

troit, on August 27th next. While the rates, as far as we know, do not apply to the Coast delegations, for those who reside in the East or Central Domains we consider the rate remarkably reasonable, viz., about 1 1-2 cents per mile.

While on this subject we would like to see our Detroit people arrange for a Coast rate, and give our readers ample time to decide on the trip. There is ever reason to believe that if a reasonable rate were secured, many of our knights and friends in this Province and Washington, Oregon and other Western domains would be tempted to make the trip. Several members of the Order here and in the Upper Country, have made inquiries regarding the matter, and for the information of those members, who may desire to make the trip, we are endeavoring to see the different railway officials here on the subject. It would therefore facilitate matters were we informed at once by those who purpose attending. In the meantime the Detroit Committee should see what could be done at that end of the line.

SOME FACTS OF INTEREST.

Detroit, Michigan, April 25.—Editors are requested to note that some changes have been made in the personnel of the General Committee in charge of the arrangements for the twenty-first biennial convention and encampment. The present Committee is. Chairman, P. S. Cunningham; Secretary, F. J. Peattie; Vice-Chairman, F. H. Clarke; Treasurer, Edward Wildman; Committeemen: H. E. Baldwin, W. Quinlivan, W. H. Speaker, M. Zimmerman, O. A. Jones, J. D. McDae, F. Van de Welde, W. J. Tomlinson, A. J. Bloomgarden, W. H. Werner.

Major-General James R. Carnahan is Chairman of Parades and Reviews; Past Supreme Chancellor Philip T. Colgrove will be Chairman of the Reception Committee; W. Quinlivan, Chairman of Hotel and Public Comfort Committee and A. A. Schantz, Chairman of the Transportation Committee.

The Executive Committee is preparing and will soon issue a circular of general information for those desiring to know how to get to Detroit and what to bring. The circular will contain anticipated answers to every question which would naturally be asked, but in case specific information is wanted on any subject, the Bureau of Information is accessible to all.

The fact that the Grand Army of the Republic will meet at Chicago simultaneously with the Knights of Pythias in Detroit, will make it necessary for large bodies intending to come to the biennial meeting to arrange early for special trains and accommodations for the trip here. Detroit is particularly fortunate in its location as to transportation facilities, and one of the features of the trip to Detroit should be a ride over one of the many waters leading to Detroit.

The Detroit River, upon which the city is situated, is one of the most beautiful waterways in the world. It is the gateway between Lakes Huron and Erie, and more tonnage passes this port than is recorded in the port of Liverpool in a stated time. The progress of shipbuilding upon the great lakes during the

past few years has far surpassed that of the oceans and as a result both passenger and freight steamers which pass or touch Detroit are, many of them, palaces afloat. Parties from the north and west can get connection over easily accessible through roads to Mackinaw or St. Ignace, stopping a day or two if possible, at the beautiful Mackinac Island, where 50,000 resorters spend their Summer vacations. There the palatial steamers of the Detroit & Cleveland Navigation Company can be taken direct to Detroit, the round trip rate being at \$4.00, less than one cent a mile. The trip down Lake Huron, through the famous St. Clair Flats, the Venice of America, through the St. Clair River, Lake St. Clair and Detroit River to Detroit, is one of the most attractive water excursions in the world, the time schedules being so arranged that the most pleasing part of the journey, scenically, is made in daylight. Those who desire to do so can take the through steamers from Duluth over the Lake Superior route.

Those from the East can have a much more enjoyable trip by securing the C. & B., and D. & C., boats at Buffalo, making the Lake Erie trip and up the Detroit river, a distance of 300 miles, which is an ideal trip for excursionists who travel for a good time. The rate from Buffalo and return has been fixed at \$4.50. Those who can connect at Toledo will enjoy the boat ride from that city up the western extremity of Lake Erie and through the Detroit River, past some of the most beautiful natural scenery known. This route is covered by the White Star Line and the rate is fixed at 75 cents for the round trip. This line connects also with all Canadian roads at Sarnia, and Michigan through lines at Port Huron, giving a 60 mile ride on Detroit River. Other lines terminate at Sandusky, Ohio, and from this point the steamer Frank E. Kirby, the flyer of the lakes, will take care of the crowds. This means a trip to the Put-in Bay resort, where the Victory Hotel, the largest hotel in the world, is located, and thence up the Detroit River. The return rate from this point is fixed at \$1.25. The Detroit & Cleveland Line will handle all who can come via Cleveland. There will be two boats daily, both of them among the finest and fastest on the lakes, and the trip from Cleveland means a pleasant daylight ride through Lake Erie and the Detroit River or a cool all-night journey in a floating palace. The return rates from Cleveland are \$2.00. In connection with this matter a glance at the regular tariff sheets of any of the lines will show that the Pythian rates are the lowest ever offered to excursionists. The General Committee and the people of Detroit combined to give every opportunity for a good time, and these water excursions are to be a feature which will, we hope, prove a long remembered part of the great convention and encampment.

Those who come by rail will find time for a day on the water, either up through the St. Clair River and the Flats, or down to Put-in Bay, Sandusky, Toledo or Cleveland, and those who do not desire the longer excursions can visit the famous Fighting Island, the scene of many Indian wars, eight miles below Detroit, Grosse Isle, 18 miles down the river, famous in the early history of Michigan, Bois Blanc