In the Grocery Department

Fountain Drip Syrup, per can	50c
Postum Cereal, per package	20c
K. C. Baking Powder, per pound	17c
Golden Rod Oats, per package	30c
Star Tobacco, per pound	45c
Bull Durham, 6 packages	25c
Tuxuedo, 3 packages for	25c
Pedro, 3 packages for	25c
Union Leader, 3 packages for	25c

See our line of Candies before you buy for Christmas.

Mixed Candy, per pound	15c
Half-pound Boxes	25c
Pound Boxes	50c

NUTS NUTS NUTS

2 pounds of English Walnuts, Pecans, Filberts, Brazil Nuts or Almonds, all fresh, for 35c

BUY YOU CHRISTMAS GIFTS

AT STANLEYS

You'll be able to remember more friends if you do. The quality of our merchandise is guaranteed and the price is always less.

This Store Is Open Every Evening Until 9 O'clock

To induce evening shopping, we offer the following specials on

Tuesday evening, 7:00 to 9:00 o'clock:
Men's 25c Four-in-hand Ties, special at 9c

Wednesday evening, 7:00 to 9:00 o'clock:
Eastman's Perfume and Toilet Soap, 25c combination package, extra special, per package only 9c

Thursday evening, 7:00 to 9:00 o'clock:
Scrim Curtains, extra value at $3.00 a pair, extra special $1.69

Friday evening, 7:00 to 9:00 o'clock:
Dolls and Toys at one-half our regular prices ..... HALF

STANLEYS PRICE CUTTERS
612-618 Willamette St. Eugene Oregon

In the Grocery Department

100 Pounds of Pure Cane Sugar $5.40

SHIPPING SUFFERS FROM BLIZZARD

Tales of Heavy Losses Come From the Atlantic Coast

Boston, Dec. 16.—A northwest blizzard last night and today brought disaster to shipping along the Massachusetts coast and tonight, four schooners were known to have been wrecked, another was in tow, disabled, one barge had floundered, and other barges were reported adrift and missing.

The revenue cutter Gresham, which took aboard the crews of two sinking schooners and assisted other vessels spent the entire day and most of the night undoing the havoc of the storm. Up to tonight no definite report of loss of life had reached the city.

Many Vessels Suffer.

The vessels which suffered from the storm included:

Schooner Thomas B. Garland of Portsmouth, a total wreck on Great Point bar, Nantucket. The crew were rescued early today by the Coskata lifesaving crew.

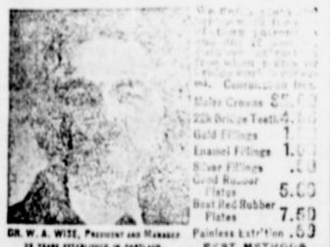
Schooner Abbie G. Cole of Machias, Me., stranded and waterlogged in Stone Horse Shoal, off Monomoy Point. The crew were rescued by the Gresham this morning, when the Monomy Point lifesavers found the seas too heavy to launch their lifeboats.

The two-master schooner, H. E. Ayer, taken in tow by the Gresham off Old Harbor.

British schooners S. A. Fownes, ashore off Monomy Point. The Gresham took on board the crew late today.

THE VERY BEST

dentistry on the Pacific Coast is offered here. We have built up our reputation on this, depend on quality and care of service and work anywhere, no matter how distant you may be.



DR. W. A. WISE, President and Manager — 22 YEARS ESTABLISHED IN PORTLAND — PAINLESS METHODS

All work fully guaranteed for fifteen years.

Wise Dental Co., Inc.
Painless Dentists
Failing Building, Third and Washington PORTLAND, ORE.
Office Hours: 8 A. M. to 8 P. M. Sundays, 9 to 1.

CATARRH

GUARANTEE On each package. We, the undersigned, do hereby guarantee that the contents of this package is not adulterated or misbranded within the meaning of the Food and Drugs Act, June 30, '06.

HAY FEVER

ELY'S CREAM BALM

Applied into the nostrils is quickly absorbed.

GIVES RELIEF AT ONCE.

It cleanses, soothes, heals and protects the diseased membrane resulting from Catarrh and drives away a Cold in the Head quickly. Restores the Senses of Taste and Smell. It is easy to use. Contains no injurious drugs. No mercury, no cocaine, no morphine. The household remedy.

