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William J. Kerr

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Michigan at the National Educational Association

D. W. Springer

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Please call the attention of your
teachers to the Boston meeting. It will
probably prove the most successful meet-
ing in the history of the N. E. A.

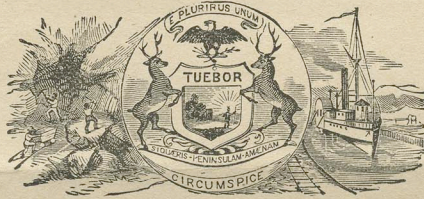
Urge the teachers to go.

D. W. Springer,

State Director.

MICHIGAN
AT THE
National Educational Association

BOSTON



JULY 6--10,
1903.



MICHIGAN now has an active membership of 169, which is only exceeded by the states of Illinois, New York and Ohio. It is expected that the 42nd meeting, to be held in Boston, will be the largest in the history of the association.

Programs of the meeting can be secured by writing *Dr. Irwin Shepard, Sec'y N. E. A., Winona, Minn.*

Railway Rates will be one fare plus \$2.00 for the round trip. The \$2.00 pays for membership in the association for the coming year and entitles the holder to a copy of the volume of proceedings.

Tickets will be on sale in Michigan July 2, 3, 4 & 5. Tickets will be good for returning not earlier than July 8 nor later than July 12 upon validation by the Joint Railway Agent in Boston, except that tickets may be extended for return until September 1 by depositing them with the Joint Railway Agent before 6 o'clock P. M., July 11.

Stop-overs will be granted at various points in Canada, at Niagara Falls, Montreal, Portland, Philadelphia, Baltimore, and Washington, D. C., on both the going trip, within transit limits, and on the returning trip under such provisions for deposit and limitations of time as may be announced by the various lines in interest.

Registration and Assignment Headquarters will be in the Walker Building, Copley Square. It is not intended to assign rooms in private houses in advance. Only those who register as members and obtain membership certificates and badges will be entitled to assignment to accommodations, admission to meetings, special entertainments, reduced rates, souvenir guide books, and other privileges provided and obtained for members by the Local Executive Committee.

Michigan and Wisconsin will have their headquarters at *The Lenox, Boylston Street*, a very desirable location. European Plan—accommodations for 250. One in room without bath, \$1.50; with bath, \$2.50. Two in room without bath, \$3.00; with bath, \$3.50 and upwards. Room with two single beds and bath, \$4.00 and upwards. Two persons in parlor, chamber and bath, \$6.00 and upwards. All who intend to secure rooms at this hotel should make an early application. Don't forget to register on arrival and get a Michigan badge.

Active Members will meet at the headquarters Tuesday morning at nine o'clock for the purpose of selecting a member of the Nominating Committee.

Local Excursions will be numerous. The special Excursion Committee will issue a bulletin giving full particulars of all local excursions with time tables, rates, etc. Copies of this bulletin will be sent on application to the N. E. A. Excursion Committee, No. 14 Somerset St., Boston.

Information as to after convention excursions not now ready for publication can be obtained on application to EDWARD R. WARREN, Secretary, Local Executive Committee, N. E. A., Room 701, No. 60 State Street, Boston, Mass.

Railway Routes are indicated in the following pages. There is no official route but each line expects to have a Michigan party. Write the representatives named for particulars.

The Outlook for a large attendance from Michigan is good. Boston is rich with historical places of interest. No effort is being spared by the local committee to provide for the comfort and welfare of all who attend. Join the crowd.

Any further information will be cheerfully given by State Committee, D. W. SPRINGER, Ann Arbor; SUPT. W. C. MARTINDALE, Detroit; HON. H. R. PATTENGILL, Lansing; HON. DELOS FALL, Albion; SUPT. E. E. FERGUSON, Saulte St Marie.

Michigan Central Railroad.

For the National Educational Association Meeting, Boston, the Michigan Central "The Niagara Falls Route," has authorized the following arrangements:

RATE—One fare for the round trip plus two dollars, membership coupon; tickets on sale July 2, 3, 4, and 5.

RETURN LIMIT—Tickets will be good returning without deposit leaving Boston not earlier than July 8th nor later than July 12th, when executed by joint agent, for which a fee of 25 cents will be collected at time of execution.

EXTENSION OF RETURN LIMIT—By deposit of ticket with joint agent not earlier than July 7th nor later than July 11th, and payment of fee of 50 cents at time of deposit, an extension of return limit to and including but not later than September 1st can be secured.

