

AVERAGE WEEKLY CIRCULATION
—OF—
THE TIMES
For the Year Ending Dec. 1, 1892,
2,406 COPIES.

THE TIMES

RENEW YOUR SUBSCRIPTION
—FOR—
THE TIMES
AT ONCE.

VOL. XIII, NO. 45

OWOSSO, MICH., JANUARY 20, 1893.

WHOLE NO. 669



WE WISH TO BE ALIVE

When the Spring Flowers
Bloom Again,

and so we propose to keep in good trim
by vigorous exercise

In Pushing Trade Ahead of us
This Nice Cold Weather.

You want Music in your homes these
long winter evenings. But taxes and
Christmas have pulled on the pocket-
book, and we must and will make
special inducements in prices and terms
to keep trade alive. A big stock of

PIANOS, ORGANS

AND

SEWING MACHINES

To select from.

COME AND SEE US.

Mich. S. M. & Co.

GEO. H. WARREN

COMMENCING MONDAY, JAN.
23, FOR ONE WEEK, I WILL
SELL APRON CHECK GING-
HAMS AT **4c** PER YARD.

GEO. H. WARREN

122 West Exchange St.,

OWOSSO, MICH.

WALL PAPER TRUST,

Just as You See it Advertised?
YES,

it is true, there is a combination of Wall Paper
manufacturers which will raise the
price of Wall Paper

25 PER CENT

To many Dealers who are not in the Trust.

WE HAPPEN TO BE IN THE TRUST!

It takes time, trouble and money to get there, but it pays
in the end, on account of the bargains we are thus able to give
our customers by selling them new goods and new styles as
cheap as Dealers not in the Trust can sell old goods.

C. W. LORING.

Butterick Patterns!
School Books!
Window Shades!

WALL PAPERS FOR 1893.

Paper Hangers Furnished When Desired.

H. W. MANN,

112 W. MAIN ST.

OWOSSO, MICH.

The Dying Doctor.

"Steady! go slow, my bonnie mare—
The road is rough, and overhead
Clouds low; the weather is not fair.
And you and I should be in bed.
Whoop! You go too fast a gait!
We'll get there soon. The night I know
Is wild and rainy, and 'twas late
The call came, bonnie—whoop! go slow.

Slower! I say. The deep'ning shade
Of night hangs like a darksome pall.
And, though I knew the way, you jade!
Go slow! I cannot see at all.
Well, do your best. While I can hear
The purring sulky wheels go 'round,
I'll trust your eyes, and never fear.
For they, I know, are good and sound.

What need I fear on such a night,
Or such a road? I've ridden miles enough
On nights like this—no stars in sight—
To almost span the earth; and rough
The weather seemed. But oh, I'm cold,
So cold tonight. I should have staid
Perhaps—as I am growing old—
At home. Move on, my bonnie maid!

This gait would suit me once, but now
My eyes seem growing dim; and still
The mare seems well, and is not slow;
To pick the road, or climb a hill.
'Tis inky dark tonight, and tho'
I cannot see my hand before
My face, that mare, I surely know
Will keep the road. Ah! she's a goer!

Go on my beauty! I don't hear
The patter of your hoofs, and yet
I know that we are flying. Queer
That I don't see the lights! My pet,
Go on! go on! We'll soon be there.
And then, warmth, and a light will come.
Go on! go on! my bonnie mare!
Aha! A light! We're home! We're home!
—E. B. Ward in American Lancet.
Lansburg, Mich., Dec. 15.

North Venice.

Nearly every one is making good use of
the sleighing—Quarterly meeting of the
M. E. church was held at Judd's Corners,
last Sunday. A good many from this way
attended—Some of the boys of this place
attended the fox hunt on Saturday last.
They did not have very good success and
think they will not try it again—Eli Par-
donnet, of Redford, has been visiting Ed.
Compton, of this place—Reuben Chapin
has been on the sick list but is now slowly
improving.

Judd's Corners.

