

EX-EMPEROR MAKES SUICIDE ATTEMPT

WHEN ARRESTED WOULD HAVE SHOT HIMSELF, BUT WIFE FOILS EFFORT.

WAS CAPTURED NEAR KOMORN

The Troops Under Charles Heeded Demand for Obedience Made by Horthy and Disbanded.

Budapest.—Former Emperor Charles whose attempt to re-establish himself upon the Magyar throne met with dismal failure and he attempted to commit suicide by shooting after his arrest near Komorn. Former Empress Zita was with him when he was preparing to shoot himself and prevented him from carrying out his intention.

The former emperor and empress are now prisoners in the Esterhazy castle at Tata Tovaros, and Thomas Beaumont Hopler, British high commissioner in Hungary, is hurrying there, with the representatives of other nations, to insure the safety of the prisoners.

Orders sent to the rebellious troops supporting Charles by Admiral Horthy, the Hungarian regent, spelled the doom of Charles' attempt to regain a lost part of his former empire. The regent reminded the soldiers of their oath of allegiance to him, and demanded their unconditional obedience. A line that the success of their undertaking would mean the ruin of the country. The firm stand of Admiral Horthy had the effect and the result forces scattered, seeming to vanish into thin air.

Home Demonstrations at Fair.

Once again the State Division of Home Demonstrations has put on in the Department of Household Demonstrations and Exhibits at the State Fair a display of its work among the rural women of North Carolina which shows the scope and significance of the scope of the activities which Mrs. Jane S. Williamson, State Home Demonstration agent.

Robt Point.—Several hundred delegates arrived to attend the 32nd annual Western North Carolina conference of the Methodist Episcopal church.

Durham.—Trinity College has inaugurated a new intercollegiate sport in North Carolina by scheduling cross country runs and road races for this season.

Asheville.—Judge Harding in Jackson Superior court referred the Jackson county election contest to a referee this being the second time the matter has gone to a referee.

Rutherford.—The county fair closed with a record breaking attendance. Over 10,000 people attended. Many schools gave holidays and attended in a body one day.

Salisbury.—Jesse Coates, the young man who was so seriously injured in an automobile wreck just south of the city, died at a hospital without regaining consciousness.

Charlotte.—Driven frantic by worry over troubles which he would not divulge, R. G. White, aged 35, of New York city, drank carbolic acid in his room at the Stenwall hotel and died from the effects 30 minutes later.

Salisbury.—Salisbury aldermen have awarded \$250,000 of school bonds to the President Savings and Trust bank of Cincinnati, Ohio, whose bid was pat. There was half a dozen bidders.

Asheville.—Official endorsement of the national chimes memorial by the national convention of the American Legion in Kansas City will be asked from the Asheville chapter of the Legion auxiliary.

Lenoir.—The contract for the development of a fine water supply has been let by the Appalachian Training School at Boone, according to Mr. B. H. Dougherty. Four different springs are being developed and connected.

Wilson.—Mr. L. A. Barnes has just returned from Jacksonville, Onslow county, and reports fine catches of fish in that locality. Besides landing many one, two, three, four and five-pound clubs, he hooked a nine-pound black bass—and the monster didn't get away.

Marion.—Z. T. Anderson, of Burke county who was visiting his son, Will Anderson, at the Marion mill, was struck by an automobile, and seriously, if not fatally, injured. Mr. Anderson is about 70 years of age, which fact makes recovery doubtful.

Maxton.—There was a serious automobile accident last night in which Marshall De Berry's wife was severely injured and a child cut and bruised. It crashed into a wagon loaded with wood, completely demolishing car and wagon.

Sir James Craig Accepts. London.—Sir James Craig, the Ulster premier, has accepted the government's invitation to come to London and consult it as to Ulster's attitude toward boundary and other questions.