JOINT AGENCY—Joint Agent's office will be located in Walker Building, corner Boylston and Clarendon streets, and will be open from 8:00 a. m. to 6:00 p. m. week days, and from 4:00 p. m. to 7:00 p. m. Sundays.

ROUTES—Tickets will be sold going and returning via direct routes, Michigan Central via Niagara Falls and Buffalo, New York Central to Albany, Boston & Albany to Boston.

Michigan Central and New York Central to New York, N. Y. N. H. & H. to Springfield, B. & A. to Boston, also by the same route to New York, thence N. Y. N. H. & H. to Boston, also via Fall River Line to Fall River, thence N. Y. N. H. & H. to Boston.

Michigan Central and New York Central, Rutland Railway, and Boston & Maine to Boston (through the White Mountains.)

Michigan Central and New York Central to Clayton, R. & O. N. Co.'s steamer to Montreal, Rutland Railway to Bellows Falls, Boston & Maine to Boston, returning via all rail route thro Bellows Falls, Norwood and Niagara Falls.

Tickets will be acceptable in either direction between Detroit and Buffalo via Detroit & Buffalo and Erie & Western Transportation Companies' boats, and will also be accepted on the Hudson River day or night line boats between Albany and New York. The rate via the St. Lawrence River Route will be \$3.50 higher than via other routes. Meals and berths where boat lines are used are extra.

STOP-OVERS—Will be allowed at Detroit and Niagara Falls for a period not exceeding ten days. Passengers must reach Boston, however, before July 7th in time to have tickets executed for return passage. Stop-over on return trip for ten days at these points has also been provided for, within limitation of ticket. Stop-over at New York on the return trip only provided ticket has been validated by joint agent at Boston and is deposited with joint agent at New York on arrival and on payment of fee of one dollar.

SIDE TRIPS—Via Canadian Pacific and R. & O. N. Co. and via Quebec and Lake St. John Railway from Montreal and Quebec have been arranged for at greatly reduced rates.

SOUVENIR—The Michigan Central has in press a quaint souvenir of the Boston N. E. A. Convention, containing interesting accounts of Boston from Morary's Dictionary, 1694; Morse's Gazetteer, etc., and illustrated with fac-simile cuts from the New England Primer, Goodrich's History of the United States, Snow's Boston, etc. They send it for a red stamp.

With its four trains to Boston and five trains to New York in each direction, with perfect sleeping car and dining car service, the Michigan Central with its many interesting points enroute, forms one of the most desirable lines of travel. For detailed particulars, write Jos. S. Hall, D. P. A., Detroit.

Tickets Honored on Lake Steamers.

Tickets reading via Wabash, Michigan Central and Grand Trunk Railways between Detroit and Buffalo will be honored for passage, subject to local regulations, via the Detroit & Buffalo Steamboat Co. upon presentation of tickets to Purser's of steamers. Steamers leave Detroit daily at 4 p. m., arriving at Buffalo at 7:30 a. m., and leave Buffalo daily at 5:30 p. m., eastern time, arriving at Detroit at 7:30 a. m.

Our steamers leave Detroit and Buffalo almost simultaneously at an early hour every evening and reach their destination before breakfast, taking the traveler over a nearly air line route. Sick and tired of the prospect of rail riding in the hot months, habitual travelers invariably forsake the cars for these steamers.

Music is a provision on every trip on steamers Eastern and Western States. Each steamer has the service of its own orchestra.

With the Detroit & Buffalo Steamboat Company safety, comfort and speed are the prime considerations. The two steamers are of steel, new, constructed in the strongest possible manner, propelled by powerful engines, and are the largest and fastest side-wheelers on the lakes.

In the construction and subsequent operation of these splendid steamers every device that human ingenuity has suggested, after practical test, has been placed in use. From stem to stern, from wheel to wheel they are, to use an expressive street phrase, "up-to-date."

The extraordinary service of D. & B. Line has placed the route in the front rank of that comparatively small array of trunk lines to which travelers of experience look forward with anticipations. The distance is 285 miles, and as the steamers can attain a speed of twenty-one miles an hour, they form a positive daily link between the evening and the earliest morning trains, thereby creating the shortest, cheapest and most delightful route between far distant cities of Michigan, New York and New England states. Steady travelers, usually confined to hot, dusty, noisy rail cars always avail themselves of the charming quiet, cool fresh air and luxury of a full night's rest afforded by this water route.

