

THE OWOSSO TIMES

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M. D. ORR, EDITOR.

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Railroad men suffered a reduction in wages last July of 12 per cent, which means about four hundred million dollars in money—and as yet there has been no noticeable reduction in freight rates. It was understood by the men that a reduction of freight rate would be made when a reduction in wages was made and now it seems high time that measures are taken which will force the issue.

The Michigan Traffic league has undertaken the task of a reduction and readjustment of freight rates and has compiled some statistics which are damaging evidence against the railroads. They are backed by the majority of people who ship by freight.

Whether you ship to and from Michigan points exclusively, or to and from points in other states, you will be substantially benefited if the Michigan Traffic league is successful in its undertaking.

Michigan rates, interstate and intrastate, are higher than those of any other state east of the Mississippi river and north of the Ohio river.

All Michigan rates are based upon distance scales, and there are six scales now in force in the lower peninsula, each scale being progressively higher as the distance from the Michigan-Ohio-Indiana state line increases.

Joint through rates apply between upper peninsula points and points in other states, but substantially higher combination rates apply between upper peninsula points and lower peninsula points. Michigan rates, constructed according to the several distance scales, are applied via devious routes instead of the shortest direct routes, and greatly inflated mileages are generally used.

"SADNESS" IN AMERICAN FACE

Peculiarity Almost Invariably Commented On by Visitors Here From Other Nations.

We are a sad race at best, if the views of observant foreigners are to be accepted at par. Every time a stranger from a strange land comes to America with sufficient reputation in one field or another to warrant an interview, something like this occurs: "What is the thing that strikes you most forcibly regarding Americans, professor?" asks a chorus of ship news reporters.

"The extreme seriousness of men, the fixed expression of gravity, their sad look," responds the interviewed one.

Not once in a year, but a hundred times, this response greets the questioners. There must be something back of it.

Here in America, creditor of all the world, of wealth a plethora, of resources no limit, of power proved in peace and war, cock o' the walk, unfettered in any political sense, with the "freedom to worship God" as the individual may please guaranteed under the Constitution, and yet characterized by the visage of sorrow!

They tell us this so frequently, these citizens of the older and alleged unhappier world, that there must be truth in it. But, why?

The man of "liberal views" in matters of self-control will tell you that it is the puritanical element which furnishes the air of sadness to a whole people; the placidly pious will assert that it is the strained expression of the pleasure-seekers seared with the earmarks of indulgence; the poor will tell you that it is the rich distorting their countenances in agony over their effort to grasp yet more of worldly riches, and the well-to-do will say that it is the poor but ambitious expressing in a scowl their unrequited yearning for what they have not.

The old adage says: "One may smile and smile and be a villain." But why can one not smile and smile and be an American?—Baltimore American.