Reduces Discount Rate. London.—The Bank of England reduced its rate of discount to 5 per cent from 5 1/2 per cent. The last reduction in the discount rate was made on July 21 last, when it was cut from 7 per cent to 5 1/2 per cent.

Norwegian Vessel Quarantined. Boston.—The Norwegian steamer Snar, was placed in quarantine with her crew here because of the removal of Norfolk of her commander, suffering from a disease reported here to have been diagnosed as typhus.

Germany is Granted Extension. Paris.—Germany has been granted by the reparations commission a fifteen days' extension on the first installment of 500,000,000 gold marks of the second billion of her reparations payments due November 15.

Asheville.—Rev. Dr. Livingston T. Hays, corresponding secretary of the Southern Baptist Assembly, at Ridgecrest, was exonerated of charges of morality and sedition by the committee representing the Southern Baptist Assembly in its report.

Raleigh.—R. G. Carter, shipping clerk of the W. H. King Drug Co., recovered \$1,000 from the Southern railway company for alleged false arrest of a conductor of the railroad, in a compromise verdict in Wake county superior court.

Hold Nightgown Race.

London.—One of the events at the swimming sports at Kensington Baths, held by the interservice women's league, was a nightgown race. The winners wore their night dress and held lighted candles above the water.

Foch at Lee's Tomb.

Lexington, Va.—Marshal Foch accepted, in a telegram to officials of Washington and Lee university, an invitation to visit Lexington and lay wreaths on the tomb of Robert E. Lee.

Work Found for Unemployed.

Out of a total registration of 55,000 and 376 requests for help the State Employment Service, through its offices last week placed a total of 11 unemployed persons in positions of varied nature.

The registrations included 41 men and 117 women. Three hundred twenty-one men were referred and 81 women while the placements included 234 men and 63 women.

Of these placed, 86 were skilled 17 unskilled, 43 clerical and professional 31 domestic, and 11 industrial.

Dismissal to Name Deputies Soon.

Gilliam Grissom, newly appointed collector of revenue for North Carolina, and who has assumed his duties, does not intend to make any radical changes in his office force any time in the near future, he announced. Successors for 35 resigned deputies, however, will be named at an early date, it is announced. Many applications for the places made vacant by deputies who served under Collector Grissom and he will have no difficulty in finding men.

Playing Baseball in Mexico.

Mexico City.—Teams of baseball players which came here from Texas for a series of exhibition games in connection with the centennial celebration, found the real American game was played here, even though with a Mexican accent.

NOTICE OF SALE OF MORTGAGED PROPERTY.

Under and by virtue of the power of sale contained in a certain mortgage executed by Linney Barnes to T. F. Lovill for the payment of the sum of five hundred (\$500) dollars, with interest thereon from April 8, 1921, at the court house door in Boone, N. C., between the hours of 9 a. m. and 3 p. m. on the highest bid, the following described lands, to wit: In Boone township, Watauga county, N. C. and bounded as follows: Beginning on a small chestnut on the ridge at the Mattie Greene line and runs north 53° west crossing a small branch 40 poles to a stake in the division line between J. E. Brown and T. F. Lovill; thence north 43 1/2° East with said line 37 poles to a stake; John E. Brown's corner; thence north 4° east with said line 8 poles to a stake; Little's corner; thence south 87° east with Little's line 30 poles to a stake; South's corner; thence South 28° west with Mrs. Greene's line 37 poles to a stake on a rock; thence south 11° west with said line 11 poles to the beginning, and contains 10 acres, more or less. Said mortgage is recorded in the office of the Register of Deeds for Watauga county in Book U of mortgages, page 452. This the 10th day of October 1921.

T. F. LOVILL, Mortgagee.
R. D. JENNINGS
DENTIST
BOONE, N. C.
OFFICES AT BLACKBURN HOTEL.
Office Hours: 9:00 to 12:00 a. m.
1:00 to 4:00 p. m.
Write or phone me for appointments. Will give you the earliest date possible.

