

# Eagle Lake Headlight.

Bruce W. McCarty Editor and Prop.

"NOTHING EXTENUATE, NOR SET DOWN AUGHT IN MALICE."

One Dollar Per Year, In Advance

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## Most Wonderful Discovery DR. MUD'S SOUR LAKE MINERAL SOAP AND Mineral Salve

For Eczema and all skin and scalp diseases it is a positive cure. For beautifying the complexion every lady should use the soap, and for the bath and as a toilet soap it is without an equal.

**LADIES,** be sure and use it for shampooing your hair. Nothing is good. For bathing children it should always be used. Every family should keep it.

For sale by all druggists. Price, 25c. If your druggist does not happen to have it, send us 25c and it will be mailed to you promptly.

**Sour Lake Chemical Co.**  
HOUSTON, TEXAS.

### In Answer to the Article "Cane Does Not Pay."

Calling attention to an article in the Eagle Lake Advertiser sometime since, under the heading "Cane Does Not Pay."

In answering same I have no desire to enter into any argument or controversy, but in justifying the information of the planters and those who through their limited knowledge of conditions might be misled by the article, it is only fair to disclose the present conditions with respect to the Cane Industry as it really exists.

Right here I wish to say, speaking for the Lakeside Sugar Refining Co., that central factories in Louisiana are very much stricter as regards the condition of the cane in which same is delivered and the writer has personally accepted trashy cane and green cane, that would never have been accepted in a well regulated sugar house in Louisiana.

In Louisiana the mills usually start on a certain date and stop on a certain date and the man who fails to get in his prorated delivery finds that, excused as he is, but little and his cane is usually left in the field.

In answering the statement as regards the price of cane: The article says in Louisiana they pay \$1.00 per ton, while in Texas the mills pay only \$2.00. The Lakeside Sugar Refining Co. pays as much and possibly a little more than the average central factory in Louisiana. While it is true that some houses in Louisiana pay 90c, a cent based on the cost of Prime Sugar, the planter must not forget that the seller has to rack his own cars, and also pays a higher freight rate. As a general rule, the sliding scale of 80c, a cent for every cent or fraction thereof, is usually adopted by all central factories. In addition thereto, the Lakeside Sugar Refining Co. furnishes car racking for the sellers free of cost, that entailed an expenditure of over \$15,000.00. It has also paid this year as high as

\$3.80 per ton for cane, and two years ago, when sugar prices were high, even as much as \$4.40 per ton was paid.

Assuming values at present market prices (96 test sugar 37c) the price of cane with sugar at this price is \$2.80 per ton, based on a purity of a 79 basis (the purity of the cane is what determines its value and sugar it contains, and 79 is taken as an average) and for every additional point over and above 79 basis, the planter is paid 10 cents bonus and it is a common thing to pay as high as 70 and 80c additional for high testing cane; therefore, for a good cane with a purity of 84 or 85, a planter would get a price of \$3.50 per ton with present low prices of sugar, which ought to tempt planters to properly cultivate and achieve high testing results.

The idea of adopting the sliding scale is one that encourages the growth and production of high testing cane, and it is adopted to prevent planters from delivering a green, immature, or poor cane, and it is something that operates fairly and honestly with and against all parties at all times. The Louisiana scale today is practically on the same basis and price, and consequently there is very little variation between the price paid in Texas and the price paid in Louisiana.

When 96 test sugar was quoted at 41c to 42c here, Texas planters were paid as much as anyone in the country for their cane; and they did not get any less than Louisiana planters did, when the price of sugar is as low as it has been for the last two seasons. Give the mills 5c sugar and the cane planter will get his \$4.00 per ton and possibly more, according to test.

Answering the second statement that "yellow clarified sugar in small lots is worth 41c." I might incidentally remark, that if a man went into a grocery store he might have to pay 30c for the same sugar, may be 5c, if he was far enough out in the country, but it would hardly be a cri-

terion to use in connection with a sugar mill.

At no time since October 1905 has yellow clarified sugar brought more than 1c per lb., and during the greatest portion of the time it has netted the sugar mills less than 81c per pound or \$2.50 per hundred.

Taking the market value of yellow clarified sugar at this writing, it is worth 4.20 per hundred delivered Texas common points. For each one hundred pounds of sugar there is to be deducted:

Freight rate per 100 lbs.	33c
Brokerage per 100 lbs.	3c
Freight on wood per 100 lbs.	3c
Cost of Bbl. per 100 lbs.	16c

making a total cost of 55c to be deducted from the 4.20 price delivered, netting \$3.65 per hundred pounds to the mill and not \$4.75 as stated. We would invite special attention to this and forcibly impress the fact that in this 55c to be deducted, from the 4.20 delivered price, note has not been taken of the enormous operating cost a mill is under in grinding the cane. It will be seen that there is quite a difference in the statement of 41c and the actual price of 3.65, such as the mill obtains for its product, getting 3.65 for the sugar and paying 3.30 for the cane as is done at present, leaves but a small margin to operate on. When a mill turns out a choice yellow clarified, it does so not as a matter of choice, but

it is made in order to provide a sugar for direct consumption, as there are few people who could be induced to use a 96 test sugar.