Price, 50 cents at Druggists or by mail.

ELY BROTHERS, 56 Warren St., New York.

A splendid piano recital was given by the pupils of Mrs. John B. Patterson last evening and was greatly appreciated by all present. A program will appear later.

PULLMAN PORTERS WANT MORE SALARY

Chicago, Dec. 16.—Disgusted with the absence of tips 3000 sleeping car porters employed on various lines throughout the West petitioned the Pullman Palace Car company today for an increase in wages. Instead of the 83⅓ cents per day that they now receive the porters want a flat salary of $45 to $50 per month.

The high cost of living, they say, makes it absolutely necesary that they be given the raise they ask. Advanced prices affect them "going and coming," explained one of the backers of the petition. It reaches them through the pocketbooks of Pullman passengers on whose bounty they have depended, and it affects them in the support of their families.

Tips have been declining steadily for the past five years, old porters assert.

Where once a Pullman porter could be a man of independence, he now must corral every stray nickel to keep himself and family alive, they say.

HARRISBURG WETS WIN AT ELECTION

Harrisburg, Or., Dec. 14.—The city election was held here Monday and great interest was manifested by both the "wets" and the "drys"—the People's ticket for the latter and the City ticket for the former. The City ticket won by a fair majority. The following were elected: For Mayor, Dr. W. H. Dale; Recorder, F. J. Anderson; Treasurer, Damon Smith; Marshal, T. J. Stephens; Councilmen, for two years, R. K. Burton, H. R. Sherril, O. L. Scott; for one year, J. T. McMahan, J. G. Kelsey, R. W. Wright.

JOHN D. RINGS UP $19.32 A MINUTE

Under Quarterly Dividend Just Authorized — Enormous Gains Since 1882

New York, Dec. 19.—John D. Rockefeller's Standard Oil income is $19.32 a minute, according to the quarterly dividend of 10 per cent, amounting to $10,000,000 on all the stock which has been authorized by the directors. It was estimated today that Rockefeller, since 1882, has received $180,000,000 in Standard Oil dividends in addition to $100,000,000, his equity in the profits of the concern. Since 1882 the company has disbursed $709,812,620 out of its profits of $1,129,442,064, leaving a surplpus of $419,679,444.

JAMES J. HILL ARRIVES IN OREGON

Portland, Or. Dec. 15.—Encouraged by the business conditions in Oregon, James J. Hill, the railroad builder, who arrived in portland late last night, announced the eventual extension of the Oregon Trunk Line from the present proposed terminus at Bend; the extension of the United Electric Railways to the coast; the probable erection of an independent passenger station in this city, and the ultimate consolidation of all the Hill roads radiating out of Portland into one large corporation similar to that formed by the Harriman lines a few weeks ago.

Mr. Hill arrived on a special train that operated through from St. Paul, starting there Monday afternoon. He is accompanied by George B. Harris, chairman of the board of directors of the Burlington system; W. B. Dean, director of the Great Northern; W. H. Dunnwoody and E. C. Cooke, capitalists of Minneapolis; Samuel Hill, his son-in-law, who continued his trip to Seattle, and M. R. Browne, his private secretary.

Roseburg Review: Mrs. Benton, president of the C. E. societies of Oregon, returned home to Eugene Sunday, after a visit here with Mr. and Mrs. C. T. Colt.

TESTIMONY IN MANERUD CAS IS FINALLY COMPLETED THIS AFTERNOON

(From Monday's Daily Guard.)

This week's session of the circuit court opened drearily upon the suit between Manerud & Quinn and the city of Eugene this morning with Mayor Matlock upon the witness stand. He was questioned as to the extension of time asked for by Manerud and explained the reason he was opposed to the extension in the following words:

"I knew that he wouldn't be able to work much during November and December, and that would mean another and another extension, and then that the plant would not be completed for another year, and that would mean a loss of $20,000 or more to the city."

Manerud Knew of Delay

One of the strongest points that the evidence has yet brought out, and competency of which was hotly contested by the attorney of Manerud was developed in the following words:

"Mr. Manerud knew of the pending suits over right-of-way when he accepted the contract, and he should have made allowance."

The city's attorneys will probably use this to refute the damage claim because of the delays in right-of-way, and it is a valuable argument. Upon this the witness was dismissed.