	1st	2nd	3rd	4th	5th	6th
5 MILES						
1. Prior to 1-25-18	11.6	9.5	7.4	6.3	4.2	3.2
2. Eff. 1-25-18	19.5	14.8	13	10	7	6.5
3. Eff. 6-25-18 (1-25-18 rates plus 25%)	26	21.5	17	12.5	9	7
4. Eff. 8-24-20 (6-25-18 rates plus 40%)	35	30	24	17.5	12.5	10
5. Per cent of advance 8-24-20 rates over 1-24-18 rates	301.7%	316.7%	324.3%	277.7%	300.0%	312.5%
15 MILES						
1.	12.6	11.6	8.4	7.4	5.3	3.7
2.	21.5	18.5	14	11	7.5	6
3.	27	23	17.5	14	9.5	7.5
4.	38	32	24.5	19.5	13.5	10.5
5.	301.5%	275.8%	291.6%	263.5%	254.7%	283.7%
25 MILES						
1.	15.8	13.7	9.5	8.4	6.3	4.7
2.	24	20.5	16.5	12	8.5	7
3.	30	25.5	20.5	15	10.5	9
4.	42	35.5	28.5	21	14.5	12.5
5.	265.8%	259.1%	300	250	330.1%	267.4%
40 MILES						
1.	18.9	15.8	11.6	9.5	7.9	6.3
2.	28	23.5	19	14	10	8
3.	35	29.5	24	17.5	12.5	10
4.	49	41.5	33.5	24.5	17.5	14
5.	269.2%	262.6%	288.7%	257.8%	231.5%	232.2%
50 MILES						
1.	20	17.9	13.7	10.5	7.9	6.8
2.	30.5	25.5	20.5	15	10.5	8.5
3.	38	32	25.5	19	13.5	10.5
4.	52	45	36.5	26.5	18	14.5
5.	265	261.3%	291.8%	252.3%	237.8%	213.2%
75 MILES						
1.	24.2	21	14.8	11.6	8.9	7.4
2.	32	28.5	22	17	11.5	9.5
3.	41.5	35.5	27.5	21.5	14.5	12
4.	58	49.5	38.5	30	20.5	17
5.	239.6%	235.7%	229.1%	258.6%	230.3%	229.7%
100 MILES						
1.	28.4	25.2	20	13.7	10	8.4
2.	36	31	24	18.5	12.5	10
3.	45	39	30	23	15.5	12.5
4.	62	54.5	42	32	21.5	17.5
5.	221.8%	216.2%	210	248.1%	215	208.2%
120 MILES						
1.	29.4	26.2	21	14.7	11	8.4
2.	39	32	26.5	19.5	13.5	11
3.	49	41.5	35	24.5	17	14
4.	68.5	58	46	34.5	24	19.5
5.	232.9%	230.1%	219	234.6%	218.1%	232.1%
150 MILES						
1.	31.5	27.3	21	15.8	11.6	9.5
2.	42.5	36	28.5	21.5	14.5	12
3.	53	45	36.5	27	18	15
4.	74	63	49.5	38	25	21
5.	234.9%	230.7%	225.7%	240.5%	215.5%	221

MODERN DAY MIRACLES

The Stored-up Sunshine of Other Ages Is Handed Down as a Heritage to Modern Civilization

(Told in Eight Sketches) By JOHN RAYMOND

No. VI PREHISTORIC SUNSHINE

Coal may well be described as prehistoric sunshine. Ages before the dawn of our own era vast forests covered large portions of the earth's surface. In this ancient vegetation were stored up the treasures of nature and after the lapse of ages it became the heritage of civilization.

For centuries after it came into use coal was looked upon as valuable only as fuel. Later coke was obtained from it, then sulphur and lampblack, and finally gas for purposes of illumination. That seemed to be the limit of its possibilities a few years ago but today it would be difficult to enumerate all the articles of commerce extracted from its by-products.

Coal contains a little of everything that goes to make up trees but it would be a mistake to imagine that everything that comes out of coal tar is contained within it. While there are only about a dozen primary products extracted from coal tar, from these the chemist is able to develop hundreds of thousands of new substances. This is synthetic chemistry, or the process of building up intricate compounds step by step.

Raw material for the development of these coal tar by-products—war materials, fertilizers, colors, drugs and a host of other things—exists in abundance in this country, but we must be sufficiently interested in our future to save it. We can not go on indefinitely wasting billions of dollars' worth of this invaluable substance if in future years we hope to stand on an even footing with the other nations that long have recognized its value.

The development of these products and compounds

goes back to the color industry. This is not a large business in itself but it certainly is a strategic one because American industries employing more than two million workers and producing approximately three billion dollars' worth of products every year are directly dependent upon dyes. Take, for instance, textiles, leather, paper and paint.

New wonders are constantly being discovered in coal tar. Recently a French scientist succeeded in producing several small but perfect diamonds and synthetic rubies have been on the market for some time. Instead of sending traders on perilous quests to the four corners of the world for needed things a man may now stay at home and trust to the chemists to produce every necessity and most of the luxuries. No longer need we be dependent upon the potash deposits of Germany if we make our own fertilizers. Far off rubber trees are not so important if we manufacture our own rubber in the laboratory.

Brigadier-General Amos A. Fries, Chief of the Chemical Warfare Service, U. S. A., in a recent paper said: "What a thrill it must have given the German himself when he realized the almost limitless power the control of the dye industry would give him when waging war. He felt that with that control he could win in a war against the whole world. And few indeed are they who know just how close Germany came to winning that war. The lesson which that bit of history teaches us is to make ourselves masters of the chemical industry in all its ramifications, resting secure in the knowledge that if we do so no power on earth can overcome us for lack of war materials."

(Released by the Institute of American Business, New York)

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