S. D. Meserull and family, of Milford,
visited friends here last week—Dr. Hol-
comb has a new patient. It is a boy—
John Sheldon has sold his farm to Alphonse
Reed, and will move into town in the spring.
Mr. Reed had secured a position in Owosso,
but will move on his new farm in the spring
—Mrs. J. E. Steinhoff is on the sick list
—Mrs. George Markham is visiting rela-
tives in Oakland county—George Poyer
returned home from the northern part of
the state last week. He reports very cold
weather there—A large sleigh load of
young folks attended the West church Sun-
day night.

Maple River.

Channey Reynolds entertained a sleigh-
load of young people from the Owosso
high school last Friday evening—Mrs.
Riley, who lives with her daughter, Mrs.
Wm. Flynn, is seriously ill—A load of
fourteen young people from Owosso, came
out to enjoy the sleighing on Tuesday night
of last week and spent the evening with Mr.
and Mrs. W. Clark—Miss Ole Cook is ill
this week, suffering from La Grippe—
Miss Etta Ellis entertained the "Owos" last
Saturday evening. The meeting was an
unusually good one and the evening was
pleasantly passed, fine music being fur-
nished by H. C. Moore with the cornet, and
violin accompanied by his sister, Miss
Moore at the piano—An oyster supper
will be held at the home of P. B. Reynolds
Friday evening next, for raising money to
purchase singing books for the S. S. Every
one most cordially invited to attend—Miss
Nellie Bartlett was sick last week with a
severe cold and had throat, which almost
resulted in diphtheria—Wm. Crook has re-
cently purchased a fine new Portland cut-
ter. It is elegant—Irvin Watson, little
son of Eugene Watson, is very sick—Miss
Dollie Pugsley is spending the winter at
home with her parents—Reading
Circle, composed of quite a number of the
young people of M. R. has been formed
and its second meeting was held Tuesday
evening with Hudson Sheldon—Perry
Duffey who has been afflicted with the grip
is recovering.

The Newspaper Man.

The following experience of a newspaper
man, taken from the Albuquerque Citizen
will be met with a sympathetic response in
the hearts of many readers. The writer was
evidently suffering from a severe attack of
the blues and the way he sums up his trials
and tribulations is, to say the least, very in-
teresting:

"A newspaper man has no business to
sulk office. It is his business to try and get
office for the other fellow; to sound the
praises of the candidate and keep quiet his
own feelings; to whoop her up for his man
and let his man forget all about him when
he is elected; to defend his candidate against
the unjust attacks of the opposition, and see
whatever favors his candidate has to bestow
goes to the other fellow. It is his business
to boom the city for all it is worth month
after month, and see \$100 worth of printing
go out of the city because ten cents can be
saved in doing so. It is the business of the
newspaper to give every enterprise a fre-
quent 'send-off' and then catch sheep be-
cause he had failed to record the fact that
some prominent citizen had his delivery
wagon painted. To subscribe liberally to
every public, charitable and church enter-
tainment, advertise them for nothing, pay
his own way to everything and then be
called prejudiced and mean spirited because
a column is not devoted to that particular
affair. Do you wonder that there are many
cranks in the newspaper business? It is
bound to make either a crank or a philoso-
pher out of a man."

Bennington.

Last Saturday evening a jolly sleighing
party from Owosso, drove up to the resi-
dence of C. F. Swayze, Bennington, to sur-
prise Miss Fairbank, teacher at Bennington
school No. 1. The evening was spent with
various games and amusements, and after
refreshments were served, all started for
home having spent one of the most enjoy-
able evenings of the season.

Stock Notes.

It is claimed that the Jerome Eddy filly
Stella 2:25, will be one of the sensational
three-year-old pacers of 1893. She showed
a mile in a race last year in 2:15 1/4, and
is a first-class actor in company.

Sutherland & Benjamin, Saginaw, Mich.,
have sold to Caldwell & Everett, Chicago,
Ill., the bay filly Kitty Fisher, by Sphinx,
dam Maggie Fisher by Byerly Abdallah, to
Henry Hand, Shenandoah, Ia., the bay colt
foaled 1891 by Sphinx, dam Lou Rowell dam
of Kate Rowell 2:29 1/4, and granddam of
Sensorium 2:38.