W. H. Brenton, an engineer, was then called. He produced valuable testimony when he said that the ditch had been dug much wider in places than the contract called for. This explained the variations in the amounts estimated by the different engineers, and showed that the contractor was making claims for material not in the ditch.

F. S. Tingly said that Manerud had declared to him that he would never finish the ditch.

Kelsey Demands Too Big a Bribe

R. B. Henderson told the story that Manerud when he was complaining about the small estimates, was told that he ought to "fix" the engineer. Whereupon Manerud took the "tip" and went to Portland to see Kelsey, securing Meyers to make the proposition. They met at the Imperial hotel, the story goes. Kelsay demanded $150 a month, but this was too much for Manerud and no deal was made. This is the other version of the "bribe story," told in Saturday night's Guard.

Meyers Wanted Bribe, Too

S. P. Ness, member of the city council, and assistant counsel for the city in this case, said that Manerud had come to him and told him about the "bribery proposition." Manerud told Ness that Meyers had told him that he was "not onto the job;" that he "didn't know how to work it." He said that he had gone to Portland, and that Meyers, after he had interviewed Kelsey had told him that Kelsey wanted $150 a him that Kelsay wanted $150 a month, and they asked what he (Meyers) was to get out of it. Manerud said he hadn't thought about that, but he would have to get his money from Kelsey. Meyers said that there was "nothing doing." This occurred before Ness was a member of the city council and was brought to Ness because he was afraid that Ness might learn it from Henderson, who already knew it.

This was not, Mr Ness declared, in regard to the turning off of an additional engineer, and the only thing that Manerud said about an engineer was that "he kicked and cussed about the engineer every time he met me (Ness) and he called Kelsey 14 different kinds of names."

Mr. Ness declared after that Manerud demanded that the city buy his dredge, and that if they did not he would quit.

Berger Knew of Bribery

Councilman Berger declared that Manerud had also asked him what he had heard about the "bribery case." He told about the same story that Manerud had told him that he (Manerud) had been told, that he did not know how to work it, and that he should "fix" the engineer. He related how Manerud had said that he had gone to Portland but had been unable to make the deal. He thought the consideration had been placed at $150. Manerud had come to his store.

During the cross examination Berger was unable to remember whether this occurred in the summer of 1909 or 1910. He was quickly dismissed, however.

Shoot Firecrackers for Blasts

Councilman Garrett was recalled. He told the same story—that Manerud had been told that he didn't know how to "work" the attorney, and when he went to Portland to see his wife he made a point of looking up Mr. Meyers and sent him to Kelsay with a bribery missive. His account was identical with the other councilman.

In the cross examination the attorney asked Garrett if he had not told Manerud to shoot some firecrackers in the ditch and then he could call the gravel "cemented." Garrett didn't remember this.

Much Extra Yardage

Engineer Brenton was recalled to give the figures that the extra width of the ditch would increase the yardage. He stated that in a typical "station" the extra width would increase the number of cubic yards 300 in 200 lineal feet. In this way Manerud was to make a larger sum of money from the city. The engineer cited several other "stations" where the excess width was from 4 to 7 feet.

This was the last witness for the city and the plaintiff recalled Rickman who told about the accuracy of figures.

Story of Bribe and Firecrackers

Manerud was called. He told that he had told Meyers his estimates were not satisfactory. Meyers said that he ought to get "next" to the engineer.

Manerud asked him how he was to "get next" to an engineer when the engineer was never here. Meyers said that there were other ways of doing this. He said that he had worked for Kelsey and that he had "got" solid rock for dirt when he shot big firecrackers.

Manerud then told of going to Portland, hunting up Meyers and asking him what Kelsey "wanted." Meyers saw Kelsey and returned to Manerud and said that Kelsey was not for sale, but that he would like $150 a month for keeping an engineer on the ground. Manerud said that this was very "reasonable," but that he did not have the money with him at that time and said that he would arrange it later. He said that when Meyers returned he was "very full" and that he was obliged to wait for a whole afternoon and missed one train.

The attorney for the city requested that the whole statement of Manerud be read to the jury by the court reporter on the ground that he (the attorney)had not heard it all.

Was Kelsey a Rascal?

