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FREE CANAL TOLLS.

The Clayton-Bulwer treaty was made at the solicitation of the United States at a time when England owned Canada, British Columbia, part of Alaska, Bermuda, British Guinea and what is known as the Mosquito Coast, though having only a protectorate over the latter. According to that treaty there was to be no discrimination shown by either party to any vessels that might pass through any canal that might be dug on the isthmus of Panama. The only available route was then supposed to be by way of the Nicaragua lake, which was in foreign territory; but so, also, was the route between Panama and Colon. When that treaty was superseded by the Hay-Pauncefote treaty, it was still supposed that the canal would be through lake Nicaragua. It, too, contained a provision that all ships should be allowed to go through on equal terms.

After that treaty had been ratified by both countries, the United States, by treaty and purchase, secured absolute title to a strip of country ten miles broad from Colon to Panama. This strip became then a part of the United States. It is no longer part of a foreign country. A canal has been built across it with the money of the United States, and entirely without the aid or co-operation, financial or otherwise, of any other country or institution. We own the land and the canal outright. This is conceded by Great Britain. Thus the condition of affairs existing when the Hay-Pauncefote treaty was ratified has been radically changed. Therefore, the entire treaty, relating as it does to the construction of a canal through foreign territory, may be abrogated entirely. The Congress of the United States, with these facts before it, passed an act exempting the domestic and coastwise vessels of the United States from all tolls for passing through the canal.

England now claims that this is a violation of the Hay-Pauncefote treaty. If the canal had been built on foreign territory with the financial co-operation of other countries or corporations, it might have been in violation of that treaty. But, either all the terms of that treaty are obligatory upon both parties now, or none of them are, so far as a canal built on our own territory and exclusively by our own money is concerned. For it is true in international law, that no one party to any contract can dictate to the other which conditions shall remain binding and which shall not so remain. Therefore, unless the United States elects to abide by the Hay-Pauncefote treaty concerning the equality of all vessels passing through the canal, it cannot be made to abrogate the law exempting our coastwise and domestic vessels from canal tolls. William Jennings Bryan, therefore, was right when he declared that in repealing the tolls act we would not be giving up our right to pass our shipping through the canal free, but would be merely asserting the fact that we did not choose to assert that right at this time and in this way. Senator Simmons is also right in having the repealing act so amended as to declare in unmistakable terms that we do not by this repealing act abandon our right to regulate and operate the canal in our own way.

The contention that Great Britain has neutralized the Suez canal is untenable, as that nation has never acknowledged or recognized the principal of neutrality of the Suez canal as binding upon her. France dug it, but

by buying up a controlling interest in the capital stock, Great Britain secured the management of that waterway. It had already obtained Malta, Cyprus and Gibraltar in the Mediterranean; but after getting control of the canal, she also secured Perim, an island at the Red Sea entrance, and took possession of Egypt.

Thus England secured the economical and political control of the Suez Canal, her main purpose having been to use the canal for the passage of her warships in case of war, while excluding those of her enemies. It is only nominally neutral, as Germany, Russia, France, Italy and Austria will discover should the occasion arise for the assertion of the fact that it is neutral to the extent of restraining England's foes and all other nations, while leaving her free to do as she pleases with it and them.

When, therefore, the democratic and progressive parties, in their platforms of 1912, declared for free tolls for the vessels of our domestic and coastwise trade, and when the American people cast 14,720,037 votes for the candidates for those two parties, we were asserting our clear right to manage a canal built by our own money and on our own soil in our own way. As against these affirmative votes, only 4,369,890 were cast for all other parties having antagonistic or silent planks in their platforms on this subject. But, as the democratic platform contained also a plank declaring against subsidies to ships, and as free tolls would be such a subsidy, the repeal of the free tolls act would not be any denial of our right to pass and enforce such act, but only an assertion that for our own reason we do not wish to put it into effect at this time. This would be equivalent to construing the free tolls plank into an assertion of our right to pass such an act whenever we so desire while at the same time insisting on the principle that we oppose subsidies to shipping of any kind.