Cane offers the best winter crop that could be raised; it is a crop that is planted and harvested and laid by before cotton is ready to pick, and a crop that will keep the hands busy after both cotton and corn have been harvested and instead of letting a lot of stock lay idle during the winter, they are kept employed.

When visiting Louisiana and seeing well managed plantations there, one cannot help but remark on the want of actual necessary cultivation, drainage, roads, etc., as we find them in Texas.

The cane grounds, particularly those in the bottom, are peculiarly adapted for cane cultivation, and there is no reason why, with proper cultivation and probably a little fertilization, they should not be made to produce 30 tons to an acre, and with a price of even only \$3.00 per ton, same would strike us as a pretty good return.

The past season has shown how the cane crop can be saved; the majority of the cane has been lying in the windrow for over one month; while the evaporation has to some extent deteriorated the cane, still it has not done so in such a manner as to make it unfit for the mill.

If a planter divides his acreage for crops up into the four main products of this belt, namely: Cane, corn, cotton and rice (provided he can irrigate the latter) he will most probably hit it right one or the other every year; but to assume too much of either at any one time, will expose him to unexpected risks, to be re-

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And strong connections, we are able to handle any class of business offered.  
**The Eagle Lake State Bank,**  
Eagle Lake, Texas.

grieved afterwards. All will remember the low priced cotton of some years ago, also the destruction caused by the boll weevil at another season (and such years will come again) and thus the conservative planter will try to meet emergencies accordingly.  
H. W. RAYNER.

### Federal and State Ownership.

Writing in the San Antonio (Texas) Express, Hon. E. C. Senter says:

"Mr. Bryan's late declaration in his speech at New York in favor of federal ownership of trunk lines of railway and state ownership of branch lines has been generally discussed by the press as though it were an original proposition in this country conceived by Mr. Bryan as the result of his travels in foreign lands.

It is a well known fact that the revival of views which were broadly entertained and discussed when railroad building was in its infancy in this country. There were many men of high standing in national councils who regarded railroads in the same light as public roads and advocated the adoption of the same policy with respect to each. One of these was John C. Calhoun, whose title to the name of states-

man is now generally conceded, even by those who have been wont to revile him. In 1835 he advocated the construction by Georgia and South Carolina jointly, of a system of railway designed to give them transportation independence. These states received from the federal treasury, as their share of surplus revenues which had accumulated there, about \$3,500,000 and Mr. Calhoun advised that it should be appropriated as stated, concluding with these words:

"To make this great fund available for so important an object, the legislatures of the states interested ought to move forthwith. I hope Georgia will take the lead. The action of no other state could have half the influence."

In Texas, Governor E. M. Pease, vigorously advocated the construction of railroads by the state and one of the first proposals by Governor Hogg which started the fight that culminated in the bitter campaign of 1892 was that the accumulation of the permanent school fund should be loaned to the state for the construction of a state railroad from Red River to the gulf.

These incidents are not recalled in support of Mr. Bryan's policy, to which the writer is far from being committed, but to re-

but the contention that he is an iconoclast. The truth is that he is singularly attached to precedent, and most of the things he advocates for this country have received the sanction of long approval and adoption in Europe. It does not follow, by any means, that what may be good for England, or France, or Germany would be good for America, but it is nonsense not to use a more harsh word to attempt to discredit a public man as a danger-radical and an enemy of private property for the advocacy of policies which have the cordial support of such rulers as the emperor of Germany and the King of the Belgians. It is unfortunately true that we have too many writers in this country who know nothing about the institutions of this or any other land, but judge it to be the acme of smartness to

take to propose any change, and whose sole claim to a hearing is that they pretend apostleship for things that are. They might justly be called the swashbucklers of the present. The hog that wallows in the mud and disdain to move an inch for the comfort of the shade is their truest prototype.

"The discussion of state ownership as an economic problem is coming, and those will render best service in the negative who furnish the best economic reasons against it. To scoff at Mr. Bryan is no reply to a Bismarckian policy. Indeed, the strongest objection that the intelligent mind can find to state ownership is not that it spells radicalism, but that it is today so closely interwoven with the institutions of monarchism, that it has, apparently, become one of its strongest props."—The Commoner.

### Sam Jones' Generosity.

Among the critics of Sam Jones there was an element which objected to his price of \$100 a day for sermons, and much of this criticism found public print, even in Baltimore, during the period at which the controversy over the Jones method was at its height.

As a matter of fact, Mr. Jones supported an orphanage at his home, in Cartersville, Ga., and gave without stint to every good work that required money. About his home town the poor in purse, black and white, have reason to bless the memory of Sam Jones, for to every application for money his invariable reply was: "Why, certainly; that is all right. I was down in the dirt once myself."

And he never pressed for payment.—Baltimore News.