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## RAILROAD PLAN TO GET RATES DOWN

Propose to Reduce Wages and  
Return All Saving By Re-  
duction in Charges.

### FULL TEXT OF 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 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 ten 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 \$2,000,000, upon a property investment of over \$19,000,000,000, and even this amount of sixty-two millions included back mail pay for prior years received from the government of approximately \$4,000,000, 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 reductions 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 the most rigid economy and of postponing and cutting to the bone the upkeep of the properties was adopted by the railroads. This was at the price of meeting 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 274,431 in number, of the freight cars of the carriers were in bad order and needing repairs, as against a normal of bad order cars of not more than 160,000, as is further illustrated by the deferred and inadequate maintenance of other 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 Earnings Far Below Reasonable Returns.

It is manifest from this showing, that the rate of return of 5 1/2 or 6 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 \$1,468,000,000 annually. In 1920, when governmental 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.

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 in 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 on property investment of the railroads of the United States for the past several years has been as follows:

### RATE OF RETURN EARNED BY THE RAILROADS OF THE UNITED STATES ON THEIR PROPERTY INVESTMENT:

1912	4.84%
1913	5.15%
1914	4.17%
1915	4.20%
1916 (Fiscal Year)	5.90%
1916 (Calendar Year)	5.25%
1917	5.25%
1918	3.51%
1919	2.46%
1920	0.32%

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.

### The 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 respects (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 actions 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 protect 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 management cannot feel justified in placing these instrumentalities, so essential to the public welfare, at the hazard of such an experiment based solely upon such a 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 thus imposed 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 paid out of railroad earnings, 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 heritage from the period of federal control and upheld by the railroad labor board.

These conditions are expensive, un-economic and unnecessary from the point of view of railroad operation and extremely burdensome on the public, which pays the bill. This schedule of wages and of working conditions prevents the railroads from dealing equitably with their labor 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 all possible dispatch, and as soon as the railroad labor board shall have given its assent to the reduction of wages the general reduction in rates will be put into effect.

## Neighborhood News

### LORANE.

(Special to The Sentinel.)  
Nov. 2.—The fishermen have all returned home, bringing with them a supply of fine salmon.

Frank Saffley took out a truck load of fine fat hogs Tuesday. The Foster brothers sold him one weighing 350 pounds.

Mrs. Horace Sutherland and children, of Cottage Grove, spent the week end at the W. H. Davis home.

Mr. and Mrs. Ralph Lynch, Elmer Grove, and Mrs. I. C. Smith were Cottage Grove visitors Tuesday.

Mrs. Martin Foster has returned home, after a week's visit at the home of her sister, Mrs. H. B. Griggs, in Cottage Grove.

George Hawley, of Cottage Grove, has bought the property formerly owned by Mrs. Rebecca White.

Miss Izel Runk is visiting at the home of her uncle and aunt, Mr. and Mrs. Frank Schneider.

W. S. A. Edlefsen has finished packing his apples.

B. G. Crowe is visiting relatives and friends here.

### DELIGHT VALLEY.

(Special to The Sentinel.)

Nov. 3.—Howard Keene was home Sunday from the Upton logging camp. The Oscar Jackson family motored to Roseburg Sunday and spent the day at the Glen Thayer home.

Mrs. W. A. Witecher has a severe cold and is under a physician's care.

The Fred Witecher family spent Saturday and Sunday at the W. A. Witecher home.

Guests at the W. E. Nixon home Sunday were the Sowers family, of the Grove, the Walter Pentico family, of Lynx Hollow, and the E. J. Kent family.

The E. J. Sears family visited Sunday afternoon at the Charles Sears home at Mount View.

Ed. Anderson returned Tuesday from North Bend.

Mrs. Elizabeth Widdersheim came out from the Grove Tuesday for a few days' visit at the E. J. Sears home.

Mr. and Mrs. Chas. Conner and son returned Sunday at the W. P. Huff home.

Rev. J. E. Carlson will preach at the school house Sunday afternoon at 2:30.

### LYNX HOLLOW.

(Special to The Sentinel.)

Nov. 3.—Miss Ivy Porter was a Cottage Grove visitor Saturday.

Mr. and Mrs. Marion Lebow were in Cottage Grove Thursday of last week transacting business and visiting at the home of their son Ernest, who has recently located there.

Mrs. Otis Briggs and brother Oscar were among Creswell visitors Monday.

Mr. and Mrs. Marion Lebow re-

turned Tuesday from a visit at the home of their daughter, Mrs. John Samson, in Salem. The Samson's are to leave shortly for a visit with relatives of Mr. Samson in Tennessee.

Mr. and Mrs. Frank Mackie were Sunday guests at the home of their daughter, Mrs. Melvin Jackson.

J. A. Briggs and son Otis returned Monday from a trip to the coast.

Mr. and Mrs. Horace Strong motored up from Eugene Tuesday and visited with the Slater and Wolford families.

### WALDEN.

(Special to The Sentinel.)

Nov. 2.—Mr. and Mrs. E. M. Seward and children, of Marcola, spent Saturday night and Sunday at the Castle home.

Mrs. Arnold Duerst and baby were Grove visitors Friday.

Mr. and Mrs. Finley Huff were in the Grove Tuesday.

Harry Castle spent Tuesday evening at the H. D. Chamberlain home.

R. G. Landwehr and family left Sunday for Astoria, after spending a month with relatives here.

E. M. Frost was in the Grove Friday and again on Monday on business.

Frances Dorf has returned to school, having recovered from an illness.

Mrs. Butte Mooney returned Friday from Portland, where she had been with her daughter, who is receiving medical treatment there.