One noticeable point about this testimony was that Kelsey seemed to be the one that had proposed the bribe, and made his estimates lower after Meyers had "put the bug in his ear." A strange fact was that the plaintiff's attorney made no effort to cross examine the city's witness in regard to the attempted bribery, indicating that he had some surprise to spring later.

The plaintiff's attorney at once left this subject and called for a description of the "dredge." The machine, he said, weighed 700 tons and was so geared that each bucket would heave a form of 170-horsepower against it. Manerud said he had run it through cut rocks a foot in size. The attorney then showed the pupprose of his questions when he asked to compare the cutting power of this machine to a cement plow. The witness then testified that cement gravel of the West differed from that of the East, and made it difficult to blast in the West.

Manerud Forsees Lawsuit

The witness stated that the testimony of Atorney Ness in regard to the bribery was practically correct. He stated that Ness considered Kelsey a rascal.

Manerud stated that in a conversation with the mayor he had called Kelsey a rascal. Whereupon the mayor appeared greatly surprised and said: "What? Didn't you offer to buy him off?" "No," said Manerud. "You didn't?" replied the mayor. "I have a letter in my pocket that will prove that you did." "Well you just hang on to that letter," said Manerud. "You may need it before we get through with this."

In the cross examination the city attorney secured an admission from Manerud that he had pupprosely gone to see Kelsey and Meyers and had kept his address.

Mr. Morris was recalled and was briefly queried in regard to conversations with Matlock in regard to the time extensions.

Quinn Tetsifies

Mr. Quinn was called and told of conversations with Meyers, whom, he said, had told him that they didn't know how to "handle" the engineer, and related much the same story that Manerud had told. He said that in the few days Meyers was at the ditch he repeatedly opened the conversation upon this subject. The contractor's opinion of Meyers was not good.

The testimony of Quinn in describing the "dredge" was somewhat confused, and his estimate of the horsepower varied and also differed greatly from that of Manerud. He admitted that the dredge had about the same effect as a "cement plow."

This was the last witness.

Attorney Cites Albina Case

In his request for instructions from the court, Attorney Pipes this morning cited the case of Murphy vs. Albina, Oregon 22, decided by Judge Bean, of the circuit court, in favor of the city, and it will be principally upon the points involved in this that the city will rely in the suit brought by Manerud & Quinn. The case has many similar features to the one on trial. The city of Albina contracted with one Murphy to do certain street grading. A superintending engineer was employed. This engineer, after the contract was let and work was begun, ordered the grade raised, so that the contractor was at an additional expense of several hundred dollars. The contractor, before he changed the grade, objected, and went to the individual councilmen and the mayor, but from them received instructions to follow the orders of the engineer, and that he would be backed by the council and the work paid for. The council afterwards accepted the work, but paid the contractor only the original price. The contractor sued and the city was sustained, when the case was appealed to the supreme court. This court recognized that the contractor had been wronged, but that for the protection of municipalities, the city could not be made responsible for the instructions of an employe, nor the individual statements of the councilmen. That the only legitimate actions that could govern a city would be ordinances passed by the majority of the council at a regular meeting. Also that mere silence is not sufficient.

Upon this the attorney asks the court to disregard the evidence showing that the time was extended verbally more than three months. It also asks that the verbal instructions of Arnold to the contractor employed by the city as an engineer, or any other engineer, be not considered, or the conversation of any one else, including the individual councilmen.

The request of Attorney Jenkins for the instructions of the court were lengthy. He asked that all evidence where the city made any claims upon the terms of the former contract be thrown out on the ground that since the city has now abandoned this contract it now cannot claim any of the terms, while at the same time the plaintiffs may use them. That it be considered the duty of the city to provide right-of-way to do proper engineering, to set all necessary stakes, and do so within a reasonable time. It is also their duty to have frequent visits of the engineer and to require him to give information, and to make full estimates as required. He asked that the jury decide the case upon the question of whether the city or the contractors were to blame for the delay. He mentioned many other points that have been brought out in the evidence.

Attorneys Have Sharp Tilt

A sharp contention arose between the attorneys for the two sides before the case was given to the arguments before the jury, over the possibility of an agent of the city to change a contract, the defendants claiming that if it could be changed in part the whole could be changed as readily, and the matter was one of principle. The defendants asked that the court instruct no allowance for rain or floods. The plaintiff declared that his case would rest upon the right of waiver of contract. He declared that the case cited by the defendants in regard to the city of Albina referred to street work, but this case refers to the construction of a public utility and should be governed as a private corporation.

