# Che Clarendon Chronicle. 

## One Dollar a Year.

CLARENDON, DONLEY COUNTY TEXAS, SATURDAY, APRIL 27, 1907

| The Beet, Sugar Industry.* |
| :---: |
| The beet sugar industry is |

The beet sugar industry is every
day attracting more attention and day attracting more attention and becoming more important
United States. Since 1830 this inUnited States. Since 1830 this in-
dustry has been in existence in cerdustry has been in existence in cer
tain parts of the United States tain parts of the United States;
never exerting noticeable influence even on local markets, however, until a few years ago. In 1890 only
two beet sugar factories existed in two beet sugar factories existed in
this country. Today in several American states beet sugar-making is a source of large revenue, factories in several states employing hun-
dreds of workmen. In Mirhigan dreds of workmen. In Mirhigan
there are 16 of these factories, and farmers in that state are receiving annually about $\$ 6,000,000$ for sugar annually about $\$ 6,000,000$ for suga
beets. About three months ago beet sugar factory costing $\$ 1,000$, ooo was built in Kansas, and the raising of sugar beets in that state already a widely extended vocation, bids fair in the near future to reach
enormous dimensions. enormous dimensions.
Sugar beets, it is stated, usually bring from $\$ 50$ to $\$ 60$ profit per acre. They are easily raised, grow
well on a great variety of soils, and well on a great variety of soils, and are but iltue, if at all, affected by frost, affording more certain crops
than most other agricultural prothan $n$
ducts.
About $6,720,000,000$ pounds of
sugar is annually consumed America, of which amount only io per cent. is produced at home, the
remaining 90 per cent. costing about $\$ 135,000,000$ annually. Sugar beets grow well in many
parts of Texas. In this industry parts of Texas. In this industry
let the farmers of the state fall in let the farmers of the state fall in
line. If it pays in Michigan and line. If it pays in Michigan and
Kansas it will pay in Texas.-Dal Kansas it
las News. $\qquad$
Don't Want a Bailey speech. a sensational protest from D. Jones, of Cameron, a member Hood's brigade, against Senato Bailey addressing the brigade union at Navasota June 27. Jones declares that if the junio senator speaks there will not be half the membership in attendance at the reunion. He suggests tha members desire a public man that Senator Culberson be invited
Falled to Kill the Refere The Judicial committee of the lower house in minois by an almost unanimous vote has refused recommend the repeal of the Pub people of Chicago have been voting plirett on the getion of pulic direct on the question and operation of the street railway system.

A dispatch from Santiago, Cuba says the death occurred, there of Antonio Infanate, a negro, at the
age of 150 years. Despite his great age the years. Despite his grea ern times, the man is said to have retained all his faculties unimpaired to the end. Infanate is said to have been born in 1757, 19 years before the beginning of the American revolution.
Miss Anna T. Jeanes, a Quaker ess of Philadelphia, has made a gif of a fund for rudimentary schoo for southern negroes. Booker $T$ Washington, head of Tuskegee in stitute, and Hollis Burke Frizzell president of the Hampton Norma and Industrial institute, are name rustees. The income of the mil hon dollars is to be used for the sol purpose of assisting in the south ern United States, community country and rural schools for th great class of negroes to whom the small rural and community school

## is about 80 Miss Jeane

from an old and wealthy family.
Three thousand cars of cattl from Texas are being
Two Million Cars to Be Kept in
More Constant Use.
The number of freight cars
owned and controlled by the com-
panies in the American Railway
association has now passed the
2,ooo,ooo mark, and from July i
the handling of these cars in inter-
change traffic is to be improved and
simplified by the adoption of a rate
of 50 cents a day for the use of each
car when off from its own road, and
by the adoption of the rule provid
ing for an increased rate after a car
has been away from home 30 days.
Fifty cents is to be the uniform
rate without regard to dates.

LEGISLATIVE.
Tuesday the senate passed finally
Senator Branchfield's bill forcing the telephone and telegraph companies to transmit each other's
messages and make connections at common points. This is one of the
governor's recommendations. It governor's recommendations. It
also passed finally Senator Looney's
bill to simplify trials of contentions in the local option elections aud o criminal trials, which arise from
violation of local option laws. The senate killed the Glasscock-
Harper lesser degree bill, which be tried again on a greater degree
of a crime, the same as in the in"I defy any person to point out
single act of any legislature this year which has done actual harm
to the railroads."
So says former Governor Wm.
Larabee, once Iowa's executive. Larabee, once Iowa's executive
He emphasizes his belief that ther is no ground for the fears that som
railroad officials are expressing
radical and ill-advised anti-railro radical and ill-advised anti-railroad
legislation at the hands of state leg legislation
islatures.
Governor Larabee is the pionee
of regulation by states of the rail-
roads in the northwest. Twenty
roads in the northwest. Twent
years ago he began the movemen
in Iowa. His books on the question
are standards. He believes that the
president is on the right track, and
likens the outcry now raised by the
railroads to the protests whic
were made when first the stat

## ontrolling railroad rates.

to regulate capitalization.
"There should be a law to regu
ate capitalization, and there shoul

## o base this,

ger of any serious conflict between
the federal and state governments
on this subject. The people of the
country, and the people of the
various states desire to use the rail-
roads, and they wish them man
aged and operated to the best pos
sible way.
lars in improving the roads and
highways of this country highways of this country, and the
are open on equal terms for the use

## of all the same w should

should be subject to the same
scrutiny, inspection, examination
and regulation as national bank
Their capital should be controlle
in the same way, and they shou
be sharply reprimanded by the gov-

## heir methods.

"Abraham Lincoln trusted the people of this country and the railroads need not be afraid to do the
same. They will not suffer. trouble is that these railroad buc-caneers-I will not call them mag-
nates-are trying to raise scarecrows before the people every time
any legislation is attempted in the public interest. They have one set of rules for corporations and one for men, and when they talk for corporations we must take the
statements with a grain of salt.
"There is always a consplracy on the part of these great railroad and financial interests against anything
which they believe is against their which they believe is against their
interest. I have no doubt that there now exists a conspiracy their part against Presideft Roose veit. Nevertheless, his popularity
vert against Presidert Roose with the country is greater than ever, and if he would accept a third unanimously."

Fatal Measles.
J. W. Schillings of Bell county has lost five grown children from measles in past three weeks. in one stack of bills, and that can two having died in one day, and raise the price on oil $I$ zent per gal the last of the five Tuesday of this lon and get even in 24 hours?-Da week. Only the parents survive. las News.

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| Order, of whatever mat |
| aper try the Chro |


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ber. Sash, Doors, Blinds, Shingles, Posts, Lime, Cement and PALACE CAR PAINT

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