolve upon Mr. McIntyre, and he will be assisted by the following force: Chief clerk, L. D. Cafferty; cashier, James McCullough; housekeeper, Mrs. L. M. Abbott, formerly of the Metropolitan, St. Paul; steward, W. H. McKeever; head waiter, Louis DeLions of the Metropolitan; head porter, Andrew Mooney. Over \$2,500 have been expended in improvements about the house and grounds since last season. A telegraph and express office is connected with the house, and for concerts and hops will be furnished dur-

ing the entire season by a competent orchestra. Mr. McIntyre has received many applications from former patrons for rooms this year, and indications point to a very successful season for this charming hostelry.

The \$10,000 amusement hall will be run as usual, and will prove an important factor in swelling the number of Lake Park guests. It is the most elegant amusement hall on the lake.

The Hotel St. Louis will not be open regularly until July 1. Mr. Preston Gibson, the popular superintendent of the



A. S. DIMOND.

productive farming country, with numerous groves of hardwood timber. The region around it is celebrated for its delicious grapes, strawberries, fine vegetables, milk and butter, and Excelsior is the market for the products. It is a natural watering place, the village being built on a range overlooking the water.

Lake Park, with 200 acres of land heavily timbered, lies one mile northwest of Excelsior. Here is located one of the leading hotels of the lake, and here a large number of villas have been erected, prominent among them being those of Gen. T. L. Rosser and J. L. Spink. The Minneapolis & St. Louis road runs daily trains here, and altogether it is one of the most charming spots on the lake. It is a favorite spot for picnic parties.

Minnetonka Beach occupies the center of the peninsula formed by Crystal bay on the north, Smith's bay on the east and Holmes bay on the south. The Hotel Lafayette is located here, and the Manitoba road runs frequent trains daily to this point. In Spring Park, in Upper lake, was laid out in 1880, and contains 150 acres of land. There are a number of elegant villas, and a spacious city house located here.

Mound City, at the head of Upper lake, has a population of 100, and has three



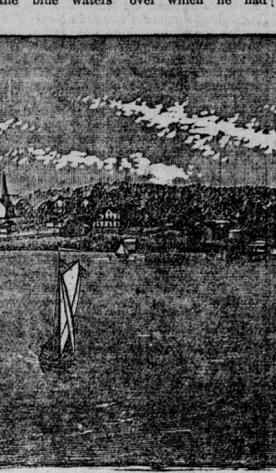
THE HERMITAGE.

was issued. The publication, after the first number as a monthly, was changed to a weekly paper, and by its merits won a place in the esteem and confidence of all interested in the work to which the Tourist was devoted. At that time there was but one summer residence on the lake shore, and a year later the number had increased to three. Of hotels, the number was five and all were small. Now there are thirteen hotels, twenty boarding houses and about one hundred and seventy summer cottages. In 1876 but three steamers were running on the lake. To-day, if the weather is favorable, the lake visitors may see twenty-five, of all styles, classes and sizes, ranging from the palatial Belle of Minnetonka, with accommodations for over two thousand people, to the less pretentious private steamer with accommodation only for the family of the owner. In 1876 one railroad was sufficient to attend all the demands of lake travel. In 1885 there are three varieties which run twenty trains between the cities and the lake daily. During these years of progress and steady growth, in the summer business of the lake, Mr. Dimond has published a bright, newsy, illustrated paper which has circulated in nearly every state in the Union. He has spared neither time,

energy or expense in setting forth the claims of Minnetonka, and the large circulation of his paper in the past, together with the onward march of many of its readers, to the lake is a sufficient guarantee that his labors have not been in vain. Fire has twice destroyed his business during these years, and he has given his experience by his being "blown up," at the explosion of the steamer Mary, on the lake, July 2, 1880. The illustrations for this edition of the GLOBE have been furnished by Mr. Dimond, and form a part of an elegant descriptive, illustrated guide of Minnetonka.

One of the most interesting spots about the lake is the Hermitage, located on the mainland, opposite Crane Island, Upper lake. Here for many years was the residence, and is now the last resting place of Capt. Frank W. Halsted, a brilliant

young man, in the days ago, and one of the pioneers of Minnetonka. Capt. Halsted earned his title during the war while in the Mississippi squadron under Admiral Strathairn. If the story of his life could be followed in detail it would form a romantic tale. Returning from the war he settled down at the lake and enjoyed a life of quiet. The Hermitage is located on a delightful spot, which commands a splendid view of Upper lake and the surrounding forest, and here the captain lived alone, seldom moving in society, but always glad to welcome visitors to his "rough and ready cabin." A few years ago a deep cloud came over his life and he sought peace and oblivion in the depth of the blue waters over which he had



EXCELSIOR.

