

Two For One.

For every dollar you place in our Company, We will give you TWO DOLLARS SECURITY in FIRST MORTGAGE on Real Estate, and our Company guarantees the payment of Principal and Interest and we pay Six per cent Interest Semi-Annually.

Central Loan and Trust Company,

Real Estate, Fire, Life, and Live Stock Insurance.

CAPITAL \$50,000.00.

J. M. BROWNING, President.
W. W. BROWN, Manager.
A. V. RAY, Sec. & Treas.



WE MAY HAVE ON OUR
LISTS JUST SUCH A HOME
AS HAS BEEN PICTURED
IN YOUR
DREAMS

THE NEAT COTTAGE OR BUNGALOW WITH ITS SHADE
TREES AND FLOWERS.

WE HAVE A NUMBER OF HOMES RANGING IN PRICE FROM
\$600.00 TO \$5,000.00, WHICH WE CAN SELL ON EASY TERMS

--SEE US FOR HOMES--

Standard Realty & Security Co.

C. C. FONVILLE, Manager

Burlington, North Carolina.

CABBAGE POTATOES BANANAS

full line, all kinds grain groceries
and feedstuff.

Merchant Supply Co.

Millers Agents Melrose and Dan Valley
flour and feed.

For Weakness and Loss of Appetite
The Old Standard general strengthening tonic,
GROVE'S TASTELESS CHILL TONIC, drives out
malaria and builds up the system. A true tonic
and a sure Appetizer. For adults and children. 50c.

The King of All Laxatives.

For Constipation, use Dr. King's
New Life Pills. Paul Mathuika, of
Buffalo, N. Y., says they are the "king
of all laxatives. They are a blessing
to all my family and I always keep
a box at home." Get a box and get
well again. Price 25c. At all Drug-
gists or by mail. H. E. Bucklen &
Co., Philadelphia or St. Louis.

Indigestion? Can't Eat? No Appetite?

A treatment of Electric Bitters in-
creases your appetite; stops indiges-
tion; you can eat everything. A real
spring tonic for liver, kidneys and
stomach troubles. Cleanse your
whole system and you feel fine. Elec-
tric Bitters did more for Mr. T. D.
Peelie's stomach troubles than any
medicine he ever tried. Get a bottle
today. 50c and \$1.00 at your drug-
gist.

N & W Norfolk & Western

May 10, 1914.
Leave Winston-Salem:

6:50 A. M. daily for Roanoke and in-
termediate stations. Connect
with Main Line trains North,
East and West with Pullman
Sleeper, Dining Cars.

2:10 P. M. daily for Martinsville
Roanoke, the North and East.
Pullman Steel Electric Lighted
Sleeper Winston-Salem to Har-
risburg, Philadelphia, New York.
Dining Cars North of Roanoke.

4:15 P. M. daily for Roanoke and lo-
cal stations.

Trains arrive Winston-Salem 11:00
A. M., 1:10 P. M., 9:35 P. M.
Trains leave Durham for Roxboro,
South Boston and Lynchburg, 6:45 a.
m., daily, and 5:30 p. m., daily except
Sunday.
W. B. Beville, Pass. Traff. Mgr.
W. C. Saunders, Gen. Pass. Agt.

PANAMA, PAST AND PRESENT.

(Continued from Page 1.)

lo. For many years afterwards on ac-
count of the war between England
and Spain no progress was made on
Isthmus Canal, yet the idea was never
allowed to finally disappear.

In 1655 the English seized Jamaica
and in 1671 the Welsh buccaneer, Sir
Henry Morgan destroyed the ancient
city of Panama, founded by a Span-
ish Governor, Pedrarias, in 1519. The
town was rebuilt two years after-
wards by Alonzo Mercado de Vella-
corta five miles west of the old site.
In 1694 there was an export made
by the English to plant a colony at
Darien, and Sir Walter Scott describ-
ed the project in his "Tales of
Grandfather," the ultimate
colony was to
and after

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quiescently by
ment
superior
cause

During the
made across the
Isthmus by European enemies, the
project of a canal was never seriously
taken up. Had in 1780 our Nelson
spent some time in Nicaragua, but
doing very little beyond injuring his
own health.

But in the early part of the nine-
teenth century things began to move
rapidly on the Isthmus. Alexander
Van Humbolt spent the first years
here and investigated various routes.
Humbolt describes six routes, but
thought that a tide level land would
expect the course of the Gulf Stream
and make the shores of the British
Isles barren. Goethe, the historian,
says at this early date that "It is
absolutely indispensable to the Uni-
ted States to have control of this
waterway and I am sure will some
day have that control."