RAILROAD PLAN TO GET RATES DOWN

Propose to Reduce Wages and Return All the Saving by Reduction in Charges.

FULL TEXT OF THE PROPOSAL

Statement by Thomas DeWitt Cuyler, Chairman of the Association of Railway Executives on the Situation.

Following a meeting in Chicago, October 14, 1921, of the presidents of nearly all the leading railroads in the country, Mr. Thomas DeWitt Cuyler, chairman of the Association of Railway Executives, made the following statement:

At a meeting of the Association of Railway Executives today it was determined by the railroads of the United States to seek to bring about a reduction in rates. And as a means to that end to seek a reduction in the present railroad wages which have compelled maintenance of the present rates.

An application will be made immediately to the United States Railroad Labor Board for a reduction in wages of train service employees sufficient to remove the remainder of the increases made by the labor board's decision of July 20, 1920 (which would involve a further reduction of approximately 10 per cent) and for a reduction in the wages of all other classes of railroad labor to the going rate for such labor in several territories where the carriers operate.

To Reduce Rates as Wages Go Down. The foregoing action is upon the understanding that concurrently with such reduction in wages the benefit of the reduction thus obtained shall with the concurrence of the Interstate Commerce Commission, be passed on to the public in the reduction of existing railroad rates, except in so far as this reduction shall have been made in the meantime. The managements have decided upon this course in view of their realization of the fact that the wheels of industrial activity have been closed down to a point which brings depression and distress to the entire public and that something must be done to start them again in operation.

The situation which confronts the railroads is extremely critical. The railroads in 1920 realized a net railway operating income of about \$62,000,000 upon a property investment of over \$19,000,000,000 and even this amount of \$62,000,000 included back pay for prior years received from the government of approximately \$64,000,000, thus showing, when the operations of that year alone are considered, an actual deficit before making any allowance for either interest or dividends.

The year ended in serious depression in all branches of industry and in marked reduction of the market demand for and the prices of basic commodities, resulting in a very serious falling off in the volume of traffic. Roads Forced to Defer Maintenance. In this situation, a policy of postponing and cutting to the bone of the upkeep of the properties was adopted by the railroads. This was at the price of neglecting and for the time deferring work which must hereafter and in the near future be done and paid for. This is illustrated by the fact that, as of September 15, 1921 over 16 per cent, or 374,431 in number, of the freight cars of the carrier were in bad order and needing repairs, as against a normal of bad order of not more than 150,000 as is further illustrated by the deferred and inadequate maintenance of the equipment and of roadway and structures.

Even under those conditions, and with this large bill charged up against the future—which must soon be provided for and paid if the carriers are to perform successfully their transportation duties—the result of operations for the first eight months of this year, the latest available figures, has been at a rate of net railway operating income, before providing for interest or dividends amounting to only 2.6 per cent per annum on the valuation of the carrier properties made by the Interstate Commerce Commission in the recent rate case, an amount not sufficient to pay the interest on their outstanding bonds.

Roads Earning Far Below Reasonable Returns. It is manifest, from this showing, that the rate of return of 5 1/4 or 5 per cent for the first two years after March 1, 1920, fixed in the Transportation Act as a minimum reasonable return upon railroad investment, has not been even approximated, much less reached; and that the present high rates accordingly are not due to any statutory guarantee of earnings, for there is no such guarantee.

In analyzing the expenses which have largely brought about this situation, it becomes evident that by far the largest contributing cause is the labor cost.

Today the railroads pay out to labor approximately 60 cents on the dollar they receive for transportation services whereas in 1916, 40 cents on the dollar went to labor.

On the first day of January, 1917, when the government took charge of wages through the Adamson Act, the labor cost of the railroads had not exceeded the sum of about \$1,458,000,000 annually. In 1920, when government authority made the last wage increase, the labor cost of the railroads was about 3,698,000,000 annually, or, if continued throughout the year instead of for the eight months during which the wage increases were in effect, the labor cost, on an annual basis, would have been largely in excess of \$3,900,000,000—an increase, since the government took charge of railroad wages in the Adamson Act, of approximately \$2,450,000,000 annually.