Vernon.

Mrs. Cook, of Owosso, visited here this
week—Chandler Kinsman and Viola
Brown, both formerly of this place, were
married about a week ago in Tennessee.
The couple will make Vernon their home—
Miss Grace Caruthers expects to com-
mence school at Ann Arbor soon—A num-
ber of Vernon and Venice people listened
to Bishop Nide at Owosso on Sunday
evening—George Minto and wife, of
Milan visited at Mrs. W. Wilkinson's this
week—H. B. McLaughlin was away on
business the first of the week—The first
lecture of the course will be given on Fri-
day evening by Morgan Wood of Detroit, at
Nichols' Hall—Miss Kate Paine is out of
school this week on account of sickness—
S. E. Sheldon left for Ann Arbor Saturday
—The center of the fox hunt which will
take place on Wednesday, is on W. Cole's
farm—Mrs. L. L. Suer was at Owosso the
first of the week—A. T. Scranton has a
felon on his finger—An infant child of
Mr. and Mrs. A. Craft, living one mile
south of here, died on Sunday—A. Garri-
son was in Detroit the last of the week—
C. Stewart and wife are visiting out of town
—A number of our people are attending the
meetings at Venice—N. Strong has a
carbunkle on his hand.

Board of Supervisors.

The January session of the Board as-
sembled on the 3d, with seventeen super-
visors in attendance.
The chairman appointed Suprs. Baldwin,
Kay and Green a special committee to in-
vestigate and report on the official bonds of
the sheriff, treasurer and other officers.
The chairman appointed as a committee
on accounts allowed, Suprs. Loyne, Stan-
lake and Morris. This committee com-
pares orders drawn with accounts allowed.
The resolution passed at the October ses-
sion, authorizing the Clerk to have copies of
the printed proceedings of the board bound
up, was rescinded.
The committee on public buildings re-
ported the cost of wiring the building for
electric lights was \$297 65.
The committee to whom was referred the
bonds of W. E. Jacobs, sheriff, in the sum
of \$10,000, with George T. Miller, George
Harmon and Myron Hanchett as sureties,
Duane C. Cooper, county clerk, in the sum
of \$2,000, with Preston B. Reynolds and
George A. Cooper as sureties, George D.
Mason, treasurer, in the sum of \$80,000,
with Arthur Garrison, John Driscoll, George
T. Mason, Elihu W. Mason, William H.
Mason, M. L. Stewart and John Stewart as
sureties, George W. Clough, corner, with
Francis W. Kent and Matthew P. Towsey
as sureties, Hiram Monroe, corner, with S.
F. Smith and J. M. Terbusch as sureties,
and D. C. Cooper, register in chancery, with
E. O. Place and L. C. Cooper as sureties,
were reported in proper form with ample
security. The same were all approved.

The committee on records in the county
clerk's office reported that the clerk had
collected \$163 in fine, juror, reporter and en-
try fees and had paid same to treasurer. Also,
that the clerk had issued sparrow orders
from October 1 to Dec. 30, to the amount of
\$309.15.

The salary of the probate register for the
next four years was fixed at the sum of \$300
annually.

The accounts of Geo. T. Mason, county
drain commissioner, for \$182.91, and H. A.
Mason for copying, \$77.90, were allowed.

The committee on abstracts reported that
the register of d-e-ds had received \$6.75 from
non-resident abstracts since Oct. 5, one-half
of which had been paid to the county treas-
urer.

The county treasurer reported the balance
on hand at date of last report to have been
\$19,436.05; balance on hand Jan. 1, 1893,
\$1,953.49. The committee on settlement
with treasurer reported everything to be cor-
rect.

The account of the Cornua Journal and
Independent of \$158.70 for printing the pro-
ceedings of the October session of the Board
was referred back without recommendation.
Supr. Peacock moved to allow same.
Supr. Horsman moved to lay account on
table, lost. Supr. Baldwin moved as an
amendment that account be allowed at
\$80.90. Supr. Henderson moved as a sub-
stitute that the consideration of the account
be made a special order for 10 o'clock Tues-
day, carried. On motion the clerk appointed
Suprs. Shepard and Wing as a commit-
tee to count the folios of the proceedings.