The hours of arrival and departure of the night boats are seasonable, those who desire a long and unbroken night's rest need have no fears of being disturbed. State rooms are given out all the evening, and passengers are not awakened in the morning, except by their own orders. Tickets are collected at the gangway on leaving the steamer. During the hot summer weather, few feel interested in these questions, but instead seem only intent on absorbing as much as possible of the pure, life-giving lake breeze, for which they have been longing.

When Detroit River is reached, the early risers are rewarded by a twenty-mile panorama, which, in its own charming way, has no equal in America. The river is from one to three miles wide and has a rapid current of dark green water whose purity is unsurpassed by any mountain lake. This mighty current is as peaceful and even tempered as could be desired. The level never varies more than two feet and that extremely results from many months of unseasonable weather. About twenty islands line the channel banks, some so large as to pass for part of the main land. Grosse Ile, the largest, contains thousands of acres. Both the islands and the main shores are high and dry. The land is laid out in vast sloping meadows, groves and orchards, and wealthy men are rapidly occupying available spots with handsome villas.

A. A. Schantz, General Passenger Traffic Manager, Detroit, will be glad to answer any inquiries as to water routes.

Pere Marquette Railroad.

To the Michigan teachers who contemplate the trip to Boston in July, the Pere Marquette Railroad offers through ticketing arrangements at rates which will be announced later. Tickets will be sold from all stations on the Pere Marquette, via Detroit or Port Huron, and with choice of route through either gateway left to the choice of purchaser. The routes included will be via Niagara Falls, or Montreal, or the boat lines through the St. Lawrence River and the Thousand Islands. For a small additional sum over the cost of the regular ticket, the purchaser may go via New York City. In fact, there are a number of attractive routes, full information of which, together with cost of tickets, sleeping and parlor car reservations, may be secured by inquiry at the ticket offices of this company, or by addressing the General Passenger Agent, H. F. Moeller, Detroit, Mich.

Canadian Pacific Railway.

When the late George Howland was superintendent of public schools in Chicago, the writer met him on a busy day in Bonsecours market, Montreal.

"What are you doing here?" I inquired, after greetings, as I had run up from New York and was surprised to meet him in the famous old market by the river's side.

"Well sir," said he, 'I am down in this country to see 'de habitant' and to enjoy a restful and romantic visit. I have been as far down the St. Lawrence as Father Point and am working back through the Thousand Islands to Kingston, where I go to meet my old friend, Principal Grant, of Queen's College. Come with me to the Chateau de Ramezay, once the home of the early Canadian governors, where we may inspect its historic treasures and learn again the story of Marquette, Joliette, Hennepin and LaSalle, the Christian explorers of our Western country."

And so together we went to the Chateau, visiting on our way the odd old church of Our Lady of Bonsecours, first occupied in 1657. We visited, too, the church of Notre Dame de Lourdes, famous for its frescoes and tower view across the picturesque country. Three days we spent in Montreal, taking in the churches, including the famous house of worship of the Jesuits, St. James, large and grand, and, as nearly as possible, a reproduction upon a smaller scale, of St. Peter's at Rome. Here and there around the city we read the historical tablets, each possessing its own degree of interest. From Montreal we returned to Quebec, more quaint and wondrous still, with its Plains of Abraham, the Wolfe monument, the Chateau Frontenac, Citidal and Dufferin Terrace, Laval University and Seminary of Quebec, the gates of the city, Martello Towers, parliament buildings, art museums (religious and secular) with their Rosas, Teniers, Van Dykes and other treasures. Our side trips from Quebec embraced the Shrine of Ste. Anne de Beaupre, for centuries the rendezvous of pilgrims—the halt, the sick and the blind—the falls of Montmorency and other points of interest.

Thus together we spent our vacation, Mr. Howland returning to Toronto by the St. Lawrence and Lake Ontario and to Chicago by rail, while I continued eastward to Boston.

As an ideal summer outing, the route from Detroit eastward through Canada and thence to Boston presents many charming scenic and other advantages. These include the short and picturesque side trips from the line of the Canadian Pacific Railway. Once over the Detroit river, and beyond Windsor, "Detroit's Canadian Suburb," one passes through an ideal agricultural section, presenting up-to-date cities and towns as diverting settings, with London, on the Thames, in Middlesex county, to remind one of the world's metropolises. Speeding towards Toronto the river Avon is crossed. Toronto, which is said to be one of the most beautiful cities of its size in America, is reached. It has many educational institutions, including the University of Toronto in affiliation with old Oxford.