In the light of these figures, it is manifest that the recent reduction of wages authorized by the Labor Board, estimated at from 10 to 12 per cent, in no sense meets or solves the problem of labor costs, and in no way makes it possible for the railroads to afford a reduction of their revenues.

Thousands of Rates Already Reduced. Indeed, during the past year there have been between four and five thousand individual reductions in freight rates. On some railroads the reductions in rates have amounted to more than the reductions in wages so far made, and on many other railroads the reductions in wages allowed no net return on operations, but merely provided against the further accumulation of a deficit.

The point is often made that agriculture and other industries are also suffering the same immediate difficulties as the railroads, why, therefore, do not the railroads take their medicine like anybody else? The answer lies in several facts:

1. The railroads were not permitted, as were other industries, to make charges during the years of prosperity, making possible the accumulation of a surplus to tide them over the present extreme adversity. According to the reports of the Interstate Commerce Commission, the rate of return in property investment of the railroads of the United States for the past several years has been as follows:

Year	Per cent
1912	4.84
1913	5.15
1914	4.17
1915	4.20
1916 (fiscal year)	5.90
1917	5.28
1918	2.15
1919	2.45
1920	0.32
1921 (calendar year)	6.16

It will thus be noted that during the years when other industries were making very large profits, when the prices of farm products and the wages of labor were soaring to unheard-of heights, the earnings upon railroad investment in the United States were held within very narrow limits and that they have during the past four years progressively declined.

Roads handicapped More Than Other Business. 2. The railroads are responsible to the public for providing adequate transportation. Their charges are limited by public authority, and they are in very large respect (notably for labor) compelled to spend money on a basis fixed by public authority. The margin within which they are permitted to earn a return upon their investment or to offer inducements to attract new capital for extensions and betterments is extremely limited, however much the railroads might desire, therefore, to reduce their charges in times of depression, it will be perceived that the limitations surrounding their action do not permit them to give effect to broad and elastic policies which might very properly govern other lines of business not thus restricted.

It has been urged upon the railroads that a reduction in rates will stimulate traffic and that increased traffic will offset the carriers from the loss incident to a reduction in rates. The railroad managements cannot disguise from themselves that this suggestion is merely conjectural and that an adverse result of the experiment would be disastrous, not only to the railroads, but to the public whose supreme need is adequate transportation.

Consequently the railroad managements cannot feel justified in placing these instrumentalities so essential to the public welfare, at the hazard of such an experiment based solely upon such conjecture.

Farmers Especially Need Lower Rates. It is evident, however, that existing transportation charges bear in many cases a disproportionate relationship to the prices at which commodities can be sold in the market and that existing labor and other costs of transportation impose upon industry and agriculture generally a burden greater than they should bear. This is especially true of agriculture. The railroad managements are feeling sensitive to and sympathetic with the distressing situation and desire to do everything to assist in relieving it that is compatible with their duty to furnish transportation which the public must have.

At the moment railroads in many cases are paying 40 cents an hour for unskilled labor when similar labor is working alongside the railroad and can easily be obtained by them at 20 cents an hour. The railroads of the country paid in 1920 a total of considerably over \$1,300,000,000 to unskilled labor alone. However desirable it may be to pay this or that schedule of wages, it is obvious that it cannot be the sanction of the public, unless the industries which use the railroads are capable of meeting such charges.

The railroads, and through them the people generally, are also hampered in their efforts to economize by a schedule of working rules and conditions now in force as a heritage from the period of Federal control of the railroads and the railroad labor board. These conditions are expensive, uneconomic and unnecessary from the point of view of railroad operation and extremely burdensome upon the public which pays the bill. The schedule of wages and of working conditions prevents the railroads from dealing equitably with their labor and costs in accordance with rapidly changing conditions and the great variety of local considerations which ought to control wages in different parts of the country. The railroads are seeking to have these rules and working conditions abrogated.