The committee subsequently reported the
number of folios to be 373 at 20 cents per
folio, \$74.60; number of pages in book 45 at
25 cts., \$11.50—total \$86.10. Supr. Bal-
dwin moved that the account be allowed at
\$86.10. Supr. Chandler moved as an amend-
ment that the account be allowed at \$147.30,
lost, ayes 7, nays 13. Supr. Johnson
moved to allow account at \$125, lost, ayes
11, nays 11. Supr. Johnson moved that
another vote be taken on the question, car-
ried. Supr. Baldwin moved that the bill be
made special order for afternoon session at
2 o'clock. Subsequently the bill was taken
up and on motion of Supr. Horsman allowed
at \$86.10—a saving to the county from the
original bill of \$72.60.

It is not what its proprietors say but what
Hood's Sarsaparilla does that tells the story
of its merit, Hood's Sarsaparilla cures.

Highest of all in Leavening Power.—Latest U. S. Gov't Report.

Royal Baking Powder

ABSOLUTELY PURE

Patrons of Industry.

The annual State meeting of the grand
association of the Patrons of Industry will
be held in this city next week, beginning
Tuesday. Quite a number of delegates are
expected to be in attendance. The meetings
will be held in the Spiritualist's hall over
The Times office. The report of the State
secretary shows a membership of over
10,000 in the State, divided among 500 local
associations. Secretary Bailey says the
order is in a flourishing condition generally
and predicts that the convention will indorse
the tax law of 1891 and the Washburn an-
tipion law and declare for the election of
United States senators by the people.

The Smead System.

The board of education on Wednesday
made a final examination of the Smead sys-
tem of heating and ventilating at the second
ward school building before formally ac-
cepting the same from the Smead Co. The
board extended an invitation to the board of
health and representatives of the city press
to be present. The entire system was found
to be in excellent working order, the rooms
being easily heated to 75 degrees. The rep-
resentative of the company, Mr. Kitchen,
in an examination the day previous found a
defect (the fault of others than the company)
in one of the flues, letting in cold air, which
explains why one room in this building was
cold on Monday. This was repaired and
then every thing worked to the satisfaction
of all.

Byron.

J. D. Royce was in Lansing, Wednesday
—R. M. Tubbs went to Bay City on Fri-
day—Dr. Matthews, of Gaines, was in
town on Wednesday—Miss Della Green-
away, of Fowlerville, visited at W. E.
Close's the first of the week—Mrs. Frank
Hunt was called to Lansing this week on
account of the sickness of her sister, Miss
Zella Rowell—Dr. F. S. Ruggles visited
Morris on Sunday—About fifty of the
young people visited Lottie Eddy on Fri-
day evening last, for a surprise and a most
enjoyable time is reported—John Wil-
liams, of Grand Rapids, and Fred Williams,
of Indiana have been called to Byron on
account of the illness of their father, J.
D. Williams—Miss Bertha Carmer, of
Ovid, is the guest of J. D. Royce and wife
—A company of young people went to
Linden last Friday night for a sleigh-ride—
John Orieh, who has been teaching in the
grammar room, resigned two weeks ago and
the vacancy has been filled by H. J. McEuen,
of Ovid.

Y. M. C. A. Items.

Gymnasium class meets each Wednesday
night at 7:30 o'clock, with E. E. Lohmes as
instructor. Members are entitled to in-
structions without extra charge.

Members who have books from the library
are requested to return them at once. A
new book case is being made, and the com-
mittee desire to re-catalogue all the books.

The young men's prayer meeting, which
is held at 8:30 o'clock Saturday night is a
meeting that is proving helpful to all who
attend, and all young men are welcome.
Mr. Filtebrown will lead the meeting Sat-
urday evening.

The famous Temple Quartet Concert Co.,
of Boston, with Miss Fay Davis, recitation-
ist, appears in the lecture course Monday
evening, Feb. 6th.