England still owns all the land in North America she owned when the Clayton-Bulwer treaty was ratified, and while our title to the canal strip may be questioned by Columbia, the country from which Panama seceded, we have possession, we have paid the price agreed on, and have bought from France all the rights and property it ever held in that enterprise. England can not dispute our title to the land, and indeed, she does not, for she at least has no possible claim to it or any part thereof. Our treaty negotiations with Columbia, looking to the payment of \$15,000, and expressing regrets for what has happened, will never be ratified by the Senate of the United States. We shall stand by our purchase and treaty with Panama, which country we have recognized, and which has been recognized as a sovereign nation by all the powers of the civilized world. Our title, therefore, is complete.

As our President, however, placed his request for the repeal of the free tolls act squarely upon the fact that it is regarded by all nations as a violation of the Hay-Pauncefote treaty, we may be stopped from re-enacting it hereafter if the repealing act as it passed the House is not so amended by the Senate as to show that we thereby surrender none of our claims to manage and control our own exclusive property. Hence, the wisdom of the Simmons amendment, which is understood to have the approval of the President himself.

Children Cry FOR FLETCHER'S CASTORIA

STATE AND GENERAL NEWS.

Senator Simmons has a case of the measles.

Huerta has ordered the release of Consul Silliman under arrest at Saltillo.

Burgess Boles of King, Stokes county, killed himself on the 13th because of failing health.

Wm. Smith, of Clemmons, near Winston-Salem, was jailed on the 13, for the murder of Joe Tise at a blacksmith shop.

Congress "ain't sayin' a word"; but it is appropriating all the money the Mexican situation seems to demand.

John Skelton Williams, comptroller of the currency, addressed the North Carolina Bankers association at Raleigh on the 13th.

The Southern Baptists met last week in Memphis, where they elected Lansing Burrows of Americus, Ga., president of the convention and all other regular officers.

Harlem Wilson of Newport, Tenn., was killed in a fight with fellow lumbermen in a camp in Transylvania county on the 12th.

Fred Brotherton was killed by having a saw in the B. A. Troutman saw mill, six miles west of Mooresville on the 13th. The saw ripped his skull open while he was removing sawdust.

It looks as though no vote will be reached on the repeal of the tolls measure for two weeks. But when a vote is reached it will be in favor of the repeal by at least twenty majority.

Tampico, the port where our sailors were arrested, has been abandoned by the Federals (Huertistas,) after desperate attacks by the Constitutionalists (Villa's men.)

Mount Airy has begun paving two miles of her streets. Just wait till Boone begins to pave two miles of hers, and you will probably be dead and forgotten too.

The congressional convention of the 10th district will meet in Waynesville May 27th, when a chairman to succeed Owen Gудger, will be selected by the successful candidate.

Three negro men supposed to be "hold up" men, were arrested in Winston-Salem on the 13th. They are supposed to be the men who robbed Capt. W. W. Dugan, trainmaster of the Southern, in the center of the city recently.

Samuel Gompers, Frank Morrison and John Mitchell, three labor leaders, were released from the punishment inflicted upon them for contempt of Court by the Supreme court of the District of Columbia in the Danbury Hatters case.

The General Convention of the Methodist Episcopal Church, South, is still in session at Oklahoma City, where many grave questions are being considered, among which is the Vanderbilt college control matter.

Senator Overman has secured a report from the Senate committee on Appropriations recommending the granting of \$175,000 for trade extension in foreign countries. Ten years ago he started the ball with only \$10,000, now so greatly increased.

The Interstate Commerce Commission will examine Charles S. Mellin, former president and several directors of the New Haven R. R., which they wrecked recently. He is understood to be willing to squeal on his assistants. Of course, William Rockefeller and G. M. Miller, two of the directors, now claim to be too "sick" to testify.

DISCOVERED AT LAST.

The natural resources and advantages of Alleghany, Ashe and Watauga counties, the finest section of the North Carolina mountains, are being discovered at last, in spite of all we could do to remain hidden from the rest of the world. We are literally being "caught in the act," as it were, of having more and better things here than anywhere else in the world, though we have done our very best to hide our light under a bushel ever since Daniel Boone passed through on his way to Kentucky.