The railroads will seek a reduction in wages now proposed by first requesting the sanction of the railroad labor board. The railroads will proceed with any possible dispatch, and as soon as the railroad labor board shall have given its assent to the reduction in wages the general reduction in rates will be put into effect.

INSURANCE!

Fire, Life, Casualty.

All new business and expiring policies promptly attended to. Adjustments promptly made.

GEORGE F. BLAIR,
OFFICE IN P. O. BLDG.
BLOWING ROCK, N. C.

WATCH REPAIRING!

Done under a positive guarantee. Jewelry repaired. Estimates furnished on all mail orders. Satisfaction warranted. Office back of Watauga Bank.

J. W. BRYAN, Jeweler,

LUMBER!

If you want lumber planed, if you want to buy building lumber or if you want to sell lumber, see or write **BOONE PLANING MILL** 4-28-21-12m-c

DR. ALFRED W. DULA
EYE SPECIALIST
TO SEE BETTER
SEE DULA
17 Year's Experience

The Best Equipment Obtainable. Glasses Fitted Exclusively.
MARTIN BLOCK, LENOIR, N. C.
If you get it from DULA, it's all right!
WATCH PAPER FOR DATES

The Watauga Cour.

BOONE, N. C.

It has been our policy to promote and protect the interests of the people of Watauga county.

During the past year our motto has been:

We invite your continued patronage.

Capital and Surplus Over Resources Over

3 YOUR HEALTH GRADUALLY SLIPPING

Interesting Experience of a Texas Lady Who Declares That if More Women Knew About Cardui They Would Be Spared Much Sickness and Worry.

Navasota, Texas.—Mrs. W. M. Peden, of this place, relates the following interesting account of how she recovered her strength, having realized that she was actually losing her health:

"Health is the greatest thing in the world, and when you feel that gradually slipping away from you, you certainly sit up and take notice. That is what I did some time ago when I found myself in a very nervous, run-down condition of health. I was so tired and felt so listless I could hardly go at all.

"I was just no account for work. I would get a bucket of water and would feel so weak I would have to set it down before I felt I could lift it to the shelf. This condition, of course, to do even my housework was a task almost impossible to accomplish.

"I was . . . nervous and easily upset. I couldn't rest well at night and was just listless.

"I heard of Cardui and after reading decided I had some female trouble I was pulling me down. I sent for Cardui and began it . . .

"In a very short while after I began Cardui Home Treatment I saw improvement and it wasn't long until I felt right—good appetite, splendid and much stronger so that I easily did house work.

"Later I took a bottle of Cardui a tonic. I can recommend Cardui and give you my word, if more women knew, would save a great deal of worry a sickness."

The enthusiastic praise of thousands of other women who have found Cardui helpful should convince you that it is worth trying. All druggists sell it.

YOU'LL FEEL AT HOME!

You'll feel at home when you visit this bank, we can assure you.

One of our most ceaseless purposes is to so treat our customers that they will consider each visit to this Bank a pleasure.

Whatever the nature of your business, you can come to us with the assurance that you will be courteously and considerately dealt with.

Our aim is that this Bank shall always be regarded by those who deal with it as "The Bank With A Personality." Open an account with

Peoples Bank & Trust Co

A. Y. HOWELL, Cashier. G. M. SUDDERTH, Active V. P.

THEY PREVENT DISPUTE PAID

The Best Proof----- of a bill paid is a cancelled check. Open an account with us and get a check-book.

A Bank Account will help you in business in many ways, and your cancelled checks may be useful some time for reference. Small accounts are welcomed here as well as large ones.

The Bank of Blowing Rock

BLOWING ROCK, N. C.