Mr. H. M. Filtebrown, assistant state
secretary of the Y. M. C. A. will spend
next Sunday in this city, and conduct the
men's meeting in the Y. M. C. A. hall at
4 o'clock.

Probate Court.

In the Matter of Ivie M. Whitney, a
minor: H. B. Gates, released by said minor
as her guardian. Guardian discharged.

Estate of Henry F. Leffingwell, deceased:
Commissioner's warrant and report in dower
filed.

In the Matter of Winfield N. and Mabel
N. Macquenn, minors, License granted
Charles Calkins, guardian, to sell real estate
of said minors.

Estate of Bertha Bleuth, deceased: Hear-
ing in the matter of the probate of the will
of deceased adjourned to Tuesday, January
17th.

Estate of John Painter, deceased: Will
admitted to probate; Jesse Painter, executor
in said will named. Henry Olney and Will-
iam Brooks, appraisers.

Estate of Benjamin T. Bowden, deceased:
Final accounts of Calvin M. Craig, adminis-
trator, allowed, and administrator discharg-
ed.

In the Matter of Nancy M. West, an in-
competent person: Moses W. West, ap-
pointed guardian; William H. Bigelow and
Frank Peacock, appraisers.

In the Matter of Elsie L. Painter, a minor:
Said minor appeared in open court and
nominated Jesse Painter to be his guardian.

Estate of Calvin Hickey, deceased: Wil-
liam McKinney, administrator, renders his
final account, and is discharged by the
Court.

In the Matter of Edwin H. and Mildred
L. Huxley, minors: Said minors being
over the age of fourteen years, appeared in
open court and nominated Clayton Johnson
to be their guardian.

KATHERINE E. KELSEY,
Probate Register.

Edwardsburg business places will here-
after close at 5 p. m.

LAKE TRANSPORTATION IN MID- WINTER.

How—The T. & A. Ry. Boats Carry
Long Freight Trains Across Lake
Michigan.

Anything that tends to build up the traffic
of the Toledo, Ann Arbor & North Michi-
gan Railway is of interest to all our readers,
particularly those in Owosso, as an ex-
tension of the business of the road means an
increase of the number of employees, both on
the road and in the car shops. The recent
experiment of carrying long freight trains
across Lake Michigan in mid-winter over the
wild waves of the winter storms and through
the field of floating ice has so far proven a
marked success. The details of these
trips, taken from a Milwaukee paper, are
as follows: "Twenty-four cars are carried
on the boats each trip. The cars are easily
loaded, in fact, so rapidly does the work of
putting the cargo of railway rolling stock
go on, that in less than two hours from the
time the boat docks she is ready to leave
again. The cars are run down on the dock
tracks, at the end of which is a heavy apron.
When the Ann Arbor enters the harbor it
goes up the river until it comes opposite its
slip. Then, by the aid of its two stern
screws and single bow wheel, it turns its
stern toward the slip and backs to the docks.
The apron is dropped down so that the rails
thereon form a connecting link between the
tracks on the docks and those on the boat.
Heavy iron straps are then put on to make
practically impossible any movement of the
boat sufficiently to derail a car. Then the
cars are run on the ferry, six of them on each
of the four tracks. Wedges are used be-
tween the cars and the heavy timbers sup-
porting the upper deck, some of which are
located in the space separating the several
tracks. To make them more secure still,
blocks are put against the side of the out-
side cars, and by the use of jackscrews
placed against other timbers possibility of a
weaving of the cars is prevented. With
chains and irons passed over both trucks of
the cars and secured to staples in the floor
of the deck the car is kept from rolling on
its wheels, and then men are stationed on
the deck, to watch the cars, and if any of
the screws or toggle used to secure them
work loose they are immediately tightened,
and additional fastenings are used, if re-
quired. Thus the possibility of a movement
of the cars is removed as remotely as pos-
sible. This requires time, but not so much
as was anticipated. Yesterday the boat
arrived at 7:45 and at 9:45 it had discharged
its cargo of cars of coal and miscellaneous
wares, and had its twenty-four cars of flour
on the dock ready to leave her slip for the
lake. So rapidly can the boat be loaded in
this manner that the trip has been made from
Frankfort to Kewanee and back, including
the loading, in sixteen hours.