What is all that rigamarole about? This:

Messrs. A. J. Reed of Raleigh, and C. F. Doane of Washington, D. C., two very handsome and prepossessing looking young men of good moral character, apparently, and both apparently married hard and fast, thank goodness, arrived at the Blair hotel, Boone, last Thursday night. They are making a tour of the three obscure and hidden counties named above for the purpose of investigating their adaptability for cheese making. After even a most cursory examination they are convinced—and they know all about the subject—that this section can produce cheese of as fine quality as the finest produced in the states of New York, Wisconsin or Ohio. How they ever found it out, is as much of a mystery as how Mrs. Woodrow Wilson last summer discovered that Mrs. Finley Mast of Valle Crucis can make the very finest sort of jean, coverlets, rugs and carpets on an old-fashioned hand loom that has been in her family over one hundred years. But she did find it out, and Mrs. Mast made for Mrs. President Wilson last September a beautiful rug, 14 by 18 ft., so thick that the heaviest footfall cannot be heard thereon. It is of a beautiful shade of green, and already adorns one of the rooms of the nation's White House. Mrs. Mast also makes towels for dressers, tidies for chairs, curtains for windows, portiers etc. from the same loom, and in her possession is a swallow-tailed suit of blue linen, with large silver buttons, flase pocket flaps etc., which was worn by her great grandfather at many a country dance in the days "When life was new and all was bright as morning dew." And mark this prediction:

"One of these days, believe, one of these days," some wide-awake hotel man, with a pocket full of seeds is coming along here and is going to discover that the Almighty Architect planned and adapted this section for the playground of Dixie's land; there are no fogs in Boone, and that here is the spot favored of the gods for a hotel that will surpass the glories of the Ponce de Leon or the Ponceiana of Florida; that Cook's gap, on the crest of the Blue Ridge, is more favored than Rome, that "sat on her seven hills and from her throne of beauty ruled the world," or words to that effect; that Valle Crucis, the romantic Valley of the Cross, in which the soul racked Ives dreamed of founding an abbey or monastery, and whose memory still "tinges the sober twilight of the present with color of romance," is as lovely as the Eden from which the snow-limbed Eve was driven in the day-dawn of the world; that Jefferson, Sparta, Creston, Banner Elk, Altamont, Pinola, Beaver Creek, Solitude, Sugar Grove and a score of other places will afford rest and health and comfort for the white people of the South when they finally decide to move up to God's country and surrender the malarial sections to the African and the alligator.

Yes, as some of us will have to

admit with great reluctance, we are being discovered at last in spite of the fact that the Edward Buncombe chapter of the Daughters of the American Revolution, have refused to put the picture of the Daniel Boone cabin monument, which adorns this town, into a history of this section, one of the objects of writing which was to take the lid off and reveal our glories to the world. But, then the Edward Buncombe chapter might have been expected to look out for Buncombe!

COUGHED FOR THREE YEARS.

"I am a lover of your godsend to humanity and science. Your medicine, Dr. King's New Discovery, cured my cough of three yrs. standing," says Jennie Flemming of New Dover, Ohio. Have you an annoying cough? Is it stubborn and won't yield to treatment? Get a 50c bottle of Dr. King's New Discovery today. What it did for Jennie Flemming it will do for you, no matter how stubborn or chronic a cough may be. It stops a cough and stops throat and lung trouble. Relief or money back. 50c and \$1.00 at your druggist.

Bucklen's Arnica Salve for pimples.

—What a pity it is that the most historic spot west of the Blue Ridge—the site of the Daniel Boone cabin in front of the Boy's Dormitory—is not deemed worthy of a place in the forthcoming history of Western North Carolina, merely because the picture of it which has been paid for, happened to have had a likeness of its main builder, Col. W. L. Bryan, standing to one side of it. In fact, there is to be no picture of any person place or thing in that history out side of Buncombe and Haywood counties, although their insertion would cost the ~~Edward Buncombe~~ chapter of the D. A. R. not one red cent, and in spite of all that Mr. John P. Arthur has done to have all of Western North Carolina treated impartially in the illustrations as well as in the text itself. What a pity! What a pity! What a pity!

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