



NEW STEAMER CITY OF DETROIT III

## Dinner

Tomato Soup  
 Radishes                      Celery  
 Baked Whitefish with Dressing  
 Quartered Cucumbers  
 Prime Roast Beef, Demi Glace  
 or  
 Roast Young Chicken, Giblet Sauce  
 Mashed Potatoes                      New Potatoes in Cream  
 Creamed Carrots or Breaded Egg Plant  
 Lettuce Plain or with French Dressing  
 Saratoga Crackers  
 Peach Shortcake  
 or  
 Vanilla Ice Cream                      Assorted Cake  
 Watermelon  
 Roquefort or Royal Luncheon Cheese  
 Toasted Crackers  
 Coffee                      Tea                      Iced Tea

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BREAKFAST A LA CARTE                      DINNER TABLE D'HOTE  
 6:30 to 8:30 A. M.                      5:30 to 8:30 P. M.

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SERVICE A LA CARTE  
 8:30 to 12 P. M.

FOR MINERAL WATERS, GINGER ALES, ETC., SEE LIST

*Patrons will confer a favor if they will report any inattention on the part of employees  
 or inefficiency in the service to A. A. Schantz, General Manager, or  
 Louis Thorne, Chief Commissary, Detroit, Mich.*

No. 1

7-11

This menu, reprinted only slightly larger than the original, recalls the Detroit & Cleveland Navigation Company's famous sidewheel passenger steamer CITY OF DETROIT III. At the time of her construction in 1912 (she was Hull 187 of the Detroit Shipbuilding Company, Wyandotte), she was the largest sidewheeler in the world. Many consider her to have been the most beautiful passenger boat ever to operate on the lakes, although she was to be surpassed in size by the SEEANDBEE of 1913, and by GREATER BUFFALO and GREATER DETROIT of 1923-1924. The "D-III", as she was known with affection, was 470 feet in overall length, with a beam of 93 feet over the guards. She made her maiden voyage on June 26, 1912, and this menu card comes from the dinner served aboard on Friday, July 12, 1912, as its holder made the overnight trip from Detroit to Buffalo. The card features one of the famous Van Leyen & Hensler "mile-long" images which the D&C would use for many years. CITY OF DETROIT III last operated in 1950 and was dismantled in 1956.