Many projects for canal construc-
tion, chiefly by the Nicaragua route
sprung up in the first half of this
century. In 1825 Henry Clay, then
American Secretary of State, ordered
a survey of this route, but in 1829,
the King of Holland secured the con-
cession for its construction, but it
was never begun on account of the
outbreak of revolution in the Nether-
lands and Belgium. During the next
few years the project was innumera-
ble the principal one being headed
by Tours Napoleon Bonaparte, then a
prisoner, who received a concession
from the Nicaragua Government.

In the early fifties the idea of a
trans Isthmian Canal seemed likely
to prove a cause of discord if not a
war between England and the United
States. England was gaining control
of settlements in Central America and
this power was anxiously watched by
the Americans. Early in 1846 the
United States secured a treaty from
Hew Granada, a country comprising
at that time southern Central Amer-
ica, the right of transit across the
Isthmus, "upon any mode of com-
munication that now exists or may
hereafter be constructed." Under this
treaty the Panama Railroad was con-
structed. It was a monopoly and
was able to make whatever charges it
pleased, and as late as 1895 paid an-
nually a dividend of at least 15 per-
cent. It was finally bought by the
First French Company for \$5,160,000
Sterling. The existence upon already
constructed railroad was really the
cause that led De Lesseps to choose
this route.

The rivalry between the United
States and Great Britain became so
acute, that it was finally settled by
the Clayton-Bulwer treaty of 1850,
and began to play a prominent part in
modern politics. This treaty which
was to exist for fifty years forward,
neither to obtain or maintain for it-
self any exclusive control over a can-
al or maintain and fortifications
commanding the same or in the vicini-
ty thereof or to occupy or fortify or
colonize, or assume or exercise any
dominion over Nicaragua, Costa Rica,
the Mosquito Coast, or any part of
Central America. However, in 1859
the United States had concluded a
treaty with Nicaragua, securing a
right of way for a canal and the
Interoceanic Canal Commission ap-
pointed by Grant investigated four
routes and in 1875 reported the Nic-
aragua route, the more favorable.

In 1869 the Suez Canal, construct-
ed through a plot and swampy coun-
try by Ferdinand de Lesseps, was
opened, and in 1876 a corporation called
"La Societe Civile Internationales
du Canal Interocceanique" was formed,
headed by Lieut. Lucien Napoleon
Bonaparte Wyse, who secured a con-
cession at Bogota from the Colom-
bian Government and in 1879 an in-
ternational engineering congress was
assembled at Paris by De Lesseps,
and there selected the Panama route.
The United States had by this time
decided to construct a canal for them-
selves and opposed the French con-
cession on account of the treaty al-
ready referred to between Granada and
the United States. The United States
had also seen the mistake of the
treaty with England through the

Clayton-Bulwer treaty already refer-
red to, and tried to induce England
to release them from this agreement,
but the English through Lord Gran-
ville forced the United States to keep
up the treaty until it expired. Mean-
time the French had been going
ahead with their plans and in 1881
a corporation entitled the "Compagnie
Universelle du Canal Interocceanique
de Panama" was formed and began
actual construction that same year.

In February the opening was cele-
brated by a Gala Week in Panama
City and among the artists here for
this occasion
Bernhardt. From
the work

French na-
The first plans of
French was for a sea level canal,
in fact neither of the two French
campaigns have ever received the
proper credit for their work. Con-
sider the machinery used at this date,
steam shovels had not yet been in-
vented, also the cause of yellow fever
had not been traced to the mosquito,
yet they actually excavated about
22,600,000 cubic yards, and in 1888
when this company went into bank-
ruptcy the canal was two-fifths com-
pleted and had cost near \$30,000,000.
Of this amount it is said one-third
was spent on the canal, one-third
was wasted and one-third stolen.

The collapse of this company was
followed by investigation and trials
and among others, De Lesseps and
his son were sentenced to imprison-
ment, but this order was never
carried out. Today it is not doubted
but what both of them were entirely
clear of the charges against them.
The Genius, who had constructed the
Suez Canal, was indeed broken down
by the tragical ending of his dream,
and finally died in 1894 in a condition
of mental and physical collapse. While
the company on the Isthmus had
tried to combat yellow fever and
tropical diseases, and had built ex-
cellent hospitals and employed fam-
ous doctors, still they knew nothing
of the yellow fever germ which caused
the death of the greater part and
the undertaking cost 50,000 lives.

This company was followed by a
second French company, but they were
always in need of money and the
work could not be pushed. The ex-
travagance of the former company
had been a death blow to the idea of
ever being able to raise the required
capital by popular subscription, as
was the money spent by the former
company, subsequently, the greatest
aim of this company was to keep
enough work going on to hold the
concession in hopes of being able to
sell out their rights.