Mr. and Mrs. Harry Williams and children and Mrs. J. S. Allen and daughter were Grove visitors Saturday.

### ROW RIVER.

(Special to The Sentinel.)

Nov. 2.—Mr. and Mrs. E. A. Trask, of the Grove, spent Sunday here with Mr. Trask's parents, Mr. and Mrs. S. S. Trask.

Mrs. Daniel Beattie, of the Grove, visited several days of last week with her mother, Mrs. Ellen Owens.

Mrs. Sara Worthington and son returned to their home in Eugene Saturday, after a week's visit with relatives here.

Mrs. R. C. Gleason and children and Mr. and Mrs. W. H. Phillips, of Wildwood, spent Wednesday with Mrs. Oscar McCallister.

Vivian Nadine, the little daughter of Mr. and Mrs. Wm. Vaughn has been ill, but is improving. Junior Little also has been ill but is better.

Elsie and Grayce Pleunard and Helen Williams attended church at Wildwood Friday night.

The basket social at the Star school house Monday night was well attended. A fine program was given and a considerable sum was realized from the sale of baskets.

WANT-AD. RATES—The minimum price on a wanted is 35c. Three insertions for the price of two. Book-keeping charge of 25c unless paid for in advance.

## NOTICE OF TAX LEVYING BOARD MEETING, CITY OF COTTAGE GROVE, LANE COUNTY, OREGON, NOVEMBER 25, 1921

Notice is hereby given to the taxpayers of the City of Cottage Grove, Lane County, Oregon, that a meeting of the tax levying board of said city will be held in the auditorium of the high school on the 25th day of November, 1921, at the hour of 7:30 o'clock p. m. of said day, for the purpose of giving any person, subject to the tax levy as hereinafter proposed and set forth, an opportunity to be heard in favor of or against said tax levy. Notice is further given that the following is an estimate of the total amount of money proposed to be expended by said city during the year 1922, itemized in accordance with the provisions of the budget law and also of the probable receipts of said city during the year, and the tax proposed to be levied:

GENERAL FUND	
Police Department—Salaries: marshal \$1500, night police \$1200, miscellaneous, including special police \$30	2,730.00
Health Department—Salary health officer \$120, hauling and disposal, garbage and rubbish \$60, miscellaneous \$5	185.00
Legal Department—Salary city attorney \$360	360.00
Recorder's Office—Salary recorder \$300, stamps, stationery, long distance telephone, etc., \$30, codifying ordinances and printing same and charter \$350	680.00
Fire Department—Pay for attendance and drill \$250, material and supplies \$20	270.00
Street lighting at \$233.83 per month	2,805.96
Printing and advertising	115.00
Election	30.00
Buildings, maintenance and repair	40.00
Mayor and council salaries at \$12 each	84.00
Total general fund	\$ 7,299.96
STREET FUND	
Street sprinkling and cleaning \$335, cartage and hauling \$100	435.00
Engineering \$250, miscellaneous labor \$300	550.00
Machinery, maintenance and repair	70.00
Bridges, maintenance and repair	50.00
Discount on warrants for foreign invoices and freight	20.00
Cement walk approaches	200.00
Material and supplies: lumber \$75, hardware \$25, miscellaneous \$10	110.00
Streets: maintenance and repair	100.00
Streets: improvement, surfacing Ninth and Fifth pavements, paving of Ninth, Fifth and south Lane at alleys and street intersections	8,800.00
Total street fund	\$10,335.00
WATER FUND	
Labor and service	455.00
Material and supplies	350.00
Printing and advertising	15.00
Miscellaneous, including collection fees and warrant indebtedness	1,000.00
Bond payments	6,000.00
Interest on bonds and handling fees	6,180.00
Total water fund	\$14,000.00
SEWER FUND	
Labor and service	35.00
Material and supplies	15.00
Interest on bonds	750.00
Sinking fund for payment of bonds	750.00
Total sewer fund	\$1,550.00
BOND AND WARRANT INTEREST FUND	
General fund warrants \$800, street fund warrants \$1000	1,800.00
Pending bonds interest	1,800.00
Total bond and warrant interest fund	\$ 3,600.00
LIBRARY FUND	
Total library fund, general expense	\$ 700.00 \$ 700.00
PARK FUND	
Total park fund, general expense	\$ 425.00 \$ 425.00
EMERGENCY FUND	
Total emergency fund	\$ 500.00 \$ 500.00
Total estimated expenditures	\$38,409.96
ESTIMATED RECEIPTS	
General fund: fines and licenses	\$ 300.00
Water fund: water rents and miscellaneous	14,000.00
Street: 2 1/2 mills refund on assessed valuation	2,250.00
Sewer: interest on sinking fund	150.00
Total estimated receipts	\$16,700.00
Balance, amount to be raised by direct tax	\$21,709.96

GEO. O. KNOWLES, Mayor,  
A. W. KIME,  
S. L. MACKIN,  
ROY E. SMOBT,

J. W. VEATCH,  
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NELSON DURHAM,  
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If you have been ailing for any length of time and do not get any better, do not fail to call, as improper measures rather than disease are very often the cause of long standing trouble.

Remember the above date, that examination on this trip will be free and that his treatment is different.

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### SOUTHERN PACIFIC TIME TABLE

(Corrected August 29, 1921.)

North Bound	South Bound
No. 18—9:57 a. m.	No. 13—12:19 a. m.
No. 14—3:32 p. m.	No. 53—6:41 a. m.
No. 16—3:37 a. m.	No. 15—2:10 p. m.
	No. 17—7:40 p. m.

It pays to read the wantads.

## Professional Cards

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