The Ann Arbor No. 2 arrived about ten
days ago and is now making regular trips
across the lake. She is a stronger built
boat than the No. 1, being better braced
and five feet longer. Both boats are seem-
ingly perfect in construction, good sailors
and easily handled. Whether they are suc-
cesses from a financial point of view de-
pend upon whether carrying cars that dis-
tance across water on boats costing \$200,000
each will pay. The company figures that
it costs \$2 per car to send on the ferry,
whereas it would cost \$7 the other way, be-
sides breaking bulk, which this avoids, one
of the principal advantages of the scheme.

The trains are made up at Frankfort im-
mediately on arrival, and are run through
without a break to New York. The boats
do their part of the work well, and make
good time for freights, spinning along at an
average of ten miles an hour. With the
three wheels they can be easily handled,
whether they have a rudder or not. Their
bow-wheels are of great advantage in ice
breaking, but Capt. Kelley thinks it has a
tendency to pull the nose to the starboard
somewhat, and this may have done its share
toward throwing the Ann Arbor vessel No. 1
out of her course imperceptibly.

They are expensive boats to run, about
thirty men are being employed on each boat.
It cost about \$10,000 to release the Ann
Arbor No. 1 from the sand bar on which
she was recently locked, but the boat is now
evidently not a dollar the worse for the
experience."

A visit to the T. & A. yards and depot at
almost any hour of the day or night will
enable our readers to see the long lines
of Minneapolis flour cars which are enabled
to pass through Owosso in seeking their
far eastern destination by reason of the en-
terprise of the Ashley's in putting into oper-
ation the big freight boats.

How—The T. & A. Ry. Boats Carry
Long Freight Trains Across Lake
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of the Toledo, Ann Arbor & North Michi-
gan Railway is of interest to all our readers,
particularly those in Owosso, as an ex-
tension of the business of the road means an
increase of the number of employees, both on
the road and in the car shops. The recent
experiment of carrying long freight trains
across Lake Michigan in mid-winter over the
wild waves of the winter storms and through
the field of floating ice has so far proven a
marked success. The details of these
trips, taken from a Milwaukee paper, are
as follows: "Twenty-four cars are carried
on the boats each trip. The cars are easily
loaded, in fact, so rapidly does the work of
putting the cargo of railway rolling stock
go on, that in less than two hours from the
time the boat docks she is ready to leave
again. The cars are run down on the dock
tracks, at the end of which is a heavy apron.
When the Ann Arbor enters the harbor it
goes up the river until it comes opposite its
slip. Then, by the aid of its two stern
screws and single bow wheel, it turns its
stern toward the slip and backs to the docks.
The apron is dropped down so that the rails
thereon form a connecting link between the
tracks on the docks and those on the boat.
Heavy iron straps are then put on to make
practically impossible any movement of the
boat sufficiently to derail a car. Then the
cars are run on the ferry, six of them on each
of the four tracks. Wedges are used be-
tween the cars and the heavy timbers sup-
porting the upper deck, some of which are
located in the space separating the several
tracks. To make them more secure still,
blocks are put against the side of the out-
side cars, and by the use of jackscrews
placed against other timbers possibility of a
weaving of the cars is prevented. With
chains and irons passed over both trucks of
the cars and secured to staples in the floor
of the deck the car is kept from rolling on
its wheels, and then men are stationed on
the deck, to watch the cars, and if any of
the screws or toggle used to secure them
work loose they are immediately tightened,
and additional fastenings are used, if re-
quired. Thus the possibility of a movement
of the cars is removed as remotely as pos-
sible. This requires time, but not so much
as was anticipated. Yesterday the boat
arrived at 7:45 and at 9:45 it had discharged
its cargo of cars of coal and miscellaneous
wares, and had its twenty-four cars of flour
on the dock ready to leave her slip