During the next few years several
surveys were made by the United
States over the different routes, but
they were handicapped by the Clay-
ton-Bulwer treaty of 1850, finally the
whole scheme was delayed by the
Spanish American War, when the
American nation saw an absolute ne-
cessity of controlling the canal. This
treaty was followed by the Hay-
Pauncefote treaty of November, 1901.
This provided for the American con-
struction of the Panama Canal or
other suitable route. The principal
articles of this treaty were, First,
Freedom of transit in time of peace
or war for all vessels of all nations;
Second, Freedom of the canal and its
terminals from blockade; Third, A
code of procedure for war vessels en-
tering or leaving the canal. No refer-
ence is made to fortifications. A
treaty later concluded with Panama
(known as the Hay-Vunan-Vasilla)
gives the United States that right to
fortify, and in time of war to use
armed force for the protection of the
canal, or of the ships using same.
The United States shall have the right
at all times to use its police and its
land and moral forces or to establish
fortifications for these purposes. But
the most important paragraph of this
treaty which in recent years has
caused so much controversy is "The
Canal shall be free and open to the
vessels of commerce and war of all
nations observing these rules, in
terms of entire equality so that this
shall be no discrimination against
any such nation or its citizens or sub-
jects in respect to the conditions and
charges of traffic or otherwise. Such
conditions and charges of traffic shall
be just and equitable.

The English Governor considered
the promise of equal treatment as
a compensation for the surrender of
the former treaty, in fact Mr. Hayes
made mention of this fact at the rat-
ification of this treaty. England con-
sequently resented the idea when lat-
er the United States said "All nations
referred to in the treaty did not in-
clude herself and it was in their power
to give preferential treatment to
coast-wise vessels flying the Ameri-
can flag.

After the new treaty with England
the United States began negotiations
in earnest for constructing the water-
way. The third Panama Canal Com-
mission reported in December, 1900,
but the present French Company,
valued its property at \$109,141,500
and thought \$40,000,000 an ample
compensation for their holdings, con-
sequently advised the Nicaragua
route. The American were master of
the situation and the French seeing
their last chance slipping away from
them agreed on this plan. In Janu-
ary, 1901, the commission issued
a mental report and a
the Panama route,
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he celebrated "Sp
the purchase of
the construction of a
which bill the canal was
bill marked the settle-
the controversy in regard to
ancient routes, which had lasted four
centuries.

The United States wished to ac-
quire a strip of land, not less than
six miles wide as required by the
Spoonner Bill, from Colombia and
wished to do so as cheaply as possi-
ble. For this the United States of-
fered a cash bonus of \$7,000,000 and
after fourteen years a bonus of \$250,-
000. The property to remain Colom-
bian property, but sovereignty to be
administered by United States. The
Colombian Governor on remembering
the fact that the French concession
expired in October, 1904, refused this
offer and tried to defer any agree-
ment in hopes that this concession
would expire and the \$40,000,000
which the United States was to pay
the French Company would finally
be their property, to sell as they
wished. The United States finally in-
creased this offer, meantime, all kinds
of influences, secret and open were
at work. Germany had become in-
terested in the project and conceived
the possibility of succeeding the
French Company in the construction.
During this controversy the Panama
revolution broke out, and Panama se-
cured her independence from Colom-
bia, who lost all just claims, for reim-
bursement for what is now the Canal
Zone.

The revolution was short and cost
only a few lives. The United States
had battleships at both Colon and
Panama to prevent the landing of
Colombian troops, and on this account
we have always been accused of in-
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The new treaty with Panama pro-
vided the United States to pay \$16,-
000,000 cash and an annuity of \$250,-
000 to begin nine years from date.
This treaty was ratified on February
26, 1904, and four days afterwards
President Roosevelt appointed the
first Isthmian Canal Commission. This
commission was unsatisfactory and in
April, 1905 a second was appointed
to meet at Panama quarterly. The
first two years and half of American
Occupation was spent mainly in pre-
paring for the great task. Work on
construction was finally begun, yet a
long controversy was yet to come up
as to the type of canal, whether tide
level or a lock canal, on this account,
a number of commissions were sent
to the Isthmus to report the feasibil-
ity of both types and not until June,
1906, did Congress finally pass on the
lock type of canal.

At the time of the American occu-
pation of the canal there was no worse
fever pest hole in Central America,
but science was to discover the cause
of yellow fever and then began the
cleaning up of the Zone. On account
of the climatic conditions this was a
long hard fight, during the rainy sea-
son, mosquitoes bred by the millions
and it took time to get the work ac-
tually started, consequently a large
number of Americans died here dur-
ing that period, but today, thanks to
Colonel Gorgas, Chief of the Sanitary
Department, the Zone is reasonably
healthy. A recent bulletin published
by the commission says that the aver-
age sickness per year, per man, has
been about ten days. There is yet
lots of malaria and in American hospi-
tals, white wards, even today the
number of malaria patients scarcely
ever runs under sixty at one time
and at other times as high as a hun-
dred or more.