While it may seem inadvisable to particularly where so many are concerned in the development of Minnetonka as a first-class sum-



LAKE PARK HOTEL.

mer resort, justice demands that special mention be made of the indefatigable efforts of Mr. A. S. Dimond, editor of the Northwestern Tourist, in this direction. Mr. Dimond was born in Pittsburg, Penn., fifty years ago and came to Minnesota in 1855. He spent his first season in this state, on the shores of Minnetonka, taking a claim which he afterward sold. Soon after this he went to Chicago, where he remained until 1873. He was engaged in the printing business and was for the major part of the time in Chicago, employed by one firm. Twelve years ago he returned from Minnesota and established a printing business. In this he was successful, and three years later, during the summer months, conceived the idea of establishing a paper to "boom" Minnetonka into prominence. This idea was soon formulated into action, and in 1876 the "Minnetonka Tourist," a monthly paper devoted to the interests of Lake Minnetonka,

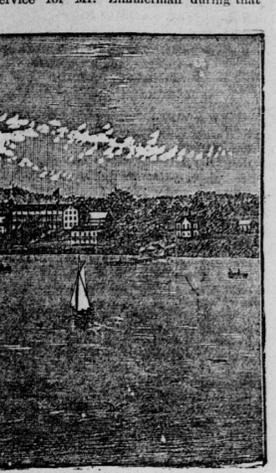
or lake business. Mr. Zimmerman had the Navigation company incorporated, took the Belle into the line and the City of St. Louis retired, Gen. Washburn forming the Lake Minnetonka Transportation company. Last year the boats ran with the Belle, Hattie May, Lotus, Minnetonka and Saucy Kate in the Navigation company fleet, and the City in the L. M. T. company's fleet. No lake in America has better transportation facilities than Minnetonka, and for this precious boon great credit should be given the self-sacrificing labors and devotion of Mr. C. A. Zimmerman, who has given most liberally of his time, energy, and money to the work of making this feature of lake life one of pleasure and comfort to all patrons.

Why Landladies Laugh. What is rarer than a day in June? Well, cedar, a square meal at our boarding-house about fills the bill.—Boston Post.

First Boarder—This ought to be called the Terrapin house. Second Boarder—Trying to be funny? First Boarder—No; the name would be very appropriate. Terrapin get fat on nothing.—Philadelphia Progress.

Spring Poet—No, sir; you can't shove an ode to your boarding-house chicken in on us as spring poetry. Truth is not what we desire in poems; we want sentiment; nice tender sentiment that we can cut into without a buzz-saw.—Cincinnati Merchant Traveller.

the Lake Minnetonka Navigation company's fleet of boats. He made his first visit to Minnetonka twenty years ago, while on a photographic tour. He found it a slumbering wilderness, with no special pretensions of the coming notoriety and development as a summer resort. In 1874 he decided to spend his summers at the lake, and two years later purchased Enchanted Island in Upper lake. To secure transportation from his summer home to the rail road station at Wayzata he decided to purchase a steamer, and in 1879 bought the Lulu, a "nobby" craft, engaged in the United States service. He renamed her the Nautilus and she did a paying business aside from the personal service for Mr. Zimmerman during that



season. Mr. Zimmerman soon found that there was a demand for some boats to run regular on the lake, and in 1880 he built the Lotus. Capt. May, a prominent Minnetonka, had two steamers, the Minnetonka and Hattie May, which he sold to Mr. Zimmerman as a part of



the lake fleet. By this time the railroad companies had entered into an arrangement, which was mutually beneficial to rail and boat lines. In 1883 the Saucy Kate was added to the fleet, which gave Mr. Zimmerman the ownership of five first-class steamers. The steamer City of St. Louis was put on the lake in 1881 by Gen. W. D. Washburn of Minneapolis, and the following year formed a part of the Navigation company fleet, the name by which Mr. Zimmerman's property was known. The boats pooled their receipts, and a satisfactory division was made. During these years Mr. Zimmerman had been improving the condition of his boats and adding to the efficiency of the service. Col. P. S. Davidson of St. Paul brought the steamer Belle of Minnetonka from La Crosse about this time, and proposed to enter the field as a competitor



of a Georgia woman who died recently it is said, "whenever food was mentioned she grew pale and trembled." We are not told whether she had been in the habit of dining at a railway restaurant or had lived all her life in boarding houses, but her experience must have been acquired in one or the other direction.—Boston Traveller.

And I think we both agree. My dearest and my best! I forgot what I say in the morning, And I think we both agree. That in mother's lap to be, the frolic is the place for a boy to be.

But, oh! at last in the evening, When the sun is low in the west, I see him coming home to me, My dearest and my best! I forgot what I say in the morning, And I think we both agree. That in mother's lap to be, the frolic is the place for a boy to be.