The counter claim that the city makes is based upon the fact that the contractors delayed the work before the contract was actually annuled, because of their refusal to do the work, and the necessity of the city's doing its own work has caused an additional expense which is the sum of the counter claim.

At 2:30 p. m., lacking just two and one-half hours of one week from the time that this case began, the court declared that he fully understood the situation in the case and denied the motion of the plaintiff to strike out certain testimony.

Attorney Jenkins then addressed the jury. Attorney Pipes was to follow him, and Attorney Bilyeu comes next.

BANKERS ON BONDS OF BOWN AND TAYLOR

County Court Finally Approves Them—Taylor's $50,000 and Bown's $70,000

The $50,000 bond of S. W. Taylor, as county treasurer, was approved and accepted by the county court today, as also was the bond of Sheriff Harry L. Bown, who was re-elected to that office. His bond is $10,000 as sheriff and $60,000 as tax collector. The same men appear on Treasurer-elect Taylor's bond as on Sheriff Bown's and all are reresentatives of the three banks in Eugene, as follows: F. W. Osburn, D. A. Paine and E. K. Wheeler, of the Eugene Loan and Savings Bank; T. G. Hendricks, P. E. Snodgrass and S. B. Eakin, of the First National Bank, and L. H. Potter, Fred Fisk, M. F. Griggs, F. E. Dunn and John Hampton, of the Merchants Bank.

The bonds of the other county officials elected at the November election are mostly on file and will be approved by the court in due time

The remains of Miss Crystal McNary were conveyed on the midnight train last night to Medford where they will be interred.

EXPLOSION CAUS IS QUEST OF AUTHORITIES

Train of Runaway Electric Ca Broke a Gas Feed Pipe

New York, Dec. 20.—Investigatio of the causes of the explosion in th New York Central Power House yesterday, which resulted in ten deat and the injury of more than a hundred persons, and money loss estimated in excess of two millions, w continued today by the city and th county authorities. It is generall conceded the first cause of the explosion was a runaway train of electric cars in the central cut that crashed over the bumper at the powe house and broke the feed pipe. Th caused a large quantity of gas to ac cumulate in the lower basement.

The dead:
Nicoli Galucci, laborer.
Patrick Jordan, laborer.
E. B. Livermore, Pullman car inspector.
C. McMarrow, laborer.
Edith Offner, stenographer.
Mary B. Pope, of Boston, Mass.
Charles Roberts, expressman.
Frank Stagg, watchman.
John Ryan, laborer.

The injured include laborers and other employes of the railroad, pedestrians, bystanders and others in the vicinity of the accident.

CONSTRUCTION CREW FOR NEW GAS PLANT WILL BE HERE SOON

Blue Prints From Factory Have Arrived at Office of Oregon Power Co.

Blue prints and instructions from the factory, addressed to D. J. Sweeney and Mike Lynch, superintnedents of construction of the new gas plant for Eugene, were received at the office of the Oregon Power company this morning, indicating that the construction of the big gas holder will begin during the next few days. Several cars of steel have been in Eugene for the past week ready to be used for the construction of the big gas holder, and the company has been expecting the arrival of the construction gang daily. The letters received this morning, which contain all the blue prints and instructions necessary, indicate that they will be here within the next few days. It is a big job to construct this holder, and for sixty days will be heard the tap tap of pneumatic hammers and can be seen the expert steel men tossing the red rivets through the air and flattening them in their places.

The foundations for the main structure of the plant are practically completed and the walls will soon rise in the air. The machinery is daily expected.

WILSON TO STUMP AGAINST SMITH

Trenton, Dec. 20.—Governor-elect Wilson will probably go on the stump to arouse public sentiment in favor of the election of James E. Martin to the United States senate. While he will not discuss the subject, it was learned this action had been decided today at a canference held here. He will especially oppose the aspirations of ex-Senator Smith.

DIED

At Coburg, December 18, 1910, Mrs. Nora Brazeiton, aged 34 years. The funeral was held today at 10 a. m. with interment in the Coburg I. O. O. F. cemetery.