The climate instead of being divid-
ed into four seasons as the temper-
ate zone, is divided into only two,
the wet and the dry, or as some pre-
fer to call it, the rainy and the wet.
Nowhere in the world does it rain as
much as here, or no where are there
(Continued on Page 7.)

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CHURCH DIRECTORY

**HOCUTT MEMORIAL BAPTIST
CHURCH.**
Adams Avenue and Hall St.
Rev. Jas. W. Rose, Pastor.
Preaching every fourth Sunday at 11
a. m. and 7 p. m.
Sunday School every Sunday at 9:30
a. m.
Prayer Meeting Wednesday, 7:30 p.
m.
Ladies' Aid Society first Sunday of
each month.

EPISCOPAL

The Church of The Holy Comforter.

The Rev. John Benners Gible, Rector.
Services:
Every Sunday, 11:00 a. m., and 8:00
p. m.
Holy Communion: First Sunday, 11
a. m. Third Sunday, 7:30 a. m.
Holy and Saints' Days, 10:00 a. m.
Sunday School, 9:30 a. m.

The public is cordially invited.
All pews free. Fine vested choir.

CHRISTIAN CHURCH.

ner Church and Davis Streets.
A. B. Kendall, Pastor.
Every Sunday, 11:00 a. m.,
p. m.
Sundays, 9:45 a. m. John R.
Poste, Superintendent.
Christian Worker Services Sunday
evenings 7:30 p. m.
Mid-Week Service, every
Wednesday 7:30 p. m.
Ladies' Aid and Missionary Society
meets on Monday the second
Sunday in each month.

A cordial invitation extended to all.
A Church Home for visitors and for
strangers.

REFORMED CHURCH.

Corner Front and Anderson Streets.
Pastor.
Sunday School every Sabbath, 9:45
a. m.
Preaching every Second and Fourth
Sabbath, 11:00 a. m., and 7:30 p. m.
Mid-Week Service every Thursday,
7:30 p. m.

A cordial welcome to all.
Parsonage second door from church.

PRESBYTERIAN CHURCH.

Rev. Donald Melver Pastor.
Services every Sunday at 11:00 a. m.
and 7:30 p. m.
Sunday School at 9:45 a. m. B. R.
Sellers, Superintendent.
Prayer Meeting, Wednesday at 7:30
p. m.
The public is cordially invited to all
services.

BAPTIST CHURCH.

Rev. Martin W. Buck, Pastor.
Sunday Worship, 11:00 a. m., and
7:30 p. m.
Sunday School at 9:20 a. m. J. L.
Scott, Superintendent.
Prayer and Prayer Services, Wednes-
day, at 7:30 p. m.
Christian Culture Class, Saturday at
3:00 p. m.
Church Conference, Wednesday before
first Sunday of each month, 7:30
p. m.
Observance of Lord's Supper, first
Sunday in each month.
Woman's Union, first Monday of each
month, 3:30 p. m.

THE METHODIST PROTESTANT CHURCH.

East Davis Street.
Rev. George L. Curry, Pastor.
Services:
Morning, 11:00 Evening, 7:30
Prayer Meeting, Wednesday evenings.
Ladies' Aid and Missionary Societies
every Monday afternoon after first
Sunday in each month.
Sunday School, 9:30 a. m. J. G. Rog-
ers, Superintendent.
Good Baraca and Philathea Classes.
You are invited to attend all these
services.

M. E. CHURCH, SOUTH. FRONT STREET.

Rev. D. H. Tuttle, Pastor.
Preaching every Sunday morning and
evening.
Sunday School, 9:30 a. m. W. E.
Sharpe, Superintendent.
Prayer Service, Wednesday evening
at 7:30 o'clock.
Epworth League, 7:00 o'clock every
Sunday evening.
M. E. CHURCH, SOUTH.
WEBB AVENUE.
Rev. Oblette, Pastor
Preaching every first Sunday at 11:00
a. m., and 7:30 p. m. Second Sun-
day at 7:30 p. m.
Sunday School every Sunday at 10
H. F. Moore, Superintendent.
Everybody welcome.

MACEDONIA LUTHERAN CHURCH.

Front Street.
Rev. T. S. Brown, Pastor.
Morning Services at 11:00 a. m.
No services on third Sundays.
Sunday School 9:45 a. m. Prof. J.
B. Robertson, Superintendent.
Teachers' Meeting Wednesday, 7:30
p. m. (Pastor's Study).
Woman's Missionary Society, first
Thursday in every month at 3:00
p. m.
L. C. B. Society, second Thursday in
every month at 3:30 p. m.
Luther League, second and fourth
Sundays at 3:00 p. m.
Vespers at 5:35 p. m.

POOR