From Toronto, Niagara Falls may be reached by lake or rail, either route occupying only a few hours, and then from Toronto one can proceed to Montreal by Lake Ontario and the St. Lawrence river, or by rail, or if preferred, rail may be used as far as Kingston. By the water route from Kingston one passes through the St. Lawrence and the Thousand Islands, presenting views of the Pullman and other palatial island summer homes, with Brockville, Ogdensburg, Alexandria Bay, and other charming cities showing themselves to the gaze of the traveler. Eastward the several rapids are run, including the Galops, Long Sault, Coteau, Cedar, Split Rock, Cascade and Lachine, so named by an early explorer who believed that in the St. Lawrence he had found the way to China (La Chine).

Ottawa, the picturesque capital of Canada, is easily reached from the Toronto-Montreal route either on the going or returning trip, an hour or two landing the tourist on Parliament hill, a height of land far above the famous Chaudiere Falls across the way from the quaint old French-Canadian city of Hull with its busy lumber mills and kindred industries. From Ottawa one may proceed to Montreal by rail or river.

Boston may be reached from Montreal by the route through the hilly sections of Vermont, touching Newport at the southern arm of Lake Memphremagog and following the Passumpsic river, taking in romantic sections of the Green Mountains, at the same time crossing and re-crossing the Passumpsic, later enjoying the route which divides the tributaries of the Connecticut and descending into the bewitching Merrimack valley, the gorge of Baker's river at the headwaters of the Pemigewasset. Through New Hampshire the route is through picturesque regions past Winnepesaukee river to Concord, New Hampshire's state capital. On the way are the cotton factory centers of Nashua and Lowell and then—Boston!

Back again to Montreal and then come the "side jaunts" to such typical French-Canadian points as Ste. Agathe, St. Faustin, St. Jovite and Labelle in the Laurentian mountains; Shawinigan Falls, Roberval and Chicoutimi from Quebec by rail, returning from Chicoutimi down the Saguenay River by boat to Quebec, Ste. Anne de Beaupre, Montmorency Falls and other places. The visitor may run on by rail from Quebec to Montmorency Falls or the Shrine at Ste. Anne de Beaupre for a few cents.

A. C. Shaw, 228 S. Clark St., Chicago, or E. C. Oviatt, 363 Lake Ave., Battle Creek, will be glad to furnish further particulars as to the Canadian Pacific route.

Upper Peninsula Delegations.

Teachers and their friends in the Upper Peninsula of Michigan can obtain all needed information as to routes of travel from the local railroad officials or by writing G. W. Hibbard, G. P. A., Duluth, South Shore & Atlantic Railway, Marquette, Mich., or W. R. Callaway, G. P. A., Minneapolis, St. Paul & Sault Ste. Marie Railway, Minneapolis, Minn.

Grand Trunk Railway System.

As a summer route to Boston the Grand Trunk Railway System is unexcelled. Passing through the Detroit or Port Huron Gateways the route lays through the Provinces of Ontario and Quebec to Montreal touching the cities of London, Hamilton, Toronto and the beautiful cities along the north shore of Lake Ontario. At Kingston the passengers may leave the train and enjoy the delightful steamboat trip through the Thousand Islands and the Rapids of the St. Lawrence River to Montreal for a slightly higher fare. The steamers leave Kingston at 6 a. m. and arrive at Montreal at 6:30 p. m., breakfast and dinner being served aboard. The Grand Trunk Railway is the direct connection of the Richlieu & Ontario Navigation Company's steamers and those desiring to take this trip should see that their tickets read via Grand Trunk to Kingston. A fast train leaves Toronto at 10 p. m. daily carrying Pullman sleeper to Kingston wharf.

Side trips may be made from Hamilton or Toronto to Niagara Falls and from Montreal by rail or steamer and to the ancient City of Quebec at greatly reduced rates. From Montreal passengers may continue on to Boston via the Short Line, viz., Grand-Trunk, Central Vermont and Boston & Maine Railways, or via the Main Line through the far-famed White Mountains of New Hampshire to Portland, Maine, thence via Boston and Maine railway or Steamship Company to Boston.

In addition to the above the Grand Trunk has arranged for a number of attractive routes through New England, taking in the St. Lawrence River trip if desired, returning all rail through Canada. An arrangement has also been made whereby passengers can return by diverse routes through New York, Niagara Falls and other Eastern Gateways. The fare in this case will be considerable higher and passengers must assert their intentions as to return routes at time of purchase of tickets.

The scenery all along the line is very fine, particularly along the St. Lawrence River and through the White Mountains enroute to Portland.

As an educational trip it cannot be surpassed. The novelties of passing through His Majesty's domain, Ontario and Quebec, shooting the rapids of the St. Lawrence by steamboat, a stop-over at the city of Montreal with its many impressive sights, a trip to the old French capital, Quebec City, and a ride through the grand old mountains of New England are among the attractions offered. The train service is modern and strictly up to date comprising vestibuled trains, fine day coaches, parlor cafe cars, dining cars and Pullman sleeping cars. On the return trip you will find regular through car service from Boston to Portland via the Grand Trunk.

Particular pains will be taken to accommodate the members of the National Educational Association and to make the trip to the National Convention a pleasant one, ever to be remembered.

For time-tables, rates, description pamphlets and further information apply to GEO. W. VAUX, Ass't. Gen'l P. and T. Agent, Chicago, Ill; C. C. CRAIGIE, Traveling Passenger Agent, 124 Woodward Ave., Detroit, Mich.

The Wabash Railway.

The Wabash has the following routes to Boston:

1. By way of Detroit and Niagara Falls to Buffalo; thence via the West Shore to Rotterdam Junction, N. Y.; and thence to Boston via the Fitchburg Division of the Boston and Maine—the Hoosac Tunnel Route. Return same way.

2. By way of Detroit and Niagara Falls to Buffalo; thence to New York via the West Shore Ry.; and New York to Boston via the New York, New Haven, and Hartford R. R., or the Fall River Line steamers. Return same route.

Passengers have the option of using the Hudson River Day Line Steamers from Albany to New York without additional charge.

3. Same as above, using the Lehigh Valley Railroad from Buffalo to New York. Return same route.

4. Same as above, using the Delaware, Lackawanna & Western Railroad from Buffalo to New York. Return same route.

5. Same as above, using the Erie Railroad from Buffalo to New York. Return same route.

6. By way of Detroit to Suspension Bridge, N. Y.; thence via the New York Central Ry. to Oswego; thence to New York via the New York, Ontario & Western Ry; New to Boston via rail or the Fall River Line steamers. Return same route.

All tickets reading via Niagara Falls are good for stop-over privileges there in either or both directions without extra charge.

Several hours can be profitably spent in viewing this great natural wonder.

As stated elsewhere, the excursion tickets via the West Shore and New York City are good via the Hudson River Day Line Steamers between Albany and New York in either direction, without additional fare.

It is expected that this feature of the trip will prove very attractive. The Hudson is one of the finest rivers in the world, and the ride from Albany to New York is a continuous panorama of magnificent views.

Passengers holding tickets via New York and the Fall River Line will find the voyage from New York to Boston a most refreshing experience.

The Fall River Line Steamers leave New York City daily except Sundays, from Pier 19, North River, foot of Warren street, at 5:30 p. m.; due Newport at 4:45 a. m.; leave Newport, 3:45 a. m.; arrive Boston (via express trains from Steamboat Wharf, Fall River) at 7:00 and 8:00 a. m.

A distinctive feature of Wabash equipment is its famous Free Reclining Chair Cars. The Wabash is the only line between Detroit, Niagara Falls and the East that owns and operates this popular style of railroad cars, which are indeed a model of comfort, convenience and economy to the traveling public. The chairs, which are entirely free to passengers, may, by the touch of a spring, be placed in any desired position, from a comfortable parlor chair to a perfect couch. Many passengers prefer these cars to sleepers for night journeys, and for day trips they are the most comfortable and convenient that can be devised. Free Reclining Chair Cars will be found on all Wabash trains. See that your ticket reads via the Wabash, from Detroit to Boston, and secure the advantages offered by this line.

If you are thinking of spending the summer in Europe, write F. A. PALMER, Assistant G. P. A., Wabash R. R., 97 Adams St., Chicago, for full particulars of a College Extension European Tour to be run in connection with the N. E. A. excursion tickets to Boston.

For detailed particulars write R. S. GREENWOOD, Michigan Passenger Agent, 97 Adams St., Chicago.